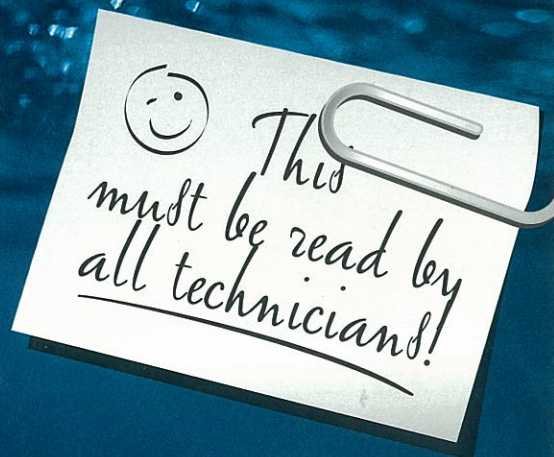




SEADOO®



2009
PWC AND SPORT BOATS
**TECHNICAL
UPDATE BOOK**



SEA-DOO®



2009 Technical Update Book

TECHNICAL UPDATE BOOK and the DEALER CERTIFICATION PROGRAM (for North American dealers only):

The Technician Level Training is mandatory for your dealership to achieve the Platinum Certified status.

IMPORTANT: "Technician Level Training" status is described as a technician (with a BRPTI profile and access) who has completed the Technical DVD exams 1-5 + 6 (Supercharger) PLUS the most current Technical Update Book exam in BRPTI. To complete this criteria in the Dealer Certification Program, this Technical Update Book exam must be completed with a passing score of 75% or better in BRPTI within 60 days of receipt of this manual.

Technician Level Training: Each technician that has completed their Sea-Doo Technician Level must complete the annual Technical Update Book exam in BRPTI to maintain their individual status as a BRP Technician and to be eligible for their Certified Technician Level.

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Rotax ®



STEP BY STEP INSTRUCTIONS ON HOW TO ACCESS EXAMS ON BRPTI :

(for North American dealers only)

If you are new to BOSSWeb and BRPTI, or have a BRPTI login but not set up as a user in BOSSWeb:

- Ask your dealership's BOSSWeb administrator to create your personal profile in BOSSWeb by making sure that all the fields identified with are completed, and that the Training Role BRPTI (BRP Training Institute) is added in your profile.
- **If you have a BRPTI login**, your BOSSWeb administrator must ensure your first name, last name, date of birth and gender are the same in BOSSWeb as they are in BRPTI.

If you already have a personal login to BOSSWeb and have the right BRPTI accesses:

1. Access BRPTI via BOSSWeb/Training/BRPTI.
 2. In the "Resources" box, click on "Courses".
 3. Check "English", click on "Start search — OK".
 4. Find **2009 Sea-Doo PWC and Sport Boats Technical Update** in the list of courses.
 5. Click on the Info/Enroll icon at the right of the course name.
 6. Click on "Enroll" at the bottom right of the screen.
 7. Click on "OK" in the pop-up box to enroll to this course.
 8. Click on "updated learning plan" in the confirmation paragraph or click on "Home" in the "Resources" box. This will take you back to your home page where you will see the course (exam) is now in your "Training Activities TO COMPLETE" section.
 9. In the "Training Activities TO COMPLETE" section, click on the **2009 Sea-Doo PWC and Sport Boats Technical Update** course title to start your exam.
- To pass the Technical Update Exam, a technician must pass with a score of **75% or above**.
 - To achieve or maintain Technician Level status, a technician must have completed all applicable Technician Level Exams after viewing the DVD series, and pass all Update exams for the products carried by the dealership.
 - To qualify for the Certified Technician Level course, a technician must first achieve and maintain Technician Level status.
 - To maintain Certified Technician Status, a technician must stay current by passing all subsequent Technical Update Exams for the product lines that apply to his certification.
 - To qualify for Master Technician status, a technician must meet the following criterias.

Master Technician Level criteria:

- Minimum of 5 years as a Powersports Industry mechanic.
- Minimum of 2 years at your current BRP dealership.
- Maintain Certified Technician Level for at least one year.
- A score of 90% or higher on 1st completed score, on Technical Update exam(s) (also used to maintain your Master Technician level every year for every product line).

If you need assistance, contact:

For accesses and logins contact the BOSSWeb help desk:		If you need assistance with the exams or use of the BRPTI application, contact:	
USA	800 366-6992 (4-1)	USA	800 366-6992 (5-5)
Canada	800 361-9980 (4-1)	Canada	800 361-9980 (5-5)



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SEA-DOO®



Section

1

General Information

The objective of Section 1 is to make communicating between dealers and BRP as easy as possible.

In this section you will find the most important phone numbers, key contact names and the latest update procedures to help you be more efficient.



IT'S EASY TO REACH US

NORTH AMERICAN SERVICE TOLL-FREE NUMBER

NOTE: These references are only for North American dealers. If you are calling from a country outside of Canada or the United States please refer to the *DEALER TECHNICAL SUPPORT* section in this book.



SECTION 1

General Information

BRP Network Support Only	From Canada 800 361-9980	From USA 800 366-6992		
	SERVICE	SHORTCUT PATH USING PHONE KEYS		
	Parts, Accessories and Clothing (PAC)	PAC Analysts ETA or BO details	1-1	
PAC Analysts Parts and kit Request or Specification		1-2		
PAC Analysts Shipping Information		1-3		
PAC Analysts Order and Order status		1-4		
PAC Analysts Return and Return status		1-5		
PAC Analysts Other Questions		1-6		
To reach your PAC Sales Representative		1-8		
Enter you BRP dealer number to access your support services.	Technical Service	Ski-Doo High Altitude	2-1-1	
		Ski-Doo Utility Vehicles	2-1-2	
		Ski-Doo E-TEC	2-1-3	
		Ski-Doo – All other questions	2-1-4	
		Sea-Doo PWC and Sport Boats	2-2	
		Can-Am ATV	2-3	
		Can-Am Spyder Roadster	2-4	
		Communications with B.U.D.S. and file downloads	2-5	
By entering your dealer number, it will secure your dealership access to your Network Support Services by not allowing non-authorized users in.	Warranty	Warranty on clothing	3-1	
		Claim questions and information	3-2	
		Warranty coverage	3-3	
		Unit information and registration	3-4	
		Warranty policies and procedures	3-5	
		Other Warranty questions	3-6	
Listen to the first menu, and choose the Service by pressing the number key on your telephone.	BOSSWeb and Technology Support		4	
	Listen to the second menu to choose the appropriate Subject category.	Training, Sales Administration and Unit Shipping	Vehicle shipping and MSO requests	5-1
			All Sales programs and promotions information	5-2
			BRP Awards	5-3
			B.E.S.T. inquiries	5-4
			Certification and BRPTI	5-5
			"Hands on" Certified Technician and Master Level Training	5-6-1
			All Other Training Questions	5-6-2
			Signage	5-7
			To reach your regional sales coordinator directly	5-8
	NOTE: Calls from a rotary phone will be directed to an operator who will then transfer your call.	Consumer Assistance	Concerning an open case	6-1
			All other questions	6-2
	Coop and PAC Racking System Programs	PAC Racking System (Merchandising)		7-1
		Coop Advertising		7-2
	<p>Important Note: The Network Support Center is for dealer use only. Retail Canadian Customers can reach Customer Assistance by dialling 819 566-3366. Retail American Customers can reach Customer Assistance by dialling 715 848-4957.</p>			



BEFORE YOU CALL THE SERVICE DEPARTMENT

Be prepared

The BRP Service Department values your call. In fact, **you are the reason that we are here!** Your input and information are vital to our department, and accuracy is critical. In an effort to provide the best service to you, we ask that you observe the following guidelines:

Review the service material that you already have

Check your service library for any publications that may assist you with your problem. Often the answer is already in your hands in the form of manuals, bulletins, spec books, technical update books, What's New letters, etc.

Check BOSSWeb

All bulletins and campaigns can be found on BOSSWeb. Verify the unit history on each vehicle to see if there are any pending campaigns.

Have vital information close at hand

Many times you will be asked for your **dealer number**, the vehicle model, **serial number** and the **vehicle mileage/hours**. You will also be asked if there is already a **call identification number** logged on the vehicle or customer in question. Not having this information readily available is very common and slows the system down for everybody.

Verify the customer's complaint

If you are contacting your Service Representative for assistance, you should be able to describe the problem accurately, with factual information. Make sure the vehicle does what the customer says it does; when he says it does it. If you cannot verify a problem, do not work on the vehicle. Do not attempt needless repairs.

Verify the warranty status

Is the unit in warranty, out of warranty, or covered by a BEST contract (if applicable)? If it is covered by BEST, have the contract number available as well as the maintenance history if available.

Take names and Call ID

Every BRP representative will identify themselves when answering your call. Do not complete the call without noting who you spoke with. Your call may be logged in the computer system. Ask for the call I.D. number and put it on the repair order.



DEALER TECHNICAL SUPPORT

CANADA AND USA

Call the Service Representatives to get technical assistance and to get a Warranty authorization number. Remember these are for DEALER USE ONLY.			
	Phone	Fax	E-mail
Rich Klein Coordinator	715 842-8886	715 847-6879	richard.klein@brp.com
Service Representatives			
USA	800 366-6992	715 847-6879	—
Canada	800 361-9980	819 566-3062	
Alain Doucet (English and French)			service@brp.com
Bill Phare (English)			
Claude Beaudoin (English and French)			
Dany Davey (English and French)			
Dennis Sawyer (English and French)			
Jeff Downs (English)			
John Lofy (English)			
Ken Gauthier (English and French)			
Mike Carter (English)			
Paul Literski (English)			
Perry Redeker (English)			
Richard Cossette (English and French)			
Robert Wegmueller (English)			
Tom Lawrence (English)			

OUTBOARD

	PHONE	FAX	E-MAIL
Brian Hanover International Coordinator	+1 847 689 7099	+1 847 689 7277	brian.hanover@brp.com

BRP AUSTRALIA

	PHONE	FAX	E-MAIL
Riley Tolmay Service Manage	+61 2 9794 6603	+61 2 9794 6651	riley.tolmay@brp.com

BRPED DISTRIBUTORS EUROPE, MIDDLE EAST AND AFRICA

	PHONE	FAX	E-MAIL
Helder Amaral	+41 21 318 7866	+41 21 318 78 61	helder.amaral@brp.com

**BRP BRAZIL, CARIBBEAN AND LATIN AMERICA**

	PHONE	FAX	E-MAIL
Ednilson Beneli	+1 954 846 1450	+1 954 846 1476	ednilson.beneli@brp.com

BRP JAPAN

	PHONE	FAX	E-MAIL
Makoto Numajiri Service Manager	+81 44 200 1431	+81 44 200 1432	makoto.numajiri@brp.com

BRP SCANDINAVIA

	PHONE	FAX	E-MAIL
Geir Kristensen Service Manager (Norway, Sweden)	+47 78 44 35 00	+47 78 44 35 01	gier.kristensen@brp.com
Jorma Kukkola Service Manager (Finland, Central and Eastern Europe, Russia and CIS)	+35 8 16 3208 132	+35 8 16 3420 316	jorma.kukkola@brp.com

BRP BENELUX

	PHONE	FAX	E-MAIL
Gerhard Bressers	+32 9 218 26 32	+32 9 218 26 49	gerhard.bressers@brp.com

BRP FRANCE

	PHONE	FAX	E-MAIL
Rémi Campestrin Service Manager	+33 4 42 94 25 05	+33 4 42 94 25 01	remi.campestrin@brp.com

BRP SPAIN

	PHONE	FAX	E-MAIL
Manuela Gomez Service Manager	+34 93 636 10 97 Ext. 61	+34 93 636 08 80	manuela.gomez@brp.com

BRP GERMANY

	PHONE	FAX	E-MAIL
Andreas Klopffleisch Service Manager	+49 2174 7836 15	+49 2174 7836 22	andreas.klopffleisch@brp.com



BRP UK IRELAND

	PHONE	FAX	E-MAIL
Lou Price	+44 1202 856 388	+44 1202 856 381	lou.price@brp.com
Vicki Hunter	+44 (0) 1202 812 100	+44 (0) 1202 812 101	vicki.hunter@brp.com

OTHER COUNTRY DISTRIBUTOR AFTER SALES SUPPORT (SWABR)

	PHONE	FAX	E-MAIL
Robert Gariup Service Manager International	+ 41 21 318 78 60	+ 41 21 318 78 61	robert.gariup@brp.com
Ronald Hurner International Service Coordinator Sea-Doo/Ski-Doo	+1 450 532 221 Ext. 4678	+1 450 532 6313	ronald.hurner@brp.com
Guy Massicotte International Service Coordinator Can-Am ATV and Roadster	+1 450 532 221 Ext. 4397	+1 450 532 6313	guy.massicotte@brp.com



CUSTOMER ASSISTANCE CENTERS

CALL THE CUSTOMER ASSISTANCE CENTER

Although customers have the option to call us at the numbers and address provided below, calling in for your customer on any customer issues or questions is always the best alternative for your customer. For dealers in Canada, simply call 1 800 361-9980 / in the USA 1 800 366-6992, and press option 6 to speak to a customer representative.

CUSTOMER ASSISTANCE CENTER FOR NORTH AMERICA

		PHONE	FAX
For Retail Customers	In USA	715 848-4957	819 566-3062
	In Canada	819 566-3366	
Mailing address for Retail Customers: BRP Consumer Service Group 75, J.-A. Bombardier Street Sherbrooke, Québec, Canada J1L 1W3			

CUSTOMER ASSISTANCE FOR COUNTRIES WITHIN EUROPE, MIDDLE EAST, AFRICA, RUSSIA AND CIS

Please contact our European office: BRP EUROPE N.V.

FOR RETAIL CUSTOMERS	PHONE	+ 32-9-218-26-00
Mailing address for Retail Customers: Consumer Service Center Skaldenstraat 125 9042 Gent Belgium		

CUSTOMER ASSISTANCE FOR SCANDINAVIAN COUNTRIES

Please contact our Finland office: BRP FINLAND OY

FOR RETAIL CUSTOMERS	PHONE	+ 358 16 3208 111
Mailing address for Retail Customers: Service Department Ahjotie 30 Fin-96320 Rovaniemi Finland		



CUSTOMER ASSISTANCE FOR ALL OTHER COUNTRY

Please contact your local distributor or our North America office: Bombardier Recreational Products Inc.

		PHONE	FAX
For Retail Customers	In USA	715 848-4957	819 566-3062
	In Canada	819 566-3366	
Mailing address for Retail Customers: BRP Consumer Service Group 75, J.-A. Bombardier Street Sherbrooke, Québec, Canada J1L 1W3			

LEGAL COORDINATOR

NOTE: Only for North American dealer. Other countries please contact your Service Representative.

	PHONE	FAX	E-MAIL
Nancy Larsen	715 842-8886 Ext. 4967	715 847-6879	nancy.larsen@brp.com



WARRANTY

TIPS

NOTE: Please, do not forget:

- You have 21 days from the repair date to submit a claim.
- You have 45 days from the credit date to ask for a claim resubmission.
- North American dealers have 21 days to return your parts (please keep tracking number) and documents to BRP from the date your claim is accepted.

NOTE: For other countries dealers, please contact your local distributor or BRP Regional Office.

- You must keep the parts that are not requested to be returned to BRP 90 days after the credit date.
- You must register all vehicles within 10 calendar days from the date of delivery to the customer.

NOTE: You must keep on file all the following information about a vehicle.

- Signed PDI checklist (keep for 10 years).
- Signed rider form (ATV only).
- Warranty registration form.
- Work/repair order (keep for 3 years from the credit date).
- Warranty claims (keep for 3 years from the credit date).
- Sublet work/repair receipts (keep for 3 years from the credit date).
- Notes on customer call.

NOTE: Your work orders must be able to provide key elements which describe and justify the warranty claim:

The 3 C's

- Condition or Complaint: Description of customer complaint(s).
- Cause: The determination of which component(s) failed.
- Cure: The corrective action taken to fix the problem (repair and/or replace).

And

- Vehicle serial number.
- Reported date of failure/date of repairs completed.
- Mileage or hours on the vehicle.
- If applicable, authorization number issued by a service representative.
- Punched timecards of mechanics.
- Customer's signed authorization to perform the work (signature).



PARTS RETURN

CANADIAN DEALERS	USA DEALERS	INTERNATIONAL DEALERS
Use label (P/N 484 500 001)	Use label (P/N 480 901 601)	All requested Warranty Parts must be returned to your distributor or BRP Regional office. Contact them for complete address and shipping information.
BRP C/O Warranty Parts Center 565 De La Montagne Valcourt Qc J0E 2L0	BRP C/O Warranty Department 7575 Bombardier Court Wausau WI 54401	

Ensure the part returned is properly tagged and the correct copy of the BOSSWeb claim is included in the packaging, otherwise this may cause a delay in processing your claim.

Dealers dealing with North West Co. Inc. must forward the parts, warranty claim and documents to their respective distributor's office.

NOTE: For complete details concerning returning warranty parts, please refer to the Warranty Service Guide on BOSSWeb.

FIBERGLASS WARRANTY AND REPAIR

There is a 60 months hull structural warranty on all 15' and longer Sport Boats only.

To claim use system 12.

You will need to get authorization from a Service Representative if the cost of the repair exceeds \$250.

Use these part numbers on your Warranty Claims:

- Hull (P/N 999 999 000)
- Deck (P/N 999 999 001)
- Ass'y (P/N 999 999 002).



B.E.S.T. (BRP EXTENDED SERVICE TERMS)



NOTE: OFFERED TO THE NORTH AMERICAN DEALER.

B.E.S.T. is an extended service plan designed to create a new income opportunity for BRP's authorized dealers. A true peace of mind for your customers, B.E.S.T. can be included in every new vehicle sale or sold at retail to existing customers. It offers a valuable additional extended service plan and also has a customer retention focus with its annual maintenance plan which, brings customers back to your dealership for services.

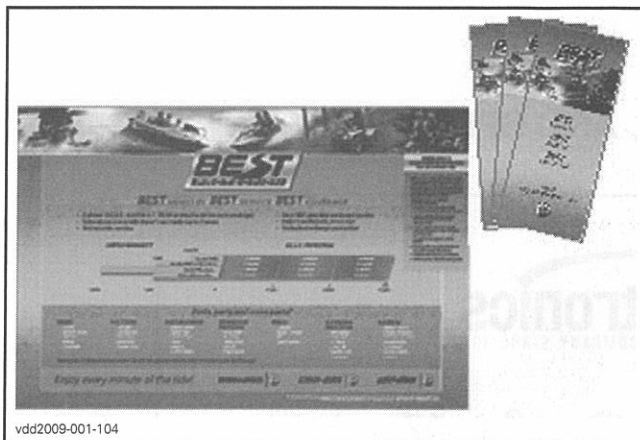
There are two plans to choose from:

- **B.E.S.T. Plus:** extended service coverage + 10-hour check (off road vehicles)/600 mile inspection (Spyder roadster) and annual maintenance.
- Regular **B.E.S.T.:** extended service coverage only.

The plan features:

- Coverage of eligible Ski-Doo snowmobiles, Sea-Doo PWCs, Can-Am ATVs and roadsters, and Rotax Powered Sea-Doo Sport Boats.
- Coverage available for a full 3-year extended period beyond the manufacturer's warranty. Customers can purchase in 12, 24, 36 month's blocks.
- Unlimited mileage/hours protection.
- Coverage is fully transferable but non-cancelable, at no charge.
- Repairs are subject to a deductible of only \$50 for each repair order (except for Emergency Roadside Assistance offered on Spyder roadsters where there is no deductible).
- Personalized welcome letter and card sent to customers.

For detailed information on BRP's B.E.S.T. coverage, please refer to the B.E.S.T. contract form. For any other inquiry or to order marketing documents, you may go to *BOSSWeb (COMCENTER/DOCUMENT/B.E.S.T.GUIDE)* or call our Sales Administration team at 1-800-361-6992 (USA) or at 1-800-361-9980 (Canada).



	USA	CANADA
Contract forms	(P/N 484 800 210) Florida: (P/N 484 800 536)	(P/N 484 800 212)
Counter mats	(P/N 219 701 170)	(P/N 219 700 535)
Customer brochures	(P/N 219 700 533) Florida: (P/N 219 700 603)	(P/N 219 700 709)



SUPPLIER INFORMATION

RADIO, CD PLAYER, REMOTE CONTROL, AND SPEAKERS

Effortless Returns!



Program Details

If you should run across a JENSEN®, Voyager®, or Audiovox® product issue, have your repair technician call ASA's experienced troubleshooting team while the product is still installed and we'll help you sort out the problem.

- If the unit is determined to be a possible manufacturing defect, you will have to provide the ASA rep with the following information:
 - Dealer address, contact name & phone number
 - Model number
 - Serial number
 - Date of sale & Date of failure
 - Vehicle identification number
 - Posted labor rate
 - Preferred method of payment for labor reimbursement
 - Description of suspected defect and environment the defect occurred (INOP not applicable)
- We will immediately ship a replacement unit and a return call tag back to you within 24 hours of receiving the phone call. (An invoice will not be generated for the part.)
- Upon receipt of the replacement unit, dealers can then reuse the box to pack up the defective unit, write the RA# on the outside of the box, apply the enclosed call tag, and ship the defective unit back to ASA for thorough testing. The unit must be returned within 30 days in order to receive labor reimbursement.
- Once the unit is fully tested, ASA will determine what type of failure occurred and compute the BRP Dealer labor credit per the attached flat rate schedule.
- ASA will mail the applicable labor credit check within 10 business days.
- Labor reimbursement will not be provided if:
 - the unit is physically damaged
 - the defective unit is not returned
 - the unit is not returned within the 30 days



AUDIOVOX

Voyager



sdd2008-002-120_en_1



Effortless! Relays Us!



Flat Rate Schedule

Time in Hours	Product Description
0.3	Antennas
0.3	CD Changer
0.4	Outside Entertainment Centers (OEC)
0.5	Radios (Dash or Wallmount)
0.5	Navigation Systems
0.2	Speakers
0.5	Observation Camera or Monitor
0.2	Headphones/ Vacuums/ Flashlights
0.3	Surround Sound Systems
1.0	System Harnesses
0.5	CRT Televisions
0.5	LCD Flipdown Televisions
0.5	LCD Flat Panel Televisions

An additional 0.20 of an hour will be added to cover time for troubleshooting.

Labor reimbursement will not be provided if:

- the unit is physically damaged
- the defective unit is not returned
- the unit is not returned within the 30 days

ASA Electronics
Troubleshooting Hotline:
1-877-845-8750



DESIGNED TO MOVE [YOU]

sdd2008-002-120_en_2



Effortless Returns!



Returns can be a hassle. We don't have to tell you that twice. But now, through an BRP / ASA Electronics partnership, we are going so far as to say we're taking the *stresswork* out of product returns.

That's right...

Effortless Returns!

You'll get:

- ASA *troubleshooting* technicians ready to solve any issues.
- Customer's problems solved *quickly* and *effectively*.
- Easy return- receive a *replacement unit* and a return call tag.
- *Immediate* shipment of your replacement unit- within 24 hours!
- Labor Reimbursement paid *within 2 weeks*.

It's that easy! Plus, it will save you both *time* and *money!* We all know we can handle more of *that* in our lives. So, take advantage of the BRP Program today and make your returns

EFFORTLESS!

**ASA Electronics
Troubleshooting Hotline:
1-877-845-8750**



sdd2008-002-120_en_3



INFINITY WAKEBOARD TOWER SOUND SYSTEM

Warranty Period:

- 1 year limited warranty, from purchase date.

IN NORTH AMERICA	PROSPEC ELECTRONICS
Phone	800 394-1914
Phone	843 849-9037
Fax	843 849-9054

- Sound systems are covered by Prospec warranty.
- A return authorization is required from Prospec prior to return unit.
- Prospec will repair or exchange at their discretion.
- Bombardier Recreational Products Inc. will cover labor (please get an authorization from a Service Representative).

Handling Procedure:

When calling Prospec, make sure to have the following information available:

- Model and serial number of sound system (found on chassis)
- Date boat was sold (copies to be included in return).

NOTE: This information is mandatory to determine the warranty coverage period.

- Make sure to write the return authorization number outside of the box. Include also the dealer's name, complete address and key contact at dealership.
- Send via UPS prepaid the complete radio, face plate, etc. to the following address:

IN NORTH AMERICA	PROSPECT ELECTRONICS
	3325 Highway 17 North
	Mount Pleasant, SC, 29466

- Prospec, upon receipt of the product will repair and return the product to the dealer within 72 hours typically; unless during the peak season, at which times may vary.
- Should Prospect/Burgess find a reason to charge a dealer (out of warranty, neglect, abuse or missing parts), the dealer would be called and told of the situation, about the charges and would be asked for a valid credit card number for billing purposes.



RETURN AUTHORIZATION

PROSPEC ELECTRONICS
 OF SOUTH CAROLINA
 3325 HIGHWAY 17 NORTH
 MOUNT PLEASANT, SC 29466
 PH (843) 849-9037
 FAX (843) 849-9054

All information below ***must*** be completed to be accepted.

Customer Name		
Address		
Contact		Fax
		Phone
Radio Manufacturer	Radio Model	
Hull Identification Number		
Boat Model	Manufacturer	Purchase Date
		Year
Customer Complaint		RA#
		RC# Prospec use
Store Number		

sdd2007-001-711_return authorize

**GPS WARRANTY AND REPAIR FOR NORTH AMERICAN DEALERS:**

	IN CANADA:	IN THE USA:	OTHER COUNTRY DEALERS:
	Raytech Électronique	Garmin International Inc.	All requested Warranty Parts must be returned to your distributor or BRP Regional office. Contact them for complete address and shipping information.
	1451 Boul. des Laurentides, Vimont, Laval, Qc, H7M-2Y3	1200 East 151 st Street Olathe, KS 66062 (Kansas City metro area)	
PHONE	450 975-1015	1 800 800-1020 (US citizen only)	
FAX	800 975-0025/450 975-0817	913 397-8282	
CONTACT	raytech@raytech.qc.ca		
WEB SITE	www.raytech.qc.ca	www.garmin.com	
	Coord. GPS: N45o35.25' - W73o42.95'	N/A	

GPS WARRANTY AND REPAIR FOR ALL OTHER COUNTRY DEALERS:

All warranty requests must be sent through your distributor or BRP Regional office. Please contact them for complete address and shipping information.

TRAILER WARRANTY AND REPAIR

Since 2002 all Sea-Doo sport boat trailers were made by Karavan. BRP does not stock any parts or administer warranty for these trailers. For all parts and warranty concerns, contact Karavan using the information below. For trailers damaged in shipment, contact the trucking company that brought that specific boat for reimbursement.

	KARAVAN TRAILERS: (SERIAL # 5KTB)
	100 Karavan Dr., Fox Lake, WI. 53933
PHONE	920 928-6200
FAX	920 928-6201 #228 Diana Stock
WEB SITE	karavan@powerweb.net



SPORT BOATS INFORMATION

FISHHAWK (FOR DEALER ONLY)

Fishhawk boats were built by BRP for model year 2002 only. BRP no longer stocks any parts for Fishhawk boats. All hardware used in construction of these boats are standard marine components and are therefore commonly available at most marinas.

	US	CANADA
PHONE	Dealer Technical Support 800 366-6992	Dealer Technical Support 800 361-9980
	Customer Assistance 715 848-4957	Customer Assistance 819 566-3366

JOHNSON/EVINRUDE (FOR DEALER ONLY)

Johnson and Evinrude outboard motors were packaged with all Fishhawk boats. For technical assistance with motors and related components use the following contact information.

	US	CANADA
PHONE	Dealer Technical Support 800 888-4662	Dealer Technical Support 800 888-4662
	Customer Assistance 847 689-7090	Customer Assistance 847 689-7090

MERCURY (FOR DEALER ONLY)

Many Sea-Doo Sportboats were equipped with Mercury jet drives from model year 2000 through 2005. BRP does not stock parts for Mercury jet drives. For technical questions on Mercury engines use the following contact information.

	US	CANADA
PHONE	Dealer Technical Support 920 929-5884	Dealer Technical Support 905 567-8515
FAX	800 842-4550	800 663-8334
PHONE	Technical Training 920 929-5552	Technical Training 905 567-8515
FAX	800 842-5929	800 663-8334
PHONE	Customer Assistance 920 929-5040	Customer Assistance 905 567-6372



“WHAT’S NEWS” LETTER

HOT TIPS AND TRICKS FROM YOUR AFTER SALES GROUP, POSTED WEEKLY

Once a week, the “What’s News” letter is published on BOSSWeb. It provides the latest news from the After Sales Department.

3 ways to access the “What’s News” letters.

Go to *BOSSWeb* (www.bossweb.brp.com).

On the home page, select the “What’s News” banner [1] which provides rapid access to the newly published letters for 3 days.

After 3 days, the recently published letters can be accessed through the BOSSWeb home page for an additional 4 days. To access them, choose **What’s News** in the *DOCUMENT TYPE* drop down menu [2] on the right side of the page.

All What’s News publications are archived from the first day of publication and available through the *COM-CENTER* [3] section of BOSSWeb.



They can be accessed by first selecting **Document** in the *COMCENTER* drop down menu [3].

In the *SEARCH CRITERIA FIELD*, choose “What’s News” in the **Document Type** drop down box [4], select the appropriate information in the other applicable drop down boxes, and click on the **Submit** arrow [5].

The archived publications shall be listed in the **Search Results** field at the bottom of the page. Double click on the publication name to view it.



SECTION 1

General Information

The screenshot shows the BOSSWeb interface in Microsoft Internet Explorer. The address bar shows the URL: <https://www.bossweb.brp.com/Pages/Content/ContentAdmin/ManageDocuments.aspx>. The page features the BOSSWeb logo and navigation links for Home, Site Map, Profile, and Log Out. Below the navigation is a menu with Emulation, Financial, ComCenter, and Training. The main content area is titled 'Document' and contains a search criteria form. The form includes fields for Search By Keyword, Document Type (set to 'What's News'), Language (set to 'English'), Product Line (set to 'Watercrafts'), Country, Sales Organization (set to '0100 Canadian Sales Org'), Distribution Channel (set to '01 Dealer'), Audience Name, Document Publication Date, Document Expiration Date, Alert Activation Date, and Alert Expiration Date. Below the search criteria is a table of search results showing 44 documents found. The table has columns for Name, Description, Document Type, Publication, Expiration, Language, Size (Bytes), and Last Modification. Three documents are listed:

Name	Description	Document Type	Publication	Expiration	Language	Size (Bytes)	Last Modification
What's News - October 16, 2008	October 16th, 2008 "What's News" publication	What's News	2008/10/16 00:00	2999/12/31 00:00	English	67047	2008/10/16
What's News - October 09, 2008	October 9 th, 2008 "What's News" Publication	What's News	2008/10/09 00:00	2008/10/16 00:00	English	124209	2008/10/15
What's News - October 02, 2008	October 2nd, 2008 "What's News" Publication	What's News	2008/10/02 00:00	2999/12/31 00:00	English	128959	2008/10/15

NOTE: BOSSWeb is the only place you will find this letter.

This is an example of a What's News letter.

The screenshot shows an email newsletter titled 'WHAT'S NEWS'. The layout includes several sections:

- LATEST BULLETINS:** \$15,000, \$45,000, Sport Boat.
- MSO Request - Reminder:** MSO requests should be sent to the Dealer by the deadline...
- PAC TIPS:** Attention PWC Managers... The dealer will be the first to know...
- abPulse TECs TIPS:** Summer Dealer Readiness Kit... A Dealer Readiness Kit is the only way to ensure your business is ready for the season...
- 2005 + TEC 1100G LENSES:** The dealer has a new supply of the latest 1100G lens...
- New ECM on all 2005 RFX:** The dealer has a new supply of the latest ECM...

At the bottom, it says 'Summit Recreational Products Inc. www.bossweb.brp.com'.



REPORTS ON PERFORMANCE AND QUALITY

RPQ

RPQ is the method BRP uses to find out what is happening in the network.

By calling or faxing the **R**eports on **P**erformance and **Q**uality you are helping speed up the investigation process.

Quantity Counts

The quantity of RPQs we receive on issues helps determining priorities; an issue that is occurring on many units will most likely be put in priority. Do not hesitate to report the same issue on different vehicles, especially on the current model year.

This is an example of the information the Service Representative will enter in the data base:

sdd2007-001-601

You will be asked:

- Dealer number
- Vehicle model/year
- Serial number
- Mileage/hours
- Possible digital pictures
- B.U.D.S. report
- Riding conditions when the failure occurred.

You will also be asked if there is already a call identification number logged in the system and a detailed description of the issue.

A form is also available in the Annexes Section; it can be filled out and faxed to a Service Representative. It is important that you tell us about your concerns: Report on Performance and Quality.



IMPORTANCE OF PDI

WAS THE PDI CHECK LIST PROPERLY FILLED OUT AND FILED?

Sell Value for the Money

Give the customer assurance that a proper pre-delivery inspection has been performed on the vehicle. As well as the ability to show all the steps required to justify the expense of "set-up charges".

Professionalism

In today's market place, customers have come to expect nothing but the best from a well trained service department. With the PDI sheet completed and signatures from each person involved you can show your commitment to excellence. When a customer leaves your dealership he should be aware of and have:

- All operators and safety guides.
- His sales information.
- The PDI sheet.
- Proof of registration.

Do I Have the Appropriate PDI Checklist?

2009 introduces a new PWC platform and therefore, a new PDI checklist.

Be sure to use the applicable checklist for the vehicle type and model.

- Use PDI checklist number 219 000 587 for all PWCs **except** for GTX LIMITED iS 255 and RXT iS 255.
- Use PDI checklist number 219 000 616 for GTX LIMITED iS 255 and RXT iS 255 models.

NOTE: The checklist has been modified to include an "OWNER'S SECTION" on the second page that is to be read and signed by the customer.

MODEL NUMBER		HULL IDENTIFICATION NUMBER (H.I.N.)		SEA-DOO			
WATERCRAFT PREDELIVERY CHECK LIST							
THIS CHECK LIST MUST BE USED IN CONJUNCTION WITH THE PREDELIVERY BULLETIN OF THE APPLICABLE WATERCRAFT MODEL.							
NOTE: Some parts or accessories may apply to a particular model only. To find out specific parts or accessories of a watercraft, refer to appropriate <i>Pre-delivery Bulletin</i> .							
DEALER'S SECTION							
PARTS TO BE INSTALLED							
Maron							
Venturi housing							
Handbar assembly							
Reverse handle							
Steering cable							
Storage compartment/cover							
Battery activation/installation							
Throttle cable							
For watercraft sold in Canada: the Canadian Coast Guard compliance label							
For watercraft sold in California: mandatory CO warning label as required by state of California							
French labels: As per customer's request (required by law in Quebec)							
Options/Accessories (if applicable)							
FLUIDS							
Fill up fuel tank							
Check engine oil level							
Check coolant level							
PROGRAMMING							
DESS key, Sea-Doo learning key™, Sea-Doo "R" key							
Information center: set the language and units using B.U.D.S.							
Options and accessories (use B.U.D.S. to activate added electrical accessories)							
ADJUSTMENTS							
Steering alignment							
O.P.A.S.™ (Off Power Assisted Steering) (if applicable)							
Throttle cable							
Reverse system							
VTS system (if applicable)							
FUEL SYSTEM PRESSURIZATION							
Pressure test fuel system							
FINAL INSPECTION							
Steering operation							<input checked="" type="checkbox"/>
Throttle lever operation							
Reverse system operation							
VTS operation (if applicable)							
Monitoring beeper operation							
Info Center operation (speedometer, indicator lights, messages, features, etc.)							
Check for fault codes with B.U.D.S.							
Complete recall or factory-directed modification (if applicable)							
Hull leak check							
Ballast leak check							
Protective films removal							
Clean watercraft thoroughly and polish							
EXPLAIN TO OWNER							
All on-product safety labels							
Where to find The Operator's Guide and Safety DVD on the watercraft and also the importance of reading and watching these documents before operation of the watercraft.							
Limited warranty policy.							
I completed the warranty registration through BOSSWeb and I filed the copy signed by the owner.							
I reviewed the safety check list (on next page) with the owner.							
I emphasized the importance of adhering to the break-in instructions as described in the Operator's Guide.							
PREPARED BY:						DATE:	
						day month year	
DEALER NO.:							
INSPECTED BY:						DATE:	
						day month year	
DEALER SIGNATURE:							
X							
Printed in Canada 1402009-002-616-MD ® and the BRP logo are trademarks of Bombardier Recreational Products Inc. or its affiliates. ©2008 Bombardier Recreational Products Inc. All rights reserved.				219 000 587		Page 1 of 2	
sdd2009-001-113_en_1							



Was the PDI checklist reviewed with the customer? Was the "OWNER'S SECTION" of the PDI Check list read and signed by the customer?

Legal Protection

Documented proof that you have reviewed with the customer the operation and maintenance procedures for the vehicle.

Where Do I Find these Documents?

They are shipped with every BRP recreational vehicle or can be found in BOSSWeb (www.bossweb.brp.com), ComCenter tab, Document Type (Technical Publications), Category (Checklist).

How Do I Learn More About It!

An easy way to learn more about the delivery process is to view the DVD: Introduction to Dealer Development Training DVD Volume 1; (P/N 219 700 256) from the BRPTI (Bombardier Recreational Products Training Institute) DVD series.

OWNER'S SECTION — IMPORTANT:
Your safety and that of your passenger(s) and fellow boaters is YOUR responsibility.
Before launching your watercraft, you should completely read and understand the Operator's Guide, product safety messages and labels, the Safety DVD and other information provided with your watercraft or by your dealer.
Heed and follow all warnings, safety precautions and operating procedures.
BRP strongly recommends that you take an approved boating safety course where not already required by law.
Always operate your watercraft in compliance with safe boating rules, and with consideration, courtesy and common sense. Failure to do so could result in injuries, including the possibility of death, to you, your passenger(s), others you lend your watercraft to, or other water users.

Please acknowledge that you have read each warning by placing your initials in each box

SAFETY CHECK LIST	
WARNING This watercraft may exceed the performance of other watercraft you may have ridden in the past; take time to familiarize yourself with your new watercraft.	<input checked="" type="checkbox"/>
OPERATOR of this watercraft must be of the required age according to craft category and must show a permit where law requires.	<input type="checkbox"/>
NEVER EXCEED MAXIMUM PASSENGER CAPACITY under any circumstances; doing so reduces stability and control.	<input type="checkbox"/>
ALWAYS WEAR the appropriate PFD (personal floating device). Make sure that your passenger(s) do the same.	<input type="checkbox"/>
ALWAYS OPERATE prudently according to visibility and water conditions, using your good judgment.	<input type="checkbox"/>
NEVER RIDE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS. They slow down reaction time and impair judgment.	<input type="checkbox"/>
High speeds and tricky maneuvers could result in loss of control.	<input type="checkbox"/>
Never permit a guest to operate this watercraft unless the guest has read the Operator's Guide, all safety labels, watched the Safety DVD, has been familiarized with the utilization of the craft and possesses a permit where law requires.	<input type="checkbox"/>
Always attach the safety lanyard to your PFD. In the event of throttle failure or other emergency when engine shut off is desired, remove safety lanyard from BRSS post.	<input type="checkbox"/>

The dealer named on this document has instructed me on the operation, maintenance, safety features and warranty policy, all of which I understand. I am also satisfied with the pre-delivery set-up and inspection of my watercraft. I acknowledge that I have read the above safety warnings and reviewed the or product safety labels. I understand the importance of reading the Operator's Guide completely and thoroughly and watching the Safety DVD before operating the watercraft.

Where not already required by law: I recognize the importance to follow a certified training course and I will follow one before using my watercraft.

The dealer has informed me about the warranty policy pertaining to the engine/water injection.
This watercraft is not purchased for the use of any person under the age required for the craft's category.

OWNER SIGNATURE: _____ DATE: _____
month day year

PRINT: _____

NOTE: Dealer must retain this document with watercraft file. Give a copy to owner.

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BRP ELECTRONIC PARTS CATALOG

PARTSMART VERSION 8.7.24

You have already received your new electronic *PARTS CATALOG PART SMART* version 8.7.24!

If you need detailed instructions (including pictures of example screens) or for network install instructions, access a file called instructions.pdf on the *PART SMART CD*.

License Keys

A license key is required for new installations of PartSmart 8.7.24, or if a new license key has been issued for some other reason.

Installation Improvements

Server-only Installations. When 8.7.24 is installed from the Server, the software on the client work stations will be updated to the newest version without any additional action required. All Client work stations must exit PartSmart before running the update from the server.

NOTE: If you are using the PartSmart Updater feature, when installation of PartSmart 8.7.24 is complete, you will need to reset the schedule you have in place. To update, click on Start ALL Programs ARI PartSmartUpdate, choose the tab to review and or set up your preferred schedule.

Overall Install

You will be prompted to enter your license key after you launch PartSmart, and to select a catalog which requires an updated key.

Catalog Install

The catalog data installation has been re-engineered to ensure that catalog updates do not “hang” during the installation and successfully complete regardless of size.

New Feature: Thumbnails

With this release, you will have the option of viewing “previews” of assembly diagrams using the new Thumbnail feature.

This feature allows you to see small preview pictures of the model before you open the full diagram. This will streamline the diagram selection process significantly.

The availability of Thumbnails is limited to models that have fewer than 100 diagrams by default in order to maintain peak performance levels. For models that have more than 100 diagrams, the Thumbnail option has been turned off.

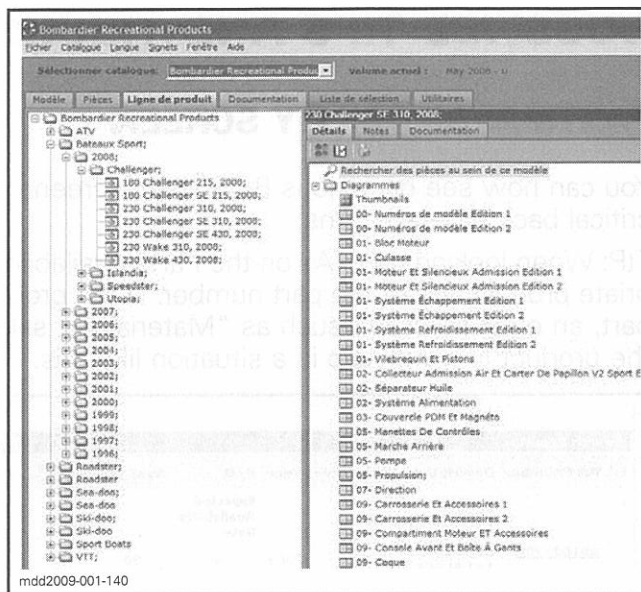
How to Use Thumbnails

Select the model, then open Thumbnails from the Diagrams list.



To view the full assembly diagram with the Parts List, double click on the Thumbnail image.

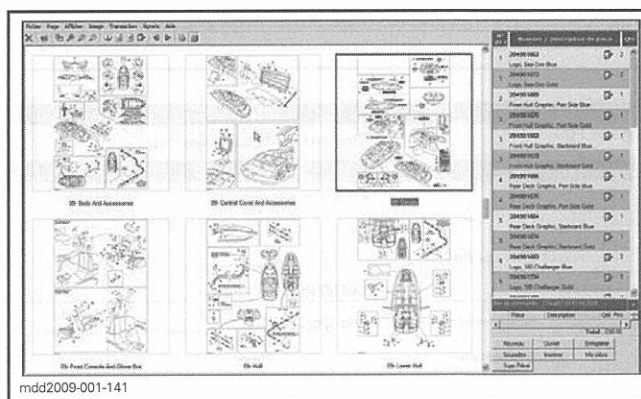
To change the size of Thumbnails, right click on the Thumbnail image and select small, medium or large.



To return to the Thumbnail screen from an assembly diagram, click on the Thumbnail Icon.

To move from one Thumbnail to the next, you can use:

- The toolbar NEXT and Previous buttons or
- The keyboard Up, Down, Left, Right arrow keys or,
- The mouse to click on the desired Thumbnail.



Search Speed Improvements

Response times have been improved for parts searches in catalogs with large data sets. The most noticeable increase in speed is on Client work stations.

The license key can be found on BOSSWeb.

For assistance in obtaining a license key, please communicate with our technology support group at 1 800 361-9980 (4-2).

BRP Electronic Parts Catalogs (PartSmart and Em-part) are included in the monthly fee, so there is **NO extra billing**.

FOR ASSISTANCE CONTACT TECHNOLOGY SUPPORT	CANADA	USA
PHONE	800 361-9980 (4-2)	800 361-9980 (4-2)



BOSSWEB TIPS AND TRICKS: E.T.A.

PARTS AVAILABILITY SCREEN

You can now see on various BOSSWeb screens, Estimated Time of Arrival (E.T.A.'s) for some our your critical back ordered items:

TIP: When looking up ETAs on the Parts Availability and Prices screen, it is important to select the appropriate product line of the part number. If the product line chosen does not match the product line of the part, an error message such as "Material not saleable call a PAC analyst" will be generated. Adjusting the product line will help in a situation like this.

Parts - Parts Availability & Prices																
Search Results																
Ex.	Part Number	Description	Competitive	Year	B/D	Avail. Qty.	Sales Unit	MOQ	Price Unit	Gross Price	Program Discounts	Other Discounts	Net Price	Currency	Retail	Net Margin
	861002700	KIT-SEAT 1+1 BLACK	COM	2009	60	90	PC	1 PC	PC	\$ 444.98	0%	0%	\$ 444.98	CAD	\$ 684.99	35%
					Expected availability date : 2008/10/22 Quantity : 60											

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Parts - Regular Order Entry															
Select Product Line															
Product Line		Snowmobiles <input checked="" type="checkbox"/> Pool Parts Only													
Order Amounts															
- Parts		\$ 66747.00													
- Clothing		-													
- Handling Fees		-													
- Handling Fees Oil		-													
- 4% Freight Charges PAC		-													
- COD		-													
Order Total		\$ 66747.00													
Line No.	*Part Number	*Req. Qty	B/D	Default Warehouse	Alternate Warehouse	MOQ	Competitive								
1.0	861002700	150	PC 60	88	2	1 PC	COM								
Description		Memo		Retail		Gross Price		Program Discounts		Other Discounts		Net Price		Net Margin	
KIT-SEAT 1+1 BLACK						\$ 684.99		\$ 444.98		0 %		0 %		\$ 444.98 35 %	
					Expected availability date : 2008/10/22 Quantity : 60										

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Parts - Back Order List															
Search Results															
Part Number - Description	Order Qty	B/D Qty	BRP Order Number	item	Your Order Number	Order Type	Order Date	Memo	Cancel items						
219200561 - DEMO HANDBOOK CDA ENGLISH	1	1	1005902304	10	,SPYDER HANDBOOK	Regular	2008/07/16		<input type="checkbox"/>						
No availability date at the present time. Quantity: 1															
415129424 - ENS BOULON* FASTENER KIT	20	20	1005998535	10	S/O	Regular	2008/09/11		<input type="checkbox"/>						
Stock delayed. Quantity: 20															
417300383 - DRIVE BELT	25	25	1005767249	250	10 PARTS SKI 2009	Initial	2008/05/01		<input type="checkbox"/>						
Stock delayed. Quantity: 25															
420620011 - CAMSHAFT	1	1	1006009600	30	19511	Regular	2008/09/18	01577500	<input type="checkbox"/>						
Expected availability date : 2008/10/15 Quantity : 1															
504152912 - AXLE-DRIVE ASSY	20	20	1005998535	40	S/O	Regular	2008/09/11		<input type="checkbox"/>						
Expected availability date : 2008/10/29 Quantity : 20															
705500824 - 1/2 OZ WEIGHT	10	10	1006002188	10	19509	Regular	2008/09/15	STOCK	<input type="checkbox"/>						
Stock delayed. Quantity: 10															
707600546 - SLIP JOINT	1	1	1005987971	40	S/O	Regular	2008/09/06		<input type="checkbox"/>						
Stock delayed. Quantity: 1															
707600546 - SLIP JOINT	1	1	1006007034	40	19510	Regular	2008/09/17	01734301	<input type="checkbox"/>						
Stock delayed. Quantity: 1															

vdd2009-001-109



BOMBARDIER RECREATIONAL PRODUCTS TRAINING INSTITUTE

BRP Training Institute



SEA-DOO®

Certified Technician



ski-doo

Certified Technician



can-am™

Certified ATV Technician



can-am™

Certified Roadster Technician



CERTIFIED TECHNICIAN TRAINING COURSE

//Intense hands-on training built around unique task stations

vdd2009-001-115_en



THE FOUR STEPS TO TECHNICIAN TRAINING

1. Getting Started

How to become a better BRP service technician

GO to BRPTI via BOSSWeb, review your dealership copy of the *BOMBARDIER RECREATIONAL PRODUCTS GUIDE TO SERVICE FUNDAMENTALS BOOKS* (English (P/N 484 800 168) or French (P/N 484 800 167) which was automatically shipped to every dealership. Then complete the Entrance (Qualifier) Exam on the web site. A passing score of 75% allows you to proceed to the Technician level.

2. Technician Level Training

Watch the DVD series (all product lines are DVDs 1-2-3-4-5, DVD 6 Sea-Doo Supercharger, DVD 7 Roadster Technical Overview). Complete all the exams in the Technician Level of your choice on BRPTI. Passing scores of 75% qualifies you for the BRP Technician Level.



vdd2009-001-105

3. Certified Technician Level

After the Technician Level and current Technical Update exams are completed with a passing score, you can register to attend the Certified Level, hands-on training at one of three locations:

- Sherbrooke, QC
- Wausau, WI
- Atlanta, GA



vdd2008-001-053

These courses are 100% hands-on and very challenging. Students receive credits toward their Certified Technician Level for each task completed. Enroll on BRPTI to Course no. 0060 to see the latest information.



vdd2008-001-054

4. Master Technician Level

After being at the Certified Technician Level for one year, if you have 5 years Powersports Industry experience as a technician, have worked at your current dealership for 2 years, and pass all subsequent applicable Technical Update exams with 90% or higher on the first completion, you may qualify as a Master Technician. Enroll on BRPTI to Course no. 0070 to see the latest information.



BOOK AND DVD QUICK REFERENCE P/N

TECHNICAL UPDATE BOOKS, COMPETITIVE EDGE DVDS, TECHNICAL DVDS, DEALER DEVELOPMENT TRAINING DVDS

	ENGLISH	FRENCH
Technical Update Books		
2009 Sea-Doo and Sport Boats Technical Update Book	219 600 035	219 600 034
2008 Sea-Doo and Sport Boats Technical Update Book	219 600 023	219 600 024
2007 Sea-Doo and Sport Boats Technical Update Book	219 600 017	219 600 018
2006 Sea-Doo and Sport Boats Technical Update Book	219 700 607	219 700 608
2005 Sea-Doo and Sport Boats Technical Update Book	219 700 365	219 700 431
Technical Book		
BRP Guide to Service Fundamentals and Principles	484 800 168	484 800 167
Competitive Edge DVDs		
2009 Sea-Doo Sport Boats Competitive Edge DVD	297 001 339	297 001 396
2008 Sea-Doo Sport Boats Competitive Edge DVD	297 001 185	297 001 195
2007 Sea-Doo Sport Boats Competitive Edge DVD	297 001 085	297001 130
Technical DVDs		
DVD Series Training Kit (includes a DVD player, Tech DVDs Vol 1 to 5 Intro to BRPTI DVD)	295 500 954	
Intro to BRPTI DVD	219 700 196	
DVD1 Engines	219 700 197	
DVD2 Electrical Systems	219 700 198	
DVD3 Fuel Systems	219 700 199	
DVD4 Suspensions/Chassis/Steering	219 700 200	
DVD5 Transmissions/Drive Lines	219 700 201	
DVD6 Supercharger (Sea-Doo)	219 700 273	
Dealer Development Training DVDs		
Introduction to Dealer Development Training - DVD1	219 700 256	
Dealer Development Training CSI - DVD2	219 700 325	
Dealer Development Training Service Department Operation - DVD3	219 700 329	
Dealer Development Training Parts Accessories Management - DVD4	219 700 403	
Dealer Development Training Selling Skills - DVD5	219 700 518	
Dealer Development Training Merchandising - DVD6	219 700 519	
Dealer Support on How to do Business w/BRP - DVD7	219 700 655	



ACCIDENTS INVOLVING BRP PRODUCTS:

WHAT TO DO

Since BRP wants to monitor all aspects of accidents involving any BRP product, please call our toll free hotline to report the accident and communicate to us any relevant information.

NOTE: In general, if you are aware that a BRP product is involved in an accident, which has the potential to be related to product quality, or if you or BRP are being accused of being responsible in any way, listen and report all facts (names, addresses, serial numbers, circumstances, etc.).

THE BRP ACCIDENT REPORT FORM IS AVAILABLE FROM BOSSWeb (COMCENTER WARRANTY GUIDE FORMS) OR IN THE ANNEXES SECTION OF THIS BOOK.

- An accident report should be completed and signed by the owner operator; then sent to the BRP Wausau office. (Fax: 715 847-6879; Mail: 7575 Bombardier Court, Wausau, WI 54401). Ensure the date of the narrative is filled in.
- Call a Service Representative to open a file, you will be advised on what to do next.
- In the case of a MAJOR ACCIDENT, PERSONAL INJURIES, OR A FATALITY- DO NOT REPAIR THE PRODUCT. Contact one of the persons listed below.
- Report facts only.
- Have owner bring the vehicle to you in order to facilitate the investigation.
- Isolate and cover the vehicle.
- Take photographs of the damaged product as proof of damages, and to avoid any potential claim that the product was destroyed, modified or that the evidence was lost.
- Keep BRP informed of any further developments.

WHAT NOT TO DO

- Make no admissions or assumptions of the cause of the accident.
- Do not investigate or commit yourself, BRP, or others.
- Do not make any repairs pending investigation.

IMPORTANT CONTACTS IN THE EVENT OF A MAJOR ACCIDENT, SERIOUS INJURY, OR A FATALITY:

If a fatality or serious injury occurs in your area involving any BRP product, we ask that dealers adhere to the following procedure. Immediately contact one of the following personnel:

	PHONE	FAX
Nancy Larsen (English) Coordinator Legal Support	+ 715 848-4967	715 847-6879
Rich Klein (English) Technical Support Coordinator	+ 715 847-6836	715 847-6879
Chantal Gagnon (French) After Sales Service Manager	+ 450 532-2211 Ext. 5611	450 532-6313

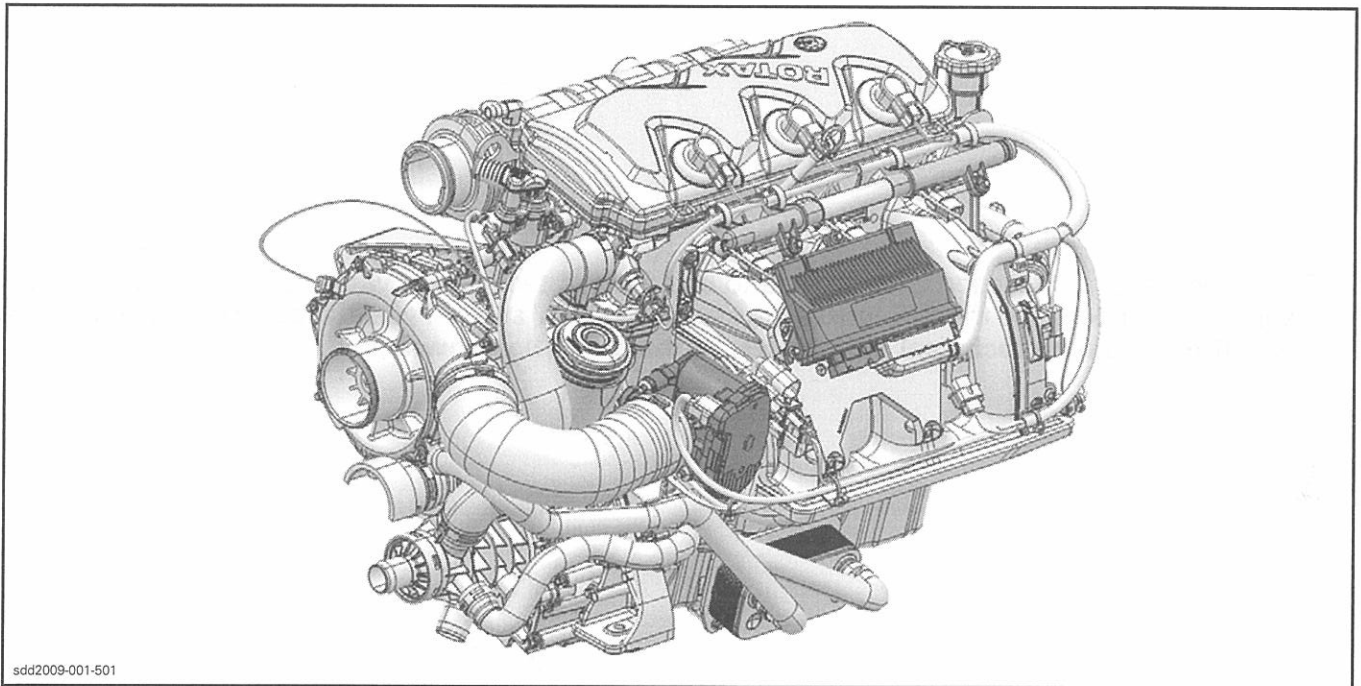


What's New

The objective of this section is to provide to dealers and technicians with the opportunity to become aware of and understand the differences between this years' and last years' models on a technical standpoint. **If there are no technical differences, nothing will be shown.**



Rotax





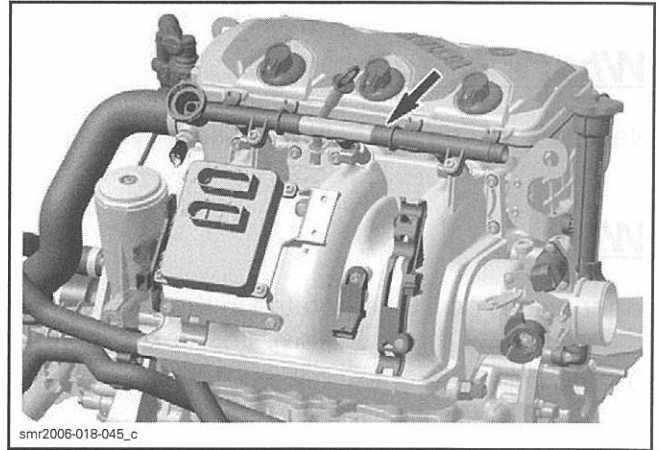
What's New:

New fuel rail assembly.

Why:

Quality improvement. Can retrofit previous MYs.

ALL 1503 ENGINES



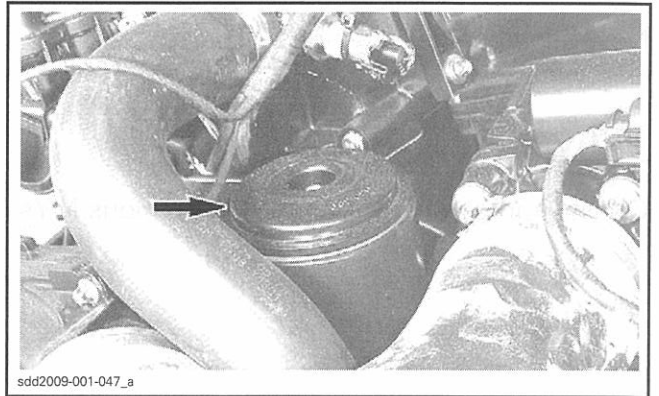
What's New:

Oil filter cover.

Why:

Quality improvement. Can retrofit previous MYs.

**ALL 1503 ENGINES EXCEPT
ETC (ELECTRONIC THROTTLE
CONTROL)**



What's New:

Oil filter cover.

Basically same as previously mentioned cover however, it is designed so that it will be pushed out of the filter housing when the oil filter bolt is unscrewed.

The oil filter bolt is the same, but a sleeve and a nut threaded onto the oil filter bolt is used to push the new cover out of the housing when unscrewing the bolt.

Will retrofit on all previous 1503 executions.

1503 ETC ENGINES

Why:

Ease of removal.



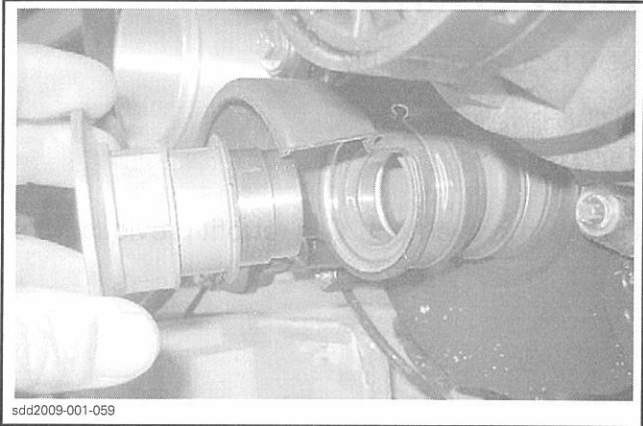
What's New:

New ball bearing and bellows assembly.

Why:

Inner race is now incorporated in the floating ring to accommodate the NEW drive shaft execution.
Quality improvement.

ALL 1503 ENGINES EXCEPT SPORT BOAT ENGINES



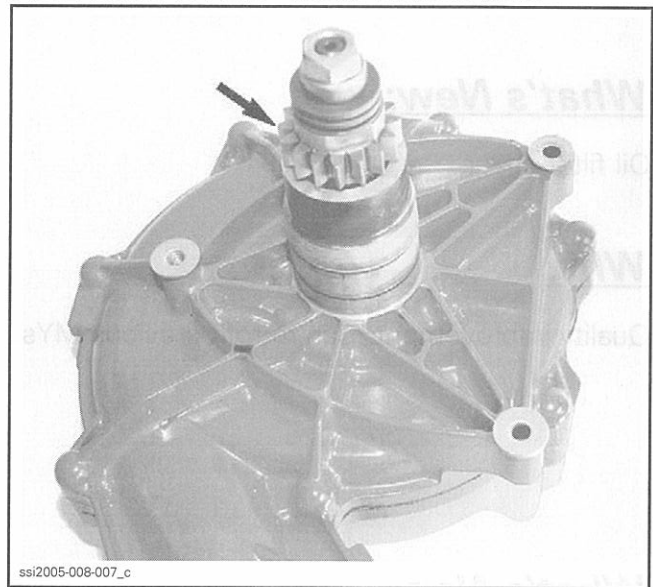
What's New:

New supercharger drive gear.

Why:

Quality improvement. Can retrofit previous MYs.

ALL BOOSTED 1503 ENGINES



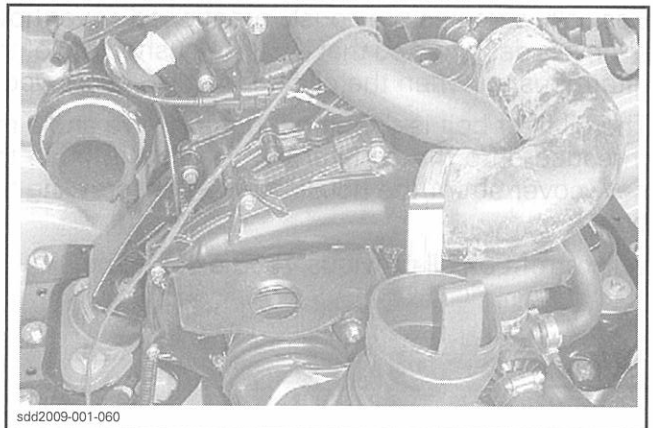
What's New:

New supercharger formed hose.

Why:

Easier to install.
Quality improvement. Can retrofit previous MYs.

ALL BOOSTED 1503 ENGINES





What's New:

255 HP HO ETC Engine

This new engine is introduced on the 2009 GTX Limited iS and RXT iS watercrafts.

The main differences between this 255 HO engine and last years model are:

- An electronically controlled throttle body
- A new BOSCH ECM
- Upgraded fuel injector rail and injectors.

Why:

To meet the requirements of the new intelligent Control systems (iC) of the new iS model watercrafts.

What's New:

Bosch ECM.

Why:

Standardization.

Will require a new ECM adapter tool for troubleshooting. See the *SPECIAL TOOLS* section in this book.

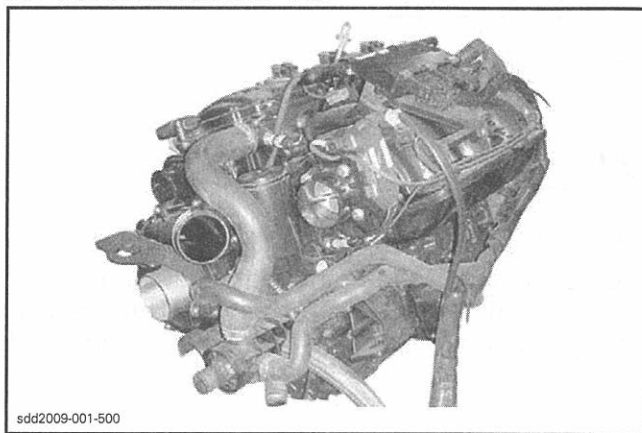
What's New:

Base Plate for ECM.

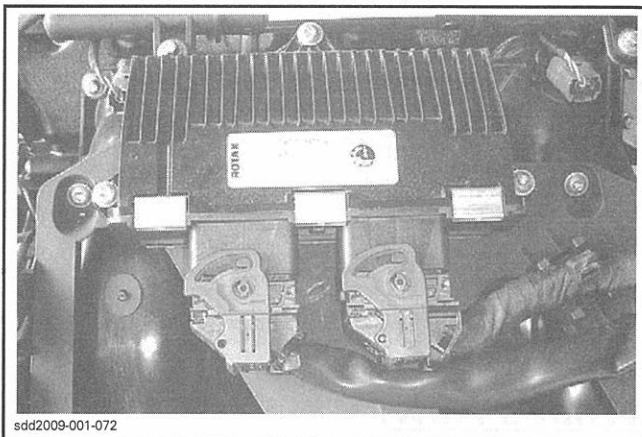
Why:

To accommodate new ECM.

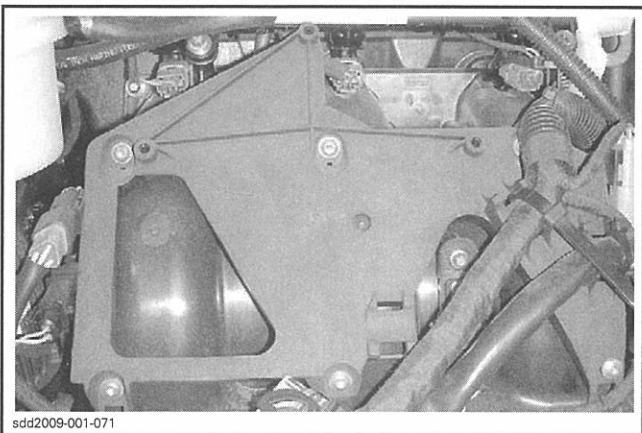
2009 GTX LIMITED iS AND RXT iS WATERCRAFTS



255 HP 1503 ETC ENGINES



255 HP 1503 ETC ENGINES





What's New:

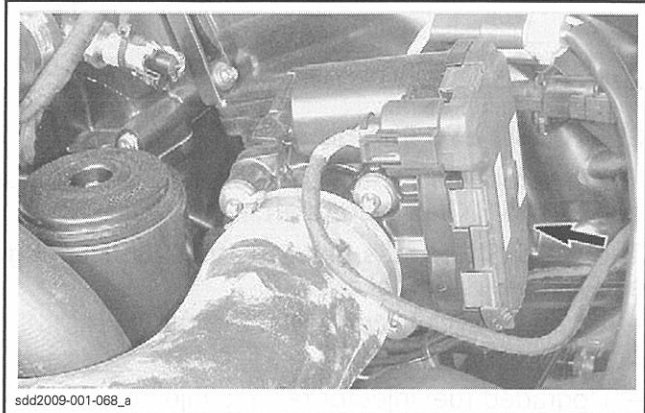
Throttle Body.

Why:

New design for **E**lectronic **T**hrottle **C**ontrol (ETC).

NOTE: No lube fitting required because of different materials and throttle shaft position. Throttle shaft is now parallel to the engine instead of perpendicular.

255 HP 1503 ETC ENGINES



What's New:

Fuel Injectors.

Why:

Different flow rate.

NOTE: 1503 engines now use 4 different fuel injectors that are NOT interchangeable.

- 130/155 HP engine
- 185/215 HP engine
- 255 HP engine
- 255 HP ETC engine.

255 HP 1503 ETC ENGINES



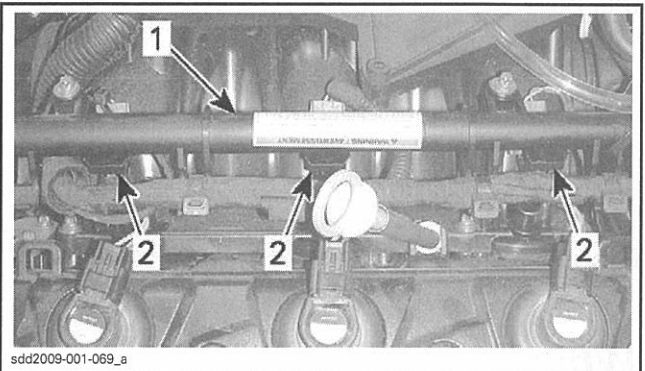
What's New:

Fuel Rail [1] and Injector Clips [2].

Why:

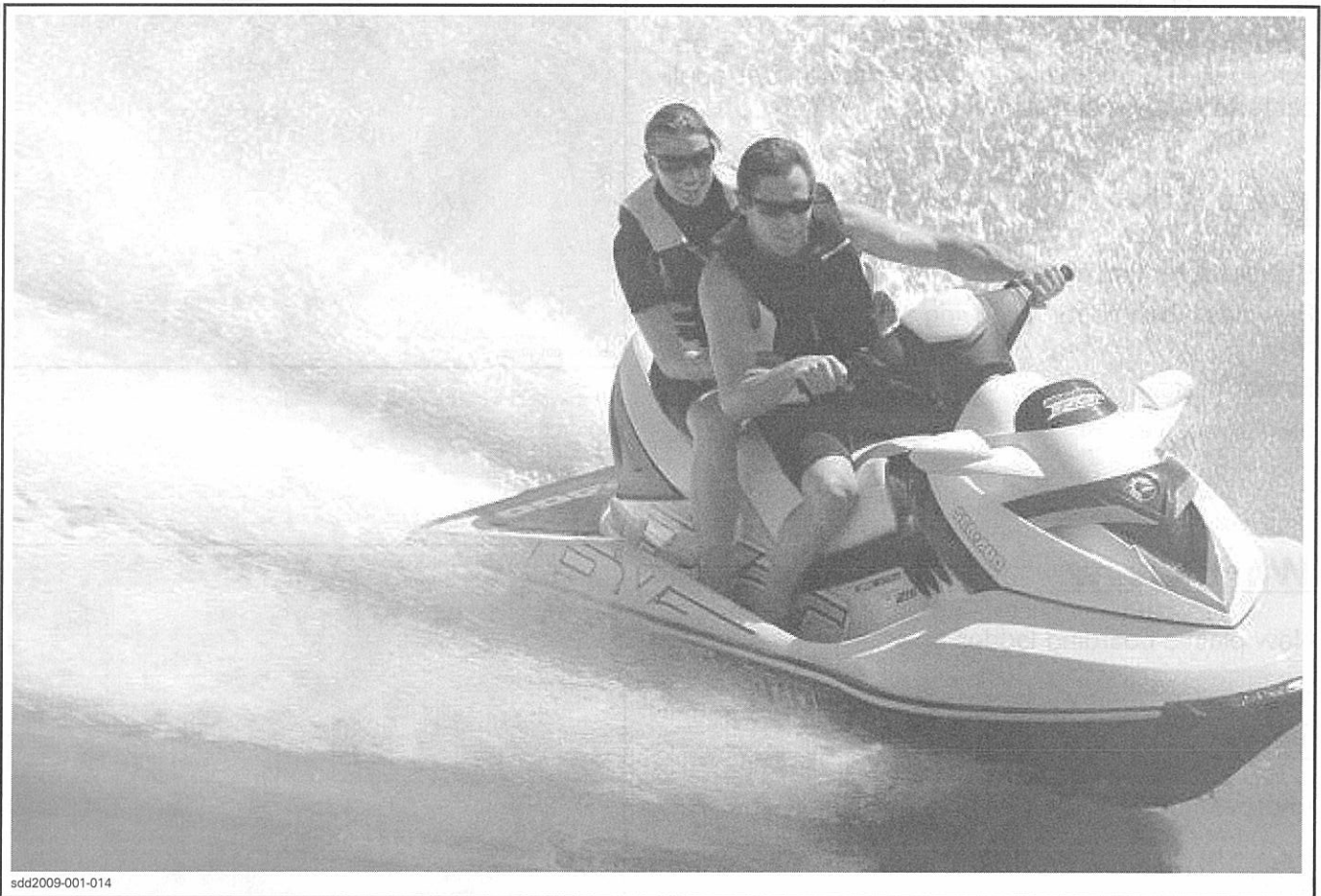
To accommodate new injectors.

255 HP 1503 ETC ENGINES





Watercraft



sdd2009-001-014



What's New:

Tool kit no longer provided. (All models).

Why:

Not required, weight and space saving.

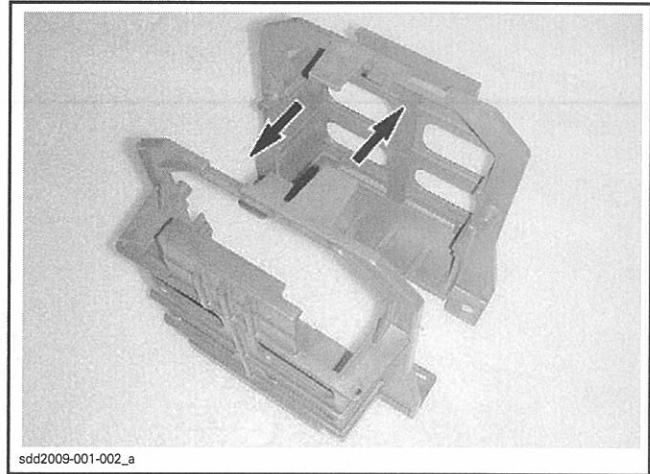
What's New:

New "lunch pail style" battery box.
2 piece design snaps together with battery in it, and is then bolted to the hull or another support as applicable to model boat.

Why:

Better protection and support for the battery.
Provides a handle for removing and carrying the battery.
Fewer parts.
Non corrosive.

ALL



ALL





What's New:

New aluminum die-cast pump. Used in entire 2009 line up.

New pump uses a new impeller shaft, new impeller and new impeller cone. All other components are the same.

New pump can retrofit previous models however, the new impeller and impeller shaft cannot be mixed and matched with old impeller or impeller shaft.

Can be used as a set in an old pump housing, or the old impeller and impeller shaft can be used as a set in the new pump housing.

NOTE: New pump cone will not fit on previous model pumps.

The impeller wear ring can now be quickly identified by it's color:

- BLUE for 130 hp engine models
- WHITE for 215 hp engine models
- BLACK for 255 hp engine models.

Why:

Standardization, improved parts.

What's New:

New pump cone with a molded index mark [1] that indicates which side must go up.

New cone now has pry points [2].

Cone can only be installed in one position as screw holes are not located symmetrically.

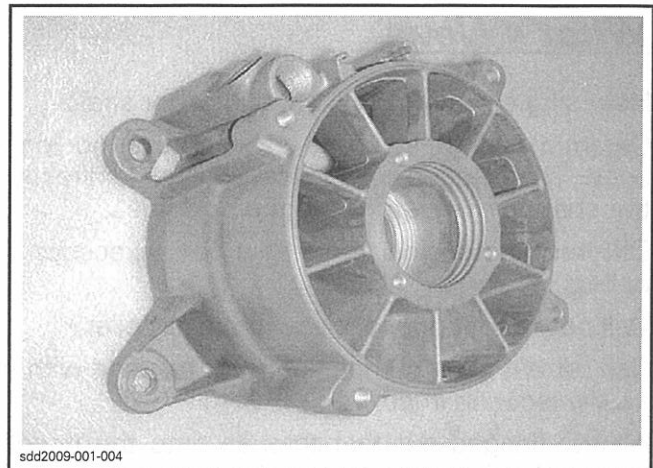
The new pump cone will not fit on previous model pumps.

Why:

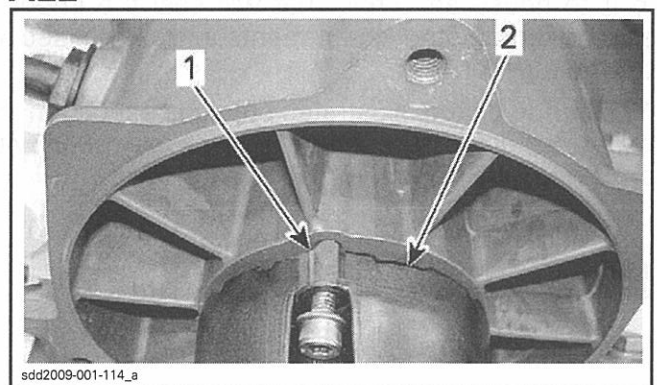
Easier removal.

Proper positioning.

ALL



ALL





What's New:

New single piece carbon steel impeller shaft.

Ceramic coated stainless steel sleeve no longer used. The ceramic coating is now applied directly to the shaft in the area where the seal rides.

Different dimension, requires a new execution impellers.

Will not retrofit previous execution impeller.

Can retrofit older pumps but **must** be used with the new execution impeller.

A new flanged nut that threads onto the impeller shaft to hold everything together has been added.

New tool will be required to remove the bearing off the impeller shaft. Tool will be recommended and NOT auto-shipped.

Why:

Improved sealing surface.

What's New:

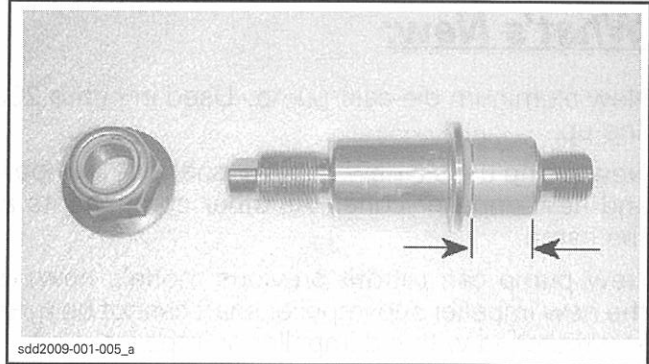
The new execution impeller has a groove machined in it to house an O-ring that will seal the impeller shaft's carbon steel components when threaded into the impeller.

NOTE: Top picture illustrates previous execution impeller, bottom picture illustrates new execution with an O-ring seal [1] in the machined groove.

Why:

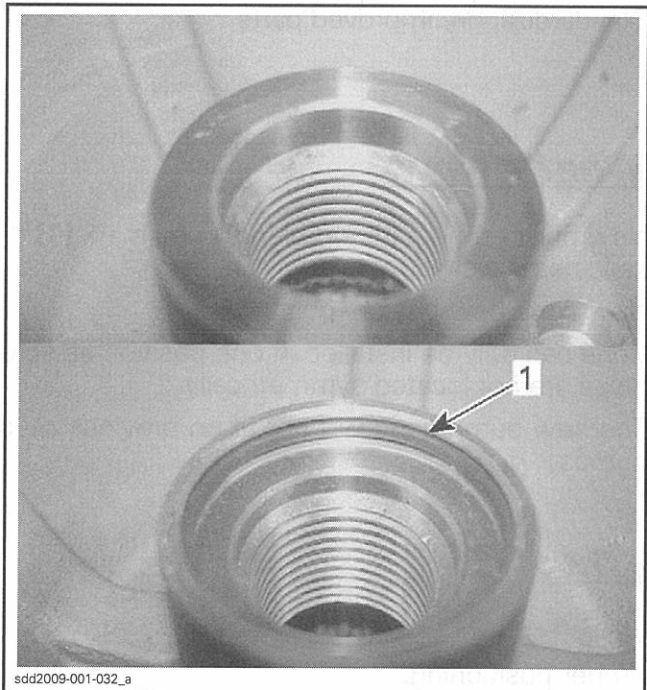
Improved sealing.

ALL



CERAMIC COATING

ALL





What's New:

The drive shaft is now carbon steel that is over molded with a rubber coating [1].

It has a non replaceable stainless steel sleeve [2] on the impeller side where the impeller boot rides.

The inner bearing race in the engine PTO seal is now incorporated in the floating ring [3], and the drive shaft threads into it (parts catalog call the PTO seal a "Ball bearing with bellows").

The floating ring has a counter bore [4] that mates with the tapered shoulder [5] on the drive shaft when torqued properly. The over-molding on the drive shaft seals engine oil in and water out.

New grease for lubricating splines.

Why:

New improved design.

What's New:

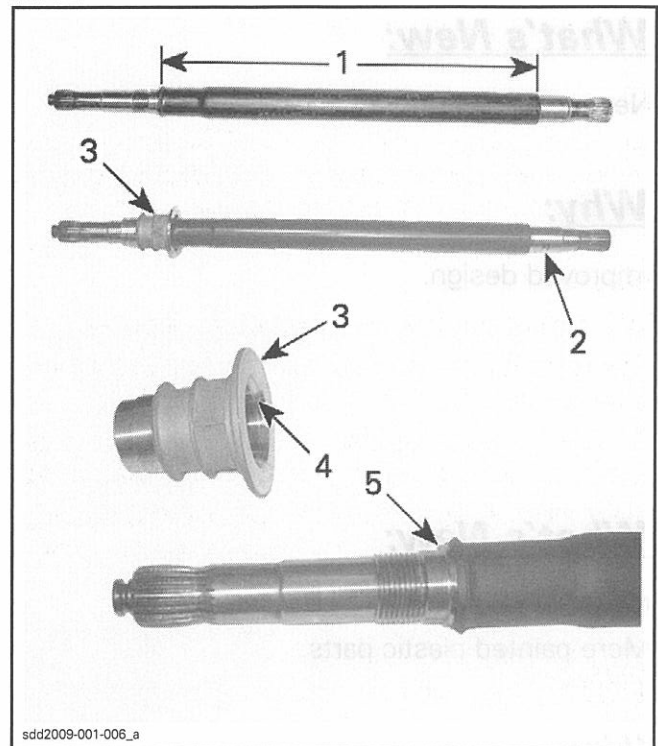
New exhaust outlet.

Why:

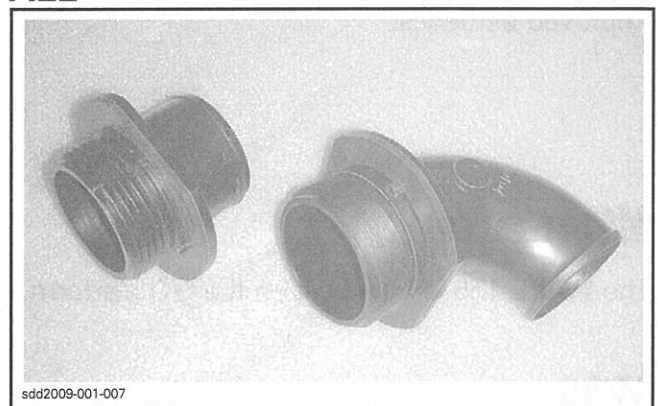
Better seal.

No silicone required.

ALL



ALL





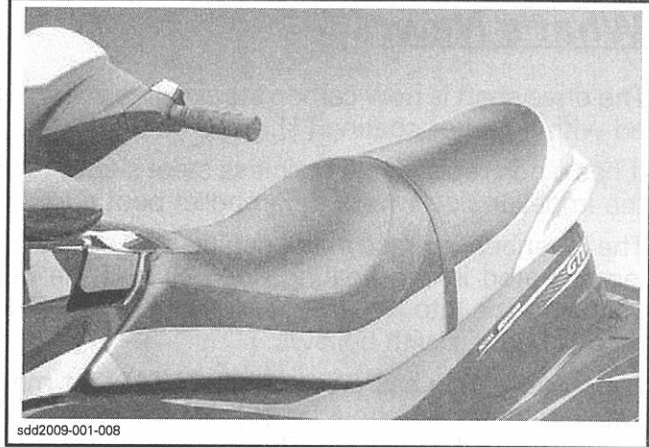
What's New:

New seat.

Why:

Improved design.

GTI, GTI SE 130, GTI SE 155

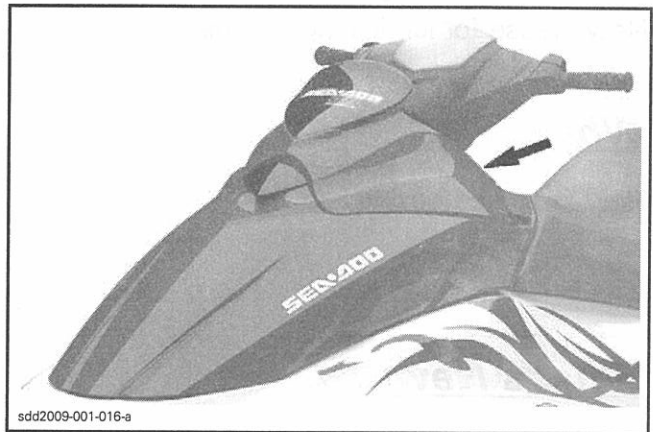


What's New:

New GTI podium.
More painted plastic parts.

Why:

New model.
Improved esthetics.



What's New:

The WAKE 155 is now built on the GTI platform.

Why:

New model.

WAKE 155





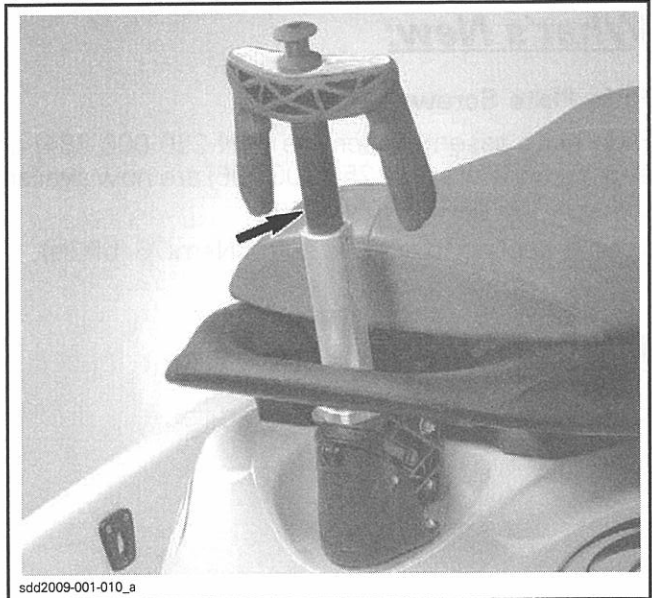
What's New:

New plastic ski-pole.

Why:

Ski Pole standardization.

WAKE 155, WAKE PRO 215



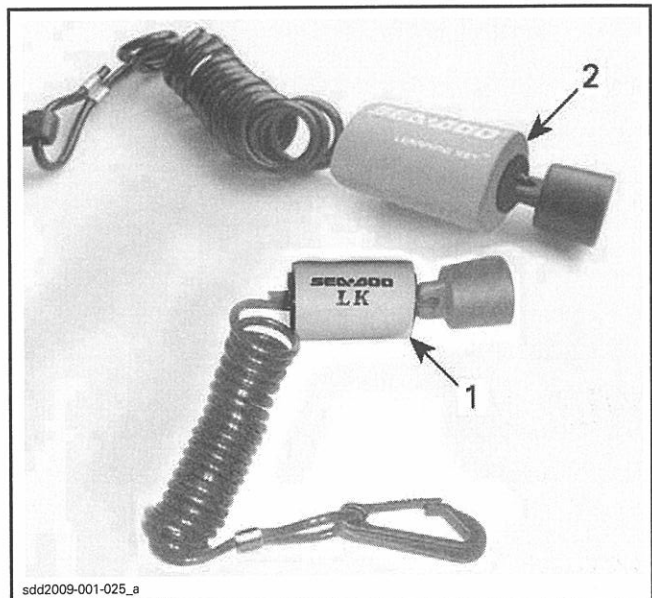
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What's New:

GREEN learning key (Lanyard) instead of WHITE.
All model Sea-Doo's except iS models use lanyard with floats that have a round cross-section [1]. All iS models use lanyards floats that have an oblong (egg shape) cross-section [2].

Why:

Standardization with new models.



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What's New:

Ride Plate Screws

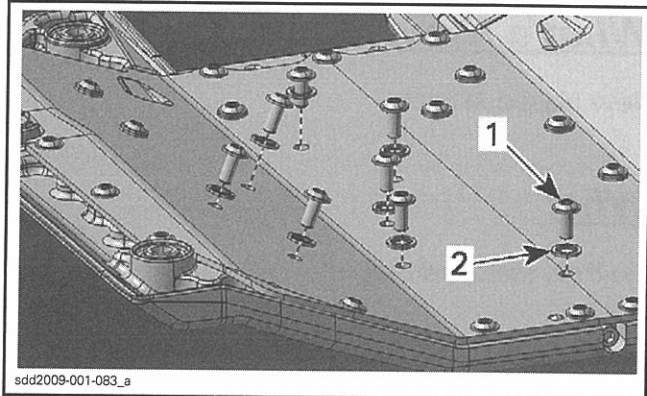
Ride plate assembly screws (P/N 250 000 384) and sealing washers (P/N 250 200 106) are now available through the parts department.

Torque applied to screws is 8.5 N•m(75 lbf•in).

Why:

Popular demand.

ALL MODELS





Sport Boats





What's New:

Jensen Speakers for Sport Boats

PAC has recently received a special quantity of Jensen speakers (P/N 204 472 212) which may be used for various sport boat applications. They are 65 watt, 16.5 cm (6.5 in), waterproof coaxial speakers with silver grilles that are priced competitively. These speakers are not found in the *PARTS CATALOGS* and are sold as single units, not in pairs.

Why:

One time "special price" for overstock speaker.

What's New:

- 255 HP engine option.
- Depth finder.
- Stern light moved to center of deck.
- Storage cover will be changed from fiberglass to RTM (running change).

Why:

- More power for improved performance.
- Ability to monitor water depth.
- Compliance with National Marine Manufacturers Association (NMMA) regulations.
- Improved strength and durability.

What's New:

Battery switch moved to helm area.

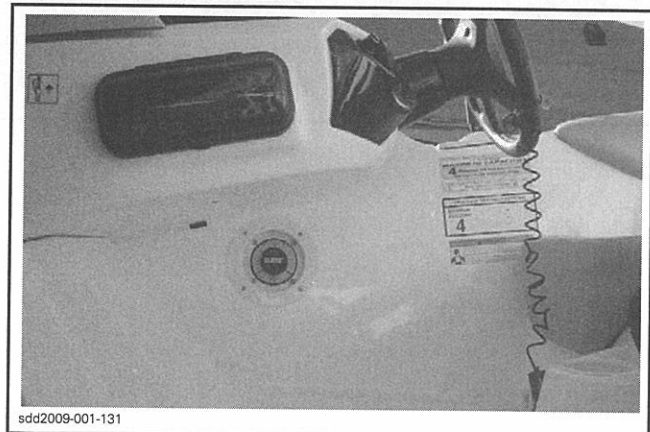
Why:

Compliance with NMMA regulations.

150 SPEEDSTER



150 SPEEDSTER





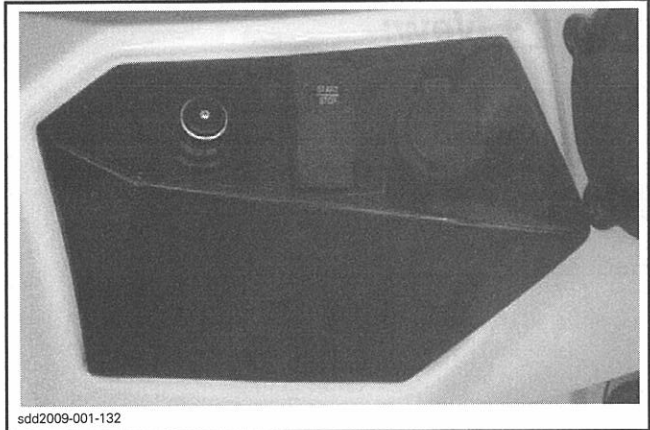
What's New:

Switch panel now fastened with screws.

Why:

Solidity and security improvement.

150 SPEEDSTER



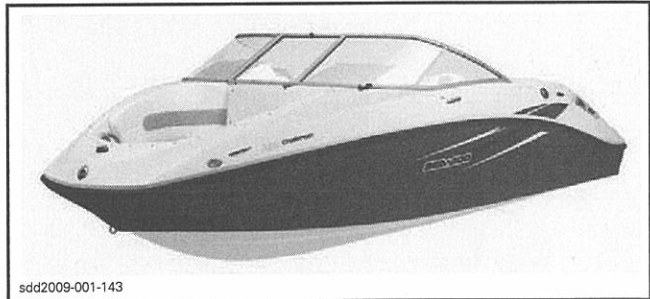
What's New:

- 255 engine option.
- Fuel tank capacity increased from 106 to 121 liters (28 to 32 gal).
- Improved hull.
- Flatter chines.
- Chines wider at the rear.
- Longer inlet tunnel.

Why:

- More power for improved performance.
- Increased cruising range.
- Quicker planing.
- Greater stability.
- Improved pump loading.

180 CHALLENGER





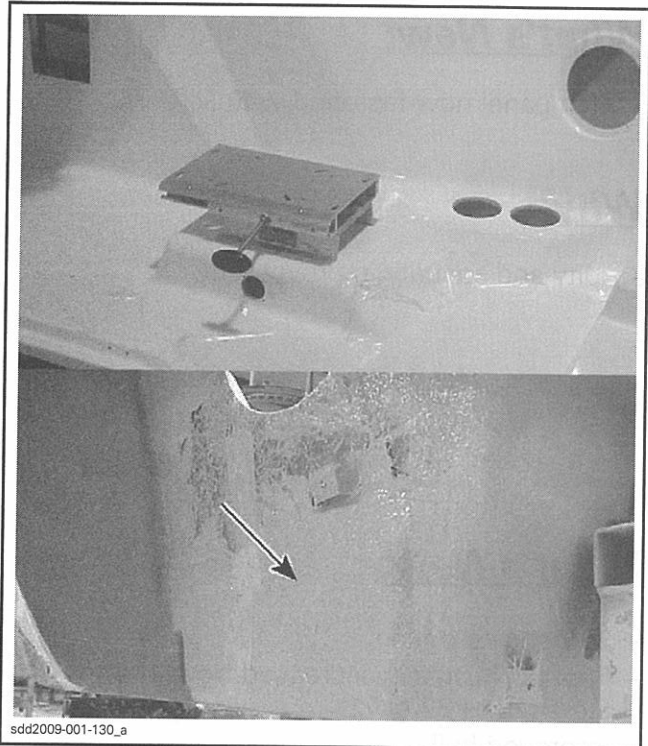
What's New:

Cup holder areas boxed in.

Why:

Reduced noise level for passengers.

180 CHALLENGER



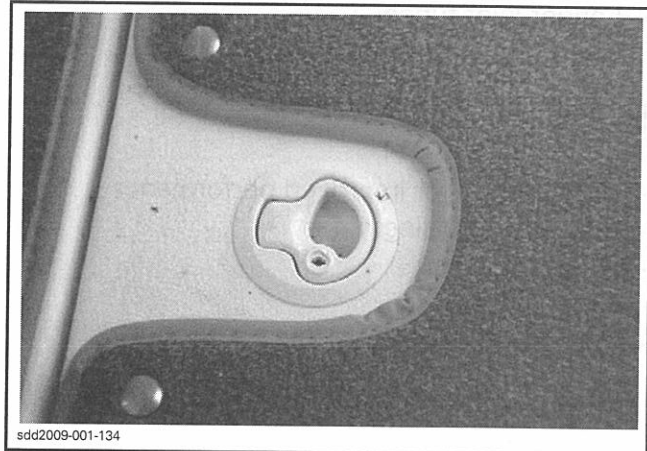
What's New:

Lockable ski locker.

Why:

Improved security for stowed equipment.

180 CHALLENGER





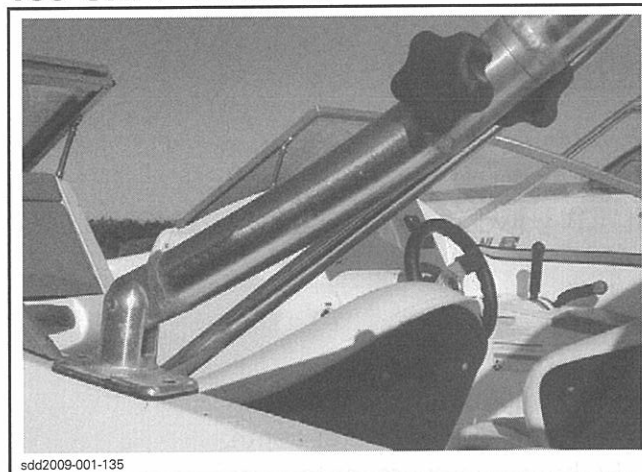
What's New:

Foreword tower mounts changed.

Why:

Improved fit.

180 CHALLENGER



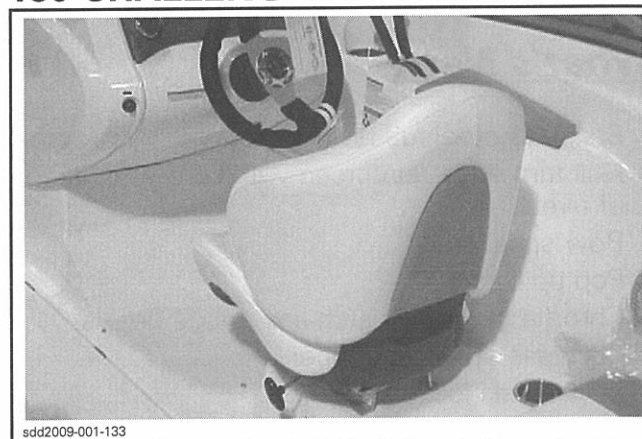
What's New:

New bucket seats.

Why:

Improved comfort and style.

180 CHALLENGER



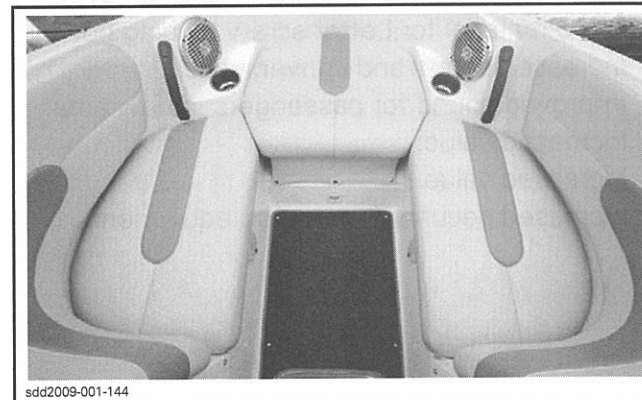
What's New:

- Bow speakers.
- Pop up cleats.
- Stainless steel cup holders.

Why:

Improved sound for passengers in bow area.
Increased safety and convenience.
Increased value.

180 CHALLENGER SE ADDITIONAL UPGRADES





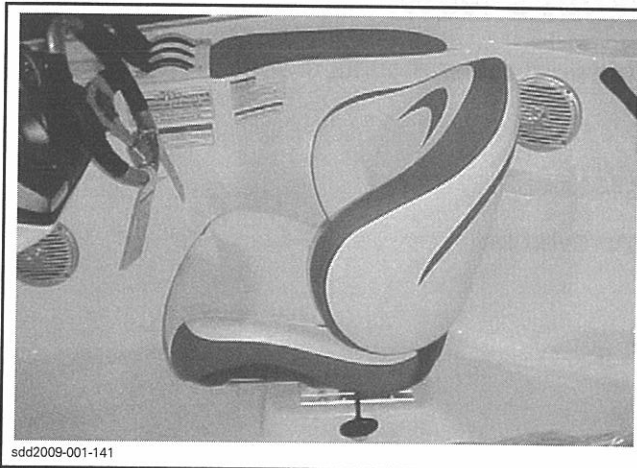
What's New:

- New bucket seats.
- Depth finder.
- BLACK powder coated side rails and tower.

Why:

- Improved comfort and style.
- Ability to monitor water depth.
- Esthetic improvement to match new graphics.

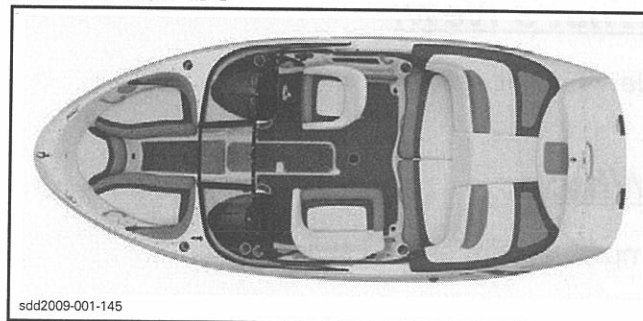
200 SPEEDSTER AND SPEEDSTER WAKE



What's New:

- Stainless steel rub rail now retained with screws.
- Hull trim edge reinforced with screws instead of rivets.
- Bow speakers.
- Pop up cleats.
- Chrome glove box latch and gauge bezels.
- Stainless steel cup holders.
- Locking ski locker.

205 UTOPIA



Why:

- More stylish rub rail requires use of screws.
- More material for better screw holding power.
- Increased safety and convenience.
- Improved sound for passengers in bow area.
- Increased value.
- Increased value.
- Increased security for stowed equipment.



What's New:

- Kiddie pool no longer provided.
- Ski pole no longer provided.

Why:

- Improved walkway and decreased complexity.
- Less cluttered re-boarding platform and reduced complexity.

220 ISLANDIA



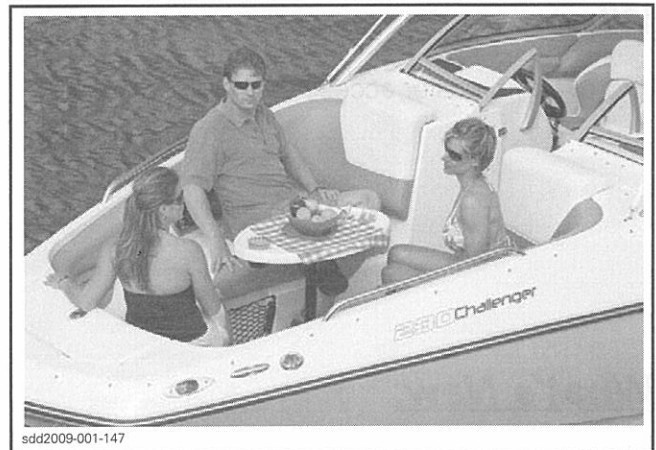
What's New:

- Single barrel latch on fold and stow door.
- Table receptacle in bow floor.
- Starboard seat height adjustable (SE).
- Stainless steel grab handles (SE).
- Ski pole no longer provided.
- Stern light mounted on bimini top (Challenger).
- Stern light mounted on tower (Wake and SP).

Why:

- Decreased complexity.
- Increased convenience.
- Adjustable for more body types.
- Increased value.
- Less cluttered re-boarding platform and reduced complexity.
- Positioned in the center for Coast Guard compliance.
- Positioned in the center for Coast Guard compliance.

230 CHALLENGER, 230 CHALLENGER SP AND 230 WAKE





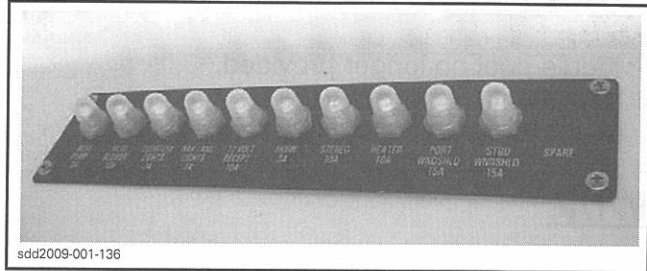
What's New:

Breaker panel mounted under helm.

Why:

Fuse block replaced by circuit breakers that can be reset.

**230 CHALLENGER, 230
CHALLENGER SP AND 230 WAKE**



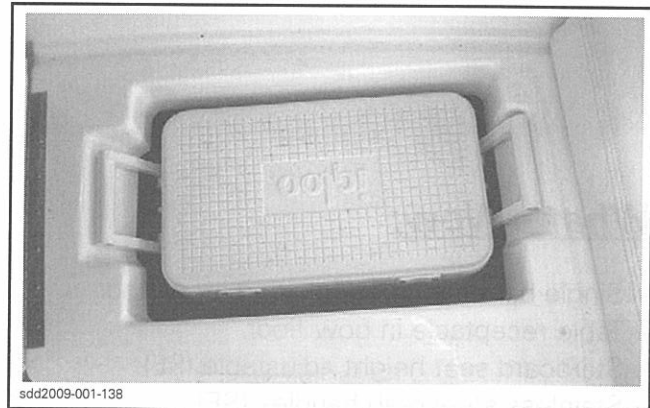
What's New:

Deck recessed to accept cooler handles.

Why:

Improved fit, easier access to cooler handles.

**230 CHALLENGER, 230
CHALLENGER SP AND 230 WAKE**



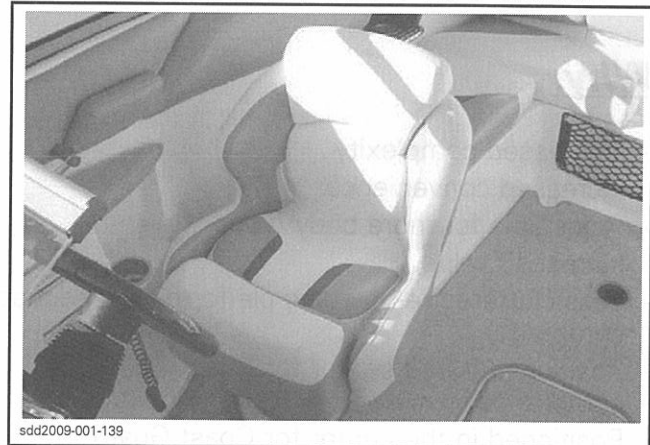
What's New:

New bucket seat.

Why:

Improved style and function.

**230 CHALLENGER, 230
CHALLENGER SP AND 230 WAKE**





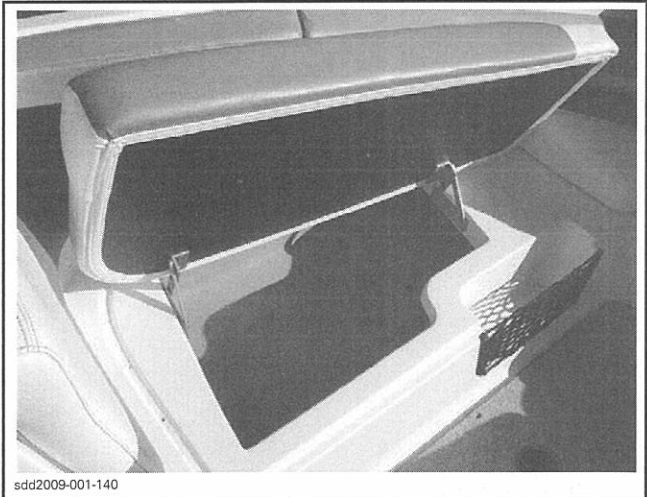
What's New:

Bow seat cushions hinged to deck.

Why:

Increased convenience and cushion retention.

**230 CHALLENGER, 230
CHALLENGER SP AND 230 WAKE**



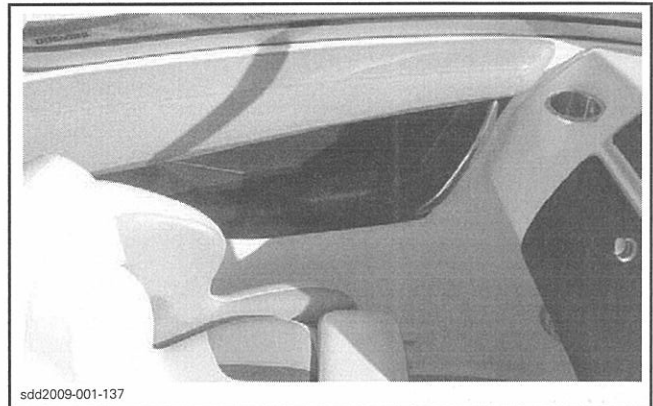
What's New:

Combing box added to port gunwale.

Why:

Increased convenience.

**230 CHALLENGER, 230
CHALLENGER SP AND 230 WAKE**





Troubleshooting and Tech Tips

In this section you will find the most current tips and solutions concerning situations that occurred during last season, as well as the latest updated procedures and information concerning the latest technologies used by BRP. All troubleshooting procedures should be used in conjunction with the *SHOP MANUAL* and other BRP service publications.

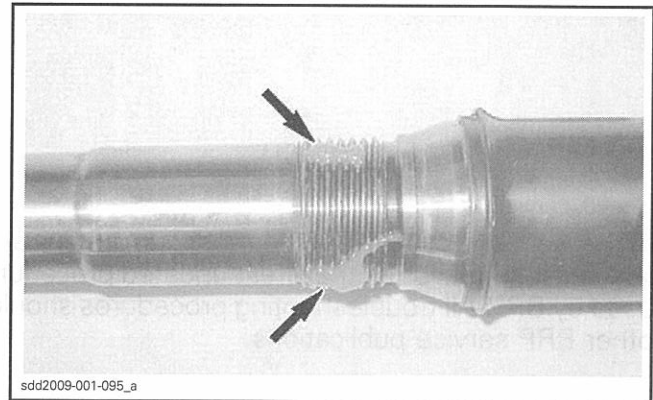


INSTALLATION PROCEDURES FOR NEW OVER MOLDED DRIVE SHAFT

NOTE: Some pictures were taken on a workbench. Not all parts were installed so that parts referred to may be seen more clearly and up close. Some tools used in procedure may not be final production types. Remove spark plugs from engine. Install the floating ring in the PTO.



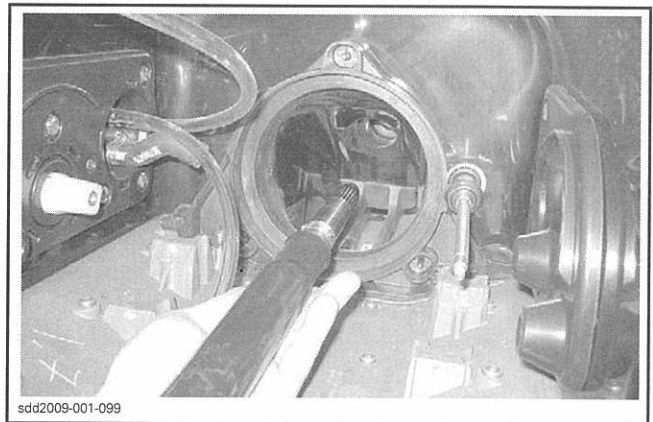
Apply Loctite 577 to the drive shaft threads.



From the back of the boat, insert the drive shaft through the hull thru-fitting, bellows and carbon ring assembly, and into the engine spline.

Thread the floating ring onto the drive shaft as far as you can by hand keeping track of the number of turns.

NOTE: The Drive Shaft has LH Threads.





SECTION 3

Troubleshooting and Tech Tips

Because the drive shaft splines are engaged in the engine PTO splines, the remainder of the torque sequence will require that the engine be turned over as the drive shaft is being threaded into the floating ring. This is why the spark plugs were removed.

The drive shaft has a tapered shoulder [1] that contacts a tapered counter bore [2] in the floating ring. This is actually what will be torqued down.

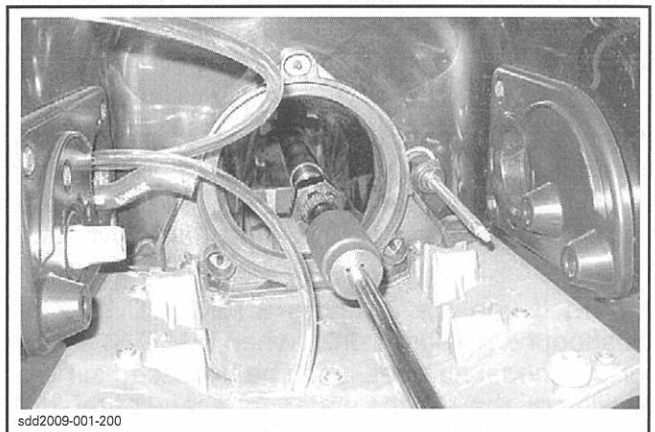
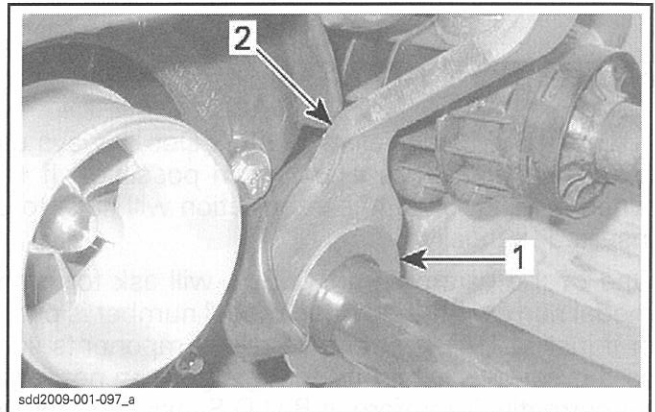
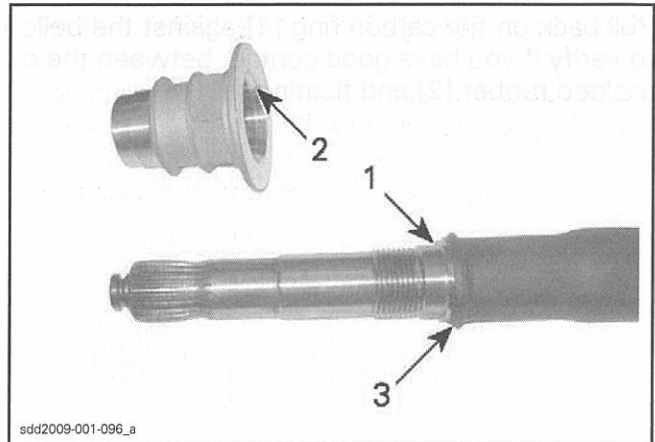
The over molding (rubber) on the drive shaft [3] contacts the floating ring and provides a seal for the threads in the floating ring and on the drive shaft when properly torqued. This seal keeps water from entering the engine, and engine oil from leaking out.

To finish the torque sequence, the floating ring [1] will be held with a new special tool [2] will be mandatory.

Using the existing drive shaft adapter (P/N 529 035 985) (or the new design adapter not yet available at time of publication), thread the drive shaft the rest of the way into the floating ring.

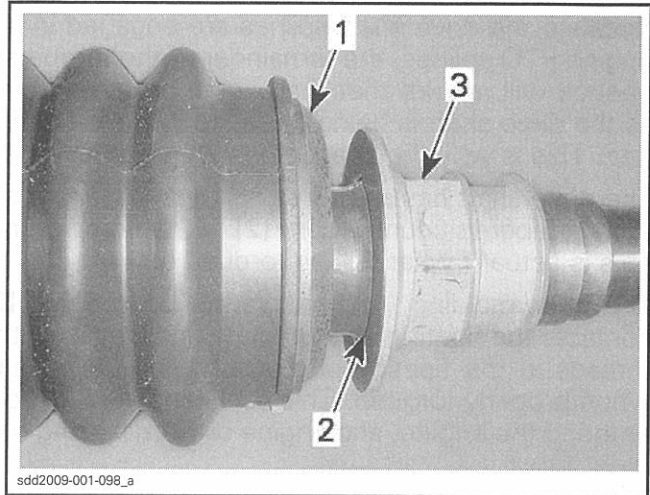
NOTE: Total amount the drive shaft threads into the floating ring is approximately 8 full turns. It's important to note this as when it is assembled, it's difficult to see the drive shaft against the floating ring, and as stated previously, the over molding must make contact with the floating ring to assure a proper seal.

Torque is 125 N•m (92 lbf•ft).





Pull back on the carbon ring [1] against the bellows to verify if you have good contact between the over molded rubber [2] and floating ring [3].



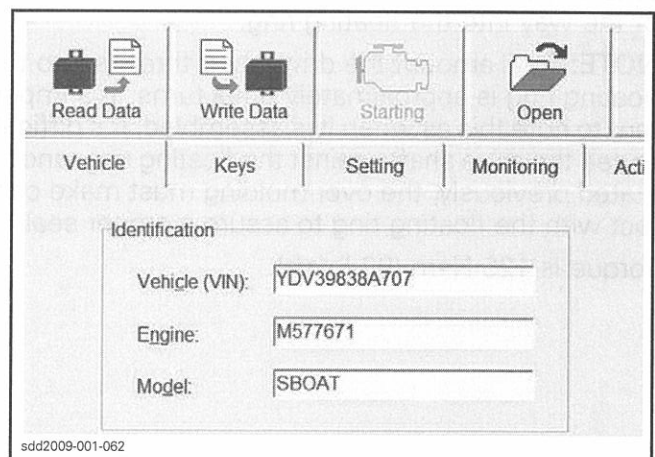
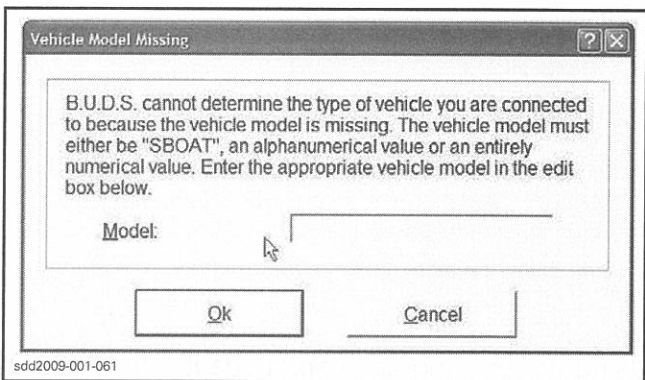
REPLACING AN ECM

If a new ECM is installed in a Sea-Doo, always use the Replace ECM function when possible. If this function is not used, the information will have to be inserted manually.

One of the parameters B.U.D.S. will ask for is the model number. If the wrong model number is put in, or if just SBOAT is put in, certain components such as the speedometer and fuel gauge may not register correctly. Therefore, if B.U.D.S. asks you for the model number, be sure to enter the correct model number! Once the model number is entered, you cannot change it.

If however, the wrong model number is entered and saved, call the Service Dept. to make arrangements to have the ECM sent to them. They can enter the correct model number and send the ECM back to you.

NOTE: If you are installing a new ECM for troubleshooting purposes only, when B.U.D.S. asks you for the model number, it can be bypassed simply by clicking on the X in the upper right hand of the dialog box. This will allow the troubleshooting ECM to be installed without committing to a model number. Obviously not all the functions will work correctly.



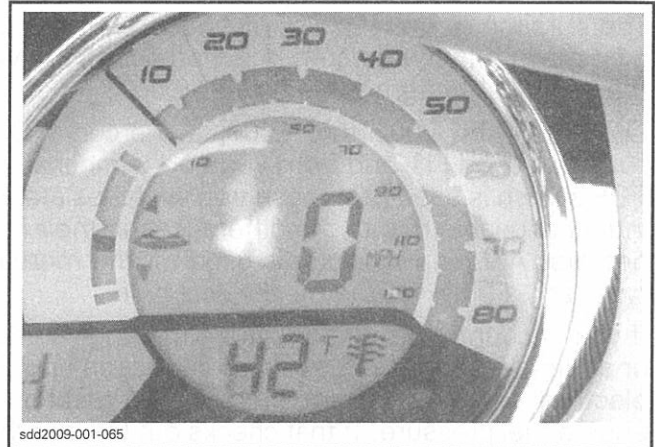


REPLACEMENT ECM SPEED ISSUE

Some replacement MY2008 ECM's may have the wrong speed parameters programmed in their software. The result is that no speed will be displayed on the gauge. At the time of printing this book, the issue was being resolved and good parts will be in stock in the near future.

If you encounter a no speed display on a replacement ECM, contact the Service Dept and make shipping and repair arrangements for the ECM. The problem can be corrected and the ECM may be returned to you the next day. BRP will cover the cost of shipping.

NOTE: Anytime there is a speed display issue, or other information center discrepancies, always ensure that the information center has the correct calibration programmed in it, as per *SERVICE BULLETIN NO. 2008-3*, before replacing any parts.

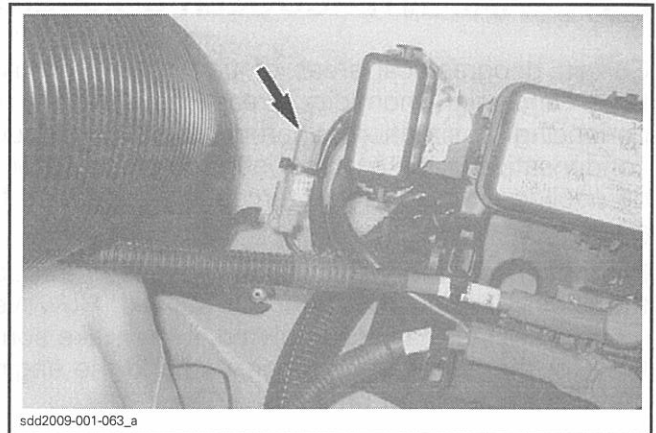


DIODE CAP

For MY 2008, BRP introduced the diode cap on the wiring harness for polarity protection. The diode cap allows the main relay to energize.

There have been a few reports where the electrical system would not power up, or may intermittently power down. If this problem is encountered on a watercraft, one of the first items to consider is the diode cap.

The Service Manual provides a procedure for testing the diode cap in the *ELECTRONIC FUEL INJECTION* subsection. However, if the problem is intermittent, it may be a good idea to replace it, or change it out with a known good one to see if the problem persists.





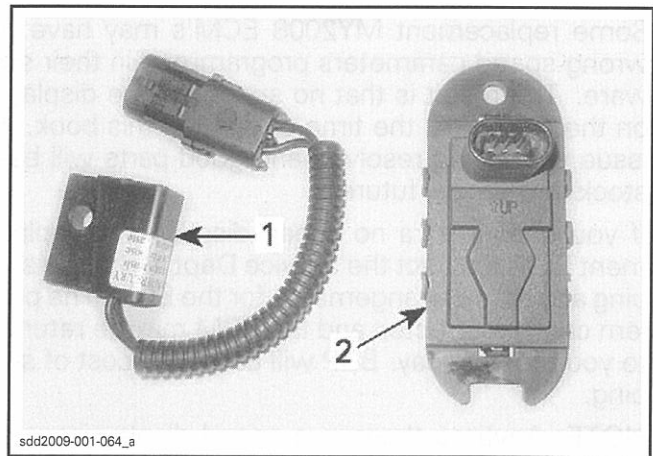
TOPS SWITCH

The purpose of the TOPS switch is to shut the engine down if the watercraft is turned over however, the electrical system stays powered up.

On units from 2002 thru 2004, a mercury TOPS switch is used [1], and from 2005 on, a mechanical TOP switch is used [2]. These two switches are not interchangeable due to the differences in their connectors. A 2 pin connector is used for the mercury type, and a 3 pin for the mechanical type.

If you encounter a situation where the engine stalls or shuts down with for no apparent reason and the electrical system stays powered up, first test for adequate fuel pressure. If that checks out OK, another area to look at is the TOPS switch. A fault code occurrence will most likely not be tripped.

These switches are either mounted on the MPEM support bracket (through 2006) or the fuse box support.

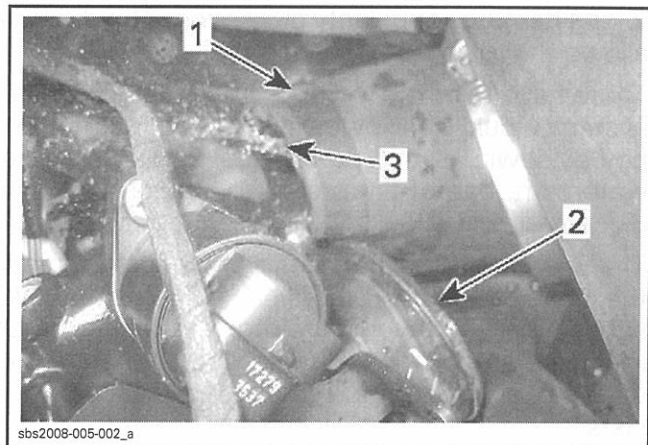


EXTERNAL INTERCOOLER CONDENSATION

Certain geographical areas of unit operation (high temp and high humidity areas) have been experiencing a situation whereby there is enough condensation in the external intercooler for water to be pooling up inside the intercooler after sitting for a period of time.

In most cases, the water is just processed through the engine immediately after it is started. However, if enough water has accumulated, it may take some time for the water to be processed and the engine may "stumble" a bit until it is.

If you experience this, prior to starting the engine after a period of down time, disconnect the intercooler outlet hose [1] from the throttle body [2] and rev the engine up to 4000 RPM a few times. This will blow all the water out [3]. This is the same procedure recommend in the *STORAGE BULLETIN*.





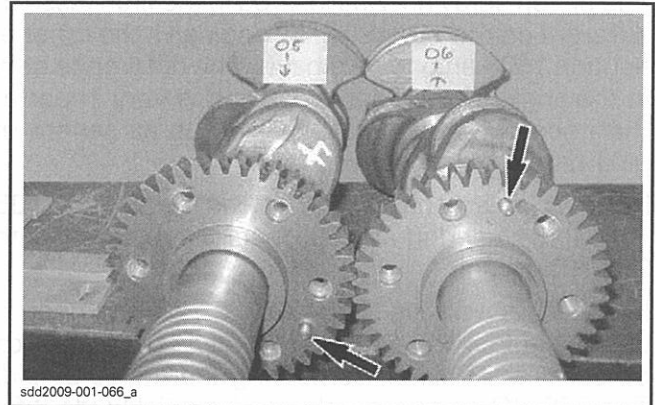
1503 CRANKSHAFT DIFFERENCES

The 1503 engine went through a series of changes starting in model year 2006. Refer to the *2006 SEA-DOO TECHNICAL UPDATE BOOK*, What's New section.

One of the changes was that the internal mounting of the crankshaft position sensor moved from a 12 o'clock position at the top of the PTO cover, to an external mounting position at approximately the 7 o'clock position on the lower side of the PTO cover.

To accommodate the different positions of the CPS, the locating pin for the trigger wheel/magneto flywheel on the crankshaft also changed to achieve correct ignition timing.

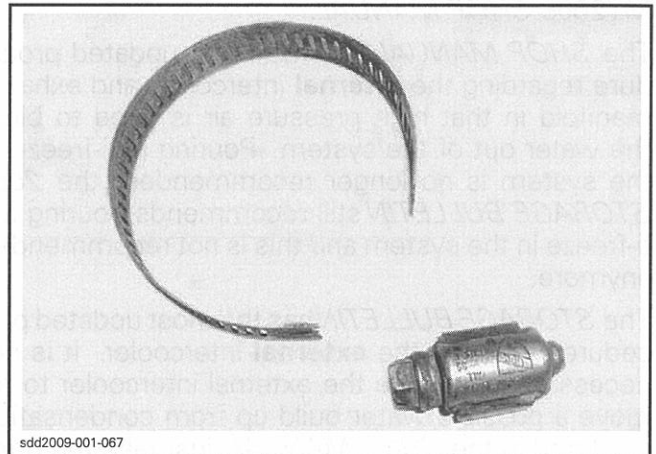
NOTE: Other than different positioning of the locating pin, these crankshafts are completely interchangeable. However, if these crankshafts are interchanged, the engine will not start due to incorrect ignition timing.



CLAMPS

Obviously, harsh salt water environments are extremely hard on components. One item we want to put emphasis on, are hose clamps.

As per the *STORAGE BULLETIN*, all clamps should be checked for and replaced if any corrosion is present. Even with proper and regular maintenance of the watercraft or boat, clamps may be subject to corrosion and fail, possibly producing a water, antifreeze, or fuel leak.





Oil Spray Nozzles

The piston spray nozzles located in the crankcase are different on the 1503 255 HO engine vs the other execution 1503 engines we have. The difference being in the angle of the spray nozzle. It is very important that these nozzles not get mixed up as severe engine damage may result.

Item "A" is an engine oil spray nozzle (P/N 420 956 776) to be used in all 1503 engines **except** for the 255 HO engine.

Item "B" is a nozzle (P/N 420 956 778) designed for use in the 255 HO engine. The angle difference can be easily seen when comparing them side by side. The 255 HO engine nozzle can be quickly identified by the markings [1] on the flute.

NOTE: For MY 2008 and 2009, the only difference between the crankcase assembly on the 255 HO and other execution 1503 engines is the spray nozzles.

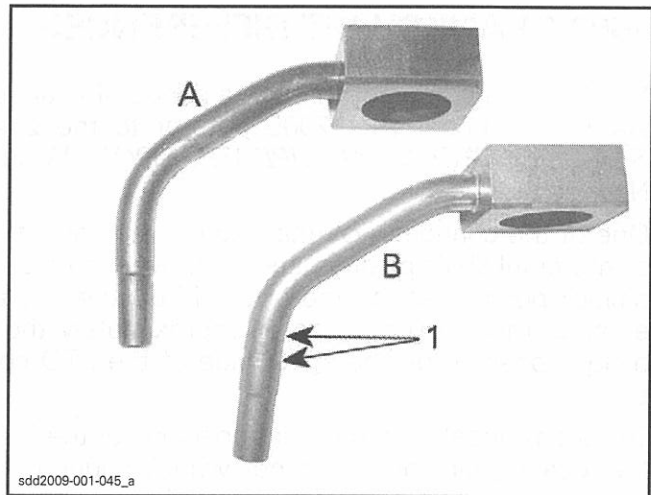
Storage Procedure Clarification

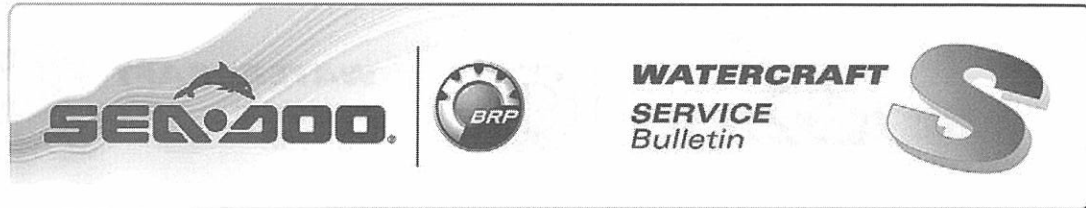
There is some conflicting information on intercooler and exhaust manifold storage procedures between the *STORAGE BULLETIN NO. 2008-10* and the *MY2008 SHOP MANUAL*.

The *SHOP MANUAL* has the most updated procedure regarding the **internal** intercooler and exhaust manifold in that high pressure air is used to blow the water out of the system. Pouring anti-freeze in the system is no longer recommended; the *2008 STORAGE BULLETIN* still recommends pouring anti-freeze in the system and this is not recommended anymore.

The *STORAGE BULLETIN* has the most updated procedure regarding the **external** intercooler. It is not necessary to remove the external intercooler to remove a possible water build up from condensation as stated in the *SHOP MANUAL*, just take the hose off the throttle body and rev the engine to blow it out.

These publications will be corrected next year.





October 31, 2008 Subject: Supercharger Service Part Update No. 2008-12

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
All	All Supercharged Models	All	All

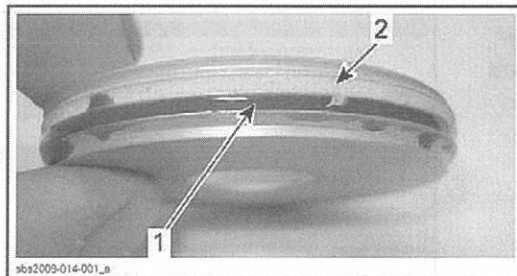
This bulletin is concerning all supercharger retaining nuts found in the Supercharger Repair Kits. Dealers should perform the following procedure explained in this bulletin each time this part is used for a supercharger repair.

PROBLEM

As a running change at Rotax facilities during MY2008 supercharger production, the amount of scotch grip was reduced on retaining nut.

SOLUTION

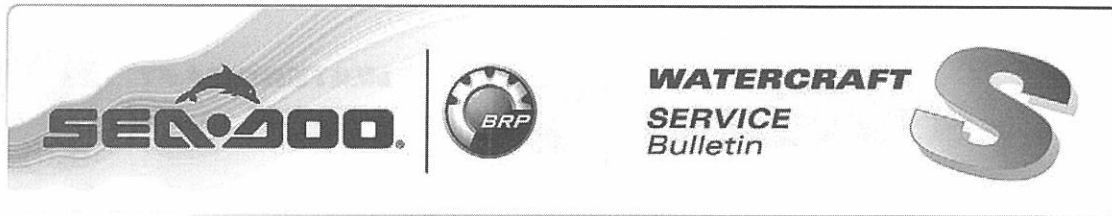
LOCTITE 243 (BLUE) (P/N 293 800 060)† should be applied around (360°) of the first thread turn, as shown by the picture, prior to installation.



- RETAINING NUT
1. Scotch grip
2. Apply LOCTITE 243 (BLUE) (P/N 293 800 060) here

NOTICE Care must be taken not to put too much Loctite on to prevent getting it on the bearing.

† Loctite is a registered trademark of Loctite Corp.



Date: **January 10, 2008**

Subject: **Ability to flash new cluster**

No. **2008-3**

REVISION 1, April 8, 2008 <=

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2008	GTX / RXP / RXP-X / RXT / RXT-X	All	All
2007 - 2006	GTX / RXP / RXT	All	All

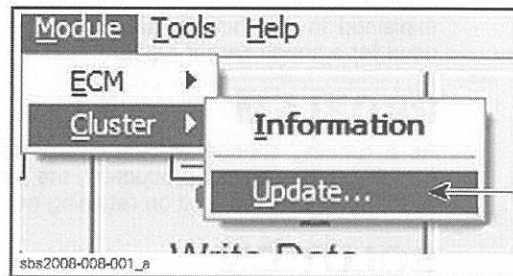
In the near future the current premium gauge cluster used for replacement service parts (P/N 278 002 216) used on GTX†, RXT® and RXP® models will be superseded to (P/N 278 002 270). This gauge cluster has no calibration in it, therefore when installing it on a 2006, 2007 or 2008 GTX, RXT, RXP model, it requires to be flashed by B.U.D.S.

NOTE: ➡ This procedure will also apply if for some reason, the gauge cluster was not programmed on the production line. ⬅

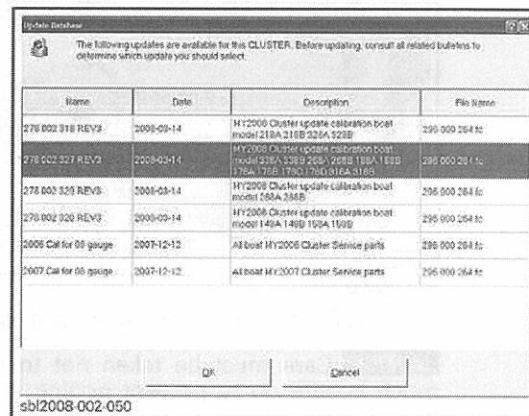
NOTE: This applies to only the premium gauge cluster, the standard replacement service parts gauge cluster used on 2006, 2007 and 2008 GTI™ models comes with the calibration already installed in it.

Procedure

NOTE: ➡ A minimum of B.U.D.S. 2.3.19 must be used. ⬅



From B.U.D.S. go to Module, Cluster, then Update. ➡



⬅

† GTX is a registered trademark of Castrol Ltd, used under license.



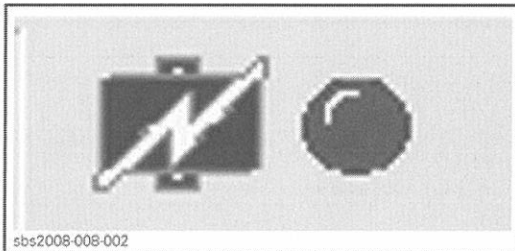
The description will tell you by model year or model number what calibration file to download (the model number and year can be found on the vehicle page under Identification).

Select the file and hit OK.

NOTE: → If wrong calibration is flashed into the cluster, simply repeat the procedure, select the correct calibration and reflash it. ←

If the cluster is not calibrated or if the wrong calibration is installed, you will experience discrepancies as:

- Fuel gauge will show as empty
- All segments of the VTS will be turned on
- The RPM will indicate "0" or "5000".



NOTE: Even after the cluster is calibrated the reminder icon found on the lower R/H corner of the B.U.D.S. screen will still be seen.

TOP VIEW OF MOTOR



SEA-DOO®



Section

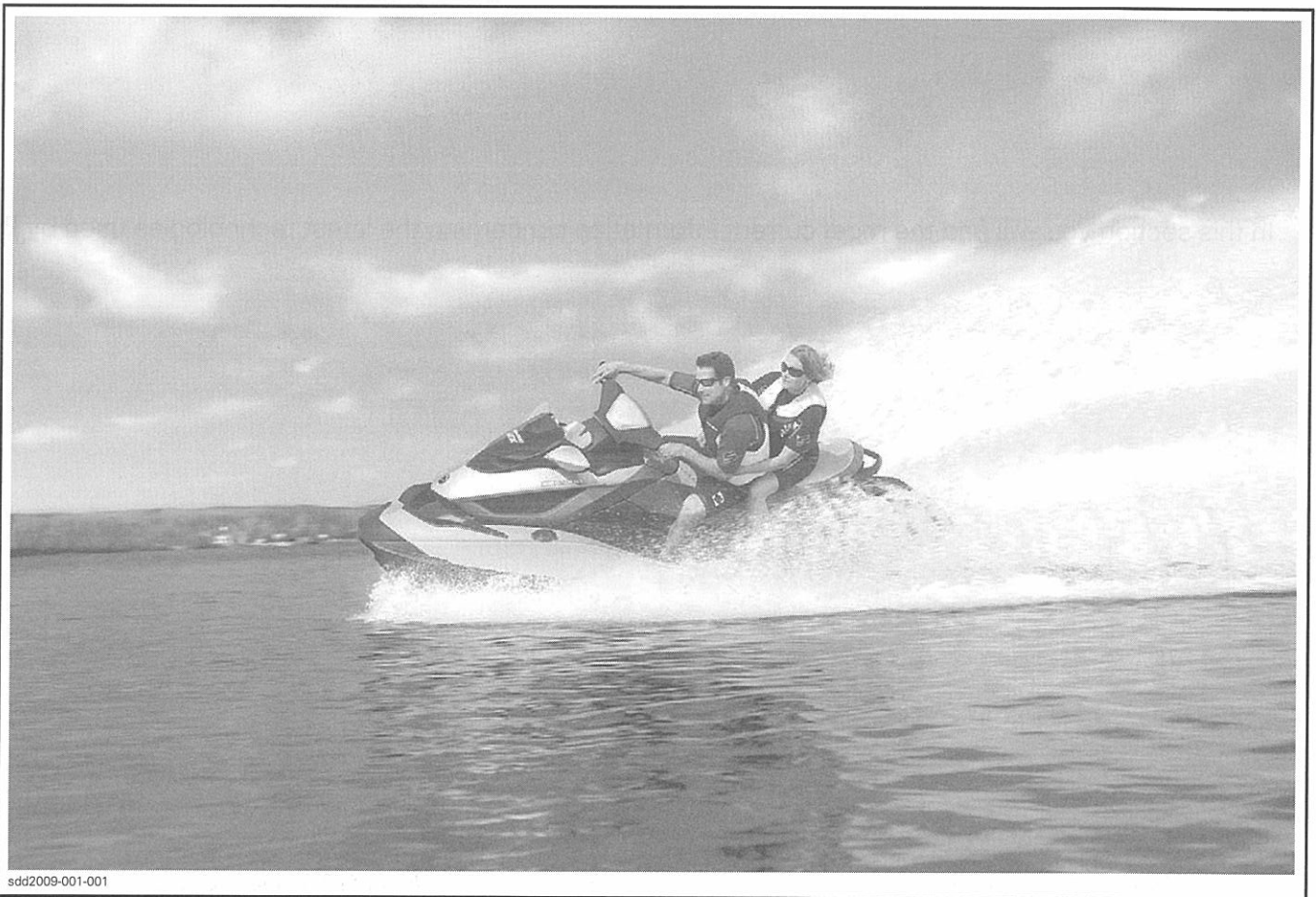
4

New Technologies

In this section you will find the most current information concerning the latest technologies used by BRP.

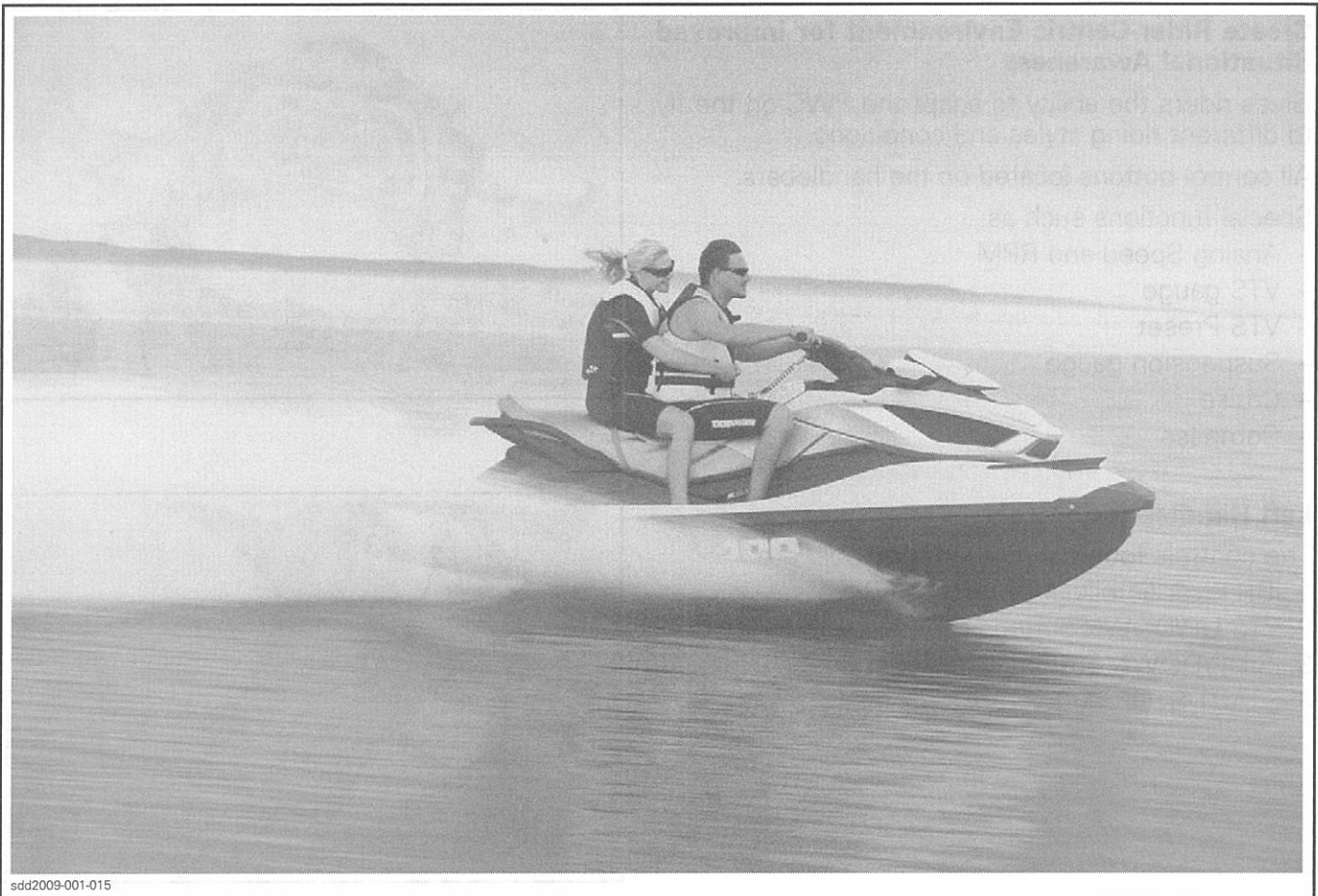


Reinventing the Watercraft Industry



edd2009-001-001

GTX LIMITED iS 255



sdd2009-001-015

RXT iS 255

Most advance fully integrated riding experience.
First on-water braking system.
First full suspension system.

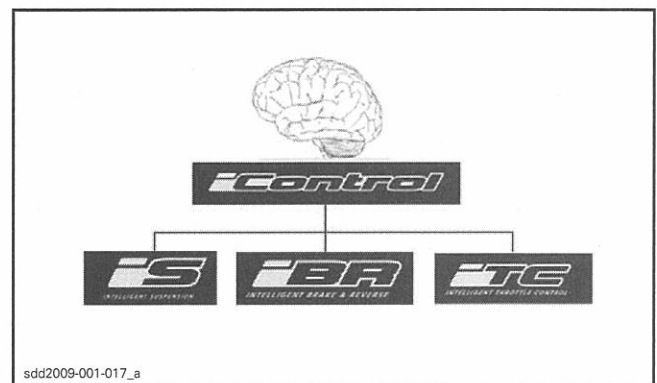
iCONTROL

Intelligent – Higher level of sophistication for improved riding experience.

Integrated – All systems work together.

Innovative – Many firsts for PWCs.

- iS – intelligent Suspension.
- iBR – intelligent Brake and Reverse.
- iTC – intelligent Throttle Control.



sdd2009-001-017_a



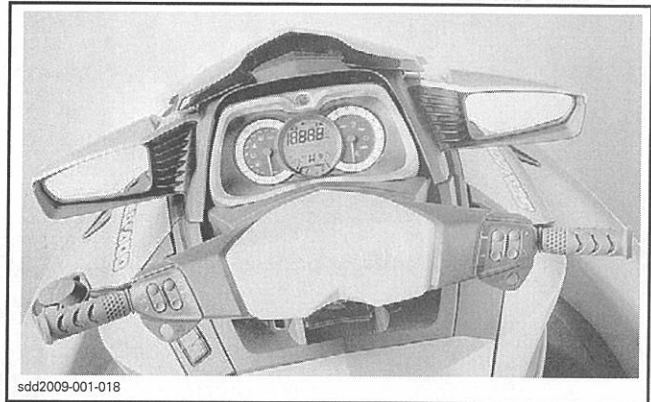
Create Rider-Centric Environment for Improved Situational Awareness

Gives riders the ability to adapt the PWC on the fly to different riding styles and conditions.

All control buttons located on the handlebars.

Special functions such as:

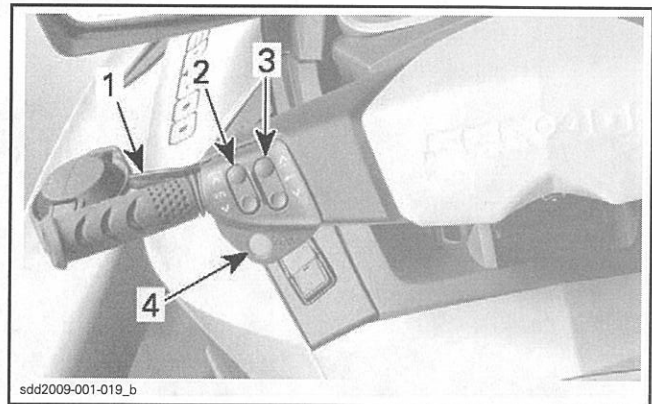
- Analog Speed and RPM
- VTS gauge
- VTS Preset
- Suspension gauge
- Cruise
- Compass.



Left Handlebar Controls

The controls found on the LH handlebar are:

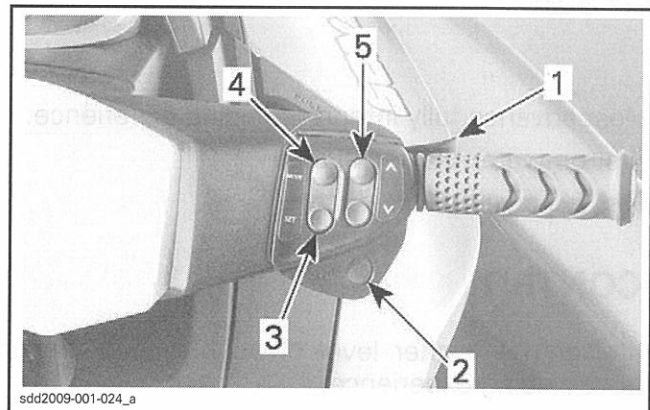
1. iBR lever (intelligent Brake and Reverse)
2. VTS UP/DOWN buttons (Variable Trim System)
3. iS UP/DOWN buttons (intelligent Suspension)
4. START/STOP button.



Right handlebar Controls

The controls found on the RH handlebar are:

1. iTC lever (intelligent Throttle Control)
2. Cruise button
3. Set button
4. Mode button
5. UP/DOWN buttons (used with various selected modes).





Powering Up the System

On all previous models in order to power up the electrical system, the lanyard was placed on the D.E.S.S. post and the system powered up.

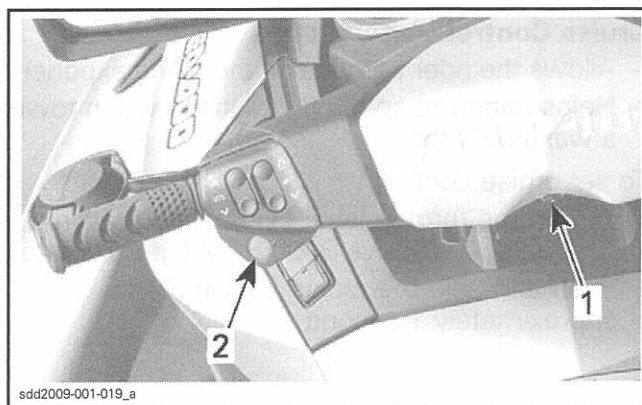
Now, in order to power up the electrical system, place the lanyard on the D.E.S.S. post [1], and press the START button **once** [2]. At this time two beeps will be heard to identify a good key.

If the key cannot be read by the ECM, or the key is not programmed, a long beep will be heard.

To start the engine press and hold the START/STOP button until the engine starts.

To shut off the engine, press and hold the START/STOP button, or pull the lanyard off the D.E.S.S. post.

NOTE: If the engine is stopped using the START/STOP button, the electrical system will be completely shut down within approximately 30 seconds. If the engine is stopped using the lanyard, the information center display will shut off within approximately 5 seconds, but the electrical system will stay powered up for approximately 3 minutes. If the electrical system was powered up without starting the engine, and the key is not installed or is installed then removed, the electrical system stays powered up for approximately 3 minutes even if the gauge display is off.



GPS Speedometer

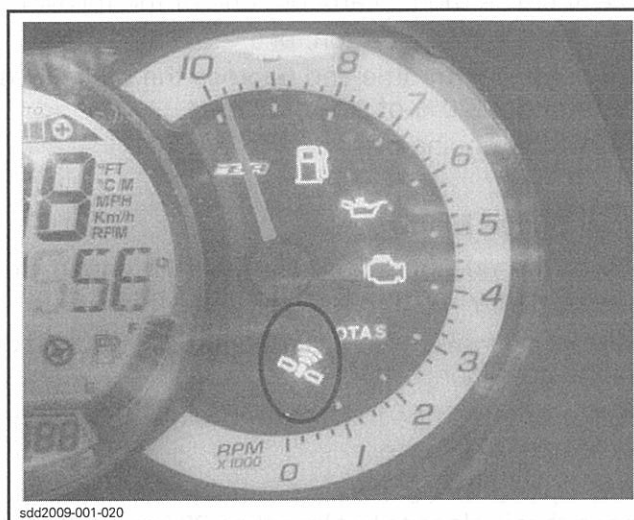
Eliminated is the speed sensor paddle wheel. Speed is now obtained by GPS.

More accurate with less moving parts.

GPS is located in the speedometer.

A display in the speedometer illuminates when there is a GPS signal.

If for some reason the GPS signal is lost, a default mode is used whereby the speed is calculated by the iBR (intelligent Brake and Reverse).



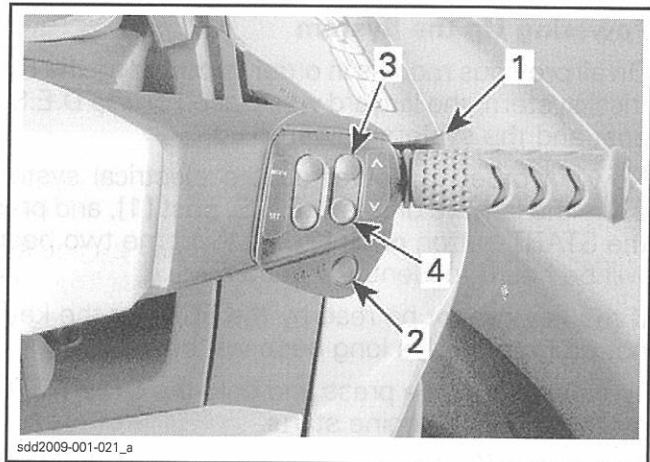


Cruise Control (Activation)

- Allows the rider to focus on the riding experience.
- Helps minimize speed fluctuations when towing a wake-boarder.

To set cruise control:

1. Pull on the throttle lever [1] until you attain the desired speed above 3800 RPM (approximately).
2. Push and hold the cruise button [2] for approximately 1 second .



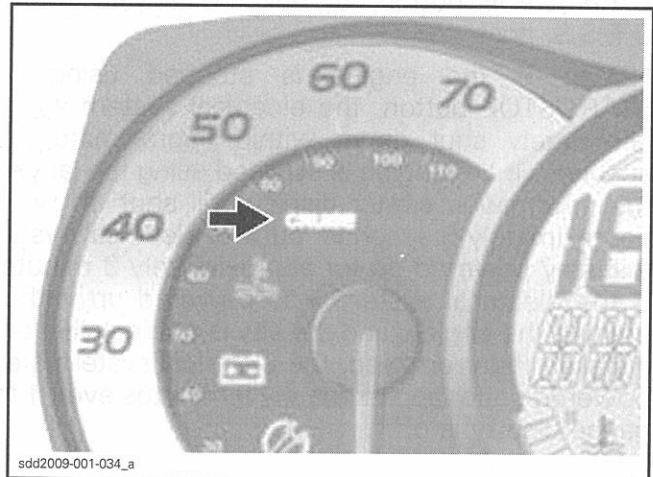
You will hear a beep indicating that you are now in cruise mode, and a green "CRUISE" indicator light will come on in the information center.

When in cruise mode, unlike an automobile, the throttle lever still needs to be depressed to maintain forward speed. The watercraft speed can be varied from idle **up to the set cruise speed** using the throttle lever. At that point the speed will no longer increase no matter how far the lever is depressed, even to the handlebars.

The selected cruise speed can be modified by using the UP [3] or DOWN [4] arrow switch on the RH handle bar (see previous illustration).

To exit cruise mode, carry out one of the following:

- Press the cruise button, or
- Release the throttle and depress the brake lever more then 20% of total travel, or
- Shut the engine off.



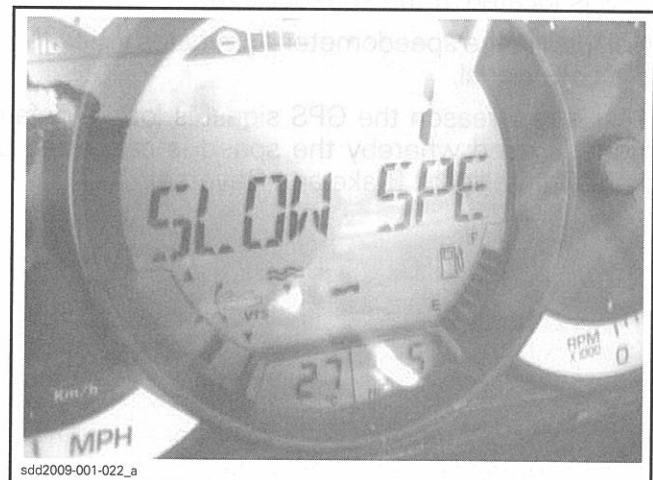
Slow Speed Mode

Allows the rider to adjust and set idle speed from approximately 1.6 to 8 km/h (1 to 5 MPH).

Ideal for no wake, marina and other slow speed operating conditions.

NOTE: iBR must be in Neutral to allow activation of SLOW SPEED mode.

Slow Speed Mode allows normal acceleration to a speed that is close to but less than 32 km/h (20 MPH) without deactivating it. If you accelerate above that speed, Slow Speed Mode will be deactivated and the engine will return to normal idle when the throttle is released.





To activate SLOW SPEED mode:

1. Position the iBR in the neutral position.
2. PRESS and HOLD the cruise button [1] for more than 1 second.
3. The information center toggles to a scrolling display that indicates SLOW SPEED mode active.

NOTE: The iBR is in neutral position on engine start up as long as the throttle is not depressed to move the iBR into forward thrust position. Once the iBR has been operated in forward thrust position, to position the iBR in neutral position without shutting down and restarting the engine, you must activate the brake function using the Brake/Reverse lever, and then releasing it. The iBR will automatically move to the neutral position after the brake function is terminated.

SLOW SPEED can be adjusted by pressing the UP [2] or DOWN [3] arrow buttons on the RH handlebar. By holding the UP or DOWN buttons, the speed can be adjusted accordingly, 1.6 thru 8 km/h (1 - 5 MPH), or 8 thru 1.6 km/h (5 - 1 MPH).

From 1.6 - 5 km/h (1 - 3 MPH), the angle of the reverse gate is modulated between neutral and forward.

To achieve between 6.5 and 8 km/h (4 and 5 MPH), the reverse gate is at the full forward position and the engine RPM is increased.

Slow Speed Mode is deactivated by:

- Depressing the brake lever, or
- Pressing the cruise button again, or
- Accelerating above the threshold maximum slow speed, or
- Shutting off the engine.

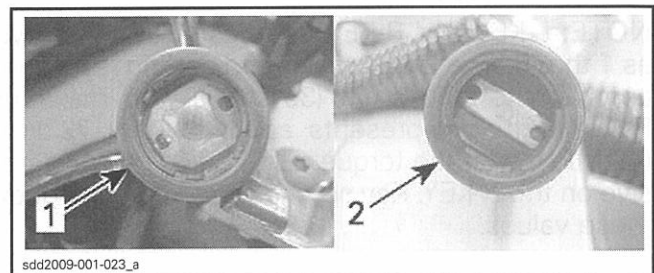
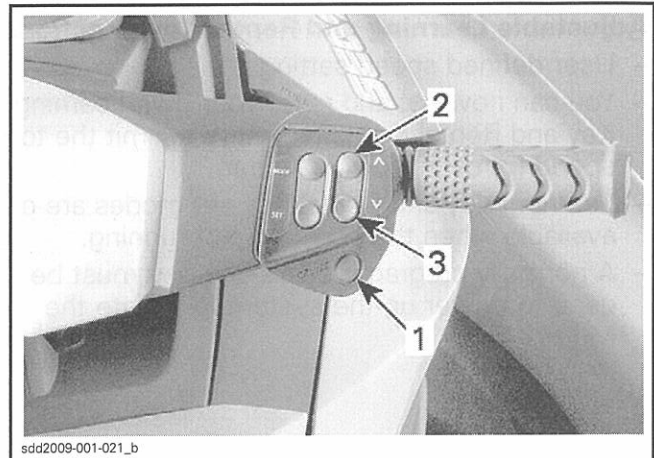
Lanyards (Also referred to as Keys).

The iS model Sea-Doo will now use the same execution lanyards as snowmobiles [1] in that they have an internal plate for better contact.

The floats have a new shape, and the color identifies the type key.

- YELLOW (normal) all iS models except LTD
- BLACK (normal for LTD models)
- ORANGE (rental)
- GREEN (learning)

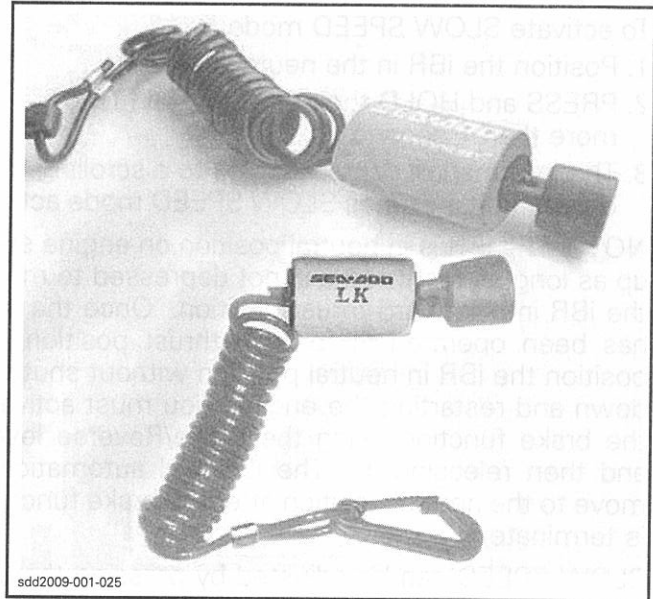
NOTE: The learning key is now green on iS models instead of white. All other models will use the old execution lanyards [2] with the round float.





Adjustable Learning and Rental Key Functions

- User defined speed settings.
- You can now set and reset your own Learning Key and Rental Key parameters to limit the top speed for each individual rider.
- Learning Key and Rental Key set modes are only available when the engine is not running.
- A normally programmed Yellow Key must be used to power up the system to initiate the Mode.

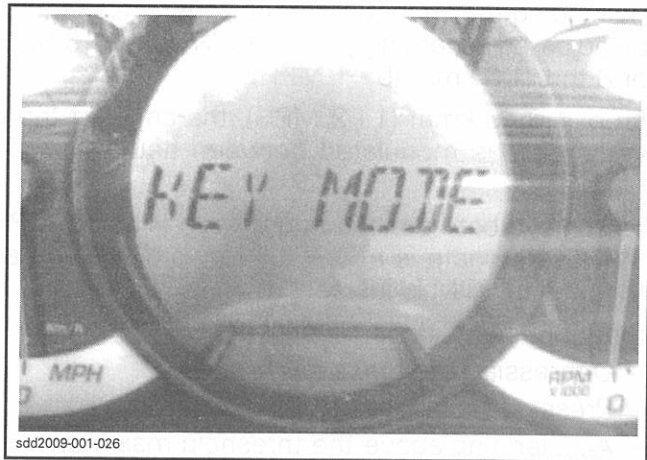


Setting Learning and Rental Key parameters

To reset L-KEY or R-KEY parameters:

1. Power up the system by first pressing the START button, and then installing a programmed Yellow Key.
2. Use the MODE button to toggle the display to KEY MODE.
3. Then press the SET button to select L-KEY% mode or R-KEY% mode.
4. Press UP/DOWN arrow buttons to increase or decrease torque limit (if not at maximum or minimum torque).
5. Choose the key setting desired (1 thru 5), 1 being the lowest speed and torque setting.
6. Press the SET button to save the setting or wait for the function to time out.

NOTE: L-KEY and R-KEY settings will be displayed as 1 thru 5. The L-KEY maximum setting represents approximately 56 km/h (35 MPH), the maximum R-KEY setting represents approximately 72 km/h (45 MPH) with the torque curve being more aggressive on the R-KEY. Key settings cannot be set above these values.



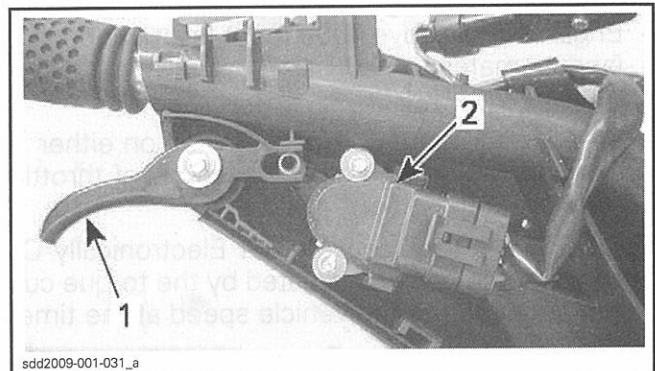


iTC – INTELLIGENT THROTTLE CONTROL

ETC Lever (Electronic Throttle Control)

- Electronically operated – No cables, also known as "Throttle by Wire"
- Light effort Finger Throttle
- Progressive throttle response
- Precise engine calibration
- Improved fuel economy.

The throttle lever [1] operates a TLS sensor (Throttle lever Sensor) [2] on the RH side of handlebars. It is a double output hall effect sensor. Double meaning that 2 signals are sent for security purposes.



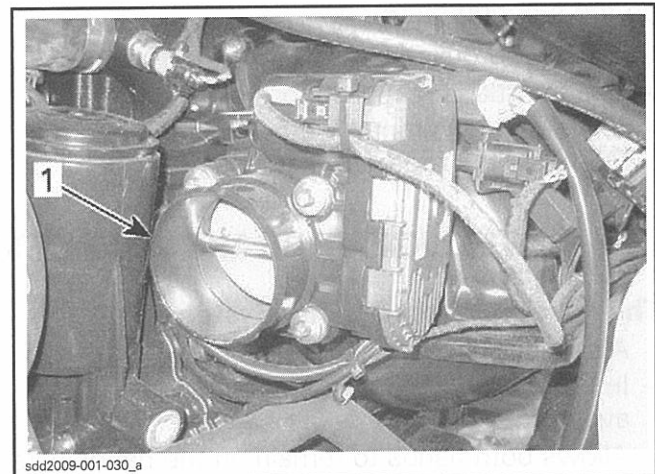
Electronically Controlled Throttle Body

The TLS sensor sends the signal to the ECM and the ECM opens or closes the throttle plate in the electronically controlled throttle body [1] accordingly.

There is no longer a lube fitting on the throttle body. No longer required due to use of different materials and different positioning of the throttle plate.

Using an electronically controlled throttle body allows for additional modes of operation, better fuel economy, better engine response and increased safety. Some examples are:

- Slow Speed Mode for no wake zones of operation.
- Cruise control for steady cruising speeds, can be used when towing a skier or wake boarder.
- OTAS (off throttle assisted steering) for quick maneuvering and obstacle avoidance **without** braking.
- Also functions with iBR system for quick maneuvering and obstacle avoidance **with** braking.



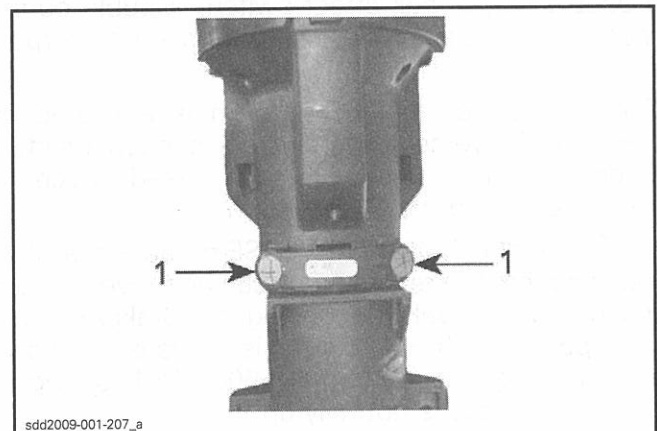
OTAS (OFF THROTTLE ASSISTED STEERING)

Provides additional maneuverability in off-throttle situations.

Similar system to what has been used in previous models, but selects different torque curves that are dependent on the speed at which the vehicle was moving at the time of OTAS activation.

Uses a pair of magnets that are mounted on the steering stem [1], as well as a hall effect switch [2] mounted in the underside of the steering support (see following illustration).

When activated by a magnet, the OTAS switch [2] sends a signal to the Bosch ECM.





OTAS will be activated when all the following conditions are met:

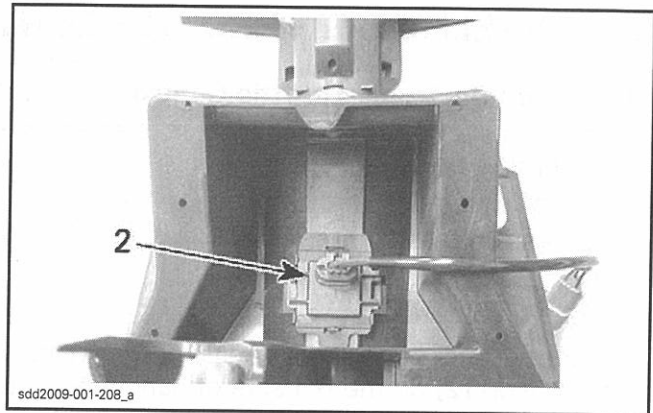
- Engine RPM above 4000 for at least 1.5 seconds (approximately).
- Throttle lever released.
- Steering turned to full lock position on either side within approximately 4 seconds of throttle release.

The ECM will then activate the Electronically Controlled Throttle body as dictated by the torque curve selected relative to the vehicle speed at the time of activation.

OTAS will stay active for a random period of time as long as the OTAS switch is closed (by the magnets on the steering stem),

OTAS will be deactivated if:

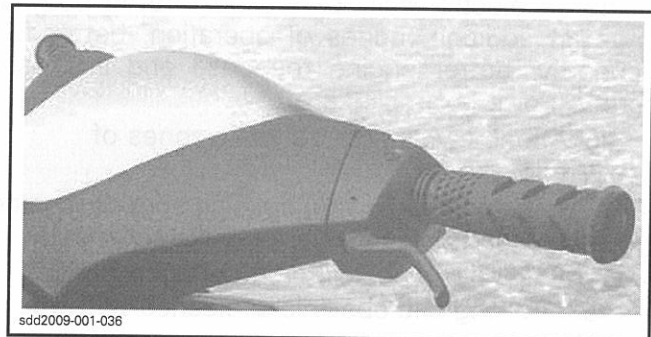
- The throttle is reapplied, or
- The steering is turned sufficiently to open the OTAS switch for more than one second.



iBR – INTELLIGENT BRAKE AND REVERSE

The First on-Water Braking System!

- A significant improvement in on-water safety.
- Improve slowing down, stopping and obstacle avoidance.
- Allows both hands to remain on the handlebars at all times.
- The Brake and Reverse functions are activated using the same lever located on the LH side of the handlebars.
- Displays an "R" (Reverse) in the information center.

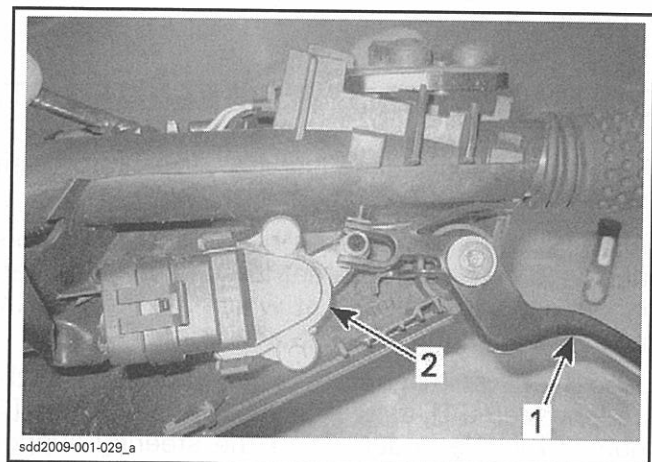


iBR Control Lever

The brake and reverse lever [1] engages a BRLS (Brake/Reverse Lever Sensor) switch [2] which is a double output hall effect switch. Double output meaning that 2 signals are sent for security purposes.

The function of the iBR system is activated by the Brake/Reverse lever, but it's chosen function is dependent on the watercraft speed which, is monitored using the GPS system.

Below 8 km/h (5 MPH), REVERSE mode is available, meaning that the reverse gate can be moved up and down progressively depending on Brake/Reverse lever position. Throttle control is active but will only allow an engine speed up to 5000 RPM as long as the reverse gate is not fully up.

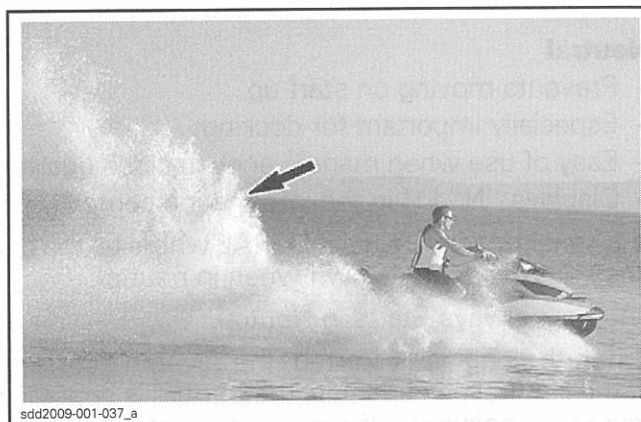
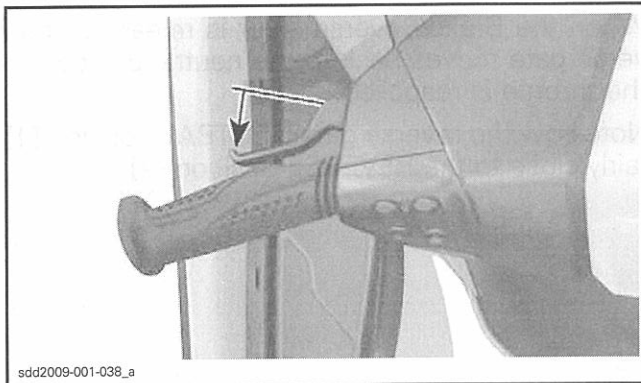




Above 8 km/h (5 MPH), BRAKE mode is available, meaning that when the Brake/Reverse lever is depressed approximately 25% or more (of full travel), the throttle control lever is disabled, engine RPM decreases to near idle. The reverse gate will then move all the way down.

Engine RPM will now be controlled by the iBR module, which is dependent of the position of the Brake/Reverse lever.

At speed, when the brake is applied, the rate of slowing down is dependent on the Brake/Reverse lever position. If, for example, the Brake/Reverse lever is depressed all the way to the handlebars, engine torque applied will be more than if the brake lever was at 50% depressed, thus slowing the boat faster.

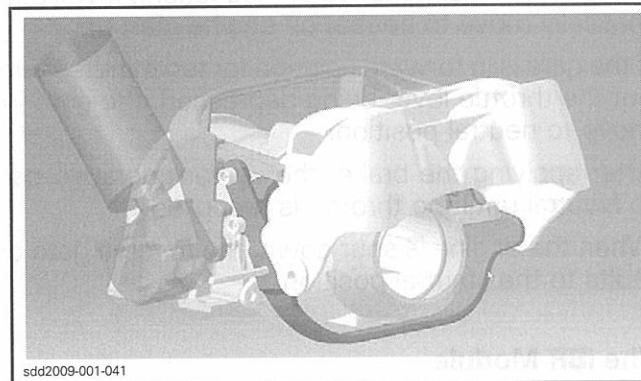


WATER PLUME CREATED WHEN BRAKING APPLIED

The Reverse Gate

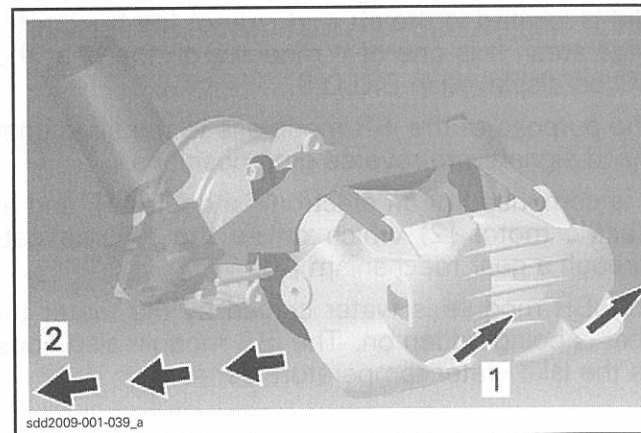
The reverse gate is mounted to the VTS ring that is attached to the hull, not on the nozzle as in previous models. This means that the steering direction and actual direction of travel in reverse is opposite of previous Sea Doo models.

If the handlebars are turned to the right, you will back up to the left, and if the handlebars are turned to the left, you will back up to the right.



The reverse gate is actually a hydrofoil. When braking is applied at speed, the reverse gate redirects the reverse thrust water towards the front of the boat [2] more parallel to the water's surface, instead of at an angle pointed down into the water. This functions to minimize bow dive and maintain dynamic behavior when the reverse gate moves to the full down position, while providing maximum braking action.

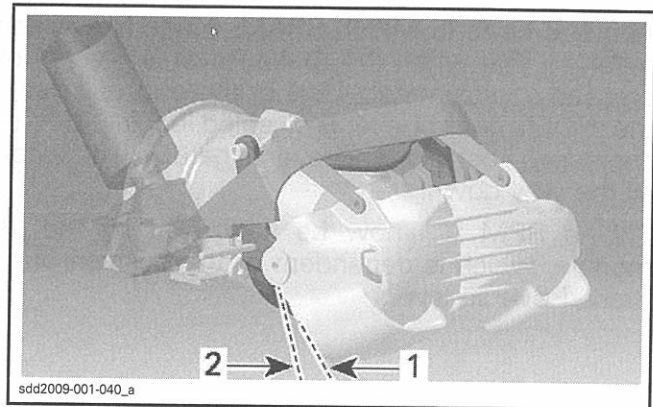
It also picks up surface water and redirects it [1] high into the air creating a plume of water which, signals the braking mode.





When the Brake/Reverse lever is released, the reverse gate moves back to the neutral position until the throttle is reapplied.

Note how the reverse gate NEUTRAL position [1] is fairly close to the REVERSE position [2].



Neutral

- Prevents moving on start up.
- Especially important for docking.
- Easy of use when maneuvering in close quarters.
- Displays "N" [1] in the information center.

It is considered a TRUE NEUTRAL where as the boat does not move on its own when in neutral.

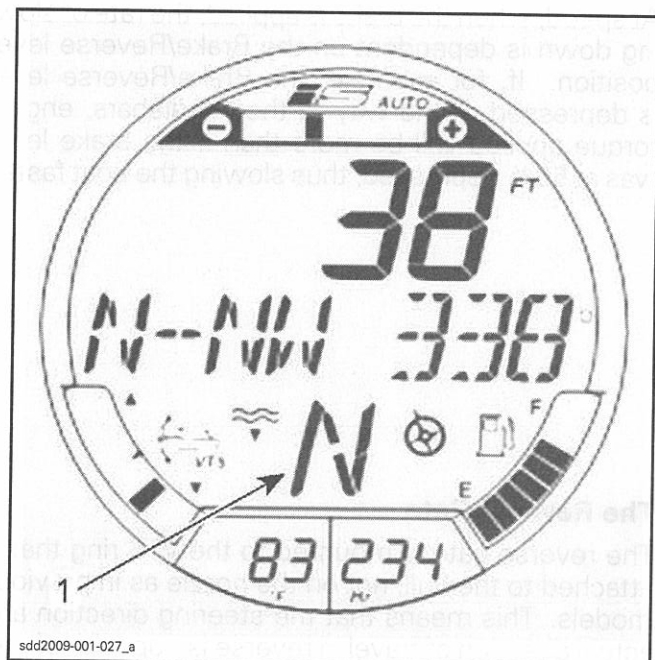
The boat always Starts in Neutral.

When the engine is started, the reverse gate stays at the Neutral position until the throttle is applied, or reverse is selected. If the reverse gate was not at the neutral position (set at a different position using iBR OVR for maintenance or inspection), it will automatically move to neutral on engine start up.

If the gate is in forward position for ten minutes without the throttle lever being depressed, the gate will move to neutral position.

After applying the brake, the system defaults back to Neutral until the throttle is reapplied.

When the engine is shut down, the reverse gate defaults to the Neutral position.



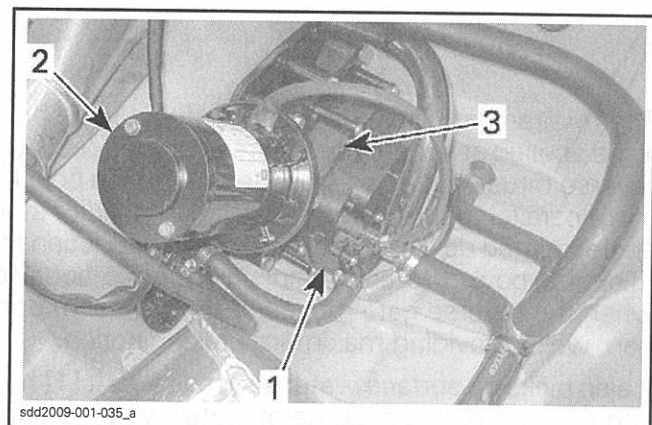
The iBR Module

The iBR module (intelligent Brake and Reverse module) is located in the aft port side of the boat in the bilge area. It is one of 4 modules on the boat that will be displayed in B.U.D.S.

The purpose of the iBR module is to translate command signals into reverse gate positions.

It is comprised of an electronic module [1], and an electric motor [2] which drives the reverse gate through a gear mechanism [3].

The iBR module is water cooled by the water the boat is being ridden on. The iBR module also houses the lake water temperature sensor.





iBR Override Function

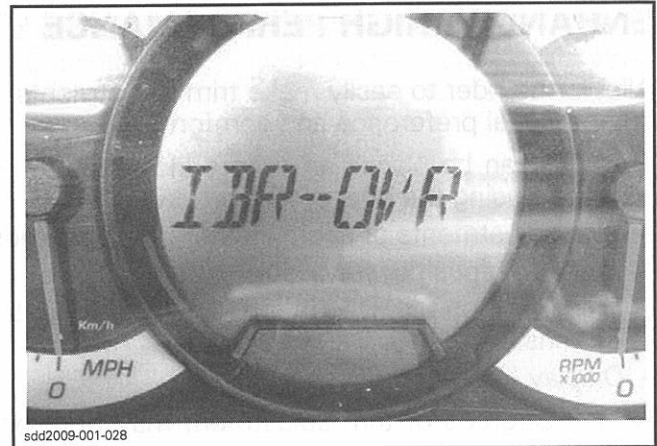
The override function is a feature that allows the Reverse gate to be moved to any position for inspection or disassembly purposes.

To access the override function, carry out the following:

1. Power up the system by installing the lanyard and pressing the Start button.
2. Press the Mode button on the RH handlebar repeatedly until SETTINGS is visible in the digital display of the information center.
3. Press the UP/DOWN arrow button (RH handlebar) repeatedly until IBR-OVR is displayed.
4. Press the SET button to display OVR-OFF.
5. Press the UP/DOWN arrow button (RH handlebar) to display OVR-ON.
6. Press the VTS UP or DOWN arrows to move the reverse gate.

After a short period of non use, the gauge will exit the function or, it can be exited manually by pressing the SET button once the reverse gate has been moved to the desired position. The gate will remain in the selected display position and the gauge will return to the main display.

NOTE: The iBR-OVR mode is available only when the engine is shut off.

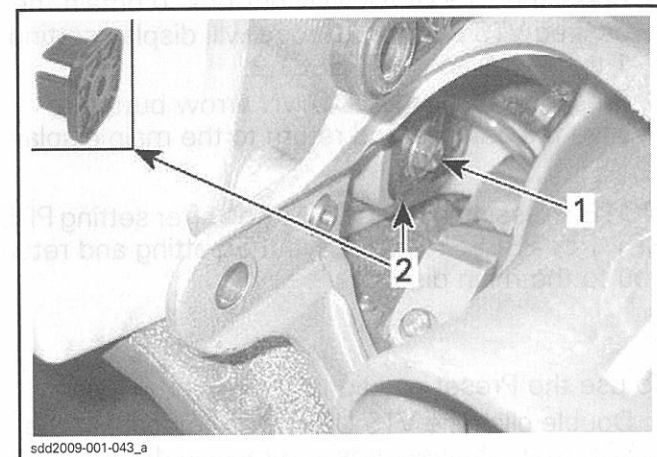


iBR Removable Key

In addition to having an iBR Override Function, a plastic block or "key" can be removed from the reverse gate linkage.

Simply remove its retaining bolt [1] and pull out the key [2].

This "key" engages the iBR drive and once removed, the reverse gate can be manually moved to any position.





ENHANCED HIGH PERFORMANCE VTS

Allows the rider to easily make trim adjustments to suit personal preference and comfort.

The VTS can be placed anywhere in the predefined VTS zone using the VTS UP/DOWN switch.

- Trim adjustments of approximately +/- 4 degrees.
- Presetting positions available.
- Adjustable on the fly with the handlebar-mounted buttons.
- Display "VTS" on gauge.

NOTE: Degrees of trim adjustment may vary from one platform to another.

When the reverse gate is activated for braking or reverse, the nozzle will move with the reverse gate to the position required for these functions.

When the brake/reverse lever is released and the throttle lever is depressed to return the boat to forward thrust, the reverse gate will move to the forward thrust position and the nozzle will return to the last selected VTS position.

To record VTS "Preset" trim positions:

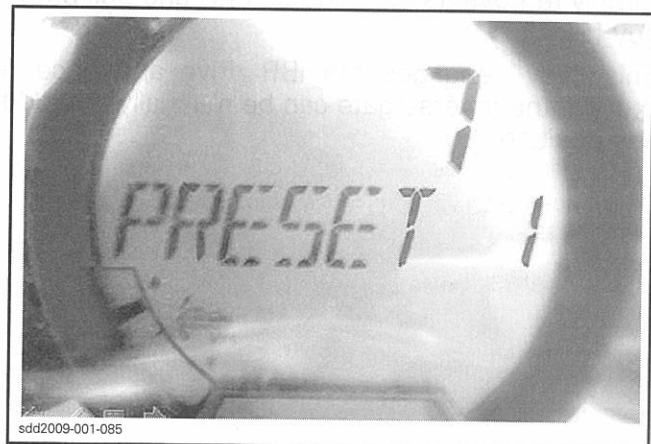
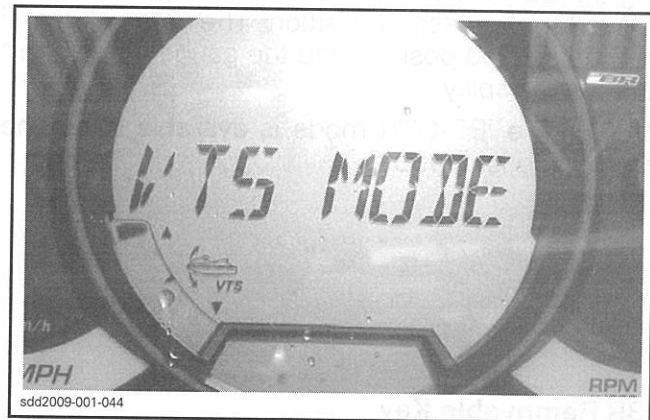
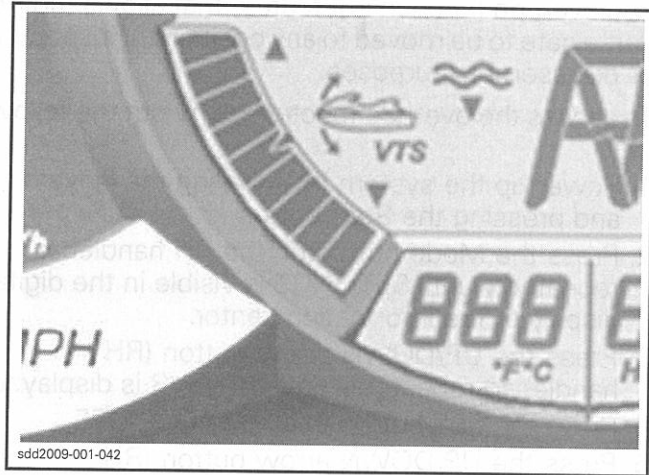
1. Press the MODE button repeatedly until VTS MODE is displayed.
2. Press the SET or UP/DOWN arrow button until PRESET 1 is displayed.
3. Press the VTS UP/DOWN buttons to obtain the desired VTS position. Gauge will display setting 1 through 9 above PRESET 1.
4. Press the SET or UP/DOWN arrow button to save PRESET 1 and display PRESET 2.
5. Press the VTS UP/DOWN buttons to obtain the desired VTS position. Gauge will display setting 1 through 9 above PRESET 2.
6. Press the SET or UP/DOWN arrow button to save the settings and return to the main display.

NOTE: Pressing the MODE button after setting PRESET 1 or PRESET 2 will save the setting and return you to the main display.

To use the Preset positions:

1. Double click the VTS UP button to position the VTS to the highest position recorded.
2. Double click the VTS DOWN button to position the VTS to the lowest position recorded.

For normal VTS operation, just push the VTS UP or DOWN buttons to the desired VTS position.





iS – INTELLIGENT SUSPENSION

The smoothest ride ever!

The 1st full on-water suspension system.

Isolates the entire rider environment from rough water.

The seat, console, handlebars, front cover area and foot wells all move together as a single unit called the MOVING DECK

A full 15 cm (6 in) of travel to support the moving deck.

Suspension height is factory preset in AUTOMATIC mode, and adjustable in MANUAL mode (damping is not adjustable).

Constantly monitors the stroke of the suspension.

Auto compensation for changing water conditions and passenger load.

Provides multiple modes of operation for improved comfort and security for “on water” operation, docking, or trailering (DOCK ON, DOCK OFF, AUTO, MANUAL).

The system always starts up in AUTO Mode and shuts down in DOCK Mode.

NOTE: The illustration that shows the suspension down is representative of DOCK MODE suspension height.

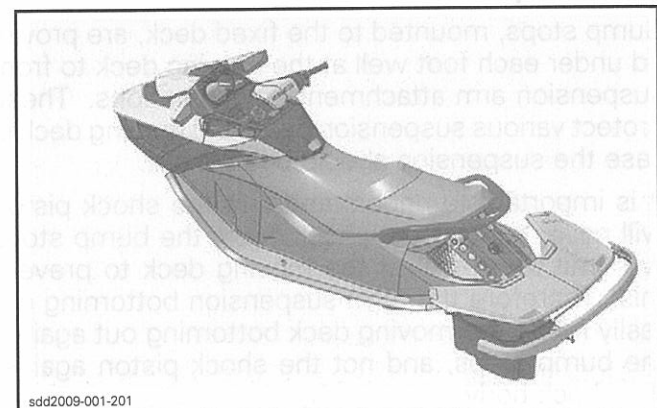
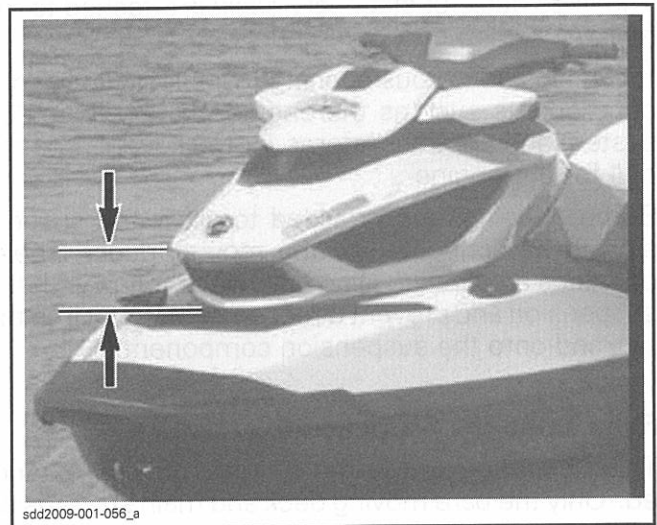
Moving Deck

What is referred to as the moving deck is the assembly that moves up and down with the suspension.

It is basically comprised of:

1. The seat
2. The console containing the information center
3. The steering assembly
4. The front cover section, and
5. The moving deck including the foot wells.

It does not include the boarding platform and the rear storage area that are visible in the illustration.



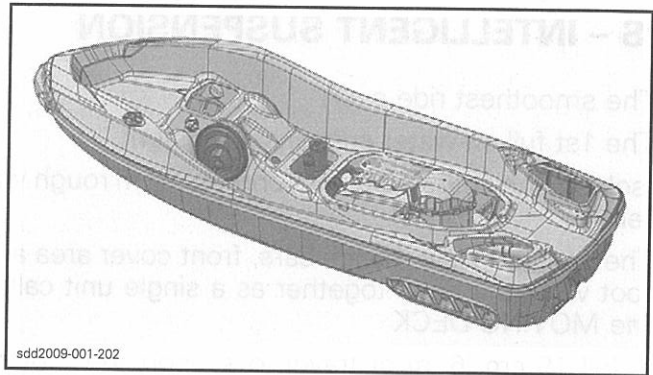


Fixed Deck and Hull

The fixed deck (or stationary deck) is attached to the hull just like on previous models.

It contains numerous openings for access to various components such as the engine, battery, electrical system and control systems, or to allow air into the hull for the engine.

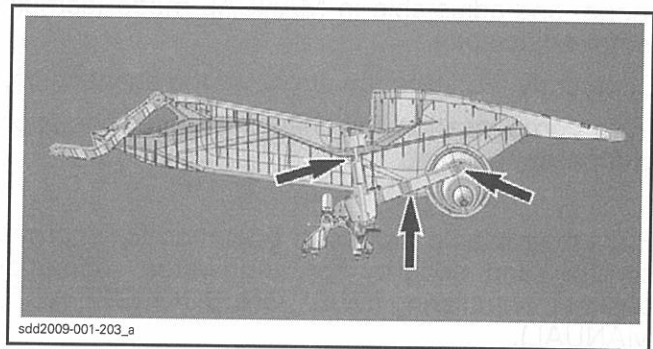
Some openings are provided to allow the suspension to be connected to the moving deck. These openings are sealed using bellows that flex with the suspension and prevent direct entry of water into the hull and onto the suspension components.



Fully Extended Suspension

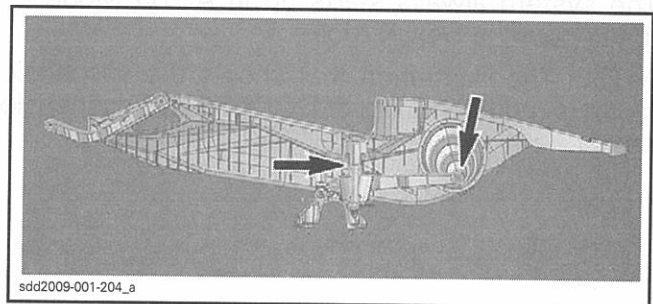
This illustration shows the suspension fully extended. Only the bare moving deck and main suspension components are visible.

Note how the shock absorber is extended and the front suspension arm is up. The lateral bellows which normally flexes with the front control arm is shown in the down position to highlight the front control arm travel.



Moving Deck Bottomed Under Full Compression

Note how the shock absorber is fully compressed and the front suspension arm is down.

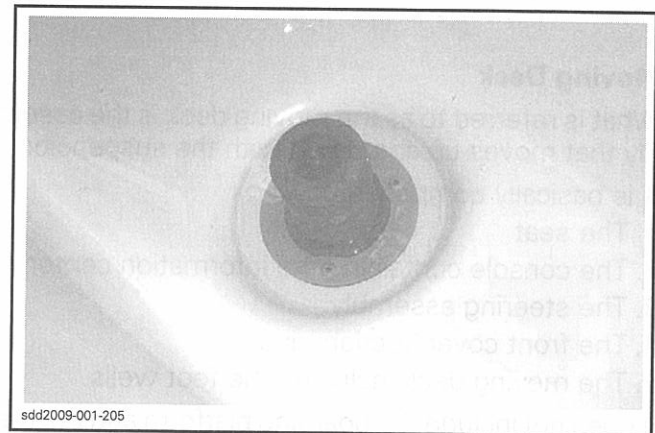


Bump Stops

Bump stops, mounted to the fixed deck, are provided under each foot well at the moving deck to front suspension arm attachment point locations. These protect various suspension parts and moving deck in case the suspension should bottom out.

It is important to understand that the shock piston will never contact the shock body, the bump stops will limit the travel of the moving deck to prevent this. Therefore the term suspension bottoming out really refers the moving deck bottoming out against the bump stops, and not the shock piston against the shock body.

The bump stops also provide a cushioned stop the moving deck rests against when the suspension is lowered in dock mode.

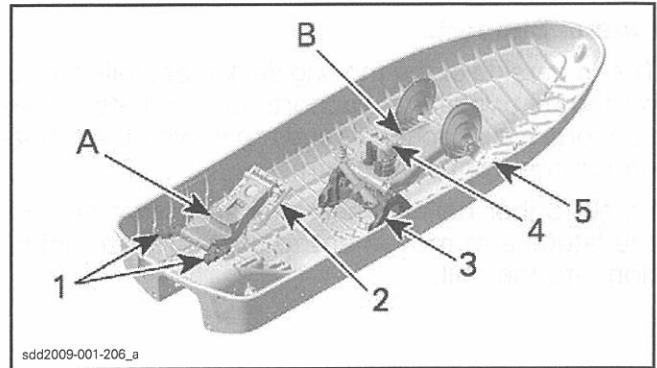




Suspension Control Arms

The Moving Deck is supported by two control arms. The Rear Control Arm [A] is attached to the fixed deck [1] and to the rear of the moving deck [2], just behind the seat.

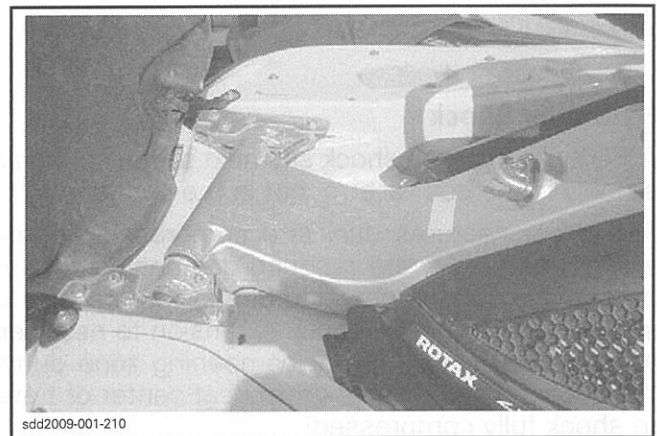
The Front Control Arm [B] is attached to a base support mounted to the hull [3] and to the moving deck, by a mounting plate atop the spring and shock absorber [4], and by two lateral supports under the foot wells [5].



Rear Suspension Control Arm

The rear suspension control arm has a pivot point at each end. It basically acts as a hinge that moves with and secures the aft end of the moving deck to the fixed deck.

It also provides for the ski eye attachment point.



Front Suspension Control Arm

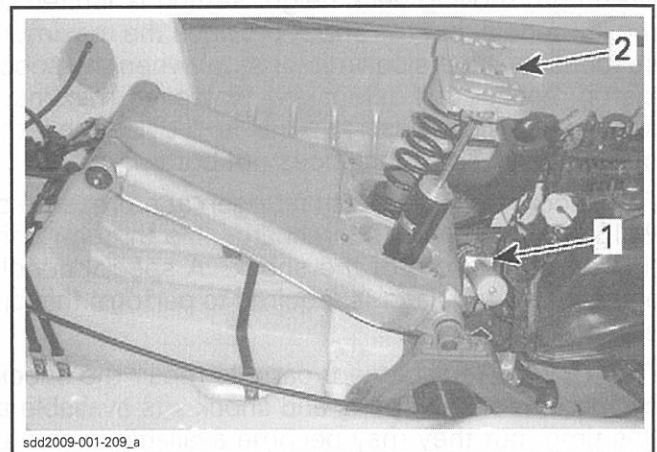
The front suspension control arm has a pivot point at each end. It also basically acts as a hinge that moves with and secures the forward end of the moving deck to a support mounted on the hull.

It also serves as the lower attachment points for the shock absorber and spring assemblies.

The hydraulic system [1] used for raising or lowering the moving deck is attached to the base support.

The upper end of the shock and spring assemblies are attached to a mounting plate [2] that attaches the moving deck, just ahead of the center position.

Note how the shock and spring assemblies are mounted side by side.

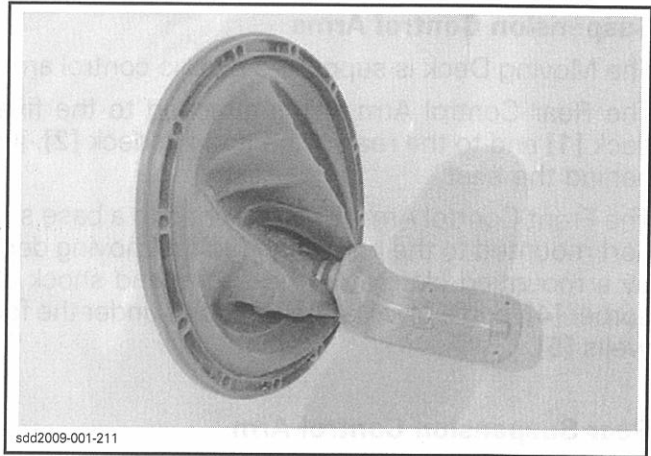




Lateral Supports

The underside of the moving deck foot wells are supported by two lateral supports (or brackets). These supports are attached to and move with the forward end of the front control arm.

Large rubber bellows serve as seals that flex with the lateral arm movement to prevent water infiltration into the hull.



Hydraulic Shock

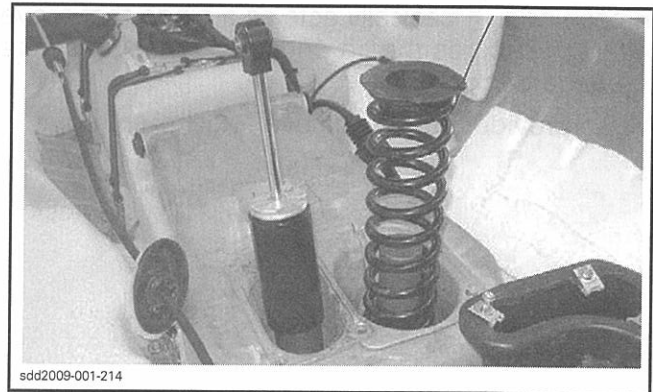
A FOX gas charged shock sits next to the spring assembly in the control arm, not in the spring.

The shock features dual rate compression dampening, and single rate rebound dampening. A soft dampening zone is provided during the first half of shock travel (from full shock extension to near center of travel), and a firmer dampening zone during the second half of travel (from near center of travel to shock fully compressed).

Maximum moving deck height setting is limited by the iS module, but the shock provides the maximum suspension extension limit (or stop) when the shock piston reaches full extension. However, maximum suspension compression limit is provided by the bump stops. The shock does not bottom out.

The shock is charged with nitrogen at a pressure of 2413 kPa (350 PSI). It is rechargeable through a fitting on the bottom of the shock. A special needle along with a regulator is required to perform this operation.

There are no replacement parts to repair the shock, or "performance" spring and shock kits available at this time, but they may become available in the future.



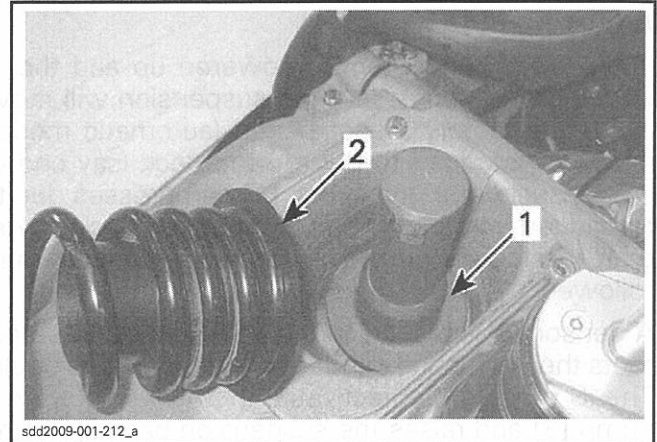


Hydraulic Cylinder

A hydraulic cylinder pushes against the spring mounting base [1]. A mounting plate attached to the top of the spring and shock assemblies secures the moving deck to the suspension system. Therefore, when the hydraulic cylinder pushes the spring upwards [2], the moving deck moves up with the spring, and the front and rear control arms simply follow.

The hydraulic cylinders' movement is limited to the full damper rod extension, therefore, there is no spring preload. The only load on the spring is the moving deck and its' passengers.

NOTE: The hydraulic cylinder is a single action cylinder. It only functions to push the suspension up, it cannot pull it down. The system uses approximately one quart of Dextron III automatic transmission fluid.



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Suspension Control System

The suspension control system is basically comprised of:

- The iS module
- The iS control button on the LH handle bar
- A hydraulic pump assembly
- A hydraulic cylinder, and
- A position sensor.

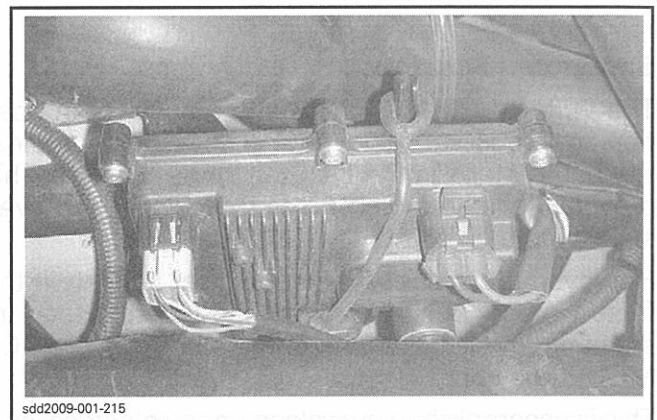
iS Module

The iS module is the brains of the system.

It controls the hydraulic pump assembly and sets the suspension height according to the active mode of operation and input signals.

It is programmed with various parameters that it compares to the input signals and information it obtains through the CAN bus from the other electronic modules:

- iS control button
- Suspension position sensor
- ECM
- IBR module
- Information center.



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Adjusting Ride Height

If the electrical system is powered up and the iS UP button is depressed, the suspension will move up to the factory preset height (automatic mode). If weight is added to the moving deck (say one or two passengers), the spring [1] compresses due to the added weight. The moving deck is now lower than the factory preset height and the control arm followed.

A sensor [2] attached to the arm support base detects the height and sends a signal to the iS module. The iS module then activates the hydraulic system pump [3] and raises the suspension back up to the factory programmed height.

The spring remains compressed due to the added weight even though the suspension is returned to its factory set height. The spring is now pre-loaded due to the added weight, not the suspension height.

If weight is further added or removed, the process will repeat itself to maintain the factory preset height. However, the iS module is programmed so that it does not continually adjust the suspension height as the suspension extends or compresses during **normal riding conditions**. It will only do so if it detects a tendency to bottom out.

The driver may choose to set the suspension higher or lower by switching to MANUAL MODE.

Showroom Position

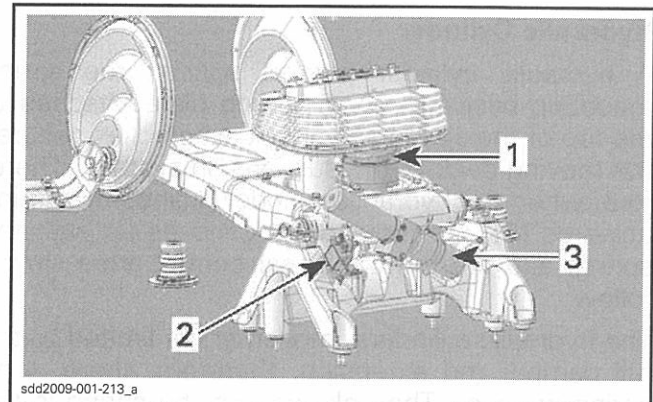
The watercraft is designed with a showroom position which, is with the moving deck down against the bump stops in the DOCK MODE position. This provides for a better look, nice clean lines, improved stability and safety.

However, the suspension may be set and left in the factory preset position (up) for showroom display instead of down against the bump stops in the DOCK MODE position.

This is accomplished by waking up the electrical system and pressing on the iS UP arrow button. The suspension will automatically move up to the factory preset position.

When the electrical system times out and goes off, the suspension will remain in the factory preset position.

Waking up the system and double clicking the iS DOWN button will lower it to DOCK MODE position.



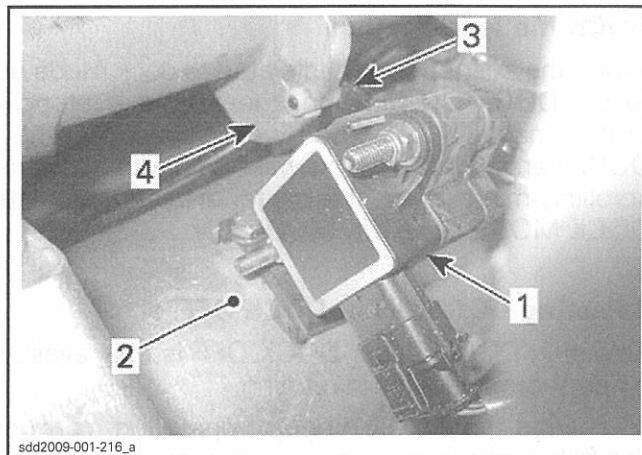


Position Sensor

The position sensor [1] monitors the front arm position. This signal is used by the iS module to set the ride height.

The sensor is mounted on the front control arm support [2].

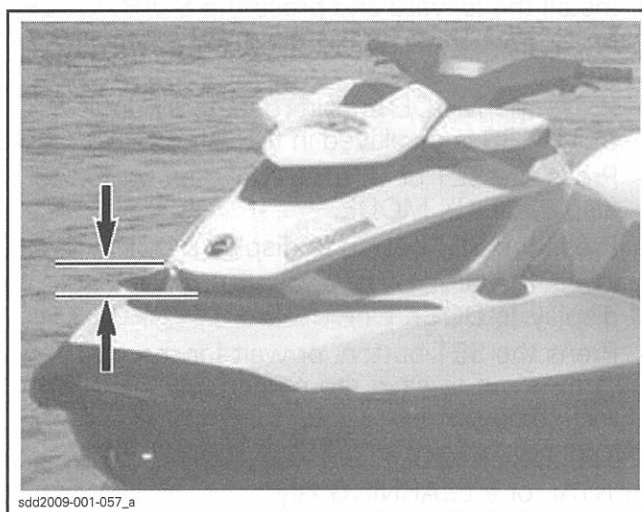
An actuator arm [3] transmits movement of the front control arm [4] to the position sensor.



DOCK Mode

In dock mode, the suspension is down against the bump stops.

- Greater at rest stability and easier trailering.
- In DOCK MODE, the center of gravity is lowered by 75 mm (3 in).
- Can be set to AUTO dock mode or MANUAL dock mode.
- In AUTO mode, suspension lowers to DOCK mode height when certain conditions are met.
- In MANUAL mode, the driver activates DOCK mode by double clicking the iS (intelligent Suspension) DOWN arrow button. The suspension will then automatically lower itself to DOCK mode height.



DOCK Mode Conditions of Operation

The suspension will automatically lower itself to DOCK MODE height under the following conditions:

- When the engine is shut down after normal operation of the watercraft (always).
- If during normal operation, the driver releases the throttle to idle and makes a **full** RH or LH turn as if to avoid an obstacle, only if OTAS is activated (see OTAS (Off Throttle Assisted Steering)).
- If the driver releases the throttle to idle RPM for a predetermined number of seconds, after operating at or above a calibrated RPM for a defined period of time (only if the suspension is set to DOCK ON, with or without a partial turn).
- If the suspension is up and set to DOCK OFF, the engine is running at idle, and the driver double clicks the iS DOWN button.
- If the suspension is not down in the DOCK position, the watercraft is powered up, and the iS DOWN button is double clicked.



DOCK Mode Indication

When the suspension is activated to dock mode due to the DOCK ON function, the engine is stopped, or it is manually selected by double clicking the iS DOWN arrow button, you will be able to observe a scrolling message in the digital display that states DOCK MODE or DOCK MODE ON.

Selecting DOCK ON or DOCK OFF

Selecting DOCK ON or DOCK OFF is only available when the engine is not running.

To change the DOCK mode of operation, carry out the following:

- Install the lanyard and press the START/STOP button to power up the electrical system and gauge.
- Press the MODE button repeatedly until SETTINGS is displayed in the Information Center.
- Press the SET or UP/DOWN arrow button to display DOCK MODE.
- Press the SET button to display DOCK ON.
- Press the UP/DOWN arrow button to toggle the display to DOCK OFF.
- Press the SET button, or wait for the function to time out to save the setting and return to main display.

NOTE: DOCK MODE is always active when using a RENTAL or a LEARNING key.





AUTOMATIC SUSPENSION Mode

Suspension defaults to AUTO suspension mode when the system is first powered up.

The suspension will move up to a **factory calibrated height** when the engine is operated at or above a set RPM for a predetermined amount of time (seconds).

The suspension may also be moved up to the factory preset height by waking up the electrical system and pressing on the iS UP arrow button. The engine does not need to be running.

AUTO mode of operation is displayed in the top portion of the digital display (iS display) in two ways:

- The word AUTO is visible.
- All segments of the suspension position indicator are turned on.

Ideal for all water conditions.

Efficient with 1, 2 or even 3 passengers.

Suspension calibration is factory set for a smoother ride at cruising speeds.

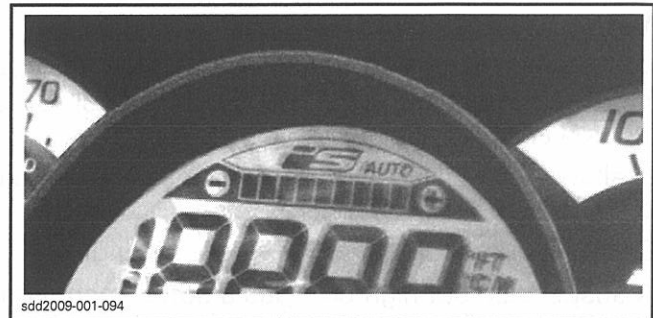
Suspension height is factory set to a specified height.

The iS system automatically compensates for driver/passenger weight to maintain optimum factory set height at initial system start up.

The iS system can detect if the suspension has a tendency to bottom out against the bump stops (possibly due to rough water conditions), and will automatically increase the **suspension height** to prevent bottoming out, but it does not constantly vary the suspension height.

Adjusting suspension height does not involve varying the preload on the spring. The spring assembly is simply raised or lowered, and the moving deck follows.

Spring compression length only varies with the static weight it supports, and the up and down movement of that weight.





MANUAL SUSPENSION Mode

In manual suspension mode, the **suspension height** is adjustable using the iS push button UP or DOWN arrow switch on the left handlebar.

It allows fine-tuning the suspension calibration according to driver preference.

Can be adjusted through 9 different settings.

A suspension set high provides a softer more comfortable ride. A suspension set low provides a firmer ride for a more aggressive sporty riding style.

Indication of MANUAL mode of operation is displayed in the top portion of the digital display (iS display) in two ways:

- The AUTO indication is no longer visible [1].
- A single segment of the suspension position indicator is turned on to indicate the relative position of the suspension [2].

Suspension Mode Selection

To select MANUAL SUSPENSION mode, just press the iS UP or DOWN button once.

NOTE: This assumes that the electrical system is active and that the suspension is in AUTO mode of operation.

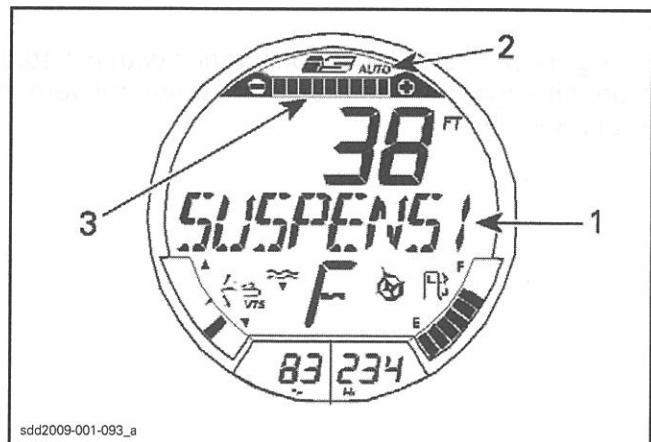
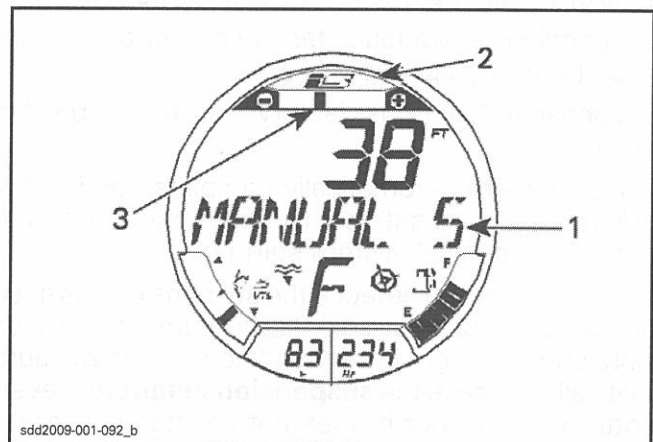
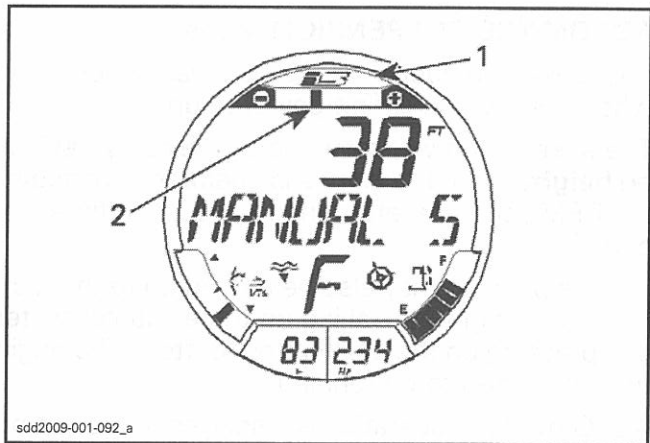
You will then be able to observe the following indications:

- A scrolling message in the digital display that states MANUAL SUSPENSION [1].
- The AUTO indication in the iS display will disappear [2].
- The suspension position indicator will indicate the relative suspension height [3] (only one segment of the indicator will be on).

To revert back to AUTO selection mode, double click the iS UP arrow button.

You will observe the following indications of AUTO suspension mode of operation:

- A scrolling message in the digital display that states AUTOMATIC SUSPENSION.
- The AUTO indication in the iS display will appear.
- All segments of the suspension position indicator will be on.



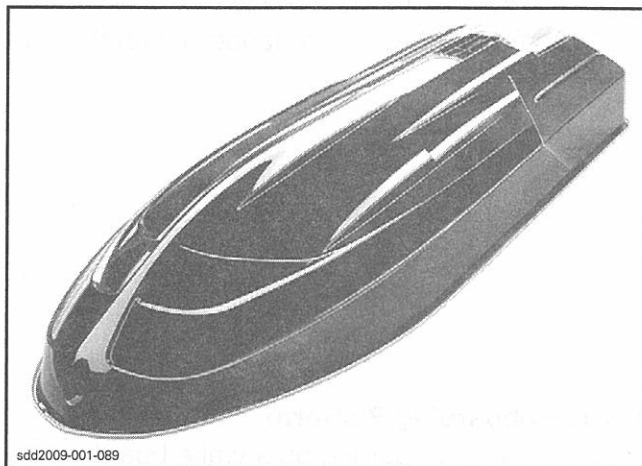


NEW S3 HULL

Stepped Hull Design

Superior control, precise, tunable handling, smoother, more stable ride and effortless tight cornering.

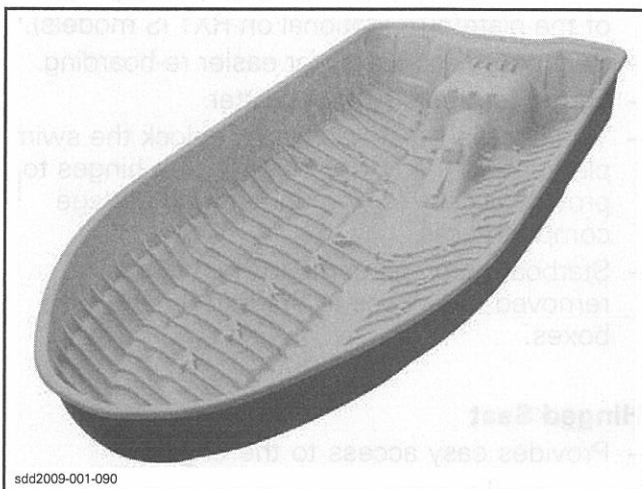
- Deep-V design
- Narrow chine and 353 cm (139 in) length.
- Hull step is located aft of the intake.
- Reduces drag by creating a low-pressure zone.
- Keeps the hull glued to the water.
- Combined with VTS, can be tuned to deliver more nimble handling and control characteristics.



Stronger

- CLF Fiber composite material.
- Ribbed construction increases strength.
- Stiffer than other hull designs.
- Built in a closed-mold process.
- More efficient manufacturing.
- Environmentally friendly.
- (50 lbs) lighter than the original FRP hull.

Repair procedures will not be the same as a fiber-glass composite hull and deck. They will be outlined later in the *SHOP MANUAL*, or in a separate Bulletin.



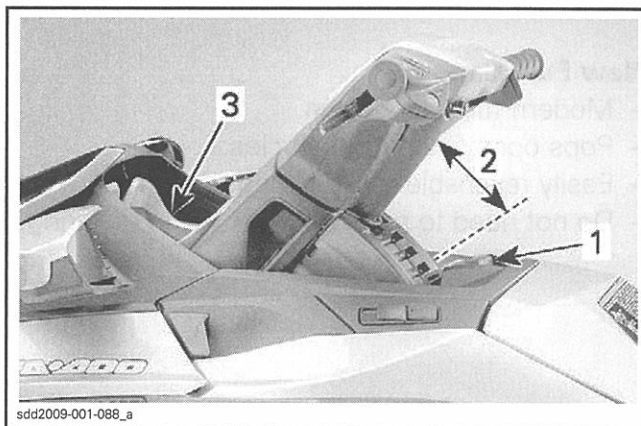
NEW DECK – GTX LTD iS 255

New deck brings a next generation look and functionality to the water!

Many improvements to accessibility and convenience.

Tilt Steering

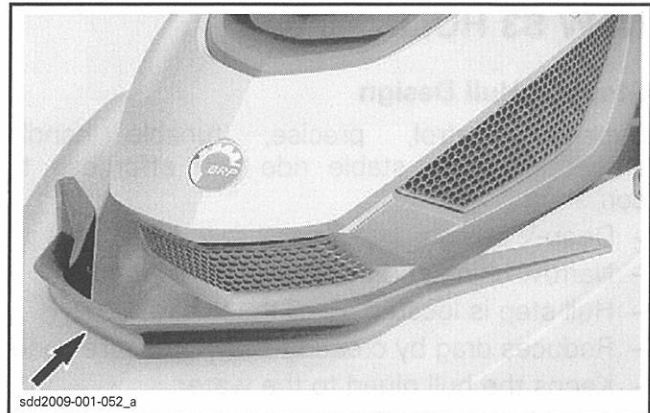
- Convenient tilt steering latch just ahead of the glove box [1].
- Adjust 110 mm (4.3 in) from lowest to highest setting [2].
- The entire Digital Info center tilts with the steering [3].
- Display always remains in full view regardless of rider position.





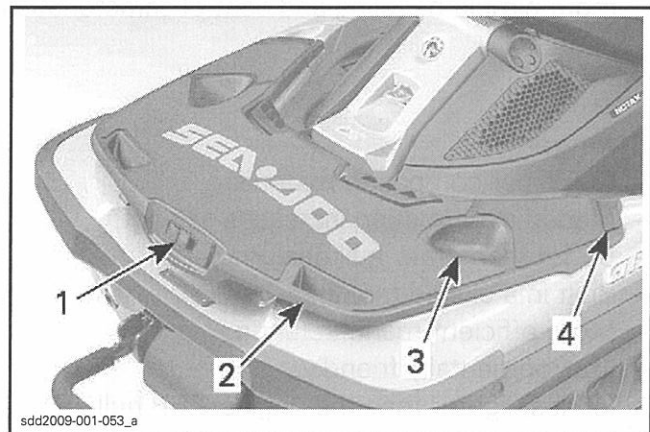
Splash Deflector

- A new standard for a dry ride.
- Deck-mounted, works in tandem with the hull shape.



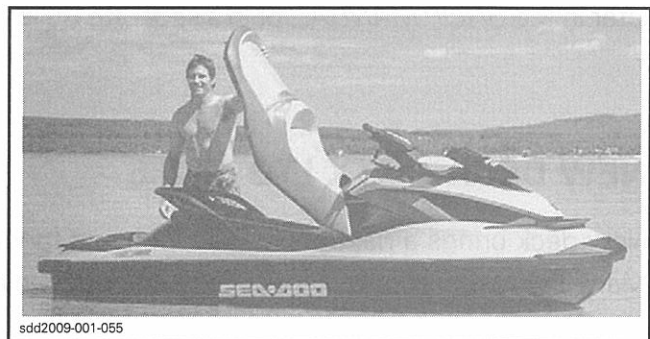
Large Reboarding Platform

- More room for putting on a wake board.
- A speed tie [1] is incorporated in the aft section of the platform (optional on RXT iS models).
- Rear grab handles [2] for easier re-boarding.
- Larger footrests [3] for spotter.
- Two latches [4] (1 each side) unlock the swim platform so that it can be raised on hinges to provide access to two underneath storage compartments.
- Starboard storage compartment is easily removed for access to the battery and fuse boxes.



Hinged Seat

- Provides easy access to the engine compartment.
- Remains attached to the watercraft.
- The seat always stays properly secured.



New Fuel Cap

- Modern fuel cap design.
- Pops open like a motorcycle.
- Easily reachable while sitting.
- Do not need to remove cover when trailering.





Engine Accessibility

Engine accessibility will vary depending on what exterior coverings are removed. These coverings are the:

1. Vent box
2. Deck extension
3. Moving deck.

The vent box is the covering for the deck extension which doubles as a fresh air inlet.

The deck extension is an extension panel that is fastened to the deck (similar to the RXPs, but hidden from sight by the moving deck).

The moving deck is the suspended portion of the boat which moves with the suspension, and among other things, includes the seat and the steering pod.

Removing the vent box provides access to the spark plugs, dip stick, oil filter, oil filler neck and coolant bottle. The rear fresh air inlet to engine compartment [1] which, is fixed to the deck extension [2], is clearly visible with the vent cover removed.

To provide access to the rear engine components and drive shaft, the deck extension must be removed. Unbolting the rear swing arm and lifting the aft end of the moving deck will provide access to the deck extension fasteners.

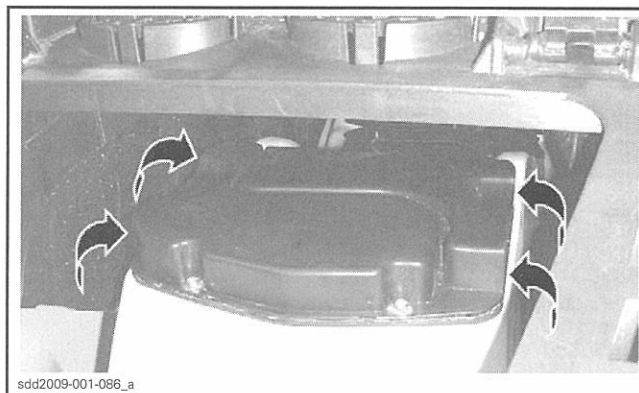
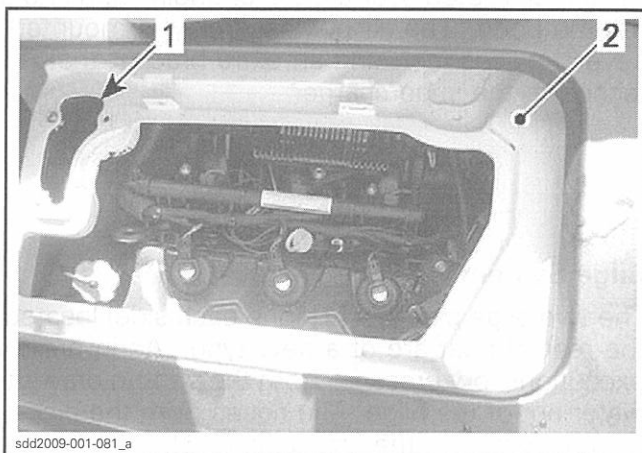
For further access, the moving deck must be completely removed. To accomplish this, the rear swing arm, front swing arm, and suspension mount must be unbolted from the moving deck. The steering cable must also be taken off and several connectors must be undone.

Once disconnected, the moving deck can be lifted off the deck by hand but, it is highly recommended that some sort of a lifting device such as a hoist be used. This is especially important when reinstalling the moving deck as all fasteners should be started before torquing them.

Fresh Air Inlets to Engine Compartment

Air enters the engine compartment through two separate inlets.

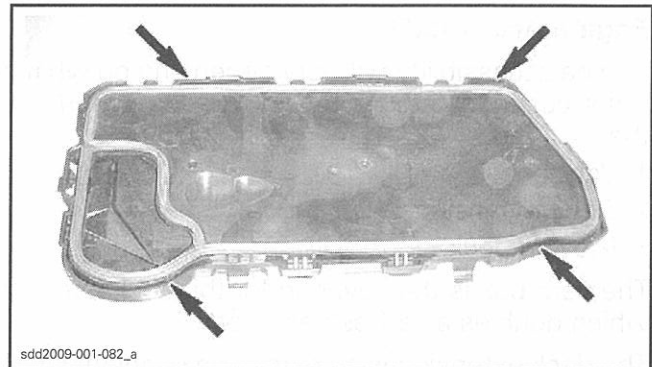
One such inlet is located at the front of the boat under the moving deck. It can be accessed by opening the front cover and looking towards the stern of the boat. Air enters the engine compartment through openings on either side of the inlet.





The other air inlet is the vent box which doubles as the deck extension covering. The vent box looks like a simple cover but is actually a double wall construction.

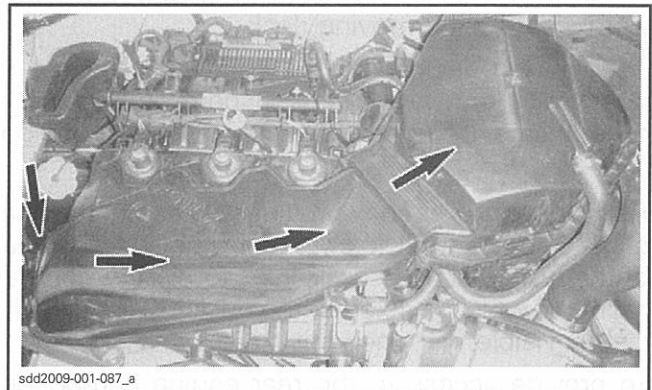
Air enters the vent box through openings located all around the underside of the vent box. The air is then routed through an opening in the forward RH corner of the vent box, through a plastic flex hose attached to an opening in the deck extension, to the bottom of engine compartment.



Engine Air Box

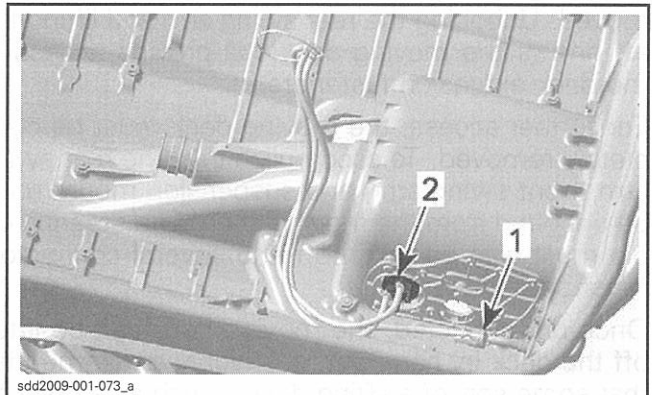
The engine air box is now located on top of the engine. The air inlet to the air box is located towards the front of the engine.

Air is then routed over the top of engine and into the throttle body. The air box assembly is mounted at several places including an extra bracket that is attached to the supercharger.

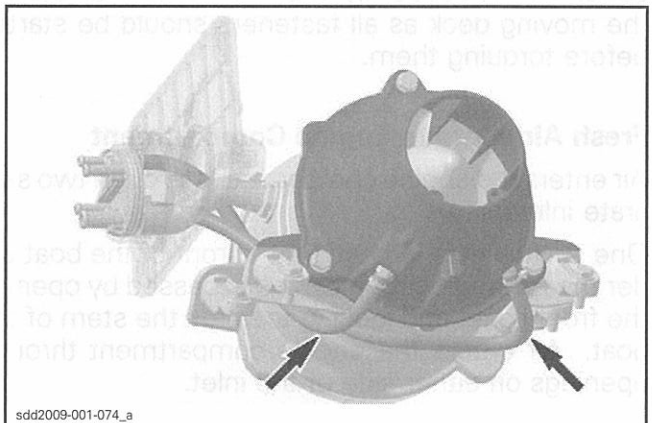


Bilge System

The two bilge pick-ups [1] (one each side) located in the rear of boat are of a new type. As in previous executions low pressure from the venturi draws the water out of the bilge. The hoses from the pick-ups are connected to the fitting plate [2].



Hoses on the opposite side of the fitting plate are routed under the pump to fittings on the venturi.





Pump

The iS models are equipped with a die cast aluminum pump [1] as all other MY2009 models. The pump cone [2] can only be put on one way and has pry points to ease its removal.

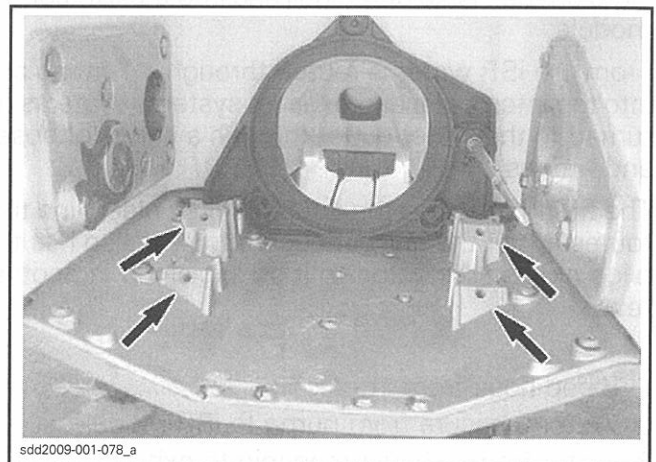
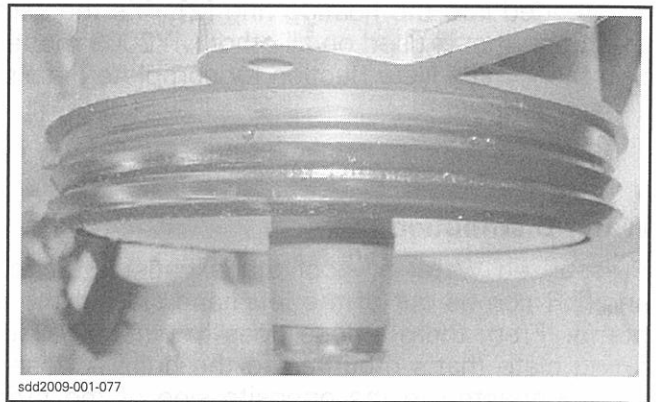
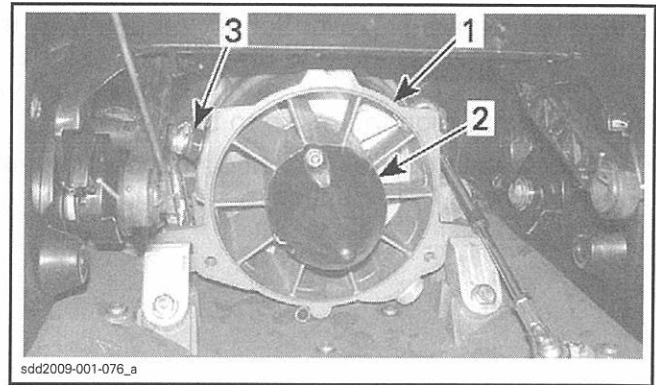
The impeller shaft is now carbon steel with a ceramic coating where the seal rides.

The impeller has a groove machined in it to house an O ring that will seal the impeller shaft's carbon steel components when threaded into the impeller. A flanged nut on the cone side holds everything together.

Water to cool the exhaust and intercooler comes from the LH side of the pump [3].

The outer pump seal is larger than the other 2009 models and has 3 ribs.

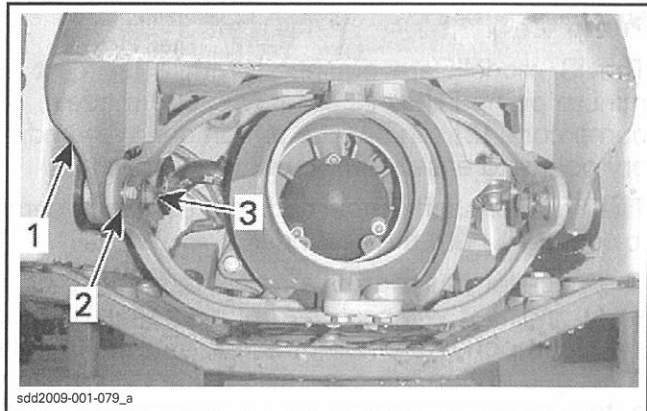
The pump is now mounted on 4 aluminum blocks on the ride plate instead of the pump support.





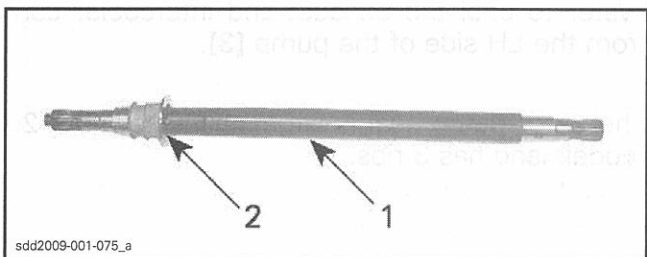
The reverse gate [1] is no longer mounted to the pump, it is now mounted to the VTS ring [2] that is attached to the hull [3]. A new mandatory tool will be required to align the pump to the engine.

For more details on the pump and inner components see the What's New Section.



Drive Shaft

The drive shaft is over molded with rubber [1] and is threaded into the floating ring [2]. It's the same execution that is used on all other MY2009 models. See the What's New Section for complete details.



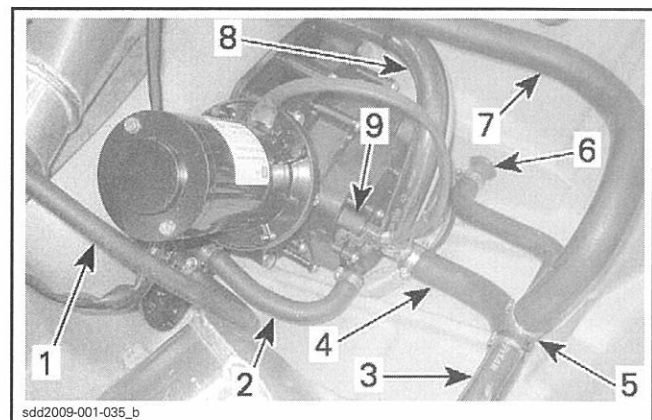
Water Distribution

Pressurized water to cool the exhaust/intercooler and iBR comes out of the left hand side of the jet pump. From there a hose goes to what's called a fitting plate that's mounted to the hull. A hose is then connected to the opposite side of the fitting plate on the inside of the hull and into the iBR control module.

From the iBR water is routed through a T fitting and into the intercooler and exhaust system. Water is returned to the water outlet through a series of hoses and fittings.

The fitting plate has the intercooler air bleed line that routes out of the hull connected to it. It also has the bilge hoses connected to it as explained in another text.

1. Bleed hose from intercooler.
2. Water pressure from pump to iBR module.
3. Water from exhaust manifold to exit.
4. Water from iBR to exhaust manifold.
5. T-fitting.
6. Water exit to lake from exhaust manifold and intercooler.
7. Water from intercooler to exit.
8. Water from iBR to intercooler.
9. Electrical connector from iBR motor to iBR module.



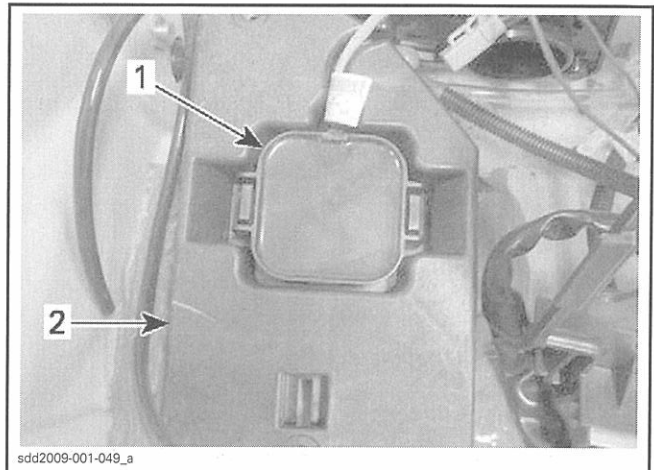


NEW LIMITED FEATURES (OPTIONAL ON THE RXT IS 255)

Depth Finder Transducer

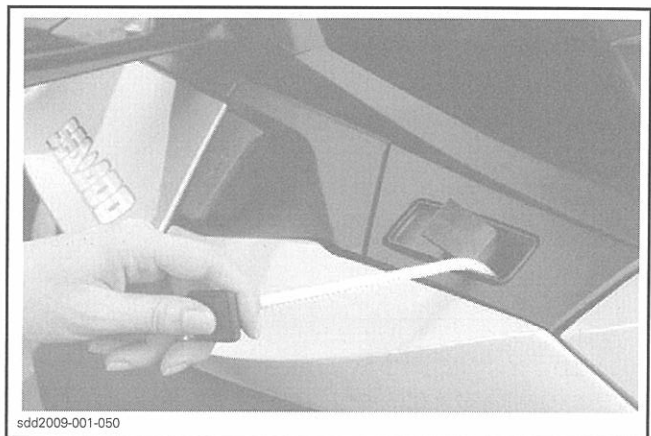
The GTX comes STD with a depth finder, while it can be added the RXT as an option.

The transducer [1] is mounted inside the battery support base [2], under the battery support.

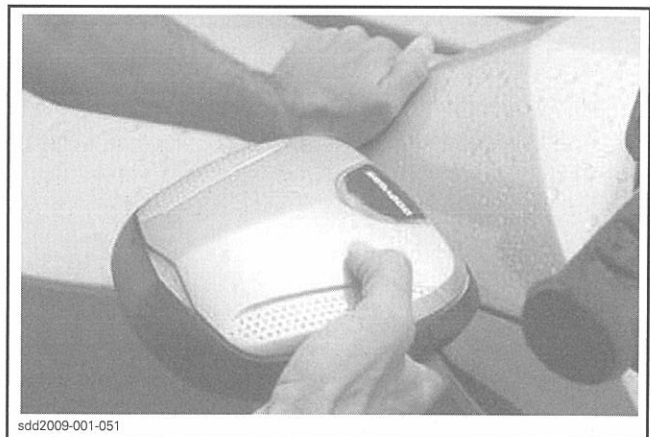


Speed Ties

- Useful retractable mooring lines.
- Located fore and aft.
- Retract automatically.



New Glove Box Organizer





[Faint, illegible text, likely bleed-through from the reverse side of the page. The text is too light to transcribe accurately.]



Special Tools

In this section you will find the most current special tools to service efficiently BRP vehicles. All mandatory tools will be shipped automatically.



NEW TOOLS FOR IS MODEL WATERCRAFTS

BRP is presently working at developing the following new tools for the iS model Sea-Doo watercrafts which, will be published as they become available:

- ECM adapter tool
- Drive shaft wrench
- Impeller shaft bearing removal tool
- Engine alignment tool
- Lifting strap.



Specifications

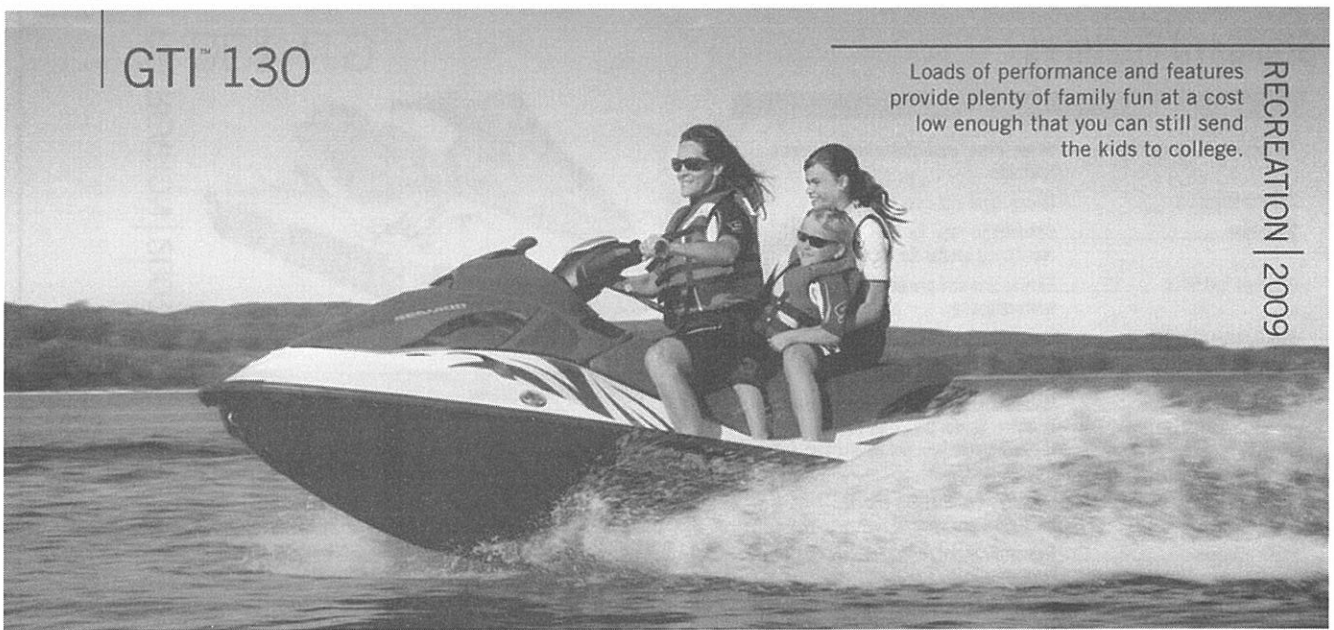
In this section you will find the most important specifications concerning this years' line up.



GTI™ 130

Loads of performance and features provide plenty of family fun at a cost low enough that you can still send the kids to college.

RECREATION | 2009



Specifications

DIMENSIONS

Length.....	127" / 323 cm
Width.....	49" / 125 cm
Height.....	45.9" / 117 cm
Weight (dry).....	735 lbs / 333 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	12.4 US gal / 46.8 L

ENGINE

Type.....	130 hp Rotax® 4-TEC® engine
Intake system.....	Naturally aspirated with 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	10.6:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Regular unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse
Impeller.....	Stainless steel

ELECTRICAL

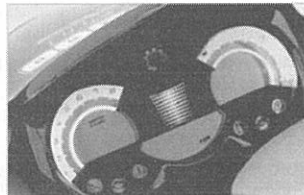
Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

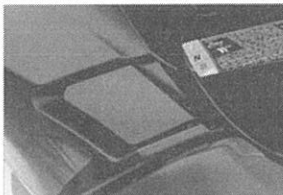
Type.....	Progressive-V, composite
Color.....	Regal Red



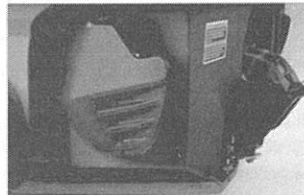
Watertight, removable storage bin



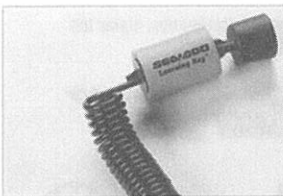
Digital infocenter



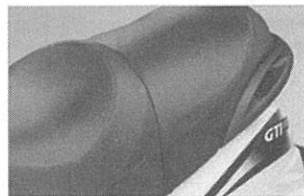
Left-side reverse lever



Dif-Power Assisted Steering (D.P.A.S.™) system



Sea-Doo Learning Key™



Seat strap

REVISED SEPTEMBER 24, 2008

sdd2009-001-101_en_1



Standard Features

HULL AND COMPONENTS

- Progressive-V, composite..... Wider, flatter, more stable and provides a drier ride.
- FRP construction..... Strong, light and easy to maintain.
- 3-up seat..... Comfortable room for three – permits rear-facing spotter for watersports.
- Elevated fuel filler..... Easy access and prevents water intrusion while refueling.
- Multifunction Digital Information Center..... Reports 15 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
- Digitally Encoded Security System (D.E.S.S.™)..... Industry's first digitally encoded theft-deterrent system.
- Foam flotation..... Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Power Assisted Steering (O.P.A.S.)..... Assists steering during off-power, as well as off-throttle situations.
- Sponsons
- Bumpers
- Temporary docking loops
- Double density comfort hand grips
- Reboarding platform
- Non-slip hand grips
- Tow hook
- Floating safety lanyard
- Seat strap
- Grab handle
- Large glove compartment
- Watertight, removable storage bin
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, instructional video and booklet

OPTIONS

- Fold-down reboarding step
- Retractable ski pylon
- Removable wakeboard rack
- Speedometer
- Lake temperature
- Depth finder
- Removable dry bag for front storage
- Safety kit
- Mooring rope
- Sandbag anchor
- Protective cover

WARRANTY

BRP limited warranty covers the watercraft for one year.



GTI 130 RECREATION | 2009

ENGINE

- 1,494 cc four-stroke..... 130 hp Rotax 4-TEC engine provides reliable performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
- Rotax SOHC with four valves per cylinder
- Multi-port fuel injection..... Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- Sea-Doo Learning Key..... LK1 – Limits engine RPM and top speed to about 35 mph.
LK2 – Limits engine RPM and top speed to about 45 mph. Options are programmable by dealer.
- D-Sea-Bel™ system..... Sound reduction system for a quieter ride.
- Closed-loop cooling system..... Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator..... Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition..... Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter..... Protects engine from over-revving.
- Warning device..... Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted start/stop button..... Engine starts and stops with single, user-friendly control button.
- Tip Over Protection System (T.O.P.S.™)..... Protects engine in case of turn over.

PROPULSION SYSTEM

- Sea-Doo Direct Drive..... Delivers optimum performance with the Rotax propulsion system.
- Forward/neutral/reverse..... Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes..... Handle the high-performance engine without erosion.
- Dual automatic vacuum..... Continuously removes water entering the engine compartment.
- Large diameter drive shaft..... Maintains engine and pump alignment at all operating speeds.
- Replaceable urethane..... Provides long impeller life, less maintenance and maximum thrust.
- Stainless steel..... Delivers improved acceleration, higher top speed and less cavitation.



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GTI™ SE 155 | 130

Just the ticket for an unforgettable day. Combines power, handling, stability and loads of extras your family will love.

RECREATION | 2009



Specifications

DIMENSIONS

Length.....	127" / 323 cm
Width.....	49" / 125 cm
Height.....	45.9" / 117 cm
Weight (dry).....	745 lbs / 338 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	12.4 US gal / 46.8 L

ENGINE

Type.....	155 hp or 130 hp Rotax® 4-TEC® engine
Intake system.....	Naturally aspirated with 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	10.6:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Regular unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse
Impeller.....	Stainless steel

ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

Type.....	Progressive-V, composite
Color.....	Abyss Blue



Watertight, removable storage bin



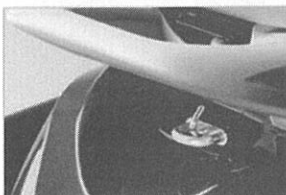
Information Center including speedometer & water temperature



Adjustable mirrors



Fold-down reboarding step



Ski tow eye



Left-side reverse lever

REVISED SEPTEMBER 24, 2008

sdd2009-001-102_en_1



Standard Features

HULL AND COMPONENTS

- Progressive-V, composite..... Wider, flatter, more stable and provides a drier ride.
- FRP construction..... Strong, light and easy to maintain.
- Elevated fuel filler..... Easy access and prevents water intrusion while refueling.
- Multifunction Digital Information Center..... Reports 17 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
- Digitally Encoded Security System (D.E.S.S.™)..... Industry's first digitally encoded theft-deterrent system.
- Foam flotation..... Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Power Assisted Steering..... Assists steering during off-power, as well as off-throttle situations.
- Sponsons
- Bumpers
- Double density comfort hand grips
- Wide handlebars
- Temporary docking loops
- Reboarding platform
- Floating safety lanyard
- Seat strap
- Grab handle
- Watertight, removable storage bin
- Large glove compartment
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, instructional video and booklet

SE PACKAGE

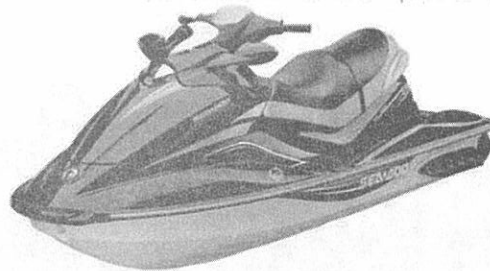
- Adjustable mirrors..... Increase field of view.
- Two tone seat..... Ergonomically designed for comfort and great looks providing seating for three.
- Premium footwell mats..... Offer extra comfort, non-skid surface and great looks.
- Fold-down reboarding step..... Grooved fold-down for easy reboarding.
- Ski eye..... For easy and secure attachment of ski rope.
- Speedometer
- Chrome parts

OPTIONS

- Retractable ski pylon
- Removable wakeboard rack
- Depth finder
- Removable dry bag for front storage
- Safety kit
- Mooring rope
- Sandbag anchor
- Protective cover

GTI SE 155 | 130

RECREATION | 2009



ENGINE

- 1,494 cc four-stroke..... 155 hp or 130 hp Rotax 4-TEC engine provides SOHC with four valves per cylinder reliable performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
- Sea-Doo Learning Key™..... LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 45 mph. Options are programmable by dealer.
- D-Sea-Bell™ system..... Sound reduction system for a quieter ride.
- Multi-port fuel injection..... Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- Closed-loop cooling system..... Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator..... Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition..... Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter..... Protects engine from over-revving.
- Warning device..... Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted..... Engine starts and stops with single, start/stop button user-friendly control button.
- Tip Over Protection..... Protects engine in case of turn over. System (T.O.P.S.™)

PROPULSION SYSTEM

- Sea-Doo Direct Drive..... Delivers optimum performance with the Rotax engine.
- Forward/neutral/reverse..... Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes..... Handle the high-performance engine without erosion.
- Dual automatic vacuum..... Continuously removes water entering the siphon pumps engine compartment.
- Large diameter drive shaft..... Maintains engine and pump alignment at all operating speeds.
- Replaceable urethane..... Provides long impeller life, less maintenance and maximum thrust.
- Stainless steel..... Delivers improved acceleration, higher top speed and less cavitation.

WARRANTY

BRP limited warranty covers the watercraft for one year.



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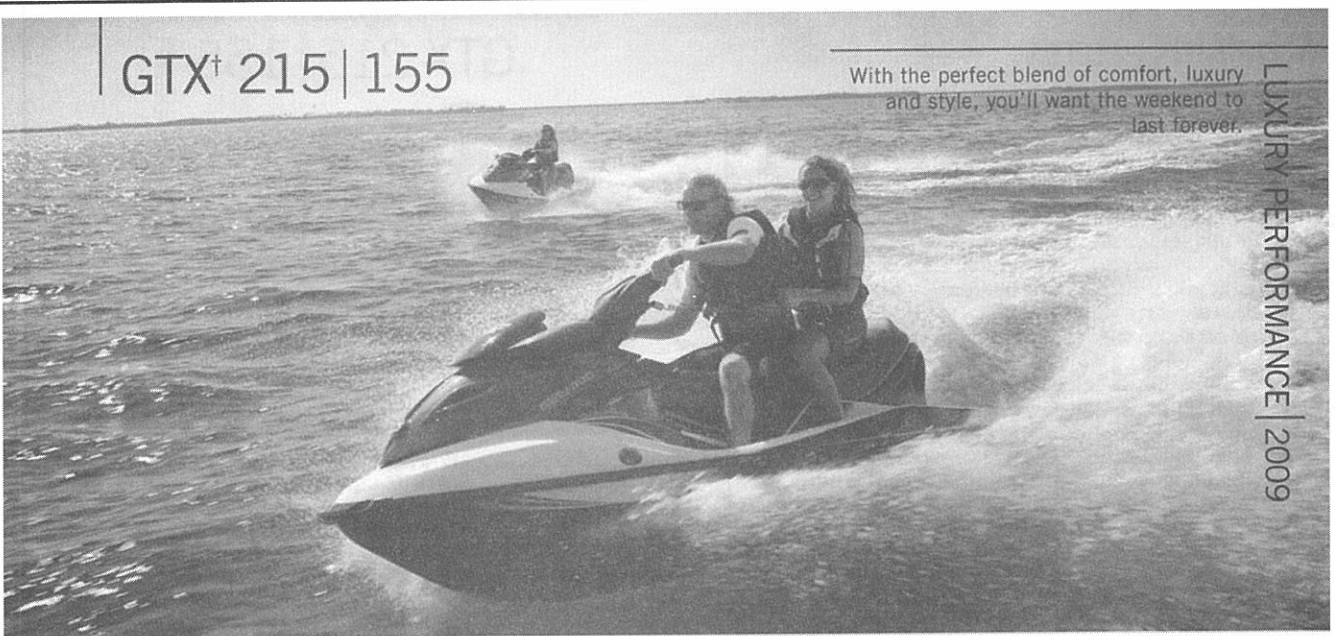
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GTX⁺ 215 | 155

With the perfect blend of comfort, luxury and style, you'll want the weekend to last forever.

LUXURY PERFORMANCE | 2009



Specifications

DIMENSIONS

Length.....	130" / 331 cm
Width.....	48" / 122 cm
Height.....	47.2" / 120 cm
Weight (dry).....	(215) 803 lbs / 364 kg
	(155) 783 lbs / 355 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	34.3 US gal / 129.8 L

ENGINE

Type.....	215 hp Supercharged Intercooled or 155 hp Rotax [®] 4-TEC [®] engine
Intake system.....	(215) Supercharged with intercooler, 52mm throttle body (155) Naturally aspirated, 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	(215) 8.4:1 (155) 10.6:1
Cooling.....	Closed-loop cooling system
Fuel type.....	(215) Premium unleaded recommended (155) Regular unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo [®] Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse
Impeller.....	Stainless steel

ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

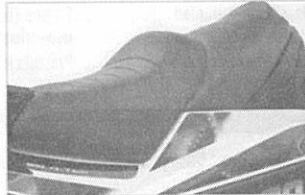
HULL AND COMPONENTS

Type.....	Modified-V, composite
Color.....	Cosmos Blue

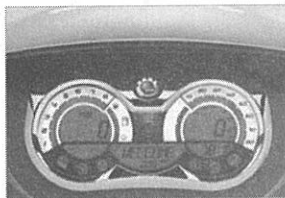
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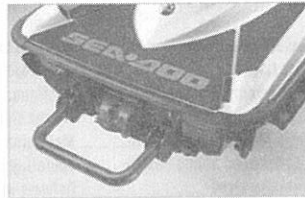
Watertight removable storage bin



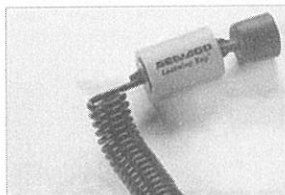
Touring seat



Compass



Fold-down reboarding step



Sea-Doo Learning Key[™]



Ski tow eye

sdd2009-001-103_en_1



Standard Features

HULL AND COMPONENTS

- Modified-V, composite..... Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
- FRP construction..... Strong, light and easy to maintain.
- Bow and stern eyes..... Designed for towing or securing the craft to a trailer or dock.
- Carpeted footwells..... Offer extra comfort, non-skid surface and great looks.
- Front and rear touring seats..... Ergonomically designed for comfort and great looks providing seating for three.
- Ski eye..... For easy and secure attachment of ski rope.
- Elevated fuel filler..... Easy access and prevents water intrusion while refueling.
- Multifunction Digital Information Center..... Reports 18 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
- Digitally Encoded Security System (D.E.S.S.™)..... Industry's first digitally encoded theft-deterrent system.
- Foam flotation..... Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Power Assisted Steering (O.P.A.S.™)..... Assists steering during off-power, as well as off-throttle situations.
- Sponsons
- Bumpers
- Adjustable mirrors
- Temporary docking loops
- Wide handlebars
- Double density comfort hand grips
- Reboarding platform
- Fold-down reboarding step
- Floating safety lanyard
- Seat strap
- Grab handle
- Watertight, removable storage bin
- Extra-large storage compartment(s)
- Glove compartment
- Extended range fuel tank (15.9 US gal)
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, instructional video and booklet

OPTIONS

- Special GTX Limited glove compartment with GPS
- Removable WakeBoost system
- Removable wakeboard rack
- Retractable ski pylon
- Depth finder
- Removable dry bag for front storage
- Removable front tray
- Cell phone case inside storage tray
- Safety kit
- Mooring rope
- Sandbag anchor
- Protective cover

GTX 215 | 155

LUXURY PERFORMANCE | 2009



ENGINE

- Supercharged intercooled..... 215 hp Supercharged Intercooled or 155 hp 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder. Rotax 4-TEC engine provides reliable ultra-high performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
- Sea-Doo Learning Key..... LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 50 mph or 45mph for the 155 hp. Options are programmable by dealer.
- D-Sea-Bel™ system..... Sound reduction system for a quieter ride.
- Closed-loop cooling system..... Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator..... Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition..... Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter..... Protects engine from over-revving.
- Warning device..... Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted..... Engine starts and stops with single, start/stop button user-friendly control button.
- Tip Over Protection System (T.O.P.S.™)..... Protects engine in case of turn over.

PROPULSION SYSTEM

- Sea-Doo Direct Drive..... Delivers optimum performance with the Rotax propulsion system engine.
- Forward/neutral/reverse..... Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes..... Handle the high-performance engine without erosion.
- Replaceable urethane wear ring..... Provides long impeller life, less maintenance and maximum thrust.
- Dual automatic vacuum siphon pumps..... Continuously removes water entering the engine compartment.
- Large diameter drive shaft with crowned spline design..... Maintains engine and pump alignment at all operating speeds.
- Stainless steel impeller..... Delivers improved acceleration, higher top speed and less cavitation.

WARRANTY

BRP limited warranty covers the watercraft for one year.



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



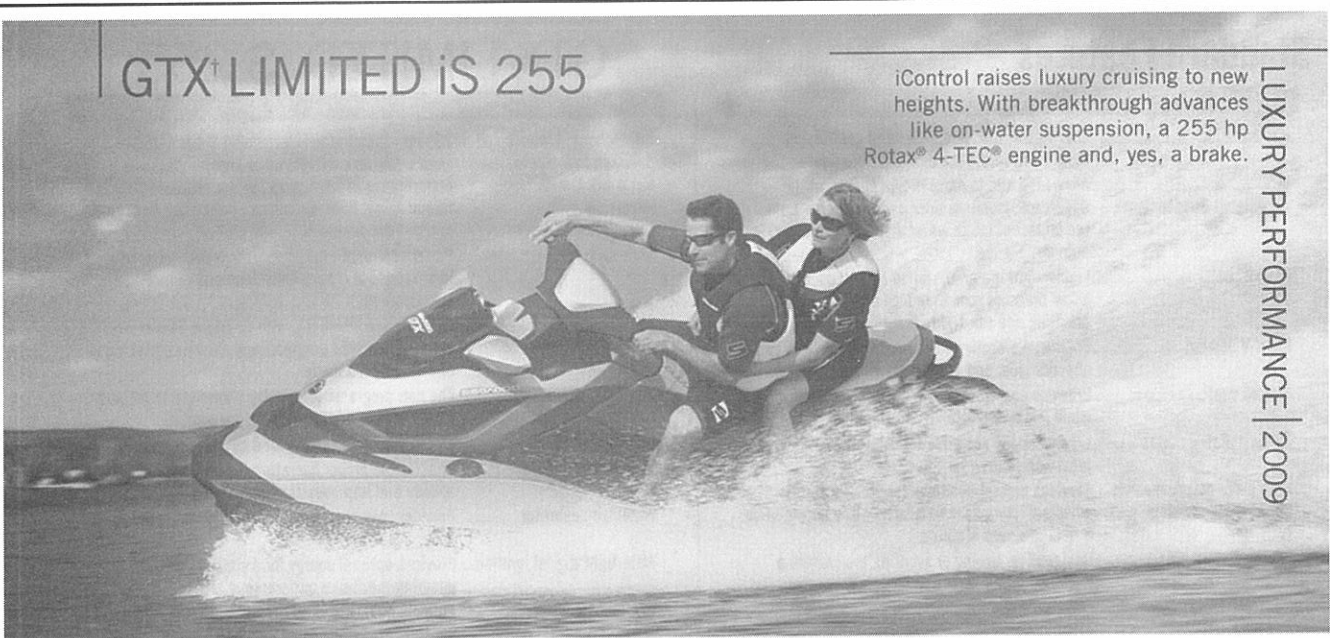
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GTX⁺ LIMITED iS 255

iControl raises luxury cruising to new heights. With breakthrough advances like on-water suspension, a 255 hp Rotax[®] 4-TEC[®] engine and, yes, a brake.

LUXURY PERFORMANCE | 2009



Specifications

DIMENSIONS

Length	139" / 353 cm
Width	48" / 122 cm
Height	44" / 112 cm
Weight (dry)	948 lbs / 430 kg
Rider capacity	3
Fuel capacity	18.6 US gal / 70 L
Storage capacity	16.4 US gal / 62 L

ENGINE

Type	Supercharged with external intercooler Rotax 4-TEC engine
Intake system	Supercharged with intercooler
Bore x stroke	100 mm x 63.4 mm
Displacement	1,494 cc
Compression ratio	8.4:1
Cooling	Closed-loop cooling system
Fuel type	Premium unleaded recommended

DRIVE UNIT

Propulsion system	Sea-Doo [®] Direct Drive
Jet pump	Aluminum axial flow, single stage, large hub
Transmission	Electronic iBR, direct drive
Impeller	Stainless steel

ELECTRICAL

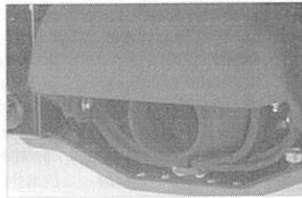
Ignition	Digital inductive
Starter	Electric
Battery	12 V

HULL AND COMPONENTS

Type	Deep-V, S ³ Hull composite
Color	Topaz Mist Metallic



iS (Intelligent Suspension)



iBR (Intelligent Brake & Reverse)



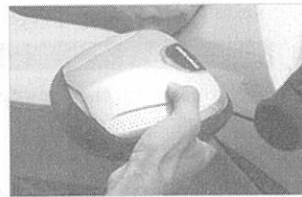
Speed Tie™



Information Center



Hinged seat



Glove box organizer

REVISED SEPTEMBER 24, 2008

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Standard Features

HULL AND COMPONENTS

- iControl The "Brain" that integrates and controls all systems to create the best possible ride.
- iS Allows the hull to move independently of the upperdeck, isolating rider and passenger from the impact of rough water. Adjustable manual or automatic mode.
- S³ Hull Lightweight material, ribbed and stepped. Creates a low-pressure zone to reduce drag for nimble handling and rail-tight cornering.
- Deep-V design Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
- Hinged seat Provides easy access to the engine compartment while remaining attached to the watercraft.
- Touring seat Ergonomically designed for comfort and great looks providing seating for three.
- High performance electric Variable Trim System (VTS™) Provides pre-set positions for quick settings when adjusting boat trim, maximizes acceleration and high-speed stability.
- Bow and stern eyes Designed for towing or securing the craft to a trailer or dock.
- Carpeted footwells Offer extra comfort, non-skid surface and great looks.
- Reboarding platform Easy access to battery, fuses and storage. with rear storage
- Fold-down reboarding step Grooved fold-down for easy reboarding.
- Removable, watertight storage bin Provides dry storage for luggage and necessities with easy access.
- Tilt steering Alters the steering and information center angle for maximum ease and comfort.
- Interactive Multifunction Digital Information Center Reports 28 key operating functions:
Suspension Setting: Auto mode, Suspension Setting: Manual mode, Suspension base mode ON_OFF, F-N-R indicator, No-Wake mode, Cruise Control, Depth Finder, Fuel Level, Low Fuel Level, Low Oil Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, GPS Speedometer, Compass, VTS, VTS Preset, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key / R-Key, P codes.
- Digitally Encoded Security System (D.E.S.S.™) Industry's first digitally encoded theft-deterrent system.
- Foam flotation Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Throttle Assisted Steering (O.T.A.S.) Provides the operator with additional steering effect in off-throttle situations for greater maneuverability.
- Sponsons
- Bumpers
- Splash deflectors
- Adjustable mirrors
- New comfort hand grips
- Wide handlebars
- Floating safety lanyard
- Seat strap
- Grab handles for passenger
- Ski tow eye
- Extended range fuel tank (18.6 US gal)
- Quick latch fuel filler design
- Dual drain plugs
- Operator's guide, instructional video and booklet



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sdd2009-001-104_en_2

GTX LIMITED iS 255

ENGINE

- Supercharged intercooled 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder 255 hp supercharged intercooled Rotax 4-TEC engine provides reliable ultra-high performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
- Multi-port fuel injection Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- ITC (Intelligent Throttle Control) Operates electronically, with no cable. This means the throttle works progressively. Cruise control mode and slow speed mode.
- Sea-Doo The new programmable L-Key allows you to set and reset the limit engine RPM as you want it.
- D-Sea-Bel™ system Sound reduction system for a quieter ride.
- Closed-loop cooling Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter Protects engine from over-revving.
- Warning device Warns operator of engine and exhaust over-heating, engine management and system failure.
- Handlebar-mounted start/stop button Engine starts and stops with single, user-friendly control button.
- Tip Over Protection System (T.O.P.S.™) Protects engine in case of turn over.

PROPULSION SYSTEM

- iBR (Intelligent Brake & Reverse) The world's first on-water braking system for a PWC. Gives riders the ability to bring their PWC to a controlled stop, on their terms. Reverse, start in neutral.
- Sea-Doo Direct Drive propulsion system Delivers optimum performance with the Rotax engine.
- Replaceable urethane wear ring Provides long impeller life, less maintenance and maximum thrust.
- Dual automatic vacuum siphon pumps Continuously removes water entering the engine compartment.
- Large diameter drive shaft with crowned spline design Maintains engine and pump alignment at all operating speeds.
- Stainless steel impeller Delivers improved acceleration, higher top impeller speed and less cavitation.
- Aluminum stator vanes Handle the high-performance engine without erosion.

LIMITED PACKAGE

- Depth finder Informs rider of water depth.
- Speed Tie™ Automatic retractable mooring lines eliminate the hassles of traditional docking lines.
- Removable dry bag Keeps contents dry and converts to backpack when removed.
- Sandbag anchor Easy way to hold your boat in one position.
- Safety kit Contains all the essential safety equipment.
- New glove box organizer Ideal to keep gear or cell phone dry, now removable and watertight.
- Custom boat cover Protect your PWC.

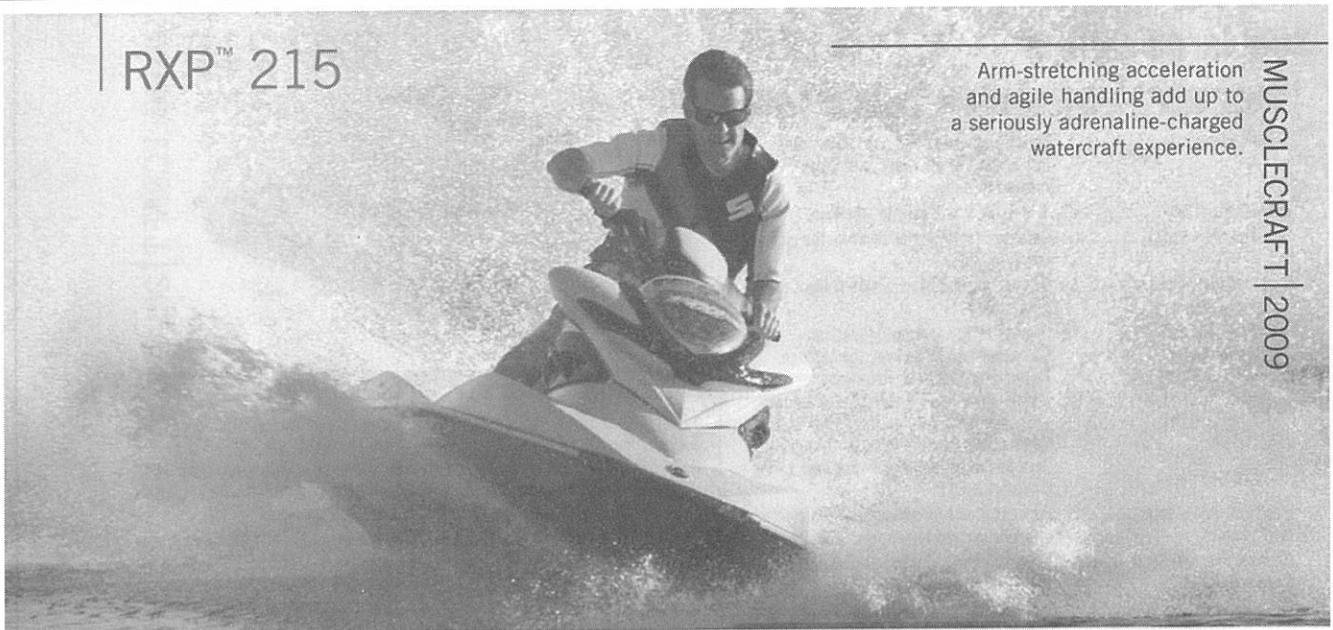
WARRANTY

BRP limited warranty covers the watercraft for one year.





RXP™ 215



Arm-stretching acceleration and agile handling add up to a seriously adrenaline-charged watercraft experience.

MUSCLECRAFT | 2009



Specifications

DIMENSIONS

Length.....	121" / 307 cm
Width.....	48" / 122 cm
Height.....	46.6" / 118 cm
Weight (dry).....	771 lbs / 350 kg
Rider capacity.....	2
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	10.7 US gal / 40.3 L

ENGINE

Type.....	215 hp Supercharged Intercooled Rotax® 4-TEC engine®
Intake system.....	Supercharged with intercooler, 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse and electric VTS™ (Variable Trim System)
Impeller.....	Stainless steel

ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

Type.....	Semi-V, composite
Color.....	Bright Yellow

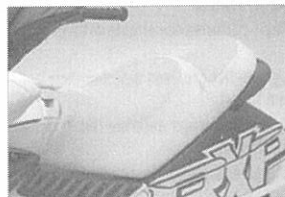
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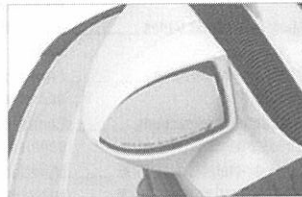
Electric Variable Trim System (VTS™)



Information Center including compass & water temperature



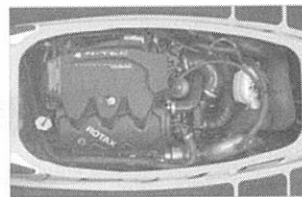
2-passenger cut and sew seat



Adjustable mirrors



Stunning design



Removable engine access cover



Standard Features

HULL AND COMPONENTS

- Semi-V, composite Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
- FRP construction Strong, light and easy to maintain.
- Bow and stern eyes Designed for towing or securing the craft to a trailer or dock.
- Carpeted footwells Offer extra comfort, non-skid surface and deck pads and great looks.
- Multifunction Digital Information Center Reports 19 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, VTS, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
- Electric Variable Trim (VTS) system Provides boat trim adjustments, maximizes acceleration and high-speed stability.
- Digitally Encoded Security System (D.E.S.S.™) Industry's first digitally encoded theft-deterrent system.
- Foam flotation Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Power Assisted Steering (O.P.A.S.™) Assists steering during off-power, as well as off-throttle situations.
- Sponsons
- Bumpers
- Adjustable mirrors
- Temporary docking loops
- Reboarding platform
- Wide handlebars
- Double density comfort hand grips
- Floating safety lanyard
- Seat strap
- Grab handle
- Extra-large storage compartment
- Removable engine hatch
- Glove compartment
- Extended range fuel tank (15.9 US gal)
- Elevated fuel filler
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, instructional video and booklet

OPTIONS

- Fold-down reboarding step
- Removable dry bag for front storage
- Safety kit
- Mooring rope
- Sandbag anchor
- Protective cover

WARRANTY

BRP limited warranty covers the watercraft for one year.



RXP 215 MUSCLECRAFT | 2009

ENGINE

- Supercharged intercooled 215 hp Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder
- Sea-Doo Learning Key™ LK1 – Limits engine RPM and top speed to about 35 mph.
LK2 – Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
- D-Sea-Bel™ system Sound reduction system for a quieter ride.
- Multi-port fuel injection Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- Closed-loop cooling system Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter Protects engine from over-revving.
- Warning device Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted Engine starts and stops with single, start/stop button user-friendly control button.
- Tip Over Protection System (T.O.P.S.™) Protects engine in case of turn over.

PROPULSION SYSTEM

- Sea-Doo Direct Drive Delivers optimum performance with the Rotax propulsion system engine.
- Forward/neutral/reverse Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes Handle the high-performance engine without erosion.
- Replaceable urethane wear ring Provides long impeller life, less maintenance and maximum thrust.
- Dual automatic vacuum siphon pumps Continuously removes water entering the engine compartment.
- Large diameter drive shaft Maintains engine and pump alignment at all operating speeds.
- Stainless steel impeller Delivers improved acceleration, higher top speed and less cavitation.



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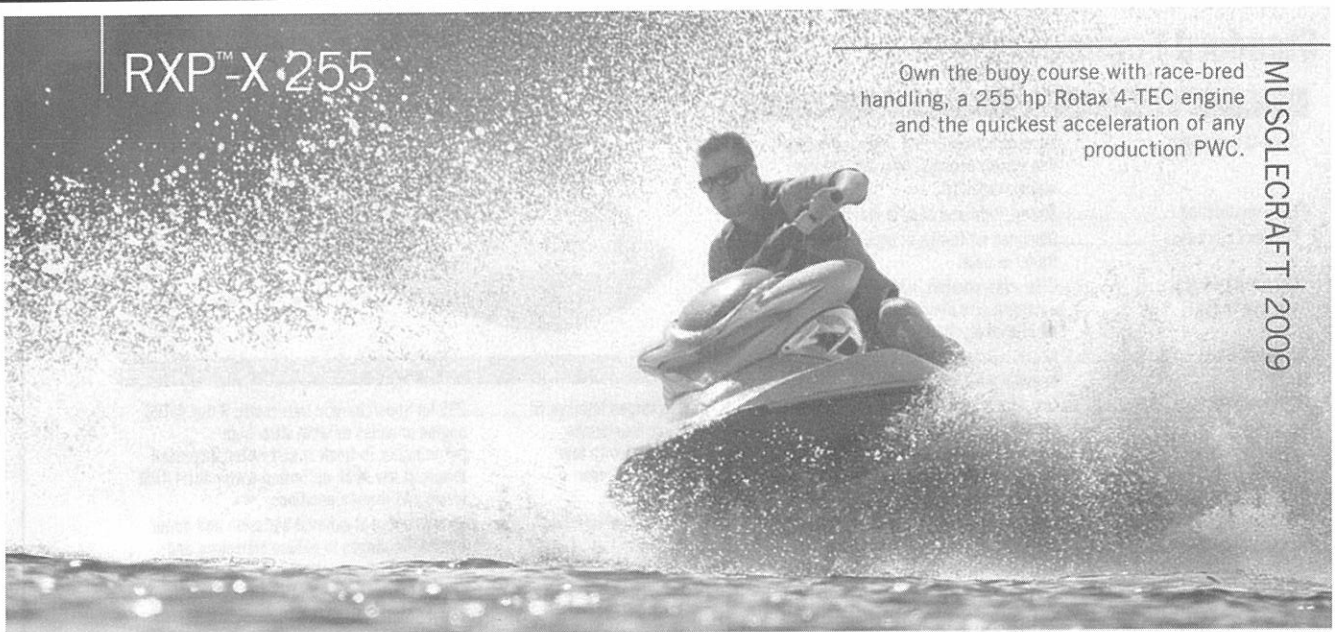
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RXP™-X 255

Own the buoy course with race-bred handling, a 255 hp Rotax 4-TEC engine and the quickest acceleration of any production PWC.

MUSCLECRAFT | 2009



Specifications

DIMENSIONS

Length.....	121" / 307 cm
Width.....	48" / 122 cm
Height.....	45.8" / 116 cm
Weight (dry).....	774 lbs / 351 kg
Rider capacity.....	2
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	10.7 US gal / 40.3 L

ENGINE

Type.....	255 hp Supercharged Intercooled Rotax® 4-TEC® engine
Intake system.....	Supercharged with external intercooler, 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Racing pump with high performance intake grate.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse and high performance electric VTS™ (Variable Trim System)
Impeller.....	Stainless steel

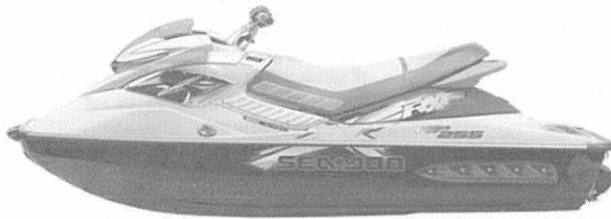
ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

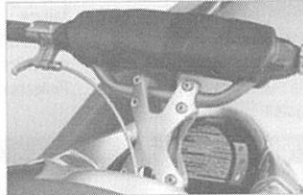
HULL AND COMPONENTS

Type.....	Semi-V, composite
Color.....	Hyper Silver

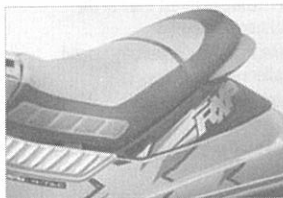
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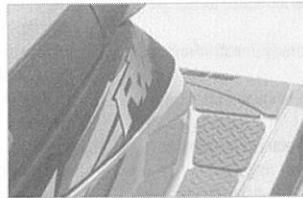
255 hp Rotax 4-TEC engine



X-Handlebars



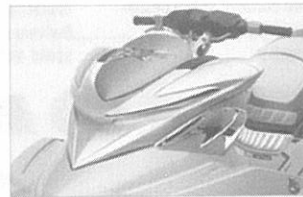
X-Racing seat



X-Tra Traction footwell carpet



High-performance VTS



Racing design

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Standard Features

HULL AND COMPONENTS

- Semi-V, composite Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
- FRP construction Strong, light and easy to maintain.
- Bow and stern eyes Designed for towing or securing the craft to a trailer or dock.
- Carpeted footwells Offer extra comfort, non-skid surface and an aggressive diamond-plate pattern for additional traction.
- X-Handlebars Allows rider to fine tune positioning when launching off large waves.
- X-Racing seat Low-profile seat allows rider to adjust body position for maximum leverage.
- Removable engine hatch Easily removed to allow expanded access during routine engine maintenance.
- Multifunction Digital Information Center Reports 20 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, VTS, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes, VTS Preset.
- High performance electric Variable Trim System (VTS) Provides pre-set positions for quick settings when adjusting boat trim, maximizes acceleration and high-speed stability.
- Digitally Encoded Security System (D.E.S.S.™) Industry's first digitally encoded theft-deterrent system.
- Foam flotation Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Power Assisted Steering (O.P.A.S.™) Assists steering during off-power, as well as off-throttle situations.
- Sponsons
- Bumpers
- Adjustable mirrors
- Knee pads
- Reboarding platform
- Billet finger throttle with braided steel cable
- Double density comfort hand grips
- Floating safety lanyard
- Seat strap
- Grab handle
- Extra-large storage compartment(s)
- Glove compartment
- Extended range fuel tank (15.9 US gal)
- Elevated fuel filler
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, instructional video and booklet

OPTIONS

- Fold-down reboarding step
- Removable dry bag for front storage
- Safety kit
- Mooring rope
- Sandbag anchor
- Protective cover

WARRANTY

BRP limited warranty covers the watercraft for one year.

RXP-X 255

MUSCLECRAFT | 2009



ENGINE

- Supercharged intercooled 255 hp Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder engine provides reliable ultra-high performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
- Multi-port fuel injection Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- Sea-Doo Learning Key™ LK1 – Limits engine RPM and top speed to about 35 mph.
LK2 – Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
- D-Sea-Bel™ system Sound reduction system for a quieter ride.
- Water cooled exhaust pipe Regulates exhaust temperature.
- Closed-loop cooling system Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter Protects engine from over-revving.
- Warning device Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted Engine starts and stops with single, start/stop button user-friendly control button.
- Tip Over Protection System (T.O.P.S.™) Protects engine in case of turn over.

PROPULSION SYSTEM

- Sea-Doo Direct Drive Delivers optimum performance with the Rotax propulsion system engine.
- Racing pump with high performance intake grate Ensures that the inlet stays hooked up and fills the pump for maximum thrust even in the roughest conditions.
- Forward/neutral/reverse Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes Handle the high-performance engine without erosion.
- Replaceable urethane wear ring Provides long impeller life, less maintenance and maximum thrust.
- Dual automatic vacuum siphon pumps Continuously removes water entering the engine compartment.
- Large diameter drive shaft with crowned spline design Maintains engine and pump alignment at all operating speeds.
- Stainless steel impeller Delivers improved acceleration, higher top speed and less cavitation.



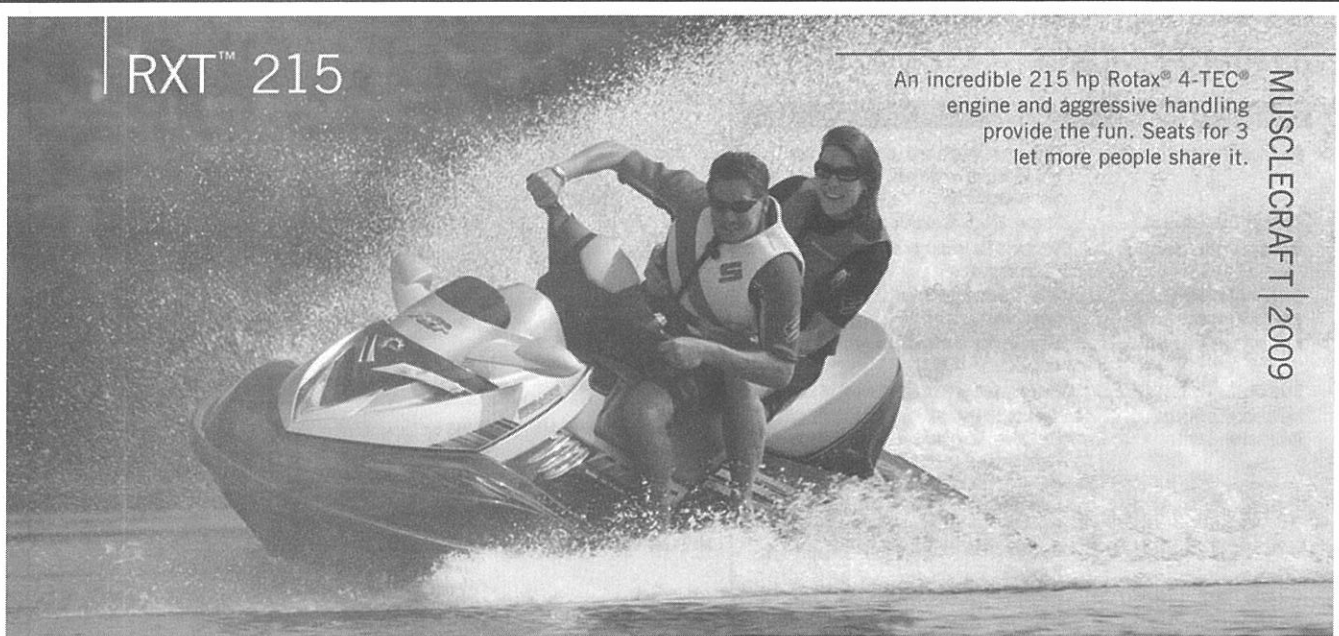
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RXT™ 215

An incredible 215 hp Rotax® 4-TEC® engine and aggressive handling provide the fun. Seats for 3 let more people share it.

MUSCLECRAFT | 2009



Specifications

DIMENSIONS

Length.....	130" / 331 cm
Width.....	48" / 122 cm
Height.....	47.2" / 120 cm
Weight (dry).....	801 lbs / 363 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	31.4 US gal / 118.9 L

ENGINE

Type.....	215 hp Supercharged Intercooled Rotax 4-TEC engine
Intake system.....	Supercharged with intercooler, 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse
Impeller.....	Stainless steel

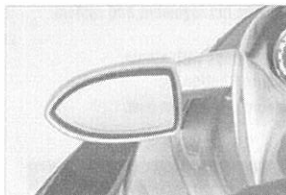
ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

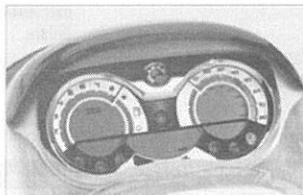
HULL AND COMPONENTS

Type.....	Modified-V, composite
Colors.....	Silver Metallic or Bright Yellow

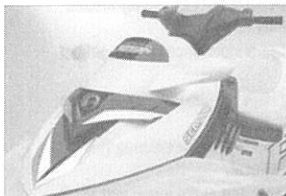
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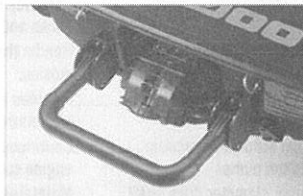
Adjustable mirrors



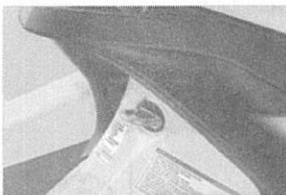
Information Center including compass & water temperature



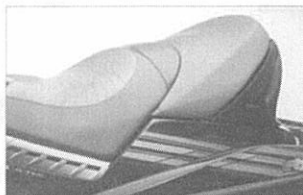
Stunning design



Fold-down reboarding step



Ski tow eye



Cut and sew seat

sdd2009-001-107_en_1



Standard Features

HULL AND COMPONENTS

Modified-V, composite.....	Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
FRP construction.....	Strong, light and easy to maintain.
Bow and stern eyes.....	Designed for towing or securing the craft to a trailer or dock.
Carpeted footwells and deck pads.....	Offer extra comfort, non-skid surface and great looks.
Floating safety lanyard.....	Stops engine in manual and emergency situations.
Ski-eye.....	For easy and secure attachment of ski rope.
Multifunction Digital Information Center.....	Reports 18 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
Digitally Encoded Security System (D.E.S.S.™).....	Industry's first digitally encoded theft-deterrent system.
Foam flotation.....	Ride with security and peace of mind. Meets or exceeds USCG standards.
Off-Power Assisted Steering (O.P.A.S.™).....	Assists steering during off-power, as well as off-throttle situations.
Sponsons	
Bumpers	
Adjustable mirrors	
Temporary docking loops	
Reboarding platform	
Fold-down reboarding step	
Wide handlebars	
Double density comfort hand grips	
Seat strap	
Grab handle	
Extra-large storage compartment(s)	
Cut and sew seat	
Glove compartment	
Extended range fuel tank (15.9 US gal)	
Elevated fuel filler	
Dual drain plugs	
External exhaust cooling flush attachment	
Operator's guide, instructional video and booklet	

OPTIONS

Special GTX ¹ Limited glove compartment with GPS
Removable WakeBoost system
Retractable ski pylon
Removable wakeboard rack
Depth finder
Removable dry bag for front storage
Removable front tray
Cell phone case inside storage tray
Safety kit
Mooring rope
Sandbag anchor
Protective cover

WARRANTY

BRP limited warranty covers the watercraft for one year.

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RXT 215
MUSCLECRAFT | 2009

ENGINE

Supercharged intercooled.....	215 hp Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder
Multi-port fuel injection.....	Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
Sea-Doo Learning Key™.....	LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
D-Sea-Bel™ system.....	Sound reduction system for a quieter ride.
Water cooled exhaust pipe.....	Regulates exhaust temperature.
Closed-loop cooling system.....	Ensures the proper operating temperature at all speeds and improves corrosion durability.
Water/air separator.....	Provides maximum airflow to engine and reduces water intrusion.
Watertight digital ignition.....	Provides optimal energy for a consistent spark, ensuring maximum performance.
RPM limiter.....	Protects engine from over-revving.
Warning device.....	Warns operator of engine and exhaust overheating, engine management and system failure.
Handlebar-mounted start/stop button.....	Engine starts and stops with single, user-friendly control button.
Tip Over Protection System (T.O.P.S.™).....	Protects engine in case of turn over.

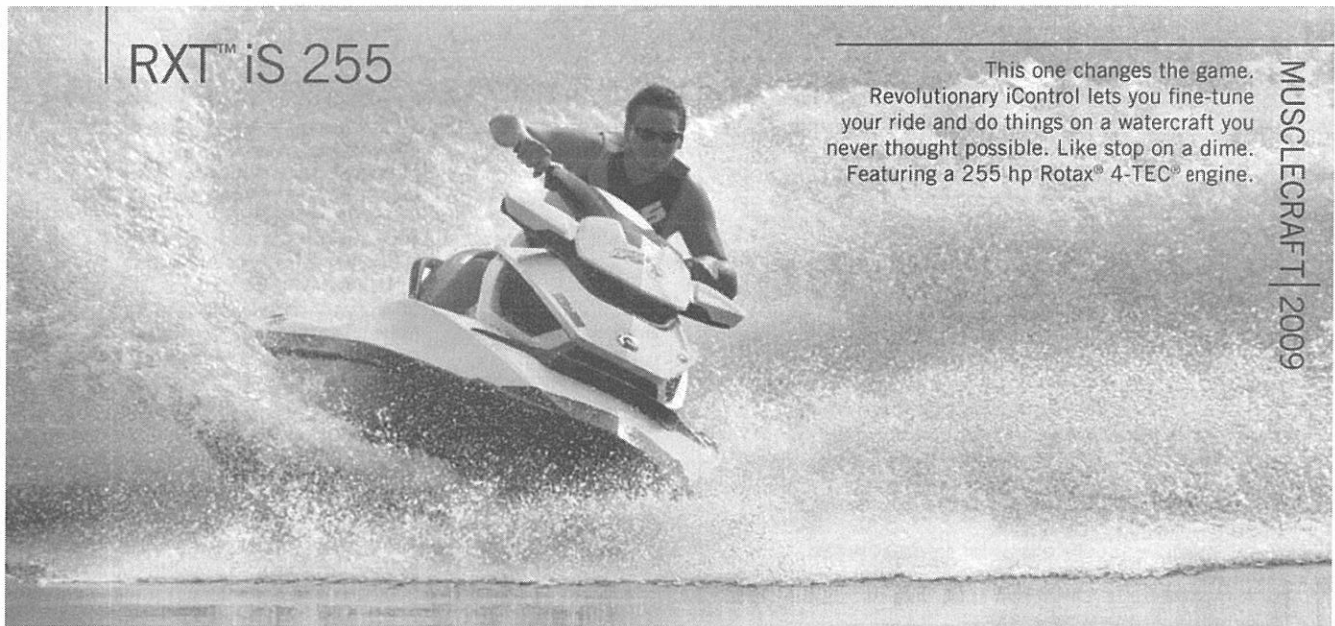
PROPULSION SYSTEM

Sea-Doo Direct Drive.....	Delivers optimum performance with the Rotax propulsion system engine.
Forward/neutral/reverse.....	Improves maneuverability especially around docks and trailer ramps.
Aluminum stator vanes.....	Handle the high-performance engine without erosion.
Replaceable urethane wear ring.....	Provides long impeller life, less maintenance and maximum thrust.
Dual automatic vacuum siphon pumps.....	Continuously removes water entering the engine compartment.
Large diameter drive shaft.....	Maintains engine and pump alignment at all operating speeds.
Stainless steel.....	Delivers improved acceleration, higher top speed and less cavitation.



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™





RXT™ iS 255

This one changes the game. Revolutionary iControl lets you fine-tune your ride and do things on a watercraft you never thought possible. Like stop on a dime. Featuring a 255 hp Rotax® 4-TEC® engine.

MUSCLECRAFT | 2009



Specifications

DIMENSIONS

Length.....	139" / 353 cm
Width.....	48" / 122cm
Height.....	43.9" / 111.4 cm
Weight (dry).....	948 lbs / 430 kg
Rider capacity.....	3
Fuel capacity.....	18.6 US gal / 70 L
Storage capacity.....	16.4 US gal / 62 L

ENGINE

Type.....	255 hp supercharged intercooled Rotax 4-TEC engine
Intake system.....	Supercharged with external intercooler
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum axial flow, single stage, large hub
Transmission.....	Electronic; iBR direct drive
Impeller.....	Stainless steel

ELECTRICAL

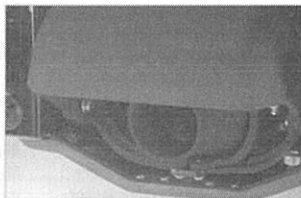
Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

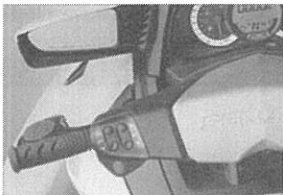
Type.....	Deep-V, S ³ Hull composite
Color.....	Bright Yellow



iS (Intelligent Suspension)



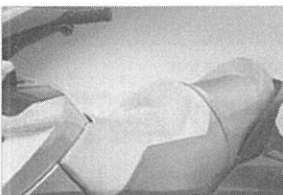
iBR (Intelligent Brake & Reverse)



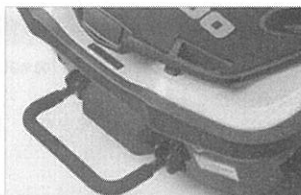
Brake & finger throttle



Information Center



Hinged seat



Fold-down reboarding step

sdd2009-001-108_en_1

REVISED SEPTEMBER 24, 2008



Standard Features

HULL AND COMPONENTS

- iControl The "Brain" that integrates and controls all systems to create the best possible ride.
- iS Allows the hull to move independently of the upperdeck, isolating rider and passenger from the impact of rough water. Adjustable manual or automatic mode.
- S³ Hull Lightweight material, ribbed and stepped. Creates a low-pressure zone to reduce drag for nimble handling and rail-tight cornering.
- Deep-V design Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
- Hinged seat Provides easy access to the engine compartment while remaining attached to the watercraft.
- High performance electric.... Provides pre-set positions for quick settings
- Variable Trim System (VTS™) when adjusting boat trim, maximizes acceleration and high-speed stability.
- Bow and stern eyes Designed for towing or securing the craft to a trailer or dock.
- Carpeted footwells Offer extra comfort, non-skid surface and great looks.
- Reboarding platform Easy access to battery, fuses and storage. with rear storage
- Fold-down reboarding step .. Grooved fold-down for easy reboarding.
- Removable, watertight Provides dry storage for luggage and necessities storage bin with easy access.
- Tilt steering Alters the steering and information center angle for maximum ease and comfort.
- Interactive Multifunction Reports 27 key operating functions:
- Digital Information Center Suspension Setting: Auto mode, Suspension Setting: Manual mode, Suspension base mode ON OFF, F-N-R indicator, No-Wake mode, Cruise Control, Fuel Level, Low Fuel Level, Low Oil Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, GPS Speedometer, Compass, VTS, VTS Preset, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key / R-Key, P codes.
- Digitally Encoded Security..... Industry's first digitally encoded theft-deterrent system.
- Foam flotation Ride with security and peace of mind. Meets or exceeds USCG standards.
- Off-Throttle Assisted Provides the operator with additional steering effect in off-throttle situations for greater maneuverability.
- Sponsons
- Bumpers
- Splash deflector
- Adjustable mirrors
- New comfort hand grips
- Finger throttle
- Floating safety lanyard
- Seat strap
- Grab handles for passenger
- Ski tow eye
- Extended range fuel tank (18.6 US gal)
- Quick latch fuel filler design
- Dual drain plugs
- External exhaust cooling flush attachment
- Operator's guide, Instructional video and booklet

RXT iS 255

ENGINE

- Supercharged intercooled 255 hp supercharged intercooled Rotax 4-TEC 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder
- Multi-port fuel injection Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
- iTC Operates electronically, with no cable. This (Intelligent Throttle Control) means the throttle works progressively. Cruise control mode and slow speed mode.
- Sea-Doo New Learning Key The new programmable L-Key allows you to set and reset the limit engine RPM as you want it.
- D-Sea-Bel™ System Sound reduction system for a quieter ride.
- Water cooled exhaust pipe Regulates exhaust temperature.
- Closed-loop cooling system Ensures the proper operating temperature at all speeds and improves corrosion durability.
- Water/air separator Provides maximum airflow to engine and reduces water intrusion.
- Watertight digital ignition Provides optimal energy for a consistent spark, ensuring maximum performance.
- RPM limiter Protects engine from over-revving.
- Warning device Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted Engine starts and stops with single, start/stop button user-friendly control button.
- Tip Over Protection Protects engine in case of turn over. System (T.O.P.S.™)

PROPULSION SYSTEM

- iBR The world's first on-water braking system for (Intelligent Brake & Reverse) a PWC. Gives riders the ability to bring their PWC to a controlled stop, on their terms. Reverse, start in neutral.
- Sea-Doo Direct Drive Delivers optimum performance with the Rotax propulsion system
- Replaceable urethane Provides long impeller life, less maintenance wear ring and maximum thrust.
- Dual automatic vacuum Continuously removes water entering the siphon pumps
- Large diameter drive shaft Maintains engine and pump alignment at all with crowned spline design operating speeds.
- Stainless steel impeller Delivers improved acceleration, higher top impeller speed and less cavitation.
- Aluminum stator vanes Handle the high-performance engine without erosion.

OPTIONS

- Depth finder
- Removable dry bag for front storage
- New glove box organizer
- Safety kit
- Speed Tie™
- Sandbag anchor
- Protective cover

WARRANTY

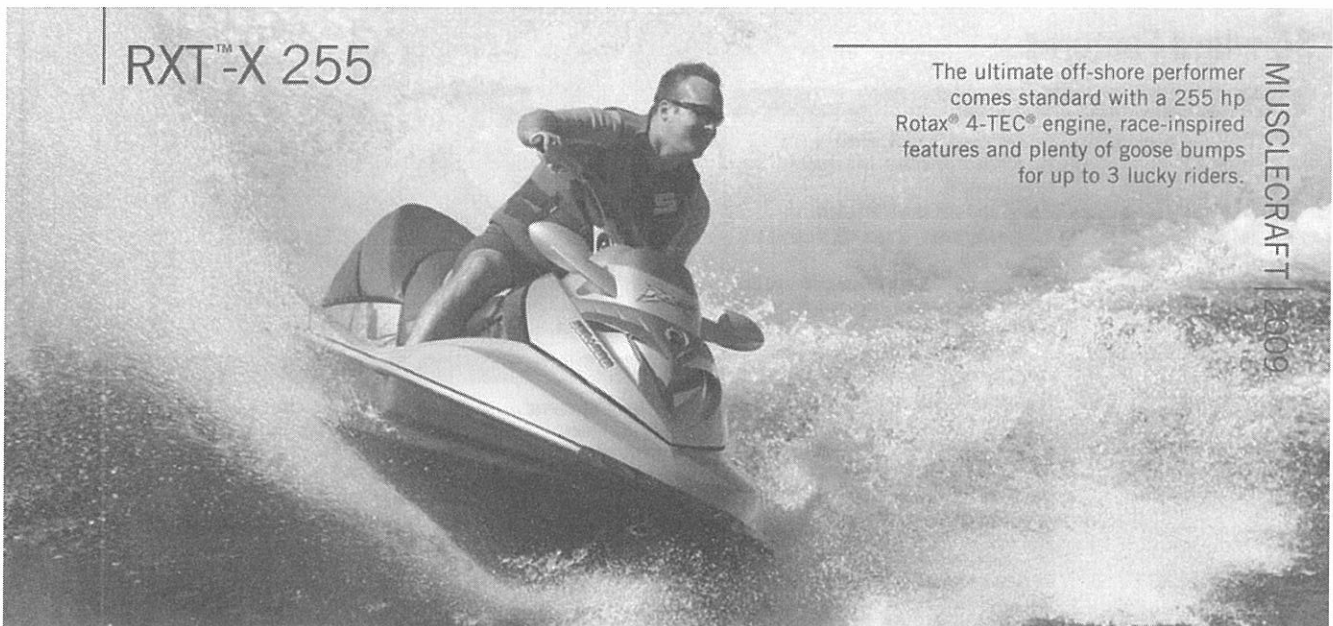
BRP limited warranty covers the watercraft for one year.



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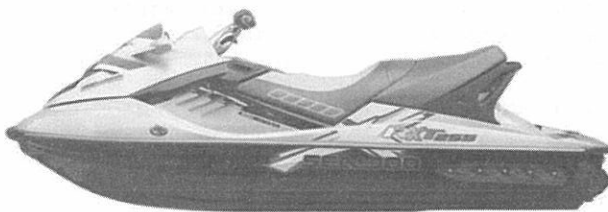


RXT™-X 255



The ultimate off-shore performer comes standard with a 255 hp Rotax® 4-TEC® engine, race-inspired features and plenty of goose bumps for up to 3 lucky riders.

MUSCLECRAFT | 2009



Specifications

DIMENSIONS

Length.....	130" / 331 cm
Width.....	48" / 122 cm
Height.....	46.5" / 118 cm
Weight (dry).....	804 lbs / 365 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	29.6 US gal / 112 L

ENGINE

Type.....	255 hp Supercharged Intercooled Rotax 4-TEC engine
Intake system.....	Supercharged with external intercooler 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

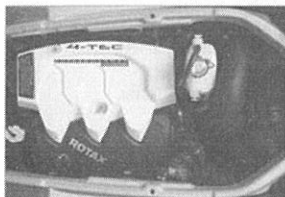
Propulsion system.....	Sea-Doo® Direct Drive
Racing pump with high performance intake grate.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse and high performance electric VTS™ (Variable Trim System)
Impeller.....	Stainless steel

ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

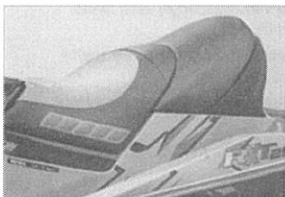
Type.....	Modified-V, composite
Color.....	Hyper Silver



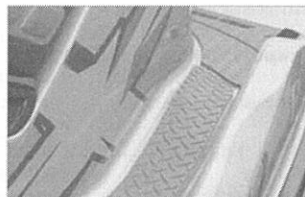
255 hp Rotax 4-TEC engine



X-Handlebars



X-Coloration seat



X-Tra Traction footwell carpet



High-performance VTS™



Racing design

REVISED SEPTEMBER 24, 2008

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Standard Features

HULL AND COMPONENTS

Modified-V, composite.....	Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
FRP construction.....	Strong, light and easy to maintain.
Bow and stern eyes.....	Designed for towing or securing the craft to a trailer or dock.
Carpeted footwells and reboarding deck pads.....	Offer extra comfort, non-skid surface and an aggressive diamond-plate pattern for additional traction.
X-Handlebars.....	Allows rider to fine tune positioning when launching off large waves.
X-Coloration seat.....	Ergonomically designed for comfort and great looks providing seating for three and spotter for watersports.
Multifunction Digital Information Center.....	Reports 20 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, VTS, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes, VTS Preset.
High performance electric Variable Trim System (VTS).....	Provides pre-set positions for quick settings when adjusting boat trim, maximizes acceleration and high-speed stability.
Digitally Encoded Security System (D.E.S.S.™).....	Industry's first digitally encoded theft-deterrent system.
Foam flotation.....	Ride with security and peace of mind. Meets or exceeds USCG standards.
Off-Power Assisted Steering (O.P.A.S.™).....	Assists steering during off-power, as well as off-throttle situations.
Ski eye.....	For easy and secure attachment of ski rope.
Sponsons	
Bumpers	
Adjustable mirrors	
Reboarding platform	
Double density comfort hand grips	
Billet finger throttle with braided steel cable	
Floating safety lanyard	
Seat strap	
Grab handle	
Extra-large storage compartment(s)	
Glove compartment	
Extended range fuel tank (15.9 US gal)	
Elevated fuel filler	
Dual drain plugs	
External exhaust cooling flush attachment	
Operator's guide, instructional video and booklet	

OPTIONS

Special GTX ¹ Limited glove compartment with GPS
Removable WakeBoost system
Retractable ski pylon
Removable wakeboard rack
Depth finder
Removable dry bag for front storage
Removable front tray
Cell Phone case inside storage tray
Safety kit
Mooring rope
Sandbag anchor
Protective cover
Fold-down reboarding step



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RXT-X 255

MUSCLECRAFT | 2009



ENGINE

Supercharged intercooled 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder.....	255 hp Supercharged Intercooled Rotax 4-TEC engine provides reliable ultra-high performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
Multi-port fuel injection.....	Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
Sea-Doo Learning Key™.....	LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
D-Sea-Bel™ system.....	Sound reduction system for a quieter ride.
Water cooled exhaust pipe.....	Regulates exhaust temperature.
Closed-loop cooling system.....	Ensures the proper operating temperature at all speeds and improves corrosion durability.
Water/air separator.....	Provides maximum airflow to engine and reduces water intrusion.
Watertight digital ignition.....	Provides optimal energy for a consistent spark, ensuring maximum performance.
RPM limiter.....	Protects engine from over-revving.
Warning device.....	Warns operator of engine and exhaust overheating, engine management and system failure.
Handlebar-mounted.....	Engine starts and stops with single, start/stop button user-friendly control button.
Tip Over Protection System (T.O.P.S.™).....	Protects engine in case of turn over.

PROPULSION SYSTEM

Sea-Doo Direct Drive.....	Delivers optimum performance with the Rotax propulsion system engine.
Racing pump with high performance intake grate.....	Ensures that the inlet stays hooked up and fills the pump for maximum thrust even in the roughest conditions.
Forward/neutral/reverse.....	Improves maneuverability especially around docks and trailer ramps.
Aluminum stator vanes.....	Handle the high-performance engine without erosion.
Replaceable urethane wear ring.....	Provides long impeller life, less maintenance and maximum thrust.
Dual automatic vacuum siphon pumps.....	Continuously removes water entering the engine compartment.
Large diameter drive shaft with crowned spline design.....	Maintains engine and pump alignment at all operating speeds.
Stainless steel impeller.....	Delivers improved acceleration, higher top speed and less cavitation.

WARRANTY

BRP limited warranty covers the watercraft for one year.





WAKE™ 155

Plenty of power to put watersports enthusiasts through their paces. At a price that will leave you with plenty of extra cash.

SPORT
2009



Specifications

DIMENSIONS

Length.....	127" / 323 cm
Width.....	49" / 125 cm
Height.....	45.9" / 117 cm
Weight (dry).....	748 lbs / 339 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	12.4 US gal / 46.8 L

ENGINE

Type.....	155 hp Rotax® 4-TEC® engine
Intake system.....	Naturally aspirated with 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	10.6:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Regular unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse
Impeller.....	Stainless steel

ELECTRICAL

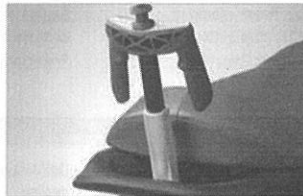
Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

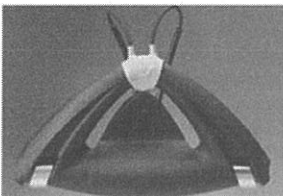
Type.....	Progressive-V, composite
Color.....	Viper Red



Watertight removable storage bin



Retractable ski pylon



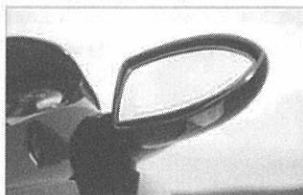
Removable board rack



Fold-down reboarding step



Information Center including speedometer & water temperature



Convex mirrors

REVISED SEPTEMBER 24, 2008

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Standard Features

HULL AND COMPONENTS

Progressive, composite	Wider, flatter, more stable and provides a drier ride.
FRP construction	Strong, light and easy to maintain.
Bow and stern eyes	Designed for towing or securing the craft to a trailer or dock.
Carpeted footwells and deck pads	Offer extra comfort, non-skid surface and great looks.
3-up seat	Comfortable room for three – permits rear-facing spotter for watersports.
Elevated fuel filler	Easy access and prevents water intrusion while refueling.
Multifunction Digital Information Center	Reports 17 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
Digitally Encoded Security System (D.E.S.S.™)	Industry's first digitally encoded theft-deterrent system.
Foam flotation	Ride with security and peace of mind. Meets or exceeds USCG standards.
Off-Power Assisted Steering (O.P.A.S.™)	Assists steering during off-power, as well as off-throttle situations.
Sponsons	
Bumpers	
Temporary docking loops	
Double density comfort hand grips	
Wide handlebars	
Reboarding platform	
Fold-down reboarding step	
Floating safety lanyard	
Seat strap	
Grab handle	
Watertight, removable storage bin	
Glove compartment	
Extended range fuel tank (15.9 US gal)	
Dual drain plugs	
External exhaust cooling flush attachment	
Operator's guide, instructional video and booklet	

WAKE PACKAGE

Retractable ski pylon	Allows for high, secure attachment of a ski rope.
Removable wakeboard rack	Provides easy transport of a wakeboard to the ride site.
Wide-angle convex mirrors	Increases field of view by 32% over standard mirrors.

OPTIONS

Depth finder
Removable dry bag for front storage
Safety kit
Additional wakeboard rack
Mooring rope
Sandbag anchor
Protective cover



ENGINE

1,494 cc four-stroke, SOHC with four valves per cylinder	155 hp Rotax 4-TEC engine provides reliable performance in fresh or salt water, increased torque at low RPM, optimized power at all RPM levels and throttle positions.
Sea-Doo Learning Key™	LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 45 mph. Options are programmable by dealer.
D-Sea-Bel™ system	Sound reduction system for a quieter ride.
Multi-port fuel injection	Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
Closed-loop cooling system	Ensures the proper operating temperature at all speeds and improves corrosion durability.
Water/air separator	Provides maximum airflow to engine and reduces water intrusion.
Watertight digital ignition	Provides optimal energy for a consistent spark, ensuring maximum performance.
RPM limiter	Protects engine from over-revving.
Warning device	Warns operator of engine and exhaust overheating, engine management and system failure.
Handlebar-mounted start/stop button	Engine starts and stops with single, user-friendly control button.
Tip Over Protection System (T.O.P.S.™)	Protects engine in case of turn over.

PROPULSION SYSTEM

Sea-Doo Direct Drive	Delivers optimum performance with the Rotax engine.
Forward/neutral/reverse	Improves maneuverability especially around docks and trailer ramps.
Aluminum stator vanes	Handle the high-performance engine without erosion.
Dual automatic vacuum siphon pumps	Continuously removes water entering the engine compartment.
Large diameter drive shaft	Maintains engine and pump alignment at all operating speeds.
Replaceable urethane wear ring	Provides long impeller life, less maintenance and maximum thrust.
Stainless steel impeller	Delivers improved acceleration, higher top speed and less cavitation.

WARRANTY

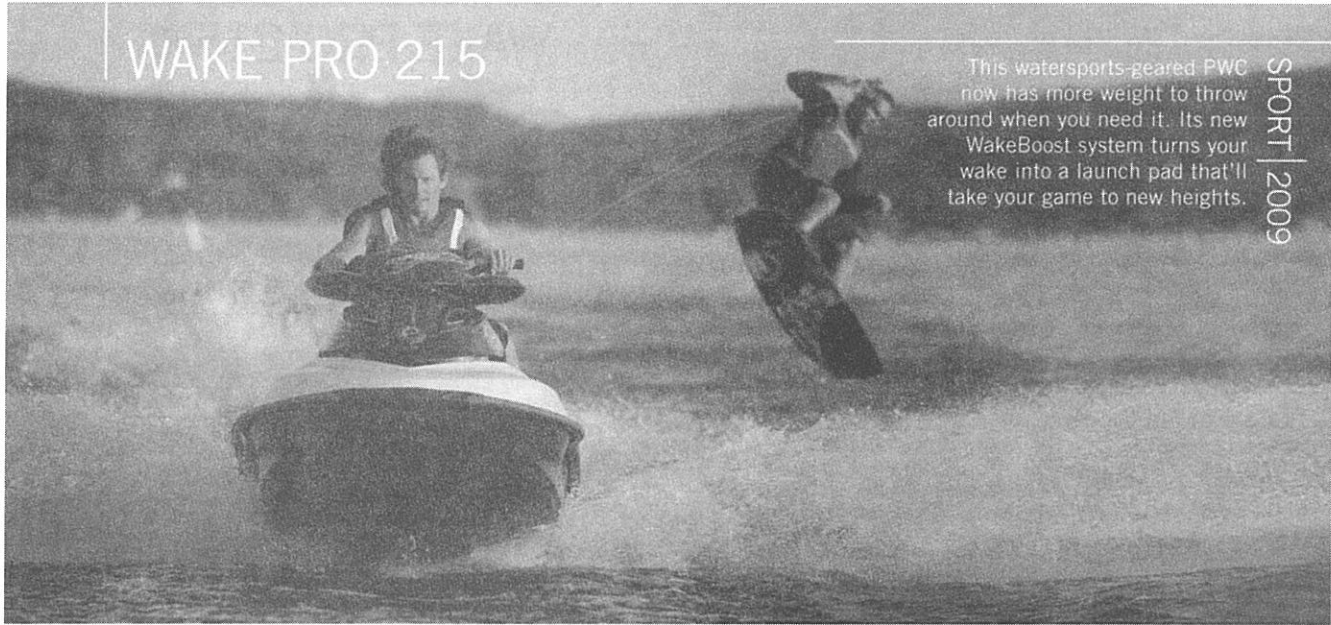
BRP limited warranty covers the watercraft for one year.



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WAKE PRO 215



This watersports-gear PWC now has more weight to throw around when you need it. Its new WakeBoost system turns your wake into a launch pad that'll take your game to new heights.

SPORT | 2009



Specifications

DIMENSIONS

Length.....	130" / 331 cm
Width.....	48" / 122 cm
Height.....	47.2" / 120 cm
Weight (dry).....	847 lbs / 384 kg
Rider capacity.....	3
Fuel capacity.....	15.9 US gal / 60 L
Storage capacity.....	34.3 US gal / 129.8 L

ENGINE

Type.....	215 hp Supercharged Intercooled Rotax® 4-TEC® engine
Intake system.....	Supercharged with intercooler, 52mm throttle body
Bore x stroke.....	100 mm x 63.4 mm
Displacement.....	1,494 cc
Compression ratio.....	8.4:1
Cooling.....	Closed-loop cooling system
Fuel type.....	Premium unleaded recommended

DRIVE UNIT

Propulsion system.....	Sea-Doo® Direct Drive
Jet pump.....	Aluminum, axial flow, single stage, large hub with 10-vane stator
Transmission.....	Direct drive, forward/neutral/reverse and high performance electric VTS™ (Variable Trim System)
Impeller.....	Stainless steel

ELECTRICAL

Ignition.....	Digital inductive
Starter.....	Electric
Battery.....	12 V

HULL AND COMPONENTS

Type.....	Modified-V, composite
Color.....	Deep Black/Viper Red

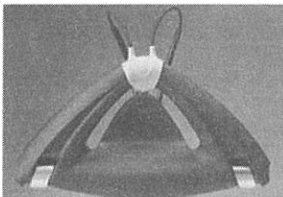
REVISED SEPTEMBER 24, 2008



Removable WakeBoost system



Retractable ski pylon



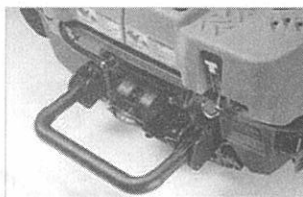
Removable board rack



Watertight removable storage bin and tray



High-performance VTS



Fold-down reboarding step

sdd2009-001-111_en_1



Standard Features

HULL AND COMPONENTS

Modified-V, composite.....	Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.
FRP construction.....	Strong, light and easy to maintain.
Bow and stern eyes.....	Designed for towing or securing the craft to a trailer or dock.
Carpeted footwells.....	Offer extra comfort, non-skid surface and great looks.
3-up seat.....	Comfortable room for three – permits spotter for watersports.
Elevated fuel filler.....	Easy access and prevents water intrusion while refueling.
Multifunction Digital Information Center.....	Reports 20 key operating functions: Fuel Level, Low Fuel Level, Low Voltage, Tachometer, Overheat, Hour Meter, Maintenance Info, Speedometer, Compass, VTS, Lake Temperature, Check Engine, Low Oil Pressure, Sensor Check, Hi Voltage, Key (battery protection), Key (wrong key), L-Key, P codes, VTS Preset.
Digitally Encoded Security System (D.E.S.S.™).....	Industry's first digitally encoded theft-deterrent system.
Foam flotation.....	Ride with security and peace of mind. Meets or exceeds USCG standards.
Off-Power Assisted Steering (O.P.A.S.™).....	Assists steering during off-power, as well as off-throttle situations.
Sponsons	
Bumpers	
Temporary docking loops	
Double density comfort hand grips	
Wide handlebars	
Reboarding platform	
Fold-down reboarding step	
Floating safety lanyard	
Seat strap	
Grab handle	
Watertight, removable storage bin	
Extra-large storage compartment(s)	
Glove compartment	
Extended range fuel tank (15.9 US gal)	
Dual drain plugs	
External exhaust cooling flush attachment	
Operator's guide, instructional video and booklet	

WAKE PRO PACKAGE

Removable WakeBoost system.....	Adds weight to reboarding platform to fine-tune wake size and shape (200 lbs / 90.7kg).
High performance electric Variable Trim System (VTS).....	Enables rider to alter the watercraft's trim to fine-tune wake and improve acceleration.
Retractable ski pylon.....	Allows for high, secure attachment of a ski rope.
Removable wakeboard rack.....	Provides easy transport of a wakeboard to the ride site.
Removable storage tray.....	Provides portable access to front storage items.
Wide-angle convex mirrors.....	Increases field of view by 32% over standard mirrors.

WARRANTY

BRP limited warranty covers the watercraft for one year.

WAKE PRO 215 SPORT 2009



ENGINE

Supercharged intercooled.....	215 hp Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke, Rotax SOHC with four valves per cylinder
Sea-Doo Learning Key™.....	LK1 – Limits engine RPM and top speed to about 35 mph. LK2 – Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
D-Sea-Bel™ system.....	Sound reduction system for a quieter ride.
Multi-port fuel injection.....	Better control of exhaust emission and power at all RPM ranges to reduce emissions and reduce fuel consumption.
Closed-loop cooling system.....	Ensures the proper operating temperature at all speeds and improves corrosion durability.
Water/air separator.....	Provides maximum airflow to engine and reduces water intrusion.
Watertight digital ignition.....	Provides optimal energy for a consistent spark, ensuring maximum performance.
RPM limiter.....	Protects engine from over-revving.
Warning device.....	Warns operator of engine and exhaust overheating, engine management and system failure.
Handlebar-mounted start/stop button.....	Engine starts and stops with single, user-friendly control button.
Tip Over Protection System (T.O.P.S.™).....	Protects engine in case of turn over.

PROPULSION SYSTEM

Sea-Doo Direct Drive propulsion system.....	Delivers optimum performance with the Rotax engine.
Forward/neutral/reverse.....	Improves maneuverability especially around docks and trailer ramps.
Aluminum stator vanes.....	Handle the high-performance engine without erosion.
Dual automatic vacuum siphon pumps.....	Continuously removes water entering the engine compartment.
Large diameter drive shaft.....	Maintains engine and pump alignment at all operating speeds.
Replaceable urethane wear ring.....	Provides long impeller life, less maintenance and maximum thrust.
Stainless steel impeller.....	Delivers improved acceleration, higher top speed and less cavitation.

OPTIONS

Special GTX¹ Limited glove compartment with GPS
Depth finder
Removable dry bag for front storage
Safety kit
Additional wakeboard rack
Mooring rope
Sandbag anchor
Protective cover



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



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sdd2009-001-111_en_2



150 Speedster®

Intuitive handling and intense maneuverability. All driven by a Rotax 4-TEC engine with the choice of a 155, 215 or 255 hp.

MUSCLECRAFT | 2009



Yellow



Specifications

DIMENSIONS

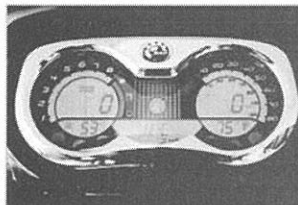
Length	15' 4" / 4.67 m
Beam	7' 1" / 2.16 m
Draft	12" / 30.5 cm
Dry weight	1,454 lbs / 659 kg
Seating capacity	4
Fuel capacity	21 US gal / 79.4 L

ENGINE

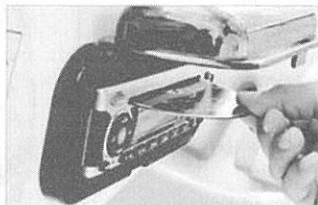
Model	Rotax® 1503 4-TEC®
Horsepower	155 hp, 215 hp or 255 hp

Highlights

- Digital Information Center w/19 functions including compass, water temperature, hour meter, depth finder
- Satellite-ready AM/FM/CD stereo w/MP3 port and 2 speakers
- Chrome cleats (4)
- Non-slip grab handles (8)
- Driver console
- Front and rear lockable storage
- Swim platform w/ladder
- Depth finder
- Ski pylon



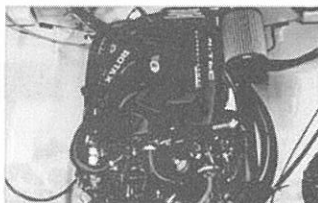
Digital information center



Satellite-ready AM/FM/CD stereo with MP3 port



Lockable rear storage



Rotax 4-TEC engine

REVISED SEPTEMBER 25, 2008

sdd2009-001-119_en_1



Overall Specifications

DIMENSIONS

Length	15' 4" / 4.67 m
Beam	7' 1" / 2.16 m
Draft	12" / 30.5 cm
Dry weight	1,454 lbs / 659 kg
Storage capacity	14.5 cu ft / .44 cu m
Seating capacity	4
Weight capacity	715 lbs / 324 kg
Fuel capacity	.21 US gal / 79.4 L

DIMENSIONS (ON TRAILER)

Length	17' 5" / 5.22 m
Width	7' 1" / 2.16 m
Height: No tower	4' 11" / 1.50 m
Tower down	6' 10" / 2.08 m
Tower up	8' 4" / 2.54 m
Gross weight	2,100 lbs / 952 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC
Displacement	1,494 cc
Horsepower: Std	155 hp NA
Opt 1	215 hp SCIC
Opt 2	255 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine): Std	7,300
Opt 1 & 2	8,000
Octane no: Std	87
Opt 1 & 2	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System



Viper Red

MUSCLECRAFT | 2009

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	20°
Colors: Opt 1 gel-coat	Yellow
Opt 2 gel-coat	Viper Red

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter: Std	6 1/8" / 15.56 cm
Opt 1 & 2	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – chrome (4)
- Cup holders (4)
- Rub rail (Black)
- Grab handles (8)
- Non-skid decking
- Navigation light – bow side lights
- Ski Pylon – Pull-up
- Tow eyes – stainless steel bow & stern
- Swim Platform
- Reboarding ladder – rear (1-step)
- Engine access – sunpad
- Engine blower
- Auto bilge pump

STORAGE

- Ski locker, lockable
- Sunpad, lockable
- Console, lockable

CONTROL STATION

HELM

- Steering – standard
- Separated shift & throttle lever
- Battery switch
- Fuse box
- DESS magnetic lanyard key

CONTROL STATION (Cont'd)

DIGITAL INFOCENTER

- Fuel level
- Low fuel level
- Low oil level
- Low voltage
- Tachometer
- Overheat
- Hour meter
- Maintenance info
- Speedometer
- Compass
- Water temperature
- Check engine
- Low oil pressure
- Depth Finder
- Sensor check
- Hi voltage
- Battery Protection
- Key (Wrong Key)
- L- Key

COCKPIT

- Dash finish – Black
- Outlet – 12 volt accessory (1)
- Cooler – integrated

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – stern (2)
- MP3 port

CANVAS & MISCELLANEOUS

- Warranty (1 yr)

CERTIFICATIONS

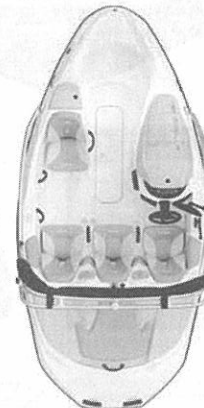
- NMMA

TRAILER

- Single axle
- Swing-away tongue
- Painted Trailer

Options

- Wakeboard tower & racks
- Carpet – snap-in
- Mirror – with tower only
- Mooring cover
- Bimini top (incl. with tower)
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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Overall Specifications

DIMENSIONS

Length	19' 9" / 6.02 m
Beam	8' / 2.44 m
Draft	12" / 30.5 cm
Dry weight: No tower	2,770 lbs / 1,256 kg
With tower	2,830 lbs / 1,284 kg
Storage capacity	46 cu ft / 1.3 cu m
Seating capacity	7
Weight capacity	1,365 lbs / 619 kg
Fuel capacity	44 US gal / 166.5 L

DIMENSIONS (ON TRAILER)

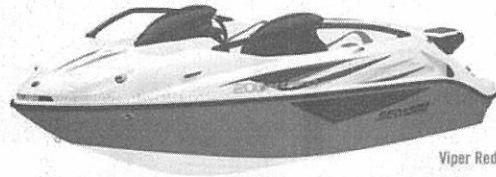
Length (tongue folded)	21' 2" / 6.45 m [18' 11" / 5.77 m]
Width	8' 6" / 2.59 m
Height: No tower	6' 6" / 1.98 m
Tower down	7' 1" / 2.16 m
Tower up	9' 11" / 3.02 m
Gross weight: No tower	4,095 lbs / 1,858 kg
With tower	4,115 lbs / 1,885 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower	430 hp SCIC
Cylinders (engine)	3
Max RPM (engine)	8,000
Octane no.	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

200 Speedster

MUSCLECRAFT 2009



Viper Red

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	21°
Colors: Opt 1 gel-coat	Bright White
Opt 2 gel-coat	Viper Red

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – chrome (6)
- Cup holders (6)
- Rub rail (Black)
- Grab handles (8)
- Non-skid decking
- Navigation light – bow side lights
- Courtesy lights (3)
- Ski pylon – pull-up
- Tow eyes – stainless steel bow & stern
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Ski locker, lockable
- Under seat
- Sunpad, lockable
- Glovebox, lockable

CONTROL STATION

HELM

- Steering – Custom
- Horn
- Separated shift & throttle lever
- Battery switch – rear storage
- Fuse box
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- Depth finder

COCKPIT

- Dash finish – Pearlstone
- Outlet – 12 volt accessory (1)
- Cooler – integrated

SEATING

- Driver Seat
 - Track & swivel
- Passenger Seat
 - Track & swivel

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – cockpit (4)
- MP3 port

CANVAS & MISCELLANEOUS

- Wind deflector
- Warranty (1 yr)

CERTIFICATIONS

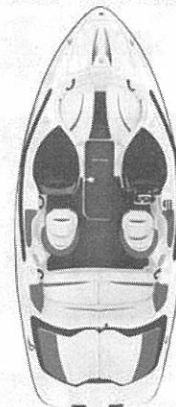
- NMMA

TRAILER

- Single axle
- Disc brakes
- Swing-away tongue
- Painted trailer

Options

- Wakeboard tower & racks
- Carpet – snap-in
- Mirror – with tower only
- Mooring cover
- Bimini top
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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Speedster® WAKE™

The legendary sport boat designed for extreme wake action in a 20-foot package with a 430 hp engine.

SPORT | 2009



Viper Red with Black



Specifications

DIMENSIONS

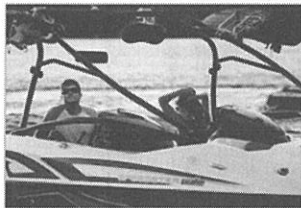
Length	19' 9" / 6.02 m
Beam	8' / 2.44 m
Draft	12" / 30.5 cm
Dry weight	2,960 lbs / 1,343 kg
Seating capacity	7
Fuel capacity	44 US gal / 166.5 L

ENGINE

Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	430 hp

Highlights

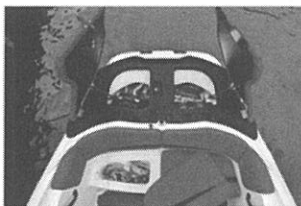
- Swim platform w/2-step ladder
- Dual rear storage compartment
- Sun deck pad
- Wakeboard tower w/board racks and mirror
- WakeBoost (600 lbs (272kg))
- Satellite-ready AM/FM/CD stereo w/MP3 port w/125 watts/channel amp, 4 speakers, 4 tower speakers, P.A. and remote
- PerfectPass WakeboardPro speed control
- 12 volt jack
- Windscreen w/pop-up wind deflector and helm storage
- Built-in cooler



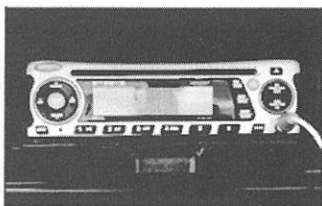
Tower



PerfectPass® WakeboardPro



Locking sun-pad storage



Satellite-ready AM/FM/CD stereo with MP3 port

REVISED SEPTEMBER 25, 2008

sdd2009-001-127_en_1



Overall Specifications

DIMENSIONS

Length	19' 9" / 6.02 m
Beam	8' / 2.44 m
Draft	12" / 30.5 cm
Dry weight	2,960 lbs / 1,343 kg
Storage capacity	30 cu ft / .85 cu m
Seating capacity	7
Weight capacity	1,281 lbs / 581 kg
Fuel capacity	.44 US gal / 166.5 L

DIMENSIONS (ON TRAILER)

Length (tongue folded)	21' 2" / 6.45 m [18' 11" / 5.77 m]
Width	8' 6" / 2.59 m
Height: Tower down	7' 1" / 2.16 m
Tower up	9' 11" / 3.02 m
Gross weight	4,285 lbs / 1,944 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower	430 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine)	8,000
Octane no.	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

Speedster WAKE

SPORT | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Premium
Deadrise	21°
Color gel-coat	Viper Red with Black

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – chrome (6)
- Cup holders (6)
- Rub rail (Black)
- Grab handles (8)
- Non-skid decking
- Navigation light – bow side lights
- Courtesy lights (3)
- Wakeboard tower
- Wakeboard racks
- WakeBoost – single tank / 600 lbs
- Ski Pylon – pull-up
- Tow eyes – stainless steel bow & stern
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Under seat
- Sunpad, lockable
- Glovebox, lockable

CONTROL STATION

HELM

- Steering – Custom
- Horn
- Separated shift & throttle lever
- Battery switch – rear storage
- Fuse box
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- PerfectPass® WakeboardPro
- Depth finder
- Water temperature

COCKPIT

- Carpet – snap-in
- Dash finish – Pearlstone
- Mirrors
- Outlet – 12 volt accessory (1)
- Cooler – integrated

Driver Seat

- Track & swivel

Passenger Seat

- Track & swivel

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – cockpit (4)
- Tower speakers (4)
- P.A.
- MP3 port
- Stereo remote – helm
- Amplifier

CANVAS & MISCELLANEOUS

- Wind – deflector
- Warranty (1 yr)

CERTIFICATIONS

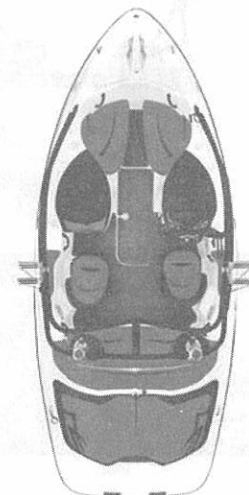
- NMMA

TRAILER

- Single axle
- Disc brakes
- Swing-away tongue
- Chrome wheels
- Painted trailer

Options

- Mooring cover
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



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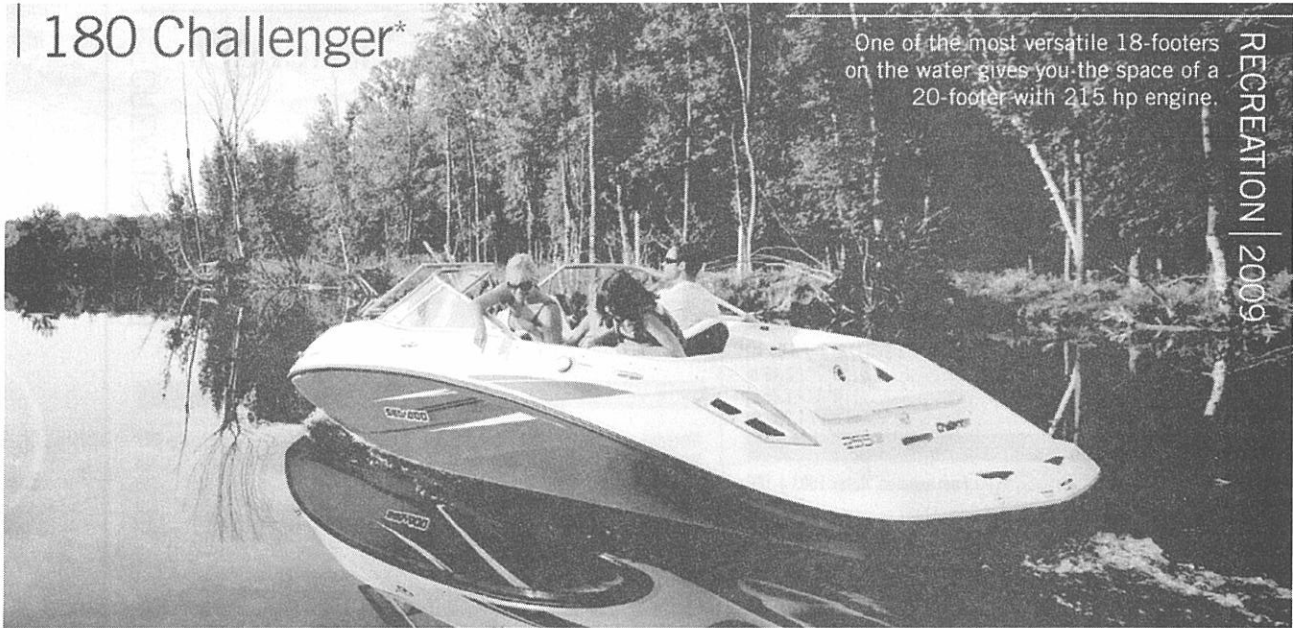
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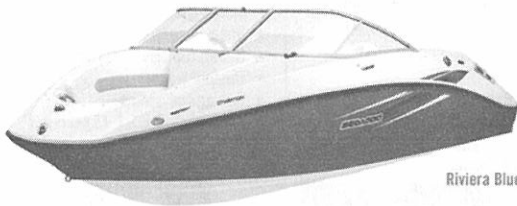
180 Challenger*

One of the most versatile 18-footers on the water gives you the space of a 20-footer with 215 hp engine.

RECREATION | 2009



Scarlet Red



Riviera Blue

Specifications

DIMENSIONS

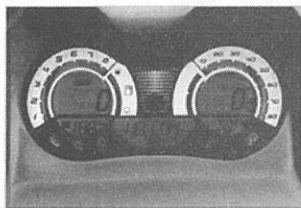
Length	17' 7" / 5.36 m
Beam	8' 2" / 2.49 m
Draft	12" / 30.5 cm
Dry weight	1,898 lbs / 861 kg
Seating capacity	8
Fuel capacity	32 US gal / 121 L

ENGINE

Model	Rotax® 1503 4-TEC®
Horsepower	215 hp

Highlights

- Digital Information Center w/18 functions including compass, water temperature, hour meter
- Satellite-ready AM/FM/CD stereo w/MP3 port and 2 speakers
- Huge passenger space
- Swim platform w/2-step ladder
- Walk-through to swim platform
- Dual access rear storage
- Removable cooler under rear seat
- Full, wraparound glass windshield
- Abundant on-board storage
- Bow filler cushion lounge area



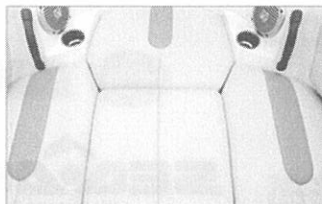
LCD Infocenter



Walk-through transom



Satellite-ready AM/FM/CD stereo with MP3 port



Bow filler cushion

REVISED SEPTEMBER 25, 2008

sdd2009-001-120_en_1



Overall Specifications

DIMENSIONS

Length	17' 7" / 5.36 m
Beam	8' 2" / 2.49 m
Draft	12" / 30.5 cm
Dry weight	1,898 lbs / 861 kg
Storage capacity	23 cu ft / 65 cu m
Seating capacity	8
Weight capacity	1,383 lbs / 627 kg
Fuel capacity	32 US gal / 121 L

DIMENSIONS (ON TRAILER)

Length [tongue folded]	19' 4" / 5.9 m [18' 3" / 5.56 m]
Width	8' 2" / 2.49 m
Height	6' 1" / 1.85 m
Gross weight	2,843 lbs / 1,290 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC
Displacement	1,494 cc
Horsepower	215 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine)	8,000
Octane no.	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

180 Challenger

RECREATION | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	20°
Colors: Opt 1 gel-coat	Scarlet Red
Opt 2 gel-coat	Riviera Blue

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – chrome (6)
- Cup holders (8)
- Rub rail (Black)
- Grab handles (10)
- Non-skid decking
- Navigation light
- Courtesy lights (3)
- Tow eyes – stainless steel bow & stern
- Ski eye – stern
- Walk-Thru – rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower
- Auto bilge pump

STORAGE

- Ski locker, lockable
- Under seat
- Dual access rear
- Glovebox, lockable

CONTROL STATION

HELM

- Steering – standard
- Horn
- Separated shift & throttle lever
- Battery switch – rear storage
- Fuse box
- DESS magnetic lanyard key

DIGITAL INFOCENTER

- Fuel level
- Low fuel level
- Low oil level
- Low voltage
- Tachometer
- Overheat
- Hour meter
- Maintenance info
- Speedometer
- Compass
- Water temperature
- Check engine
- Low oil pressure
- Sensor check
- Hi voltage
- Battery protection
- Key (Wrong Key)
- L- Key

COCKPIT

- Dash finish – Vinyl covered Gray
- Outlet – 12 volt accessory (1)
- Cooler – removable

SEATING

- Driver Seat
 - Track & swivel
- Passenger Seat
 - Track & swivel

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – cockpit (2)
- MP3 port

CANVAS & MISCELLANEOUS

- Bow filler cushion
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

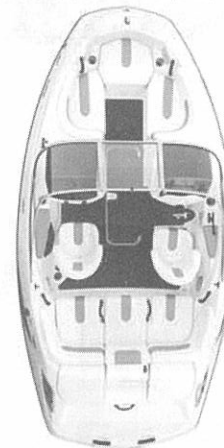
- NMMA

TRAILER

- Single axle
- Swing-away tongue
- Painted trailer

Options

- Cockpit cover
- Tonneau cover
- Mooring cover
- Snap-in carpet
- Bimini top
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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Overall Specifications

DIMENSIONS

Length	17' 7" / 5.36 m
Beam	8' 2" / 2.49 m
Draft	12" / 30.5 cm
Dry weight: No tower	1,913 lbs / 868 kg
With tower	1,948 lbs / 884 kg
Storage capacity	23 cu ft / .65 cu m
Seating capacity	8
Weight capacity	1,383 lbs / 627 kg
Fuel capacity	32 US gal / 121 L

DIMENSIONS (ON TRAILER)

Length [tongue folded]	19' 4" / 5.9 m [18' 3" / 5.56 m]
Width	8' 2" / 2.49 m
Height: No tower	6' 1" / 1.85 m
Tower down	6' 7" / 2.00 m
Tower up	8' 5" / 2.57 m
Gross weight	2,843 lbs / 1,290 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC
Displacement	1,494 cc
Horsepower: Std	215 hp SCIC
Opt 1	255 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine): Std & Opt 1	8,000
Octane no: Std & Opt 1	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

180 Challenger SE

RECREATION
2009



Riviera Blue

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

HULL & DECK

Material	Composite FRP
Vinylester barrier stringer	Std
Full fiberglass liner	Std
Graphics	Std
Deadrise	20°
Colors: Opt 1 gel-coat	Scarlet Red
Opt 2 gel-coat	Riviera Blue

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter: Std & Opt 1	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – stainless steel pull-up (6)
- Cup holders – stainless steel (8)
- Rub rail (Black)
- Grab handles (10)
- Non-skid decking
- Navigation light
- Courtesy lights (3)
- Tow eyes – stainless steel bow & stern
- Ski eye – stern
- Walk-Through – rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower
- Auto bilge pump

STORAGE

- Ski locker, lockable
- Under seat
- Glovebox, lockable
- Dual access rear

CONTROL STATION

HELM

- Steering – custom
- Horn
- Separated shift & throttle lever
- Battery switch – rear storage
- Fuse box
- DESS magnetic lanyard key

CONTROL STATION (Cont'd)

DIGITAL INFOCENTER

- Fuel level
- Low fuel level
- Low oil level
- Low voltage
- Tachometer
- Overheat
- Hour meter
- Maintenance info
- Speedometer
- Compass
- Water temperature
- Check engine
- Low oil pressure
- Depth finder
- Sensor check
- Hi voltage
- Battery protection
- Key (Wrong Key)
- L- Key

COCKPIT

- Carpet – snap-in
- Dash finish – Vinyl covered Gray
- Outlet – 12 volt accessory (1)
- Cooler – removable

SEATING

- Driver Seat
- Track & swivel
- Passenger Seat
- Track & swivel

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (2)
- MP3 port
- Stereo remote – helm

CANVAS & MISCELLANEOUS

- Cockpit cover
- Tonneau cover
- Bimini top
- Bow filler cushion
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

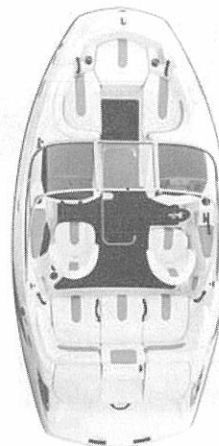
- NMMA

TRAILER

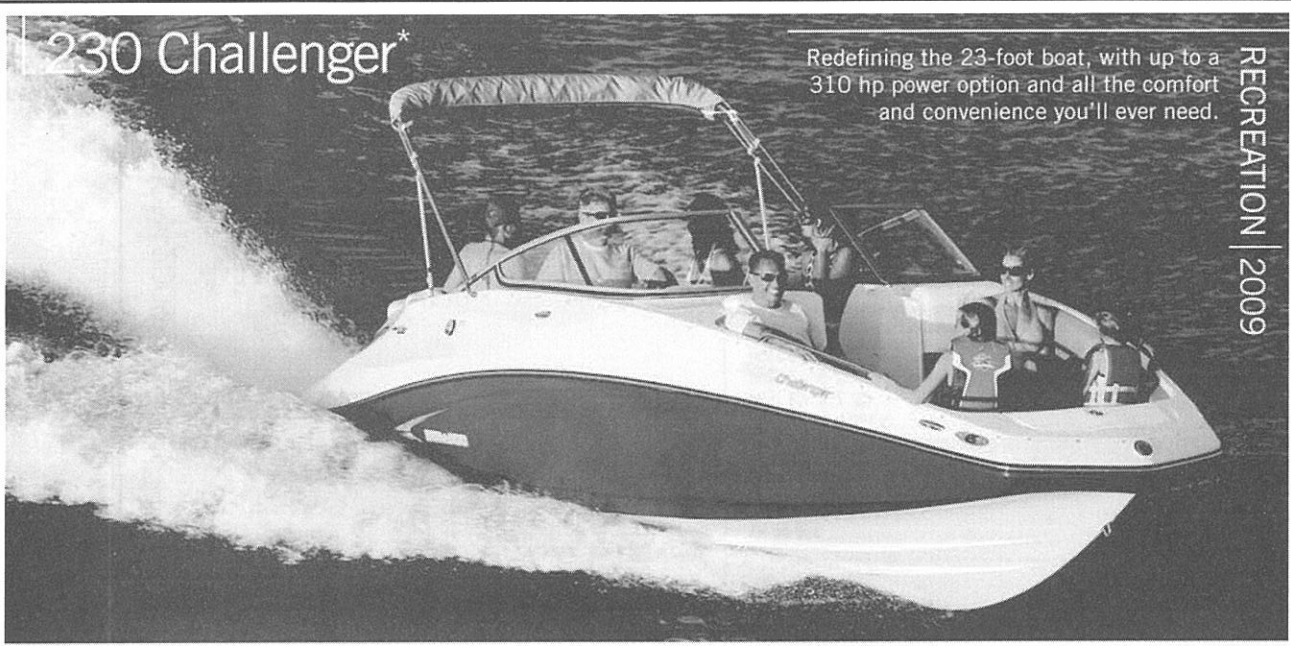
- Single axle
- Swing-away tongue
- Painted trailer

Options

- Wakeboard tower
- Mooring cover
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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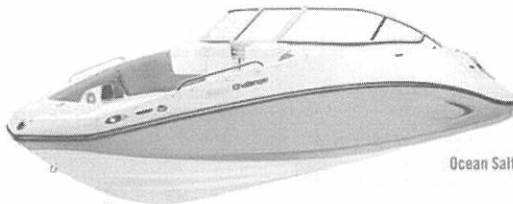


230 Challenger*

Redefining the 23-foot boat, with up to a 310 hp power option and all the comfort and convenience you'll ever need.



Cabernet Red



Ocean Salt

Specifications

DIMENSIONS

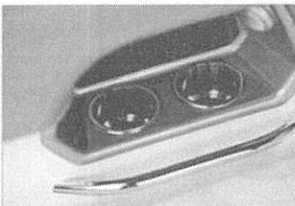
Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,457 lbs / 1,568 kg
Seating capacity	12
Fuel capacity	53 US gal / 200.6 L

ENGINE

Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	310 hp

Highlights

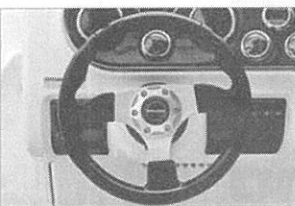
- Largest Sea-Doo® ever with 12 passenger capacity
- Huge cockpit and bow area
- 310 hp twin NA Rotax 4-TEC engine
- New upgraded interior
- New color choices
- Wood finish accent (Babinga)
- 4 stereo speakers



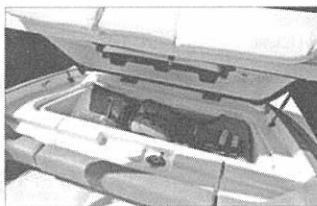
Coaming boxes



Removable cooler



Tilt steering



Ample storage throughout the boat

REVISED SEPTEMBER 25, 2008

sdd2009-001-125_en_1



Overall Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,457 lbs / 1,568 kg
Storage capacity	60 cu ft / 1.69 cu m
Seating capacity	12
Weight capacity	2,383 lbs / 1,081 kg
Fuel capacity	53 US gal / 200.6 L

DIMENSIONS (ON TRAILER)

Length	26' 10" / 8.18 m
Width	8' 9" / 2.67 m
Height: No tower	7' 4" / 3.15 m
Gross weight	5,190 lbs / 2,354 kg

ENGINE

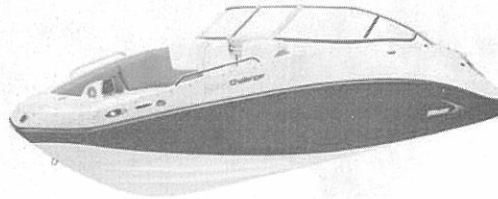
Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower	310 hp NA
Cylinders (engine)	3
Max RPM (engine)	7,300
Octane no.	87
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

230 Challenger

RECREATION | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	21°
Colors: Opt 1 gel-coat	Cabernet Red
Opt 2 gel-coat	Ocean Salt

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/8" / 15.56 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – 6 chrome
- Cup holders (10)
- Rub rail – Black
- Bow rails – stainless steel
- Grab handles (10)
- Coaming box (5)
- Non-skid decking
- Navigation light
- Courtesy lights (7)
- Tow eyes – stainless steel bow & stern
- Ski eye – stern
- Walk-thru – bow & rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Ski locker, lockable
- Under seat
- Side compartment
- Sunpad
- Glovebox
- Nets – bow

CONTROL STATION

HELM

- Steering – Custom
- Steering – tilt
- Horn
- Separated shift & throttle lever
- Battery switch
- Circuit breakers
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm

COCKPIT

- Dash finish – Babinga wood / Chrome
- Dash mat
- Outlet – 12 volt accessory (2)
- Cooler – removable

COCKPIT (Cont'd)

SEATING

- Driver Seat
- Track & swivel
- Flip-up bolster

Passenger Seat

- Track & swivel
- Flip-up bolster

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (2)
- MP3 port

CANVAS & MISCELLANEOUS

- Door – Fold 'n Stow
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

- NMMA

TRAILER

- Tandem axle
- Disc brakes
- Painted trailer

Options

- Cockpit cover
- Tonneau cover
- Mooring cover
- Snap-in carpet
- Bimini top
- 2nd axle disc brakes
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



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sdd2009-001-125_en_2



230 Challenger* SE

Redefining the 23-foot boat, with up to a 510 hp power option and all the comfort and convenience you'll ever need.

RECREATION | 2009



Cabernet Red



Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,500 lbs / 1,588 kg
Seating capacity	12
Fuel capacity	53 US gal / 200.6 L

ENGINE

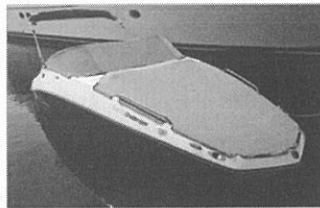
Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	430 hp or 510 hp

Highlights

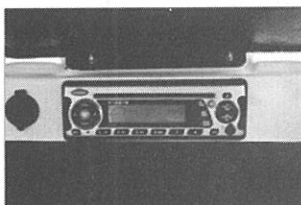
- Largest Sea-Doo® ever with 12 passenger capacity
- Huge cockpit and bow area with cover
- 430 hp OR 510 hp twin SCIC Rotax® 4-TEC® engine
- New upgraded interior
- New color choices
- New optional wakeboard tower design
- Snap-in carpet
- SS Rub-rail
- SS Cup holders
- SS Pull-up Cleats
- Cockpit & Tonneau Cover
- Wood finish accent (Babinga)
- New bow table mount
- Stereo remote control with display
- 6 stereo speakers
- Backlit depth finder
- Bimini top



Stainless steel hardware



Cockpit & tonneau cover



Satellite-ready AM/FM/CD stereo with MP3 port



Fold'n stow walk-through door

REVISED SEPTEMBER 25, 2008

sdd2009-001-123_en_1



Overall Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,500 lbs / 1,588 kg
Storage capacity	60 cu ft / 1.69 cu m
Seating capacity	12
Weight capacity	2,383 lbs / 1,081 kg
Fuel capacity	53 US gal / 200.6 L

DIMENSIONS (ON TRAILER)

Length	26' 10" / 8.18 m
Width	8' 9" / 2.67 m
Height: No tower	7' 4" / 3.15 m
Tower down	7' 6" / 2.29 m
Tower up	10' 10" / 3.30 m
Gross weight	5,233 lbs / 2,374 kg

ENGINE

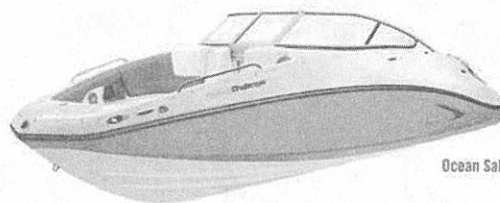
Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower: Std	430 hp SCIC
Opt	510 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine) Std & Opt	8,000
Octane no Std & Opt	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

230 Challenger SE

RECREATION | 2009



Ocean Salt

HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	21°
Colors: Opt 1 gel-coat	Cabernet Red
Opt 2 gel-coat	Ocean Salt

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter Std & Opt	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – 6 stainless steel pull-up
- Cup holders – stainless steel (10)
- Rub rail – stainless steel
- Bow rails – stainless steel
- Grab handles (10)
- Coaming box (5)
- Non-skid decking
- Navigation light
- Courtesy lights (7)
- Tow eyes – stainless steel bow & stern
- Ski eye – stern
- Walk-through – bow & rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Ski locker, lockable
- Under seat
- Side compartment
- Sunpad
- Glovebox
- Nets – bow

CONTROL STATION

HELM

- Steering – Custom
- Steering – tilt
- Horn

CONTROL STATION (Cont'd)

HELM

- Separated shift & throttle lever
- Battery switch
- Circuit breakers
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- Depth finder

COCKPIT

- Carpet – snap-in
- Dash finish – Babinga wood / Chrome
- Dash mat
- Outlet – 12 volt accessory (2)
- Cooler – removable
- Table
- Table mount – bow
- Table mount – cockpit

SEATING

- Driver Seat
- Track & swivel
- Flip-up bolster
- Height adjustable

COCKPIT (Cont'd)

SEATING

Passenger Seat

- Track & swivel
- Flip-up bolster

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (4)
- MP3 port
- Stereo remote with display – helm

CANVAS & MISCELLANEOUS

- Cockpit cover
- Tonneau cover
- Bimini top
- Door – Fold 'n Stow
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

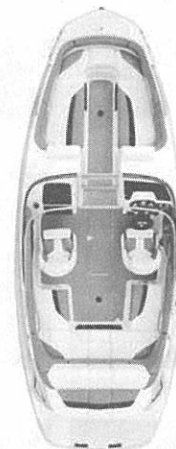
- NMMA

TRAILER

- Tandem axle
- Disc brakes
- Painted trailer

Options

- Wakeboard tower
- Mirror (with tower only)
- Mooring cover
- Windshield – retractable
- 2nd axle disc brakes
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



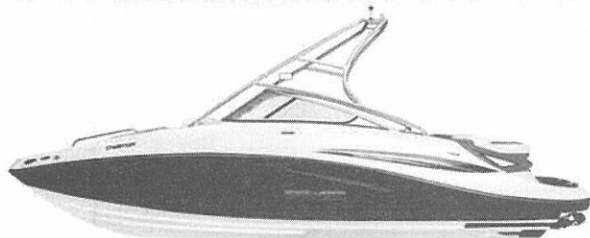
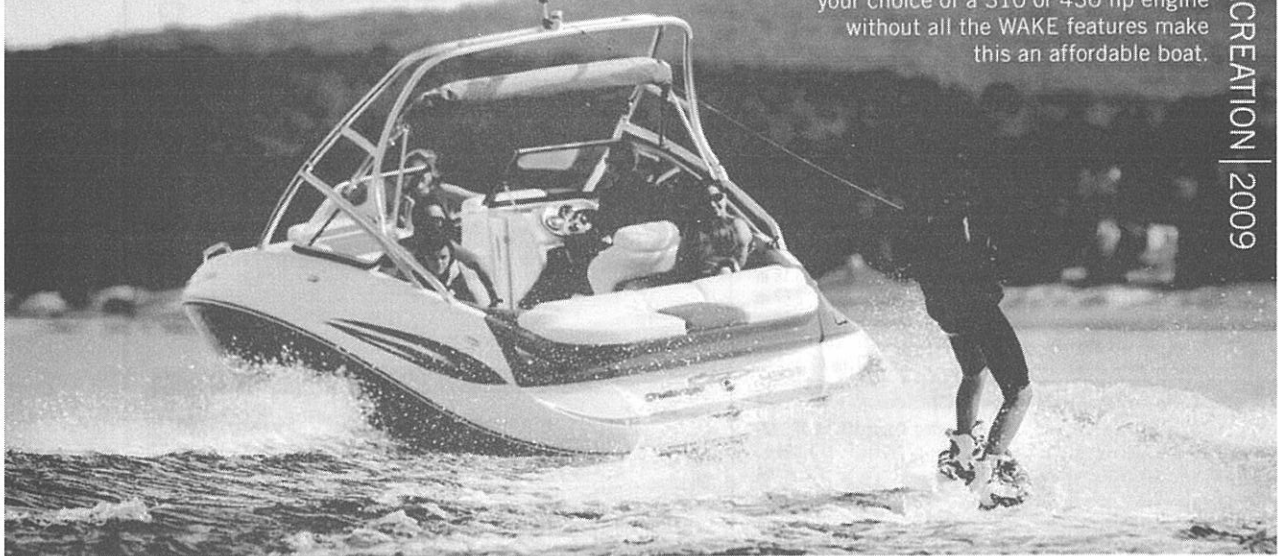
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230 Challenger SP

Sporty configuration and coloration and your choice of a 310 or 430 hp engine without all the WAKE features make this an affordable boat.

RECREATION | 2009



Viper Red with Black



Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,650 lbs / 1,656 kg
Seating capacity	12
Fuel capacity	53 US gal / 200.6 L

ENGINE

Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	310 hp or 430 hp

Highlights

- Largest Sea-Doo® ever with 12 passenger capacity
- Huge cockpit and bow area with cover
- 310 hp twin NA OR 430 hp twin SCIC Rotax® 4-TEC® engine
- Wakeboard tower
- 6 stereo speakers
- Backlit depth finder
- Bimini top
- Cockpit & tonneau cover
- SS chrome finish accent
- SS cup holders
- SS rub rail
- SS pull-up cleats



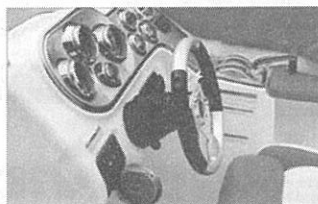
Removable cooler



Cockpit & tonneau cover



Satellite-ready AM/FM/CD stereo with MP3 port



Custom tilt steering

REVISED SEPTEMBER 25, 2008

sdd2009-001-124_en_1



Overall Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,650 lbs / 1,656 kg
Storage capacity	67 cu ft / 1.90 cu m
Seating capacity	12
Weight capacity	2,383 lbs / 1,081 kg
Fuel capacity	53 US gal / 200.6 L

DIMENSIONS (ON TRAILER)

Length	26' 10" / 8.18 m
Width	8' 9" / 2.67 m
Height: Tower down	7' 6" / 2.29 m
Tower up	10' 10" / 3.30 m
Gross weight	5,383 lbs / 2,442 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower: Std	310 hp NA
Opt	430 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine): Std	7,300
Opt	8,000
Octane no: Std	.87
Opt	.91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

230 Challenger SP

RECREATION | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	21°
Color gel-coat	Viper Red with Black

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter: Std	6 1/8" / 15.56 cm
430 hp	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – stainless steel pull-up (6)
- Cup holders – stainless steel (10)
- Rub rail – stainless steel
- Bow rails – stainless steel
- Grab handles (9)
- Coaming box (4)
- Non-skid decking
- Navigation light
- Courtesy lights (7)
- Wakeboard tower
- Tow eyes – stainless steel bow & stern
- Tow hook – stern
- Walk-thru – bow & rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Swim platform mat
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Ski locker, lockable
- Under seat
- Sunpad
- Console
- Nets – bow & cockpit

CONTROL STATION

HELM

- Steering – Custom
- Steering – tilt
- Horn
- Separated shift & throttle lever
- Battery switch
- Circuit breakers
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- Depth finder

COCKPIT

- Dash finish – Silver / Chrome
- Dash mat
- Mirrors
- Outlet – 12 volt accessory (2)
- Glove box
- Cooler – removable
- Carpet – snap-in

SEATING

- Driver Seat
- Track & swivel
- Flip-up bolster

COCKPIT (Cont'd)

SEATING

- Passenger Seat
- Rear-facing bench

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (4)
- MP3 port
- Stereo remote with display – helm

CANVAS & MISCELLANEOUS

- Cockpit cover
- Tonneau cover
- Bimini top
- Door – Fold 'n Stow
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

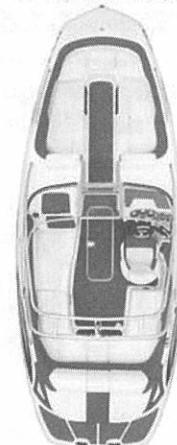
- NMMA

TRAILER

- Tandem axle
- Disc brakes
- Painted trailer

Options

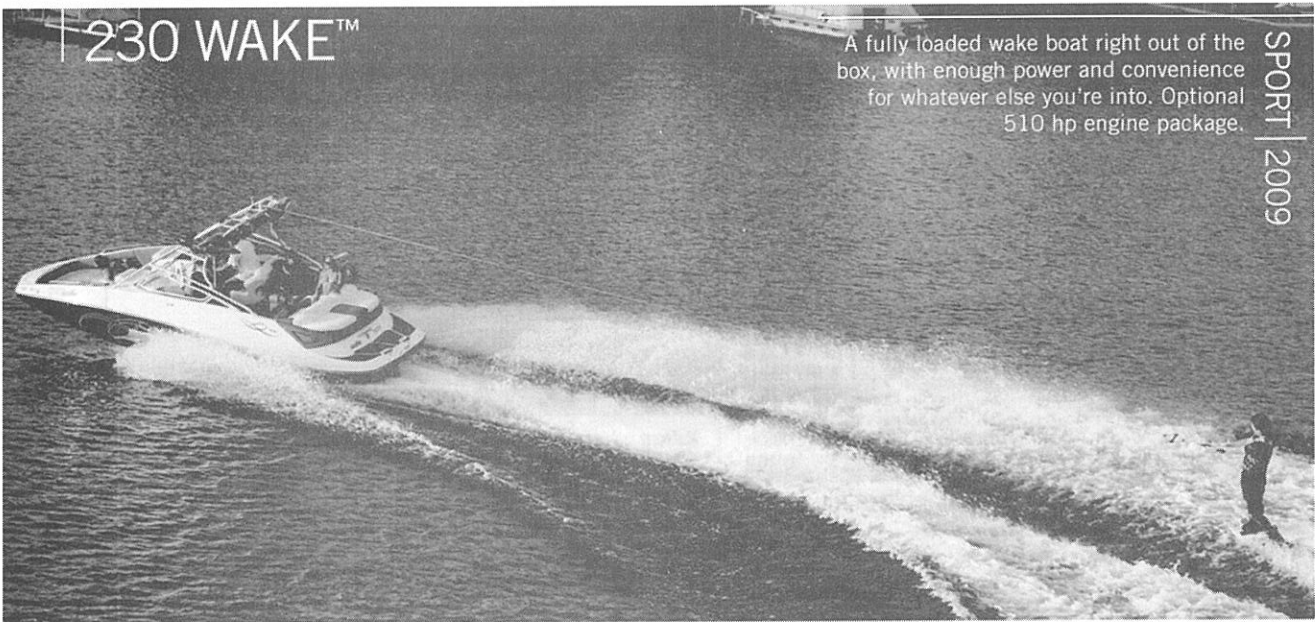
- Mooring cover
- Windshield – retractable
- Wakeboard racks (2)
- 2nd axle disc brakes
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



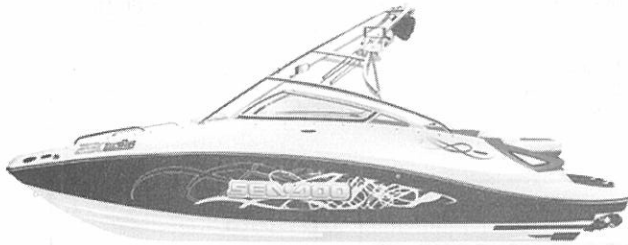
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230 WAKE™

A fully loaded wake boat right out of the box, with enough power and convenience for whatever else you're into. Optional 510 hp engine package.

SPORT
2009



Viper Red with Black



Specifications

DIMENSIONS

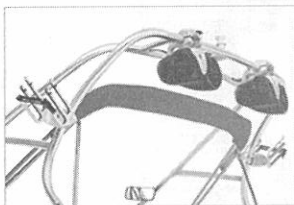
Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,775 lbs / 1,712 kg
Seating capacity	12
Fuel capacity	53 US gal / 200.6 L

ENGINE

Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	430 hp or 510 hp

Highlights

- Satellite-ready AM/FM/CD stereo w/MP3 port, w/125 watts/channel amp., 6 speakers, 4 tower speakers, P.A. and remote
- PerfectPass WakeboardPro speed control
- Sun deck pad walk-through transom
- Wakeboard tower
- Wakeboard racks (2)
- Cockpit-controlled WakeBoost (1,000 lbs / 454 kg)
- Heater
- Fold'n Stow walk-through door
- Bimini top
- Snap-in carpet
- Cockpit & tonneau cover
- SS cup holders
- SS rub rail
- Depth finder



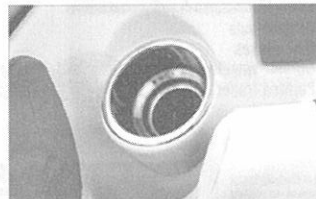
Tower



PerfectPass® WakeboardPro



WakeBoost system



Stainless steel hardware

REVISED SEPTEMBER 25, 2008

sdd2009-001-129_en_1



Overall Specifications

DIMENSIONS

Length	23' 6" / 7.16 m
Beam	8' 9" / 2.67 m
Draft	12" / 30.5 cm
Dry weight	3,775 lbs / 1,712 kg
Storage capacity	67 cu ft / 1.90 cu m
Seating capacity	12
Weight capacity	2,283 lbs / 1,036 kg
Fuel capacity	.53 US gal / 200.6 L

DIMENSIONS (ON TRAILER)

Length	26' 10" / 8.18 m
Width	8' 9" / 2.67 m
Height: Tower down	7' 6" / 2.29 m
Tower up	10' 10" / 3.30 m
Gross weight	5,508 lbs / 2,498 kg

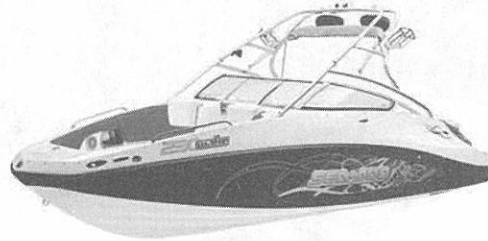
ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower: Std	430 hp SCIC
Opt	510 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine): Std & Opt	8,000
Octane no: Std & Opt	.91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

230 WAKE SPORT | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Premium, WAKE graphics
Deadrise	21°
Color gel-coat	Viper Red with Black

PROPULSION

Jet pump type:	Axial flow	Single stage
Pump diameter: Std & Opt	6 1/4" / 15.63 cm	
Impeller:	Material	Stainless steel
Outside diameter (mm)	159 ± .07	
Reverse system		Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – stainless steel pull-up (6)
- Cup holders – stainless steel (10)
- Rub rail – stainless steel
- Bow rail – stainless steel
- Grab handles (9)
- Coaming box (4)
- Non-skid decking
- Navigation light
- Courtesy lights (7)
- Wakeboard tower
- Wakeboard racks (2)
- WakeBoost (twin 1,000 lbs total)
- Tow eyes – stainless steel bow & stern
- Tow hook – stern
- Walk-thru – bow & rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Swim platform mat
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Anchor
- Ski locker, lockable
- Under seat
- Sunpad
- Console
- Nets – bow & cockpit

CONTROL STATION

HELM

- Steering – Custom
- Steering – tilt
- Horn
- Separated shift & throttle lever
- Battery switch
- Circuit breakers
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm (PerfectPass®)
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- PerfectPass WakeboardPro
- Depth finder
- Water temperature

COCKPIT

- Carpet – snap-in
- Dash finish – Silver / Chrome
- Dash mat
- Mirror
- Outlet – 12 volt accessory (2)
- Heater
- Glove box
- Cooler – removable

SEATING

- Driver Seat
- Track & swivel
- Flip-up bolster

COCKPIT (Cont'd)

SEATING

- Passenger Seat
- Rear-facing bench

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (4)
- Tower speakers (4)
- MP3 port
- Stereo remote with display – helm
- Amplifier
- P.A.

CANVAS & MISCELLANEOUS

- Cockpit cover
- Tonneau cover
- Bimini top
- Door – Fold 'n Stow
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

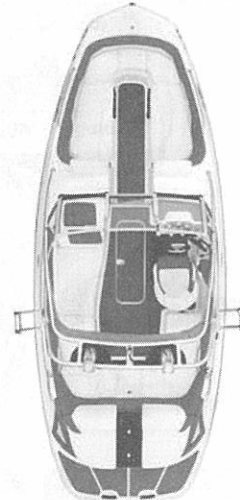
- NMMA

TRAILER

- Tandem axle
- Disc brakes
- Chrome wheels
- Painted trailer

Options

- Mooring cover
- Windshield – retractable
- 2nd axle disc brakes
- Custom trailer
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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Overall Specifications

DIMENSIONS

Length	19'10" / 6.05 m
Beam	8' / 2.44 m
Draft	12" / 30.5 cm
Dry weight: No tower	2,570 lbs / 1,166 kg
With tower	2,630 lbs / 1,193 kg
Storage capacity	43 cu ft / 1.22 cu m
Seating capacity	8
Weight capacity	1,320 lbs / 599 kg
Fuel capacity	44 US gal / 166.5 L

DIMENSIONS (ON TRAILER)

Length [tongue folded]	20' 9" / 6.32 m [18' 6" / 5.64] m
Width	8' / 2.44 m
Height: No tower	6' 7" / 2.01 m
Tower down	7' 1" / 2.16 m
Tower up	9' 11" / 3.02 m
Gross weight: No tower	3,690 lbs / 1,674 kg
With tower	3,750 lbs / 1,701 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower Std	310 hp NA
Opt	430 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine) Std	7,300
Opt	8,000
Octane no Std.	87
Opt	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

205 Utopia SE

LUXURY PERFORMANCE 2009



ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	20°
Color gel-coat	Seashell Beige

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/8" / 15.56 cm
Opt	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – stainless steel, pull-up (6)
- Cup holders – stainless steel (7)
- Rub rail – stainless steel
- Grab handles (10)
- Non-skid decking
- Navigation light
- Courtesy lights (3)
- Tow eyes – stainless steel bow & stern
- Ski eye – stern
- Swim platform
- Reboarding ladder – rear (2-step)
- Engine access
- Engine blower (2)
- Auto bilge pump

STORAGE

- Ski locker, lockable
- Under seat
- Side compartment storage
- Sunpad, lockable
- Glovebox

CONTROL STATION

HELM

- Steering – Burlwood
- Horn (chrome)
- Combined shift & throttle lever
- Battery switch – rear storage
- Fuse box
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- Depth finder

COCKPIT

- Carpet – snap-in
- Dash finish – Vinyl covered Black / Burlwood
- Outlet – 12 volt accessory (1)
- Table
- Table mount – rear

SEATING

- Driver Seat
 - Track & swivel
- Passenger Seat
 - Buddy swivel

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (2)
- Stereo remote
- MP3 port

CANVAS & MISCELLANEOUS

- Cockpit cover
- Tonneau cover
- Bimini top
- Windshield – fixed
- Warranty (1 yr)

CERTIFICATIONS

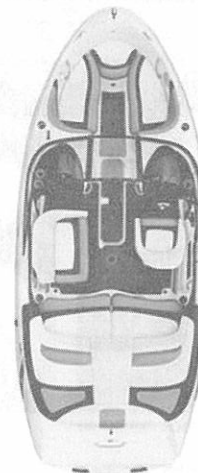
- NMMA

TRAILER

- Single axle
- Disc brakes
- Swing-away tongue
- Painted trailer

Options

- Wakeboard tower
- Mirror
- Mooring cover
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



SEA-DOO
THE GOOD LIFE JUST GOT BETTER™



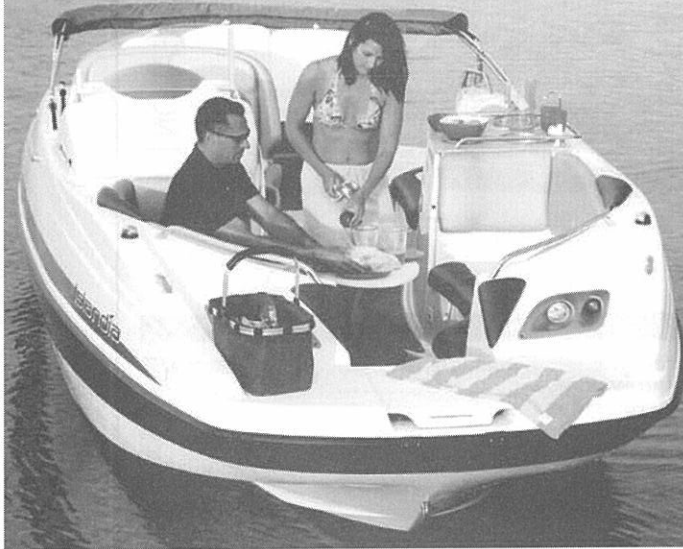
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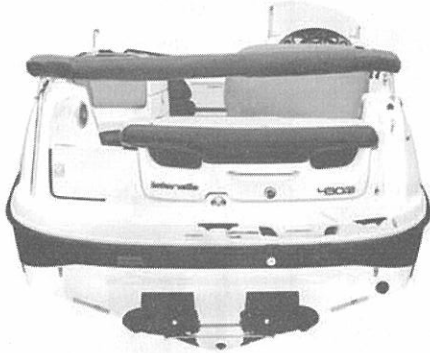
RECREATION | 2009

Islandia® SE

All the comforts of home, like a stand up changing room/bathroom. Along with a 430 hp Rotax 4-TEC engine package to take you far from it.



Sanddollar



Specifications

DIMENSIONS

Length	22' / 6.7 m
Beam	8' 3" / 2.52 m
Draft	12" / 30.5 cm
Dry weight	3,450 lbs / 1,565 kg
Seating capacity	12
Fuel capacity	53 US gal / 200.6 L

ENGINE

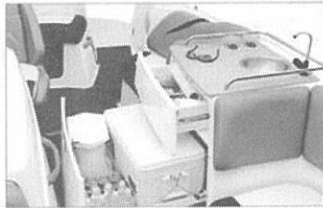
Model	Rotax® 1503 4-TEC® (x 2)
Horsepower	430 hp

Highlights

- Rear reboarding platform w/2-step ladder
- Freshwater shower
- Rear seats convert to sun pad
- Satellite-ready AM/FM/CD stereo w/MP3 port and 4 speakers
- Convenience center w/removable cooler
- Changing room w/porta-potty
- Abundant on-board storage
- Front boarding platform w/3-step ladder
- Stereo remote – swim platform



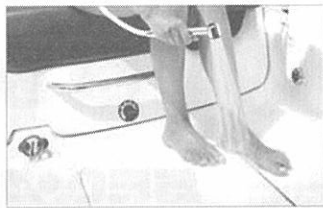
Convertible sun pad



Convenience center



Changing room with porta-potty



Freshwater shower

REVISED SEPTEMBER 25, 2008

sdd2009-001-126_en_1



Overall Specifications

DIMENSIONS

Length	22' / 6.7 m
Beam	8' 3" / 2.52 m
Draft	12" / 30.5 cm
Dry weight	3,450 lbs / 1,565 kg
Storage capacity	80 cu ft / 2.26 cu m
Seating capacity	12
Weight capacity	1,800 lbs / 816 kg
Fuel capacity	53 US gal / 200.6 L

DIMENSIONS (ON TRAILER)

Length	25' 2" / 7.67 m
Width	8' 6" / 2.59 m
Height	7' / 2.13 m
Gross weight	4,980 lbs / 2259 kg

ENGINE

Model	Fuel injected, Rotax 1503 4-TEC (2)
Displacement	1,494 cc
Horsepower	430 hp SCIC
Cylinders (/engine)	3
Max RPM (/engine) Std.	8,000
Octane no.	91
Emission level	CARB 3-Star
Cooling system	Closed-Loop Cooling System

ELECTRICAL

Generator	30 amp / 380 W
Battery	12 V

Islandia SE

RECREATION | 2009



HULL & DECK

Material	Composite FRP
Vinylester barrier layer	Std
Full fiberglass stringer	Std
Graphics	Std
Deadrise	21°
Color gel-coat	Sanddollar

PROPULSION

Jet pump type:	
Axial flow	Single stage
Pump diameter	6 1/4" / 15.63 cm
Impeller:	
Material	Stainless steel
Outside diameter (mm)	159 ± .07
Reverse system	Std

Equipment

HULL & DECK

- Stringer system – composite FRP, foam filled
- Cleats – chrome (6)
- Cup holders (9)
- Rub rail – (Black)
- Bow rails – stainless steel
- Stern rail – (1)
- Grab handles (10)
- Non-skid decking
- Navigation light – bow side lights
- Docking lights
- Courtesy lights (4)
- Tow eyes – stainless steel bow & stern
- Tow hook – stern
- Starboard door – rear
- Swim platform
- Reboarding ladder – rear (2-step)
- Reboarding ladder – bow (3-step)
- Engine access
- Engine blower (2)
- Auto bilge pump
- Freshwater shower

STORAGE

- Anchor – front
- Ski locker, lockable
- Under seat
- Side compartment
- Convenience under sink
- Nets – bow & cockpit

CONTROL STATION

HELM

- Steering – Custom
- Horn
- Separated shift & throttle lever
- Battery switch
- Fuse box
- DESS magnetic lanyard key

INSTRUMENTATION

- Gauges – backlight & anti-fog
- Fuel level
- Overheat engine warning
- Speedometer – 88 mm
- Tachometer – 88 mm (2)
- Analog fuel – 47 mm
- Depth finder

COCKPIT

- Carpet – snap-in
- Dash finish – Burlwood
- Outlet – 12 volt accessory (1)
- Cooler – removable
- Table
- Table mount – bow
- Sink / counter
- Change room with porta-potty

SEATING

- Driver Seat
 - Track & swivel
 - Buddy
- Passenger Seat
 - Bench

STEREO & SOUND

- Stereo system – satellite-ready
- AM/FM/CD
- Speakers – bow (2)
- Speakers – cockpit (2)
- MP3 port
- Stereo remote – swim platform

CANVAS & MISCELLANEOUS

- Bimini top
- Windshield – driver side, fixed
- Warranty (1 yr)

CERTIFICATIONS

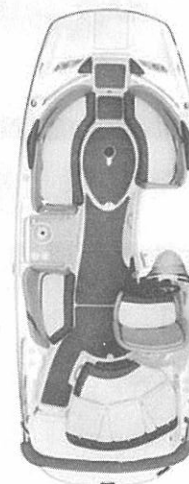
- NMMA

TRAILER

- Tandem axle
- Disc brakes
- Swing-away tongue
- Painted trailer

Options

- Mooring cover
- 2nd axle disc brakes
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)



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SEA-DOO®



**Section
7**

Annexes



BRP REBUILD CENTER

ROTAX

**BUILT ON TRADITION.
DRIVEN BY EXCELLENCE.**

WHEN IT COMES TO REBUILDING
PEACE OF MIND, WE'VE BEEN DOING
OUR PART FOR OVER 25 YEARS.

sdd2009-001-112_en_1

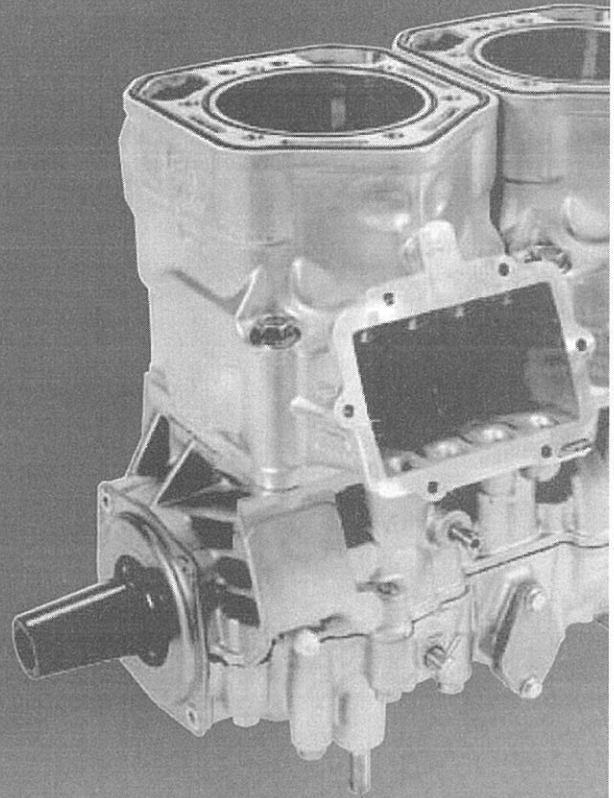


THERE'S A LOT OF EXPERIENCE AND KNOW-HOW THAT GOES INTO EVERY REBUILT PART WE HANDLE.

BRP's commitment to quality is legendary and we really hate to break with tradition. We guarantee that each and every rebuilt part leaves our center matching or altogether eclipsing Rotax's most demanding standards. Also, unlike aftermarket suppliers, we do not compete with our dealer network by selling directly to consumers. On the contrary, we take pride in helping you generate more business. And that's the best part.

A DAY IN THE LIFE OF A PART AT OUR STATE-OF-THE-ART CENTER.

The BRP remanufacturing crew in Sherbrooke, Quebec, works in a multi-million dollar facility tooled and staffed for one purpose only: making sure that Rotax's trademark durability and performance are alive and kicking in every BRP-rebuilt short block, crankshaft and cylinder. Just how do they accomplish this? Read on and take the tour. There are 4 rebuilding steps: Disassembly/Inspection & Cleaning, Remanufacturing, Reassembly, Testing & Warranty.



DISASSEMBLY/INSPECTION & CLEANING

Short block components that can be remanufactured to original specifications are saved. The rest are discarded. Reusable parts are cleaned to remove oil and castings are sandblasted. After further inspection, reusable parts are repainted.

REMANUFACTURING

Nicacil cylinders are replated by Rotax® and piston fit is matched. For steel sleeved cylinders, sleeves are replaced with new Rotax parts and line-bored. Then piston fit is matched. Crankshaft webs are the only component of the crank even considered for reuse as a rebuilt part. Whenever a reusable component is not available for replacement, a new Rotax part is used. Only the components that meet our strict standards ever make it past this point.

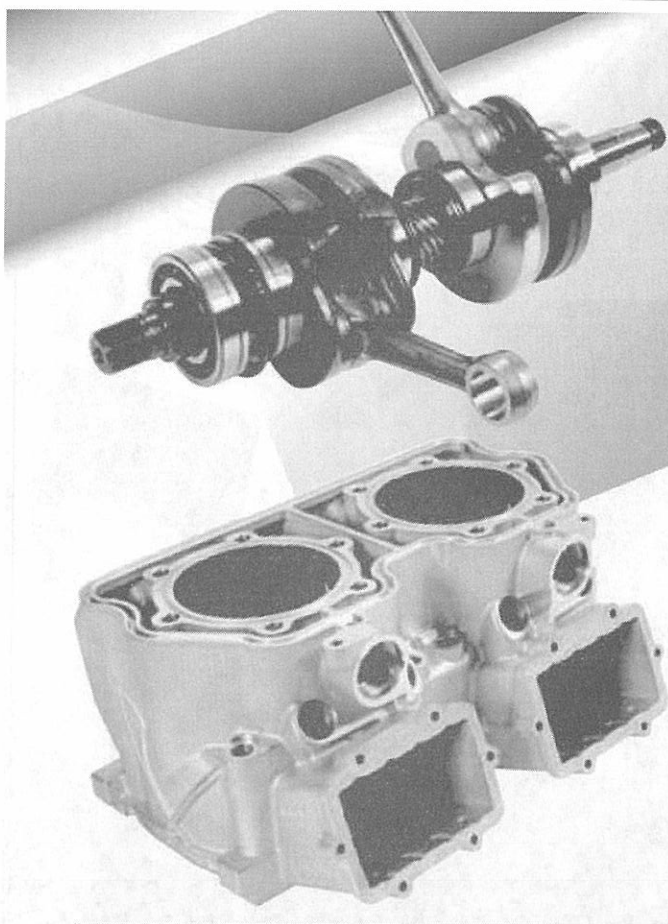
REASSEMBLY

Crankshaft wheels are pressed together with all new Rotax bearings, seals and rod assemblies. They are balanced and blueprinted to within .001". Crankshafts are set, crankcases are sealed and torqued to OEM specifications. All short block assemblies are completed with new Rotax standard size pistons, rings, bearings and gaskets.

TESTING & WARRANTY

After reassembly, all short blocks are run through a battery of tests, including pressure testing. Our quality-tested and - controlled products are backed by a comprehensive **one-year limited warranty that covers parts and labor**. Replacement rebuilt crankshafts and cylinders are also warrantied for **one year parts only**.

sdd2009-001-112_en_2



**SIMPLY RETURN TO THE CORE,
AND YOU'LL BE THE CENTER
OF EASY MONEY.**

Cores are a critical part of the rebuilding process. Here are the amounts we credit your parts account for approved returned cores.

PARTS	AMOUNT
Cylinders	\$75
Crankshafts	\$200
Short blocks	\$700

**FOR SEA-DOO® ONLY: CORE RETURN
& CREDIT POLICY = HASSLE-FREE +
FREE MONEY.**

Chances are you have short block, crankshaft and cylinder cores lying around in your service shop. You don't know what to do with them and don't have the right 'rebuilt credit' return forms. No problem, your BRP Rebuild Center takes them off your hands hassle-free and hands you some free cash in return.

PARTS	AMOUNT
Cylinders	\$50
Crankshafts	\$100
Short blocks	\$300

**CREDIT AMOUNTS MAY BE REDUCED OR ALTOGETHER
REFUSED IF ANY RETURNED CORE CASTING ARE:**

Broken, cracked or damaged - Modified in any way (welding of crankshaft, porting of cylinder or crankcase, etc.)
- With broken bolts inside the threads - Showing wear around the mounting bolts to the frame - Damaged during transportation due to poor packing - Disassembled or incomplete.

**The better shape your cores are in, the more we pay out.
For Sea-Doo 4-TEC® engines: Hassle-Free core return.**

CONDITION	CYLINDER DEDUCTION	CRANKSHAFT DEDUCTION	SHORT BLOCK DEDUCTION
Broken or cracked casting	\$75 or \$50*	N/A	\$200
Welding	N/A	\$200 or \$100*	N/A
Porting of cylinder & crankcase	\$75 or \$50*	N/A	\$200
Broken bolts inside threads	\$75 or \$50*	N/A	Up to \$200 - depending on location & quantity of broken bolts
Incomplete core	N/A	N/A	Value of missing parts
Wear around the mounting bolts to the frame	N/A	N/A	\$200
Damaged during transportation due to poor packing	\$75 or \$50*	\$200 or \$100*	Value of damaged parts

*The first amount represents the deduction WITH Return Core Form, and the second amount represents the deduction WITHOUT Return Core Form.



SECTION 7

PRODUCT	REBUILD PART	PART	ENGINE TYPE	COOLING SYSTEM F/C - L/C	# OF CYL	YEAR	DESCRIPTION	ORIGINAL PART #
SKI-DOO	421000635	REP	Gearbox Repair Request			N/A	Dealer completes form from BOSSWeb	N/A
	421000031		277	F/C	1	1993 to 2005		420995301
	421000639		277	F/C	1	2006 to 2008		420995307
	421000009		377 - 443	F/C	2	1992 to 1996		420887245 / 420996332
	421000154		377 - 443	F/C	2	1997 to 2006		420889630
	421000151		494	L/C	2	1996 to 2000		420886933
	421000567		493	L/C	2	2000 to 2002		420888462
	421000599		493	L/C	2	2003		420888465
	421000011		503	F/C	2	1990 to 1996	Keyway at 3 o'clock	420996445
	421000155		503	F/C	2	1997 to 2003		420888390 / 420888391
	421000601		552	F/C	2	2003 to 2008		420889062
	421000021		532-536-537-582	L/C	2	1985 to 1996		420996628
			583			1990 to 1993		
	421000044		583	L/C	2	1994 to 1999		420887355
	421000553		593	L/C	2	1999		420888250
	421000563		593	L/C	2	2000 to 2002		420888252 / 420886751
	421000611		593	L/C	2	2003 to 2008		420888757
	421000622		593SDI	L/C	2	2004 to 2008	593 SDI only	420889098 / 420890950
	421000574		693	L/C	2	2000 to 2002	Diecast engine only	420888286
	421000609		693 593H.O.	L/C	2	2003 to 2007	693 and 593 H.O. only	420889091
	421000152		599	L/C	3	1996 & 1997		420887970
	421000310		599 - 699 CK3	L/C	3	1998 to 2000	New modified part for 1999-2000	420888030 / 420888034
	421000153		699	L/C	3	1997		420887605
	421000573		793	L/C	2	2000 to 2002		420888402
	421000608		793	L/C	2	2003	2003 only	420889101
	421000607		793H.O.	L/C	2	2003 to 2007	H.O. only	420889671
	421000606		793SDI	L/C	2	2003 & 2004	SDI only	420889106
	421000156		809	L/C	3	1997 to 2003	New modified part for 1999-2002	420887667 / 420887668 / 420887662
	421000634		995SDI	L/C	2	2005 & 2006		420889217
	421000200		277	F/C	1	1993 to 2004		420913218 / 420913219
	421000559		377	F/C	2	1999 to 2004	Pto	420923403
	421000560		377	F/C	2	1999 to 2004	Mag	420923408
	421000568		493	L/C	2	2001 to 2003		420923855 / 420613605
	421000500		503	F/C	2	1983 to 2003		420923417
	421000600		552	F/C	2	2003 to 2006		420923975
	421000120		583	L/C	2	1995 to 1999		420923670
	421000578		593	L/C	2	1999 to 2004	All models	420613620 / 420613625
	421000550		670	L/C	2	1993 to 1999	H.O. cylinder fits all except Mach 95 & 96	420923700 / 420923193
	421000605		593H.O.	L/C	2	2003 to 2006	H.O. only	420613711
	421000624		593SDI	L/C	2	2004 to 2006	593 SDI only	420613940 / 420613944
	421000067		599	L/C	3	1996 to 1999		420923112
	421000555		693	L/C	2	2000	Sandcast Cylinder, with M8 bolts	420923691
	421000566		693	L/C	2	2000 to 2004		420923692 / 420923693 / 420923695
	421000054		699	L/C	3	1997 to 2000		420923420
	421000579		793	L/C	2	2000 to 2004	Without deko slots	420923811 / 420923817
	421000597		793	L/C	2	2002		420923810 / 420923815
	421000604		793H.O.	L/C	2	2003 to 2006	H.O. only	420613852
421000636		995SDI	L/C	2	2005 & 2006	Cylinder block	420613746	
421000625		377	F/C	2	2004 to 2006	New 377 with oil check valves		
421000575		493	L/C	2	2000 to 2002		420049302	
421000617		493	L/C	2	2003			
421000410		503	F/C	2	1994 to 1999		N/A	
421000602		552	F/C	2	2003 to 2006	Except REV, RF and Expedition Models	420055201	
421000638		552	F/C	2	2005 & 2006	REV and Expedition Models	420055206	
421000616		593	L/C	2	2001 to 2007			
421000615		593H.O.	L/C	2	2003 to 2007	H.O. only		
421000623		593SDI	L/C	2	2004 to 2007	593 SDI only		
421000414		670	L/C	2	1998 & 1999	1 exhaust pipe	N/A	
421000415		670	L/C	2	1998 & 1999	Summit X & MX Z H.O.	N/A	
421000614		693	L/C	2	2001 to 2004			
421000613		793	L/C	2	2001 to 2003			
421000612		793H.O.	L/C	2	2003 to 2007	H.O. only		
421000645		797	L/C	2	2006 & 2007	Not for XP model	420079703 / 420079704	
421000637		995SDI	L/C	2	2005 & 2006		420099502	

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PRODUCT	REBUILD PART	PART	ENGINE TYPE	COOLING SYSTEM F/C - L/C	# OF CYL	YEAR	DESCRIPTION	ORIGINAL PART #	
CAN-AM	421000628		175	L/C	1	2003 to 2005	Rally 175	420296420	
	421000157	CRANKSHAFT	511	L/C	1	all	Traxter	420295893	
	421000577		654	L/C	1	all	DS 650	711295192	
	421000594	4-TEC ENGINE	650	L/C	1	Quest 650 all	Quest 650		
	421000071	CRANKSHAFT	587	L/C	2	1988 to 1993	Labyrinth Seal	290886797	
	421000072		587	L/C	2	1994 to 1996		290886797	
	421000074		717	L/C	2	1995 to 2003		290887867	
	421000076		787	L/C	2	1996 to 1999	Carb.	290888103	
	421000712		787RFI	L/C	2	1998 to 2005	RFI	290887890 / 420887891	
	421000571		947DI	L/C	2	all	DI	290887767	
421000711	947		L/C	2	1998 to 2003	Except DI	290887762		
421000056	717		L/C	2	1995 to 2003		290923805		
421000057	787		L/C	2	1995	Use 421000059	290923500		
421000059	787		L/C	2	1996 to 1999	Carb.	290923503		
SEA-DOO	421000813	CYLINDER	787RFI	L/C	2	1998 to 2003	RFI	290923846	
	421000626		787RFI	L/C	2	2004 to 2005	RFI	420623086	
	421000561		947	L/C	2	1998 to 2002	Except DI	290613561	
	421000570		947DI	L/C	2	2001	DI	290923718	
	421000205		947DI	L/C	2	2002 & 2003	DI	420613576	
	421000094		587	L/C	2	1992 to 1996	White	290881444	
	421000096		657X	L/C	2	1994	XP White	290881449	
						1995	SPX-GTX White		
	421000097		717	L/C	2	1995 to 2005		290071703	
	421000098		787	L/C	2	1995	Use 421000100 + 290958057	290881527 / 290881528	
SEA-DOO	421000100	SHORT BLOCK	787	L/C	2	1996 to 1999	Carb.	290078704	
	421000913		787RFI	L/C	2	1998 to 2003	RFI	290078703	
	421000627		787RFI	L/C	2	2004 & 2005	RFI	420078707	
	421000562		947	L/C	2	1998 to 2002	Except DI	290094703	
	421000572		947DI	L/C	2	2001	DI	290094705	
	421000416		947DI	L/C	2	2002 to 2005	DI	420094706	
	421000582		BAL SHAFT	947	L/C	2	1998 to 2002	Balancing shaft	290837387
	421000647		LONG BLOCK 4-TEC	1503 N/A	L/C	3	2002 to 2005	Long Block	270000645
	421000648			1503 B/V	L/C	3	2003 to 2005	Long Block	270000644
	421000649			1503 I/C	L/C	3	2004 & 2005	Long Block	270000643
421000640	1503 DT	L/C		3	2006 & 2007	1st Oversize Long Block	420150345		
421000641	1503 N/A	L/C		3	2006 & 2007	1st Oversize Long Block	420150315		
421000642	1503 I/C	L/C		3	2006 & 2007	1st Oversize Long Block	420150335		
421000652	1503 N/A	L/C		3	2005 & prior	Basic Long Block			
421000653	1503 B/V	L/C		3	2005 & prior	Basic Long Block			
SKI-DOO	421000105			378	F/C	3	1996	Mag	420823809
	421000202			377	F/C	2	1997 & 1998	Mag	420923405
	421000113		467	L/C	2	1985 to 1995		420823699	
	421000115		494	L/C	2	1996 & 1997	You have to order a piston # 420887533 at 69.39 mm	420923148	
	421000551		494	L/C	2	1998 to 2000	All models except Skandic	420923617	
	421000552		494	L/C	2	1998 to 2000	Skandic only	420923619	
	421000121		643	L/C	2	1991 & 1992		420913077	
	421000124		670	L/C	2	1995 & 1996	Mach 1 only	420923199	
	421000150	CRANKSHAFT	454	L/C	2	1995 to 1998		420887962 / 420887966	
	421000610	NIC CYL	454	L/C	2	1997 & 1998		420923172	
421000066	599		L/C	3	1995		420923110		
SEA-DOO	421000075	CRANKSHAFT	787	L/C	2	1995	XP BOQ	290888103	
SEA-DOO	421000053	CYLINDERS	587	L/C	2	1992 to 1996	White	290913376	

TO BE DISCONTINUED WHEN OUT OF STOCK

Note: Old core will be completely refunded only if:

- Core casting is not broken
- Core is shipped prepaid to BRP

Not respecting those requirements could result in a refused or reduced core credit.



**WHETHER PLACING AN ORDER OR RETURNING A CORE,
IT'S A SIMPLE PROCEDURE.**

TO DO

Place an order

Return a core WITHOUT a Rebuilt Credit Form

Return a core WITH a Rebuild Credit Form

WHAT TO DO

Simply use BOSSWeb™.

- Identify each core as much as possible. Tag them and indicate the engine type as reference.
- Fill out and enclose a copy of the enclosed "Universal" BRP Rebuild Center Core Credit Request Form with the cores in your shipping box (for additional forms go to BOSSWeb.)
- Return the white copy of the Rebuild Credit Form, included with every rebuilt part shipped by the Rebuild Center, along with the core.
- Cores received with the yellow copy or with a photocopy will be considered as core returns WITHOUT the Rebuild Credit Form. The white copy is, therefore, required in order to receive the proper credit amount.

SHIPPING CORE RETURNS: MUST BE FREIGHT PREPAID.

WHO/WHAT

US Dealers

WHERE

BRP
7575 Bombardier Court
Wausau WI, 54401
(Please use Rebuild / Warranty Return Label # 480901601)

IMPORTANT

If only the short block has been changed, the old engine plate must be applied to the new short block. Do not ship the plate.

WHO NEEDS TO KNOW

US Dealers

WHO KNOWS

PAC Analyst: 1 800 366-6992



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BRP Oils and Lubricants

BRP 2-STROKE ENGINE OILS						
NEW PRODUCT				OLD PRODUCT		
MINERAL OIL GROUP						
293 600 117	Quart/946 ml	2-Stroke engine oil	Approved for all carbureted 2-stroke Sea-Doo and Ski-Doo engines	413 802 900	Quart	XPS chaincase oil
293 600 118	Gallon/3.785 L			413 803 000	Gallon	XPS 2-stroke mineral injection oil
293 600 119	55 GDrum/205 L			413 803 200	Drum	XPS 2-stroke mineral injection oil
293 600 120	Pre-Mix/500 ml			413 803 100	Pre-Mix	XPS premix oil 500 ml (17 oz)
SEMI-SYNTHETIC OIL GROUP						
293 600 100	Quart/946 ml	2-Stroke engine oil	Approved for all Sea-Doo and Ski-Doo 2-stroke engines, except Sea-Doo DFI Note: Only Oil Approved for Ski-Doo E-Tec engines	293 600 071	Quart	XPS Semi-Synthetic 2-stroke oil
293 600 101	Gallon/3.785 L			293 600 072	Gallon	XPS Semi-Synthetic 2-stroke oil
293 600 102	55 GDrum/205 L			293 600 073	Drum	XPS Semi-Synthetic 2-stroke oil
SYNTHETIC OIL GROUP						
293 600 045	Quart/946 ml	XPS Synthetic 2-stroke engine oil	New product to come in 2009	293 600 045	Quart	XPS Synthetic 2-stroke oil
293 600 046	Gallon/3.785 L			293 600 046	Gallon	
293 600 047	55 G Drum/205 L			293 600 047	Drum	



BRP 4-STROKE ENGINE OILS						
SUMMER GRADE						
NEW PRODUCT				OLD PRODUCT		
293 600 121	Quart/946 ml	XPS Semi-Synthetic 4-stroke engine oil	Approved for all Can-Am Roadster, ATV, and Sea-Doo 4-stroke engines Note: Only oil approved for Supercharged Sea-Doo engines	293 600 039	Quart	XPS 4-stroke Synthetic oil 5W40
293 600 122	Gallon/3.785 L			413 803 500	Drum	
293 600 123	55 G Drum/205 L			293 600 023	Quart	XPS 4-stroke Synthetic oil 10W40
				293 600 023	Drum	
293 600 123	55 G Drum/205 L			219 700 346	Quart	XPS 4-stroke Mineral oil
				219 700 433	Drum	
WINTER GRADE						
NEW PRODUCT				OLD PRODUCT		
293 600 112	Quart/946 ml	XPS 4-stroke Synthetic engine oil	Approved for all Ski-Doo 4-stroke engines. Recommended for all 4-stroke engines used in extreme climate conditions except Supercharged Sea-Doo engines	293 600 054	Quart	XPS 4-stroke Synthetic oil 0W40
293 600 115	Gallon/3.785 L					
293 600 116	55 G Drum/205 L					

OIL CHANGE/MAINTENANCE KITS (NEW)					
295 501 075	Kit	Sea-Doo	Oil change and maintenance kits for 4-Tec engines	1 gallon of XPS oil, filter, necessary O-rings, 3 NGK spark plugs, instruction sheet	
415 129 404	Kit	Ski-Doo			
703 500 735	Kit	ATV winter	Oil change kits for Renegade and Outlander 500 and 800 only	Winter grade XPS oil, filter, necessary O-rings, instruction sheet	
703 500 736	Kit	ATV summer		Summer grade XPS oil, filter, necessary O-rings, instruction sheet	

OTHER PRODUCTS		
293 600 011	6 oz/177 ml	Synthetic jet pump oil 75W90
293 600 043	Quart/946 ml	Synthetic gear oil 75W90
413 801 900	8.4 oz/250 ml	XPS chaincase oil
413 803 300	12 oz/355 ml	XPS synthetic chaincase oil
413 711 600	16 oz/473 ml	XPS storage oil
413 711 900	16 oz/473 ml	XPS storage oil
293 600 016	14 oz/spray 400 g	XPS Lube
293 550 010	14 oz/spray 400 g	XPS synthetic grease
293 550 033	14 oz/spray 400 g	XPS suspension grease
413 408 600	8 oz/236 ml	Fuel stabilizer



REPORT ON PERFORMANCE/QUALITY (FROM DEALER)

Bombardier Recreational Products Inc.

SEA-DOO SPORT BOAT

Please Check Here Properly Box

N.B. If fields with grey headings are not completed, the report can not be processed!

Form with sections: ENVIRONNEMENT, OUTSIDE TEMPERATURE, MODEL NUMBER, PROBLEM DESCRIPTION, CORRECTIVE ACTION TAKEN, COMMENTS/OTHER OBSERVATIONS. Includes sub-sections for Reported by, Dealer's Number, Type of Usage, Water Condition, Throttle Opening, and Contact.

sdd2007-001-713_RPO_SEA_a

219 600 003

N.A.* Infos Unavailable

FO419-SAV-01 (05-99)



BRP US Inc.
7575 Bombardier Court
Wausau, Wisconsin, USA 54401
T 715.842.8886 F 715.847.6879
www.brp.com

Application for BRP "Master Technician Level"

Important: Do not fax this to 715 847-6866 unless you meet ALL qualifications.

- 1) Minimum of 5 years as a Powersports Industry mechanic.
- 2) Minimum of 2 years at your current BRP dealership.
- 3) Maintain Certified Technician Level for 1 year by doing your updates.
- 4) 90% or higher (**from now on**) on 1st attempt of applicable Technical Update exams (**update exams are also used to maintain your Master Level every year for every product line**).

Faxes must be received no later than the following dates to be considered:
Sea-Doo – May 31 Can-Am ATV – August 31 Ski-Doo – December 31

As Page 2 of this fax, please include your "Technician progress detailed report"
(found at the bottom of your BRPTI Home page).

Full Name: _____

Nick Name: _____

BRPTI Number (found on your home page of BRPTI): _____

Home Address: _____

City: _____ State: _____ Zip: _____

Home Phone Number: _____ Mobile Phone: _____

Personal Email address: _____

Date & Location achieved certified status (found on your Certified Technician certificate):

Ski-Doo _____ Sea-Doo _____ Can-Am ATV _____

Current Dealer Name: _____

Current Dealer Number: _____ Start Date: _____

Previous Dealer/Powersports Info (if applicable): _____

Previous Dealer Phone Number: _____

Previous Dealer Start Date: _____ End Date: _____

I, the undersigned, certify that I meet the requirements for Master Technician

X _____

Master Technician Application Dec. 4, 2007

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Ski-Doo
Lynx
Sea-Doo
Evinrude
Johnson
Rotax
Can-Am



BRP ACCIDENT / INCIDENT REPORT				DATE OF ACCIDENT / INCIDENT	Year	Month	Day
DEALER NUMBER :		NAME OF DEALER / DISTRIBUTOR :					
Contact person at dealership :				Town/City:			
Date of Report:		am	pm	State/Prov.:			
PLEASE REPRESENT SITUATION BY DRAWING AND IDENTIFYING VEHICLE 1 AND/OR VEHICLE 2 - MAKE SURE TO COMPLETE NARRATIVE ON PAGE 5							
VEHICLE NO. 1							
Owner's Name:		Product Experience:		Hours <input type="checkbox"/> 0-50 <input type="checkbox"/> 50-100 <input type="checkbox"/> 100-150 <input type="checkbox"/> 150-200 <input type="checkbox"/> 200+			
Owner's Address:		Completed State/ Prov. Product Safety Course: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.					
Town/City:		State/ Prov.:		Year Taken:		Certificate No.:	
Zip/ Postal Code:		Tel. No.:		Member of Product Club/ Association: <input type="checkbox"/> Yes <input type="checkbox"/> No		If Yes name?	
Operator's Name: (unless same as owner)		Occupation:		Employer:			
Operator's Address:		Passenger's Name:					
Town/ City:		State/ Prov.:		Passenger's Address:			
Zip/ Postal Code:		Tel. No.:		Town/ City:		State/ Prov.:	
Driver's License No.:		Coded Restrictions:		Zip/ Postal Code:		Tel. No.:	
Years Licensed as Driver: <input type="checkbox"/> 1-3 <input type="checkbox"/> 3-6 <input type="checkbox"/> 6-10 <input type="checkbox"/> 10+		Date of Birth:		Year		Month Day	
Date of Birth: Year Month Day		Age:		Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female			
Age:		Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female		Product Experience Hours <input type="checkbox"/> 0-50 <input type="checkbox"/> 50-100 <input type="checkbox"/> 100-150 <input type="checkbox"/> 150-200 <input type="checkbox"/> 200+			
Make:		Model:		Year:		Safety Devices Present: <input type="checkbox"/> Yes <input type="checkbox"/> No	
License No.:		Serial No.:		Safety Device in Use: <input type="checkbox"/> Yes <input type="checkbox"/> No			
<input type="checkbox"/> Owned <input type="checkbox"/> Borrowed <input type="checkbox"/> Rent		Warning or Caution Statement Present: <input type="checkbox"/> Yes <input type="checkbox"/> No					
Date of Predelivery:		Date of 1 st Recommended Inspection:		Proper Operating Instructions Present: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Date of Recent Service:		Mileage/Hours :		Had Product Undergone Modification/ Recall Approved by Manufacturer?: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Dealer's Name:		Had Product Undergone Modification by Former Owner?: <input type="checkbox"/> Yes <input type="checkbox"/> No					
Dealer's Address:		Were All Components on Product Original?: <input type="checkbox"/> Yes <input type="checkbox"/> No					
Town/City:		State/Prov.:		If no, what was changed?			
Zip/Postal Code:		Tel. No.:		Were Replacement Components Sold by Product Manufacturer or Representative?: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Product Registration No.:		Year of Registration:		Were All Components on Any Security Item Fastened to the Product?: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Insured: <input type="checkbox"/> Yes <input type="checkbox"/> No		Were All Scheduled Maintenance Procedures Performed by an Authorized BRP Dealer? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Policy No.:		Expiry Date:		Was Routine Lubrication and Maintenance Given to the Products as Specified by the Manufacturer? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Name of Ins. Company:							



SECTION 7

ACTIVITY:	Unknown <input type="checkbox"/>	Transportation <input type="checkbox"/>	Racing <input type="checkbox"/>
	Recreation <input type="checkbox"/>	Work <input type="checkbox"/>	Other <input type="checkbox"/>
Witnesses' Name: (if more than one please join another page / witness)			
Witnesses' Address:			
			Phone:
Did the operator perform a pre-start check of the product before the accident? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Was the operator familiar with the area being traveled? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Did the operator complete any appropriate safety training courses relative to product (i.e. SVIA)? <input type="checkbox"/> Yes <input type="checkbox"/> No If so what type?			
Did the operator review the product safety video or DVD supplied with the vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No			

VEHICLE NO. 2			
Owner's Name:	Product Experience:	Hours <input type="checkbox"/> 0-50 <input type="checkbox"/> 50-100 <input type="checkbox"/> 100-150 <input type="checkbox"/> 150-200 <input type="checkbox"/> 200+	
Owner's Address:	Completed State/ Prov. Product Safety Course: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.		
Town/City:	State/ Prov.:	Year Taken:	Certificate No.:
Zip/ Postal Code:	Tel. No.:	Member of Product Club/ Association: <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes name?
Operator's Name: (unless same as owner)		Occupation:	Employer:
Operator's Address:		Passenger's Name:	
Town/ City:	State/ Prov.:	Passenger's Address:	
Zip/ Postal Code:	Tel. No.:	Town/ City:	State/ Prov.:
Driver's License No.:	Coded Restrictions:	Zip/ Postal Code:	Tel. No.:
Years Licensed as Driver: <input type="checkbox"/> 1-3 <input type="checkbox"/> 3-6 <input type="checkbox"/> 6-10 <input type="checkbox"/> 10+	Date of Birth:	Year	Month
Date of Birth:	Year	Month	Day
Age:	Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female	Product Experience : Hours	<input type="checkbox"/> 0-50 <input type="checkbox"/> 50-100 <input type="checkbox"/> 100-150 <input type="checkbox"/> 150-200 <input type="checkbox"/> 200+
Make:	Model:	Year:	Safety Devices Present: <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes specify
License No.:	Serial No.:	Safety Device in Use: <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes specify	
<input type="checkbox"/> Owned <input type="checkbox"/> Borrowed <input type="checkbox"/> Rent		Warning or Caution Statement Present: <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes specify	
Date of Pre-delivery:	Date of 1 st Recommended Inspection	Proper Operating Instructions Present: <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes specify	
Date of Recent Service:	Mileage/Hours :	Had Product Undergone Modification/ Recall Approved by Manufacturer? : <input type="checkbox"/> Yes <input type="checkbox"/> No	
Dealer's Name:		Had Product Undergone Modification by Former Owner? : <input type="checkbox"/> Yes <input type="checkbox"/> No	
Dealer's Address:		Were All Components on Product Original? : <input type="checkbox"/> Yes <input type="checkbox"/> No	
Town/City:	State/Prov.:	Were All Components on Any Security Item Fastened to the Product? : <input type="checkbox"/> Yes <input type="checkbox"/> No	
Zip/Postal Code:	Tel. No.:	Were Replacement Components Sold by Product Manufacturer or Representative? : <input type="checkbox"/> Yes <input type="checkbox"/> No	
Product Registration No.:	Year of Registration:	If no, what was changed?	
Insured: <input type="checkbox"/> Yes <input type="checkbox"/> No	Were all scheduled maintenance procedures performed by an <input type="checkbox"/> Yes <input type="checkbox"/> No Authorized BRP dealer?		
Policy No.:	Expiry Date:	Was Routine Lubrication and Maintenance Given <input type="checkbox"/> Yes <input type="checkbox"/> No to the Products as Specified by the Manufacturer?	
Name of Ins. Company:			

October 2008 BRP 2

vdd2008-001_120_Accident_report_



SECTION 7

Annexes

ACTIVITY:	Unknown <input type="checkbox"/>	Transportation <input type="checkbox"/>	Racing <input type="checkbox"/>
	Recreation <input type="checkbox"/>	Work <input type="checkbox"/>	Other <input type="checkbox"/>
Witnesses' Name: (if more than one please add a page)			
Witnesses' Address:			
			Phone:
Did the operator perform a pre-start check of the product before the accident?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Was the operator familiar with the area being traveled?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Did the operator complete any appropriate safety training courses relative to product (i.e. SVIA)? If so what type?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Did the operator review the product safety video or DVD supplied with the vehicle?	<input type="checkbox"/> Yes <input type="checkbox"/> No		

PROPERTY DAMAGE VEHICLE 1	
Vehicle/Components:	ESTIMATED COST OF REPAIR :
	Vehicle: \$
Environment/Private:	Property: \$
	Total: \$

PROPERTY DAMAGE VEHICLE 2	
Vehicle/Components:	ESTIMATED COST OF REPAIR :
	Vehicle: \$
Environment/Private:	Property: \$
IF OTHER VEHICLE INVOLVED, ADD ANOTHER SHEET	Total: \$

ACCIDENT / INCIDENT DATA						
Type of Terrain						
Road, Right of way <input type="checkbox"/>	River <input type="checkbox"/>	Private Trail <input type="checkbox"/>	Railroad <input type="checkbox"/>	Sea <input type="checkbox"/>	Open Field <input type="checkbox"/>	Hilly Mountains <input type="checkbox"/>
Ditch <input type="checkbox"/>	Public Trail <input type="checkbox"/>	Stream <input type="checkbox"/>	Lake <input type="checkbox"/>	Wooded <input type="checkbox"/>	Other <input type="checkbox"/>	
Type of Topography						
Unknown <input type="checkbox"/>	Crest Cover <input type="checkbox"/>	Slope Up <input type="checkbox"/>	Side Slope <input type="checkbox"/>	Straight <input type="checkbox"/>		
Level <input type="checkbox"/>	Bottom of Hill <input type="checkbox"/>	Slope Down <input type="checkbox"/>	Curve <input type="checkbox"/>	Other <input type="checkbox"/>		
Surface Cover (Type)		Precipitation		Visibility		Ambient Temperature
Bare Ground <input type="checkbox"/>	Ice <input type="checkbox"/>	Complete Cover <input type="checkbox"/>	None <input type="checkbox"/>	Snow <input type="checkbox"/>	None <input type="checkbox"/>	Actual Temperature : _____ °C _____ °F
Soft Snow <input type="checkbox"/>	Calm Water <input type="checkbox"/>	Partial Cover <input type="checkbox"/>	Rain <input type="checkbox"/>	Sleet <input type="checkbox"/>	Darkness <input type="checkbox"/>	
Hard Pack Snow <input type="checkbox"/>	Rough Water <input type="checkbox"/>	Asphalt <input type="checkbox"/>		Hail <input type="checkbox"/>	Fog-Smoke-Dust <input type="checkbox"/>	
Other <input type="checkbox"/>			Other <input type="checkbox"/>	Other <input type="checkbox"/>		
Location of Accident:					Estimated Speed: Vehicle 1 : Vehicle 2 :	
TIME OF ACCIDENT / INCIDENT:		Morning <input type="checkbox"/>	Afternoon <input type="checkbox"/>	Night <input type="checkbox"/>		



INJURY DATA					
Person Involved	TYPE OF INJURY	Death	Exposure	Bruise	Burns
Address:			Fracture	Sprain	Lacerations
	PART OF BODY INJURED	Head	Back	Abdomen	Lower Limb
		Face/Neck	Chest	Upper Lamp	Other
If more than one person was injured, please join another page per person					
Was the person injured in?	<input type="checkbox"/> Vehicle 1	<input type="checkbox"/> Operators	<input type="checkbox"/> Passenger	<input type="checkbox"/> Other Please specify :	
	<input type="checkbox"/> Vehicle 2	<input type="checkbox"/> Operators	<input type="checkbox"/> Passenger	<input type="checkbox"/> Other Please specify :	
CLOTHING:	Suit <input type="checkbox"/>	Boots/Deck Shoes <input type="checkbox"/>		Visor/Goggles <input type="checkbox"/>	
	Wetsuit <input type="checkbox"/>	Helmet <input type="checkbox"/>	Gloves/Mitts <input type="checkbox"/>	Life Jacket <input type="checkbox"/>	
Doctor's Name:					
Doctor's Address:					
Length of Stay Hospital:					
Accident Reported to:					
Was the person injured aware that what he was doing might result in injury?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Was there anything to distract the injured person's attention from what he was doing?	<input type="checkbox"/> Yes <input type="checkbox"/> No What?				
Had anything happened to upset the person injured that day or at the time of accident?	<input type="checkbox"/> Yes <input type="checkbox"/> No What?				
Was the person injured unusually tired or fatigued that day, or at the time of accident?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Was the person injured ejected from product?	<input type="checkbox"/> Yes <input type="checkbox"/> No If so How?				
Was the person injured entrapped by product?	<input type="checkbox"/> Yes <input type="checkbox"/> No If so by What?				
Was the person injured in a hurry at the time of the accident?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Has the person injured or any member of his family had injury, accident or close call from this previous activity?	<input type="checkbox"/> Yes <input type="checkbox"/> No If so What?				
Had the person injured taken any precautions to prevent an accident?	<input type="checkbox"/> Yes <input type="checkbox"/> No If so What?				
Was the person injured familiar with the proper operation of the product?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Was the person injured informed of proper driving position/techniques before riding the product?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Was passenger wearing adequate clothing/helmet/lifejacket	<input type="checkbox"/> Yes <input type="checkbox"/> No				
How often had the person injured performed this specific activity before?					
Describe activities of person injured leading up to and at time of injury: _____					
Describe physical condition of person injured at time injury (consider: wearing glasses, handicapped or disabled, influenced by alcohol or drugs, mentally ill, chronically ill) : _____					
Had the operating literature been read and understood by the person injured?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
If no Why?					
Had victim ever been involved in another accident other than with this product? (Motor vehicle, Marine, Occupational, Recreation, Other):	<input type="checkbox"/> Yes <input type="checkbox"/> No				
If so When?					
Was the person injured informed of proper driving position/techniques before riding the product?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Was passenger wearing adequate clothing/helmet/lifejacket?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
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