

BOOKLET

002-2343-2343

1988
1996

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SEA-DOO

SPECIFICATION BOOKLET

1988-1996

INTRODUCTION

The purpose of this manual is to facilitate access to watercraft specifications.

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

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

NOTICE: Bombardier Inc. is not responsible for typesetting errors.

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

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

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

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

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

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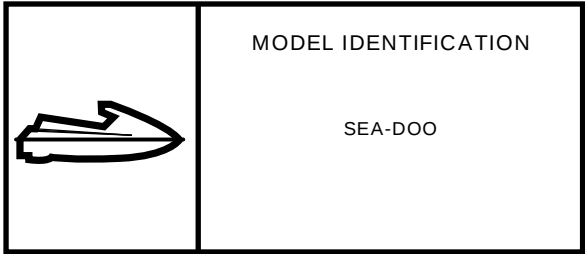
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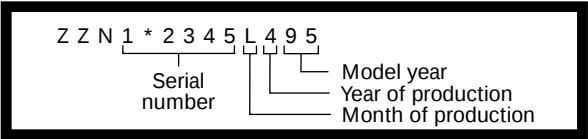
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HULL IDENTIFICATION NUMBER



* This digit may be a number or a letter.

MODEL IDENTIFICATION (BY MODEL-YEAR)

MODEL NAME MODEL NO.

1996

SP	5876
SPX	5877
SPI	5878
XP	5858
XP (P.D.I. Ready)	5859
GSX	5620
GTS	5817
GTI	5865
GTI (Touring Seat)	5866
GTI (single carb)	5867
GTX	5640
HX	5881

1995

SP	5873
SPX	5874
SPI	5875
XP 800	5856
XP	5857
GTS	5815
GTS (Touring Seat)	5816
GTX	5863
GTX (Touring Seat)	5864
HX	5880

1994

SP	5870
SPX	5871
SPI	5872
XP	5854
XP	5855
GTS	5814
GTX	5862

1993

SP	5806
SPX	5807
SPI	5808
XP	5852
GTS	5813
GTX	5861

1992

SP	5805
XP	5851
GTS	5812
GTX	5860

1991

SP	5804
XP	5850
GT	5811

1990

SP	5803
GT	5810

1989

SP	5802
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1988

SP	5801
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MODEL IDENTIFICATION (BY MODEL NUMBER)

MODEL NUMBER	MODEL YEAR	MODEL NAME
5620	1996	GSX
5640	1996	GTX
5801	1988	SP
5802	1989	SP
5803	1990	SP
5804	1991	SP
5805	1992	SP
5806	1993	SP
5807	1993	SPX
5808	1993	SPI
5810	1990	GT
5811	1991	GT
5812	1992	GTS
5813	1993	GTS
5814	1994	GTS
5815	1995	GTS
5816	1995	GTS (Touring Seat)
5817	1996	GTS
5850	1991	XP
5851	1992	XP
5852	1993	XP
5854	1994	XP
5855	1994	XP
5856	1995	XP 800
5857	1995	XP
5858	1996	XP
5859	1996	XP (P.D.I. Ready)
5860	1992	GTX
5861	1993	GTX
5862	1994	GTX
5863	1995	GTX
5864	1995	GTX (Touring Seat)
5865	1996	GTI
5866	1996	GTI (Touring Seat)
5867	1996	GTI (single carb)
5870	1994	SP
5871	1994	SPX
5872	1994	SPI
5873	1995	SP
5874	1995	SPX
5875	1995	SPI
5876	1996	SP
5877	1996	SPX
5878	1996	SPI
5880	1995	HX
5881	1996	HX



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ENGINE

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- Engine Type
- Bore
- Stroke
- Displacement
- Compression Ratio (Corrected)
- Ring End Gap
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- Cylinder Taper (Maximum)
- Cylinder Out of Round (Maximum)
- Connecting Rod Big End Axial Play
- Rotary Valve Duration
- Rotary Valve Timing
- Rotary Valve / Cover Clearance

ABBREVIATIONS:

N: New = Minimum Allowable

U: Used = Wear Limit

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1996						
SP (5876)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
SPX (5877)	717	82 (3.228)	68 (2.68)	718.2 (43.82)	6.2 : 1	0.25 (.010) 1.00 (.039)
SPI (5878)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
XP (5858 / 5859)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9 : 1	0.25 (.010) 1.00 (.039)
GSX (5620)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9 : 1	0.25 (.010) 1.00 (.039)
GTS (5817)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
GTI (5865 / 5866 / 5867)	717	82 (3.228)	68 (2.68)	718.2 (43.82)	6.2 : 1	0.25 (.010) 1.00 (.039)
GTX (5640)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N/U mm (in)	mm (in)	mm (in)	N/U mm (in)		opening / closing	mm (in)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25 - 0.35 (.010 - .014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25 - 0.35 (.010 - .014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25 - 0.35 (.010 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
HX (5881)	717	82 (3.228)	68 (2.68)	718.2 (43.82)	6.2 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25 - 0.35 (.010 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1995						
SP (5873)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
SPX (5874)	657 X	78 (3.071)	68 (2.68)	650 (39.67)	6.4 : 1	0.25 (.010) 1.00 (.039)
SPI (5875)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
XP 800 (5856)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9 : 1	0.25 (.010) 1.00 (.039)
XP (5857)	717	82 (3.228)	68 (2.68)	718 (43.81)	6.4 : 1	0.25 (.010) 1.00 (.039)
GTS (5815/5816)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GTX (5863/5864)	657 X	78 (3.071)	68 (2.68)	650 (39.67)	6.4 : 1	0.25 (.010) 1.00 (.039)
HX (5880)	717	82 (3.228)	68 (2.68)	718 (43.81)	6.4 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N/U mm (in)	mm (in)	mm (in)	N/U mm (in)		opening / closing	mm (in)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25 - 0.35 (.010 - .014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25 - 0.35 (.010 - .014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25 - 0.35 (.010 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1994						
SP (5870)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
SPX (5871)	657	78 (3.071)	68 (2.68)	650 (39.67)	6.9 : 1	0.25 (.010) 1.00 (.039)
SPI (5872)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
XP (5854)	657 X	78 (3.071)	68 (2.68)	650 (39.67)	6.4 : 1	0.25 (.010) 1.00 (.039)
XP (5855)	657	78 (3.071)	68 (2.68)	650 (39.67)	6.9 : 1	0.25 (.010) 1.00 (.039)
GTS (5814)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GTX (5862)	657	78 (3.071)	68 (2.68)	650 (39.67)	6.9 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N/U mm (in)	mm (in)	mm (in)	N/U mm (in)		opening / closing	mm (in)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	159°	149° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N / U mm (in)
1993						
SP (5806)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
SPX (5807)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
SPI (5808)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
XP (5852)	657	78 (3.071)	68 (2.68)	650 (39.67)	6.7 : 1	0.25 (.010) 1.00 (.039)
GTS (5813)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)
GTX (5861)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N/U mm (in)	mm (in)	mm (in)	N/U mm (in)		opening / closing	mm (in)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25 - 0.35 (.010 - .014)
0.06 (.003) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25 - 0.35 (.010 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25 - 0.35 (.010 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N / U mm (in)
1992						
SP (5805)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
XP (5851)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GTS (5812)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GTX (5860)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.22 - 0.35 (.009 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.22 - 0.35 (.009 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.22 - 0.35 (.009 - .014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.22 - 0.35 (.009 - .014)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1991						
SP (5804)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
XP (5850)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GT (5811)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	147°	115° 80°	0.20 - 0.30 (.008 - .013)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	115° 65°	0.20 - 0.30 (.008 - .013)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	115° 65°	0.20 - 0.30 (.008 - .013)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1990						
SP (5803)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)
GT (5810)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)

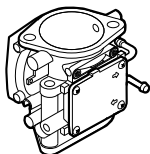
PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30 - 0.50 (.012 - .020)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30 - 0.50 (.012 - .020)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1989						
SP (5802)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)

PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30 - 0.50 (.012 - .020)

	ENGINE TYPE	BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO (CORRECTED)	RING END GAP
		mm (in)	mm (in)	cm ³ (in ³)		N/U mm (in)
1988						
SP (5801)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9 : 1	0.25 (.010) 1.00 (.039)

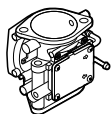
PISTON/ CYLINDER WALL CLEARANCE	CYLINDER TAPER (MAXIMUM)	CYLINDER OUT OF ROUND (MAXIMUM)	CONNECTING ROD BIG END AXIAL PLAY	ROTARY VALVE DURATION	ROTARY VALVE TIMING	ROTARY VALVE/ COVER CLEARANCE
N / U mm (in)	mm (in)	mm (in)	N / U mm (in)		opening / closing	mm (in)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30 - 0.50 (.012 - .020)



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– Pilot Jet	
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– High Speed Screw Adjustment	
– Idle Speed (In Water)	
– Idle Speed (Out of Water)	
– Fuel Return Line Orifice	
– Pop Off Pressure	
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ABBREVIATIONS:	
MAG: Magneto Side	
PTO: Power Take Off Side	
N.A.: Not Applicable	
Minimum fuel Octane= (RON + MON) / 2	



CARBURETOR
TYPE

CARBURETOR
QUANTITY

FUEL TYPE

MINIMUM
FUEL OCTANE

MAIN JET

1996

SP
(5876)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

142.5

SPX
(5877)

MIKUNI
BN-38I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

130

SPI
(5878)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

147.5

XP
(5858 / 5859)

MIKUNI
BN-40I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

142.5

GSX
(5620)

MIKUNI
BN-40I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

142.5

GTS
(5817)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

147.5

GTI
(5865 / 5866)

MIKUNI
BN-38I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

130

GTI
(5867)

MORGENROTH
44 mm

1

REGULAR
UNLEADED

87

N.A.

GTX
(5640)

MIKUNI
BN-40I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

142.5

HX
(5881)

MIKUNI
BN-38I
(DIAPHRAGM)

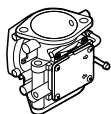
2

REGULAR
UNLEADED

87

130

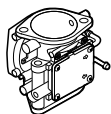
PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM		
65	1-1/4 ± 1/4	0	1500	2400	0.8 (.031)	145 - 255 (21 - 37)
67.5	1-1/4 ± 1/4	0	1500	3000	MAG 0.8 (0.31) PTO 0.8 (.031)	276 - 386 (40 - 56)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
70	1 ± 1/4	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	186 - 269 (27 - 39)
70	1 ± 1/4	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	186 - 269 (27 - 39)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
67.5	1-1/4 ± 1/4	0	1500	3000	MAG 0.8 (0.31) PTO 0.8 (.031)	276 - 386 (40 - 56)
N.A.	N.A.	N.A.	1500	3000	0.8 (.031)	N.A.
70	1 ± 1/4	0	1500	3000	MAG 0.8 (0.31) PTO 0.8 (.031)	186 - 269 (27 - 39)
75	1-1/2 ± 1/4	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	275 - 385 (40 - 56)



	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1995					
SP (5873)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	142.5
SPX (5874)	MIKUNI BN-38I (DIAPHRAGM)	2	REGULAR UNLEADED	87	135
SPI (5875)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	147.5
XP 800 (5856)	MIKUNI BN-40I (DIAPHRAGM)	2	REGULAR UNLEADED	87	147.5
XP (5857)	MIKUNI BN-38I (DIAPHRAGM)	2	REGULAR UNLEADED	87	135
GTS (5815 / 5816)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	147.5
GTX (5863 / 5864)	MIKUNI BN-38I (DIAPHRAGM)	2	REGULAR UNLEADED	87	132.5
HX (5880)	MIKUNI BN-38I (DIAPHRAGM)	2	REGULAR UNLEADED	87	135

PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
65	1-1/4 ± 1/4	0	1500	2400	0.8 (.031)	145 - 255 (21 - 37)
72.5	1-1/8 ± 1/8	0	1500	3000	MAG 3.0 (.118) PTO 0.8 (.031)	150 - 255 (22 - 37)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
60	1 ± 1/8	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	275 - 385 (40 - 56)
67.5	1-3/4 ± 1/4	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	275 - 385 (40 - 56)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
75	1-1/4 ± 1/4	1/4 [†]	1500	3000	MAG 3.0 (.118) PTO 0.8 (.031)	130 - 240 (19 - 35)
67.5	1-3/4 ± 1/4	0	1500	3000	MAG 0.8 (.031) PTO 0.8 (.031)	275 - 385 (40 - 56)

[†] As per *Predelivery Bulletin 95-8*.



CARBURETOR
TYPE

CARBURETOR
QUANTITY

FUEL TYPE

MINIMUM
FUEL OCTANE

MAIN JET

1994

SP
(5870)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

142.5

SPX
(5871)

MIKUNI
BN-38
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

125

SPI
(5872)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

147.5

XP
(5854)

MIKUNI
BN-38I
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

132.5

XP
(5855)

MIKUNI
BN-38
(DIAPHRAGM)

2

REGULAR
UNLEADED

87

125

GTS
(5814)

MIKUNI
BN-38
(DIAPHRAGM)

1

REGULAR
UNLEADED

87

147.5

GTX
(5862)

MIKUNI
BN-38
(DIAPHRAGM)

2

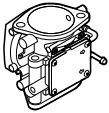
REGULAR
UNLEADED

87

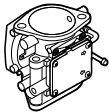
125

PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
65	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	3/8 [†]	1400	3000	MAG 3.0 (.118) PTO 0.5 (.020)	150 - 200 (22 - 29)
65	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
75	1-1/4 ± 1/4	0	1500	3100	MAG 3.0 (.118) PTO 0.5 (.020)	110-145 (16-21)
60	1-1/4 ± 1/4	3/8 [†]	1400	3000	MAG 3.0 (.118) PTO 0.5 (.020)	150 - 200 (22 - 29)
65	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	3/8 [†]	1400	2800	MAG 3.0 (.118) PTO 0.5 (.020)	150 - 200 (22 - 29)

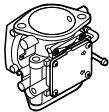
[†] As per *Warranty Bulletin 94-5*.

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
	1993				
SP (5806)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	125
SPX (5807)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5
SPI (5808)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	125
XP (5852)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	125
GTS (5813)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	125
GTX (5861)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5

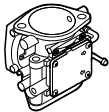
PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	3000	0.5 (.020) PTO SIDE	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	0	1500	3300	0.5 (.020) PTO SIDE	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	2800	0.5 (.020) PTO SIDE	150 - 200 (22 - 29)

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1992					
SP (5805)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	125
XP (5851)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5
GTS (5812)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	125
GTX (5860)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5

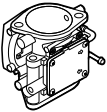
PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	3000	0.5 (.020) PTO SIDE	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	2800	0.5 (.020) PTO SIDE	150 - 200 (22 - 29)

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1991					
SP (5804)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	127.5
XP (5850)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5
GT (5811)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	107.5

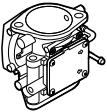
PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
75	1-1/2	1/4	1400	2900	0.5 (.020)	150 - 170 (22 - 25)
65	1-1/4	1/4	1400	2900	3 (.118) MAG 0.5 (.020) PTO	150 - 170 (22 - 25)
65	1-1/8	1/4	1400	2900	3 (.118) MAG 0.5 (.020) PTO	150 - 170 (22 - 25)

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1990					
SP (5803)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	100
GT (5810)	MIKUNI BN-38 (DIAPHRAGM)	2	REGULAR UNLEADED	87	110

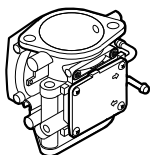
PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM	mm (in)	KPa (PSI)
N.A.	1-1/2 - 2	N.A.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)
N.A.	1-1/2	N.A.	1200	1500	0.8 (.031) MAG 3 (.118) PTO	79 - 86 (11.5 - 12.5)

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1989					
SP (5802)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	85

PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM		
N.A.	1-1/2 - 2	N.A.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)

	CARBURETOR TYPE	CARBURETOR QUANTITY	FUEL TYPE	MINIMUM FUEL OCTANE	MAIN JET
1988					
SP (5801)	MIKUNI BN-38 (DIAPHRAGM)	1	REGULAR UNLEADED	87	85

PILOT JET	LOW SPEED SCREW ADJUSTMENT	HIGH SPEED SCREW ADJUSTMENT	IDLE SPEED (IN WATER)	IDLE SPEED (OUT OF WATER)	FUEL RETURN LINE ORIFICE	POP OFF PRESSURE
			RPM	RPM		KPa (PSI)
N.A.	1-1/2 - 2	N.A.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)



MAIN JET AND PILOT JET



MAIN JET

1988 - 1990	
SIZE	PART NUMBER
70	270 500 006
75	270 500 005
80	270 500 004
85	270 500 000
90	270 500 003
95	270 500 002
100	270 500 001
110	270 500 081
120	270 500 153

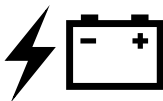
1991 - 1994	
SIZE	PART NUMBER
102.5	270 500 157
105	270 500 158
107.5	270 500 116
110	270 500 159
120	270 500 160
122.5	270 500 161
125	270 500 162
127.5	270 500 148
130	270 500 163
135	270 500 174

1995	
SIZE	PART NUMBER
132.5	270 500 225
135	270 500 174
137.5	270 500 268
140	270 500 251
142.5	270 500 209
147.5	270 500 210

1996	
SIZE	PART NUMBER
130	270 500 163
142.5	270 500 209
147.5	270 500 210

PILOT JET

1991 - 1996					
SIZE	PART NUMBER	SIZE	PART NUMBER	SIZE	PART NUMBER
55	270 500 202	65	270 500 117	75	270 500 149
57.5	270 500 201	67.5	270 500 165	77.5	270 500 167
60	270 500 180	70	270 500 175	—	—
62.5	270 500 164	72.5	270 500 166	—	—



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– Trigger Coil	
– Ignition Coil (Primary)	
– Ignition Coil (Secondary)	
– Engine Rev Limiter Setting	
– Battery	
– Fuse (Starting / Charging / VTS / Holder Relay)	
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ABBREVIATIONS:

- a At 6000 RPM.
- b Engine cold, at 6000 RPM.
- c All resistance measurements must be performed at room temperature, at approximately 20°C (68°F).
- d Watercraft with engine serial numbers from 3.808.601 to 3.810.887, the ignition timing is 2.79 mm (.110 in) BTDC.
- e Low Speed: 120 – 180.
High Speed: 2.8 – 4.2.
- f At 3500 RPM.

CDI: Capacitor Discharge Ignition

DC-CDI: Direct Current – Capacitor Discharge Ignition

BTDC: Before Top Dead Center

N.A.= Not Applicable

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1996					
SP (5876)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
SPX (5877)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
SPI (5878)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
XP (5858-5859)	180 W (6000)	DC-CDI	NGK BR8ES	0.5 (.020)	22° f 3.38 (.133)
GSX (5620)	180 W (6000)	DC-CDI	NGK BR8ES	0.5 (.020)	22° f 3.38 (.133)
GTS (5817)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
GTI (5865-5866- 5867)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
GTX (5640)	180 W (6000)	DC-CDI	NGK BR8ES	0.5 (.020)	22° f 3.38 (.133)
HX (5881)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)

GENERATING COIL	BATTERY CHARGING COIL	TRIGGER COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm	ohm _c	K ohm _c	RPM	V (A)	Starting / Charging / VTS Holder Relay
40 - 76	0.05 - 0.6	N.A.	0.34 - 0.62	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A. N.A.
40 - 76	0.21 - 0.31	N.A.	0.23 - 0.43	3.85 - 7.15	7000 ± 50	12 (19)	5 / 15 / 7.5 N.A.
40 - 76	0.05 - 0.6	N.A.	0.34 - 0.62	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A. N.A.
N.A.	0.1 - 1.0	190 - 300	0.33 - 0.62	8.4 - 15.6	7200 ± 50	12 (19)	5 / 2x15 / 7.5 5
N.A.	0.1 - 1.0	190 - 300	0.33 - 0.62	8.4 - 15.6	7200 ± 50	12 (19)	5 / 2x15 / 7.5 5
40 - 76	0.05 - 0.6	N.A.	0.34 - 0.62	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A. N.A.
40 - 76	0.21 - 0.31	N.A.	0.23 - 0.43	3.85 - 7.15	7000 ± 50	12 (19)	5 / 15 / N.A. N.A.
N.A.	0.1 - 1.0	190 - 300	0.33 - 0.62	8.4 - 15.6	7200 ± 50	12 (19)	5 / 2x15 / N.A. 5
40 - 76	0.21 - 0.31	N.A.	0.23 - 0.43	3.85 - 7.15	7000 ± 50	12 (19)	5 / 15 / N.A. N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1995					
SP (5873)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
SPX (5874)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
SPI (5875)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
XP 800 (5856)	180 W (6000)	DC-CDI	NGK BR8ES	0.5 (.020)	22° f 3.38 (.133)
XP (5857)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
GTS (5815-5816)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	20° 2.41 (.095)
GTX (5863-5864)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
HX (5880)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm c	K ohm c	RPM	V (A)	Starting / Charging / VTS
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 ± 50	12 (19)	5 / 15 / 15
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A.
N.A.	0.1 - 1.0	0.34 - 0.62	9 - 15	7200 ± 50	12 (19)	5 / 15 / 7.5
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 ± 50	12 (19)	5 / 15 / 7.5
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 50	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 ± 50	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 ± 50	12 (19)	5 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1994					
SP (5870)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
SPX (5871)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	21° 2.85 (.112)
SPI (5872)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
XP (5854)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
XP (5855)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	21° 2.85 (.112)
GTS (5814)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
GTX (5862)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	21° 2.85 (.112)

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm c	K ohm c	RPM	V (A)	Starting / Charging / VTS
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 + 100, - 50	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
e	0.21 - 0.31	0.23 - 0.43	3.85 - 7.15	7000 + 100, - 50	12 (19)	5 / 15 / 15
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 + 100, - 50	12 (19)	5 / 15 / 15
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	7000 + 100, - 50	12 (19)	5 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1993					
SP (5806)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
SPX (5807)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
SPI (5808)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
XP (5852)	160 W (6000)	CDI	NGK BR8ES	0.5 (.020)	20° 2.59 (.102)
GTS (5813)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
GTX (5861)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm c	K ohm c	RPM	V (A)	Starting / Charging / VTS
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
e	0.21 - 0.31	0.23 - 0.43	3.85 - 7.15	7050 ± 50	12 (19)	5 / 15 / 15
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1992					
SP (5805)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
XP (5851)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
GTS (5812)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)
GTX (5860)	160 W (6000)	CDI	NGK BR7ES	0.5 (.020)	21° 2.65 (.104)

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm _c	K ohm _c	RPM	V (A)	Starting / Charging / VTS
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.
40 - 76	0.05 - 0.6	N.A.	9 - 15	6550 ± 100	12 (19)	5 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1991					
SP (5804)	160 W (5500)	CDI	NGK BR7ES	0.5 (.020)	19° 2.18 (.086)
XP (5850)	160 W (5500)	CDI	NGK BR7ES	0.5 (.020)	19° 2.18 (.086)
GT (5811)	160 W (5500)	CDI	NGK BR7ES	0.6 (.024)	19° 2.18 (.086)

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm c	K ohm c	RPM	V (A)	Starting / Charging / VTS
e	0.21 - 0.31	0.23 - 0.43	5.85 - 6.50	6500 ± 200	12 (20)	8 / 15 / N.A.
e	0.21 - 0.31	0.23 - 0.43	5.85 - 6.50	6500 ± 200	12 (20)	8 / 15 / N.A.
e	0.21 - 0.31	0.23 - 0.43	5.85 - 6.50	6500 ± 200	12 (20)	8 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1990					
SP (5803)	160 W (5500)	CDI	CHAMPION RN4C	0.6 (.024)	19° 2.18 (.086)
GT (5810)	160 W (5500)	CDI	CHAMPION RN4C	0.6 (.024)	19° 2.18 (.086)

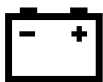
GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm _c	K ohm _c	RPM	V (A)	Starting / Charging / VTS
e	0.21 - 0.31	0.23 - 0.43	5.85 - 6.50	6500 ± 200	12 (20)	8 / 15 / N.A.
e	0.21 - 0.31	0.23 - 0.43	5.85 - 6.50	6500 ± 200	12 (20)	8 / 15 / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1989					
SP (5802)	160 W (5500)	CDI	CHAMPION RN4C	0.5 (.020)	19° 2.18 (.086) d

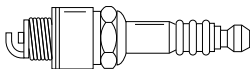
GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm _c	K ohm _c	RPM	V (A)	Starting / Charging / VTS
e	0.21 - 0.31	0.23 - 0.43	2.45 - 4.55	6300	12 (20)	8 / N.A. / N.A.

	MAGNETO OUTPUT	IGNITION TYPE	SPARK PLUG NUMBER	SPARK PLUG GAP	IGNITION TIMING (BTDC)
	Watt a			mm (in)	Degrees mm (in) b
1988					
SP (5801)	160 W (5500)	CDI	CHAMPION RN4C	0.7 (.028)	19° 2.18 (.086) d

GENERATING COIL	BATTERY CHARGING COIL	IGNITION COIL (PRIMARY)	IGNITION COIL (SECONDARY)	ENGINE REV LIMITER SETTING	BATTERY	FUSE
ohm	ohm	ohm c	K ohm c	RPM	V (A)	Starting / Charging / VTS
e	0.21 - 0.31	0.23 - 0.43	2.45 - 4.55	6800	12 (20)	8 / N.A. / N.A.



SPARK PLUGS



NGK SPARK PLUG	PART NUMBER
BR7ES	278 000 140
BR8ES	278 000 609



SECTION CONTENTS

PROPULSION SYSTEM

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ABBREVIATIONS:

- a SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL SAE 75W90 GL5.
Do not mix different brands or oil types.

N.A.: Not Applicable

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1996					
SP (5876)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPX (5877)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPI (5878)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5858-5859)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GSX (5620)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTS (5817)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTI (5865-5866- 5867)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTX (5640)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° - 25° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° - 25° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	10° - 25° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° - 25° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
HX (5881)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive / Split FR &RR	Driving Claw / Rubber Cushion

	OIL TYPE		MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER / WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
			cm (in)	mm (in)	mm (in)	N / U mm (in)	mm (in)	mm (in)	
a			90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1995					
SP (5873)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPX (5874)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPI (5875)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP 800 (5856)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5857)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTS (5815-5816)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTX (5863-5864)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
HX (5880)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive / Split FR &RR	Crown Splines / Rubber Coupling

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 23° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° - 25° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	10° - 25° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 24° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1994					
SP (5870)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPX (5871)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPI (5872)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5854)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5855)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTS (5814)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTX (5862)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	14° - 21° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 23° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	14° - 20° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	15° - 23° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1993					
SP (5806)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPX (5807)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
SPI (5808)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5852)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTS (5813)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTX (5861)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	14° - 21° Stainless Steel
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17.7° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11° - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.3° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1992					
SP (5805)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5851)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTS (5812)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GTX (5860)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11 - 26° Stainless Steel
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° Aluminum
a	90 (35)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.3° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1991					
SP (5804)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
XP (5850)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GT (5811)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER / WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N / U mm (in)	mm (in)	mm (in)	
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	11 - 26° Stainless Steel
a	60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
	1990				
SP (5803)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines
GT (5810)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER/WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
	cm (in)	mm (in)	mm (in)	N/U mm (in)	mm (in)	mm (in)	
a	60 (24)	2 (.078)	139.5 (5.490)	0.31± .13 (.012± .005 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	18.8° Aluminum
a	60 (24)	2 (.078)	139.5 (5.490)	0.31± .13 (.012± .005 1.02 (.040)	0.12 - 0.54 (.005 - .021)	0.05 (.002)	17° Stainless Steel

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1989					
SP (5802)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

	OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER / WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
		cm (in)	mm (in)	mm (in)	N / U mm (in)	mm (in)	mm (in)	
a		60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005 1.02 (.040)	N.A.	N.A.	18.8° Aluminum

	PROPULSION SYSTEM	JET PUMP TYPE	IMPELLER ROTATION (SEEN FROM REAR)	TRANSMISSION	COUPLING TYPE
1988					
SP (5801)	Bombardier Formula Pump	Axial Flow Single Stage	Counter- clockwise	Direct Drive	Crown Splines

	OIL TYPE	MINIMUM REQUIRED WATER LEVEL	DRIVE SHAFT DEFLECTION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER	IMPELLER / WEAR RING CLEARANCE	IMPELLER SHAFT END PLAY	IMPELLER SHAFT SIDE PLAY	IMPELLER PITCH / MATERIAL
		cm (in)	mm (in)	mm (in)	N / U mm (in)	mm (in)	mm (in)	
a		60 (24)	0.5 (.020)	139.5 (5.490)	0.31± .13 (.012± .005) 1.02 (.040)	N.A.	N.A.	16.5° Aluminum



SECTION CONTENTS

DIMENSION / CAPACITIES

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- Number of Passengers
- Overall Length
- Overall Width
- Overall Height
- Dry Weight
- Load Limit
- Fuel Tank
- Oil Injection Reservoir
- Impeller Shaft Reservoir

ABBREVIATIONS:

- a Driver Included.
- b Two passengers if watercraft is equipped with the Touring Seat Option.
- c Reserve Included.

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1996				
SP (5876)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5877)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5878)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5858-5859)	2	254 (100)	105 (41.3)	92 (36.2)
GSX (5620)	2	267 (105)	116 (45.6)	99 (38.9)
GTS (5817)	3 b	302 (119)	119 (46.9)	95 (37.4)
GTI (5865-5866- 5867)	3 b	302 (119)	119 (46.9)	95 (37.4)
GTX (5640)	3 b	312 (122)	119 (46.9)	94 (37.0)
HX (5881)	1	273 (107.5)	85 (33.5)	97 (38.2)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{L}{c}$ (U.S. gal)	$\frac{L}{c}$ (U.S. gal)	mL (U.S. oz)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
197 (434)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
227 (504)	165 (366)	56.5 (14)	6 (1.5)	90 (3.0)
210 (463)	225 (496)	46 (12)	4.5 (1.2)	90 (3.0)
220 (488)	225 (500)	46 (12)	4.5 (1.2)	90 (3.0)
262 (582)	230 (511)	56.5 (14)	6 (1.5)	90 (3.0)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1995				
SP (5873)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5874)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5875)	2	254 (100)	105 (41.3)	92 (36.2)
XP 800 (5856)	1	262 (103)	105 (41.3)	92 (36.2)
XP (5857)	2	262 (103)	105 (41.3)	92 (36.2)
GTS (5815-5816)	3 b	302 (119)	119 (46.9)	95 (37.4)
GTX (5863-5864)	3 b	302 (119)	119 (46.9)	95 (37.4)
HX (5880)	1	273 (107.5)	85 (33.5)	97 (38.2)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	mL (U.S. oz)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
197 (434)	110 (250)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
210 (463)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
220 (485)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1994				
SP (5870)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5871)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5872)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5854)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5855)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5814)	3 b	302 (119)	119 (46.9)	95 (37.4)
GTX (5862)	3 b	302 (119)	119 (46.9)	95 (37.4)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	mL (U.S. oz)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
220 (485)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1993				
SP (5806)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5807)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5808)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5852)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5813)	3 b	302 (119)	119 (46.9)	95 (37.4)
GTX (5861)	3 b	302 (119)	119 (46.9)	95 (37.4)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{L}{c}$ (U.S. gal)	$\frac{L}{c}$ (U.S. gal)	mL (U.S. oz)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
168 (370)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
169 (373)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1992				
SP (5805)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5851)	2	244 (96)	105 (41.3)	92 (36.2)
GTS (5812)	3 b	303 (119.3)	121 (47.6)	95 (37.4)
GTX (5860)	3 b	303 (119.3)	121 (47.6)	95 (37.4)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	mL (U.S. oz)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1991				
SP (5804)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5850)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5811)	3	303 (119.3)	121 (47.6)	95 (37.4)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	mL (U.S. oz)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1990				
SP (5803)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5810)	3	303 (119.3)	121 (47.6)	95 (37.4)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	mL (U.S. oz)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	29.1 (7.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1989				
SP (5802)	2	244 (96)	105 (41.3)	92 (36.2)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{mL}}{\text{c}}$ (U.S. oz)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	60 (2)

	NUMBER OF PASSENGERS	OVERALL LENGTH	OVERALL WIDTH	OVERALL HEIGHT
	a	cm (in)	cm (in)	cm (in)
1988				
SP (5801)	2	244 (96)	105 (41.3)	92 (36.2)

DRY WEIGHT	LOAD LIMIT	FUEL TANK	OIL INJECTION RESERVOIR	IMPELLER SHAFT RESERVOIR
kg (lb)	kg (lb)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{L}}{\text{c}}$ (U.S. gal)	$\frac{\text{mL}}{\text{c}}$ (U.S. oz)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	80 (2.7)



SECTION CONTENTS

MATERIALS

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– Nozzle	
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– Tuned Pipe / Muffler	
– Steering Padding	
– Fuel Tank	
– Oil Injection Reservoir	

ABBREVIATIONS:

- a Some models are equipped with a thermoplastic elastomer cover.

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1996					
SP (5876)	Com- posite	Aluminum	Alu- minum	Plastic	Plastic
SPX (5877)	Com- posite	Plastic	Brass Alloy	Plastic	Alu- minum
SPI (5878)	Com- posite	Aluminum	Alu- minum	Plastic	Plastic
XP (5858-5859)	Com- posite	Plastic	Brass Alloy	Plastic	Alu- minum
GSX (5620)	Com- posite	Plastic	Brass Alloy	Plastic	Alu- minum
GTS (5817)	Com- posite	Aluminum	Alu- minum	Plastic	Plastic
GTI (5865-5866- 5867)	Com- posite	Plastic	Brass Alloy	Plastic	Plastic
GTX (5640)	Com- posite	Plastic	Brass Alloy	Plastic	Plastic
HX (5881)	Com- posite	Plastic	Brass Alloy	Plastic	Plastic

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1995					
SP (5873)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
SPX (5874)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum
SPI (5875)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
XP 800 (5856)	Com- posite	Plastic	Brass Alloy	Plastic	Alu- minum
XP (5857)	Com- posite	Aluminum or Plastic	Brass Alloy	Plastic	Alu- minum
GTS (5815-5816)	Com- posite	Aluminum	Alu- minum	Plastic	Plastic
GTX (5863-5864)	Com- posite	Aluminum	Brass Alloy	Plastic	Plastic
HX (5880)	Com- posite	Plastic	Brass Alloy	Plastic	Plastic

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1994					
SP (5870)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
SPX (5871)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum
SPI (5872)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
XP (5854)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum
XP (5855)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum
GTS (5814)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GTX (5862)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1993					
SP (5806)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
SPX (5807)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
SPI (5808)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
XP (5852)	Com- posite	Aluminum	Brass Alloy	Alu- minum	Alu- minum
GTS (5813)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GTX (5861)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Thermoplastic elastomer with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1992					
SP (5805)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
XP (5851)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GTS (5812)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GTX (5860)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl① with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl① with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl① with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl① with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1991					
SP (5804)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
XP (5850)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GT (5811)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Alu-minum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1990					
SP (5803)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum
GT (5810)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Aluminum foam	Aluminum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene
Thermo-plastic	Multi-layer wire screen	Aluminum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1989					
SP (5802)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Aluminum foam	Aluminum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene

	HULL	JET PUMP HOUSING	STATOR	VENTURI	NOZZLE
1988					
SP (5801)	Com- posite	Aluminum	Alu- minum	Alu- minum	Alu- minum

AIR INTAKE SILENCER	FLAME ARRESTER	TUNED PIPE / MUFFLER	STEERING PADDING	FUEL TANK	OIL INJECTION RESERVOIR
Thermo-plastic	Aluminum foam	Aluminum	Vinyl with polystyrene foam	Poly-ethylene	Poly-ethylene



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– Cylinder Head Cover Screws	
– Crankcase / Cylinder Screws	
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– Flame Arrester Screws	
– Magneto Housing Cover Screws	
– Starter Screws	
– Spark Plugs	

ABBREVIATIONS:

N.A.: Not Applicable

a Loctite 242 (blue).

b Loctite 271 (red).

c Loctite 515.

d Synthetic Grease.

e Anti-seize Lubricant.

f To convert lbf•ft to lbf•in multiply by 12.

g Cylinder head screws secure also cylinder head cover.

h Tuned Pipe Flange.

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	PTO FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
	d	a	e	M8	M10	a
1996						
SP (5876)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
SPX (5877)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
SPI (5878)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
XP (5858-5859)	40 (30) c d	105 (77)	110 (81)	24 (17) c d	40 (30) c d	N.A.
GSX (5620)	40 (30) c d	105 (77)	110 (81)	24 (17) c d	40 (30) c d	N.A.
GTS (5817)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
GTI (5865-5866- 5867)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
GTX (5640)	40 (30) c d	105 (77)	110 (81)	24 (17) c d	40 (30) c d	N.A.
HX (5881)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUT	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	40 (30) c d	25 (18) 40 (30) h	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	40 (30) c d	25 (18) 40 (30) h	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	9 (7)	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	40 (30) c d	25 (18) 40 (30) h	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1995						
SP (5873)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
SPX (5874)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
SPI (5875)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
XP 800 (5856)	38 (28) c	105 (77)	110 (81)	24 (17) c d	40 (30) c d	N.A.
XP (5857)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
GTS (5815-5816)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
GTX (5863-5864)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)
HX (5880)	24 (17) d	145 (107)	110 (81)	24 (17) c d	40 (30) c d	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUT	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	40 (30) c d	25 (18) 40 (30) h	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) d	9 (7)	24 (17) d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17) a d	g	24 (17) a d	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1994						
SP (5870)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a d	35 (26)
SPX (5871)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a c	35 (26)
SPI (5872)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a d	35 (26)
XP (5854)	24 (17) d	145 (107)	110 (81)	22 (16) c d	40 (30) a c	35 (26)
XP (5855)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a c	35 (26)
GTS (5814)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a d	35 (26)
GTX (5862)	24 (17) d	145 (107)	110 (81)	22 (16) c d	38 (28) a c	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUT	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	22 (16) d	9 (7)	22 (16) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) a d	g	22 (16) a d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) d	9 (7)	22 (16) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) a d	g	22 (16) a d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) a d	g	22 (16) a d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) d	9 (7)	22 (16) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) a d	g	22 (16) a d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1993						
SP (5806)	20 (15)	105 (77)	110 (81)	22 (16) c d	38 (28) c d	35 (26)
SPX (5807)	20 (15)	105 (77)	110 (81)	22 (16) c d	38 (28) c d	35 (26)
SPI (5808)	20 (15)	105 (77)	110 (81)	22 (16) c d	38 (28) c d	35 (26)
XP (5852)	20 (15)	105 (77)	110 (81)	22 (16) c d	40 (30) c d	35 (26)
GTS (5813)	20 (15)	105 (77)	110 (81)	22 (16) c d	38 (28) c d	35 (26)
GTX (5861)	20 (15)	105 (77)	110 (81)	22 (16) c d	38 (28) c d	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUT	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	22 (16) d	g	22 (16) a d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1992						
SP (5805)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)
XP (5851)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)
GTS (5812)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)
GTX (5860)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUTS	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1991						
SP (5804)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)
XP (5850)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)
GT (5811)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUTS	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) d	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1990						
SP (5803)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)
GT (5810)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)

ENGINE SUPPORT SCREWS	CYLINDER HEAD SCREWS	CYLINDER HEAD COVER SCREWS	CRANKCASE / CYLINDER SCREWS	TUNED PIPE SCREWS / NUTS	FLAME ARRESTER SCREWS	MAGNETO HOUSING COVER SCREWS	STARTER SCREWS	SPARK PLUGS
a				a	a	e	a	e
25 (18)	20 (15) c	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 (15) c	9 (7)	20 (15) d	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1989						
SP (5802)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)

ENGINE SUPPORT SCREWS	a				a	a	e	a	e
CYLINDER HEAD SCREWS									
CYLINDER HEAD COVER SCREWS									
CRANKCASE / CYLINDER SCREWS									
TUNED PIPE SCREWS / NUTS	a								
FLAME ARRESTER SCREWS	a								
MAGNETO HOUSING COVER SCREWS	e								
STARTER SCREWS	a								
SPARK PLUGS	e								
25 (18)	20 (15) c	9 (7)	20 (15) a c	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)	

	EXHAUST MANIFOLD SCREWS	MAGNETO FLYWHEEL NUT	FLYWHEEL	CRANKCASE SCREWS	CRANKCASE SCREWS	CRANKCASE / ENGINE SUPPORT NUTS
		a	PTO SIDE	M8	M10	a
1988						
SP (5801)	20 (15)	105 (77)	110 (81)	22 (16) a	N.A.	35 (26)

ENGINE SUPPORT SCREWS	a				a	a	e	a	e
CYLINDER HEAD SCREWS									
CYLINDER HEAD COVER SCREWS									
CRANKCASE / CYLINDER SCREWS									
TUNED PIPE SCREWS / NUTS	a								
FLAME ARRESTER SCREWS	a								
MAGNETO HOUSING COVER SCREWS	e								
STARTER SCREWS	a								
SPARK PLUGS	e								
25 (18)	20 (15) c	N.A.	20 (15) a c	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)	



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PROPULSION AND STEERING TIGHTENING TORQUES

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– Ride Shoe Screws	
– Front Steering Support	
– Rear Steering Support	
– Handlebar Clamp Bolts	
– Steering Stem Arm Bolt(s)	
– Ball Joint Bolt	

ABBREVIATIONS:

N.A.: Not Applicable

a Loctite 242 (Blue).

b Loctite 271 (Red).

c Loctite 515.

d Synthetic Grease.

e Antiseize Lubricant.

f 7 N•m (62 lbf•in) for aluminum covers.

g To convert lbf•ft to lbf•in multiply by 12.

h If equipped with a plastic nozzle,
torque to 2 N•m (18 lbf•in).

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1996					
SP (5876)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3)
SPX (5877)	70 (52)	35 (26)	25 (18)	14 (10)	7 (5)
SPI (5878)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3)
XP (5858-5859)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
GSX (5620)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTS (5817)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTI (5865-5866- 5867)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTX (5640)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
HX (5881)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
1						
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5) h
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	7 (5)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	7 (5)	15 (11)	26 (19)	40 (30) b	2 (1.5)
8 (6)	10 (7)	7 (5)	15 (11)	26 (19)	40 (30) b	2 (1.5)
8 (6)	22 (16)	15 (11)	7 (5)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	6 (4)	26 (19)	6 (4)	7 (5)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1995					
SP (5873)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3) f
SPX (5874)	70 (52)	35 (26)	25 (18)	14 (10)	4 (3)
SPI (5875)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3) f
XP 800 (5856)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
XP (5857)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
GTS (5815-5816)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTX (5863-5864)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
HX (5880)	70 (52)	30 (22)	21 (16)	14 (10)	4 (3)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	6 (4)	7 (5)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1994					
SP (5870)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPX (5871)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPI (5872)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5854)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5855)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5814)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5862)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1993					
SP (5806)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPX (5807)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPI (5808)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5852)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5813)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5861)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1992					
SP (5805)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5851)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5812)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5860)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	7 (5)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1991					
SP (5804)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5850)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GT (5811)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	8 (6)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	8 (6)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	40 (30) b	8 (6)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1990					
SP (5803)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GT (5810)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	26 (19)	8 (6)
8 (6)	10 (7)	N.A.	15 (11)	26 (19)	26 (19)	8 (6)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1989					
SP (5802)	44 (32)	25 (18)	20 (15)	20 (15)	8 (6)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
20 (15)	10 (7)	N.A.	15 (11)	26 (19)	26 (19)	8 (6)

	IMPELLER	JET PUMP HOUSING NUTS	VENTURI SCREWS	NOZZLE SCREWS	JET PUMP HOUSING COVER SCREWS
	b	a	a	a	a
1988					
7SP (5801)	44 (32)	25 (18)	20 (15)	20 (15)	8 (6)

INLET GRATE SCREWS	RIDE SHOE SCREWS	FRONT STEERING SUPPORT	REAR STEERING SUPPORT	HANDLEBAR CLAMP BOLTS	STEERING STEM ARM BOLT(S)	BALL JOINT BOLT
a	a	a	a			
20 (15)	10 (7)	N.A.	15 (11)	26 (19)	26 (19)	8 (6)

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SI METRIC INFORMATION CHART

BASE UNITS		
DESCRIPTION	UNIT	SYMBOL
length	meter	m
mass	kilogram	kg
force	Newton	N
liquid	litre	L
temperature	celsius	°C
pressure	kilopascal	kPa
torque	Newton meter	N•m
speed	kilometer per hour	km / h

PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1,000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001
micro	μ	one millionth	0.000001

CONVERSION FACTORS

TO CONVERT	TO	MULTIPLY BY*
in	mm	25.40
in	cm	2.54
ft	m	0.30
miles	km	1.61
MPH	km / h	1.61
in ²	cm ²	6.45
in ³	cm ³	16.39
oz imp.	oz U.S.	0.96
oz imp.	mL	28.41
oz U.S.	mL	29.57
gal imp.	gal U.S.	1.20
gal imp.	L	4.55
gal U.S.	L	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.45
lbf•in	N•m	0.11
lbf•ft	N•m	1.36
lbf•ft	lbf•in	12.00
lbf / in ²	kPa	6.89
Fahrenheit	Celsius	(°F – 32) ÷ 1.8
Celsius	Fahrenheit	(°C x 1.8) + 32

* TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR.

EX: TO CONVERT mm to in, divide by 25.4

CONVERSION FACTORS ARE ROUNDED OFF TO 2 DECIMALS FOR EASIER USE.

TAP DRILL SIZE (IMPERIAL)

TAP SIZE NO.	TPI	TAP DRILL
	80 NF	3/64
1	64 NC 72 NF	53 53
2	56 NC 64 NF	50 50
3	48 NC 56 NF	47 45
4	36 NS 40 NC 48 NF	44 43 42
5	40 NC 44 NF	38 37
6	32 NC 40 NF	36 33
8	32 NC 36 NF	29 29
10	24 NC 32 NF	25 21
12	24 NC 28 NF	16 14
1/4	20 NC 28 NF	7 3
5/16	18 NC 24 NF	F I
3/8	16 NC 24 NF	5/16 Q
7/16	14 NC 20 NF	U 25/64
1/2	13 NC 20 NF	27/64 29/64
9/16	12 NC 18 NF	31/64 33/64
5/8	11 NC 18 NF	17/32 37/64
11/16	11 NC 16 NF	19/32 5/8
3/4	10 NC 16 NF	21/32 11/16
7/8	9 NC 14 NF	49/64 13/16

TAP DRILL SIZE (METRIC)

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

DRILL DIAMETER DECIMAL EQUIVALENTS

– 1 –

Based on 1 inch = 25.4 mm

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

DRILL DIAMETER DECIMAL EQUIVALENTS

– 2 –

Based on 1 inch = 25.4 mm

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

DRILL DIAMETER DECIMAL EQUIVALENTS

– 3 –

Based on 1 inch = 25.4 mm

DRILL SIZE	mm	INCHES	DRILL SIZE	mm	INCHES
S	8.84	.3480	41/64	16.27	.6406
—	9.00	.3543	21/32	16.67	.6562
T	9.09	.3580	—	17.00	.6693
23/64	9.13	.3594	43/64	17.07	.6719
U	9.35	.3680	11/16	17.46	.6875
3/8	9.53	.3750	45/64	17.86	.7031
V	9.58	.3770	—	18.00	.7087
W	9.80	.3860	23/32	18.26	.7188
25/64	9.92	.3906	47/64	18.65	.7344
—	10.00	.3937	—	19.00	.7480
X	10.08	.3970	3/4	19.05	.7500
Y	10.26	.4040	49/64	19.45	.7656
13/32	10.32	.4062	25/32	19.84	.7812
Z	10.49	.4130	—	20.00	.7874
27/64	10.72	.4219	51/64	20.24	.7969
—	11.00	.4331	13/16	20.64	.8125
7/16	11.11	.4375	—	21.00	.8268
29/64	11.51	.4531	53/64	21.03	.8281
15/32	11.91	.4688	27/32	21.43	.8438
—	12.00	.4724	55/64	21.83	.8594
31/64	12.30	.4844	—	22.00	.8661
1/2	12.70	.5000	7/8	22.23	.8750
—	13.00	.5118	57/64	22.62	.8906
33/64	13.10	.5156	—	23.00	.9055
17/32	13.49	.5312	29/32	23.02	.9062
35/64	13.89	.5469	59/64	23.42	.9219
—	14.00	.5512	15/16	23.81	.9375
9/16	14.29	.5625	—	24.00	.9449
37/64	14.68	.5781	61/64	24.21	.9531
—	15.00	.5906	31/32	24.61	.9688
19/32	15.08	.5938	—	25.00	.9842
39/64	15.48	.6094	63/64	25.00	.9844
5/8	15.88	.6250	1"	25.40	1.0000
—	16.00	.6299			



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