



# SEA·DOO®



**Specification  
Booklet**

**2000 2004**

**Manuel de  
Caractéristiques**



2 1 9 1 0 0 1 8 9

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**SEA-DOO**

**SPECIFICATION  
BOOKLET**

***MANUEL DE  
CARACTÉRISTIQUES***

**2000-2004**

# SEA-DOO WATERCRAFT SPECIFICATION BOOKLET

## 2004 EDITION DIFFERENCES WITH 1988-2003

### Were added:

- 2004 models
- Injector and sensor resistance values were integrated in Carburetion Section.
- Distinction between 2-Stroke and 4-TEC engines in Engine Tightening Torque Section.

### Were removed:

- 1988 to 1999 models

### Were revised:

- minor corrections were done as per latest technical information available

## MODIFICATIONS DE L'ÉDITION 2004 PAR RAPPORT À CELLE DE 1988-2003

### Ajouts:

- modèles 2004
- Les valeurs de résistance des injecteurs et des capteurs ont été intégrées à la section Carburant.
- Distinction entre les moteurs 2-temps et les moteurs 4-TEC dans la section Couples de serrage du moteur.

### Retrait:

- modèles 1988 à 1999

### Révision:

- Des corrections mineures furent apportées conformément aux informations techniques les plus récentes.

The purpose of this manual is to facilitate access to watercraft specifications. The *Specification Booklet* acts like a summary of the technical data included in the *Shop Manual*. For a more complete information, refer to *Shop Manual*.

Specifications which are more commonly used for the maintenance and repair of the different Sea-Doo® watercraft for the years specified on cover page, are grouped in sections.

This edition was primarily published to be used by watercraft technicians who are already familiar with all service and maintenance procedures relating to Sea-Doo watercraft.

**NOTICE:** Bombardier Recreational Products Inc. (BRP) is not responsible for typesetting errors.

The contents of this booklet is applicable to the particular product at its time of manufacture. However it may include later component improvements authorized by BRP. See footnotes and read all appropriate bulletins.

The use of genuine BRP parts is strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque tightening specifications must be strictly adhered to. Locking devices (ex.: lock nut/tab, locking disks, self-locking fasteners, etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

BRP disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any service be carried out and/or verified by a highly-skilled professional technician. It is understood that certain modifications may render the use of the watercraft illegal under existing federal, provincial and state regulations.

*BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.*

# MANUEL DE CARACTÉRISTIQUES DES MOTOMARINES SEA-DOO®

Ce manuel a pour but de faciliter l'accès aux caractéristiques des motomarines. Le *Manuel de caractéristiques* se veut un résumé des données techniques du *Manuel de réparation*. Pour une information plus complète, se référer au *Manuel de réparation*.

Les caractéristiques les plus utilisées pour l'entretien et la réparation des différents modèles Sea-Do® selon les années précisées sur la page couverture, sont regroupées par sections.

Ce manuel est destiné avant tout aux techniciens professionnels, c'est-à-dire à des techniciens connaissant déjà toutes les opérations d'entretien et de réparation des motomarines Sea-Do.

**AVIS:** Bombardier Produits Récréatifs Inc. (BRP) n'est pas responsable des erreurs de typographie.

Ce manuel contient les caractéristiques des motomarines telles qu'elles étaient à leur sortie d'usine. Cependant, certaines caractéristiques peuvent avoir changé à la suite d'améliorations autorisées par BRP. Voir les renvois aux bas des pages et lire les bulletins qui décrivent ces améliorations. Pour tout remplacement de pièce, l'utilisation de pièces BRP est toujours très fortement recommandée. En cas de doute, il faut demander l'aide du concessionnaire et/ou du distributeur.








Les couples de serrage indiqués doivent être rigoureusement observés. Les pièces ou dispositifs de blocage (ex.: écrous autobloquants, disques/plaques de verrouillage, attaches autofreinées, etc.) doivent être installés ou remplacés par des neufs, s'il y a lieu. Remplacer toute pièce ou tout dispositif de blocage dont l'efficacité serait diminuée.

BRP ne pourra être tenue responsable des dommages ou blessures résultant d'une mauvaise compréhension du texte de ce manuel. On recommande fortement de faire effectuer et/ou vérifier les opérations mentionnées dans ce manuel par un technicien professionnel. Il est clairement entendu que l'utilisation d'une motomarine peut devenir illégale aux termes des règlements fédéraux, provinciaux ou d'État, si cette motomarine a subi certaines modifications.

*BRP se réserve le droit de supprimer ou de modifier en tout temps ses spécifications, designs, caractéristiques, modèles ou pièces d'équipement, sans aucune obligation de sa part.*

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## **GENUINE SEA-DOO PARTS PIÈCES D'ORIGINE SEA-DOO**

Genuine Sea-Doo parts are designed to careful tolerances for specific watercraft, based on extensive testing programs tailored to rigorous standards of quality control and backed by the BRP warranty.

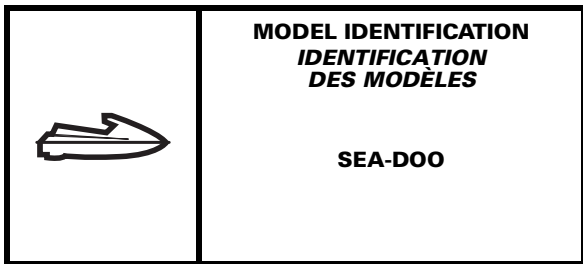
*Les pièces d'origine Sea-Doo sont dessinées à partir de tolérances très strictes pour des motomarines spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie BRP.*



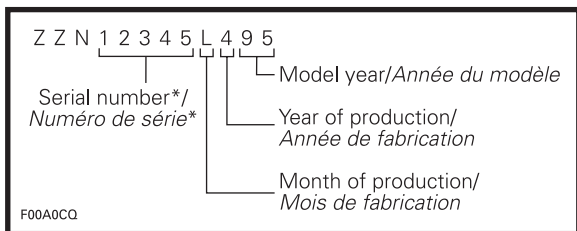
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**HULL IDENTIFICATION NUMBER  
NUMÉRO D'IDENTIFICATION DE LA COQUE**



\*A letter may also be used as a digit.  
\* Un caractère alphabétique peut être utilisé.

**MODEL IDENTIFICATION (BY MODEL YEAR)  
IDENTIFICATION DES MODÈLES (PAR ANNÉE)**

MODEL NAME  
NOM DE MODÈLE

MODEL NO.  
N° DE MODÈLE

**2004**

3D RFI (Bombay Yellow/Jaune Bombay) .....	6157
3D RFI International (Bombay Yellow/Jaune Bombay).....	6158
GTI (Blue Jay/Geai bleu).....	6133
GTI International (Blue Jay/Geai bleu) .....	6134
GTI LE (Sonoran Sand/Sable de Sonoran).....	6135
GTI LE International (Sonoran Sand/Sable de Sonoran) .....	6136
GTI RFI (Blue Jay/Geai bleu) .....	6137
GTI RFI International (Blue Jay/Geai bleu).....	6138
GTI RFI LE (Sonoran Sand/Sable de Sonoran) .....	6139
GTI RFI LE International (Sonoran Sand/Sable de Sonoran).....	6140
GTX 4-TEC (Seashore/Bord de mer) .....	6147
GTX 4-TEC International (Seashore/Bord de mer) .....	6148
GTX 4-TEC Limited Supercharged (Pearl Blue/Bleu perle).....	6141
GTX 4-TEC Limited Supercharged International (Pearl Blue/Bleu perle) ..	6142
GTX 4-TEC Supercharged (Yellow/Jaune) .....	6143
GTX 4-TEC Supercharged International (Yellow/Jaune) .....	6144
GTX 4-TEC Wakeboard Edition (Viper Red/Rouge vipère) .....	6149
GTX 4-TEC Wakeboard Edition International (Viper Red/Rouge vipère) ..	6150
RXP 4-TEC (Apple Green/Vert pomme) .....	6115
RXP 4-TEC International (Apple Green/Vert pomme) .....	5599
RXP 4-TEC (Yellow/Jaune) .....	6162
RXP 4-TEC International (Yellow/Jaune).....	6163
XP DI (Viper Red/Rouge vipère) .....	6151
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**2003**

GTI International (atlantic blue/bleu atlantique) .....	5568
GTI (ultraviolet/violet perle) .....	5598
GTI International (ultraviolet/violet perle).....	5597
GTI (California/Californie) (ultraviolet/violet perle) .....	5567
GTI LE (Earth Clay/terre glaise) .....	6102
GTI LE International (Earth Clay/terre glaise) .....	6101
GTI LE RFI (Earth Clay/terre glaise).....	6104
GTI LE RFI International (Earth Clay/terre glaise).....	6103
GTX 4-TEC (Early Red/rouge matinal) .....	6127
GTX 4-TEC International (Early Red/rouge matinal) .....	6132
GTX 4-TEC (autumn red/rouge automnal).....	6112
GTX 4-TEC International (autumn red/rouge automnal) .....	6111
GTX 4-TEC SUPERCHARGED (yellow/jaune).....	6106
GTX 4-TEC SUPERCHARGED International (yellow/jaune) .....	6105
GTX 4-TEC SUPERCHARGED (viper red/rouge vipère).....	6129
GTX 4-TEC SUPERCHARGED International (viper red/rouge vipère).....	6128
GTX 4-TEC VANS TRIPLE CROWN EDITION .....	6126
GTX 4-TEC VANS TRIPLE CROWN EDITION International .....	6125

MODEL NAME NOM DE MODÈLE	MODEL NO. N° DE MODÈLE
GTX 4-TEC SUPERCHARGED LTD (blue/bleu) .....	6108
GTX 4-TEC SUPERCHARGED LTD International (blue/bleu) .....	6107
GTX DI (autumn red/rouge automnal) .....	6119
GTX DI International (autumn red/rouge automnal).....	6118
LRV DI .....	5771
RX DI (vipér red/rouge vipère) .....	6123
RX DI International (vipér red/rouge vipère.....	6122
XP DI (vipér red/rouge vipère.....	6131
XP DI International (vipér red/rouge vipère .....	6130

## 2002

GTI (u.violet) .....	5559
GTI California (u.violet).....	6116
GTI International (u.violet) .....	5558
GTI LE (e.clay/glaise).....	5561
GTI LE California (e.clay/glaise) .....	6117
GTI LE International (e.clay/glaise).....	5560
GTX (yellow/jaune) .....	5588
GTX International (yellow/jaune).....	5587
GTX 4-TEC (blue/bleu) .....	5594
GTX 4-TEC (red/rouge) .....	5574
GTX 4-TEC International (blue/bleu).....	5593
GTX 4-TEC International (red/rouge).....	5573
GTX DI (blue/bleu).....	5596
GTX DI (green/vert) .....	5564
GTX DI International (blue/bleu) .....	5595
GTX DI International (green/vert) .....	5563
GTX RFI (blue/bleu).....	5566
GTX RFI International (blue/bleu) .....	5565
LRV DI.....	5460
RX (blue/bleu).....	5580
RX (yellow/jaune) .....	5582
RX International (blue/bleu) .....	5579
RX International (yellow/jaune) .....	5581
RX DI (yellow/jaune) .....	5586
RX DI International (blue/bleu).....	5591
RX DI LE International (yellow/jaune).....	5592
RX DI LE (blue/bleu).....	5584
RX DI LE International (blue/bleu) .....	5583
RX DI LE International (yellow/jaune).....	5585
XP .....	5578
XP International .....	5577

MODEL NAME NOM DE MODÈLE	MODEL NO. N° DE MODÈLE
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## 2001

GS International (red/rouge) First Series, Première série.....	5548
GS International (clay/glaise) Second Series, Seconde série.....	5518
GS (clay/glaise).....	5519
GSX RFI International First Series, Première série.....	5549
GTS International Second Series, Seconde série.....	5520
GTS.....	5521
GTS International First Series, Première série .....	5551
GTI International First Series, Première série.....	5552
GTI International Second Series, Seconde série .....	5522
GTI.....	5523
GTX RFI International .....	5524
GTX RFI .....	5525
GTX RFI International (green/vert).....	5553
GTX RFI (green/vert) .....	5555
GTX International (red/rouge) .....	5526
GTX (red/rouge) .....	5527
GTX International (blue/bleu).....	5538
GTX (blue/bleu) .....	5539
GTX DI International (blue/bleu).....	5528
GTX DI (blue/bleu).....	5529
GTX DI International (red/rouge) .....	5540
GTX DI (red/rouge).....	5541
XP Limited/Limitée International .....	5530
XP Limited/Limitée .....	5531
RX International (blue/bleu) .....	5532
RX (blue/bleu).....	5533
RX International (yellow/jaune) .....	5542
RX (yellow/jaune) .....	5543
RX DI International (blue/bleu).....	5534
RX DI (blue/bleu) .....	5535
RX DI International (yellow/jaune).....	5536
RX DI (yellow/jaune) .....	5537
LRV .....	5697



**2000**

GS.....	5644
GS International.....	5827
GSX RFI.....	5645
GSX RFI International.....	5654
XP.....	5651
XP International.....	5655
GTI.....	5647
GTI International.....	5657
GTS International.....	5639
GTX LTD.....	5653
GTX LTD (International).....	5669
GTX LTD (International (blue/bleu).....	5544
GTX LTD (blue/bleu).....	5545
GTX RFI.....	5648
GTX RFI International.....	5658
GTX RFI (green/vert).....	5515
GTX RFI International (green/vert).....	5516
RX.....	5513
RX International.....	5514
RX DI.....	5646
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GTX DI.....	5649
GTX DI International.....	5659
LRV.....	5688

**MODEL IDENTIFICATION (BY MODEL NUMBER)  
IDENTIFICATION DES MODÈLES  
(PAR NUMÉRO DE MODÈLE)**

MODEL NUMBER NUMÉRO DE MODÈLE	MODEL YEAR ANNÉE MODÈLE	MODEL NAME NOM DE MODÈLE
5460	2002	LRV DI
5513	2000	RX
5514	2000	RX International
5515	2000	GTX RFI (green/vert)
5516	2000	GTX RFI International (green/vert)
5518	2001	GS International (clay/glaise)
5519	2001	GS (clay/glaise)
5520	2001	GTS International
5521	2001	GTS
5522	2001	GTI International
5523	2001	GTI
5524	2001	GTX RFI International
5525	2001	GTX RFI
5526	2001	GTX International (red/rouge)
5527	2001	GTX (red/rouge)
5528	2001	GTX DI International (blue/bleu)
5529	2001	GTX DI (blue/bleu)
5530	2001	XP Limited/Limitée International
5531	2001	XP Limited/Limitée
5532	2001	RX International (blue/bleu)
5533	2001	RX (blue/bleu)
5534	2001	RX DI international (blue/bleu)
5535	2001	RX DI (blue/bleu)
5536	2001	RX DI International (yellow/jaune)
5537	2001	RX DI (yellow/jaune)
5538	2001	GTX International (blue/bleu)
5539	2001	GTX (blue/bleu)
5540	2001	GTX DI International (red/rouge)
5541	2001	GTX DI (red/rouge)
5542	2001	RX International (yellow/jaune)
5543	2001	RX (yellow/jaune)
5544	2000	GTX International (blue/bleu)
5545	2000	GTX (blue/bleu)
5548	2001	GS International (red/rouge)
5549	2001	GSX RFI International
5551	2001	GTS International
5552	2001	GTI International
5553	2001	GTX RFI International (green/vert)
5555	2001	GTX RFI (green/vert)
5558	2002	GTI International (u. violet)

MODEL NUMBER NUMÉRO DE MODÈLE	MODEL YEAR ANNÉE MODÈLE	MODEL NAME NOM DE MODÈLE
5559	2002	GTI (u.violet)
5560	2002	GTI LE International (e.clay/ <i>glaise</i> )
5561	2002	GTI LE (e.clay/ <i>glaise</i> )
5563	2002	GTX International (green/ <i>vert</i> )
5564	2002	GTX (green/ <i>vert</i> )
5565	2002	GTX RFI International (blue/ <i>bleu</i> )
5566	2002	GTX RFI (blue/ <i>bleu</i> )
5567	2003	GTI (California/Californie) (ultra- violet/v. <i>perle</i> )
5568	2003	GTI International (atlantic blue/ bleu atlantique)
5573	2002	GTX 4-TEC International (red/ <i>rouge</i> )
5574	2002	GTX 4-TEC (red/ <i>rouge</i> )
5577	2002	XP International
5578	2002	XP
5579	2002	RX International (blue/ <i>bleu</i> )
5580	2002	RX (blue/ <i>bleu</i> )
5581	2002	RX International (yellow/ <i>jaune</i> )
5582	2002	RX (yellow/ <i>jaune</i> )
5583	2002	RX DI International (blue/ <i>bleu</i> )
5584	2002	RX DI (blue/ <i>bleu</i> )
5585	2002	RX DI International (yellow/ <i>jaune</i> )
5586	2002	RX DI (yellow/ <i>jaune</i> )
5587	2002	GTX International (yellow/ <i>jaune</i> )
5588	2002	GTX (yellow/ <i>jaune</i> )
5591	2002	RX DI International (blue/ <i>bleu</i> )
5592	2002	RX DI International (yellow/ <i>jaune</i> )
5593	2002	GTX 4-TEC International (blue/ <i>bleu</i> )
5594	2002	GTX 4-TEC (blue/ <i>bleu</i> )
5595	2002	GTX International (blue/ <i>bleu</i> )
5596	2002	GTX (blue/ <i>bleu</i> )
5597	2003	GTI International (ultraviolet/ <i>vi- olet perle</i> )
5598	2003	GTI (ultraviolet/v. <i>perle</i> )
5599	2004	RXP 4-TEC Inter. (Apple Gr./V. pomme)
5639	2000	GTS International
5644	2000	GS
5645	2000	GSX RFI
5646	2000	RX DI
5647	2000	GTI
5648	2000	GTX RFI

MODEL NUMBER NUMÉRO DE MODÈLE	MODEL YEAR ANNÉE MODÈLE	MODEL NAME NOM DE MODÈLE
5649	2000	GTX DI
5651	2000	XP
5653	2000	GTX
5654	2000	GSX RFI International
5655	2000	XP International
5656	2000	RX DI International
5657	2000	GTI International
5658	2000	GTX RFI International
5659	2000	GTX DI International
5669	2000	GTX International
5688	2000	LRV
5697	2001	LRV
5771	2003	LRV DI
6101	2003	GTI LE International
6102	2003	GTI LE
6103	2003	GTI LE RFI International
6104	2003	GTI LE RFI
6105	2003	GTX 4-TEC SUPERCHARGED International (yellow/ <i>jaune</i> )
6106	2003	GTX 4-TEC SUPERCHARGED (yellow/ <i>jaune</i> )
6107	2003	GTX 4-TEC SUPERCHARGED LTD International
6108	2003	GTX 4-TEC SUPERCHARGED LIMITED
6111	2003	GTX 4-TEC International (aut. red/r. automnal)
6112	2003	GTX 4-TEC (autumn red/ <i>rouge automnal</i> )
6115	2004	RXP 4-TEC (Apple Gr./V. pom- me)
6116	2002	GTI California (u.violet)
6117	2002	GTI LE California (e. clay/ <i>glaise</i> )
6118	2003	GTX DI International
6119	2003	GTX DI
6122	2003	RX DI International
6123	2003	RX DI
6125	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION Intern.
6126	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION
6127	2003	GTX 4-TEC
6128	2003	GTX 4-TEC SUPERCHARGED In- ternational (viper red/ <i>rouge vipère</i> )
6129	2003	GTX 4-TEC SUPERCHARGED (viper red/ <i>rouge vipère</i> )
6130	2003	XP DI International
6131	2003	XP DI





## **NOTES/NOTES**

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## SECTION CONTENTS CONTENU DE LA SECTION

### 2-STROKE ENGINE MOTEUR 2-TEMPS

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- Engine
  - *Moteur*
- Bore
  - *Alésage*
- Stroke
  - *Course*
- Displacement
  - *Cylindrée*
- Compression Ratio
  - *Taux de compression*
- Ring Type
  - *Segment de piston*
- Ring End Gap
  - *Ouverture du segment*
- Piston/Cylinder Wall Clearance
  - *Jeu piston/cylindre*
- Cylinder Taper
  - *Conicité du cylindre*
- Cylinder Out of Round
  - *Ovalisation du cylindre*
- Connecting Rod Big End Axial Play
  - *Jeu axial de la tête de bielle*
- Rotary Valve Opening
  - *Ouverture de la valve rotative*
- Rotary Valve Timing
  - *Réglage de la valve rotative*

## SECTION CONTENTS CONTENU DE LA SECTION



### 4-TEC ENGINE MOTEUR 4-TEC

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- Engine
- *Moteur*
- Number of Cylinder
- *Nombre de cylindres*
- Number of Valves
- *Nombre de soupapes*
- Bore
- *Alésage*
- Stroke
- *Course*
- Displacement
- *Cylindrée*
- Compression Ratio
- *Taux de compression*
- Ring Type
- *Type de segment*
- Ring End Gap
- *Ouverture du segment*
- Piston/Cylinder Wall Clearance
- *Jeu piston/cylindre*
- Cylinder Taper
- *Conicité du cylindre*
- Cylinder Out of Round
- *Ovalisation du cylindre*
- Intake Valve Opening
- *Ouverture/fermeture soupape d'admission*
- Exhaust Valve Opening/closing
- *Ouverture/fermeture soupape d'échappement*


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- Engine
- *Moteur*
- Intake Valve Stem Diameter
- *Diamètre de la tige de la soupape d'admission*
- Exhaust Valve Stem Diameter
- *Diamètre de la tige de la soupape d'échappement*
- Valve Guide Diameter
- *Diamètre du guide de soupape*
- Valve Spring Free Length (Inner)
- *Longueur libre du ressort de soupape (intérieur)*
- Valve Spring Free Length (Outer)
- *Longueur libre du ressort de soupape (extérieur)*
- Valve Seat Contact (Intake)
- *Contact de siège de soupape (admission)*
- Valve Seat Contact (Exhaust)
- *Contact de siège de soupape (échappement)*
- Cam Lobe (Intake)
- *Lobe de came (admission)*
- Cam Lobe (Exhaust)
- *Lobe de came (échappement)*
- Con. Rod Big End Radial Clearance
- *Jeu radial de la tête de bielle*
- Crank. Axial Clearance (Min./Max.)
- *Jeu axial (min./max.) du vilebrequin*
- Cylinder Head Screw (Maximum Length)
- *Vis de culasse (longueur maximale)*

#### ABBREVIATIONS

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## 2 Stroke Engines/Moteurs 2-temps

 <b>2004</b>	ENGINE MOTEUR	BORE ALEPAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>3</sup> )		
<b>GTI (6133/6134)</b>	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1R
<b>GTI LE (6135/6136)</b>	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1R
<b>3D RFI (6157/6158)</b>	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1STL 1R
<b>GTI RFI (6137/6138)</b>	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1STL 1R
<b>GTI RFI LE (6139/6140)</b>	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1STL 1R
<b>XP DI (6151/6152)</b>	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing® ouverture/ fermeture®
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.



## 4-TEC Engines/Moteurs 4-TEC

	ENGINE MOTEUR	NUMBER OF CYLINDER NOMBRE DE CYLINDRES	NUMBER OF VALVES NOMBRE DE SOUPAPES	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDREE	COMPRESSION RATIO TAUX DE COMPRESSION
				mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> / po <sup>3</sup> )	
<b>2004</b>							
<b>GTX 4-TEC (6147/6148)</b>	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
<b>GTX 4-TEC Wakeboard Edition (6149/6150)</b>	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
<b>GTX 4-TEC Supercharged (6143/6144)</b>	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
<b>RXP 4-TEC (5599/6115/ 6162/6163)</b>	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1

RING TYPE TYPE DE SEGMENT	RING END GAP (MAX.) OUVERTURE DU SEGMENT (MAX.)	PISTON /CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE (MAX.)	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	INTAKE VALVE OPENING/ CLOSING® OUVERTURE/FERMETURE SOUPAPE D'ADMISSION®	EXHAUST VALVE OPENING/ CLOSING® OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPE- MENT®
	mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)		
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°




**2004**

ENGINE  
MOTEUR

		INTAKE VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)
		Wear limit mm (in/po) Limite d'usure mm (in/po)				
<b>GTX 4-TEC (6147/6148)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC Wakeboard Edition (6149/6150)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC Supercharged (6143/6144)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>RXP 4-TEC (5599/6115/ 6162/6163)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)


VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) JEU AXIAL (MIN./MAX.) DU VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) VIS DE CULASSE (LONGUEUR MAXIMALE)
Wear limit mm (in/po) Limite d'usure mm (in/po)					mm (in/po)	
1.6 (.063)	1.8 (.071)	31.430 (1.2442)	31.650 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.430 (1.2442)	31.650 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)

## 2 Stroke Engines/Moteurs 2-temps


	ENGINE MOTEUR	BORE ALEPAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>3</sup> )		
<b>2003</b>						
<b>GTI (5568/5598/ 5597/5567)</b>	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1R
<b>GTI LE (6102/6101)</b>	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1R
<b>GTI LE RFI (6104/6103)</b>	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1STL 1R
<b>GTX DI (6118/6119)</b>	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1ST
<b>LRV DI (5771)</b>	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1ST
<b>RX DI (6123/6122)</b>	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1ST
<b>XP DI (6131/6130)</b>	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing® ouverture/ fermeture®
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.

## 4-TEC Engines/Moteurs 4-TEC


	<b>2003</b>	ENGINE	NUMBER OF CYLINDER	NUMBER OF VALVES	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO
		MOTEUR	NOMBRE DE CYLINDRES	NOMBRE DE SOUPAPES	ALESAGE	COURSE	CYLINDREE	
					mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> / po <sup>3</sup> )	
<b>GTX 4-TEC (6111/6112/ 6127)</b>		1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>		1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
<b>GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)</b>		1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>		1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1

RING TYPE TYPE DE SEGMENT	RING END GAP (MAX.) OUVERTURE DU SEGMENT (MAX.)	PISTON /CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE	CYLINDER TAPER (MAX.)	CYLINDER OUT OF ROUND (MAX.)	INTAKE VALVE OPENING/ CLOSING <sup>®</sup>	EXHAUST VALVE OPENING/ CLOSING <sup>®</sup>
	mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	°	°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (0.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°

	ENGINE MOTEUR	INTAKE VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)
		Wear limit mm (in/po) Limite d'usure mm (in/po)				
<b>GTX 4-TEC (6111/6112/ 6127)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)


VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) JEU AXIAL (MIN./MAX.) DU VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) VIS DE CULASSE (LONGUEUR MAXIMALE)
Wear limit mm (in/po) Limite d'usure mm (in/po)					mm (in/po)	
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)


## 2 Stroke Engines/Moteurs 2-temps

 <b>2002</b>	ENGINE MOTEUR	BORE ALESAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>3</sup> )		
<b>GTI (5558/5559)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTI LE (5560/5561)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTI California GTI LE California (6116/6117)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTX DI (5563/5564) (5595/5596)</b>	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>LRV DI (5460)</b>	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>GTX RFI (5565/5566)</b>	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
<b>XP (5577/5578)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX (5579/5580) (5581/5582)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>GTX (5587/5588)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) COMICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)	159°	opening/ closing® ouverture/ fermeture®
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.


## 4-TEC Engines/Moteurs 4-TEC

							
<b>2002</b>	ENGINE MOTEUR	NUMBER OF CYLINDER NOMBRE DE CYLINDRES	NUMBER OF VALVES NOMBRE DE SOUPAPES	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO TAUX DE COMPRESSION
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> / po <sup>3</sup> )			
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	1503	3	12	100 (3.9)	63.4 (2.49)	1493.8 (58.81)	10.6:1

						
<b>2002</b>	ENGINE MOTEUR	Wear limit mm (in/po) Limite d'usure mm (in/po)				
		INTAKE VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RES- SORT DE SOUPAPE (INTÉ- RIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	1503	5,930 (.2330)	5,930 (.2330)	6,060 (.2386)	38.8 (1.499)	43 (1.693)


RING TYPE TYPE DE SEGMENT	RING END GAP (MAX.) OUVERTURE DU SEGMENT (MAX.)	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	INTAKE VALVE OPENING/ CLOSING <sup>④</sup> OUVERTURE/FERMETURE SOUPAPE D'ADMISSION <sup>⑤</sup>	EXHAUST VALVE OPENING/ CLOSING <sup>④</sup> OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPEMENT <sup>⑥</sup>
	mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)		
1 R 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (.001) 0.100 (.004)	0.03 (.0011)	0.008 (.0003)	10°/45°	50°/5°

VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) JEU AXIAL (MIN./MAX.) DU VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) VIS DE CULASSE (LONGUEUR MAXIMALE)
Wear limit mm (in/po) Limite d'usure mm (in/po)						mm (in/po)
1.6 (.063)	1.8 (.071)	31.430 (1.2374)	31.650 (1.2461)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)


 <b>2001</b>	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>2</sup> )		
<b>GS Inter. First Series/ Première série (5548)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GS (5518 ②/ 5519 ③)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
<b>GTS Inter. First Series/ Première série (5551)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTS (5520 ②/ 5521 ③)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTI Inter. First Series/ Première série (5552)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTI (5522 ②/ 5523 ③)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTX RFI (5524/5525/ 5553/5555)</b>	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1R
<b>GTX (5526/5527/ 5538/5539)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.)	CONVIGITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.)	OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)	N/U mm (in/po)	opening/ closing® ouverture/ fermeture®	
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①		
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①		
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①		
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		

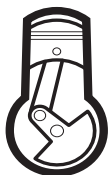


	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>3</sup> )		
<b>2001</b>						
<b>XP (5530/5531)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX (5532/5533/ 5542/5543)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX DI (5534/5535/ 5536/5537)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>GTX DI (5528/5529/ 5540/5541)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>LRV (5697)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.)	CONVIGITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.)	OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)	opening/ closing <sup>®</sup> ouverture/ fermeture <sup>®</sup>	
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.		

 <b>2000</b>	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm <sup>3</sup> (in <sup>3</sup> /po <sup>3</sup> )		
<b>GS (5644/5827)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GSX RFI (5645/5654)</b>	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
<b>GTS Inter. (5639)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTI (5647/5657)</b>	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
<b>GTX RFI (5648/5658/ 5515/5516)</b>	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
<b>GTX (5653/5669)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>XP (5651/5655)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX (5513/5514)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>RX DI (5646/5656)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>GTX DI (5649/5659)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
<b>LRV (5688)</b>	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONVIGITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING OUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing® ouverture/ fermeture®
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.



## ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

### ENGINE MOTEUR

#### ABBREVIATIONS ABRÉVIATIONS

- ① 0.25 - 0.35 mm (.010 - .011 in) for rotary valve/cover clearance.  
① *0.25 - 0.35 mm (.010 - .011 po) pour jeu couvercle/valve rotative.*
- ② International Model. (second series)  
② *Modèle international. (deuxième série)*
- ③ Complete North America Series  
③ *Série complète Amérique du Nord*
- ④ Opening: Before top dead center/Closing: After top dead center  
④ *Ouverture: avant le point mort haut/Fermeture: après le point mort haut*

ST: Semi-Trapez  
*ST: Semi-trapèze*

STL: Semi-Trapez L  
*STL: Semi-trapèze en L*

R: Rectangular  
*R: Rectangulaire*

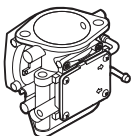
T.F.: Tapered Face  
*Face conique*

O.S.: Oil Scraper  
*Racleur*

P/N: Part Number  
*N/P: Numéro de pièce*

N.A.: Not Applicable  
*S.O.: Sans objet*

N/U: New/Used  
*N/U: Neuf/Usagé*

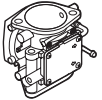


## SECTION CONTENTS CONTENU DE LA SECTION

### CARBURETION CARBURATION

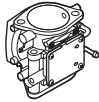
	PAGE		PAGE
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– Carburetor		– Fuel Injection Type	
– <i>Carburateur</i>		– <i>Type d'injecteur de carburant</i>	
– Quantity		– Fuel	
– <i>Quantité</i>		– <i>Carburant</i>	
– Fuel		– Min. Fuel Octane	
– <i>Carburant</i>		– <i>Indice d'octane min.</i>	
– Minimum Fuel Octane		– Fuel Pressure	
– <i>Indice d'octane minimum</i>		– <i>Pression d'essence</i>	
– Main Jet		– Idle Speed	
– <i>Gicleur principal</i>		– <i>Vitesse de ralenti</i>	
– Pilot Jet		– Sensors (TPS, CPS, CAPS, MATS, CTS, EGTS, MAPS, KS)	
– <i>Gicleur de ralenti</i>		– <i>Capteurs (CPA, CPV, CPAC, STAC, STE, STGE, SPAC, DD)</i>	
– Low Speed Screw		– TOPS Valve	
– <i>Vis de bas régime</i>		– <i>Interrupteur TOPS</i>	
– High Speed Screw		– Rave Solenoid	
– <i>Vis de haut régime</i>		– <i>Solénoïde Rave</i>	
– Idle Speed (in water)		– Fuel Injector	
– <i>Ralenti (dans l'eau)</i>		– <i>Injecteur d'essence</i>	
– Idle Speed (out of water)		– Direct Injector	
– <i>Ralenti (hors de l'eau)</i>		– <i>Injecteur direct</i>	
– Fuel Return Line Orifice		<b>ABBREVIATIONS</b>	
– <i>Orifice de conduit de retour de carburant</i>		<b>ABRÉVIATIONS.....</b>	<b>62</b>
– Pop Off Pressure		<b>MAIN JET</b>	
– <i>Pression de détente</i>		<b>GICLEUR PRINCIPAL.....</b>	<b>63</b>
<b>INJECTORS AND SENSORS</b>		<b>PILOT JET</b>	
<b>INJECTEURS ET CAPTEURS.....</b>	<b>42</b>	<b>GICLEUR DE RALENTI .....</b>	<b>63</b>

## Carburetors/Carburateurs


	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
<b>2004</b>					
<b>GTI (6133/6134)</b>	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	167.5
<b>GTI LE (6135/6136)</b>	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	167.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW V/S DE BAS RÉGIME	HIGH SPEED SCREW V/S DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn		
75	1.0 ± 0.25	0	1500	3000	0.8	36-40
75	1.0 ± 0.25	0	1500	3000	0.8	36-40


# Injectors and Sensors/Injecteurs et capteurs

	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
			①	kPa (PSI)/ (lb/pc <sup>2</sup> )	RPM tr/mn	kΩ
<b>2004</b>						
<b>3D RFI (6157/6158)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1550	1.6 - 2.4
<b>GTI RFI (6137/6138)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1550	1.6 - 2.4
<b>GTI RFI LE (6139/6140)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1550	1.6 - 2.4
<b>XP DI (6151/6152)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>GTX 4-TEC (6147/6148)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4
<b>GTX 4-TEC Wakeboard Edition (6149/6150)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4
<b>GTX 4-TEC Supercharged (6143/6144)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4

CPS CPV	CAPS CPAC	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	TOPS VALVE INTERRUPTEUR TOPS	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω	Ω
774 - 946	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	N.A./ S.O.	30	2.4	N.A./ S.O.
774 - 946	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	N.A./ S.O.	30	2.4	N.A./ S.O.
774 - 946	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	N.A./ S.O.	30	2.4	N.A./ S.O.
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ S.O.	24	1.8	1.3
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ S.O.	12	N.A./ S.O.
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ S.O.	12	N.A./ S.O.
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ S.O.	12	N.A./ S.O.
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ S.O.	12	N.A./ S.O.

	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
<b>2004</b> (CONTD/SUITE)			①	kPa (PSI)/ (lb/po <sup>2</sup> )	RPM tr/mn	kΩ
<b>RXP 4-TEC</b> <b>(5599/6115/ 6162/6163)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	399 (58)	1800	1.6 - 2.4

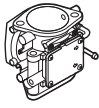
## Carburetors/Carburateurs

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
<b>2003</b>				①	
<b>GTI</b> <b>(5568/5598/ 5597/5567)</b>	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTI LE</b> <b>(6102/6101)</b>	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5

CPS CPV	CAPS CPAC	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	TOPS VALVE INTERRUPTEUR TOPS	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω	Ω
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28- 2.74	0	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.

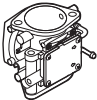
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DE TENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po <sup>2</sup> )
75	1.0 ± 0.25	0	1500	3000	0.8	36-40
75	1.0 ± 0.25	0	1500	3000	0.8	36-40

# Injectors and Sensors/Injecteurs et capteurs

	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
			①	kPa (PSI) (lb/po <sup>2</sup> )	RPM tr/mn	kΩ
<b>2003</b>						
<b>GTI LE RFI (6104/6103)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1550	1.6 - 2.4
<b>GTX DI (6113/6119)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>LRV DI (5771)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>RX DI (6123/6122)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>XP DI (6131/6130)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>GTX 4-TEC (6111/6112/ 6127)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4
<b>GTX 4-TEC Supercharged (6105/6106/ 6128/6129)</b>	DELLORTO 52 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4

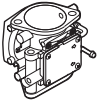
CPS CPV	CAPS CPAC	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	TOPS VALVE INTERRUPTEUR TOPS	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω	Ω
774 - 946	N.A./ S.O.	2.28- 2.74	2.28- 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	N.A./ S.O.	30	2.4	N.A./ S.O.
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	N.A./ S.O.	24	1.8	1.3
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	N.A./ S.O.	24	1.8	1.3
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	N.A./ S.O.	24	1.8	1.3
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	N.A./ S.O.	24	1.8	1.3
190- 290	1.2	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.
190- 290	1.2	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.
190- 290	1.2	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.



	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE /INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
<b>2003</b>			①	kPa (PSI) (lb/pc <sup>2</sup> )	RPM tr/mn	kΩ
<b>GTX 4-TEC Supercharged LIMITED (6107/6108)</b>	DELLORTO 52 mm Throttle body/ Boitier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4

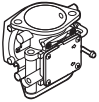
CPS CPV	CAPS CPAC	IMATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	TOPS VALVE /INTERRUPTEUR TOPS	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR /INJECTEUR D'ESSENCE	DIRECT INJECTOR /INJECTEUR DIRECT
Ω	kΩ	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω	Ω
190- 290	1.2	2.28- 2.74	2.28- 2.74	2.28- 2.74	0	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.

## Carburetors/Carburateurs

	CARBURETOR CARBURATEUR	QUANTITY QUANTITE	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
<b>2002</b>					
<b>GTI (5558/5559)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	167.5
<b>GTI LE (5560/5561)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	167.5
<b>GTI California GTI LE California (6116/6117)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	167.5
<b>XP (5577/5578)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	162.5
<b>RX (5579/5580) (5581/5582)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	162.5
<b>GTX (5587/5588)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ <i>Ordinaire sans plomb</i>	87	162.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS REGIME	HIGH SPEED SCREW VIS DE HAUT REGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DETENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po <sup>2</sup> )
75	± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	N.A./ S.O.	N.A./ S.O.	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

# Injectors and Sensors/*Injecteurs et capteurs*


	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
			①	kPa (PSI)/ (lb/pc <sup>2</sup> )	RPM tr/mn	kΩ
<b>2002</b>						
<b>GTX RFI (5565/5566)</b>	SU Automotive 56 mm Throttle body/Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1500	1.6 - 2.4
<b>GTX DI (5563/5564) (5595/5596)</b>	SU Automotive 46 mm 46 mm Throttle body/Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>LRV DI (5460)</b>	SU Automotive 46 mm 46 mm Throttle body/Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	730 (106)	1450	1.6 - 2.4
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	SU Automotive 46 mm 46 mm Throttle body/Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb Premium Unleaded/ Super sans plomb (International)	87  91 (inter)	730 (106)	1450	1.6 - 2.4
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	DELLORTO 52 mm Throttle body/Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	303 (43.5)	1800	1.6 - 2.4

CPS CPV	CAPS CPAC	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	TOPS VALVE INTERRUPTEUR TOPS	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω	Ω
774 - 946	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	N.A./ S.O.	30	2.4	N.A./ S.O.
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	2.28- 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ S.O.	24	1.8	1.3
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	2.28- 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ S.O.	24	1.8	1.3
5 V (Hall effect/ effet Hall)	N.A./ S.O.	2.28 - 2.74	2.28 - 2.74	2.28- 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ S.O.	24	1.8	1.3
190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28- 2.74	5.8 (3-2) 5.3 (1-2)	5	1.27- 2.47	N.A./ S.O.	12	N.A./ S.O.


## Carburetors/Carburateurs

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
2001				①	
<b>GS Inter. First Series/ Première série (5548)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GS (5518 ③/ 5519 ④)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTS Inter. First Series/ Première série (5551)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTS (5520 ③/ 5521 ④)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTI Inter. First Series/ Première série (5552)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTI (5522 ③/ 5523 ④)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTX (5526/5527/ 5538/5539)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5
<b>XP (5530/5531)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5
<b>RX (5532/5533/ 5542/5543)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po <sup>2</sup> )
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITE	FUEL CARBURANT	MINIMUM FUEL OCTANE INDEX D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
<b>2001</b>					
<b>LRV (5697)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5

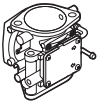
## Injectors and Sensors/Injecteurs et capteurs

	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDEX D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
			①	kPa (PSI)/ (lb/pc <sup>2</sup> )	RPM tr/mn	kΩ
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded /Ordinaire sans plomb	87	399 (58)	1500	1.6 - 2.4
<b>GTX RFI (5524/5525/ 5553/5555)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded /Ordinaire sans plomb	87	399 (58)	1500	1.6 - 2.4
<b>GTX DI (5528/5529/ 5540/5541)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Premium Unleaded /Super sans plomb	91	730 (106)	1450	1.6 - 2.4
<b>RX DI (5534/5535/ 5536/5537)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Premium Unleaded /Super sans plomb	91	730 (106)	1450	1.6 - 2.4

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI)/ (lb/po <sup>2</sup> )
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

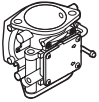
CPS CPV	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	30	2.4	N.A./ S.O.
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	30	2.4	N.A./ S.O.
5 V (Hall effect/ effet Hall)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	24	1.8	1.3
5 V (Hall effect/ effet Hall)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	24	1.8	1.3

## Carburetors/Carburateurs

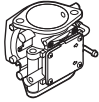
	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
<b>2000</b>					
<b>GS (5644/5827)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTS Inter. (5639)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTI (5647/5657)</b>	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Ordinaire sans plomb	87	167.5
<b>GTX (5653/5669)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5
<b>XP (5651/5655)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5
<b>RX (5513/5514)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5
<b>LRV (5688)</b>	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Ordinaire sans plomb	87	162.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po <sup>2</sup> )
75	± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

## Injectors and Sensors/*Injecteurs et capteurs*

	FUEL INJECTION TYPE TYPE D'INJECTEUR DE CARBURANT	FUEL CARBURANT	MIN. FUEL OCTANE INDICE D'OCTANE MIN.	FUEL PRESSURE PRESSION D'ESSENCE	IDLE SPEED VITESSE DE RALENTI	TPS CPA
			①	kPa (PSI)/ (lb/in <sup>2</sup> )	RPM tr/mn	kΩ
<b>2000</b>						
<b>GSX RFI (5645/ 5654)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1500	1.6 - 2.4
<b>GTX RFI (5648/5658/ 5515/5516)</b>	SU Automotive 56 mm Throttle body/ Boîtier de papillon	Regular Unleaded/ Ordinaire sans plomb	87	399 (58)	1500	1.6 - 2.4
<b>GTX DI (5649/ 5659)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	730 (106)	1450	1.6 - 2.4
<b>RX DI (5646/ 5656)</b>	SU Automotive 46 mm 46 mm Throttle body/ Boîtier de papillon	Premium Unleaded/ Super sans plomb	91	730 (106)	1450	1.6 - 2.4

CPS CPV	MATS STAC	CTS STE	EGTS STGE	MAPS SPAC	KS DD	RAVE SOLENOID SOLENOÏDE RAVE	FUEL INJECTOR INJECTEUR D'ESSENCE	DIRECT INJECTOR INJECTEUR DIRECT
Ω	kΩ	kΩ	Ω	kΩ	MΩ	Ω	Ω	Ω
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	30	2.4	N.A./ S.O.
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ S.O.	5.8 (3-2) 5.3 (1-2)	N.A./ S.O.	30	2.4	N.A./ S.O.
5 V (Hall effect/ effet Hall))	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	24	1.8	1.3
5 V (Hall effect/ effet Hall))	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	24	1.8	1.3



**ABBREVIATIONS AND NOTES**  
**ABRÉVIATIONS ET NOTES**

**CARBURETION**  
**CARBURATION**

**ABBREVIATIONS**  
**ABRÉVIATIONS**

- ① Fuel Octane = (RON + MON)/2  
① *Indice d'octane = (RON + MON)/2*
- ② With Fuel Acceleration Pump  
② *Avec une pompe d'accélération*
- ③ International Model (second series)  
③ *Modèle international (deuxième série)*
- ④ Complete North America Series  
④ *Série complète Amérique du Nord*

TPS: Throttle Position Sensor

*CPA : Capteur de position d'accélérateur*

CPS: Crankshaft Position Sensor

*CPV : Capteur de position du vilebrequin*

MATS: Manifold Air Temperature Sensor

*STAC : Sonde de température du collecteur d'admission*

WTS/CTS: Water Temperature Sensor/Coolant Temperature Sensor

*STE/SLR : Sonde de température de l'eau/Sonde de température du liquide de refroidissement*

EGTS: Exhaust Gaz Temperature Sensor

*STGE : Sonde de température des gaz d'échappement*

MAPS: Manifold Air Pressure Sensor

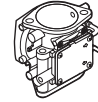
*SPAC : Sonde de pression d'air du collecteur*

KS: Knock Sensor

*DD : Détecteur de détonation*

N.A.: Not Applicable

*S.O.: Sans objet*



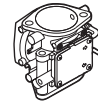
**MAIN JET**  
**GICLEUR PRINCIPAL**



A01C2CQ

**2000 - 2004**

SIZE DIMENSION	P/N N/P
162.5	270 500 371
167.5	270 500 392



**PILOT JET**  
**GICLEUR DE RALENTI**



A01C2CQ

**2000 - 2004**

SIZE DIMENSION	P/N N/P
75	270 500 149





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	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMERO DE BOUGIE	SPARK PLUG GAP ECARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE A L'ALLUMAGE (AV.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
<b>2004</b>					
<b>GTI (6133/6134)</b>	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTI LE (6135/6136)</b>	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>3D RFI (6157/6158)</b>	270 W	Inductive IN	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
<b>GTI RFI (6137/6138)</b>	270 W	Inductive IN	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
<b>GTI RFI LE (6139/6140)</b>	270 W	Inductive IN	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
<b>XP DI (6151/6152)</b>	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
<b>GTX 4-TEC (6147/6148)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC Wakeboard Edition (6149/ 6150)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC Supercharged (6143/6144)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>RXP 4-TEC (5599/6115/ 6162/6163)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement


GENERATING COIL BOBINE GENERATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHEMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE REGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	774- 946	2 x 0.3-0.6	N.A./S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	774- 946	2 x 0.3-0.6	N.A./S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	774- 946	2 x 0.3-0.6	N.A./S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	8000	12 (30)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMERO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (AV.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
<b>2003</b>					
<b>GTI (5568/5598/ 5597/5567)</b>	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTI LE (6102/6101)</b>	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTI LE RFI (6104/6103)</b>	270 W	Inductive IN	NGK BR8ES	0.4 - 0.5 (.016 - .020)	12° ③ 1.02 (0.040)
<b>GTX DI (6118/6119)</b>	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
<b>LRV DI (5771)</b>	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>RX DI (6123/6122)</b>	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
<b>XP DI (6131/6130)</b>	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
<b>GTX 4-TEC (6111/6112/ 6127)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	774- 946	2x 0.3-0.6	N.A./S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMERO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (A.V.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
<b>2002</b>					
<b>GTI (5558/5559)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GTI LE (5560/5561)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GTI California GTI LE California (6116/6117)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GTX DI (5563/5564) (5595/5596)</b>	270 W (6000)	Inductive <i>IN</i>	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>LRV DI (5460)</b>	270 W (6000)	Inductive <i>IN</i>	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>GTX RFI (5565/5566)</b>	270 W (6000)	Inductive <i>IN</i>	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>XP (5577/5578)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>RX (5579/5580) (5581/5582)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>GTX (5587/5588)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	270 W (6000)	Inductive <i>IN</i>	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	360 W (6000)	Inductive <i>IN</i>	NGK DCPR8E	0.7-0.8 (.032- .036)	N.A./ S.O.


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.34-0.62	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	1.0 ± 15%	11.5 ± 20%	7650 ± 50	12 (30)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av./P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
<b>2001</b>					
<b>GS Inter. First Series/ Première série (5548)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GS (5518®/ 5519Ⓢ)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016 - .020)	12° 1.02 (.040)⑤
<b>GTS Inter. First Series/ Première série (5551)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTS (5520®/ 5521Ⓢ)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTI Inter. First Series/ Première série (5552)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTI (5522®/ 5523Ⓢ)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
<b>GTX RFI (5524/5525/ 5553/5555)</b>	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016 - .020)	12° 1.02 (.040)⑤
<b>GTX (5526/5527/ 5538/5539)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.99 (.118)
<b>XP (5530/5531)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.99 (.118)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLÈNCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
<b>2001</b>					
<b>RX</b> (5532/5533/ 5542/5543)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>RX DI</b> (5534/5535/ 5536/5537)	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>GTX DI</b> (5528/5529/ 5540/5541)	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>LRV</b> (5697)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLÈNCHÈMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4 - 15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	<b>2000</b>			①	mm (in/po)
<b>GS (5644/5827)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GSX RFI (5645/5654)</b>	270 W (6000)	DI IN	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040)⑤
<b>GTS Inter. (5639)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GTI (5647/5657)</b>	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
<b>GTX RFI (5648/5658/ 5515/5516)</b>	270 W (6000)	DI IN	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040)⑤
<b>GTX (5653/5669)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>XP (5651/5655)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>RX (5513/5514)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
<b>RX DI (5646/5656)</b>	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>GTX DI (5649/5659)</b>	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
<b>LRV (5688)</b>	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLÈNCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)





## ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

### ELECTRICAL SYSTEM SYSTÈME ÉLECTRIQUE

#### ABBREVIATIONS ABRÉVIATIONS

- ① At 6000 RPM  
① À 6000 tr/mn
- ② All resistance measurements must be performed at room temperature, at approximately 20°C (68°F).  
② Il est nécessaire de prendre toute mesure de résistance lorsque les pièces sont à la température ambiante (environ 20°C (68°F)).
- ③ Engine cold, at 6000 RPM  
③ Moteur froid, à 6000 tr/mn
- ④ At 3500 RPM  
④ À 3500 tr/mn
- ⑤ Fuel Pump  
⑤ Pompe à carburant
- ⑥ Fixed timing mode, at any RPM  
⑥ Mode calage fixe, à n'importe quel tr/mn
- ⑦ International Model. (second series)  
⑦ Modèle international. (deuxième série)
- ⑧ Complete North America Series.  
⑧ Série complète Amérique du Nord.

CDI: Capacitor Discharge Ignition

ADC: Allumage à décharge de condensateur

DC-CDI: Direct Current — Capacitor Discharge Ignition

ADC-CC: Allumage à décharge de condensateur — courant continu

DI: Digital Induction

IN: Induction numérique

BTDC: Before Top Dead Center

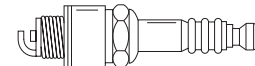
Av.P.M.H.: Avant le point mort haut

N.A.: Not Applicable

S.O.: Sans objet



## SPARK PLUGS BOUGIES



F01H01Q

NGK SPARK PLUG BOUGIE NGK	P/N N/P
BR8ES	278 000 609
ZFR4F	278 001 650
DCPR8E	707 000 246

## **NOTES/NOTES**

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## SECTION CONTENTS CONTENU DE LA SECTION

### PROPULSION SYSTEM SYSTÈME DE PROPULSION


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– Propulsion System			
– <i>Système de propulsion</i>			
– Jet Pump Type			
– <i>Type de turbine</i>			
– Impeller Rotation			
– <i>Rotation de l'hélice</i>			
– Transmission			
– <i>Transmission</i>			
– Coupling			
– <i>Accouplement</i>			
– Oil Type			
– <i>Type d'huile</i>			
– Minimum Required Water Level			
– <i>Niveau d'eau minimum requis</i>			
– Drive Shaft Deflection (maximum)			
– <i>Flèche d'arbre de transmission (maximum)</i>			
– Impeller Outside Diameter			
– <i>Diamètre extérieur de l'hélice</i>			
– Impeller/Wear Ring Clearance			
– <i>Jeu hélice/anneau</i>			
– Impeller Shaft End Play			
– <i>Jeu axial arbre hélice</i>			
– Impeller Shaft Radial Play			
– <i>Jeu radial arbre hélice</i>			
– Impeller Pitch/Material			
– <i>Pas hélice/matériau</i>			

	<b>PROPULSION SYSTEM</b> <b>SYSTÈME DE PROPULSION</b>				
<b>2004</b>	<b>JET PUMP TYPE</b> <b>TYPE DE TURBINE</b>				
<b>GTI (6133/6134)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures
<b>GTI LE (6135/6136)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures
<b>3D RFI (6157/6158)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures
<b>GTI RFI (6137/6138)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures
<b>GTI RFI LE (6139/6140)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures
<b>XP DI (6151/6152)</b>	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ antihoraire	Direct Drive (split front/rear)/ Prise directe (separe avant)/	Rubber Cushion/ Cousinet de caoutchouc


<b>MINIMUM REQUIRED WATER LEVEL</b> <b>NIVEAU D'EAU MINIMUM REQUIS</b>	<b>DRIVE SHAFT DEFLECTION (MAXIMUM)</b> <b>FLECHE D'ARBRE DE TRANSMISSION (MAXIMUM)</b>	<b>IMPELLER OUTSIDE DIAMETER</b> <b>DE L'HELICE</b>	<b>IMPELLERWEAR RING CLEARANCE</b> <b>JEU HELICE/ANNEAU</b>	<b>IMPELLER SHAFT END PLAY</b> <b>JEU AXIAL ARBRE HELICE</b>	<b>IMPELLER SHAFT RADIAL PLAY</b> <b>JEU RADIAL ARBRE HELICE</b>	<b>IMPELLER PITCH/MATERIAL</b> <b>PAS HELICE/MATERIAU</b>
cm (in/po)	mm (in/po)	mm (in/po)	N / U mm (in/po)	mm (in/po)	mm (in/po)	
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	10-20 stainless steel/ acier inoxidable
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	10-20 stainless steel/ acier inoxidable
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	11-20 stainless steel/ acier inoxidable
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	11-20 stainless steel/ acier inoxidable
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	11-20 stainless steel/ acier inoxidable
90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016) 1.0 (.040)	0	0.05 (.002)	15-21 stainless steel/ acier inoxidable

	PROPULSION SYSTEM SYSTÈME DE PROPULSION					
	JET PUMP TYPE TYPE DE TURBINE					
IMPELLER ROTATION ROTATION DE L'HELICE						
TRANSMISSION TRANSMISSION						
COUPLING ACCOUPELEMENT						
OIL TYPE TYPE D'HUILE						
2004						
GTX 4-TEC (6147/6148)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑤
GTX 4-TEC Wakeboard Edition (6149/6150)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑤
GTX 4-TEC Supercharg ed (6143/ 6144)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑤
GTX 4-TEC Limited Supercharg ed (6141/ 6142)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑤
RXP 4-TEC (5599/6115/ 6162/6163)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑤


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016)	N /U mm (in/pt)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLECHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016)	1.0 (.040)
IMPELLER OUTSIDE DIAMETER DIAMETRE EXTERIEUR DE L'HELICE	mm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.0-0.4 (.000-.016)	0
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	mm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.07-0.23 (.003-.009)	0
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.07-0.23 (.003-.009)	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pt)	90 (35)	0.5 (.020)	155.3 (6.126)	0.07-0.23 (.003-.009)	0.75 (.029)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		90 (35)	0.5 (.020)	159.0 (6.260)	0.07-0.23 (.003-.009)	10-21 stainless steel/ acier inoxidable

								PROPULSION SYSTEM SYSTÈME DE PROPULSION
								JET PUMP TYPE TYPE DE TURBINE
								IMPELLER ROTATION ROTATION DE L'HELICE
								TRANSMISSION TRANSMISSION
								COUPLING ACCOUPLLEMENT
								OIL TYPE TYPE D'HUILE
<b>2003</b>								
<b>GTI (5568/5598/ 5597/5567)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		
<b>GTILE (6102/ 6101)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		
<b>GTI LE RFI (6104/6103)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		
<b>GTX DI (6118/6119)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		
<b>LRV DI (5771)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		
<b>RX DI (6123/6122)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ		

								MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
								DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
								IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTERIEUR DE L'HELICE
								IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
								IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
								IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
								IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU
90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	10-20 stainless steel/ acier inoxydable
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	10-20 stainless steel/ acier inoxydable
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	11-20 stainless steel/ acier inoxydable
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	15-20 stainless steel/ acier inoxydable
0	0	0	0	0	0	0	0	11-20° stainless steel/ acier inoxydable
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	11-20° stainless steel/ acier inoxydable
15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	15-21 stainless steel/ acier inoxydable	11-20° stainless steel/ acier inoxydable


	<b>PROPULSION SYSTEM</b> <b>SYSTÈME DE PROPULSION</b>				
	<b>2003</b>				
<b>XP DI</b> <b>(6131/6130)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Rubber Cushion/ Cousinnet de caoutchouc
<b>GTX 4-TEC</b> <b>(6111/6112/ 6127)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
<b>GTX 4-TEC</b> <b>VANS TRIPLE</b> <b>CROWN EDITION</b> <b>(6125/6126)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
<b>GTX 4-TEC</b> <b>SUPERCHARGED</b> <b>(6105/6106/ 6128/6129)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
<b>GTX 4-TEC</b> <b>SUPERCHARGED</b> <b>LIMITED</b> <b>(6107/6108)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures

<b>MINIMUM REQUIRED</b> <b>WATER LEVEL</b> <b>NIVEAU D'EAU MINIMUM</b> <b>REQUIS</b>	cm (in/pt)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
<b>DRIVE SHAFT DEFLECTION</b> <b>(MAXIMUM)</b> <b>FLÈCHE D'ARBRE DE</b> <b>TRANSMISSION (MAXIMUM)</b>	mm (in/pt)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
<b>IMPELLER OUTSIDE DIAMETER</b> <b>DIAMÈTRE EXTERIEUR</b> <b>DE L'HELICE</b>	mm (in/pt)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)
<b>IMPELLERWEAR RING</b> <b>CLEARANCE</b> <b>JEU HELICE/ANNEAU</b>	N/U mm (in/pt)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)
<b>IMPELLER SHAFT END PLAY</b> <b>JEU AXIAL ARBRE HELICE</b>	mm (in/pt)	0	0	0	0	0
<b>IMPELLER SHAFT RADIAL PLAY</b> <b>JEU RADIAL ARBRE HELICE</b>	mm (in/pt)	0.05 (.002)	0.75 (.029)	0.75 (.029)	0.75 (.029)	0.75 (.029)
<b>IMPELLER PITCH/MATERIAL</b> <b>PAS HELICE/MATERIAU</b>		15-21 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable


	PROPULSION SYSTEM SYSTÈME DE PROPULSION				
<b>2002</b>	JET PUMP TYPE TYPE DE TURBINE				
<b>GTI (5558/5559)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ
<b>GTI LE (5560/5561)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ
<b>GTI California GTI LE California (6116/6117)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ
<b>GTX DI (5563/5564) (5595/5596)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ
<b>LRV DI (5460)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ
<b>GTX RFI (5565/5566)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Ⓛ

MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DE L'HELICE	mm (in/pt)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N / U mm (in/pt)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)	0	0	0	0	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pt)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		15°-21° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	12°-25° Stainless Steel/ Acier inoxidable




					
<b>2002</b>	PROPULSION SYSTEM SYSTÈME DE PROPULSION				
<b>XP (5577/5578)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ (split front/rear)/ (séparé avant/arrière)	Rubber Cushion/ Coussinet de caoutchouc
<b>RX (5579/5580) (5581/5582)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
<b>GTX (5587/5588)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	Bombardier Formula	Single Stage/ Monophase	Counterclockwise/ Antihoraire	Direct Drive Prise directe	Splines/ Cannelures
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
					OIL TYPE TYPE D'HUILE


90 (.35)	90 (.35)	90 (.35)	90 (.35)	90 (.35)	90 (.35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTERIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
10°-22° Stainless Steel/ Acier Inoxydable	15°-21° Stainless Steel/ Acier Inoxydable	15°-21° Stainless Steel/ Acier Inoxydable	15°-21° Stainless Steel/ Acier Inoxydable	15°-21° Stainless Steel/ Acier Inoxydable	15°-21° Stainless Steel/ Acier Inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU


	PROPULSION SYSTEM SYSTÈME DE PROPULSION					
<b>2001</b>	JET PUMP TYPE TYPE DE TURBINE					
<b>GS Inter. First Series/ Première série (5548)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GS (5518 ③/ 5519 ④)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GTS Inter. First Series/ Première série (5551)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GTS (5520 ③/ 5521 ④)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GTI Inter. First Series/ Première série (5552)</b>	Bombardier Formula	Single Stage/ Monophasé	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTERIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
17°-22° Stainless Steel/ Acier inoxydable	17°-22° Stainless Steel/ Acier inoxydable	12°-25° Stainless Steel/ Acier inoxydable	17°-22° Stainless Steel/ Acier inoxydable	17°-22° Stainless Steel/ Acier inoxydable	17°-22° Stainless Steel/ Acier inoxydable	17°-22° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

<b>RX DI</b> (5534/5535/ 5536/5537)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>RX</b> (5532/5533/ 5542/5543)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>XP</b> (5530/5531)	Bombardier Formula	Single Stage/ Monophase	Counterclockwise/ Antihoraire	Direct Drive (split front/rear)/ Prise directe (sépare avant/arrière)	Rubber Cushion/ Coussinet de caoutchouc	①
<b>GTX</b> (5526/5527/ 5538/5539)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GTX RFI</b> (5524/5525/ 5553/5555)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
<b>GTI</b> (5522 ③/ 5523 ④)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
	PROPULSION SYSTEM SYSTÈME DE PROPULSION	JET PUMP TYPE TYPE DE TURBINE	IMPELLER ROTATION ROTATION DE L'HELICE	TRANSMISSION TRANSMISSION	COUPLING ACCOUPLLEMENT	OIL TYPE TYPE D'HUILE


90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	15°-21° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	15°-21° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	15°-21° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	15°-21° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	139.5 (5.490)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	12°-25° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	15°-21° Stainless Steel/ Acier inoxidable
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	0 (.040)	0.05 (.002)	9-20° Stainless Steel/ Acier inoxidable
cm (in/po)	mm (in/po)	mm (in/po)	N /J mm (in/po)	mm (in/po)	mm (in/po)	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU
MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	DRIVE SHAFT DEFLECTION (MAXIMUM) FLECHE D'ARBRE DE TRANSMISSION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER DIAMETRE EXTERIEUR DE L'HELICE	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

<b>GS (5644/5827)</b>		
Bombardier Formula	PROPULSION SYSTEM SYSTÈME DE PROPULSION	
Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter-clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	OIL TYPE TYPE D'HUILE	


<b>LRV (5697)</b>		
Bombardier Formula	PROPULSION SYSTEM SYSTÈME DE PROPULSION	
Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter-clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	OIL TYPE TYPE D'HUILE	
<b>GTX DI (5528/5529/ 5540/5541)</b>	Bombardier Formula	
Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter-clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	OIL TYPE TYPE D'HUILE	

90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)
0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)
139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/pt)
0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/pt)
0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)
0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pt)
17°-22° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	

90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)
0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)
155.6 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/pt)
0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/pt)
0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)
0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pt)
11°-20° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	
90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)
0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)
155.6 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/pt)
0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/pt)
0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)
0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pt)
15°-21° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	

	PROPULSION SYSTEM SYSTÈME DE PROPULSION				
	JET PUMP TYPE TYPE DE TURBINE				
2000	IMPELLER ROTATION ROTATION DE L'HELICE				
GSX RFI (5645/5654)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
GTS Inter. 5639	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
GTI (5647/5657)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
GTX RFI (5648/5658/ 5515/5516)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
GTX (5653/5669)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures
	OIL TYPE TYPE D'HUILE				

MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pt)	90 (35)	0.5 (.020)	139.5 (5.490)	0.0-0.4 (.000-.016)	N /U mm (in/pt)	IMPELLER/WEAR RING CLEARANCE JEU HELICE/ANNEAU
DRIVE SHAFT DEFLECTION (MAXIMUM) FLECHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pt)	90 (35)	0.5 (.020)	139.5 (5.490)	0.0-0.4 (.000-.016)	mm (in/pt)	IMPELLER OUTSIDE DIAMETER DIAMETRE EXTERIEUR DE L'HELICE
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pt)	90 (35)	0.5 (.020)	139.5 (5.490)	0.12-0.54 (.005-.021)	mm (in/pt)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	mm (in/pt)	90 (35)	0.5 (.020)	139.5 (5.490)	0.05 (.002)	mm (in/pt)	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU
90 (35)	0.5 (.020)	155.6 (6.126)	0.0-0.4 (.000-.016)	1.0 (.040)	0	0.05 (.002)	15°-21° Stainless Steel/ Acier Inoxydable
90 (35)	0.5 (.020)	90 (35)	0.5 (.020)	90 (35)	0	0.05 (.002)	12°-25° Stainless Steel/ Acier Inoxydable
90 (35)	0.5 (.020)	90 (35)	0.5 (.020)	90 (35)	0	0.05 (.002)	11°-22° Stainless Steel/ Acier Inoxydable
90 (35)	0.5 (.020)	90 (35)	0.5 (.020)	90 (35)	0	0.05 (.002)	17°-22° ②Stainless Steel/ Acier Inoxydable

	PROPULSION SYSTEM SYSTÈME DE PROPULSION					
<b>2000</b>	JET PUMP TYPE TYPE DE TURBINE					
<b>XP (5651/5655)</b>	Bombardier Formula	Single Stage/ Monophase	Counterclockwise/ Antihoraire	Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Rubber Cushion/ Coussinet de caoutchouc	COUPLING ACCOUPLLEMENT
<b>RX (5513/5514)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures	OIL TYPE TYPE D'HUILE
<b>RX DI (5646/5656)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures	
<b>GTX DI (5649/5659)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures	
<b>LRV (5688)</b>	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Spines/ Cannelures	

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
11°-20° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU



## ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

### PROPULSION SYSTEM SYSTÈME DE PROPULSION

#### ABBREVIATIONS ABRÉVIATIONS

- ① SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL  
SAE 75W90 GL5. Do not mix different brands or oil types.
  - ① *HUILE SYNTHÉTIQUE POLYOLESTER 75W90 GL5 POUR TURBINE SEA-DOO. Ne pas mélanger différents types d'huile ou des huiles de différentes marques.*
- ② As per Service Bulletin 2000-3
  - ② *Selon le Bulletin de service 2000-3*
- ③ International Model. (second series)
  - ③ *Modèle international. (deuxième série)*
- ④ Complete North America Series
  - ④ *Série complète Amérique du Nord*
- ⑤ Grease: thermalube XL-OL-C2, NLGI2.  
(P/N 293 550 032)
  - ⑤ *Graisse: thermalube XL-OL-C2, NLGI2. (N/P 293 550 032)*

N/U: New/Used (Service Limit)

*N/U: Neuf/Usagé (limite d'usure)*




## SECTION CONTENTS CONTENU DE LA SECTION


### DIMENSION/CAPACITIES DIMENSIONS/CONTENANCES

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– Number of Passengers			
– <i>Nombre de passagers</i>			
– Overall Length			
– <i>Longueur hors-tout</i>			
– Overall Width			
– <i>Largeur hors-tout</i>			
– Overall Height			
– <i>Hauteur hors-tout</i>			
– Dry Weight			
– <i>Poids à sec</i>			
– Load Limit			
– <i>Charge maximale</i>			
– Fuel Tank			
– <i>Réservoir de carburant</i>			
– Oil Injection Reservoir			
– <i>Réservoir d'huile à injection</i>			
– Impeller Shaft Reservoir			
– <i>Réservoir d'arbre d'hélice</i>			



	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
2004	①	cm (in/po)	cm (in/po)	cm (in/po)
<b>GTI (6133/6134)</b>	3	307 (121)	120 (47)	104 (41)
<b>GTI LE (6135/6136)</b>	3	307 (121)	120 (47)	104 (41)
<b>3D RFI (6157/6158)</b>	1	272 (107)	112 (44)	vert: 92 (36.25) kart: 96 (37.75) moto: 112 (44.25)
<b>GTI RFI (6137/6138)</b>	3	307 (121)	120 (47)	104 (41)
<b>GTI RFI LE (6139/6140)</b>	3	307 (121)	120 (47)	104 (41)
<b>XP DI (6151/6152)</b>	2	272 (107)	112 (44)	104 (41)
<b>GTX 4-TEC (6147/6148)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC Wakeboard Edition (6149/6150)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC Supercharged (6143/6144)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	3	331 (130)	122 (48)	113 (44)
<b>RXP 4-TEC (5599/6115/6162/6163)</b>	2	307 (121)	122 (48)	109 (43)




DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L <sup>②</sup> (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
moto: 268 (589) kart: 274 (603)	114 (250)	32 (8.5)	4 (1.0)	100 (3.38)
315 (695)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
317 (700)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
274 (625)	181 (400)	51 (13)	4 (1.0)	100 (3.38)
385 (850)	272 (600)	60 (15.9)	⑥	⑤
385 (850)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
359 (792)	181 (400)	60 (15.9)	⑥	⑤

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
2003	①	cm (in/po)	cm (in/po)	cm (in/po)
<b>GTI (5568/5598/5597/5567)</b>	3	307 (121)	120 (47)	104 (41)
<b>GTI LE (6102/6101)</b>	3	307 (121)	120 (47)	104 (41)
<b>GTI LE RFI (6104/6103)</b>	3	307 (121)	120 (47)	104 (41)
<b>GTX DI (6118/6119)</b>	3	331 (130)	122 (48)	113 (44)
<b>LRV DI (5771)</b>	4	396 (156)	155 (61)	108 (42.5)
<b>RX DI (6123/6122)</b>	2	285 (112)	120 (47)	104 (41)
<b>XP DI (6131/6130)</b>	2	272 (107)	112 (44)	104 (41)
<b>GTX 4-TEC (6111/6112/6127)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC SUPERCHARGED (6105/6106/6128/6129)</b>	3	331 (130)	122 (48)	113 (44)
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>	3	331 (130)	122 (48)	113 (44)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L <sup>②</sup> (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
315 (695)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
351 (775)	272 (600)	56.5 (15)	6 (1.6)	100 (3.38)
432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
285 (628)	181 (400)	56.5 (15)	6 (1.6)	100 (3.38)
274 (625)	181 (400)	51 (13)	4 (1.0)	100 (3.38)
385 (850)	272 (600)	60 (15.9)	⑥	⑤
385 (850)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
<b>2002</b>	①	cm (in/po)	cm (in/po)	cm (in/po)
<b>GTI (5558/5559)</b>	3	307 (121)	112 (47)	104 (41)
<b>GTI LE (5560/5561)</b>	3	307 (121)	112 (47)	104 (41)
<b>GTI California GTI LE California (6116/6117)</b>	3	307 (121)	112 (47)	104 (41)
<b>GTX DI (5563/5564) (5595/5596)</b>	3	331 (130)	122 (48)	113 (44)
<b>LRV DI (5460)</b>	4	396 (156)	155 (61)	108 (42.5)
<b>GTX RFI (5565/5566)</b>	3	315 (124)	122 (48)	104 (41)
<b>XP (5577/5578)</b>	2	272 (107)	112 (44)	104 (41)
<b>RX (5579/5580) (5581/5582)</b>	2	285 (112)	120 47	104 (41)
<b>GTX (5587/5588)</b>	3	315 (124)	122 (48)	104 (41)
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	2	285 (112)	120 (47)	104 (41)
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	3	331 (130)	122 (48)	113 (44)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L <sup>②</sup> (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
363 (800)	272 (600)	56.5 (15)	6 (1.6)	115 (3.88)
432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
255 (562)	159 (350)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (400)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (400)	56.5 (15)	6 (1.6)	115 (3.88)
393 blue (866) <i>bleu</i> 397 red (875) <i>rouge</i>	272 (600)	60 (15.9)	⑥	⑤

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
2001		cm (in/po)	cm (in/po)	cm (in/po)
<b>GS Inter.</b> <b>First Series/ Première série</b>	2	270 (106)	116 (45.7)	99 (39)
<b>GS</b> <b>(5518)</b> 	2	270 (106)	116 (45.7)	99 (39)
<b>GSX RFI Inter.</b> <b>First Series/ Première série</b>	2	270 (106)	116 (45.7)	99 (39)
<b>GTS Inter.</b> <b>First Series/ Première série (5551)</b>	3	302 (119)	119 (47)	95 (37.4)
<b>GTS</b> <b>(5520)</b> 	3	307 (121)	120 (47)	104 (41)
<b>GTI Inter.</b> <b>First Series/ Première série (5552)</b>	3	315 (124)	122 (48)	104 (41)
<b>GTI</b> <b>(5522)</b> 	3	307 (121)	120 (47)	104 (41)
<b>GTX RFI</b> <b>(5524/5525/5553/ 5555)</b>	3	315 (124)	122 48	107 (42) 104 (41)
<b>GTX</b> <b>(5526/5527/5538/ 5539)</b>	3	315 (124)	122 (48)	104 (41)
<b>XP</b> <b>(5530/5531)</b>	2	272 (107)	112 (44)	104 (41)
<b>RX</b> <b>(5532/5533/5542/ 5543)</b>	2	285 (112)	120 (47)	104 (41)
<b>RX DI</b> <b>(5534/5535/5536/ 5537)</b>	2	285 (112)	120 (47)	104 (41)
<b>GTX DI</b> <b>(5528/5529/5540/ 5541)</b>	3	315 (124)	122 48	107 (42) 104 (41)
<b>LRV</b> <b>(5697)</b>	4	396 (156)	155 (61)	108 (42.5)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'AR- BRE D'HEUCE
kg (lb)	kg (lb)	L (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
<b>2000</b>	①	cm (in/po)	cm (in/po)	cm (in/po)
<b>GS (5644/5827)</b>	2	270 (106)	116 (45.7)	99 (39)
<b>GSX RFI (5645/5654)</b>	2	270 (106)	116 (45.7)	99 (39)
<b>GTS Inter. (5639)</b>	3	302 (119)	119 (47)	95 (37.4)
<b>GTI (5647/5657)</b>	3	315 (124)	122 (48)	104 (41)
<b>GTX RFI (5648/5658/5515/5516)</b>	3	315 (124)	122 48	107 (42)
<b>GTX (5653/5669)</b>	3	315 (124)	122 (48)	104 (41)
<b>XP (5651/5655)</b>	2	272 (107)	112 (44)	104 (41)
<b>RX (5513/5514)</b>	2	285 (112)	120 (47)	104 (41)
<b>RX DI (5646/5656)</b>	2	285 (112)	120 (47)	104 (41)
<b>GTX DI (5649/5659)</b>	3	315 (124)	122 48	107 (42)
<b>LRV (5688)</b>	4	396 (156)	155 (61)	108 (42.5)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L <sup>②</sup> (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)



## **ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES**

### **DIMENSIONS/CAPACITIES DIMENSIONS/CONTENANCES**

#### **ABBREVIATIONS ABRÉVIATIONS**


- ① Driver Included
  - ① *Conducteur inclus*
- ② Reserve Included
  - ② *Réserve incluse*
- ③ International Model. (second series)
  - ③ *Modèle international. (deuxième série)*
- ④ Complete North America Series
  - ④ *Série complète Amérique du Nord*
- ⑤ Sea-Doo grease (P/N 293 550 032)
  - 4 mL in front of bearing
  - 26 mL at rear of bearing
  - 26 mL in pump cap
- ⑤ *Graisse Sea-Doo (N/P 293 550 032)*
  - 4 mL en avant du roulement*
  - 26 mL à l'arrière du roulement*
  - 26 mL dans le couvercle de la pompe*
- ⑥ 4.5 L (dry engine) 3.1 L (oil change w/filter)
  - ⑥ *4.5 L (moteur à sec) 3.1 L (changement d'huile avec filtre)*

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**MATERIALS  
MATÉRIAUX**

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- Hull			
- <i>Coque</i>			
- Jet Pump Housing			
- <i>Carter de turbine</i>			
- Stator			
- <i>Stator</i>			
- Venturi			
- <i>Venturi</i>			
- Nozzle			
- <i>Tuyère</i>			
- Air Intake Silencer			
- <i>Silencieux d'admission d'air</i>			
- Flame Arrester			
- <i>Pare-flammes</i>			
- Tuned Pipe/Muffler			
- <i>Tuyau d'échappement calibré/silencieux</i>			
- Steering Padding			
- <i>Rembourrage de guidon</i>			
- Fuel Tank			
- <i>Réservoir de carburant</i>			
- Oil Injection Reservoir			
- <i>Réservoir d'huile à injection</i>			


						
2004	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GTI (6133/6134)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTI LE (6135/6136)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>3D RFI (6157/6158)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTI RFI (6137/6138)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTI RFI LE (6139/6140)</b>	Composite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.
<b>XP DI (6151/6152)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTX 4-TEC (6147/6148)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTX 4-TEC Wakeboard Edition (6149, 6150)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTX 4-TEC Supercharged (6143/6144)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
<b>RXP 4-TEC (5599/6115/6162/6163)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.

	FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
	Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	Polyethylene/Polyéthylène
	Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	N.A./S.O.
	Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	N.A./S.O.
	Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	N.A./S.O.
	Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	N.A./S.O.
	Tubular Wire Screen integrated with Intercooler/Tamis tubulaire intégré au refroidisseur intermédiaire	Alum.	Thermoplastic/Thermoplastique	Polyethylene/Polyéthylène	N.A./S.O.




						
2003	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GTI (5568/5598/ 5597/5567)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTI LE (6102/6101)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTI LE RFI (6104/6103)</b>	Composite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTX DI (6118/6119)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>LRV DI (5771)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX DI (6123/6122)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>XP DI (6131/6130)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX 4-TEC (6111/6112/ 6127)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURNAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi Layer Wire Screen/Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.
Tubular Wire Screen/Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.

						
2002	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GTI (5558/5559)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTI LE (5560/5561)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTI California GTI LE California (6116/6117)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX DI (5563/5564) (5595/5596)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>LRV DI (5460)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX RFI (5565/5566)</b>	Com- posite	Plast.	Plast.	Plast	Alum.	Thermo- plast.
<b>XP (5577/5578)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX (5579/5580) (5581/5582)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX (5587/5588)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	Com- posite	Plast.	Stainless Steel/ A. inox.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.

						
2001	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GS Inter. First Series/ Première série (5548)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GS (5518 ①/ 5519 ②)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTS Inter. First Series/ Première série (5551)</b>	Com- posite	Plast.	Plast.	Plast.	Plast.	Thermo- plast.
<b>GTS (5520 ①/ 5521 ②)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTI Inter. First Series/ Première série (5552)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTI (5522 ①/ 5523 ②)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX RFI (5524/5525/ 5553/5555)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTX (5526/5527/ 5538/5539)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
<b>2001</b>	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>XP (5530/5531)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX (5532/5533/ 5542/5543)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX DI (5534/5535/ 5536/5537)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>GTX DI (5528/5529/ 5540/5541)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>LRV (5697)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.

FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
2000	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GS (5644/5827)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GSX RFI (5645/5654)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTS Inter. (5639)</b>	Com- posite	Plast.	Plast.	Plast.	Plast.	Thermo- plast.
<b>GTI (5647/5657)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTX RFI (5648/5658/ 5515/5516)</b>	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
<b>GTX (5653/5669)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>XP (5651/5655)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX (5513/5514)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
<b>RX DI (5646/5656)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.

FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
<b>2000</b>	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
<b>GTX DI (5649/5659)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast
<b>LRV (5688)</b>	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.

FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

**ABBREVIATIONS AND NOTES**  
**ABRÉVIATIONS ET NOTES**



**MATERIALS**  
**MATÉRIAUX**

**ABBREVIATIONS**  
**ABRÉVIATIONS**

- ① International Model (second series)  
① *Modèle international (deuxième série)*
- ② Complete North America Series  
② *Série complète Amérique du Nord*

Alum.: Aluminum  
*Alum.: Aluminium*

Plast.: Plastic  
*Plast.: Plastique*

Thermoplast.: Thermoplastic  
*Thermoplast.: Thermoplastique*

N.A.: Not Applicable  
*S.O. : Sans objet*

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– <i>Vis de carter/cylindre</i>		– <i>Écrou d'hélice de     compresseur</i>	
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– Magneto Housing Cover Screws		– Magneto Housing Cover Screws	
– <i>Vis de boîtier magnéto</i>		– <i>Vis de boîtier magnéto</i>	
– Starter Screws		– Starter Screws	
– <i>Vis de démarreur</i>		– <i>Vis de démarreur</i>	
– Spark Plugs		– Spark Plugs	
– <i>Bougies</i>		– <i>Bougies</i>	
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## 2 Stroke Engines/Moteurs 2-temps

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2004	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi) M8	N·m (lbf·ft)/ (lbf·pi) M10	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)
<b>GTI (6133/6134)</b>	145 (107) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	40 (30) ①	25 (18) ①
<b>GTI LE (6135/6136)</b>	145 (107) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	40 (30) ①	25 (18) ①
<b>3D RFI (6157/6158)</b>	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ S.O.	25 (18) ①
<b>GTI RFI (6137/6138)</b>	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ S.O.	25 (18) ①
<b>GTI RFI LE (6139/6140)</b>	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ S.O.	25 (18) ①
<b>XP DI (6151/6152)</b>	115 (85) ①	115 (85) ①	27 (20) ②	40 (30) ②	N.A./ S.O.	25 (18) ①


ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·in)/ (lbf·po)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·in)/ (lbf·po)	N·m (lbf·in)/ (lbf·po)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)
N.A./ S.O.	23 (17) ①③⑤	N.A./ S.O.	23 (17) ①③	10 (89)	9 (80) ④	23 (17)	23 (17) ④
N.A./ S.O.	23 (17) ①③⑤	N.A./ S.O.	23 (17) ①③	10 (89)	9 (80) ④	23 (17)	23 (17) ④
25 (18) ①	23 (17) ①③⑤	N.A./ S.O.	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	23 (17) ①③⑤	N.A./ S.O.	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	23 (17) ①③⑤	N.A./ S.O.	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	40 (30) ①③⑤	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (80) ①	9 (7) ①	23 (17) ④

## 4 Stroke Engines/Moteurs 4-temps

	MAGNETO FLYWHEEL SCREWS VIS DU VOLANT MAGNETIQUE	PTO COUPLING RACCORD PDM	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2004	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi) M8	N•m (lbf•ft)/ (lbf•pi) M10	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)
<b>GTX 4-TEC (6147/6148)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC Wakeboard Edition (6149/6150)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC Supercharged (6143/6144)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>RXP 4-TEC (5599/6115/ 6162/6163)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①


CONNECTING ROD SCREWS VIS DE BIELLE	CYLINDER HEAD SCREWS VIS DE CULASSE	VALVE COVER SCREWS VIS DE COUVERCLE DE SOUPE	SUPERCARGER IMPELLER NUT ÉCROU D'HÉLICE DE COMPRESSEUR	SUPERCARGER DRIVE SHAFT NUT ÉCROU D'ARBRE DE COMPRESSEUR	MAGNETO HOUSING COVER SCREWS VIS DE BOITIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•in)/ (lbf•po)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•in)/ (lbf•po)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ S.O.	N.A./ S.O.	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ S.O.	N.A./ S.O.	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④

## 2 Stroke Engines/Moteurs 2-temps

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2003	N•m (lbf•ft)/ (lbf•pi) <sup>①</sup>	N•m (lbf•ft)/ (lbf•pi) <sup>④</sup>	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ②	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ①
<b>GT (5568/5598/ 5597/5567)</b>	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
<b>GTI LE (6102/6101)</b>	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
<b>GTI LE RFI (6104/6103)</b>	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ S.O.	25 (18)
<b>GTX DI (6118/6119)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>LRV DI (5771)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>RX DI (6123/6122)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>XP DI (6131/6130)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)


ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) <sup>①</sup>	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
N.A./ S.O.	23 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	23 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)

## 4 Stroke Engines/Moteurs 4-temps

	MAGNETO FLYWHEEL SCREWS VIS DU VOLANT MAGNETIQUE	PTO COUPLING RACCORD PDM	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2003	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi) M8	N•m (lbf•ft)/ (lbf•pi) M10	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)
<b>GTX 4-TEC (6111/6112/ 6127)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
<b>GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①


CONNECTING ROD SCREWS VIS DE BIELLE	CYLINDER HEAD SCREWS VIS DE CULASSE	VALVE COVER SCREWS VIS DE COUVERCLE DE SOUPAPE	SUPERCHARGER IMPELLER NUT ÉCROU D'HÉLICE DE COMPRESSEUR	SUPERCHARGER DRIVE SHAFT NUT ÉCROU D'ARBRE DE COMPRESSEUR	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•in)/ (lbf•po)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•in)/ (lbf•po)	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi)
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ S.O.	N.A./ S.O.	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ S.O.	N.A./ S.O.	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④

## 2 Stroke Engines/Moteurs 2-temps


	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
	<b>2002</b>	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ② ③	N•m (lbf•ft)/ (lbf•pi) ①
<b>GTI (5558/5559)</b>	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
<b>GTI LE (5560/5561)</b>	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
<b>GTI California GTI LE California (6116/6117)</b>	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
<b>GTX DI (5563/5564) (5595/5596)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>LRV DI (5460)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>GTX RFI (5565/5566)</b>	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ S.O.	25 (18)
<b>XP (5577/5578)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>RX (5579/5580) (5581/5582)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>GTX (5587/5588)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)

ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ⑤	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
N.A./ S.O.	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	23 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)


## 4 Stroke Engines/Moteurs 4-temps

	MAGNETO FLYWHEEL SCREWS VIS DU VOLANT MAGNETIQUE	PTO COUPLING RACCORD PDM	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
<b>2002</b>	N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi) M8	N•m (lb•ft)/ (lb•pi) M10	N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi)
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①

CONNECTING ROD SCREWS VIS DE BIELLE	CYLINDER HEAD SCREWS VIS DE CULASSE	VALVE COVER SCREWS VIS DE COUVERCLE DE SOUPE	SUPERCHARGER IMPELLER NUT ÉCROU D'HÉLICE DE COMPRESSEUR	SUPERCHARGER DRIVE SHAFT NUT ÉCROU D'ARBRE DE COMPRESSEUR	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi)	N•m (lb•in)/ (lb•po)	N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi)	N•m (lb•in)/ (lb•po)	N•m (lb•ft)/ (lb•pi)	N•m (lb•ft)/ (lb•pi)
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ S.O.	N.A./ S.O.	9 (80) ①	9 (7) ①	17 (13) ④


	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2001	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ② ③	N•m (lbf•ft)/ (lbf•pi) ①
<b>GS Inter. First Series/ Première série (5548)</b>	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GS (5518 ⑥/ 5519 ⑦)</b>	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	105 (77)	110 (81)	24 (17)	40 (30)	35 (26)
<b>GTS Inter. First Series/ Première série (5551)</b>	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GTS (5520 ⑥/ 5521 ⑦)</b>	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
<b>GTI Inter. First Series/ Première série (5552)</b>	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GTI (5522 ⑥/ 5523 ⑦)</b>	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
<b>GTX RFI (5524/5525/ 5553/5555)</b>	105 (77) 120 (89)	105 (77)	24 (17)	40 (30)	N.A./ S.O.
<b>GTX (5526/5527/ 5538/5539)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOTTIER MAGNETO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)


	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2001	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ② ③	N•m (lbf•ft)/ (lbf•pi) ①
<b>XP</b> <b>(5530/5531)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>RX</b> <b>(5532/5533/ 5542/5543)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>RX DI</b> <b>(5534/5535/ 5536/5537)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>GTX DI</b> <b>(5528/5529/ 5540/5541)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>LRV</b> <b>(5697)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BÔTTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ S.O.	24 (17) 40 (30)	N.A./ S.O.	9 (7)	10 (7)	⑧
25 (18)	40 (30)	N.A./ S.O.	24 (17) 40 (30)	N.A./ S.O.	9 (7)	10 (7)	⑧
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)



	MAGNETO FLYWHEEL NUT ÉCROU/DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2000	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ② ③	N•m (lbf•ft)/ (lbf•pi) ①
<b>GS</b> (5644/5827)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GSX RFI</b> (5645/5654)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ S.O.
<b>GTS Inter.</b> 5639	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GTI</b> (5647/5657)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
<b>GTX RFI</b> (5648/5658/ 5515/5516)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ S.O.
<b>GTX</b> (5653/5669)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>XP</b> (5651/5655)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>RX</b> (5513/5514)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>RX DI</b> (5646/5656)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BÔTTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ S.O.	24 (17)	N.A./ S.O.	9 (7)	10 (7)	⑧

	MAGNETO FLYWHEEL NUT ÉCROU/DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
<b>2000</b>	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) M8 ② ③	N•m (lbf•ft)/ (lbf•pi) M10 ② ③	N•m (lbf•ft)/ (lbf•pi) ①
<b>GTX DI (5649/5659)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
<b>LRV (5638)</b>	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMAREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi)	N•m (lbf•ft)/ (lbf•pi) ① ③	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④	N•m (lbf•ft)/ (lbf•pi) ①	N•m (lbf•ft)/ (lbf•pi) ④
25 (18)	40 (30)	N.A./ S.O.	24 (17)	N.A./ S.O.	9 (7)	10 (7)	⑧
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)



## ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

### ENGINE TIGHTENING TORQUES COUPLES DE SERRAGE DU MOTEUR

#### ABBREVIATIONS ABRÉVIATIONS


- ① Loctite 243 (Blue)
    - ① *Loctite 243 (bleu)*
  - ② Loctite 518
    - ② *Loctite 518*
  - ③ Synthetic Grease
    - ③ *Graisse synthétique*
  - ④ Anti-Seize Lubricant
    - ④ *Lubrifiant antigrippage*
  - ⑤ Cylinder head screws secure also cylinder head cover.
    - ⑤ *Les vis de culasse et du couvre-culasse sont les mêmes.*
  - ⑥ International Model (second series)
    - ⑥ *Modèle international (deuxième série)*
  - ⑦ Complete North America Series
    - ⑦ *Série complète Amérique du Nord*
  - ⑧ Hand tighten +1/4 turn
    - ⑧ *Serrage à la main + 1/4 de tour*
  - ⑨ Valve Cover Screw
    - ⑨ *Vis de couvercle de soupape*
- N.A.: Not Applicable  
S.O.: Sans objet




## SECTION CONTENTS CONTENU DE LA SECTION

### PROPULSION AND STEERING TIGHTENING TORQUES COUPLES DE SERRAGE PROPULSION ET DIRECTION


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- Jet Pump Housing Nuts - <i>Écrous de carter de turbine</i>			
- Venturi Screws - <i>Vis de venturi</i>			
- Nozzle Screws - <i>Vis de tuyère</i>			
- Jet Pump Housing Cover Screws - <i>Vis de couvercle de carter de turbine</i>			
- Inlet Grate Screws - <i>Vis de grille d'admission</i>			
- Riding Plate Screws - <i>Vis de plaque de promenade</i>			
- Front Steering Support - <i>Support avant de direction</i>			
- Rear Steering Support - <i>Support arrière de direction</i>			
- Handlebar Clamp Bolts - <i>Boulons de fixation de guidon</i>			
- Steering Stem Arm Bolt(s) - <i>Boulon(s) de bras de direction</i>			
- Ball Joint Bolt (Nozzle) - <i>Boulon de joint à rotule (tuyère)</i>			

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2004	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①
<b>GTI (6133/6134)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI LE (6135/6136)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>3D RFI (6157/6158)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI RFI (6137/6138)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI RFI LE (6139/6140)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>XP DI (6151/6152)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC (6147/ 6148)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC Wakeboard Edition (6149/ 6150)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC Supercharged (6143/6144)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC Limited Supercharged (6141/6142)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>RXP 4-TEC (5599/6115/6162/ 6163)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
8 (6) ② 26 (19)	26 (16)	21 (15)	N.A./ S.O.	12 (9)	21 (15)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
8 (6) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4.5)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2003	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①
<b>GTI (5568/5598/5597/ 5567)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI LE (6102/6101)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI LE RFI (6104/6103)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX DI (6118/6119)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>LRV DI (5771)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>RX DI (6123/6122)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>XP DI (6131/6130)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC (6111/6112/6127)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC SUPERCHARGED (6105/6106/6128/ 6129)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC SPERCHARGED LIMITED (6107/6108)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMÈNADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi) ①	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)	N·m (lbf·ft)/ (lbf·pi)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
8 (6) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)


	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
<b>2002</b>	①	①	①	①	①
<b>GTI (5558/5559)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI LE (5560/ 5561)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTI California GTI LE California (6116/6117)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX DI (5563/5564) (5595/5596)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>LRV DI (5460)</b>	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX RFI (5565/5566)</b>	113 (83)	31 (23)	21 (16)	24 (18)	3.5 (2.5)
<b>XP (5577/5578)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>RX (5579/5580) (5581/5582)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX (5587/5588)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>RX DI (5583/5584) (5585/5586) (5591/5592)</b>	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
<b>GTX 4-TEC (5573/5574) (5593/5594)</b>	125(92)	31 (23)	21 (16)	24 (18)	7.5 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDHEAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS BOULONS/DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
① 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)


	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUÛVÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
<b>2001</b>	①	①	①	①	①
<b>GS Inter. First Series/ Première série (5548)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GS (5518 ② / 5519 ③)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GSX RFI Inter. First Series/ Première série (5549)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTS Inter. First Series/ Première série (5551)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTS (5520 ② / 5521 ③)</b>	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>GTI Inter. First Series/ Première série (5552)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTI (5522 ② / 5523 ③)</b>	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>GTX RFI (5524/5525/ 5553/5555)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTX (5526/5527/ 5538/5539)</b>	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>XP (5530/5531)</b>	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMÈNADÈ	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUÛVÈRE)
	①					
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ S.O.	26 (19)	② 40 (30)	2 (1.5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)




	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
<b>2001</b>	①	①	①	①	①
<b>RX (5532/5533/ 5542/5543)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>RX DI (5534/5535/ 5536/5537)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>GTX DI (5528/5529/ 5540/5541)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>LRV (5697)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3) 7.5 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
<b>2000</b>	①	①	①	①	①
<b>GS (5644/5827)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GSX RFI (5645/5654)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTS Inter. (5639)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTI (5647/5657)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTX RFI (5648/5658/ 5515/5516)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>GTX (5653/5669)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>XP (5651/5655)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
<b>RX (5513/5514)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>RX DI (5646/5656)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
<b>GTX DI (5649/5659)</b>	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ S.O.	26 (19)	② 40 (30)	2 (1.5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 8 (6) ①	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HELICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
<b>2000</b>	①	①	①	①	①
<b>LRV (5688)</b>	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
	①					
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)



**ABBREVIATIONS AND NOTES**  
**ABRÉVIATIONS ET NOTES**

**PROPULSION AND STEERING**  
**TIGHTENING TORQUES**  
**COUPLES DE SERRAGE**  
**PROPULSION ET DIRECTION**

**ABBREVIATIONS**  
**ABRÉVIATIONS**

- ① Loctite 243 (Blue)  
① *Loctite 243 (bleu)*
- ② Loctite 271 (Red)  
② *Loctite 271 (rouge)*
- ⑫ International Model (second series)  
⑫ *Modèle international (deuxième série)*
- ⑬ Complete North America Series  
⑬ *Série complète Amérique du Nord*

N.A.: Not Applicable

S.O.: *Sans objet*

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**SI\* METRIC INFORMATION CHART**  
**TABLEAU D'INFORMATION SI\***

<b>BASE UNITS — UNITÉS DE BASE</b>		
DESCRIPTION	UNIT/ UNITÉ	SYMBOL/ SYMBOLE
length/ <i>longueur</i>	meter/ <i>mètre</i>	m
mass/ <i>masse</i>	kilogram/ <i>kilogramme</i>	kg
force/ <i>force</i>	Newton	N
liquid/ <i>liquide</i>	litre	L
temperature/ <i>température</i>	celsius	°C
pressure/ <i>pression</i>	kilopascal	kPa
torque/ <i>couple</i>	Newton meter/ Newton mètre	N•m
speed/ <i>vitesse</i>	kilometer per hour/ kilomètre par heure	km/h

<b>PREFIXES — PRÉFIXES</b>			
PREFIX/ PRÉFIXE	SYMBOL/ SYMBOLE	MEANING/ SIGNIFICATION	VALUE/ VALEUR
kilo	k	one thousand/ <i>un millier</i>	1,000
centi	c	one hundredth/ <i>un centième</i>	0.01
milli	m	one thousandth/ <i>un millième</i>	0.001
micro	μ	one millionth/ <i>un millionième</i>	0.000001

**CONVERSION FACTORS**  
**FACTEURS DE CONVERSION**

TO CONVERT/ POUR CONVERTIR	TO/ EN	MULTIPLY BY ①/ MULTIPLIER PAR ①
in/(po)	mm	25.4
in/(po)	cm	2.54
ft/(pi)	m	0.3
miles/(milles)	km	1.61
MPH/(mille/h)	km/h	1.61
Knot/(noeud)	MPH	1.15
HP/(CV)	kW	0.75
in <sup>2</sup> /(po <sup>2</sup> )	cm <sup>2</sup>	6.45
in <sup>3</sup> /(po <sup>3</sup> )	cm <sup>3</sup>	16.39
oz imp./(oz imp.)	oz U.S./(oz É.-U.)	0.96
oz imp./(oz imp.)	mL	28.41
oz U.S./(oz É.-U.)	mL	29.57
gal imp.	gal U.S./(gal É.-U.)	1.2
gal imp.	L	4.55
gal U.S./(gal É.-U.)	L	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.45
lbf•in/(lbf•po)	N•m	0.11
lbf•ft/(lbf•pi)	N•m	1.36
lbf•ft/(lbf•pi)	lbf•in/(lbf•po)	12
PSI	kPa	6.89
lb/in <sup>2</sup> /(lb/po <sup>2</sup> )		
Fahrenheit	Celsius	(°F - 32) ÷ 1.8
Celsius	Fahrenheit	(°C x 1.8) + 32

\* The international system of units abbreviates SI in all languages.

\* Le système international d'unités a pour abréviation SI dans toutes les langues.

① TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR.  
EX.: To convert mm to in, divide by 25.4.

① POUR OBTENIR LES CONVERSIONS INVERSES, DIVISER L'UNITÉ PAR LE FACTEUR DONNÉ.

EX.: Pour convertir des mm en po, diviser par 25.4.

CONVERSION FACTORS ARE ROUNDED OFF TO TWO DECIMALS FOR EASIER USE.

POUR FACILITER LEUR UTILISATION, LES FACTEURS DE CONVERSION SONT ARRONDIS À DEUX DÉCIMALES.

## TIGHTENING TORQUE CONVERSION CHART

### TABLEAU DE CONVERSION DES COUPLES DE SERRAGE

Tighten fasteners to torque mentioned in appropriate sections. When they are not specified, refer to the following table. All torques apply to 8.8 grade fasteners. The chart also gives the metric conversion.

*Serrer les attaches selon les couples indiqués dans les sections appropriées. Si on ne les indique pas, se référer au tableau suivant. Tous les couples s'appliquent à des attaches de classe 8.8. Le tableau donne également les conversions métriques.*

N•m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf•in/Lbf•po
1		9
2	M4	18
3		27
4	M5	35
5		44
6		53
7		62
8		71
9		80
10	M6	89
11		97
12		106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

N•m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf•ft/Lbf•pi
20		15
21		15
22		16
23	M8	17
24		18
25		18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28
39		29
40		30
41		30
42		31
43		32
44		32
45		33
46		34
47		35
48	M10	35
49		36
50		37
51		38
52		38
53		39
54		40
55		41
56		41

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf·ft/Lbf·pi
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76		56
77		57
78		58
79		58
80	M12	59
81		60
82		60
83		61
84		62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf·ft/Lbf·pi
94		69
95		70
96		71
97		72
98		72
99		73
100		74
101		74
102		75
103		76
104		77
105		77
106		78
107		79
108		80
109		80
110		81
111		82
112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121		89
122		90
123		91
124		91
125		92
126		93
127		94
128		94
129		95
130		96



N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf·ft/Lbf·pi
131		97
132		97
133		98
134		99
135	M14	100
136		100
137		101
138		102
139		103
140		103
141		104
142		105
143		105
144		106
145		107
146		108
147		108
148		109
149		110
150		111

**TAP DRILL SIZE (IMPERIAL)  
GROSSEUR DES FORETS  
DE TARAUDAGE (IMPÉRIAL)**

- 1 -

TAP SIZE/ GROSSEUR DU TARAUD NO./N°	TPI	TAP DRILL/ GROSSEUR DU FORET
	80 NF	3/64
<b>1</b>	64 NC 72 NF	53 53
<b>2</b>	56 NC 64 NF	50 50
<b>3</b>	48 NC 56 NF	47 45
<b>4</b>	36 NS 40 NC 48 NF	44 43 42
<b>5</b>	40 NC 44 NF	38 37
<b>6</b>	32 NC 40 NF	36 33
<b>8</b>	32 NC 36 NF	29 29
<b>10</b>	24 NC 32 NF	25 21
<b>12</b>	24 NC 28 NF	16 14
<b>1/4</b>	20 NC 28 NF	7 3

**TAP DRILL SIZE (IMPERIAL)  
GROSSEUR DES FORETS  
DE TARAUDAGE (IMPÉRIAL)**

- 2 -

TAP SIZE/ GROSSEUR DU TARAUD NO./N°	TPI	TAP DRILL/ GROSSEUR DU FORET
<b>5/16</b>	18 NC	F
	24 NF	I
<b>3/8</b>	16 NC	5/16
	24 NF	Q
<b>7/16</b>	14 NC	U
	20 NF	25/64
<b>1/2</b>	13 NC	27/64
	20 NF	29/64
<b>9/16</b>	12 NC	31/64
	18 NF	33/64
<b>5/8</b>	11 NC	17/32
	18 NF	37/64
<b>11/16</b>	11 NC	19/32
	16 NF	5/8
<b>3/4</b>	10 NC	21/32
	16 NF	11/16
<b>7/8</b>	9 NC	49/64
	14 NF	13/16

**TAP DRILL SIZE (METRIC)  
GROSSEUR DES FORETS  
DE TARAUDAGE (MÉTRIQUE)**

SIZE/ GROSSEUR mm	PITCH/ PAS mm	DRILL/ FORET mm	in/po	DRILL/ FORET in/po
M1.6	0.35	1.25	.049	3/64
M2	0.4	1.6	.063	1/16
M2.5	0.45	2.05	.081	46
M3	0.5	2.5	.098	40
M4	0.7	3.3	.130	30
M5	0.8	4.2	.165	19
M6	1.0	5.0	.197	9
M7	1.0	6.0	.236	15/64
M8	1.25	6.75	.266	17/64
M8	1.0	7.0	.276	J
M10	1.5	8.5	.335	Q
M10	1.25	8.75	.344	11/32
M12	1.75	10.2	.402	Y
M12	1.25	10.7	.421	27/64
M14	2.0	12.0	.472	15/32
M14	1.5	12.5	.492	31/64
M16	2.0	14.0	.551	35/64
M16	1.5	14.5	.571	9/16
M18	2.5	15.5	.610	39/64
M18	1.5	16.5	.650	41/64
M20	2.5	17.5	.689	11/16
M20	1.5	18.5	.728	23/32
M24	3.0	21.0	.827	53/64
M24	2.0	22.0	.866	55/64

**DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in**  
**ÉQUIVALENCE DÉCIMALE DES**  
**DIAMÈTRES DE FORETS — mm/po**

- 1 -

Based on 1 inch = 25.4 mm

Basé sur 1 pouce = 25.4 mm

DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES	DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES
—	0.10	.0039	58	1.07	.0420
—	0.20	.0079	57	1.09	.0430
—	0.25	.0098	56	1.18	.0465
—	0.30	.0118	<b>3/64</b>	1.19	.0469
80	0.34	.0135	55	1.32	.0520
79	0.37	.0145	54	1.40	.0550
<b>1/64</b>	0.40	.0156	53	1.51	.0595
78	0.41	.0160	<b>1/16</b>	1.59	.0625
77	0.46	.0180	52	1.61	.0635
—	0.50	.0197	51	1.70	.0670
76	0.51	.0200	50	1.78	.0700
75	0.53	.0210	49	1.85	.0730
74	0.57	.0225	48	1.93	.0760
—	0.60	.0236	<b>5/64</b>	1.98	.0781
73	0.61	.0240	47	1.99	.0785
72	0.64	.0250	—	2.00	.0787
71	0.66	.0260	46	2.06	.0810
—	0.70	.0276	45	2.08	.0820
70	0.71	.0280	44	2.18	.0860
69	0.74	.0292	43	2.26	.0890
—	0.75	.0295	42	2.37	.0935
68	0.79	.0310	<b>3/32</b>	2.38	.0938
<b>1/32</b>	0.79	.0313	41	2.44	.0960
—	0.80	.0315	40	2.49	.0980
67	0.81	.0320	39	2.53	.0995
66	0.84	.0330	38	2.58	.1015
65	0.89	.0350	37	2.64	.1040
—	0.90	.0354	36	2.71	.1065
64	0.91	.0360	<b>7/64</b>	2.78	.1094
63	0.94	.0370	35	2.79	.1100
62	0.97	.0380	34	2.82	.1110
61	0.99	.0390	33	2.87	.1130
—	1.00	.0394	32	2.95	.1160
60	1.02	.0400	—	3.00	.1181
59	1.04	.0410	31	3.05	.1200

**DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in**  
**ÉQUIVALENCE DÉCIMALE DES**  
**DIAMÈTRES DE FORETS — mm/po**

- 2 -

Based on 1 inch= 25.4 mm

Basé sur 1 pouce= 25.4 mm

DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES	DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES
<b>1/8</b>	3.18	.1250	4	5.31	.2090
30	3.26	.1285	3	5.41	.2130
29	3.45	.1360	<b>7/32</b>	5.56	.2188
28	3.57	.1405	2	5.61	.2210
<b>9/64</b>	3.57	.1406	1	5.79	.2280
27	3.66	.1440	A	5.94	.2340
26	3.73	.1470	<b>15/64</b>	5.95	.2344
25	3.80	.1495	—	6.00	.2362
24	3.86	.1520	B	6.05	.2380
23	3.91	.1540	C	6.15	.2420
<b>5/32</b>	3.97	.1562	D	6.25	.2460
22	3.99	.1570	<b>1/4</b>	6.35	.2500
—	4.00	.1575	E	6.35	.2500
21	4.04	.1590	F	6.53	.2570
20	4.09	.1610	G	6.63	.2610
19	4.22	.1660	<b>17/64</b>	6.75	.2656
18	4.31	.1695	H	6.76	.2660
<b>11/64</b>	4.37	.1719	I	6.91	.2720
17	4.39	.1730	—	7.00	.2756
16	4.50	.1770	J	7.04	.2770
15	4.57	.1800	K	7.14	.2810
14	4.62	.1820	<b>9/32</b>	7.14	.2812
13	4.70	.1850	L	7.37	.2900
<b>3/16</b>	4.76	.1875	M	7.49	.2950
12	4.80	.1890	<b>19/64</b>	7.54	.2969
11	4.85	.1910	N	7.67	.3020
10	4.91	.1935	<b>5/16</b>	7.94	.3125
9	4.98	.1960	—	8.00	.3150
—	5.00	.1968	O	8.03	.3160
8	5.05	.1990	P	8.20	.3230
7	5.11	.2010	<b>21/64</b>	8.33	.3281
<b>13/64</b>	5.16	.2031	Q	8.43	.3320
6	5.18	.2040	R	8.61	.3390
5	5.22	.2055	<b>11/32</b>	8.73	.3438







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