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.
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 criteria.

**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:

<table>
<thead>
<tr>
<th>For accesses and logins contact the BOSSWeb help desk:</th>
<th>If you need assistance with the exams or use of the BRPTI application, contact:</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA 800 366-6992 (4-1)</td>
<td>USA 800 366-6992 (5-5)</td>
</tr>
<tr>
<td>Canada 800 361-9980 (4-1)</td>
<td>Canada 800 361-9980 (5-5)</td>
</tr>
</tbody>
</table>

[www.SeaDooManuals.net](http://www.SeaDooManuals.net)
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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.
# General Information

<table>
<thead>
<tr>
<th>BRP Network Support Only</th>
<th>From Canada 800 361-9980</th>
<th>From USA 800 366-6992</th>
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<tbody>
<tr>
<td><strong>SERVICE</strong></td>
<td><strong>SHORTCUT PATH USING PHONE KEYS</strong></td>
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<tr>
<td>Parts, Accessories and Clothing (PAC)</td>
<td>PAC Analysts ETA or BO details 1-1</td>
<td>PAC Analysts Parts and kit Request or Specification 1-2</td>
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<td>Claim questions and information 3-2</td>
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<td>All Sales programs and promotions information 5-2</td>
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<td>Signage 5-7</td>
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<td>To reach your regional sales coordinator directly 5-8</td>
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<td>All other questions 6-2</td>
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<td></td>
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**NOTE:** Calls from a rotary phone will be directed to an operator who will then transfer your call.

**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.
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

<table>
<thead>
<tr>
<th>Rich Klein</th>
<th>Coordinator</th>
<th>Phone</th>
<th>Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>715 842-8886</td>
<td>715 847-6879</td>
<td><a href="mailto:richard.klein@brp.com">richard.klein@brp.com</a></td>
</tr>
</tbody>
</table>

| Service Representatives | USA         | 800 366-6992 | 715 847-6879 |        |
|                        | Canada      | 800 361-9980 | 819 566-3062 |        |

- Alain Doucet (English and French)
- 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 Literksi (English)
- Perry Redeker (English)
- Richard Cossette (English and French)
- Robert Wegmueller (English)
- Tom Lawrence (English)

OUTBOARD

<table>
<thead>
<tr>
<th>Brian Hanover</th>
<th>International Coordinator</th>
<th>PHONE</th>
<th>FAX</th>
<th>E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+1 847 689 7099</td>
<td>+1 847 689 7277</td>
<td><a href="mailto:brian.hanover@brp.com">brian.hanover@brp.com</a></td>
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BRP AUSTRALIA

<table>
<thead>
<tr>
<th>Riley Tolmay</th>
<th>Service Manager</th>
<th>PHONE</th>
<th>FAX</th>
<th>E-MAIL</th>
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<tbody>
<tr>
<td></td>
<td>+61 2 9794 6603</td>
<td>+61 2 9794 6651</td>
<td><a href="mailto:riley.tolmay@brp.com">riley.tolmay@brp.com</a></td>
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BRPED DISTRIBUTORS EUROPE, MIDDLE EAST AND AFRICA

<table>
<thead>
<tr>
<th>Helder Amaral</th>
<th></th>
<th>PHONE</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>+41 21 318 7866</td>
<td>+41 21 318 78 61</td>
<td><a href="mailto:helder.amaral@brp.com">helder.amaral@brp.com</a></td>
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### BRP BRAZIL, CARIBBEAN AND LATIN AMERICA

<table>
<thead>
<tr>
<th>Name</th>
<th>PHONE</th>
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<th>E-MAIL</th>
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<tbody>
<tr>
<td>Ednilson Beneli</td>
<td>+1 954 846 1450</td>
<td>+1 954 846 1476</td>
<td><a href="mailto:ednilson.beneli@brp.com">ednilson.beneli@brp.com</a></td>
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### BRP JAPAN

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Makoto Numajiri</td>
<td>+81 44 200 1431</td>
<td>+81 44 200 1432</td>
<td><a href="mailto:makoto.numajiri@brp.com">makoto.numajiri@brp.com</a></td>
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### BRP SCANDINAVIA

<table>
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<tbody>
<tr>
<td>Geir Kristensen</td>
<td>+47 78 44 35 00</td>
<td>+47 78 44 35 01</td>
<td><a href="mailto:gier.kristensen@brp.com">gier.kristensen@brp.com</a></td>
</tr>
<tr>
<td>Jorma Kukkola</td>
<td>+35 8 16 3208 132</td>
<td>+35 8 16 3420 316</td>
<td><a href="mailto:jorma.kukkola@brp.com">jorma.kukkola@brp.com</a></td>
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### BRP BENELUX

<table>
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<tr>
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<tbody>
<tr>
<td>Gerhard Bressers</td>
<td>+32 9 218 26 32</td>
<td>+32 9 218 26 49</td>
<td><a href="mailto:gerhard.bressers@brp.com">gerhard.bressers@brp.com</a></td>
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### BRP FRANCE

<table>
<thead>
<tr>
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<th>E-MAIL</th>
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</thead>
<tbody>
<tr>
<td>Rémi Campestrin</td>
<td>+33 4 42 94 25 05</td>
<td>+33 4 42 94 25 01</td>
<td><a href="mailto:remi.campestrin@brp.com">remi.campestrin@brp.com</a></td>
</tr>
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### BRP SPAIN

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</tr>
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<tbody>
<tr>
<td>Manuela Gomez</td>
<td>+34 93 636 10 97 Ext. 61</td>
<td>+34 93 636 08 80</td>
<td><a href="mailto:manuela.gomez@brp.com">manuela.gomez@brp.com</a></td>
</tr>
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### BRP GERMANY

<table>
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<tr>
<th>Name</th>
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</tr>
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<tbody>
<tr>
<td>Andreas Klopfleisch</td>
<td>+49 2174 7836 15</td>
<td>+49 2174 7836 22</td>
<td><a href="mailto:andreas.klopfleisch@brp.com">andreas.klopfleisch@brp.com</a></td>
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</table>
### BRP UK IRELAND

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Fax</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lou Price</td>
<td>+44 1202 856 388</td>
<td>+44 1202 856 381</td>
<td><a href="mailto:lou.price@brp.com">lou.price@brp.com</a></td>
</tr>
<tr>
<td>Vicki Hunter</td>
<td>+44 (0) 1202 812 100</td>
<td>+44 (0) 1202 812 101</td>
<td><a href="mailto:vicki.hunter@brp.com">vicki.hunter@brp.com</a></td>
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### OTHER COUNTRY DISTRIBUTOR AFTER SALES SUPPORT (SWABR)

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
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<th>E-Mail</th>
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<tbody>
<tr>
<td>Robert Gariup</td>
<td>+41 21 318 78 60</td>
<td>+41 21 318 78 61</td>
<td><a href="mailto:robert.gariup@brp.com">robert.gariup@brp.com</a></td>
</tr>
<tr>
<td>Service Manager International</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ronald Hurner</td>
<td>+1 450 532 221 Ext. 4678</td>
<td>+1 450 532 6313</td>
<td><a href="mailto:ronald.hurner@brp.com">ronald.hurner@brp.com</a></td>
</tr>
<tr>
<td>International Service Coordinator Sea-Doo/Ski-Doo</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guy Massicotte</td>
<td>+1 450 532 221 Ext. 4397</td>
<td>+1 450 532 6313</td>
<td><a href="mailto:guy.massicotte@brp.com">guy.massicotte@brp.com</a></td>
</tr>
<tr>
<td>International Service Coordinator Can-Am ATV and Roadster</td>
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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

<table>
<thead>
<tr>
<th></th>
<th>PHONE</th>
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<tr>
<td>For Retail Customers</td>
<td>In USA</td>
<td>715 848-4957</td>
</tr>
<tr>
<td></td>
<td>In Canada</td>
<td>819 566-3366</td>
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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.

<table>
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<th>FOR RETAIL CUSTOMERS</th>
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<tr>
<td>Mailing address for Retail Customers:</td>
<td>+ 32-9-218-26-00</td>
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<tr>
<td>Consumer Service Center</td>
<td>Skaldenstraat 125</td>
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<tr>
<td></td>
<td>9042 Gent</td>
</tr>
<tr>
<td></td>
<td>Belgium</td>
</tr>
</tbody>
</table>

CUSTOMER ASSISTANCE FOR SCANDINAVIAN COUNTRIES

Please contact our Finland office: BRP FINLAND OY

<table>
<thead>
<tr>
<th>FOR RETAIL CUSTOMERS</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mailing address for Retail Customers:</td>
<td>+ 358 16 3208 111</td>
</tr>
<tr>
<td>Service Department</td>
<td>Ahjotie 30</td>
</tr>
<tr>
<td></td>
<td>Fin-96320 Rovaniemi</td>
</tr>
<tr>
<td></td>
<td>Finland</td>
</tr>
</tbody>
</table>
CUSTOMER ASSISTANCE FOR ALL OTHER COUNTRY

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

<table>
<thead>
<tr>
<th>For Retail Customers</th>
<th>PHONE In USA</th>
<th>FAX 819 566-3062</th>
</tr>
</thead>
<tbody>
<tr>
<td>In USA</td>
<td>715 848-4957</td>
<td></td>
</tr>
<tr>
<td>In Canada</td>
<td>819 566-3366</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Nancy Larsen</th>
<th>PHONE 715 842-8886 Ext. 4967</th>
<th>FAX 715 847-6879</th>
<th>E-MAIL <a href="mailto:nancy.larsen@brp.com">nancy.larsen@brp.com</a></th>
</tr>
</thead>
</table>

www.SeaDooManuals.net
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

<table>
<thead>
<tr>
<th>CANADIAN DEALERS</th>
<th>USA DEALERS</th>
<th>INTERNATIONAL DEALERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use label (P/N 484 500 001)</td>
<td>Use label (P/N 480 901 801)</td>
<td>All requested Warranty Parts must be returned to your distributor or BRP Regional office. Contact them for complete address and shipping information.</td>
</tr>
<tr>
<td>BRP C/O Warranty Parts Center 565 De La Montagne Valcourt QC J0E 2L0</td>
<td>BRP C/O Warranty Department 7575 Bombardier Court Wausau WI 54401</td>
<td></td>
</tr>
</tbody>
</table>

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).
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).
## General Information

<table>
<thead>
<tr>
<th></th>
<th>USA</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contract forms</strong></td>
<td>(P/N 484 800 210)</td>
<td>(P/N 484 800 212)</td>
</tr>
<tr>
<td></td>
<td>Florida: (P/N 484 800 536)</td>
<td></td>
</tr>
<tr>
<td><strong>Counter mats</strong></td>
<td>(P/N 219 701 170)</td>
<td>(P/N 219 700 535)</td>
</tr>
<tr>
<td><strong>Customer brochures</strong></td>
<td>(P/N 219 700 533)</td>
<td>(P/N 219 700 709)</td>
</tr>
<tr>
<td></td>
<td>Florida: (P/N 219 700 603)</td>
<td></td>
</tr>
</tbody>
</table>
SUPPLIER INFORMATION

RADIO, CD PLAYER, REMOTE CONTROL, AND SPEAKERS

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
# Flat Rate Schedule

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

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
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
INFINITY WAKEBOARD TOWER SOUND SYSTEM

Warranty Period:
- 1 year limited warranty, from purchase date.

<table>
<thead>
<tr>
<th>IN NORTH AMERICA</th>
<th>PROSPEC ELECTRONICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone</td>
<td>800 394-1914</td>
</tr>
<tr>
<td>Phone</td>
<td>843 849-9037</td>
</tr>
<tr>
<td>Fax</td>
<td>843 849-9054</td>
</tr>
</tbody>
</table>

- 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:

<table>
<thead>
<tr>
<th>IN NORTH AMERICA</th>
<th>PROSPECT ELECTRONICS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3325 Highway 17 North</td>
</tr>
<tr>
<td></td>
<td>Mount Pleasant, SC, 29466</td>
</tr>
</tbody>
</table>

- 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

**PROSPECT 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.

<table>
<thead>
<tr>
<th>Customer Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Contact</td>
<td>Fax</td>
</tr>
<tr>
<td></td>
<td>Phone</td>
</tr>
<tr>
<td>Radio Manufacturer</td>
<td>Radio Model</td>
</tr>
<tr>
<td>Hull Identification Number</td>
<td></td>
</tr>
<tr>
<td>Boat Model</td>
<td>Manufacturer</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Customer Complaint</td>
<td>RA#</td>
</tr>
<tr>
<td></td>
<td>RC#</td>
</tr>
<tr>
<td></td>
<td>Prospec use</td>
</tr>
<tr>
<td>Store Number</td>
<td></td>
</tr>
</tbody>
</table>

[ssi2007-001-711_return_authorize]
### GPS WARRANTY AND REPAIR FOR NORTH AMERICAN DEALERS:

<table>
<thead>
<tr>
<th>IN CANADA:</th>
<th>IN THE USA:</th>
<th>OTHER COUNTRY DEALERS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raytech Électronique</td>
<td>Garmin International Inc.</td>
<td>All requested Warranty Parts must be returned to your distributor or BRP Regional office. Contact them for complete address and shipping information.</td>
</tr>
<tr>
<td>1451 Boul. des Laurentides, Vimont, Laval, Qc, H7M-2Y3</td>
<td>1200 East 151st Street Olathe, KS 66062</td>
<td></td>
</tr>
<tr>
<td>PHONE</td>
<td>450 975-1015</td>
<td>1 800 800-1020 (US citizen only)</td>
</tr>
<tr>
<td>FAX</td>
<td>800 975-0025/450 975-0817</td>
<td>913 397-8262</td>
</tr>
<tr>
<td>CONTACT</td>
<td><a href="mailto:raytech@raytech.qc.ca">raytech@raytech.qc.ca</a></td>
<td></td>
</tr>
<tr>
<td>WEB SITE</td>
<td><a href="http://www.raytech.qc.ca">www.raytech.qc.ca</a></td>
<td><a href="http://www.garmin.com">www.garmin.com</a></td>
</tr>
<tr>
<td>Coord. GPS: N45o35.25' - W73o42.95'</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>KARAVAN TRAILERS: (SERIAL # 5KTB)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PHONE</td>
<td>100 Karavan Dr., Fox Lake, WI. 53933</td>
</tr>
<tr>
<td>920 928-6200</td>
<td></td>
</tr>
<tr>
<td>FAX</td>
<td></td>
</tr>
<tr>
<td>920 928-6201 #228 Diana Stock</td>
<td></td>
</tr>
<tr>
<td>WEB SITE</td>
<td><a href="mailto:karavan@powerweb.net">karavan@powerweb.net</a></td>
</tr>
</tbody>
</table>
## 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.

<table>
<thead>
<tr>
<th>PHONE</th>
<th>US</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dealer Technical Support</td>
<td>Dealer Technical Support</td>
</tr>
<tr>
<td></td>
<td>800 366-6992</td>
<td>800 361-9980</td>
</tr>
<tr>
<td></td>
<td>Customer Assistance</td>
<td>Customer Assistance</td>
</tr>
<tr>
<td></td>
<td>715 848-4957</td>
<td>819 566-3366</td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>PHONE</th>
<th>US</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dealer Technical Support</td>
<td>Dealer Technical Support</td>
</tr>
<tr>
<td></td>
<td>800 666-4002</td>
<td>800 666-4002</td>
</tr>
<tr>
<td></td>
<td>Customer Assistance</td>
<td>Customer Assistance</td>
</tr>
<tr>
<td></td>
<td>847 689-7090</td>
<td>847 689-7090</td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>PHONE</th>
<th>FAX</th>
<th>US</th>
<th>CANADA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Dealer Technical Support</td>
<td>Dealer Technical Support</td>
</tr>
<tr>
<td></td>
<td></td>
<td>920 929-5884</td>
<td>905 567-8515</td>
</tr>
<tr>
<td></td>
<td></td>
<td>800 842-4550</td>
<td>800 663-8334</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Technical Training</td>
<td>Technical Training</td>
</tr>
<tr>
<td></td>
<td></td>
<td>920 929-5552</td>
<td>905 567-8515</td>
</tr>
<tr>
<td></td>
<td></td>
<td>800 842-8929</td>
<td>800 663-8334</td>
</tr>
<tr>
<td>PHONE</td>
<td>FAX</td>
<td>Customer Assistance</td>
<td>Customer Assistance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>920 929-5040</td>
<td>905 567-6372</td>
</tr>
</tbody>
</table>
"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 though 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.
NOTE: BOSSWeb is the only place you will find this letter.

This is an example of a What’s News letter.
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 Reports on Performance and Quality 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 database:

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.
Was the PDI checklist reviewed with the customer? Was the "OWNER'S SECTION" of the PDI Checklist 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.

---

**SAFETY CHECK LIST**

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>The operator is responsible for the performance of their watercraft. Be sure you have read the PDI Checklist, the operation, maintenance, and service information provided with your watercraft or by your dealer.</td>
</tr>
<tr>
<td>OPERATOR of this watercraft must not exceed the speed limit when towing.</td>
</tr>
<tr>
<td>NEVER EXCEED MAXIMUM PASSenger CAPACITY.</td>
</tr>
<tr>
<td>NEVER RIDE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.</td>
</tr>
<tr>
<td>NEVER OPERATE near other watercraft.</td>
</tr>
<tr>
<td>NEVER OPERATE in a manner that could endanger other persons.</td>
</tr>
</tbody>
</table>

---

**OWNER'S SECTION — IMPORTANT:**

Your safety and that of your passengers is your responsibility.

Before launching your watercraft, you should completely read and understand the operator's guide, the product safety manual, and the operation, maintenance, and service information provided with your watercraft or by your dealer. Follow all warnings, safety precautions and operating instructions.

BRP strongly recommends that you take an approved training course before operating your watercraft.

Always observe your watercraft's compliance with all local launch and control rules, and with all other boat laws and regulations. Failure to do so could result in injury, including the possibility of death to you, your passengers, others and your watercraft, or other watercraft.

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

---

**OWNER SIGNATURE:**

DATE: ____________________________

PRINT: ____________________________

NOTE: Dealer must retain this document with watercraft file. Give a copy to owner.
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 workstations will be updated to the newest version without any additional action required. All Client workstations 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.

<table>
<thead>
<tr>
<th>FOR ASSISTANCE CONTACT TECHNOLOGY SUPPORT</th>
<th>CANADA</th>
<th>USA</th>
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<tr>
<td>PHONE</td>
<td>800 361-9980 (4-2)</td>
<td>800 361-9980 (4-2)</td>
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</tbody>
</table>
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 of 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.
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
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.

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

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.

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**

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<td>2008 Sea-Doo and Sport Boats Technical Update Book</td>
<td>219 600 023</td>
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<tr>
<td>2007 Sea-Doo and Sport Boats Technical Update Book</td>
<td>219 600 017</td>
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<tr>
<td>2006 Sea-Doo and Sport Boats Technical Update Book</td>
<td>219 700 607</td>
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<tr>
<td>2005 Sea-Doo and Sport Boats Technical Update Book</td>
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<td><strong>Technical Book</strong></td>
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<tr>
<td>BRP Guide to Service Fundamentals and Principles</td>
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<td>DVD Series Training Kit (includes a DVD player, Tech DVDs Vol 1 to 5 Intro to BRPTI DVD)</td>
<td>295 500 954</td>
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<td>Intro to BRPTI DVD</td>
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<td>DVD1 Engines</td>
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<td>DVD2 Electrical Systems</td>
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<td>DVD3 Fuel Systems</td>
<td>219 700 199</td>
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<tr>
<td>DVD4 Suspensions/Chassis/Steering</td>
<td>219 700 200</td>
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<tr>
<td>DVD5 Transmissions/Drive Lines</td>
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<td>DVD6 Supercharger (Sea-Doo)</td>
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<td><strong>Dealer Development Training DVDS</strong></td>
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<td>Introduction to Dealer Development Training - DVD1</td>
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<td>Dealer Development Training CSI - DVD2</td>
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<td>Dealer Development Training Parts Accessories Management - DVD4</td>
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<td>Dealer Development Training Selling Skills - DVD5</td>
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<td>Dealer Development Training Merchandising - DVD6</td>
<td>219 700 519</td>
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<tr>
<td>Dealer Support on How to do Business w/BRP - DVD7</td>
<td>219 700 655</td>
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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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nancy Larsen</td>
<td>+ 715 848-4967</td>
<td>715 847-6879</td>
</tr>
<tr>
<td>Rich Klein</td>
<td>+ 715 847-6836</td>
<td>715 847-6879</td>
</tr>
<tr>
<td>Chantal Gagnon</td>
<td>+ 450 532-2211 Ext. 5611</td>
<td>450 532-6313</td>
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</tbody>
</table>
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.

What's New:
Oil filter cover.

Why:
Quality improvement. Can retrofit previous MYs.

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.

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.

**What’s New:**
New supercharger drive gear.

**Why:**
Quality improvement. Can retrofit previous MYs.

**What’s New:**
New supercharger formed hose.

**Why:**
Easier to install. Quality improvement. Can retrofit previous MYs.
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.
**What’s New:**
Throttle Body.

**Why:**
New design for Electronic Throttle Control (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.

---

**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.

---

**What’s New:**
Fuel Rail [1] and Injector Clips [2].

**Why:**
To accommodate new injectors.
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.

What's New:

New plastic boarding ladder.

Why:
Improved design.
**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.
**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.
**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 “Bail 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.
What's New:

GTI, GTI SE 130, GTI SE 155

New seat.

Why:

Improved design.

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.
What's New:
New plastic ski-pole.

Why:
Ski Pole standardization.

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.
**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.
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 dock.
- 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.
**What's New:**

Switch panel now fastened with screws.

**Why:**

Solidity and security improvement.

---

**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.
**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.
What's New:
Foreword tower mounts changed.

Why:
Improved fit.

What's New:
New bucket seats.

Why:
Improved comfort and style.

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.
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.

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.

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.

---

**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.
What's New:

Breaker panel mounted under helm.

Why:

Fuse block replaced by circuit breakers that can be reset.

What's New:

Deck recessed to accept cooler handles.

Why:

Improved fit, easier access to cooler handles.

What's New:

New bucket seat.

Why:

Improved style and function.
What's New:
Bow seat cushions hinged to deck.

Why:
Increased convenience and cushion retention.

What's New:
Combing box added to port gunwale.

Why:
Increased convenience.
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.
INSTALATION 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.
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. This 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 lb•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

<table>
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<tr>
<td>All</td>
<td>All Supercharged Models</td>
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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.

![Image of retaining nut with numbers 1 and 2]

RETIURING 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 <=

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<td>GTX / RXP / RXP-X / RXT / RXT-X</td>
<td>All</td>
<td>All</td>
</tr>
<tr>
<td>2007 - 2006</td>
<td>GTX / RXP / RXT</td>
<td>All</td>
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</tbody>
</table>

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.

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† 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.
New Technologies

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

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 than 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 addition 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.

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 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 predefine 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 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 footwell 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 to 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 damping, 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.

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.
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].


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 fiberglass 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 plateform (optional on RXT iS models).
- 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 motorcycles.
- 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

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] in 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
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.

Specifications

**DIMENSIONS**
- Length: 127" / 323 cm
- Width: 45" / 115 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

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Standard Features

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<td>Removable wakeboard rack</td>
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<td>Removable dry bag for front storage</td>
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<td>Mooring rope</td>
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<td>Sandbag anchor</td>
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<td>Protective cover</td>
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<td>BRP limited warranty covers the watercraft for one year.</td>
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GTI 130 RECREATION 2009

ENGINE

1.494 cc four-stroke. ... 130 hp Rotax 4-TC engine provides reliable 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 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.

Wattight digital ignition. Provides optimal energy for a consistent spark, ensuring maximum performance.

RPM limiter. Protects engine from over-revving.

Warning device. Warnings operator of engine and exhaust overheating, engine management and system failure.

Handlebar-mounted Engine starts and stops with single, user-friendly control button.

Tip Over Protection System (T.O.P.S.™) Protects engine in case of a turn-over.

PROPELLATION 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.

Dual automatic vacuum. Continuously removes water entering the siphon pumps engine compartment.

Large diameter drive shaft. Maintains engine and pump alignment at all crowded spline design operating speeds.

Replaceable urethane wear ring. Provides long impeller life, less maintenance wear ring 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.

Specifications

**DIMENSIONS**

- Length: 127" / 323 cm
- Width: 46" / 117 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
- 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

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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-credits.
Digitally Encoded Security... Industry's first digitally encoded System (D.E.S.S.™) theft-deterrent system.
Foam flotation.................. Ride with security and peace of mind.
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
Wateright, 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 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.
Wateright 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.
tip Over Protection System... Protects engine in case of turn over.

PROPELLATION SYSTEM

Sea-Doo Direct Drive.......... Delivers optimum performance with the Rotax propulsion system engine.
Forward/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 wear ring 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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Specifications

**DIMENSIONS**
- Length: 130" / 331 cm
- Width: 48" / 122 cm
- Height: 47" / 120 cm
- Weight (dry): (215) 803 lbs / 364 kg
  (155) 783 lbs / 355 kg
- Rider capacity: 2
- Fuel capacity: 15.9 US gal / 60 L
- Storage capacity: 34.3 US gal / 125.8 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 slator
- 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: Cosmic Blue

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## Standard Features

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<th>Hull and Components</th>
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<td>Modified-V, composite</td>
<td>Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.</td>
</tr>
<tr>
<td>FRP construction</td>
<td>Strong, light and easy to maintain.</td>
</tr>
<tr>
<td>Bow and stern eyes</td>
<td>Designed for towing or securing the craft to a trailer or dock.</td>
</tr>
<tr>
<td>Carpeted footwells and deck pads</td>
<td>Offer extra comfort, non-skid surface and great looks.</td>
</tr>
<tr>
<td>Front and rear touring seats</td>
<td>Ergonomically designed for comfort and great looks providing seating for three.</td>
</tr>
<tr>
<td>Ski eye</td>
<td>For easy and secure attachment of ski rope.</td>
</tr>
<tr>
<td>Elevated fuel filler</td>
<td>Easy access and prevents water intrusion while refueling.</td>
</tr>
<tr>
<td>Multifunction Digital Information Center</td>
<td>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.</td>
</tr>
<tr>
<td>Foam flotation</td>
<td>Ride with security and peace of mind. Meets or exceeds USCG standards.</td>
</tr>
<tr>
<td>Off-Power Assisted Steering</td>
<td>Assists steering during off-power, as well as off-throttle situations.</td>
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</tr>
<tr>
<td>Temporary docking loops</td>
<td></td>
</tr>
<tr>
<td>Wide handrails</td>
<td></td>
</tr>
<tr>
<td>Double density comfort hand grips</td>
<td></td>
</tr>
<tr>
<td>Reboarding platform</td>
<td></td>
</tr>
<tr>
<td>Fold-down reboarding step</td>
<td></td>
</tr>
<tr>
<td>Floating safety lanyard</td>
<td></td>
</tr>
<tr>
<td>Seat strap</td>
<td></td>
</tr>
<tr>
<td>Grab handle</td>
<td></td>
</tr>
<tr>
<td>Watertight, removable storage bin</td>
<td></td>
</tr>
<tr>
<td>Extra-large storage compartment(s)</td>
<td></td>
</tr>
<tr>
<td>Glove compartment</td>
<td></td>
</tr>
<tr>
<td>Extended range fuel tank (15.9 US gal)</td>
<td></td>
</tr>
<tr>
<td>Dual drain plugs</td>
<td></td>
</tr>
<tr>
<td>External exhaust cooling flush attachment</td>
<td></td>
</tr>
<tr>
<td>Operator's guide, instructional video and booklet</td>
<td></td>
</tr>
</tbody>
</table>

### 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

### ENGINE

- **GTX 215 / 155 Luxury Performance 2009**
- **215 hp Supercharged Intercooled or 155 hp 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 45 mph 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.
- **Waterlift 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.
- **Tip Over Protection**
  - 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 ranges.
- Aluminum stator vanes
  - Handle the high-performance engine without erosion.
- 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 operating speeds.
- **Stainless steel**
  - Delivers improved acceleration, higher top speed and less cavitation.

### WARRANTY

- BRP limited warranty covers the watercraft for one year:

![BRP Logo](image)
Specifications

**DIMENSIONS**
- Length: 139" / 353 cm
- Width: 44" / 112 cm
- Height (dry): 948 lbs / 430 kg
- Rider capacity: 3
- Fuel capacity: 18.5 US gal / 70 L
- Storage capacity: 16.4 US gal / 62 L

**ENGINE**
- Type: Supercharged with external intercooler
- 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: 12V

**HULL AND COMPONENTS**
- Type: Deep-V, S' Hull composite
- Color: Topaz Mist Metallic

---

Control raises luxury cruising to new heights. With breakthrough advances like on-water suspension, a 255 hp Rotax 4-TEC® engine and, yes, a brake.
### Standard Features

<table>
<thead>
<tr>
<th>Hull and Components</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>iControl.............</td>
<td>The &quot;Brain&quot; that integrates and controls all systems to create the best possible ride.</td>
</tr>
<tr>
<td>IS....................</td>
<td>Allows the hull to move independently of the upperdeck, isolating rider and passenger from the impact of rough water. Adjustable manual or automatic mode.</td>
</tr>
<tr>
<td>S+ Hull..............</td>
<td>Lightweight material, ribbed and stepped. Creates a low-pressure zone to reduce drag for nimble handling and rail-litght cornering.</td>
</tr>
<tr>
<td>Deep-V design.........</td>
<td>Ensures a smooth and comfortable ride in a variety of conditions, and greater maneuverability.</td>
</tr>
<tr>
<td>Hi-gear seat..........</td>
<td>Provides easy access to the engine compartment while remaining attached to the watercraft.</td>
</tr>
<tr>
<td>Touring seat..........</td>
<td>Ergonomically designed for comfort and great looks providing seating for three.</td>
</tr>
<tr>
<td>High performance electric........</td>
<td>Provides pre-set positions for quick settings.</td>
</tr>
<tr>
<td>Variable Trim System (VTS™)........</td>
<td>When adjusting boat trim, maximizes acceleration and high-speed stability.</td>
</tr>
<tr>
<td>Bow and stern eyes.....</td>
<td>Designed for towing or securing the craft to a trailer or dock.</td>
</tr>
<tr>
<td>Carpeted footwells....</td>
<td>Offer extra comfort, non-slip surface and great looks.</td>
</tr>
<tr>
<td>Reboarding platform...</td>
<td>Easy access to battery, fuses and storage.</td>
</tr>
<tr>
<td>with rear storage......</td>
<td></td>
</tr>
<tr>
<td>Fold-down reboarding step........</td>
<td>Grooved fold-down for easy reboarding.</td>
</tr>
<tr>
<td>Removedable, water tight........</td>
<td>Provides dry storage for luggage and necessities.</td>
</tr>
<tr>
<td>Center storage bin.....</td>
<td>Easy access.</td>
</tr>
<tr>
<td>Tilt steering..........</td>
<td>Alters the steering and information center angle for maximum ease and comfort.</td>
</tr>
<tr>
<td>Interactive Multifunction........</td>
<td>Reports 28 key operating functions.</td>
</tr>
<tr>
<td>Digital Information Center........</td>
<td>Suspension Setting; Auto mode; Suspension Setting; Manual mode; Suspension base mode; ON-Off; F-H-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 Piezot; Lake Temperature; Check Engine; Low Oil Pressure; Sensor Check; Hi Voltage; Key (battery protection); Key (wrong key); L-Key; R-Key; R-P-Codes.</td>
</tr>
<tr>
<td>Digitally Encoded Security System (D.E.S.S.)........</td>
<td>Industry-first digitally encoded security system.</td>
</tr>
<tr>
<td>Foam flotation.........</td>
<td>Ride with security and peace of mind. Meets or exceeds USCG standards.</td>
</tr>
<tr>
<td>Off-Throttle Assisted........</td>
<td>Provides the operator with additional steering effect in-off-throttle situations for greater maneuverability.</td>
</tr>
</tbody>
</table>

### GTX LIMITED iS 255

**ENGINE**

- Supercharged intercooled 4-TEC 255 hp 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........... Operates electronically, with no cable. This means the throttle works progressively. Cruise control provides for smooth speed mode.
- Sea-Doo........... The new programmable L-Key allows you to set and New Learning Key.... reset the limit engine RPM as you want it.
- D-Sea-Rel™........ Sound reduction system for a quieter ride.
- Closed-loop cooling........... Ensures the proper operating temperature at all system speeds and improves corrosion durability.
- Water/Liner separator........... Provides maximum airflow to engine and reduces water ingestion.
- 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........... Engine starts with 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 a (Intelligent Brake & Reverse) 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 engine.
- Replaceable anode.......... Provides long impeller life, less maintenance wear ring.
- Dual automatic vacuum........... Continuously removes water entering the engine siphon pumps compartment.
- 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 stater vanes........... Handles the high-performance engine without erosion.

**LIMITED PACKAGE**

- Depth finder........... Informs rider of water depth.
- Speed Tile™........... 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.
Specifications

**DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>121&quot; / 307 cm</td>
</tr>
<tr>
<td>Width</td>
<td>48&quot; / 122 cm</td>
</tr>
<tr>
<td>Height</td>
<td>45.6&quot; / 118 cm</td>
</tr>
<tr>
<td>Weight (dry)</td>
<td>771 lbs / 350 kg</td>
</tr>
<tr>
<td>Rider capacity</td>
<td>2</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>15.9 US gal / 60 L</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>10.7 US gal / 40.3 L</td>
</tr>
</tbody>
</table>

**ENGINE**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>215 hp Supercharged Intercooled Rotax® 4-TEC engine®</td>
</tr>
<tr>
<td>Intake system</td>
<td>Supercharged with intercooler, 52mm throttle body</td>
</tr>
<tr>
<td>Bore x stroke</td>
<td>100 mm x 63.4 mm</td>
</tr>
<tr>
<td>Displacement</td>
<td>1,494 cc</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>8.4:1</td>
</tr>
<tr>
<td>Cooling</td>
<td>Closed-loop cooling system</td>
</tr>
<tr>
<td>Fuel type</td>
<td>Premium unleaded recommended</td>
</tr>
</tbody>
</table>

**DRIVE UNIT**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Sea-Doo® Direct Drive</td>
</tr>
<tr>
<td>Jet pump</td>
<td>Aluminum, axial flow, single stage, large hub with 10-vane stator</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive, forward/neutral/reverse and electric YTS™ (Variable Trim System)</td>
</tr>
<tr>
<td>Impeller</td>
<td>Stainless steel</td>
</tr>
</tbody>
</table>

**ELECTRICAL**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition</td>
<td>Digital inductive</td>
</tr>
<tr>
<td>Starter</td>
<td>Electric</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V</td>
</tr>
</tbody>
</table>

**HULL AND COMPONENTS**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Semi-V, composite</td>
</tr>
<tr>
<td>Color</td>
<td>Bright Yellow</td>
</tr>
</tbody>
</table>

Arm-stretching acceleration and agile handling add up to a seriously adrenaline-charged watercraft experience.
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 
  Offers extra comfort, non-skid surface 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, H.Voltage, Key (battery protection), Key (wrong key), L-Key, P codes.
- Electric Variable Trim 
  Provides boat trim adjustments, maximizes acceleration and high-speed stability.
- Digitally Encoded Security System (D.E.S.S.) 
  Thwart-deterrent system.
- Foam flotation 
- Off-Power Assisted Steering (O.P.A.S.) 
  Assists steering during off-power, as well as off-throttle situations.
- Spoons
- Bumpers
- Adjustable mirrors
- Temporary docking loops
- Reboarding platform
- Wide handrails
- 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 filter
- 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.

---

**ENGINE**
- Supercharged intercooled 
  215 hp Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke, 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 25 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-reeving.
- Warning device 
  Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted 
  Engine starts and stops with single, user-friendly control button.
- Tip Over Protection (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/reverse 
  Improves maneuverability especially around docks and trailer ramps.
- Aluminum stator vanes 
  Handle the high-performance engine without erosion.
- Replaceable urethane 
  Provides long impeller life, less maintenance wear ring and maximum thrust.
- 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.
- Stainless steel impeller 
  Delivers improved acceleration, higher top speed and less cavitation.
## Specifications

### DIMENSIONS
- **Length:** 121" / 307 cm
- **Width:** 48" / 122 cm
- **Height:** 45.5" / 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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REVISED SEPTEMBER 24, 2008
**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: Offers 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 modes, VTS Reset.
- High performance electric: Provides pre-set positions for quick settings when adjusting boat trim, maximizes acceleration and high-speed stability.
- Off-Power Assisted Steering: Assists steering during off-power, as well as off-throttle situations.

**OPTIONS**
- Sponsors
- 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

**WARRANTY**
- BRP limited warranty covers the watercraft for one year.

---

**ENGINE**
- Supercharged Intercooled: 255 hp
- Supercharged Intercooled Rotax 4-TEC 1,494 cc four-stroke 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-reving.
- Warning device: Warns operator of engine and exhaust overheating, engine management and system failure.
- Handlebar-mounted: Engine start and stop with single, user-friendly control button.
- Tip Over Protection: 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: Ensures that the intake stops hooked up and fills performance intake grate. 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: Provides long impeller life, less maintenance wear ring and maximum thrust.
- Dual automatic vacuum: Continuously removes water entering the siphon and 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.

---

**Specifications**
**RXT™ 215**

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

### Specifications

**Dimensions**

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>130&quot; / 331 cm</td>
</tr>
<tr>
<td>Width</td>
<td>68&quot; / 122 cm</td>
</tr>
<tr>
<td>Height</td>
<td>47.2&quot; / 120 cm</td>
</tr>
<tr>
<td>Weight (dry)</td>
<td>801 lbs / 363 kg</td>
</tr>
<tr>
<td>Rider capacity</td>
<td>3</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>15.9 US gal / 60 L</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>31.4 US gal / 118.9 L</td>
</tr>
</tbody>
</table>

**Engine**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>215 hp Supercharged Intercooled</td>
</tr>
<tr>
<td>Intake system</td>
<td>Rotax 4-TEC engine</td>
</tr>
<tr>
<td>Bore x stroke</td>
<td>100 mm x 63.4 mm</td>
</tr>
<tr>
<td>Displacement</td>
<td>1,494 cc</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>8.4:1</td>
</tr>
<tr>
<td>Cooling</td>
<td>Closed-loop cooling system</td>
</tr>
<tr>
<td>Fuel type</td>
<td>Premium unleaded recommended</td>
</tr>
</tbody>
</table>

**Drive Unit**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Sea-Doo™ Direct Drive</td>
</tr>
<tr>
<td>Jet pump</td>
<td>Aluminum, axial flow, single stage,</td>
</tr>
<tr>
<td></td>
<td>large hub with 10-vane stator</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive, forward/reverse</td>
</tr>
<tr>
<td>Impeller</td>
<td>Stainless steel</td>
</tr>
</tbody>
</table>

**Electrical**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition</td>
<td>Digital inductive</td>
</tr>
<tr>
<td>Starter</td>
<td>Electric</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V</td>
</tr>
</tbody>
</table>

**Hull and Components**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Modified-V, composite</td>
</tr>
<tr>
<td>Colors</td>
<td>Silver Metallic or Bright Yellow</td>
</tr>
</tbody>
</table>
**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: Offers 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 and information.
- 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.
- 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 handrails
- 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® Limited glove compartment with GPS
- Removable WakeBooster 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.

**ENGINE**

- **215 hp Supercharged intercooled Rotax 4-TEC**
- **1,494 cc four-stroke, 4-cylinder engine**
- **Rotax 596cc with four valves per cylinder**
- **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™**
- **UXI – Limits engine RPM and top speed to about 35 mph.**
- **UX2 – 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.**
- **Wet/dry digital ignition**
- **Provides optimal energy for a consistent spark, ensuring maximum performance.**
- **RPM limiter**
- **Protects engine from over-revving.**
- **Warning device**
- **Warms operator of engine and exhaust overheating, engine management and system failure.**
- **Handlebar-mounted Engine start and stop switch**
- **Start/stop button**
- **User-friendly control button.**
- **Tip Over Protection**
- **Protects engine in case of turn over.**

**PROPELLATION SYSTEM**

- **Sea-Doo Direct Drive**
- **Delivers optimum performance with the Rotax propulsion system.**
- **Forward/reverse**
- **Improves maneuverability especially around docks and trailer ramps.**
- **Aluminum stator vanes**
- **Handle the high-performance engine without erosion.**
- **Replaceable urethane**
- **Provides long impeller life, less maintenance wear ring and maximum thrust.**
- **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.**
- **Stainless steel**
- **Delivers improved acceleration, higher top impeller speed and less cavitation.**
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.

**RXT™ iS 255**

### Specifications

<table>
<thead>
<tr>
<th><strong>DIMENSIONS</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>139&quot; / 353 cm</td>
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<tr>
<td>Width</td>
<td>48&quot; / 122 cm</td>
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<tr>
<td>Height</td>
<td>43.9&quot; / 111.4 cm</td>
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<tr>
<td>Weight (dry)</td>
<td>948 lbs / 430 kg</td>
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<tr>
<td>Rider capacity</td>
<td>3</td>
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<td>Fuel capacity</td>
<td>18.6 US gal / 70 L</td>
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<td>Storage capacity</td>
<td>16.4 US gal / 62 L</td>
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<table>
<thead>
<tr>
<th><strong>ENGINE</strong></th>
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<tbody>
<tr>
<td>Type</td>
<td>255 hp supercharged intercooled Rotax® 4-TEC® engine</td>
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<tr>
<td>Intake system</td>
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<tr>
<td>Bore x stroke</td>
<td>100 mm x 63.4 mm</td>
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<tr>
<td>Displacement</td>
<td>1,494 cc</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>8.4:1</td>
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<tr>
<td>Cooling</td>
<td>Closed-loop cooling system</td>
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<tr>
<td>Fuel type</td>
<td>Premium unleaded recommended</td>
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<table>
<thead>
<tr>
<th><strong>DRIVE UNIT</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Sea-Doo® Direct Drive</td>
</tr>
<tr>
<td>Jet pump</td>
<td>Aluminum axial flow, single stage, large hub</td>
</tr>
<tr>
<td>Transmission</td>
<td>Electronic iBR direct drive</td>
</tr>
<tr>
<td>Impeller</td>
<td>Stainless steel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ELECTRICAL</strong></th>
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</thead>
<tbody>
<tr>
<td>Ignition</td>
<td>Digital inductive</td>
</tr>
<tr>
<td>Starter</td>
<td>Electric</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V</td>
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</table>

<table>
<thead>
<tr>
<th><strong>HULL AND COMPONENTS</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Type</td>
<td>Deep-V, S' Hull composite</td>
</tr>
<tr>
<td>Color</td>
<td>Bright Yellow</td>
</tr>
</tbody>
</table>

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.
- **IS+**: Lightweight material, ribbed and stepped. Creates a low-pressure zone to reduce drag for nimble handling and rudderless 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 maintaining weight on the ballast.
- **High performance electric**: Provides pre-set positions for quick settings.
- **Variable Trim System (VTS)**: Designed for towing or securing the craft to a trailer or dock.
- **Carpeted footwells**: Offers extra comfort, non-skid surface, and deck pads 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 accessories with easy access.
- **Tilt steering**: Alters the steering and information center angle for maximum ease and comfort.
- **Interactive Multi-function**: Reports 27 key operating functions.
- **Digital Information Center**: Suspension Setting: Auto mode, Suspension: 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 system (DESS™) theft-deterring 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.
- **Sponsors**:
- **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 (18.5 US gal)**
- **Quick latch fuel filler design**
- **Dual drain plugs**
- **External exhaust cooling flush attachment**
- **Operator's guide, Instructional video and booklet**

**Engine**
- **RXT IS 255**: 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 emissions 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 New Learning Key**: The new programmable L-Key allows you to set and reset the limit engine RPM as you want it.
- **D-Sea-Bell™ 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.
- **Waterf light 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**: Switch (T.O.P.) 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.
- **Sea-Doo Direct Drive**: Delivers optimum performance with the Rotax propulsion system engine.
- **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 Tip™**
- **Sandbag anchor**
- **Protective cover**

**Warranty**
BRP limited warranty covers the watercraft for one year.
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.

### Specifications

#### Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>130&quot; / 331 cm</td>
</tr>
<tr>
<td>Width</td>
<td>48&quot; / 122 cm</td>
</tr>
<tr>
<td>Height</td>
<td>46.5&quot; / 118 cm</td>
</tr>
<tr>
<td>Weight (dry)</td>
<td>804 lbs / 363 kg</td>
</tr>
<tr>
<td>Rider capacity</td>
<td>3</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>15.9 US gal / 60 L</td>
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<tr>
<td>Storage capacity</td>
<td>29.8 US gal / 112 L</td>
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#### Engine

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
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<tbody>
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<td>Type</td>
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<tr>
<td>Intake system</td>
<td>Rotax 4-TEC engine</td>
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<tr>
<td>Intake system</td>
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<tr>
<td>Bore x stroke</td>
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<tr>
<td>Displacement</td>
<td>1,494 cc</td>
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<tr>
<td>Compression ratio</td>
<td>8.4:1</td>
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<tr>
<td>Cooling</td>
<td>Closed-loop cooling system</td>
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<tr>
<td>Fuel type</td>
<td>Premium unleaded recommended</td>
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#### Drive Unit

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Sea-Doo Direct Drive</td>
</tr>
<tr>
<td>Racing pump with high</td>
<td>Aluminum, axial flow, single stage,</td>
</tr>
<tr>
<td>performance intake grate</td>
<td>large hub with 10-vane stator</td>
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<tr>
<td>Transmission</td>
<td>Direct drive, forward/neutral/reverse</td>
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<tr>
<td></td>
<td>and high performance electric VTS™ (Variable Trim System)</td>
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<tr>
<td>Impeller</td>
<td>Stainless steel</td>
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#### Electrical

<table>
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<th>Specification</th>
<th>Details</th>
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<tbody>
<tr>
<td>Ignition</td>
<td>Digital inductive</td>
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<tr>
<td>Starter</td>
<td>Electric</td>
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<tr>
<td>Battery</td>
<td>12 V</td>
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#### Hull and Components

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<tr>
<th>Type</th>
<th>Modified-V, composite</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color</td>
<td>Hyper Silver</td>
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</tbody>
</table>

REVISED SEPTEMBER 24, 2008
Standard Features

**HULL AND COMPONENTS**
- Modified-V composite
- FRP construction
- Bow and stern eyes
- Carpeted footwells
- X-Handlebars
- X-Coloration seat
- Multifunction Digital Information Center
- High performance electrical
- Variable Trim System (VTS)
- Digitally Encoded Security
- System (D.E.S.S.)
- Foam flotation
- Off-Power Assisted Steering (O.P.A.S.)
- Ski eye
- 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 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
- Moring rope
- Sandbag anchor
- Protective cover
- Fold-down reboarding step

**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
- Sea-Doo Learning Key™
- LXI - Limits engine RPM and top speed to about 35 mph.
- LUX - Limits engine RPM and top speed to about 50 mph. Options are programmable by dealer.
- D-Sea-Belt™ system
- Water cooled exhaust pipe
- Closed-loop cooling system
- Water/air separator
- Waterlight digital ignition
- RPM limiter
- Warning device
- Handlebar-mounted
- Tip Over Protection System (T.O.P.S.)

**PROPELLATION SYSTEM**
- Sea-Doo Direct Drive
- Delivers optimum performance with the Rotax propulsion system engine.
- Racing pump with high performance intake grate
- Forward/neutral/reverse
- Aluminum stator vanes
- Replaceable urethane
- Dual automatic vacuum
- Large diameter drive shaft
- Stainless steel

**WARRANTY**
- BRP limited warranty covers the waterscraft for one year.
Specifications

WAKE™ 155

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

Specifications

DIMENSIONS

Length: 127" / 323 cm
Width: 49" / 125 cm
Height: 46.9" / 119 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
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 16-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

2009 Technical Update Book — Sea-Doo PWC and Sport Boats

REVISED SEPTEMBER 24, 2008

www.SeaDooManuals.net
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 Offer extra comfort, non-skid surface and great looks.
3-up seat Comfortable room for three – permits rear-facing specter for watersports.
Elevated fuel filler Easy access and prevents water intrusion while refueling.
Multifunction Digital 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 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
Temporary docking loops
Double density comfort hand grips
Wide handlebars
Reboarding platform
Fold-down reboarding step
Floating safety toward
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
Sanobag anchor
Protective cover

ENGINE
1.494 cc four-stroke 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.

Fuel injection system
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 Warms operator of engine and exhaust overheating, engine management and system failure.

Handlebar-mounted Engine start 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.™)

PROPELLATION SYSTEM
Sea-Doo Direct Drive Delivers optimum performance with the Rotax propulsion system engine.

Forward/reverse/neutral 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 with crowned spline design operating speeds.

Replaceable urethane Provides long impeller life, less maintenance wear ring and maximum thrust.

Stainless steel Delivers improved acceleration, higher top impeller speed and less cavitation.

WARRANTY
BRP limited warranty covers the watercraft for one year.

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www.SeaDooManuals.net
## Specifications

### DIMENSIONS

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>130&quot; / 331 cm</td>
</tr>
<tr>
<td>Width</td>
<td>48&quot; / 122 cm</td>
</tr>
<tr>
<td>Height</td>
<td>472&quot; / 120 cm</td>
</tr>
<tr>
<td>Weight (dry)</td>
<td>847 lbs / 384 kg</td>
</tr>
<tr>
<td>Rider capacity</td>
<td>3</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>15.9 US gal / 60 L</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>34.3 US gal / 129.8 L</td>
</tr>
</tbody>
</table>

### 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/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

---

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.

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This page is a part of the 2009 Technical Update Book — Sea-Doo PWC and Sport Boats. 

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REVISSED SEPTEMBER 24, 2009
**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 spotting 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.
- 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
- Temporary docking loops: Double density comfort hand grips
- Wide handrails: Reboarding platform
- Fold-down reboarding step: Floating safety tangle
- 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: Enables rider to alter the watercraft’s trim to fine-tune wake and improve acceleration.
- Variable Trim System (VTS): 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 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.

---

**ENGINE**
- Supercharged intercooled: 215 hp Supercharged Intercooled Rotax 4-TEC
- 1,494 cc four-stroke: 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™: LXV — Limits engine RPM and top speed to about 35 mph.
- LXV — 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: Protects engine in case of turn over.

**PROPULSION SYSTEM**
- Sea-Doo Direct Drive: Delivers optimum performance with the Rotax propulsion system.
- Forward/reverse: Improves maneuverability especially around docks and trailer ramps.
- Aluminum steror: Handles the high-performance engine without vibration.
- Dual automatic vacuum: Continuously removes water entering the siphon pumps, engine compartment.
- Large diameter drive shaft: Maintains engine and pump alignment at all with crowned spline design and maximum thrust.
- Stainless steel: Delivers improved acceleration, higher top speed and less cavitation.

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

---

**2009 Technical Update Book — Sea-Doo PWC and Sport Boats**
## Specifications

### DIMENSIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>15' 4&quot; / 4.67 m</td>
</tr>
<tr>
<td>Beam</td>
<td>7' 1&quot; / 2.16 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight</td>
<td>1,454 lbs / 659 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>4</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>21 US gal / 79.4 L</td>
</tr>
</tbody>
</table>

### ENGINE

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

### Highlights

- Digital Information Center w/16 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
## Overall Specifications

### Dimensions

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>15' 4&quot; / 4.67 m</td>
</tr>
<tr>
<td>Beam</td>
<td>7' 1&quot; / 2.16 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight</td>
<td>1,454 lb / 659 kg</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>14.5 cu ft / 44 cu m</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>4</td>
</tr>
<tr>
<td>Weight capacity</td>
<td>715 lbs / 324 kg</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>21 US gal / 79.4 L</td>
</tr>
</tbody>
</table>

### Dimensions (On Trailer)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>17' 5&quot; / 5.22 m</td>
</tr>
<tr>
<td>Width</td>
<td>7' 1&quot; / 2.16 m</td>
</tr>
<tr>
<td>Height</td>
<td>4' 11&quot; / 1.50 m</td>
</tr>
<tr>
<td>Towing down</td>
<td>6' 10&quot; / 2.08 m</td>
</tr>
<tr>
<td>Towing up</td>
<td>8' 4&quot; / 2.54 m</td>
</tr>
<tr>
<td>Gross weight</td>
<td>2,100 lbs / 952 kg</td>
</tr>
</tbody>
</table>

### Engine

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Fuel injected, Rotax 1503 4-TEC</td>
</tr>
<tr>
<td>Displacement</td>
<td>1,494 cc</td>
</tr>
<tr>
<td>Horsepower Std.</td>
<td>155 hp NA</td>
</tr>
<tr>
<td>Opt 1</td>
<td>215 hp SCIC</td>
</tr>
<tr>
<td>Opt 2</td>
<td>255 hp SCIC</td>
</tr>
<tr>
<td>Cylinders (Engine)</td>
<td>3</td>
</tr>
<tr>
<td>Max RPM (Engine) Std</td>
<td>7,300</td>
</tr>
<tr>
<td>Octane No. Std.</td>
<td>87</td>
</tr>
<tr>
<td>Opt 1 &amp; 2</td>
<td>87</td>
</tr>
<tr>
<td>Emission level</td>
<td>CARB 3-Star</td>
</tr>
<tr>
<td>Cooling system</td>
<td>Closed-Loop Cooling System</td>
</tr>
</tbody>
</table>

### Equipment

#### Hull & Deck
- Stringer system — composite FRP, foam filled
- Cleats — chrome (4)
- Cup holders (4)
- Rub rail (Black)
- Grab handles (6)
- Non-skid deckin
- Navigation light — bow side lights
- Ski Pylon — Pull-up
- Tow eyes — stainless steel bow & stern
- Swim Platform
- Reboarding ladder — rear (1-step)
- Engine access — sumpad
- Engine blower
- Auto bilge pump

#### Storage
- Ski locker, lockable
- Sumpad, lockable
- Console, lockable

#### Control Station

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helm</td>
<td></td>
</tr>
<tr>
<td>Steering</td>
<td>Standard</td>
</tr>
<tr>
<td>Separated shift &amp; throttle lever</td>
<td></td>
</tr>
<tr>
<td>Battery switch</td>
<td></td>
</tr>
<tr>
<td>Fuse box</td>
<td></td>
</tr>
<tr>
<td>DESS magnetic lanyard key</td>
<td></td>
</tr>
</tbody>
</table>

#### Control Station (Cont'd)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Digital InfoCenter</td>
<td></td>
</tr>
<tr>
<td>Fuel level</td>
<td></td>
</tr>
<tr>
<td>Low fuel level</td>
<td></td>
</tr>
<tr>
<td>Low oil level</td>
<td></td>
</tr>
<tr>
<td>Tachometer</td>
<td></td>
</tr>
<tr>
<td>Overhead</td>
<td></td>
</tr>
<tr>
<td>Hour meter</td>
<td></td>
</tr>
<tr>
<td>Maintenance info</td>
<td></td>
</tr>
<tr>
<td>Speedometer</td>
<td></td>
</tr>
<tr>
<td>Compass</td>
<td></td>
</tr>
<tr>
<td>Water temperature</td>
<td></td>
</tr>
<tr>
<td>Check engine</td>
<td></td>
</tr>
<tr>
<td>Low oil pressure</td>
<td></td>
</tr>
<tr>
<td>Depth Finder</td>
<td></td>
</tr>
<tr>
<td>Sensor check</td>
<td></td>
</tr>
<tr>
<td>Hi voltage</td>
<td></td>
</tr>
<tr>
<td>Battery Protection</td>
<td></td>
</tr>
<tr>
<td>Key (Wrong Key)</td>
<td></td>
</tr>
<tr>
<td>L- Key</td>
<td></td>
</tr>
</tbody>
</table>

#### 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)
- NMMA

#### Options
- Wakeboard tower & racks
- Carpet — snap-in
- Mirror — with tower only
- Mooring cover
- Biminimtop (incl. with tower)
- Custom trailer
- Stainless steel
- Outside diameter (mm)
- Warranty — B.E.S.T. (3 years)

#### Trailer
- Single axle
- Swing-away tongue
- Painted Trailer

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200 Speedster

An aggressive, agile beast with up to 430 hp and the good looks to match.

Specifications

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>19' 9&quot; / 6.02 m</td>
</tr>
<tr>
<td>Beam</td>
<td>6' / 2.44 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12' / 3.65 cm</td>
</tr>
<tr>
<td>Dry weight: No tower</td>
<td>2,770 lbs / 1,256 kg</td>
</tr>
<tr>
<td>With tower</td>
<td>2,830 lbs / 1,284 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>7</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>44 US gal / 166.5 L</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGINE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Rotax® 1503 4-TEC® (x 2)</td>
</tr>
<tr>
<td>Horsepower</td>
<td>430 hp</td>
</tr>
</tbody>
</table>

Highlights

- Swim platform w/2-step ladder
- Dual rear storage compartment
- Sun deck pad
- Pop-up ski pylon
- Cockpit courtesy lights
- Ski storage
- Satellite-ready AM/FM/CD stereo w/MP3 port and 4 speakers
- Depth finder
- 12 volt jack
- Windscreens w/pop-up wind deflectors and helm storage
- Built-in cooler
- Multi-function aluminum black rails
- Grab handles
- On-board storage

REVISED SEPTEMBER 25, 2008
### Overall Specifications

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>19' 9&quot; / 6.02 m</td>
</tr>
<tr>
<td>Beam</td>
<td>8' / 2.44 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight with tower</td>
<td>2,770 lbs / 1,260 kg</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>1,284 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>46 cu ft / 1.3 cu m</td>
</tr>
<tr>
<td>Weight capacity</td>
<td>1,365 lbs / 619 kg</td>
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<tr>
<td>Fuel capacity</td>
<td>44 US gal / 166.5 L</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DIMENSIONS (on trailer)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (tongue folded)</td>
<td>21' 2&quot; / 6.545 m (18' 11&quot; / 5.77 m)</td>
</tr>
<tr>
<td>Width</td>
<td>8' 6&quot; / 2.59 m</td>
</tr>
<tr>
<td>Height (tongue folded)</td>
<td>6' 5&quot; / 1.98 m</td>
</tr>
<tr>
<td>Tow down</td>
<td>7' 1&quot; / 2.16 m</td>
</tr>
<tr>
<td>Tower up</td>
<td>9' 11&quot; / 3.02 m</td>
</tr>
<tr>
<td>Gross weight without tower</td>
<td>4,095 lbs / 1,858 kg</td>
</tr>
<tr>
<td>With tower</td>
<td>4,115 lbs / 1,885 kg</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGINE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Fuel injected, Rotax 1503-4-TEC (2)</td>
</tr>
<tr>
<td>Displacement</td>
<td>1,494 cc</td>
</tr>
<tr>
<td>Horsepower</td>
<td>430 hp</td>
</tr>
<tr>
<td>Cylinders (Engine)</td>
<td>3</td>
</tr>
<tr>
<td>Max RPM (Engine)</td>
<td>8,000</td>
</tr>
<tr>
<td>Octane no.</td>
<td>91</td>
</tr>
<tr>
<td>Emission standard</td>
<td>CARB-3-Star</td>
</tr>
<tr>
<td>Cooling system</td>
<td>Closed-Loop Cooling System</td>
</tr>
</tbody>
</table>

### Equipment

<table>
<thead>
<tr>
<th>HULL &amp; DECK</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stringer system – composite FRP, foam filled</td>
<td></td>
</tr>
<tr>
<td>Cleats – chrome (6)</td>
<td></td>
</tr>
<tr>
<td>Cup holders (6)</td>
<td></td>
</tr>
<tr>
<td>Rails (Black)</td>
<td></td>
</tr>
<tr>
<td>Grab handles (8)</td>
<td></td>
</tr>
<tr>
<td>Non-skid decking</td>
<td></td>
</tr>
<tr>
<td>Navigation light – bow side lights</td>
<td></td>
</tr>
<tr>
<td>Courtesy lights (6)</td>
<td></td>
</tr>
<tr>
<td>Ski pylon – pull-up</td>
<td></td>
</tr>
<tr>
<td>Tow eyes – stainless steel bow &amp; stern</td>
<td></td>
</tr>
<tr>
<td>Swim platform</td>
<td></td>
</tr>
<tr>
<td>Reboarding ladder – rear (2-step)</td>
<td></td>
</tr>
<tr>
<td>Engine access</td>
<td></td>
</tr>
<tr>
<td>Engine blower (2)</td>
<td></td>
</tr>
<tr>
<td>Auto bilge pump</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STORAGE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor</td>
<td></td>
</tr>
<tr>
<td>Ski locker, lockable</td>
<td></td>
</tr>
<tr>
<td>Under seat</td>
<td></td>
</tr>
<tr>
<td>Sunpad, lockable</td>
<td></td>
</tr>
<tr>
<td>Goboeck, lockable</td>
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<table>
<thead>
<tr>
<th>CONTROL STATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>HELM</td>
<td>Steering – Custom</td>
</tr>
<tr>
<td>Horn</td>
<td></td>
</tr>
<tr>
<td>Separate shift &amp; throttle lever</td>
<td></td>
</tr>
<tr>
<td>Battery switch – rear storage</td>
<td></td>
</tr>
<tr>
<td>Fuse box</td>
<td></td>
</tr>
<tr>
<td>DESS magnetic lanyard key</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INSTRUMENTATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gauges – backlit &amp; anti-fog</td>
<td></td>
</tr>
<tr>
<td>Fuel level</td>
<td></td>
</tr>
<tr>
<td>Overheat engine warning</td>
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<tr>
<td>Speedometer – 88 mm</td>
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<tr>
<td>Tachometer – 88 rpm (2)</td>
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<tr>
<td>Analog fuel – 47 mm</td>
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</tr>
<tr>
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<table>
<thead>
<tr>
<th>COCKPIT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dash finish – Pearlstone</td>
<td></td>
</tr>
<tr>
<td>Outlet – 12 volt accessory (1)</td>
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</tr>
<tr>
<td>Cooler – integrated</td>
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</tr>
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<table>
<thead>
<tr>
<th>SEATING</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver Seat</td>
<td></td>
</tr>
<tr>
<td>Track &amp; swivel</td>
<td></td>
</tr>
<tr>
<td>Passenger Seat</td>
<td></td>
</tr>
<tr>
<td>Track &amp; swivel</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ELECTRICAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Generator</td>
<td>30 amp / 380 W</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>HULL &amp; DECK</th>
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</thead>
<tbody>
<tr>
<td>Material</td>
<td>Composite FRP</td>
</tr>
<tr>
<td>Vinyester barrier layer</td>
<td>Std</td>
</tr>
<tr>
<td>Full fiberglass stringer</td>
<td>Std</td>
</tr>
<tr>
<td>Graphics</td>
<td>Std</td>
</tr>
<tr>
<td>Deadrise</td>
<td>21*</td>
</tr>
<tr>
<td>Colors</td>
<td>Bright White</td>
</tr>
<tr>
<td>Opt 1 gel-coat</td>
<td>21</td>
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<tr>
<td>Opt 2 gel-coat</td>
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<table>
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<tr>
<th>PROPULSION</th>
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<tr>
<td>Jet pump type</td>
<td>Single stage</td>
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<tr>
<td>Pump diameter</td>
<td>6 1/4&quot; / 15.63 cm</td>
</tr>
<tr>
<td>Impeller</td>
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<tr>
<td>Material</td>
<td>Stainless steel</td>
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<tr>
<td>Outside diameter (mm)</td>
<td>159 ± 0.7</td>
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<tr>
<td>Reverse system</td>
<td>Std</td>
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### Options

<table>
<thead>
<tr>
<th>Options</th>
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</tr>
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<tbody>
<tr>
<td>Wakeboard tower &amp; racks</td>
<td></td>
</tr>
<tr>
<td>Carpet – snap-in</td>
<td></td>
</tr>
<tr>
<td>Mirror – with tower only</td>
<td></td>
</tr>
<tr>
<td>Mooring cover</td>
<td></td>
</tr>
<tr>
<td>Bimini top</td>
<td></td>
</tr>
<tr>
<td>Custom trailer</td>
<td></td>
</tr>
<tr>
<td>Galvanized trailer</td>
<td></td>
</tr>
<tr>
<td>Warranty – B.E.S.T. (3 years)</td>
<td></td>
</tr>
</tbody>
</table>

---

2009 Technical Update Book — Sea-Doo PWC and Sport Boats
Speedster® WAKE™

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

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 (660 lbs [299kg])
- 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
- Windscrean w/pop-up wind deflector and helm storage
- Built-in cooler

REVISED SEPTEMBER 15, 2008
Overall Specifications

**DIMENSIONS**
- Length: 19' 9" / 5.92 m
- Beam: 8' 2.44 m
- Draft: 12" / 30.5 cm
- Dry weight: 2,960 lbs / 1,343 kg
- Storage capacity: 30 cu ft / 850 cu dm
- 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: 6' 6" / 2.05 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

---

**Equipment**

**HULL & DECK**
- Stringer system — composite FRP, foam filled
- Cheats — chrome (6)
- Cup holders (5)
- Rub rail (Black)
- Grab handles (8)
- Non-skid deck
- Navigation light — bow side lights
- Courtesy lights (5)
- Wakeboard tower
- Wakeboard racks
- WakeBoost — single tank / 600 lbs
- Ski Pylon — pull-up
- Tow eyes — stainless steel bow
- Swim platform
- Reboarding ladder — rear (2-step)
- Engine access
- Engine cover (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 — backlit & 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

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

**STEREO & SOUND**
- Stereo system — satellite-ready
- AM/FM/CD
- Speakers — cockpit (4)
- Tower speakers (4)
- PA
- 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

---

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udid2009-001-127_en_2

www.SeaDooManuals.net
180 Challenger

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

Specifications

Dimensions

<table>
<thead>
<tr>
<th>Feature</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>17' 7&quot; / 5.36 m</td>
</tr>
<tr>
<td>Beam</td>
<td>8' 2&quot; / 2.49 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
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<tr>
<td>Dry weight</td>
<td>1,838 lbs / 86.1 kg</td>
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<tr>
<td>Seating capacity</td>
<td>8</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>32 US gal / 121 L</td>
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</table>

Engine

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Rotax 1503 4-TEC®</td>
</tr>
<tr>
<td>Horsepower</td>
<td>215 hp</td>
</tr>
</tbody>
</table>

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
### 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 / 658 cu cm
- **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" / 5.89 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):** 4
- **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
- **Vinylster 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
- **Pump diameter:** 6 1/4" / 15.6 cm
- **Impeller:**
  - **Material:** Stainless steel
  - **Outside diameter (mm):** 159 ± 0.7
- **Reverse system:** Std

### Equipment

#### HULL & DECK
- Stringer system - composite FRP, foam filled
- Cleats - chrome (1)
- 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 cover
- Auto bilge pump

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

#### CONTROL STATION
- **HELM:**
  - Steering - standard
  - Horn
  - Shift lever
  - Battery switch - rear storage
  - Fuse box
  - DESS magnetic lanyard key

- **DIGITAL INFOCENTER:**
  - Fuel level
  - Low fuel level
  - Low oil level
  - Low oil pressure
  - 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

#### STERO & 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)
180 Challenger SE

One of the most versatile 18-footers on the water gives you the space of a 20-footer with 255 hp engine option.

Scarlet Red

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
- **Seating capacity**: 8
- **Fuel capacity**: 32 US gal / 121 L

**ENGINE**

- **Model**: Rotax® 1503 4-TEC®
- **Horsepower**: 215 hp or 255 hp

**Highlights**

- Digital Information Center w/8 functions including compass, water temperature, hour meter
- Satellite-ready AM/FM/CD stereo w/MP3 port, 4 speakers and remote
- Huge passenger space
- Bimini top
- Swim platform w/2-step ladder
- Walk-through to swim platform
- Dual access rear storage
- Removable cooler under rear seat
- Full, wraparound glass windshield
- Cockpit & tonneau cover
- SS cup holders
- SS pull-up cleats
- Snap-in carpet
- Abundant on-board storage
- Bow filler cushion lounge area

REVISED SEPTEMBER 23, 2009
**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: 92" / 2.49 m
- Height (tongue): 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 SC1C
- Opt 1: 255 hp SC1C
- Cylinders (engines): 3
- Max RPM (engine): Std & Opt 1: 8,400
- Octane: Std & Opt 1: 91
- Emission level: CARB 3-Star
- Cooling system: Closed-Loop Cooling System

**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 (16)
- Non-skid decking
- Navigation light
- Courtesy lights (3)
- Low eyes - stainless steel bow & stern
- Ski eye - stern
- Walk-Through - rear
- Swim platform
- Reboarding ladder - rear (2-step)
- Engine access
- Engine cover
- Auto bilge pump

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

**CONTROL STATION**

**HELMI**
- 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
- Moving cover
- Curved trailer
- Galvanized trailer
- Warranty - B.E.S.T. (3 years)

---

**180 Challenger SE**

**RECREATION 2009**

**ELECTRICAL**
- Generator: 30 amp / 380 W
- Battery: 12 V

**HULL & DECK**
- Material: Composite FRP
- Vinylister 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: Singlestage
- Pump diameter: Std & Opt 1: 6 1/4" / 15.63 cm

---

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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.

## Specifications

### Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>23' 6&quot; / 7.16 m</td>
</tr>
<tr>
<td>Beam</td>
<td>8' 9&quot; / 2.67 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight</td>
<td>3,457 lbs / 1,568 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>12</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>53 US gal / 200.6 L</td>
</tr>
</tbody>
</table>

### 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 (Bakinga)
- 4 stereo speakers

### Features

- Coaming boxes
- Removable cooler
- Tilt steering
- Ample storage throughout the boat

---

Revised September 25, 2008

2009 Technical Update Book — Sea-Doo PWC and Sport Boats

www.SeaDooManuals.net
Overall Specifications

**DIMENSIONS**

- Length: 23' 6" / 7.16 m
- Beam: 8' 9" / 2.67 m
- Draft: 12" / 30.5 cm
- Dry weight: 2,457 lbs / 1,168 kg
- Storage capacity: 70 cu ft / 1.99 m³
- 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: 7' 4" / 2.21 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): 7,900
- Octane no.: 87
- Emission level: CARB 3-Star
- Cooling system: Closed-Loop Cooling System

**ELECTRICAL**

- Generator: 30 amp / 380 W
- Battery: 12 V

---

**HULL & DECK**

Material: Composite FRP
- Vinylene barrier layer: Std
- Full fiberglass stringer: Std
- Graphitic: Std
- Deadrise: 21°
- Colors: Opt 1 gel-coat: Cabernet Red
- Opt 2 gel-coat: Ocean Sage

**PROPELLATION**

- Jet pump type: Single stage
- Pump diameter: 6 1/8" / 15.56 cm
- Impeller:
  - Material: Stainless steel
  - Outside diameter (mm): 150 ± 0.7
- Reverse system: 0

**equipment**

- Stringer system - composite FRP; foam filled
- Cockpit - 6 chrome
- Cup holders (10)
- Rub rail - Black
- Bow rails - stainless steel
- Grab handles (10)
- Coaming box (5)
- Non-skid deck
- 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

**CONTROLS STATION**

- Helm: Steering - Custom
- Steering - Lift
- 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
- Analog fuel - 47 mm

**COCKPIT**

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

**COCKPIT (Cont'd)**

- 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)

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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.

**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 (Bubinga)
- 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-in bow walk-through door**

**REvised September 25, 2008**
Overall Specifications

**DIMENSIONS**
- Length: 23' 6" / 7.16 m
- Beam: 8' 9" / 2.67 m
- Dry weight: 12' / 3.65 m
- Storage capacity: 3,500 lbs / 1,590 kg
- Seating capacity: 12
- Weight capacity: 2,383 lbs / 1,081 kg
- Fuel capacity: 53 US gal / 202.6 L

**DIMENSIONS (ON TRAILER)**
- Length: 26' 10" / 8.18 m
- Width: 8' 9" / 2.67 m
- Tower down: 7' 4" / 2.24 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: 430 hp SDIC
- Opt: 510 hp SDIC
- Cylinders (Engine): 3
- Max RPM (Engine) Std & Opt: 6,000
- Octane No Std & Opt: 91
- Emission level: Closed-Loop Cooling System

**ELECTRICAL**
- Generator: 30 amp / 380 W
- Battery: 12 V

**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 cover (2)
- Auto bilge pump

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

---

230 Challenger SE

**HULL & DECK**
- Material: Composite FRP
- 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: Single stage
- Pump diameter Std & Opt: 6 1/4" / 15.63 cm
- Impeller: Stainless steel

**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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2009 Technical Update Book — Sea-Doo PWC and Sport Boats
Specifications

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.

Specifications

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>23' 6&quot; / 7.16 m</td>
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<tr>
<td>Beam</td>
<td>8' 3&quot; / 2.51 m</td>
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<tr>
<td>Draft</td>
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<td>Dry weight</td>
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<td>Seating capacity</td>
<td>12</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>53 US gal / 200.6 L</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGINE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Rotax® 1503 4-TEC® (x 2)</td>
</tr>
<tr>
<td>Horsepower</td>
<td>310 hp or 430 hp</td>
</tr>
</tbody>
</table>

Highlights

- Largest Sea-Doo® ever with 12 passenger capacity
- Huge cockpit and bow area with cover
- 310 hp twin NA OR 430 hp twin SCIG 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
Overall Specifications

**DIMENSIONS**
- Length: 23' 6" / 7.16 m
- Beam: 8' 9" / 2.67 m
- Draft: 12" / 30.5 cm
- Dry weight: 3,630 lbs / 1,650 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 SCC
- Cylinders: Engines (cyl): Std: 4
- Opt: 6
- Octane requirement: Std: 87
- Emission level: CARB 3-Star
- Cooling system: Closed-Loop Cooling System

**ELECTRICAL**
- Generator: 30 amp / 380 W
- Battery: 12 V

---

**230 Challenger SP**

**HULL & DECK**
- Material: Composite FRP
- Vinyl ester barrier layer: Std
- Full fiberglass stringer: Std
- Graphics: Std
- Deadrise: 21°
- Color gel-coat: Viper Red with Black

**PROPULENSION**
- Jet pump type: Single stage
- Axial flow: 6.18" / 15.65 cm
- Pump diameter: Std: 6.18" / 15.65 cm
- Impeller: 430 hp

**equipment**
- 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 (5)
- Coaming (4)
- Non-skid decking
- Lining (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

**CONTROLS & STATION**
- Helm
- Steering — Custom
- Steering — tilt
- Horn
- Separated shift & throttle lever
- Battery switch
- Circuit breakers
- D.E.S.S. magnetic lanyard key

**INSTRUMENTATION**
- Gauges — backlit & 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

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

---

**2009 Technical Update Book — Sea-Doo PWC and Sport Boats**
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.

### Specifications

#### DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>23'6&quot; / 7.15 m</td>
</tr>
<tr>
<td>Beam</td>
<td>8'8&quot; / 2.67 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight</td>
<td>3,775 lbs / 1,712 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>12</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>53 US gal / 200.6 L</td>
</tr>
</tbody>
</table>

#### 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, PA and remote
- PerfectPass WakeboardPro speed control
- Sun deck pad walk-through transom
- Wakeboard tower
- Wakeboard racks (2)
- Cockpit-controlled WakeBoost (1,060 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

REvised September 25, 2009

---

2009 Technical Update Book — Sea-Doo PWC and Sport Boats

143
# 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** | 33 US gal / 200.6 L |

| **DIMENSIONS (on trailer)** | **Length** | 26' 10" / 8.18 m |
| **Width** | 8' 9" / 2.67 m |
| **Height** | 7' 6" / 2.29 m |
| **Tow box** | 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 SCI |
| **Opt** | 510 hp SCI |
| **Cylinders (Engine)** | 4 |
| **Max RPM (Engine)** | 6,000 |
| **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 |

---

### 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 (6)
- 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 (3-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
  - Joystick - lift
  - Horn
  - Separated shift & throttle lever
  - Battery switch
  - Circuit breakers
  - DESS magnetic lanyard key
- INSTRUMENTATION
  - Gauges - backlit & anti-foil
  - Fuel level
  - Overheat engine warning
  - Speedometer - 88 mm (PerfectPass)
  - Tachometer - 88 mm (2)
  - Analog fuel - 47 mm
  - PerfectPass Wakeboard Pro
  - 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

### OPTIONS
- Cockpit cover
- Tonneau cover
- Bimini top
- Door - Fold 'n Slow
- Windshield - fixed
- Warranty (1 yr)

### CANVAS & MISCELLANEOUS
- NMMA

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### Specifications

**DIMENSIONS**

<table>
<thead>
<tr>
<th>Component</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>19'10&quot; / 6.05 m</td>
</tr>
<tr>
<td>Beam</td>
<td>6' / 1.84 m</td>
</tr>
<tr>
<td>Draft</td>
<td>12&quot; / 30.5 cm</td>
</tr>
<tr>
<td>Dry weight</td>
<td>2,570 lbs / 1,166 kg</td>
</tr>
<tr>
<td></td>
<td>With tower 2,630 lbs / 1,193 kg</td>
</tr>
<tr>
<td>Seating capacity</td>
<td>8</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>44 US gal / 166.5 L</td>
</tr>
</tbody>
</table>

**ENGINE**

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

**Highlights**

- Swim platform w/2-step ladder
- Large sun deck pad
- Bimini top stored in trunk
- Ski storage, lockable
- Removable cockpit table
- Track and swivel bucket seat and tuddy seat combo
- Burlwood inserted steering wheel
- Satellite-ready AM/FM/CD stereo w/MP3 port and 4 speakers
- Stereo remote
- SS pull-up cleats
- SS rub-rail
- SS cup holders
- Cockpit & tonneau cover
- Cockpit courtesy lights
- Full glass windshield
- Abundant onboard storage
## Overall Specifications

<table>
<thead>
<tr>
<th>DIMENSIONS</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>19'10&quot; / 6.05 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beam</td>
<td>8' / 2.44 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Draft, Tot.</td>
<td>12&quot; / 30.5 cm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry weight: No tower</td>
<td>2,670 lbs / 1,168 kg</td>
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<tr>
<td>With tower</td>
<td>2,630 lbs / 1,193 kg</td>
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<tr>
<td>Storage capacity</td>
<td>43 cu ft / 1.22 cu m</td>
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<tr>
<td>Seating capacity</td>
<td>8</td>
<td></td>
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<tr>
<td>Weight capacity</td>
<td>3,300 lbs / 1,496 kg</td>
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</tr>
<tr>
<td>Fuel capacity</td>
<td>44 US gal / 166.5 L</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DIMENSIONS (ON TRAILER)</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (tongue folded)</td>
<td>20' 9&quot; / 6.32 m (18' 6&quot; / 5.64 m)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Width</td>
<td>8' / 2.44 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height: No tower</td>
<td>7' 7&quot; / 2.31 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tower down</td>
<td>7' 11&quot; / 2.41 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tower up</td>
<td>8' 11&quot; / 2.72 m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross weight: No tower</td>
<td>3,650 lbs / 1,654 kg</td>
<td></td>
<td></td>
</tr>
<tr>
<td>With tower</td>
<td>3,750 lbs / 1,701 kg</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGINE</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Fuel injected, Rotax 1503 4-TEC (2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Displacement</td>
<td>1,494 cc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horsepower Std</td>
<td>310 hp NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opt</td>
<td>430 hp SCIC</td>
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<td></td>
</tr>
<tr>
<td>Cylinders (engine)</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max RPM (engine)</td>
<td>7,300</td>
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<td></td>
</tr>
<tr>
<td>Opt</td>
<td>7,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Octane no Std</td>
<td>87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cet</td>
<td>89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emission level</td>
<td>CARB 3-Star</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling system</td>
<td>Closed Loop Cooling System</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Equipment

### HULL & DECK
- Stringer system – composite FRP, foam filled
- Cleats – stainless steel, pull-up (6)
- Cup holders – stainless steel (7)
- Grab handles (10)
- Non-skid deck
- 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 (chinese)
- Combined shift & throttle lever
- Battery switch – rear storage
- Fuse box
- GESS 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)

---

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## 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.

### Specifications

**Dimensions**

- **Length**: 22' / 6.7 m
- **Beam**: 8' 5" / 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

---

*REVISED SEPTEMBER 25, 2008*
# Overall Specifications

**Dimensions**
- **Length:** 22' / 6.7 m
- **Beam:** 8' 3" / 2.52 m
- **Draft:** 12" / 0.305 m
- **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:** 55 US gal / 209.6 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 1504 4-TEC (2)
- **Displacement:** 1,494 cc
- **Horsepower:** 430 hp SCIC
- **Cylinders (engine):** 3
- **Max RPM (Engine):** Sd
- **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

**Hull & Deck**
- **Material:** Composite FRP
- **Vinyl ester barrier layer:** Std
- **Full fiberglass stringer:** Std
- **Graphics:** Std
- **Deadrise:** 21°
- **Color gel-coat:** Standard

**Propulsion**
- **Jet pump type:** Single stage
- **Pump diameter:** 6 1/4" / 15.63 cm
- **Impeller:** Stainless steel
- **Outside diameter (mm):** 159 ± 0.97
- **Reverse system:** Std

### Equipment

#### Hull & Deck
- Stringer system – composite FRP, foam filled
- Clean – chrome (6)
- Cup holders (3)
- 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
- Fuel gauge
- DESS magnetic tachometer

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

#### Cockpit
- Carpet – snap-in
- Dash finish – Burwood
- 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/C
- 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

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### Options
- Mooring cover
- 2nd axle disc brakes
- Galvanized trailer
- Warranty – B.E.S.T. (3 years)
Annexes
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

Nicoa cylinders are replaced 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 warranted for one year parts only.
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.

<table>
<thead>
<tr>
<th>PARTS</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinders</td>
<td>$75</td>
</tr>
<tr>
<td>Crankshafts</td>
<td>$200</td>
</tr>
<tr>
<td>Short blocks</td>
<td>$700</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>PARTS</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinders</td>
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</tr>
<tr>
<td>Crankshafts</td>
<td>$100</td>
</tr>
<tr>
<td>Short blocks</td>
<td>$300</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>CONDITION</th>
<th>CYLINDER DEDUCTION</th>
<th>CRANKSHAFT DEDUCTION</th>
<th>SHORT BLOCK DEDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broken or cracked casting</td>
<td>$75 or $50*</td>
<td>N/A</td>
<td>$200</td>
</tr>
<tr>
<td>Welding</td>
<td>N/A</td>
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<td>Porting of cylinder &amp; crankcase</td>
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<td>Broken bolts inside threads</td>
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<td>N/A</td>
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<td>Incomplete core</td>
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<td>Damaged during transportation due to poor packing</td>
<td>$75 or $50*</td>
<td>$200 or $100*</td>
<td>Value of damaged parts</td>
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*The first amount represents the deduction WITH Return Core Form, and the second amount represents the deduction WITHOUT Return Core Form.*
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<th>PART</th>
<th>ENGINE TYPE</th>
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<th># OF CYL</th>
<th>YEAR</th>
<th>DESCRIPTION</th>
<th>ORIGINAL PART #</th>
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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.

www.SeaDooManuals.net
WHETHER PLACING AN ORDER OR RETURNING A CORE, IT'S A SIMPLE PROCEDURE.

TO DO | WHAT TO DO
--- | ---
Place an order | Simply use BCSSWeb™:
Return a core WITHOUT a Rebuilt Credit Form | • Identify each core as much as possible. Tag them and indicate the engine type as reference.
Return a core WITH a Rebuilt Credit Form | • 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 BCSSWeb.)

Return a core WITH a Rebuilt Credit Form | • Return the white copy of the Rebuilt 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 Rebuilt 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 | WHERE |
--- | ---
US Dealers | 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 | WHO KNOWS
--- | ---
US Dealers | PAC Analyst: 1 800 366-6992
## BRP Oils and Lubricants

### BRP 2-STROKE ENGINE OILS

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<th>NEW PRODUCT</th>
<th>OLD PRODUCT</th>
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<td><strong>MINERAL OIL GROUP</strong></td>
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<tr>
<td>293 600 117  Quart/946 ml</td>
<td>413 802 900 Quart XPS chaincase oil</td>
</tr>
<tr>
<td>293 600 118  Gallon/3.785 L</td>
<td>413 803 000 Gallon XPS 2-stroke mineral injection oil</td>
</tr>
<tr>
<td>293 600 119  55 GDrum/205 L</td>
<td>413 803 200 Drum XPS 2-stroke mineral injection oil</td>
</tr>
<tr>
<td>293 600 120  Pre-Mix/600 ml</td>
<td>413 803 100 Pre-Mix XPS premix oil 500 ml (17 oz)</td>
</tr>
</tbody>
</table>

| **SEMI-SYNTHEtic OIL GROUP** |
| 293 600 100  Quart/946 ml | 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 | 293 600 045 Quart XPS Synthetic 2-stroke oil |
| 293 600 046  Gallon/3.785 L | 293 600 046 Gallon XPS Synthetic 2-stroke oil |
| 293 600 047  55 G Drum/205 L | 293 600 047 Drum XPS Synthetic 2-stroke oil |

Approved for all 2-stroke carbureted Sea-Doo and Ski-Doo engines.

Note: Only oil approved for Ski-Doo E-Tec engines.
### BRP 4-STROKE ENGINE OILS

#### SUMMER GRADE

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<td>293 600 121 Quart/946 ml</td>
<td>293 600 039 Quart XPS 4-stroke Synthetic oil 5W40</td>
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<tr>
<td>293 600 122 Gallon/3.785 L</td>
<td>413 803 500 Drum XPS 4-stroke Synthetic oil 5W40</td>
</tr>
<tr>
<td>293 600 123 55 G Drum/205 L</td>
<td>293 600 023 Quart XPS 4-stroke Synthetic oil 10W40</td>
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<tr>
<td>Approved for all Can-Am Roadster, ATV, and Sea-Doo 4-stroke engines</td>
<td>219 700 346 Quart XPS 4-stroke Mineral oil</td>
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<td><strong>Note:</strong> Only oil approved for Supercharged Sea-Doo engines</td>
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#### WINTER GRADE

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<td>293 600 112 Quart/946 ml</td>
<td>293 600 054 Quart XPS 4-stroke Synthetic oil 0W40</td>
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<tr>
<td>293 600 115 Gallon/3.785 L</td>
<td>293 600 023 Drum XPS 4-stroke Synthetic oil 10W40</td>
</tr>
<tr>
<td>293 600 116 55 G Drum/205 L</td>
<td>219 700 433 Drum XPS 4-stroke Mineral oil</td>
</tr>
<tr>
<td>XPS 4-stroke Synthetic engine oil</td>
<td>Approved for all Ski-Doo 4-stroke engines. Recommended for all 4-stroke engines used in extreme climate conditions except Supercharged Sea-Doo engines</td>
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#### OIL CHANGE/MAINTENANCE KITS (NEW)

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<th>Sea-Doo</th>
<th>Oil change and maintenance kits for 4-Tec engines</th>
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<tr>
<td>295 501 075</td>
<td>Kit</td>
<td>1 gallon of XPS oil, filter, necessary O-rings, 3 NGK spark plugs, instruction sheet</td>
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<td>415 129 404</td>
<td>Kit</td>
<td>Winter grade XPS oil, filter, necessary O-rings, instruction sheet</td>
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<tr>
<td>703 500 735</td>
<td>Kit</td>
<td>Summer grade XPS oil, filter, necessary O-rings, instruction sheet</td>
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<tr>
<td>703 500 736</td>
<td>Kit</td>
<td>Oil change kits for Renegade and Outlander 500 and 800 only</td>
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#### OTHER PRODUCTS

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<td>293 600 011</td>
<td>6 oz/177 ml Synthetic jet pump oil 75W90</td>
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<td>293 600 043</td>
<td>Quart/946 ml Synthetic gear oil 75W90</td>
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<tr>
<td>413 801 900</td>
<td>8.4 oz/250 ml XPS chaincase oil</td>
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<tr>
<td>413 803 300</td>
<td>12 oz/355 ml XPS synthetic chaincase oil</td>
</tr>
<tr>
<td>413 711 600</td>
<td>16 oz/473 ml XPS storage oil</td>
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<tr>
<td>413 711 900</td>
<td>16 oz/473 ml XPS storage oil</td>
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<tr>
<td>293 600 016</td>
<td>14 oz/spray 400 g XPS Lube</td>
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<tr>
<td>293 550 010</td>
<td>14 oz/spray 400 g XPS synthetic grease</td>
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<tr>
<td>293 550 033</td>
<td>14 oz/spray 400 g XPS suspension grease</td>
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<td>413 408 600</td>
<td>8 oz/236 ml Fuel stabilizer</td>
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<tr>
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<td>1. During PWC</td>
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**N.B.** If fields with grey headings are not completed, the report cannot be processed!
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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**SECTION 7**

**Annexes**

**BRP ACCIDENT / INCIDENT REPORT**

<table>
<thead>
<tr>
<th>Dealer Number:</th>
<th>Name of Dealer / Distributor:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Contact person at dealership:</th>
<th>Town/City:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Date of Report:</th>
<th>Age:</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-12-12</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Accident / Incident:</th>
<th>Year</th>
<th>Month</th>
<th>Day</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>


**PLEASE REPRESENT SITUATION BY DRAWING AND IDENTIFYING VEHICLE 1 AND/OR VEHICLE 2 - MAKE SURE TO COMPLETE NARRATIVE ON PAGE 5**


**VEHICLE NO. 1**

<table>
<thead>
<tr>
<th>Owner's Name:</th>
<th>Product Experience:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours: 0-50, 50-100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Owner's Address:</th>
<th>Completed State/Prov. Product Safety Course:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No, N.A.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town/City:</th>
<th>State/Prov.:</th>
<th>Year Taken:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zip/Postal Code:</th>
<th>Tel No.:</th>
<th>Member of Product Club/Association:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operator's Name:</th>
<th>Occupation:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Employer:</td>
</tr>
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<table>
<thead>
<tr>
<th>Operator's Address:</th>
<th>Passenger's Name:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Town/City:</th>
<th>State/Prov.:</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zip/Postal Code:</th>
<th>Tel No.:</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Driver's License No.:</th>
<th>Coded Restrictions:</th>
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<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Years Licensed as Driver:</th>
<th>Date of Birth:</th>
<th>Age:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1, 2, 3, 6, 10, 12, 15</td>
<td>Year:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Birth:</th>
<th>Month</th>
<th>Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-12-12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age:</th>
<th>Sex: Male, Female</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Make:</th>
<th>Model:</th>
<th>Safety Devices Present:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>License No.:</th>
<th>Year:</th>
<th>Safety Device in Use:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Old, Borrowed, Rent</th>
<th>Warning or Caution Statement Present:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Pre-delivery:</th>
<th>Date of 1st Recommended Inspection:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Recent Service:</th>
<th>Product Undergone Modification/Recall Approved by Manufacturer:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dealer's Name:</th>
<th>Had Product Undergone Modification by Former Owner:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dealer's Address:</th>
<th>Were All Components on Product Original:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town/City:</th>
<th>State/Prov.:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<table>
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<tr>
<th>Zip/Postal Code:</th>
<th>Tel No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Product Registration No.:</th>
<th>Year of Registration:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Insured:</th>
<th>Yes, No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy No.:</th>
<th>Expiry Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wore Replacement Components Sold by Product Manufacturer or Representative:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wore All Components on Any Security Item Fastened to the Product:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Were All Scheduled Maintenance Procedures Performed by an Authorized BRP Dealer:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of Ins. Company:</th>
<th>Was Routine Lubrication and Maintenance Given to the Products as Specified by the Manufacturer:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes, No</td>
</tr>
</tbody>
</table>

October 2006

vstd008-001_120_Accident_report_
### ANNEXES

**VEHICLE NO. 2**

<table>
<thead>
<tr>
<th>Owner’s Name:</th>
<th>Product Experience:</th>
<th>Hours:</th>
<th>0-50</th>
<th>50-100</th>
<th>100-150</th>
<th>150-200</th>
<th>200+:</th>
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<tbody>
<tr>
<td>Owner’s Address:</td>
<td>Completed State/Prov. Product Safety Course:</td>
<td>Yes</td>
<td>No</td>
<td>N.A.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town/City:</td>
<td>State/Prov.:</td>
<td>Year Taken:</td>
<td>Certificate No.:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zip/Postal Code:</td>
<td>Tel.:</td>
<td>Member of Product Club/Association:</td>
<td>Yes</td>
<td>No</td>
<td>If yes, name:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operator's Name: (unless same as owner)</td>
<td>Occupation:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operator's Address:</td>
<td>Passenger's Name:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town/City:</td>
<td>State/Prov.:</td>
<td>Passenger's Address:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zip/Postal Code:</td>
<td>Tel.:</td>
<td>Town/City:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver's License No.:</td>
<td>Completed Restrictions:</td>
<td>Date of Birth:</td>
<td>Year</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Zip/Postal Code:</td>
<td>Month</td>
<td>Day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Years Licensed as Driver:</td>
<td>1-5</td>
<td>6-10</td>
<td>10+</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date of Birth:</td>
<td>Year</td>
<td>Month</td>
<td>Day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age:</td>
<td>Sex: Male</td>
<td>Female</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Make:</td>
<td>Model:</td>
<td>Year:</td>
<td>Safety Devices Present:</td>
<td>Yes</td>
<td>No</td>
<td>If Yes specify</td>
<td></td>
</tr>
<tr>
<td>License No.:</td>
<td>Serial No.:</td>
<td>Safety Devices in Use:</td>
<td>Yes</td>
<td>No</td>
<td>If Yes specify</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>Borrowed</td>
<td>Rent</td>
<td>Warning or Caution Statement Present:</td>
<td>Yes</td>
<td>No</td>
<td>If Yes specify</td>
<td></td>
</tr>
<tr>
<td>Date of Pre-Purchase:</td>
<td>Date of 1st Recommended Inspection:</td>
<td>Proper Operating Instructions Present:</td>
<td>Yes</td>
<td>No</td>
<td>If Yes specify</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date of Recent Service:</td>
<td>Mileage/Hours:</td>
<td>Had Product Undergone Modification/Recall Approved by Manufacturer?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dealer's Name:</td>
<td></td>
<td>Had Product Undergone Modification by Former Owner?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dealer’s Address:</td>
<td></td>
<td>Were All Components on Product Original?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town/City:</td>
<td>State/Prov.:</td>
<td>Were All Components on Any Security Item Fastened to the Product?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zip/Postal Code:</td>
<td>Tel.:</td>
<td>Were Replacement Components Sold by Product Manufacturer or Representative?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Product Registration No.:</td>
<td>Year of Registration:</td>
<td>If so, what was changed?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insured:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy No.:</td>
<td>Expiry Date:</td>
<td>Were all scheduled maintenance procedures performed by an Authorized BRP dealer?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name of Ins. Company:</td>
<td></td>
<td>Was Routine Lubrication and Maintenance Given to the Product as Specified by the Manufacturer?:</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
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</table>

October 2008

vst2008-001_120_Accident_report
### Annexes

#### Activity

<table>
<thead>
<tr>
<th>Activity</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>Uidium</td>
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<td></td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Racing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Witnesses' Name:** (If more than one please add a page)

**Witnesses' Address:**

**Did the operator perform a pre-start check of the product before the accident?**

- [ ] Yes
- [ ] No

**Was the operator familiar with the area being travelled?**

- [ ] Yes
- [ ] No

**Did the operator complete any appropriate safety training courses relative to product (i.e. SVART)?**

- [ ] Yes
- [ ] No

**If so what type?**

**Did the operator review the product safety video or DVD supplied with the vehicle?**

- [ ] Yes
- [ ] No

### Property Damage Vehicle 1

<table>
<thead>
<tr>
<th>Property Damage Vehicle 1</th>
<th>Estimated Cost of Repair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle: $</td>
<td></td>
</tr>
<tr>
<td>Environment/Private:</td>
<td></td>
</tr>
<tr>
<td>Property: $</td>
<td></td>
</tr>
<tr>
<td>Total: $</td>
<td></td>
</tr>
</tbody>
</table>

### Property Damage Vehicle 2

<table>
<thead>
<tr>
<th>Property Damage Vehicle 2</th>
<th>Estimated Cost of Repair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle: $</td>
<td></td>
</tr>
<tr>
<td>Environment/Private:</td>
<td></td>
</tr>
<tr>
<td>Property: $</td>
<td></td>
</tr>
<tr>
<td>Total: $</td>
<td></td>
</tr>
</tbody>
</table>

### Accident / Incident Data

#### Type of Terrain

- [ ] Road, Right of Way
- [ ] River
- [ ] Private Trail
- [ ] Railroad
- [ ] Sea
- [ ] Open Field
- [ ] Hilly Mountains
- [ ] Ditch
- [ ] Public Trail
- [ ] Stream
- [ ] Lake
- [ ] Wooded
- [ ] Other

#### Type of Topography

- [ ] Unknown
- [ ] Crest Cover
- [ ] Slope Up
- [ ] Side Slope
- [ ] Straight
- [ ] Level
- [ ] Bottom of Hill
- [ ] Slope Down
- [ ] Curve
- [ ] Other

#### Surface Cover (Type)

- [ ] Bare Ground
- [ ] Ice
- [ ] Complete Cover
- [ ] None
- [ ] Snow
- [ ] None
- [ ] Precipitation
- [ ] Soft Snow
- [ ] Cohn Water
- [ ] Partial Cover
- [ ] Rain
- [ ] Street
- [ ] Sunkenness
- [ ] Fog Smoke Dust
- [ ] Hard Pack Snow
- [ ] Rough Water
- [ ] Asphalt
- [ ] Mud
- [ ] Other
- [ ] Other

#### Precipitation

- [ ] None
- [ ] Snow
- [ ] Rain
- [ ] Street
- [ ] Sunkenness
- [ ] Fog Smoke Dust

#### Visibility

- [ ] None
- [ ] Snow
- [ ] Precipitation
- [ ] Sunkenness
- [ ] Fog Smoke Dust

#### Ambient Temperature

- [ ] Actual Temperature: ______°C
- [ ] Relative Temperature: ______°F

#### Location of Accident

- [ ] Estimated Speed: Vehicle 1: ______, Vehicle 2: ______

- [ ] Time of Accident: Morning
- [ ] Afternoon
- [ ] Night

---

*October 2006*

*2009 Technical Update Book — Sea-Doo PWC and Sport Boats*
# ANNEXES

## INJURY DATA

<table>
<thead>
<tr>
<th>Person Involved</th>
<th>TYPE OF INJURY</th>
<th>Death</th>
<th>Exposure</th>
<th>Bruise</th>
<th>Burns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td></td>
<td>Fracture</td>
<td>Sprain</td>
<td>Laceration</td>
<td>Internal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PART OF BODY INJURED</th>
<th>Head</th>
<th>Back</th>
<th>Arm/Shoulder</th>
<th>Lower Limb</th>
<th>Face/Neck</th>
<th>Chest</th>
<th>Upper Limb</th>
<th>Other</th>
</tr>
</thead>
</table>

If more than one person was injured, please join another page per person.

- Was the person injured in a: [ ] Vehicle 1 [ ] Operators [ ] Passenger [ ] Other Please specify:
  - [ ] Vehicle 2 [ ] Operators [ ] Passenger [ ] Other Please specify:

- CLOTHING:
  - [ ] Suit [ ] Socks/Deck Shoes [ ] Vests/Goggles
  - [ ] Wetsuit [ ] Hat/helmet [ ] Gloves/ Mitts [ ] Life Jacket

- 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? [ ] Yes [ ] No
  - Was there anything to distract the injured person's attention from what he was doing? [ ] Yes [ ] No [ ] What?
  - Was there anything happened to upset the person injured at the time of the accident? [ ] Yes [ ] No [ ] What?
  - Was the person injured unusually tired or fatigued that day, or at the time of accident? [ ] Yes [ ] No
  - Was the person injured ejected from product? [ ] Yes [ ] No [ ] If so How?
  - Was the person injured entrapped by product? [ ] Yes [ ] No [ ] If so by What?
  - Was the person injured in a hurry at the time of the accident? [ ] Yes [ ] No
  - Has the person injured or any member of his family had any accident or close call from this previous activity? [ ] Yes [ ] No [ ] If so Why?
  - Did the person injured take any precautions to prevent an accident? [ ] Yes [ ] No [ ] If so Why?
  - Was the person injured familiar with the proper operation of the product? [ ] Yes [ ] No
  - Was the person informed of proper driving position/techniques before riding the product? [ ] Yes [ ] No
  - Was passenger wearing adequate clothing/helmet/life jacket? [ ] Yes [ ] 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? [ ] Yes [ ] No
- If no Why?

Describe the injury event in detail:

- Had victim ever been involved in another accident other than with this product? [ ] Yes [ ] No
  - Water vehicle, Marine, Recreational, Other:
    - If so How?

- Was the person injured informed of proper driving position/techniques before riding the product? [ ] Yes [ ] No
- Was passenger wearing adequate clothing/helmet/life jacket? [ ] Yes [ ] No

### October 2008

www.SeaDooManuals.net
NARRATION REPORT BY PERSON INVOLVED

If narration is done by someone else than the person involved, please identify yourself and sign the Narration report:

☐ Attach Police or Fire Department reports

Include photographs of:

☐ Vehicle ☐ Scene ☐ Injuries

Signature: ____________________________

Narration date: ________________________