

Section 17 TECHNICAL DATA
Subsection 01 (GTI AND GTI LE MODELS)

GTI AND GTI LE MODELS

| ENGINE | | GTI | GTI LE |
|--|--------------------------------|---|--------|
| Engine type | | BOMBARDIER-ROTAX 717 | |
| Induction type | | Rotary valve | |
| Exhaust system | Type | Water cooled, water injected | |
| | Water injection fitting (head) | 3.5 mm (.139 in) | |
| | Water injection fitting (cone) | 3.5 mm (.139 in) | |
| Starting system | | Electric start | |
| Lubrication | Fuel/oil mixture | VROI (Variable Rate Oil Injection) | |
| | Oil injection pump | Gear driven | |
| | Oil injection type | XP-S™ synthetic 2-stroke OR XP-S™ synthetic blend OR XP-S™ mineral injection oil | |
| Number of cylinders | | 2 | |
| Bore | Standard | 82 mm (3.228 in) | |
| | First oversize | 82.25 mm (3.238 in) | |
| | Second oversize | 82.50 mm (3.248 in) | |
| Stroke | | 68 mm (2.677 in) | |
| Displacement | | 718.2 cm ³ (43.81 in ³) | |
| Corrected compression ratio | | 6.2:1 | |
| Cylinder head volume | | 42.4 ± 0.4 cc | |
| Cylinder head warpage (maximum) | | 0.05 mm (.002 in) | |
| Piston ring type and quantity | | 1 semi-trapez — 1 rectangular | |
| Ring end gap | New | 0.25 - 0.40 mm (.010 - .016 in) | |
| | Wear limit | 1.00 mm (.039 in) | |
| Ring/piston groove clearance | New | 0.025 - 0.070 mm (.001 - .003 in) | |
| | Wear limit | 0.2 mm (.008 in) | |
| Piston/cylinder wall clearance | New | (minimum) 0.10 mm (.0039 in) | |
| | Wear limit | 0.20 mm (.008 in) | |
| Cylinder taper (maximum) | | 0.10 mm (.004 in) | |
| Cylinder out of round (maximum) | | 0.080 mm (.003 in) | |
| Connecting rod big end axial play | New | 0.311 - 0.677 mm (.012 - .027 in) | |
| | Wear limit | 1.2 mm (.047 in) | |
| Crankshaft deflection | | MAG: 0.050 mm (.002 in) PTO: 0.030 mm (.001 in) | |
| Rotary valve timing | Opening | 147° ± 5 BTDC | |
| | Closing | 65.5° ± 5 ATDC | |
| Rotary valve duration | | 159° | |
| Rotary valve/cover clearance | | 0.25 - 0.35 mm (.010 - .014 in) | |
| Connecting rod/crankshaft pin radial clearance | New | 0.020 - 0.033 mm (.0008 - .0013 in) | |
| | Wear limit | 0.050 mm (.002 in) | |
| Connecting rod/piston pin radial clearance | New | 0.020 - 0.033 mm (.0008 - .00013 in) | |
| | Wear limit | 0.015 mm (.00059 in) | |
| ADDITIONAL INFORMATION: | | | |

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Subsection 01 (GTI AND GTI LE MODELS)

| ELECTRICAL | | GTI | GTI LE |
|---|------------------------|-------------------------------|--------|
| Magneto generator output | | 160 W @ 6000 RPM | |
| Ignition system type | | Digital CDI | |
| Spark plug | Make and type | NGK BR8ES | |
| | Gap | 0.4 - 0.5 mm (.016 - .020 in) | |
| Ignition timing (BTDC) | mm (in) | 2.59 ± 0.38 (.102 ± .015) | |
| | Degrees | 20° ± 1.5 Ω (1) | |
| Generating coil | | 40 - 76 Ω | |
| Battery charging coil | | 0.05 - 0.6 Ω | |
| Ignition coil | Primary | 0.34 - 0.62 Ω | |
| | Secondary | 9 - 15 kΩ | |
| Engine rev limiter setting | | 7100 ± 50 RPM | |
| Battery | | 12 V, 19 A•h (Yuasa/Exide) | |
| Fuse | MPEM | 5 A | |
| | Main electrical system | 15 A | |
| | Charging system | 15 A | |
| ADDITIONAL INFORMATION : (1) Engine cold @ 6000 RPM | | | |

| CARBURETION | | GTI | GTI LE |
|--------------------------|---------------------------|---|----------------|
| Carburetor | Type | Mikuni BN-40i diaphragm, fuel accelerator pump | |
| | Quantity | 1 | |
| Main jet | | 167.5 | |
| Pilot jet | | 75 | |
| Spring | | 130 g (4.6 oz) | 115 g (4.1 oz) |
| Adjustment | Low-speed screw | No adjustment | |
| | High-speed screw | No adjustment | |
| | Idle speed (in water) | 1500 ± 100 RPM | |
| | Idle speed (out of water) | 3000 RPM | |
| Fuel | Type | Regular unleaded gasoline | |
| | Minimum octane no. | Inside North America: 87 (R + M)/2 Outside North America: 91 RON | |
| Fuel return line orifice | | 0.8 mm (.031 in) | |
| ADDITIONAL INFORMATION: | | | |

| COOLING | | GTI | GTI LE |
|---------------------------|--|---|--------|
| Type | | Open circuit — Direct flow from jet propulsion unit | |
| Thermostat | | Not applicable | |
| Monitoring beeper setting | | 86 - 94°C (187 - 201°F) | |
| ADDITIONAL INFORMATION: | | | |

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Subsection 01 (GTI AND GTI LE MODELS)

| PROPULSION | | GTI | GTI LE |
|---|------------|--|--------|
| Propulsion system | | BOMBARDIER Formula Pump | |
| Jet pump type | | Axial flow single stage | |
| Impeller rotation (seen from rear) | | Counterclockwise | |
| Transmission | | Direct drive | |
| Coupling type | | Crowned splines | |
| Oil type | | XP-S™ synthetic jet pump oil 75W90 GL5 | |
| Steering nozzle pivoting angle | | 20° | |
| Minimum required water level | | 90 cm (35 in) | |
| Drive shaft deflection (maximum) | | 0.5 mm (.020 in) | |
| Impeller outside diameter | | 155.3 mm (6.114 in) | |
| Impeller/wear ring clearance | New | 0.0 - 0.4 mm (.000 - .016 in) | |
| | Wear limit | 1.00 mm (.040 in) | |
| Impeller shaft end play (new) | | 0 | |
| Impeller shaft radial play | | 0.05 mm (.002 in) | |
| Impeller pitch/material | | Progressive pitch/stainless steel | |
| ADDITIONAL INFORMATION: Do not mix different brands or oil types. | | | |

| DIMENSIONS | | GTI | GTI LE |
|---|--|-----------------|-----------------|
| Number of passenger (driver included) | | 3 | |
| Overall length | | 307 cm (121 in) | |
| Overall width | | 120 cm (47 in) | |
| Overall height | | 104 cm (41 in) | |
| Dry weight | | 282 kg (623 lb) | 291 kg (643 lb) |
| Load limit passenger and 10 kg (22 luggage) | | 243 kg (536 lb) | |
| ADDITIONAL INFORMATION: | | | |

| CAPACITIES | | GTI | GTI LE |
|-----------------------------------|------------------|-----------------------|--------|
| Fuel tank (including reserve) | | 56.5 L (15 U.S. gal) | |
| Fuel tank reserve | | 11.4 L (3 U.S. gal) | |
| Oil injection reservoir | | 6 L (1.6 U.S. gal) | |
| Jet pump impeller shaft reservoir | Capacity | 100 mL (3.38 U.S. oz) | |
| | Oil level height | Up to plug | |
| ADDITIONAL INFORMATION: | | | |

| MATERIALS | | GTI | GTI LE |
|--|--|-----------------------------------|--------|
| Hull | | Composite | |
| Inlet grate | | Aluminum | |
| Impeller housing/stator/venturi/nozzle | | Plastic/plastic/aluminum/aluminum | |
| Air intake silencer | | Thermoplastic | |
| Flame arrester | | Multi-layer wire screen | |
| Steering padding | | Thermoplastic | |
| Fuel tank | | Polyethylene | |
| Oil injection reservoir | | Polyethylene | |
| Seat | | Polyurethane foam | |
| ADDITIONAL INFORMATION: | | | |

| PERFORMANCE | | GTI | GTI LE |
|--|---------------------------|---------------------------|--------|
| Estimated pump power | | 26.1 kW (35 HP) | |
| Maximum fuel consumption at wide open throttle | | 33.5 L/h (8.8 U.S. gal/h) | |
| Cruising time at full throttle | Fuel tank without reserve | 1.21 hour | |
| | Fuel tank reserve | 21 minutes | |
| ADDITIONAL INFORMATION: | | | |

Section 17 TECHNICAL DATA
Subsection 02 (GTI RFI AND GTI LE RFI MODELS)

GTI RFI AND GTI LE RFI MODELS

| ENGINE | | GTI RFI | GTI LE RFI |
|--|-----------------------------------|---|------------------|
| Engine type | | BOMBARDIER-ROTAX 787 | |
| Induction type | | Rotary valve | |
| Exhaust system | Type | Water cooled, water injected with regulator | |
| | Water injection fitting (head) | 4.0 mm (.157 in) | |
| | Water injection fitting (cone) | Not applicable | |
| | Water injection fitting (muffler) | 4.5 mm (.177 in) | 3.5 mm (.139 in) |
| Exhaust valve | | Rotax Adjustable Variable Exhaust (RAVE) | |
| Starting system | | Electric start | |
| Lubrication | Fuel/oil mixture | VROI (Variable Rate Oil Injection) | |
| | Oil injection pump | Direct driven | |
| | Oil injection type | XP-S™ synthetic 2-stroke OR XP-S™ synthetic blend | |
| Number of cylinders | | 2 | |
| Bore | Standard | 82 mm (3.228 in) | |
| | First oversize | 82.25 mm (3.238 in) | |
| | Second oversize | Not applicable | |
| Stroke | | 74 mm (2.91 in) | |
| Displacement | | 781.6 cm (47.7 in) | |
| Corrected compression ratio | | 6.0:1 | |
| Cylinder head volume | | 47.7 ± 0.4 cc | |
| Cylinder head warpage (maximum) | | 0.05 mm (.002 in) | |
| Piston ring type and quantity | | 1 semi-trapez -- 1 rectangular | |
| Ring end gap | New | 0.40 - 0.55 mm (.016 - .022 in) | |
| | Wear limit | 1.00 mm (.039 in) | |
| Ring/piston groove | New | 0.025 - 0.070 mm (.001 - .003 in) | |
| | Wear limit | 0.24 mm (.009 in) | |
| Piston/cylinder wall clearance | New (minimum) | 0.13 mm (.005 in) | |
| | Wear limit | 0.22 mm (.009 in) | |
| Cylinder taper (maximum) | | 0.10 mm (.004 in) | |
| Cylinder out of round (maximum) | | 0.08 mm (.003 in) | |
| Connecting rod big end axial play | New | 0.230 - 0.617 mm (.009 - .024 in) | |
| | Wear limit | 1.2 mm (.047 in) | |
| Crankshaft deflection | | MAG: 0.050 mm (.002 in); PTO: 0.030 mm (.001 in) | |
| Rotary valve timing | Opening | 147° ± 5° BTDC | |
| | Closing | 63.5° ± 5° ATDC | |
| Rotary valve duration | | 159° | |
| Rotary valve/cover clearance | | 0.25 - 0.35 mm (.010 - .014 in) | |
| Connecting rod/crankshaft pin radial clearance | New | 0.023 - 0.034 mm (.0009 - .0013 in) | |
| | Wear limit | 0.050 mm (.002 in) | |
| Connecting rod/piston pin radial clearance | New | 0.003 - 0.012 mm (.00012 - .00047 in) | |
| | Wear limit | 0.015 mm (.00059 in) | |
| ADDITIONAL INFORMATION: | | | |

Section 17 TECHNICAL DATA

Subsection 02 (GTI RFI AND GTI LE RFI MODELS)

| ELECTRICAL SYSTEM | | GTI RFI | GTI LE RFI |
|----------------------------|------------------------|---|------------|
| Magneto generator output | | 270 W @ 6000 RPM | |
| Ignition system type | | Digital, inductive | |
| Spark plug | Make and type | NGK BR8ES | |
| | Gap | 0.61 - 0.71 mm (.024 - .028 in) | |
| Ignition timing (BTDC) | mm (in) | 1.02 (.040) | |
| | Degrees | 12°± 1.0 (fixed timing mode at any RPM) | |
| Battery charging coil | | 0.1 Ω - 1 Ω | |
| Ignition coil | Primary | 0.3 Ω - 0.6 Ω | |
| | Secondary | Not applicable | |
| Engine rev limiter setting | | 7200 ± 50 RPM | |
| Battery | | 12 V, 19 A•h (Yuasa/Exide) | |
| Fuse | MPEM | 5 A | |
| | Main electrical system | 20 A | |
| | Charging system | 20 A | |
| | Battery | 15 A | |
| | VTS | 10 A (installed but not in use) | |
| | Info center | Not applicable | |
| | Fuel pump | 10 A | |
| ADDITIONAL INFORMATION: | | | |

| FUEL SYSTEM | | GTI RFI | GTI LE RFI |
|----------------------------------|--------------------|--|------------|
| Fuel injection type | | Rotax Fuel Injection, semi-direct, single throttle body (56 mm) | |
| Idle speed (in water) | | 1550 ± 100 RPM | |
| Throttle Position Sensor (TPS) | | 1.6 kΩ - 2.4 kΩ (terminals 1-2) 710 Ω - 1380 Ω (terminals 2-3) | |
| Crankshaft Position Sensor (CPS) | | 774 Ω - 946 Ω | |
| Air Temperature Sensor (ATS) | | 2.280 kΩ - 2.74 kΩ | |
| Water Temperature Sensor (WTS) | | 2.280 kΩ - 2.74 kΩ | |
| Air Pressure Sensor (APS) | | 3.4 kΩ and 8.2 kΩ (terminals 3-2) 2.4 kΩ and 8.2 kΩ (terminals 1-2) | |
| RAVE solenoid | | 30 Ω | |
| Fuel injector | | 2.4 - 0.1 Ω | |
| Fuel | Type | Regular unleaded gasoline | |
| | Minimum octane no. | Inside North America: 87 (R + M)/2 Outside North America: 91 RON | |
| ADDITIONAL INFORMATION: | | | |

| COOLING | | GTI RFI | GTI LE RFI |
|---------------------------|--|---|------------|
| Type | | Open circuit — Direct flow from jet propulsion unit | |
| Thermostat | | Not applicable | |
| Monitoring beeper setting | | 86 - 94°C (187 - 201°F) | |
| ADDITIONAL INFORMATION: | | | |

Section 17 TECHNICAL DATA
Subsection 02 (GTI RFI AND GTI LE RFI MODELS)

| PROPULSION | | GTI RFI | GTI LE RFI |
|---|------------|--|------------|
| Propulsion system | | BOMBARDIER Formula Pump | |
| Jet pump type | | Axial flow single stage | |
| Impeller rotation (seen from rear) | | Counterclockwise | |
| Transmission | | Direct drive | |
| Coupling type | | Crowned splines | |
| Oil type | | XP-S™ synthetic jet pump oil 75W90 GL5 | |
| Steering nozzle pivoting angle | | 20° | |
| Minimum required water level | | 90 cm (35 in) | |
| Drive shaft deflection (maximum) | | 0.5 mm (.020 in) | |
| Impeller outside diameter | | 155.0 mm (6.102 in) | |
| Impeller/wear ring clearance | New | 0.0 - 0.4 mm (.000 - .016 in) | |
| | Wear limit | 1.00 mm (.040 in) | |
| Impeller shaft end play (new) | | 0 | |
| Impeller shaft radial play | | 0.05 mm (.002 in) | |
| Impeller pitch/material | | Progressive pitch/stainless steel | |
| ADDITIONAL INFORMATION: Do not mix different brands or oil types. | | | |

| DIMENSIONS | | GTI RFI | GTI LE RFI |
|--|--|-----------------|-----------------|
| Number of passenger (driver incl.) | | 3 | |
| Overall length | | 307 cm (121 in) | |
| Overall width | | 120 cm (147 in) | |
| Overall height | | 104 cm (41 in) | |
| Dry weight | | 315 kg (695 lb) | |
| Load limit (passenger and 10 kg (22 lb) luggage) | | 317 kg (700 lb) | 243 kg (536 lb) |
| ADDITIONAL INFORMATION: | | | |

| CAPACITIES | | GTI RFI | GTI LE RFI |
|---|------------------|-----------------------|------------|
| Fuel tank (including reserve) | | 56.5 L (15 U.S. gal) | |
| Fuel tank reserve (from low level signal) | | 11.4 L (3 U.S. gal) | |
| Oil injection reservoir | | 6 L (1.6 U.S. gal) | |
| Jet pump impeller shaft reservoir | Capacity | 100 mL (3.38 U.S. oz) | |
| | Oil level height | Up to plug | |
| ADDITIONAL INFORMATION: | | | |

| MATERIALS | | GTI RFI | GTI LE RFI |
|--|--|-----------------------------------|------------|
| Hull | | Composite | |
| Inlet grate | | Aluminum | |
| Impeller housing/stator/venturi/nozzle | | Plastic/plastic/aluminum/aluminum | |
| Air intake silencer | | Thermoplastic | |
| Flame arrester | | Multi-layer wire screen | |
| Steering padding | | Thermoplastic | |
| Fuel tank | | Polyethylene | |
| Oil injection reservoir | | Polyethylene | |
| Seat | | Polyurethane foam | |
| ADDITIONAL INFORMATION: | | | |

| PERFORMANCE | | GTI RFI | GTI LE RFI |
|--|---------------------------|--------------------------|------------|
| Estimated pump output | | 30.4 kW (40.76 HP) | |
| Maximum fuel consumption at wide open throttle | | 41.5 L/h (11 U.S. gal/h) | |
| Cruising time at full throttle | Fuel tank without reserve | 1 hour 5 minutes | |
| | Fuel tank reserve | 17 minutes | |
| ADDITIONAL INFORMATION: | | | |

Section 17 TECHNICAL DATA
Subsection 03 (XP DI MODEL)

XP DI MODEL

| ENGINE | | XP DI |
|--|-----------------------------------|--|
| Engine type | | BOMBARDIER-ROTAX 947 DI, 2-stroke |
| Induction type | | Reed valve |
| Exhaust system | Type | Water cooled, water injected with regulator |
| | Water injection fitting (head) | 3.5 mm (.139 in) |
| | Water injection fitting (cone) | Not applicable |
| | Water injection fitting (muffler) | 3 mm (.118 in) |
| Exhaust valve | | RAVE |
| Starting system | | Electric start |
| Lubrication | Fuel/oil mixture | VROI (Variable Rate Oil Injection) |
| | Oil injection pump | Direct driven |
| | Oil injection type | XP-S™ synthetic 2-stroke OR XP-S™ synthetic blend |
| Number of cylinders | | 2 |
| Bore | Standard | 88 mm (3.465 in) |
| | First oversize | 88.25 mm (3.474 in) |
| | Second oversize | Not applicable |
| Stroke | | 78.20 mm (3.079 in) |
| Displacement | | 951.2 cm ³ (58 in ³) |
| Corrected compression ratio | | 6.0: 1 |
| Cylinder head volume | | 50.76 ± 0.6 cc |
| Cylinder head warpage (maximum) | | 0.10 mm (.004 in) total |
| Piston ring type and quantity | | 2 semi-trapez chrome coated steel rings |
| Ring end gap | New | 0.55 - 0.7 mm (.022 - .028 in) |
| | Wear limit | 1.1 mm (.043 in) |
| Ring / piston groove clearance | New | 0.044 - 0.089 mm (.002 - .003 in) |
| | Wear limit | 0.2 mm (.0079 in) |
| Piston / cylinder wall clearance | New (minimum) | 0.12 mm (.0047 in) |
| | Wear limit | 0.22 mm (.0087 in) |
| Cylinder taper (maximum) | | 0.10 mm (.004 in) |
| Cylinder out of round (maximum) | | 0.08 mm (.003 in) |
| Connecting rod big end axial play | New | 0.390 - 0.737 mm (.015 - .029 in) |
| | Wear limit | 1.2 mm (.047 in) |
| Crankshaft deflection | | MAG side: 0.050 mm (.002 in); PTO side: 0.030 mm (.001 in) |
| Rotary valve timing | Opening | Not applicable |
| | Closing | Not applicable |
| Rotary valve duration | | Not applicable |
| Rotary valve/cover clearance | | Not applicable |
| Connecting rod / crankshaft pin radial clearance | New | 0.017 - 0.034 mm (.0006 - .0013 in) |
| | Wear limit | 0.050 mm (.002 in) |
| Connecting rod/piston pin radial clearance | New | 0.001 - 0.014 mm (.00039 - .00055 in) |
| | Wear limit | 0.017 mm (.00067 in) |
| Air compressor | Type | Piston |
| | Displacement | 43 cm ³ (2.6 in ³) |
| | Drive | Balancing shaft |
| | Intake side | Reed valves |
| | Exhaust side | Reed valves |

ADDITIONAL INFORMATION:

Section 17 TECHNICAL DATA

Subsection 03 (XP DI MODEL)

| ELECTRICAL | | XP DI |
|----------------------------|--------------------------|---|
| Magneto generator output | | 270 W @ 6000 RPM |
| Ignition system type | | Digital Inductive |
| Spark plug | Make and type | NGK ZFR4F |
| | Gap | 1.1 mm (.04 in) |
| TDC setting (BTDC) | mm (in) | 5.39 ± 0.30 (.212 ± .011) (direct) measured through direct injector hole 7.87 ± 0.30 (.310 ± .011) (indirect) measured through spark plug hole |
| | Degrees | 27 ± 1.5 @ 1450 RPM |
| Battery charging coil | | 0.1 - 1 Ω |
| Trigger coil | | Not applicable |
| Ignition coil | Primary | 0.45 - 0.55 Ω |
| | Secondary | 6.8 - 10.2 kΩ without high tension leads |
| Engine rev limiter setting | | 7300 ± 50 RPM |
| Battery | | 12 V, 19 A•h (Yuasa/Exide) |
| Fuses | Main | 30 A |
| | Injection system (INJ) | 15 A |
| | Charging system (REG) | 25 A |
| | Information center (ACC) | Not applicable |
| | Fuel pump (FP) | 15 A |
| | Battery | 25 A |
| | VTS system (VTS) | 7.5 A |
| ADDITIONAL INFORMATION: | | |

| FUEL SYSTEM | | XP DI |
|--|--------------------|---|
| Fuel injection type | | Orbital Direct Fuel Injection, twin throttle body (46 mm (1.81 in)) |
| Fuel pressure | | 105.2 PSI - 108 PSI |
| Idle speed (in water/out of water) | | 1450 ± 50 RPM |
| Throttle Position Sensor (TPS) | | 1.6 kΩ - 2.4 kΩ |
| Crankshaft Position Sensor (CPS) | | 5 volts |
| Manifold Air Temperature Sensor (MATS) | | 2.28 kΩ - 2.74 kΩ |
| Water Temperature Sensor (WTS) | | 2.28 kΩ - 2.74 kΩ |
| Exhaust Gas Temperature Sensor (EGTS) | | 2.28 kΩ - 2.74 kΩ |
| Manifold Air Pressure Sensor (MAPS) | | 3.4 Ω - 8.2 Ω (terminals 3-2) 2.4 Ω - 8.2 Ω (terminals 1-2) |
| Knock Sensor (KS) | | 5 MΩ |
| RAVE solenoid | | 24 Ω |
| Fuel injector | | 1.7 Ω - 1.9 Ω |
| Direct injector | | 1.0 Ω - 1.6 Ω |
| Fuel | Type | Regular unleaded gasoline |
| | Minimum octane no. | Inside North America: 87 (R + M) / 2 Outside North America: 91 RON |
| ADDITIONAL INFORMATION: | | |

| COOLING | | XP DI |
|---------------------------|--|---|
| Type | | Open circuit — Direct flow from jet propulsion unit |
| Thermostat | | None |
| Monitoring beeper setting | | 75 - 80°C (167 - 176°F) |
| ADDITIONAL INFORMATION: | | |

Section 17 TECHNICAL DATA
Subsection 03 (XP DI MODEL)

| PROPULSION | | XP DI |
|---|------------|--|
| Propulsion system | | BOMBARDIER Formula pump |
| Jet pump type | | Axial flow single stage |
| Impeller rotation (seen from rear) | | Counterclockwise |
| Transmission | | Direct drive |
| Coupling type | | Rubber coupling, split FR & RR |
| Oil type | | XP-S™ synthetic jet pump oil 75W90 GL5 |
| Steering nozzle pivoting angle | | 20° |
| Minimum required water level | | 90 cm (35 in) |
| Drive shaft deflection (maximum) | | 0.5 mm (.020 in) |
| Impeller outside diameter | | 155.3 mm (6.114 in) |
| Impeller/wear ring clearance | New | 0.0 - 0.4 mm (.000 - .016 in) |
| | Wear limit | 1.0 mm (.040 in) |
| Impeller shaft end play (new) | | 0 |
| Impeller shaft side play | | 0.05 mm (.002 in) |
| Impeller pitch/material | | Progressive pitch/stainless steel |
| ADDITIONAL INFORMATION: Do not mix different brands or oil types. | | |

| DIMENSIONS | | XP DI |
|--|--|-----------------|
| Number of passenger (driver incl.) | | 2 |
| Overall length | | 272 cm (107 in) |
| Overall width | | 112 cm (44 in) |
| Overall height | | 104 cm (41 in) |
| Dry weight | | 274 kg (605 lb) |
| Load limit (passenger and luggage) 10 kg (22 lb) | | 181 kg (400 lb) |
| ADDITIONAL INFORMATION: | | |

| CAPACITIES | | XP DI |
|---|------------------|-----------------------|
| Fuel tank (including reserve) | | 51 L (13.5 U.S. gal) |
| Fuel tank reserve (from low level signal) | | 9.8 L (2.6 U.S. gal) |
| Oil injection reservoir | | 4 L (1.05 U.S. gal) |
| Jet pump impeller shaft reservoir | Capacity | 100 mL (3.38 U.S. oz) |
| | Oil level height | Up to plug |
| ADDITIONAL INFORMATION: | | |

| MATERIALS | | XP DI |
|--|--|-----------------------------------|
| Hull | | Composite |
| Inlet grate | | Aluminum |
| Impeller housing/stator/venturi/nozzle | | Plastic/plastic/aluminum/aluminum |
| Air intake silencer | | Thermoplastic |
| Flame arrester | | Tubular wire screen |
| Steering padding | | Thermoplastic |
| Fuel tank | | Polyethylene |
| Oil injection reservoir | | Polyethylene |
| Seat | | Polyurethane foam |
| ADDITIONAL INFORMATION: | | |

Section 17 TECHNICAL DATA**Subsection 03 (XP DI MODEL)**

| PERFORMANCE | | XP DI |
|--|---|--------------------------|
| Estimated pump power | | 53.7 kW (72 HP) |
| Maximum fuel consumption at wide open throttle | | 47 L/h (12.4 U.S. gal/h) |
| Cruising time at full throttle | Fuel tank without reserve | 60 minutes |
| | Fuel tank reserve (from low level signal) | 12 minutes |
| ADDITIONAL INFORMATION: | | |

RXP 4-TEC MODELS

| ENGINE | | | RXP 4-TEC |
|-------------------------------|----------|-----------------|--|
| Engine type | | | BOMBARDIER-ROTAX 1503 4-TEC, 4-stroke, Single Over Head Camshaft (SOHC), liquid cooled |
| Number of cylinders | | | 3 |
| Number of valves | | | 12 valves with hydraulic lifters (no adjustment) |
| Bore | Standard | | 100 mm (3.9 in) |
| Stroke | | | 63.4 mm (2.49 in) |
| Displacement | | | 1493.8 mm (58.81 in) |
| Compression ratio | | | 8.4:1 |
| Induction type | | | Normally-aspirated Mechanically-driven supercharger |
| Maximum HP RPM | | | 8000 ± 50 RPM |
| Lubrication | | Type | Dry sump (2 oil pumps). Replaceable oil filter. Water-cooled oil cooler. |
| | | Oil type | Bombardier 4-stroke engine oil SAE 10W40 |
| Oil filter | | | Bombardier |
| Exhaust system | | Type | Water cooled/water injected. Direct flow from propulsion unit |
| Intake valve opening | | | 10° BTDC |
| Intake valve closing | | | 45° ABDC |
| Exhaust valve opening | | | 50° BBDC |
| Exhaust valve closing | | | 5° ATDC 0° ATDC |
| Starting system | | | Electric start |
| Valve stem diameter | Intake | Minimum (new) | 5.961 mm (.2347 in) |
| | | Maximum (new) | 5.975 mm (.2352 in) |
| | | Wear limit | 5.930 mm (.2330 in) |
| | Exhaust | Minimum (new) | 5.946 mm (.2341 in) |
| | | Maximum (new) | 5.960 mm (.2346 in) |
| | | Wear limit | 5.930 mm (.2330 in) |
| Valve guide diameter | | Minimum (new) | 5.99 mm (.2358 in) |
| | | Maximum (new) | 6.01 mm (.2366 in) |
| | | Wear limit | 6.060 mm (.2386 in) |
| Valve spring free length | Inner | Nominal (new) | 41.02 mm (1.615 in) |
| | | Wear limit | 38.8 mm (1.499 in) |
| | Outer | Nominal (new) | 45.45 mm (1.789 in) |
| | | Wear limit | 43 mm (1.693 in) |
| Valve seat contact width | Intake | Nominal (new) | 1.1 to 1.3 mm (.043 to .051 in) |
| | | Wear limit | 1.6 mm (.063 in) |
| | Exhaust | Nominal (new) | 1.25 to 1.55 mm (.049 to .061 in) |
| | | Wear limit | 1.8 mm (.071 in) |
| Rocker arm bore diameter | | Minimum (new) | 20.00 mm (.7874 in) |
| | | Maximum (new) | 20.02 mm (.7882 in) |
| | | Wear limit | 20.03 mm (.7886 in) |
| Rocker arm shaft diameter | | Minimum (new) | 19.98 mm (.7866 in) |
| | | Maximum (new) | 19.99 mm (.7870 in) |
| | | Wear limit | 19.96 mm (.7858 in) |
| Cylinder head screw | | Service limit | 148.5 mm (5.846 in) |
| Piston ring type and quantity | | 1 st | Upper compression ring |
| | | 2 nd | Lower compression ring |
| | | 3 rd | Oil scraper ring |

Section 17 TECHNICAL DATA
Subsection 04 (RXP 4-TEC MODELS)

| ENGINE | | | RXP 4-TEC |
|-----------------------------------|------------------|---------------|-----------------------|
| Ring end gap | Rectangular | Minimum (new) | 0.3 mm (.012 in) |
| | Taper-face | | 0.15 mm (.006 in) |
| | Oil scraper ring | | 0.15 mm (.006 in) |
| | Rectangular | Maximum (new) | 0.5 mm (.020 in) |
| | Taper-face | | 0.3 mm (.012 in) |
| | Oil scraper ring | | 0.3 mm (.012 in) |
| | All | Wear limit | 1.5 mm (.06 in) |
| Ring/piston groove clearance | Rectangular | Minimum (new) | 0.02 mm (.0008 in) |
| | Taper-face | | 0.015 mm (.0006 in) |
| | Oil scraper ring | | 0.02 mm (.0008 in) |
| | Rectangular | Maximum (new) | 0.07 mm (.0028 in) |
| | Taper-face | | 0.06 mm (.0024 in) |
| | Oil scraper ring | | 0.055 mm (.0021 in) |
| | All | Wear limit | 0.15 mm (.006 in) |
| Piston/cylinder wall clearance | | Minimum (new) | 0.06 mm (.0015 in) |
| | | Wear limit | 0.1 mm (.0039 in) |
| Cylinder taper (maximum) | | | 0.03 mm (.0011 in) |
| Cylinder out of round (maximum) | | | 0.008 mm (.0003 in) |
| Camshaft bearing journal | Front | Minimum (new) | 24.93 mm (.9815 in) |
| | | Maximum (new) | 24.96 mm (.9827 in) |
| | | Wear limit | 24.93 mm (.9815 in) |
| | PTO and center | Minimum (new) | 39.89 mm (1.5705 in) |
| | | Maximum (new) | 39.9 mm (1.5709 in) |
| | | Wear limit | 39.88 mm (1.5701 in) |
| Camshaft bore | Front | Minimum (new) | 25.000 mm (.9842 in) |
| | | Maximum (new) | 25.01 mm (.9846 in) |
| | | Wear limit | 25.02 mm (.9850 in) |
| | PTO and center | Minimum (new) | 40.000 mm (1.5748 in) |
| | | Maximum (new) | 40.01 mm (1.5752 in) |
| | | Wear limit | 25.02 mm (.9850 in) |
| Cam lobe | Intake | Minimum (new) | 31.654 mm (1.2462 in) |
| | | Maximum (new) | 31.854 mm (1.2541 in) |
| | | Wear limit | 31.604 mm (1.2442 in) |
| | Exhaust | Minimum (new) | 31.435 mm (1.2376 in) |
| | | Maximum (new) | 31.635 mm (1.2455 in) |
| | | Wear limit | 31.385 mm (1.2356 in) |
| Crankshaft axial clearance | | Minimum (new) | 0.08 mm (.0031 in) |
| | | Maximum (new) | 0.22 mm (.0087 in) |
| Connecting rod big end clearance | | Wear limit | 0.09 mm (.0035 in) |
| Crankshaft journal diameter | | Minimum (new) | 49.98 mm (1.9677 in) |
| | | Maximum (new) | 50.000 mm (1.9685 in) |
| | | Wear limit | 49.950 mm (1.9665 in) |
| Crankshaft radial clearance | | Wear limit | 0.007 mm (.0028 in) |
| Connecting rod big end diameter | | Service limit | 45.080 mm (1.7740 in) |
| Connecting rod big end clearance | | Service limit | 0.09 mm (.0035 in) |
| Connecting rod big end axial play | | Minimum (new) | 0.135 mm (.0053 in) |
| | | Maximum (new) | 0.287 mm (.0113 in) |
| | | Wear limit | 0.500 mm (.0197 in) |
| Crankshaft deflection | | | 0.050 mm (.002 in) |

Section 17 TECHNICAL DATA
Subsection 04 (RXP 4-TEC MODELS)

| ENGINE | | RXP 4-TEC |
|---|---------------|-----------------------|
| Connecting rod small end diameter | Minimum (new) | 23.010 mm (.9059 in) |
| | Maximum (new) | 23.020 mm (.9063 in) |
| | Wear limit | 23.070 mm (.9080 in) |
| Piston pin diameter | Minimum (new) | 22.99 mm (.9051 in) |
| | Maximum (new) | 23.000 mm (.9055 in) |
| | Wear limit | 22.990 mm (.9051 in) |
| Piston pin bore clearance | Wear limit | 0.080 mm (.0035 in) |
| Balance shaft journal diameter | Minimum (new) | 31.98 mm (1.2591 in) |
| | Maximum (new) | 32.000 mm (1.2598 in) |
| | Wear limit | 31.950 mm (1.2579 in) |
| Balance shaft radial clearance | Wear limit | 0.07 mm (.0028 in) |
| Balance shaft axial clearance | Minimum (new) | 0.02 mm (.0008 in) |
| | Maximum (new) | 0.25 mm (.0098 in) |
| Supercharger shaft driven plate journal depth | Minimum (new) | 9.960 mm (.3921 in) |
| | Maximum (new) | 10.0 mm (.3937 in) |
| | Wear limit | 9.700 mm (.3819 in) |
| Supercharger drive gear thickness | Minimum (new) | 11.0 mm (.4331 in) |
| | Maximum (new) | 11.050 mm (.4350 in) |
| | Wear limit | 10.500 mm (.4134 in) |
| Supercharger lock washer thickness | Minimum (new) | 6.900 mm (.2717 in) |
| | Maximum (new) | 7.100 mm (.2795 in) |
| | Wear limit | 6.600 mm (.2598 in) |
| ADDITIONAL INFORMATION: | | |

| ELECTRICAL | | RXP 4-TEC |
|----------------------------|---------------|------------------------|
| Magneto generator output | | 360 W @ 6000 RPM |
| Ignition system type | | DI (Digital Induction) |
| Ignition timing | | Not adjustable |
| Spark plug | Make and type | NGK DCPR8E |
| | Gap | 0.7 - 0.8 mm (.030 in) |
| Generating coil | | N.A. |
| Battery charging coil | | 0.1 - 1.0 Ω |
| Ignition coil | Primary | 0.85 - 1.15 Ω |
| | Secondary | 9.5 - 13.5 kΩ |
| Engine RPM limiter setting | | 8000 RPM |
| Battery | | 12 V, 30 A•h |

Section 17 TECHNICAL DATA
Subsection 04 (RXP 4-TEC MODELS)

| ELECTRICAL | | RXP 4-TEC |
|------------|---|----------------|
| Fuse | TOPS | 10 A |
| | Battery fuse | 30 A |
| | Cylinder 1, ignition coil and injection | 10 A |
| | Cylinder 2, ignition coil and injection | 10 A |
| | Cylinder 3, ignition coil and injection | 10 A |
| | Electric bilge pump (optional) | 3 A |
| | Starting system, electric fuel pump | 10 A |
| | EMS, start/stop circuit | 5 A |
| | Main | 30 A |
| | MPEM | Not applicable |
| | Charging system | 30 A |
| | Information center | 1 A |
| | VTS | 7.5 A |

ADDITIONAL INFORMATION:

| FUEL SYSTEM | | RXP 4-TEC |
|--|--|-----------|
| Fuel injection type | Rotax EMS (engine management system) Multipoint Fuel Injection. Single throttle body (52 mm (2.05 in)) | |
| Fuel pressure | 56 PSI - 60 PSI | |
| Idle speed (in water/out of water) | 1800 ± 50 RPM | |
| Throttle Position Sensor (TPS) | 1.6 kΩ - 2.4 kΩ | |
| Crankshaft Position Sensor (CPS) | 190 Ω - 290Ω | |
| Camshaft Position Sensor (CAPS) | 12 volts | |
| Camshaft Position Sensor (CAPS) | 1.2 kΩ | |
| Manifold Air Temperature Sensor (MATS) | 2.28 kΩ - 2.74 kΩ | |
| Coolant Temperature Sensor (CTS) | 2.28 kΩ - 2.74 kΩ | |
| Exhaust Gas Temperature Sensor (EGT) | 2.28 kΩ - 2.74 kΩ | |
| Manifold Air Pressure Sensor (MAPS) | 6040Ω (terminals 2-1) 5554Ω (terminals 3-2) 5822Ω (terminals 3-1) | |
| Knock Sensor (KS) | 5 MΩ | |
| Oil Pressure Switch (OPS) | 0 Ω, if oil pressure is greater than 26 - 32 PSI | |
| Oil Separator Pressure Switch (OSPS) | 0 Ω, if blow-by pressure is less than 6 PSI | |
| TOPS valve | 1.27 Ω - 2.47 Ω | |
| Fuel injector | 11.4 Ω - 12.6 Ω | |

| | | | |
|--------------------|------|-----------------------|---|
| Fuel | Type | INSIDE NORTH AMERICA | |
| | | Recommended | Premium unleaded gasoline with 91 octane (Ron + Mon)/2 specification for optimum performance |
| | | Minimum | Regular unleaded gasoline with 87 octane (Ron + Mon)/2 specification |
| | | OUTSIDE NORTH AMERICA | |
| | | Recommended | Premium unleaded gasoline with 95 octane RON specification for optimum performance |
| | | Minimum | Regular unleaded gasoline with 91 octane RON specification |
| Minimum octane no. | | See above | |

ADDITIONAL INFORMATION:

Section 17 TECHNICAL DATA
Subsection 04 (RXP 4-TEC MODELS)

| COOLING | RXP 4-TEC |
|---------------------------|--|
| Type | Liquid cooled. Closed loop for engine (see also exhaust system) |
| Coolant | Ethylene-glycol 50%/50% antifreeze/water. Coolant containing corrosion inhibitors for internal combustion aluminum engines |
| Thermostat | 87°C (188°F) |
| Monitoring beeper setting | 100°C (212°F) |
| ADDITIONAL INFORMATION: | |

| PROPULSION | RXP 4-TEC |
|---|--|
| Propulsion system | BOMBARDIER Formula pump |
| Jet pump type | Axial flow single stage. Greased bearings |
| Impeller rotation (seen from rear) | Counterclockwise |
| Transmission | Direct drive |
| Coupling type | Crown splines |
| Reverse system | Yes |
| O.P.A.S. system | Yes |
| Grease type | Sea-Doo grease (P/N 293 550 032) 10 mL front bearing, 50 mL rear of bearing, 50 mL in pump cap |
| Steering nozzle pivoting angle | 20° |
| Minimum required water level | 90 cm (35 in) |
| Drive shaft deflection (maximum) | 0.5 mm (.020 in) |
| Impeller outside diameter | 159.0 ± 0.06 mm (6.260 ± .0024 in) |
| Impeller/wear ring clearance | New |
| | Wear limit |
| Impeller shaft end play (new) | 0 |
| Impeller shaft side play | 0 |
| Impeller material | Stainless steel |
| ADDITIONAL INFORMATION: Do not mix different brands or oil types. | |

| DIMENSIONS | RXP 4-TEC |
|--|-----------------|
| Number of passenger (driver incl.) | 2 |
| Overall length | 307 cm (121 in) |
| Overall width | 122 cm (48 in) |
| Overall height | 109 cm (43 in) |
| Dry weight | 359 kg (792 lb) |
| Load limit (passenger and 10 kg (22 lb) luggage) | 181 kg (400 lb) |
| ADDITIONAL INFORMATION: | |

| CAPACITIES | RXP 4-TEC |
|---|---|
| Engine oil | 3 L (2.7 U.S. qt) oil change w/filter 4.5 L (4.1 U.S. qt) total |
| Cooling system (coolant) | 5.5 L (4.8 U.S. qt) total |
| Fuel tank (including reserve) | 60 L (15.9 U.S. gal) |
| Fuel tank reserve (from low level signal) | 15 L (4 U.S. gal) |
| ADDITIONAL INFORMATION: | |

Section 17 TECHNICAL DATA
Subsection 04 (RXP 4-TEC MODELS)

| MATERIALS | RXP 4-TEC |
|--|-------------------------------------|
| Hull | Composite |
| Inlet grate | Aluminum |
| Steering cover | Thermoplastic |
| Impeller housing/stator/venturi/nozzle | Aluminum/aluminum/aluminum/aluminum |
| Air intake silencer | N.A. |
| Flame arrester | Tubular integrated with intercooler |
| Steering padding | Thermoplastic |
| Fuel tank | Polyethylene |
| Oil injection reservoir | Polyethylene |
| Seat | Polyurethane foam |
| ADDITIONAL INFORMATION: | |

| PERFORMANCE | RXP 4-TEC | |
|--|---|------------|
| Estimated pump power | 77.5 kW (103.93 HP) | |
| Maximum fuel consumption at wide open throttle | 43.1 L/h (11.4 U.S. gal/h) 62 L/h (16.4 U.S. gal/h) | |
| Cruising time at full throttle | Fuel tank without reserve | 60 minutes |
| | Fuel tank reserve (from low level signal) | 12 minutes |
| ADDITIONAL INFORMATION: | | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

GTX 4-TEC MODELS

| ENGINE | | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|---------------------------|----------|---------------|--|--|
| Engine type | | | BOMBARDIER-ROTAX 1503 4-TEC, 4-stroke, Single Over Head Camshaft (SOHC), liquid cooled | |
| Number of cylinders | | | 3 | |
| Number of valves | | | 12 valves with hydraulic lifters (no adjustment) | |
| Bore | Standard | | 100 mm (3.9 in) | |
| Stroke | | | 63.4 mm (2.49 in) | |
| Displacement | | | 1493.8 mm (58.81 in) | |
| Compression ratio | | | 10.6:1 | 8.1:1 |
| Induction type | | | Normally-aspirated | Mechanically-driven supercharger |
| Maximum HP RPM | | | 7650 ± 50 RPM | 7500 ± 50 RPM |
| Lubrication | | Type | Dry sump (2 oil pumps). Replaceable oil filter. Water-cooled oil cooler. | |
| | | Oil type | Bombardier 4-stroke engine oil SAE 10W40 (API service classification SL, SJ or SH) | Bombardier 4-stroke engine oil SAE 10W40 |
| Oil filter | | | Bombardier | |
| Exhaust system | | Type | Water cooled/water injected. Direct flow from propulsion unit | |
| Intake valve opening | | | 10° BTDC | |
| Intake valve closing | | | 45° ABDC | |
| Exhaust valve opening | | | 50° BBDC | |
| Exhaust valve closing | | | 5° ATDC | 0° ATDC |
| Starting system | | | Electric start | |
| Valve stem diameter | | Intake | Minimum (new) | 5.961 mm (.2347 in) |
| | | | Maximum (new) | 5.975 mm (.2352 in) |
| | | | Wear limit | 5.930 mm (.2330 in) |
| | | Exhaust | Minimum (new) | 5.946 mm (.2341 in) |
| | | | Maximum (new) | 5.960 mm (.2346 in) |
| | | | Wear limit | 5.930 mm (.2330 in) |
| Valve guide diameter | | Minimum (new) | 5.99 mm (.2358 in) | |
| | | Maximum (new) | 6.01 mm (.2366 in) | |
| | | Wear limit | 6.060 mm (.2386 in) | |
| Valve spring free length | | Inner | Nominal (new) | 41.02 mm (1.615 in) |
| | | | Wear limit | 38.8 mm (1.499 in) |
| | | Outer | Nominal (new) | 45.45 mm (1.789 in) |
| | | | Wear limit | 43 mm (1.693 in) |
| Valve seat contact width | | Intake | Nominal (new) | 1.1 to 1.3 mm (.043 to .051 in) |
| | | | Wear limit | 1.6 mm (.063 in) |
| | | Exhaust | Nominal (new) | 1.25 to 1.55 mm (.049 to .061 in) |
| | | | Wear limit | 1.8 mm (.071 in) |
| Rocker arm bore diameter | | Minimum (new) | 20.00 mm (.7874 in) | |
| | | Maximum (new) | 20.02 mm (.7882 in) | |
| | | Wear limit | 20.03 mm (.7886 in) | |
| Rocker arm shaft diameter | | Minimum (new) | 19.98 mm (.7866 in) | |
| | | Maximum (new) | 19.99 mm (.7870 in) | |
| | | Wear limit | 19.96 mm (.7858 in) | |
| Cylinder head screw | | Service limit | 148.5 mm (5.846 in) | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

| ENGINE | | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|----------------------------------|------------------|-----------------|---------------------------------------|------------------------|
| Piston ring type and quantity | | 1 st | Upper compression ring | |
| | | 2 nd | Lower compression ring | |
| | | 3 rd | Oil scraper ring | |
| Ring end gap | Rectangular | Minimum (new) | 0.3 mm (.012 in) | |
| | Taper-face | | 0.15 mm (.006 in) | |
| | Oil scraper ring | | 0.15 mm (.006 in) | |
| | Rectangular | Maximum (new) | 0.5 mm (.020 in) | |
| | Taper-face | | 0.3 mm (.012 in) | |
| | Oil scraper ring | | 0.3 mm (.012 in) | |
| | All | Wear limit | 1.5 mm (.06 in) | |
| Ring/piston groove clearance | Rectangular | Minimum (new) | 0.02 mm (.0008 in) | |
| | Taper-face | | 0.015 mm (.0006 in) | |
| | Oil scraper ring | | 0.02 mm (.0008 in) | |
| | Rectangular | Maximum (new) | 0.07 mm (.0028 in) | |
| | Taper-face | | 0.06 mm (.0024 in) | |
| | Oil scraper ring | | 0.055 mm (.0021 in) | |
| | All | Wear limit | 0.15 mm (.006 in) | |
| Piston/cylinder wall clearance | | Minimum (new) | 0.024 - 0.056 mm (.001 - .0022 in) | 0.04 mm (.001 in) |
| | | Wear limit | 0.1 mm (.0039 in) | |
| Cylinder taper (maximum) | | | 0.03 mm (.0011 in) | |
| Cylinder out of round (maximum) | | | 0.008 mm (.0003 in) | |
| Camshaft bearing journal | Front | Minimum (new) | 24.93 mm (.9815 in) | |
| | | Maximum (new) | 24.96 mm (.9827 in) | |
| | | Wear limit | 24.93 mm (.9815 in) | |
| | PTO and center | Minimum (new) | 39.89 mm (1.5705 in) | |
| | | Maximum (new) | 39.9 mm (1.5709 in) | |
| | | Wear limit | 39.88 mm (1.5701 in) | |
| Camshaft bore | Front | Minimum (new) | 25.000 mm (.9842 in) | |
| | | Maximum (new) | 25.01 mm (.9846 in) | |
| | | Wear limit | 25.02 mm (.9850 in) | |
| | PTO and center | Minimum (new) | 40.000 mm (1.5748 in) | |
| | | Maximum (new) | 40.01 mm (1.5752 in) | |
| | | Wear limit | 25.02 mm (.9850 in) | |
| Cam lobe | Intake | Minimum (new) | 31.48 mm (1.2394 in) | 31.69 mm (1.2476 in) |
| | | Maximum (new) | 31.59 mm (1.2437 in) | 31.8 mm (1.2520 in) |
| | | Wear limit | 31.43 mm (1.2374 in) | 31.65 mm (1.2461 in) |
| | Exhaust | Minimum (new) | 31.69 mm (1.2476 in) | 31.48 mm (1.2394 in) |
| | | Maximum (new) | 31.8 mm (1.2520 in) | 31.59 mm (1.2437 in) |
| | | Wear limit | 31.65 mm (1.2461 in) | 31.43 mm (1.2374 in) |
| Crankshaft axial clearance | | Minimum (new) | 0.08 mm (.0031 in) | |
| | | Maximum (new) | 0.22 mm (.0087 in) | |
| Connecting rod big end clearance | | Wear limit | 0.09 mm (.0035 in) | |
| Crankshaft journal diameter | | Minimum (new) | 49.98 mm (1.9677 in) | |
| | | Maximum (new) | 50.000 mm (1.9685 in) | |
| | | Wear limit | 49.950 mm (1.9665 in) | |
| Crankshaft radial clearance | | Wear limit | 0.007 mm (.0028 in) | |
| Connecting rod big end diameter | | Service limit | 45.080 mm (1.7740 in) | |
| Connecting rod big end clearance | | Service limit | 0.09 mm (.0035 in) | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

| ENGINE | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|---|---------------|-----------------------|------------------------|
| Connecting rod big end axial play | Minimum (new) | 0.135 mm (.0053 in) | |
| | Maximum (new) | 0.287 mm (.0113 in) | |
| | Wear limit | 0.500 mm (.0197 in) | |
| Crankshaft deflection | | 0.050 mm (.002 in) | |
| Connecting rod small end diameter | Minimum (new) | 23.010 mm (.9059 in) | |
| | Maximum (new) | 23.020 mm (.9063 in) | |
| | Wear limit | 23.070 mm (.9080 in) | |
| Piston pin diameter | Minimum (new) | 22.99 mm (.9051 in) | |
| | Maximum (new) | 23.000 mm (.9055 in) | |
| | Wear limit | 22.990 mm (.9051 in) | |
| Piston pin bore clearance | Wear limit | 0.080 mm (.0035 in) | |
| Balance shaft journal diameter | Minimum (new) | 31.98 mm (1.2591 in) | |
| | Maximum (new) | 32.000 mm (1.2598 in) | |
| | Wear limit | 31.950 mm (1.2579 in) | |
| Balance shaft radial clearance | Wear limit | 0.07 mm (.0028 in) | |
| Balance shaft axial clearance | Minimum (new) | 0.02 mm (.0008 in) | |
| | Maximum (new) | 0.25 mm (.0098 in) | |
| Supercharger shaft driven plate journal depth | Minimum (new) | Not applicable | 9.960 mm (.3921 in) |
| | Maximum (new) | Not applicable | 10.0 mm (.3937 in) |
| | Wear limit | Not applicable | 9.700 mm (.3819 in) |
| Supercharger drive gear thickness | Minimum (new) | Not applicable | 11.0 mm (.4331 in) |
| | Maximum (new) | Not applicable | 11.050 mm (.4350 in) |
| | Wear limit | Not applicable | 10.500 mm (.4134 in) |
| Supercharger lock washer thickness | Minimum (new) | Not applicable | 6.900 mm (.2717 in) |
| | Maximum (new) | Not applicable | 7.100 mm (.2795 in) |
| | Wear limit | Not applicable | 6.600 mm (.2598 in) |
| ADDITIONAL INFORMATION: | | | |

| ELECTRICAL | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|----------------------------|---------------|------------------------|------------------------|
| Magneto generator output | | 360 W @ 6000 RPM | |
| Ignition system type | | DI (Digital Induction) | |
| Ignition timing | | Not adjustable | |
| Spark plug | Make and type | NGK DCPR8E | |
| | Gap | 0.7 - 0.8 mm (.030 in) | |
| Generating coil | | N.A. | |
| Battery charging coil | | 0.1 - 1.0 Ω | |
| Ignition coil | Primary | 0.85 - 1.15 Ω | |
| | Secondary | 9.5 - 13.5 k Ω | |
| Engine RPM limiter setting | | 7650 RPM | |
| Battery | | 12 V, 30 A•h | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

| ELECTRICAL | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|------------|---|-----------|----------------------------------|
| Fuse | TOPS | | 10 A |
| | Battery fuse | | 30 A |
| | Cylinder 1, ignition coil and injection | | 10 A |
| | Cylinder 2, ignition coil and injection | | 10 A |
| | Cylinder 3, ignition coil and injection | | 10 A |
| | Electric bilge pump (optional) | | 3 A |
| | Starting system, electric fuel pump | | 10 A |
| | EMS, start/stop circuit | | 5 A |
| | Main | | 30 A |
| | MPEM | | 5 A |
| | Charging system | | 30 A |
| | Information center | | 1 A |
| | VTS | | 7.5 A (installed but not in use) |
| | ADDITIONAL INFORMATION: | | |

| FUEL SYSTEM | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|--|--|------------------------|
| Fuel injection type | Rotax EMS (engine management system) Multipoint Fuel Injection. Single throttle body (52 mm (2.05 in)) | |
| Fuel pressure | 42 PSI - 45 PSI | |
| Idle speed (in water/out of water) | 1800 ± 50 RPM | |
| Throttle Position Sensor (TPS) | 1.6 kΩ - 2.4 kΩ | |
| Crankshaft Position Sensor (CPS) | 190 Ω - 290Ω | |
| Camshaft Position Sensor (CAPS) | 12 volts | |
| Camshaft Position Sensor (CAPS) | 1.2 kΩ | |
| Manifold Air Temperature Sensor (MATS) | 2.28 kΩ - 2.74 kΩ | |
| Coolant Temperature Sensor (CTS) | 2.28 kΩ - 2.74 kΩ | |
| Exhaust Gas Temperature Sensor (EGT) | 2.28 kΩ - 2.74 kΩ | |
| Manifold Air Pressure Sensor (MAPS) | 6040 Ω (terminals 2-1) 5554 Ω (terminals 3-2) 5822 Ω (terminals 3-1) | |
| Knock Sensor (KS) | 5 MΩ | |
| Oil Pressure Switch (OPS) | 0 Ω, if oil pressure is greater than 26 - 32 PSI | |
| Oil Separator Pressure Switch (OSPS) | 0 Ω, if blow-by pressure is less than 6 PSI | |
| TOPS valve | 1.27 Ω - 2.47 Ω | |
| Fuel injector | 11.4 Ω - 12.6 Ω | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

| FUEL SYSTEM | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|-------------------------|------|--|--|
| Fuel | Type | Inside north America | |
| | | Regular unleaded gasoline with 87 octane (Ron + Mon)/2 specification | Recommended: Premium unleaded gasoline with 90 octane (Ron + Mon)/2 specification for optimum performance Minimum: Regular unleaded gasoline with 87 octane (Ron + Mon)/2 specification |
| | | Outside north America | |
| | | Regular unleaded gasoline with 91 octane RON specification | Recommended: Premium unleaded gasoline with 95 octane RON specification for optimum performance Minimum: Regular unleaded gasoline with 91 octane RON specification |
| ADDITIONAL INFORMATION: | | | |

| COOLING | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|---------------------------|--|-----------|------------------------|
| Type | Liquid cooled. Closed loop for engine (see also exhaust system) | | |
| Coolant | Ethylene-glycol 50%/50% antifreeze/water. Coolant containing corrosion inhibitors for internal combustion aluminum engines | | |
| Thermostat | 87°C (188°F) | | |
| Monitoring beeper setting | 100°C (212°F) | | |
| ADDITIONAL INFORMATION: | | | |

| PROPULSION | | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|---|--|-------------------------------|---------------------------------|
| Propulsion system | BOMBARDIER Formula pump | | |
| Jet pump type | Axial flow single stage. Greased bearings | | |
| Impeller rotation (seen from rear) | Counterclockwise | | |
| Transmission | Direct drive | | |
| Coupling type | Crown splines | | |
| Reverse system | Yes | | |
| O.P.A.S. system | Yes | | |
| Grease type | Sea-Doo grease (P/N 293 550 032) 10 mL front bearing, 50 mL rear of bearing, 50 mL in pump cap | | |
| Steering nozzle pivoting angle | 20° | | |
| Minimum required water level | 90 cm (35 in) | | |
| Drive shaft deflection (maximum) | 0.5 mm (.020 in) | | |
| Impeller outside diameter | 155.3 ± 0.06 mm (6.122 ± .0024 in) | | |
| Impeller/wear ring clearance | New | 0.0 - 0.4 mm (.000 - .016 in) | 0.07 - 0.23 mm (.003 - .009 in) |
| | Wear limit | 0.35 mm (.0138 in) | 0.35 mm (.0138 in) |
| Impeller shaft end play (new) | 0 | | |
| Impeller shaft side play | 0 | | |
| Impeller material | Stainless steel | | |
| ADDITIONAL INFORMATION: Do not mix different brands or oil types. | | | |

Section 17 TECHNICAL DATA
Subsection 05 (GTX 4-TEC MODELS)

| DIMENSIONS | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|--|-----------------|---|
| Number of passenger (driver incl.) | 3 | |
| Overall length | 331 cm (130 in) | |
| Overall width | 122 cm (48 in) | |
| Overall height | 113 cm (44 in) | |
| Dry weight | 385 kg (850 lb) | 393 kg (867 lb) Limited: 397 kg (875 lb) |
| Load limit (passenger and 10 kg (22 lb) luggage) | 272 kg (600 lb) | |
| ADDITIONAL INFORMATION: | | |

| CAPACITIES | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|---|---|------------------------|
| Engine oil | 3 L (2.7 U.S. qt) oil change w/filter 4.5 L (4.1 U.S. qt) total | |
| Cooling system (coolant) | 5.5 L (4.8 U.S. qt) total | |
| Fuel tank (including reserve) | 60 L (15.9 U.S. gal) | |
| Fuel tank reserve (from low level signal) | 15 L (4 U.S. gal) | |
| ADDITIONAL INFORMATION: | | |

| MATERIALS | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|--|---------------------------------------|---|
| HULL | COMPOSITE | |
| Inlet grate | Aluminum | |
| Steering cover | Thermoplastic | |
| Impeller housing/stator/ venturi/nozzle | Plastic/plastic/ aluminum/aluminum | Aluminum/aluminum/ aluminum/aluminum |
| Air intake silencer | N.A. | |
| Flame arrester | Tubular wire screen | |
| Steering padding | Thermoplastic | |
| Fuel tank | Polyethylene | |
| Oil injection reservoir | Polyethylene | |
| Seat | Polyurethane foam | |
| ADDITIONAL INFORMATION: | | |

| PERFORMANCE | GTX 4-TEC | GTX 4-TEC SUPERCHARGED |
|--|---|--------------------------|
| Estimated pump power | 52.6 kW (70.54 HP) | 61.7 kW (82.74 HP) |
| Maximum fuel consumption at wide open throttle | 43.1 L/h (11.4 U.S. gal/h) | 62 L/h (16.4 U.S. gal/h) |
| Cruising time at full throttle | Fuel tank without reserve | 63 minutes |
| | Fuel tank reserve (from low level signal) | 44 minutes |
| Cruising time at full throttle | Fuel tank without reserve | 63 minutes |
| | Fuel tank reserve (from low level signal) | 20 minutes |
| ADDITIONAL INFORMATION: | | |