

GTX 155/215/260

MODEL			GTX 155 / GTX S 155 / GTX 215 / GTX LTD iS 260
ENGINE			
Engine type			ROTAX® 1503 4-TEC™, 4-stroke, Single Over Head Camshaft (SOHC)
Induction		GTX 155	Naturally-aspirated
		GTX S 155	
		GTX 215	Supercharged intercooled
		GTX LTD iS 260	
Number of cylinders			3
Number of valves			12 valves with hydraulic lifters (no adjustment)
Bore			100 mm (3.9 in)
Stroke			63.4 mm (2.5 in)
Displacement			1 493.8 cm³ (91 in³)
Compression ratio		GTX 155	10.6:1
		GTX S 155	
		GTX 215	8.4:1
		GTX LTD iS 260	
Maximum RPM		GTX 155	7300 RPM
		GTX S 155	
		GTX 215	8000 RPM
		GTX LTD iS 260	
Lubrication		Type	Dry sump (2 oil pumps). Replaceable oil filter. Water-cooled oil cooler
		Oil type	XPS synthetic blend oil (summer grade) (P/N 293 600 121). Refer to <i>LUBRICATION SYSTEM</i> subsection
		Capacity	3 L (3.2 qt (U.S. liq.)) oil change w/filter 4.5 L (4.8 qt (U.S. liq.)) total
Intake valve opening			0° BTDC
Intake valve closing			50° ABDC
Exhaust valve opening			50° BBDC
Exhaust valve closing			0° ATDC
Valve stem diameter	Intake	New	5.961 mm to 5.975 mm (.2347 in to .2352 in)
		Wear limit	5.930 mm (.233 in)
	Exhaust	New	5.946 mm to 5.960 mm (.2341 in to .2346 in)
		Wear limit	5.930 mm (.233 in)
Valve guide diameter		New	5.994 mm to 6.018 mm (.236 in to .2369 in)
		Wear limit	6.060 mm (.2386 in)
Valve spring free length	Inner	New	41.02 mm (1.615 in)
		Wear limit	38.80 mm (1.528 in)
	Outer	New	45.45 mm (1.789 in)
		Wear limit	43.00 mm (1.693 in)

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MODEL			GTX 155 / GTX S 155 / GTX 215 / GTX LTD iS 260
ENGINE (cont'd)			
Valve seat contact width	Intake	New	1.10 mm to 1.30 mm (.043 in to .051 in)
		Wear limit	1.60 mm (.063 in)
	Exhaust	New	1.25 mm to 1.55 mm (.049 in to .061 in)
		Wear limit	1.80 mm (.071 in)
Rocker arm inner diameter		New	20.007 mm to 20.020 mm (.7877 in to .7882 in)
		Wear limit	20.050 mm (.7894 in)
Rocker arm shaft diameter		New	19.980 mm to 19.993 mm (.7866 in to .7871 in)
		Wear limit	19.970 mm (.7862 in)
Cylinder head maximum warpage		Service limit	0.15 mm (.006 in)
Piston ring type		1 st	Upper compression ring, rectangular
		2 nd	Lower compression ring, tapered face
		3 rd	Oil scraper ring
Ring end gap	Rectangular	New	0.30 mm to 0.50 mm (.012 in to .02 in)
	Taper-face	New	0.35 mm to 0.55 mm (.014 in to .022 in)
	Oil scraper ring	New	0.35 mm to 0.50 mm (.014 in to .02 in)
	All	Wear limit	1.50 mm (.059 in)
Ring/piston groove clearance	Rectangular	New	0.025 mm to 0.070 mm (.001 in to .003 in)
	Taper-face	New	0.015 mm to 0.06 mm (.0006 in to .0024 in)
	Oil scraper ring	New	0.020 mm to 0.055 mm (.001 in to .002 in)
	All	Wear limit	0.15 mm (.006 in)
Piston/cylinder wall clearance	New	GTX 155	0.024 mm to 0.056 mm (.0009 in to .0022 in)
		GTX S 155	
		GTX 215	0.04 mm to 0.08 mm (.0016 in to .0031 in)
		GTX LTD iS 260	
	Wear limit		0.100 mm (.0039 in)
Cylinder taper		Wear limit	0.100 mm (.0039 in)
Cylinder out of round (maximum)			0.015 mm (.0006 in)
Camshaft bearing journal diameter	Front	New	24.939 mm to 24.960 mm (.9819 in to .9827 in)
		Wear limit	24.910 mm (.9807 in)
	PTO and center	New	39.892 mm to 39.905 mm (1.5706 in to 1.5711 in)
		Wear limit	39.880 mm (1.5701 in)
Camshaft bearing inner diameter	Front	New	25.000 mm to 25.013 mm (.9843 in to .9848 in)
		Wear limit	25.050 mm (.9862 in)
	PTO and center	New	40.000 mm to 40.020 mm (1.5748 in to 1.5756 in)
		Wear limit	40.050 mm (1.5768 in)
Cam lobe height	Intake	New	31.540 mm to 31.740 mm (1.2417 in to 1.2496 in)
		Wear limit	31.50 mm (1.2402 in)
	Exhaust	New	31.430 mm to 31.630 mm (1.2374 in to 1.2453 in)
		Wear limit	31.380 mm (1.2354 in)
Crankshaft deflection		Maximum	0.05 mm (.002 in)

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ENGINE (cont'd)			
Crankshaft axial clearance		New	0.080 mm to 0.220 mm (.0031 in to .0087 in)
		Wear limit	0.35 mm (.014 in)
Crankshaft bearing journal diameter		New	49.991 mm to 50.000 mm (1.9681 in to 1.9685 in)
		Wear limit	49.950 mm (1.9665 in)
Crankshaft radial clearance		Wear limit	0.07 mm (.0028 in)
Connecting rod big end diameter		Service limit	45.080 mm (1.7748 in)
Connecting rod big end radial play		Service limit	0.090 mm (.0035 in)
Connecting rod big end axial play		New	0.100 mm to 0.352 mm (.004 in to .014 in)
		Wear limit	0.500 mm (.0197 in)
Connecting rod small end diameter		New	23.010 mm to 23.020 mm (.9059 in to .9063 in)
		Wear limit	23.070 mm (.9083 in)
Connecting rod small end radial play		Wear limit	0.080 mm (.0031 in)
Piston pin diameter		New	22.996 mm to 23.000 mm (.9054 in to .9055 in)
		Wear limit	22.990 mm (.9051 in)
Balance shaft journal diameter		New	31.984 mm to 32.000 mm (1.2592 in to 1.2598 in)
		Wear limit	31.950 mm (1.2579 in)
Balance shaft radial clearance		Wear limit	0.070 mm (.0028 in)
Balance shaft axial clearance		New	0.020 mm to 0.250 mm (.0008 in to .0098 in)
Supercharger shaft driven plate journal depth	New	GTX 215	14.460 mm to 14.500 mm (.5693 in to .5709 in)
		GTX LTD iS 260	
	Wear limit	GTX 215	14.600 mm (.5748 in)
		GTX LTD iS 260	
Supercharger drive gear thickness	New	GTX 215	11.000 mm to 11.050 mm (.4331 in to .435 in)
		GTX LTD iS 260	
	Wear limit	GTX 215	10.900 mm (.4291 in)
		GTX LTD iS 260	
Supercharger lock washer thickness	New	GTX 215	4.050 mm to 4.150 mm (.1594 in to .1634 in)
		GTX LTD iS 260	
	Wear limit	GTX 215	3.950 mm (.1555 in)
		GTX LTD iS 260	
Supercharger spring washer package height (not compressed)	New	GTX 215	10.900 mm to 10.700 mm (.4291 in to .4213 in)
		GTX LTD iS 260	
	Wear limit	GTX 215	10.200 mm (.4016 in)
		GTX LTD iS 260	
AIR INTAKE SYSTEM			
Intake spark arrester			Tubular, wire screen

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COOLING SYSTEM				
Type			Closed loop cooling system	
Coolant			Ethylene-glycol and distilled water (50%/50%). Use premix coolant from BRP or a coolant specially formulated for aluminum engines	
Cooling system capacity			5.5 L (5.8 qt (U.S. liq.)) total	
Thermostat			87°C (189°F)	
Monitoring beeper setting			100°C (212°F)	
EXHAUST SYSTEM				
Type			D-Sea-Bel sound reduction system. Water cooled/water injected (open loop). Direct flow from jet pump	
Water injection in muffler			3 x 3.5 mm (.138 in) on exhaust pipe and 1 x 3.5 mm (.138 in) on muffler	
FUEL SYSTEM				
Fuel injection type			Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (62 mm) with an actuator	
Fuel pressure			386 kPa to 414 kPa (56 PSI to 60 PSI)	
Fuel injector		Quantity	3	
Fuel type	Inside North America ((RON + MON)/2)	GTX 155	87 or higher	
		GTX S 155		
		GTX 215	91 or higher	
		GTX LTD iS 260		
	Outside North America (RON)	GTX 155	92 or higher	
		GTX S 155		
		GTX 215	95 or higher	
		GTX LTD iS 260		
Fuel tank (including reserve)		GTX 155	60 L (16 U.S. gal.)	
		GTX S 155	70 L (18 U.S. gal.)	
		GTX 215	60 L (16 U.S. gal.)	
		GTX LTD iS 260	70 L (18 U.S. gal.)	
Fuel tank reserve (from low level signal)		GTX 155	approx. 12 L (3.2 U.S. gal.)	
		GTX S 155	approx. 14 L (3.7 U.S. gal.)	
		GTX 215	approx. 12 L (3.2 U.S. gal.)	
		GTX LTD iS 260	approx. 14 L (3.7 U.S. gal.)	
Idle speed			1800 ± 50 RPM (not adjustable)	

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ELECTRICAL SYSTEM		
Magneto generator output		360 W @ 6000 RPM
Stator		0.1 to 1.0 Ω
Battery		12 V, 30 A•h
Anti-start system		D.E.S.S. (Digitally Encoded Security System) with selectable maximum vehicle speed settings for RK (rental key) and LK (learning key)
Ignition system type		IDI (Inductive Discharge Ignition)
Ignition timing		Variable (electronically controlled)
Spark plug	Make and type	NGK DCPR8E
	Gap	0.7 mm to 0.8 mm (.028 in to .031 in)
Ignition coil	Primary	0.85 to 1.15 Ω
	Secondary	9.5 to 13.5 K Ω
Engine speed limiter setting	GTX 155	7750 RPM
	GTX S 155	
	GTX 215	8300 RPM
	GTX LTD iS 260	
Fuse box	#1: iS control (GTX LTD iS only)	5 A
	#2: Diagnostic connector	15 A
	#3: START/STOP	3 A
	#4: GPS (if so equipped)	3 A
	#5: iBR power	30 A
	#6: Voltage rectifier/regulator	30 A
	#7: iS power (GTX LTD iS only)	30 A
	#8: Battery	30 A
	#11: Depth sounder	3 A
	#12 O.T.A.S., Gauge start up, CAPS	3 A
	#13: Inj/Ign cyl 1	10 A
	#14: Inj/Ign cyl 2	10 A
	#15: Inj/Ign cyl 3	10 A
	#16: Starter solenoid	5 A
	#17: iBR control	5 A
	#18: Fuel pump	10 A
	#19: ECM power	15 A

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STEERING AND PROPULSION		
Steering		Adjustable 4 positions
Steering nozzle pivoting angle		26°
O.T.A.S. (Off-Throttle Assisted Steering)		Electronically-controlled
Jet pump	Type	Axial flow single stage
	Grease type	Jet pump bearing grease (P/N 293 550 032)
Impeller	Rotation (seen from rear)	Counterclockwise
	Pitch	GTX 155
		GTX S 155
		GTX 215
		GTX LTD iS 260
	Outside diameter	159 mm ± 0.06 mm (6.26 in ± .002 in)
Impeller/wear ring clearance	New	0 mm to 0.23 mm (0 in to .009 in)
	Wear limit	0.35 mm (.0138 in)
Impeller shaft	End play (new)	0
	Side play	0
Drive shaft	Coupling type	Crowned splines, direct drive
	Deflection (max.)	0.5 mm (.02 in)
Minimum required water level for propulsion system		90 cm (3 ft) underneath the lowest rear portion of hull
iBR and VTS		
Description		Intelligent Brake and Reverse activated by a LH lever. Electronically-controlled iBR gate to provide brake, reverse, neutral and forward position
Gate angle (from horizontal line of watercraft)	Forward	Approx. from +8° to -4°
	Neutral	Approx. -52°
	Braking	Approx. -70°
	Reverse	Approx. from -52° to -70°
VTS system		Yes
VTS range angle		8° up, -4° down
Actuator		12 V, 80 A max. capacity. Reversible PWM (pulse-width modulation) motor
WEIGHT AND LOADING CAPACITY		
Dry weight	GTX 155	371 kg (816 lb)
	GTX S 155	436 kg (960 lb)
	GTX 215	375 kg (824 lb)
	GTX LTD iS 260	446 kg (980 lb)
Number of passenger (driver incl.)		3
Load limit (passenger and 10 kg (22 lb) luggage)	GTX 155	272 kg (600 lb)
	GTX S 155	227 kg (500 lb)
	GTX 215	272 kg (600 lb)
	GTX LTD iS 260	227 kg (500 lb)

MODEL		GTX 155 / GTX S 155 / GTX 215 / GTX LTD iS 260
DIMENSIONS		
Overall length		354 cm (139 in)
Overall width		122.4 cm (48 in)
Overall height	GTX 155	116.6 cm (45.91 in)
	GTX S 155	111.4 cm (43.9 in)
	GTX 215	116.6 cm (45.91 in)
	GTX LTD iS 260	111.4 cm (43.9 in)
Overall height with keel horizontal, suspension extended	GTX 155	N.A.
	GTX S 155	127.7 cm (50.3 in)
	GTX 215	N.A.
	GTX LTD iS 260	127.7 cm (50.3 in)
Overall height with keel horizontal, suspension collapsed	GTX 155	N.A.
	GTX S 155	115.8 cm (45.6 in)
	GTX 215	N.A.
	GTX LTD iS 260	115.8 cm (45.6 in)
MATERIALS		
Hull		Composite fiberglass
Inlet grate		Aluminum
Steering cover		Thermoplastic
Impeller material		Stainless steel
Impeller housing/stator		Aluminum/aluminum
Venturi		Aluminum
Nozzle		Aluminum
Fuel tank		Polyethylene
Seat		Polyurethane/foam
N.A.: Not Available		