BOMBARDIER

SEA-DOO®

SHOP MANUAL

SP 5873, SPI 5875, SPX 5874, GTS 5815, GTX 5863, XP 5857

Litho'd in Canada

219 100 013

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Legal deposit :

National Library of Quebec
National Library of Canada

Printed in Canada

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SAFETY NOTICE

This manual was primarily published to be used by watercraft technicians trained by the manufacturer who are already familiar with all service and maintenance procedures relating to Bombardier made Sea-Doo watercraft.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

It is understood that this manual may be translated into local language upon certain conditions and furthermore agreed that in the event of any discrepancy among the 2 versions, the English version shall prevail.

The content depicts parts and / or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

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

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

This manual emphasizes particular information denoted by the wording and symbols ;

◆ **WARNING : Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.**

▼ **CAUTION : Denotes an instruction which, if not followed, could severely damage watercraft components.**

○ **NOTE :** Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

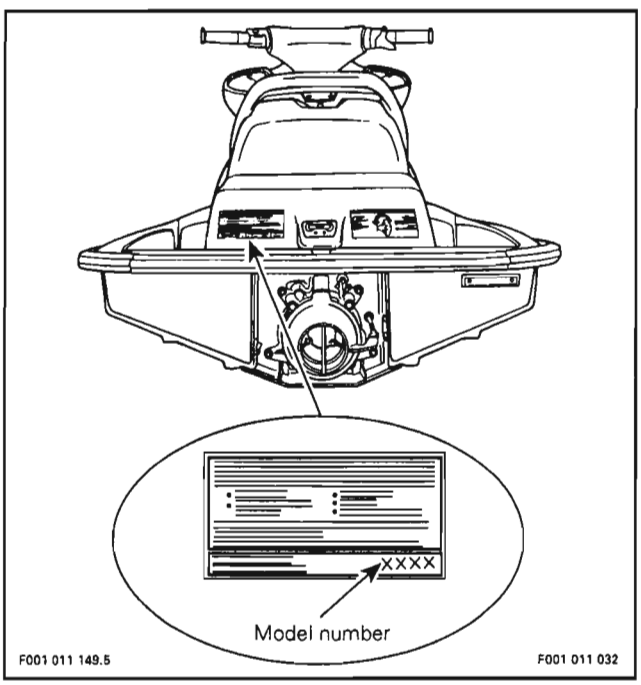
This information relates to the preparation and use of Bombardier watercraft and has been utilized safely and effectively by Bombardier Inc. However, Bombardier Inc. disclaims liability for all damages and / or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and / or verified by a highly skilled professional technician. It is understood that certain modifications may render use of the watercraft illegal under existing federal, provincial and state regulations.

INTRODUCTION

This ***Shop Manual*** covers BOMBARDIER made SEA-DOO® watercraft models SP 5873, SPX 5874, SPI 5875, XP 5857, GTS 5815 and GTX 5863.

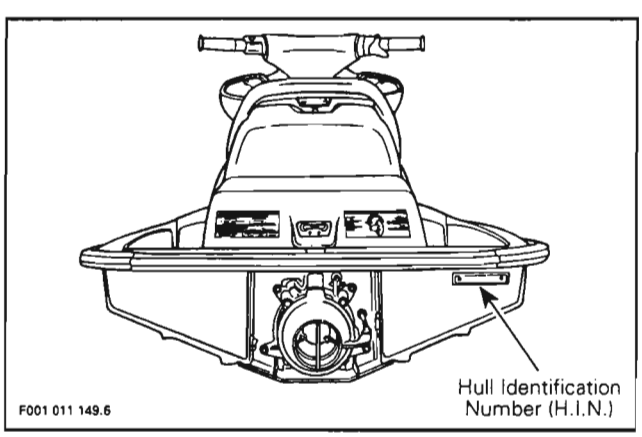
WATERCRAFT MODEL NUMBER

It is located on U.S. Coast Guard approved label on left hand side of stern (rear) eyelet.



HULL IDENTIFICATION NUMBER (H.I.N.)

It is located at right hand rear side of hull.



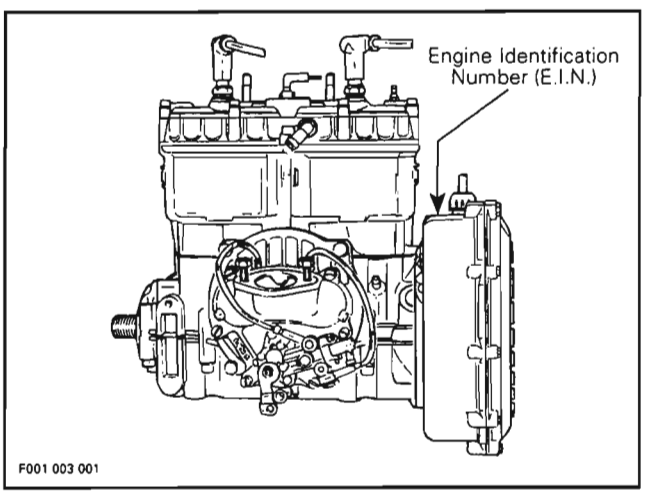
The 5 digits after ZZN are the watercraft serial number.

ZZN 1 2 3 4 5 X X X X

Serial number

ENGINE IDENTIFICATION NUMBER (E.I.N.)

It is located on the upper side of the magneto housing.



ARRANGEMENT OF THIS MANUAL

The manual is divided into 12 major sections :

01 SERVICE TOOLS AND PRODUCTS
02 MAINTENANCE
03 TROUBLESHOOTING
04 ENGINE
05 COOLING SYSTEM
06 FUEL SYSTEM
07 LUBRIFICATION SYSTEM
08 ELECTRICAL SYSTEM
09 PROPULSION SYSTEM
10 STEERING SYSTEM
11 HULL / BODY
12 TECHNICAL DATA

Each section is divided in various sub-sections, and again, each sub-section has one or more division. There is a table of contents at the beginning of each section.

This *Shop Manual* uses technical terms which may be slightly different from the ones in the *Parts Catalog*.

TYPICAL PAGE

Page heading indicates section and sub-section detailed.

Sub-section title indicates beginning of the sub-section.

Division title.

Drop represents a liquid product to be applied to a surface. In this case Loctite 242 to screw threads.

Exploded view assits you in identifying parts and related positions.

Dotted box contains parts of a particular model or an exploded view.

Bold face number indicates special procedure concerning this part.

Illustration number for publishing process.

Tightening torque nearby fastener. In this case, nut must be torqued to 145 N•m (107 lbf•ft) .

Page numbering system : 08 : ELECTRICAL SYSTEM section
01 : MAGNETO SYSTEM sub-section
1 : First page of this sub-section

▼ CAUTION : Pay attention to torque specifications. Some of these are in lbf•**in** instead of lbf•ft. Use appropriate torque wrench.

TYPICAL PAGE

Title indicates main procedure to be carried-out.

Service tool to be used to perform a certain procedure.

Sub-sub-title indicates a particular procedure concerning a model.

Sub-sub-title in this case indicates that particular procedure for XP is finished, so from this point, all models are concerned.

Sub-title beginning with part number(s) of above exploded view following by part name(s).

"Typical" mention at top left corner indicates a general view which does not represent full detail.

Illustration always follows text it is pertained to.

CARBURETOR REMOVAL

To remove carburetors from engine, proceed as follows :

Remove air vent tube support.

Unlock retaining slides holding air intake silencer cover and remove cover.

Remove screws holding retainer and air intake silencer base. Remove air intake silencer base from watercraft.

Remove screws holding flame arrester base support to cylinder head cover.

Unscrew base retaining screws then remove base from carburetors and move it to front of watercraft.

Turn fuel valve to OFF position.

NOTE : For fuel line removal, use pliers (P/N 295 000 054).

Disconnect pulse line from fuel pump.

Disconnect fuel supply line from fuel pump.

Disconnect fuel return line.

Disconnect oil injection pump cable, throttle cable and choke cable.

XP Model Only

Remove screws and lock washers retaining carburetors.

Remove carburetors from intake manifold.

All Other Models

Remove 4 bolts and lock washers from rotary valve cover then move carburetors and rotary valve cover on top of engine.

NOTE : When removing rotary valve cover, pay attention that the rotary valve will stay in place, otherwise it must be timed.

Remove carburetors from intake manifold.

Disconnect fuel bypass line between carburetors (twin carburetors).

Remove carburetor(s) from rotary valve cover.

DISASSEMBLY AND INSPECTION

Inspect parts for corrosion damage (shaft, butterfly, spring, screw, check valve housing, etc.).

24,26, Needle Valve

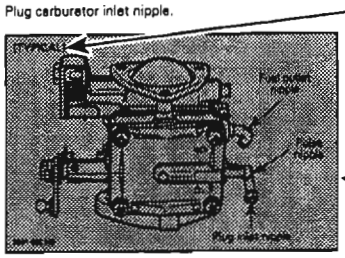
Inspect needle valve tip for a grooved condition. If worn, needle and seat must be replaced as a matched set.

31,33, Low Speed Screw

Check tip for a grooved condition. Replace if necessary.

PUMP VERIFICATION

Plug carburetor inlet nipple.



Check fuel pump valves operation as follows :

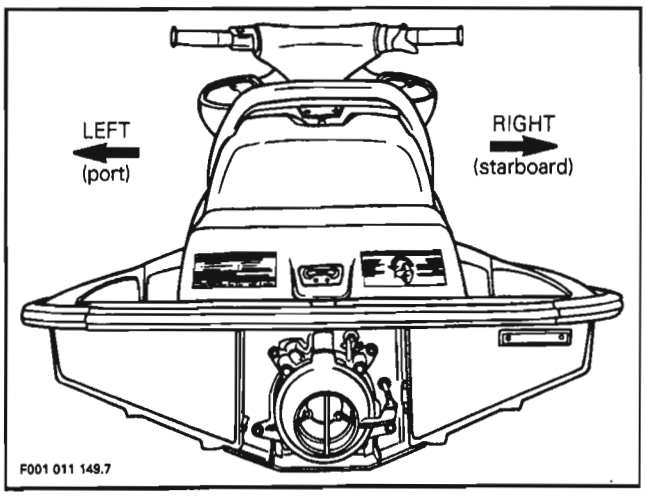
Connect a clean plastic tubing to the inlet nipple and alternately apply pressure and vacuum with the mouth. The inlet valve should release with pressure and hold under vacuum.

Repeat the same procedure at the outlet nipple. This time the outlet valve should hold with pressure and release under vacuum.

WARNING : Some fuel may be present in fuel pump. Be careful not to swallow fuel when under vacuum.

GENERAL INFORMATION

The use of RIGHT and LEFT indications in the text, always refers to driving position (when sitting on watercraft).



The information and component / system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

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

This *Shop Manual* uses technical terms which may be different from the ones of the *Parts Catalogs*.

When ordering parts always refer to the specific model *Parts Catalogs*.

PARTS CATALOGS	
MODELS	P / N
SP (5873) SPX (5874) SPI (5875)	219 800 016
GTS (5815) GTX (5863)	219 800 018
XP (5857)	219 800 017

ILLUSTRATIONS AND PROCEDURES

The illustrations show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown, however, they represent parts which have the same or a similar function.

▼CAUTION : These watercraft are designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. Mismatched or incorrect fasteners could cause damage to the watercraft or possible personal injury.

As many of the procedures in this manual are interrelated, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or sub-section in which the procedure is contained.

A number of procedures throughout the book require the use of special tools. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

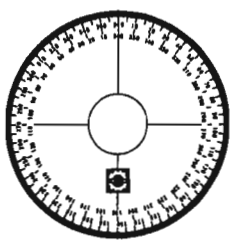
Technical Publications
Bombardier Inc.
Valcourt (Quebec), Canada

MANDATORY TOOLS

NOTE : Reversal numbers (example : **1**) correspond to those of the *Sea-Doo Service Tools Order Form.*

ENGINE

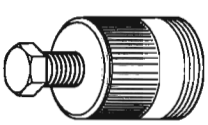
Degree wheel **1**
P / N 295 000 007



A000 001 111

APPLICATION
All models.

Puller **5**
P / N 295 000 106



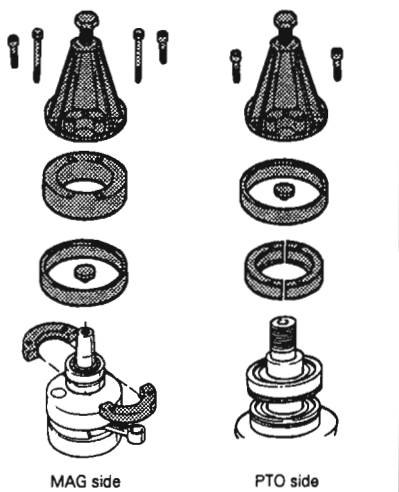
A000 002 046

APPLICATION
All models.

Pusher **12**
P / N 290 876 500

A000 001 091

APPLICATION
All models.



MAG side — F001 003 094
PTO side — F001 003 095

1) Puller **200**
P / N 290 876 298

2) Protective cap (both ends) **554**
P / N 290 876 557

3) Ring (both ends) **555**
P / N 290 977 490

4) Ring halves (PTO) **556**
P / N 290 977 475

5) Distance ring (MAG) **557**
P / N 290 876 569

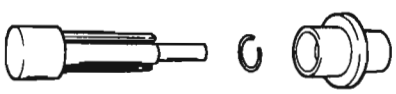
6) Ring halves (MAG) **558**
P / N 290 276 025

7) Screw M8 x 40 **559**
P / N 290 840 681

8) Screw M8 x 70 **560**
P / N 290 841 201

APPLICATION
All models.

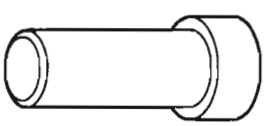
Piston circlip installer
A) P / N 295 000 077 **202**
B) P / N 290 877 016 **548**



A001 001 061

APPLICATION
A) 587 engine.
B) 657 X and 717 engines.

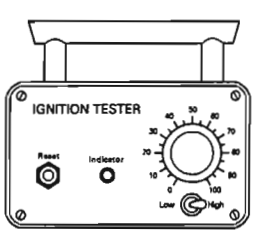
Pusher **229**
P / N 290 876 605



A000 002 034

APPLICATION
All models.

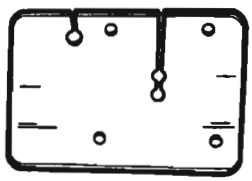
Bombardier ignition tester **236**
P / N 295 000 008



A000 002 056

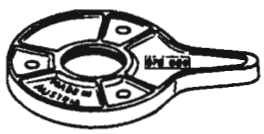
APPLICATION
All models.

Rubber pad **547**
P / N 295 000 101



F001 001 019

Puller plate **549**
P / N 290 876 080



A000 002 063

Extension handle **550**
P / N 295 000 111

F001 003 042

Screw M8 x 35 (3) **551**
P / N 290 841 591

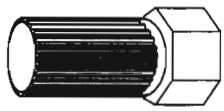
F000 000 009

Sleeve (3) **552**
P / N 290 847 220

F000 000 010

APPLICATION
All models.

PTO flywheel remover / installer **553**
P / N 295 000 001

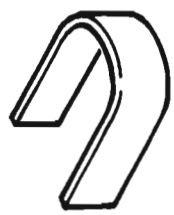


NOTE : This tool is also used for the impeller.

F001 009 029

APPLICATION
All models.

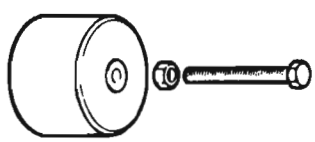
Distance gauge **561**
P / N 290 876 826



F001 001 017

APPLICATION
587 and 717 engines.

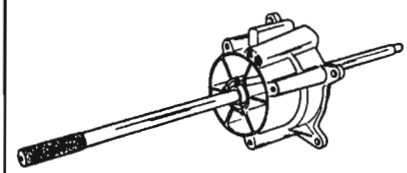
Puller **562**
P / N 290 876 487



F001 001 018

APPLICATION
All models.

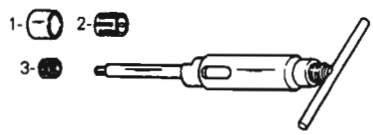
Alignment tool **563**
P / N 295 000 089



F001 011 099

APPLICATION
All models.

Piston pin puller **565**
P / N 295 000 105



Replacement parts :

1- Locating sleeve (P / N 290 877 180)

2- Expansion sleeve (P / N 290 877 040)

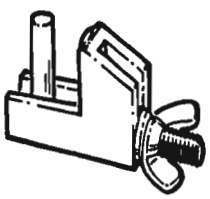
3- Extracting nut (P / N 290 877 115)

F001 001 031

APPLICATION
717 engine.

COOLING / FUEL / OIL SYSTEMS

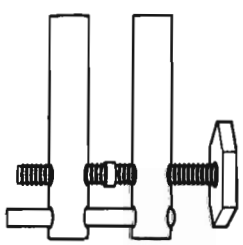
Hose pincher **2**
P / N 295 000 076



A001 001 090

APPLICATION
All models.

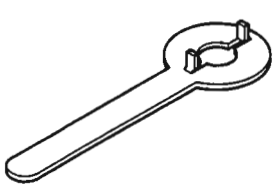
Hose pincher
P / N 529 030 400



F001 001 075

APPLICATION
657 X engine.

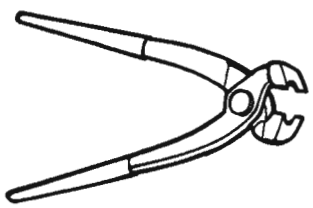
Gear holder **235**
P / N 290 277 905



A000 002 042

APPLICATION
All models.

Pliers **601**
P / N 295 000 070



F001 003 043

APPLICATION
All models.

Pliers **606**
P / N 295 000 054

F001 001 065

APPLICATION
All models.

NOTE : This tool is also used for the propulsion system.

PROPULSION SYSTEM

Impeller remover / installer **553**

P / N 295 000 001

NOTE : This tool is also used for the PTO flywheel.

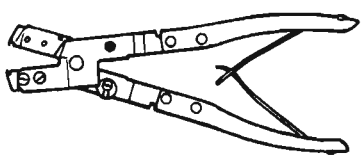
F001 009 029

APPLICATION

All models.

Pliers **602**

P / N 295 000 069



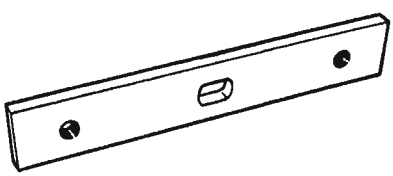
F001 003 044

APPLICATION

All models.

Impeller shaft holder **603**

P / N 295 000 082



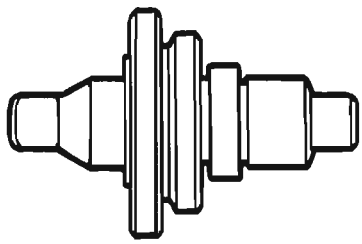
F001 001 032

APPLICATION

All models.

Bearing / seal installer **604**

P / N 295 000 107

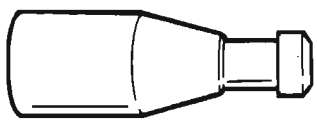


APPLICATION

All models.

Impeller shaft guide **605**

P / N 295 000 002



F001 009 060

APPLICATION

All models.

Pliers **606**

P / N 295 000 054

F001 001 065

APPLICATION

All models.

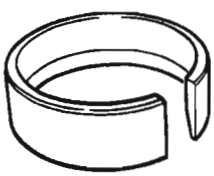
NOTE : This tool is also used for the fuel system.

RECOMMENDED TOOLS

NOTE : Reversal numbers (example : **1**) correspond to those of the *Sea-Doo Service Tools Order Form.*

ENGINE

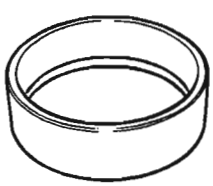
Ring compressor
A) P / N 290 876 972 **207**
B) P / N 295 000 112 **751**



A001 001 065

APPLICATION
A) 587 engine.
B) 657 X engine.

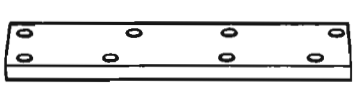
Coil centering tool **209**
P / N 290 876 922



A001 001 067

APPLICATION
All models.

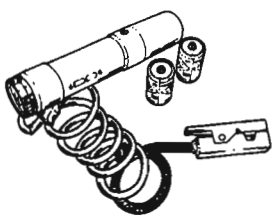
Cylinder aligning tool **220**
P / N 290 876 902



A000 001 008

APPLICATION
All models.

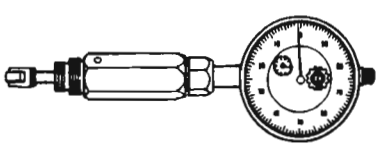
Stroboscopic timing light **225**
P / N 295 000 078



A001 001 092

APPLICATION
All models.

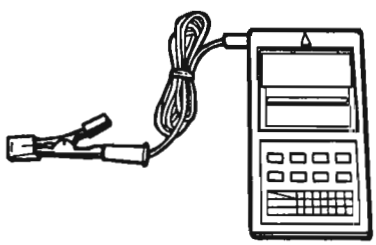
Dial indicator (TDC gauge) **230**
P / N 295 000 065



A000 001 086

APPLICATION
All models.

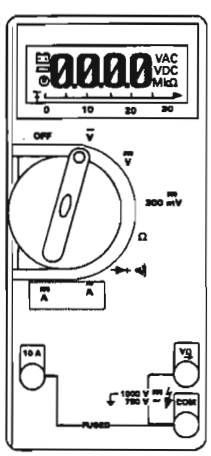
Digital / induction type tachometer **237**
P / N 295 000 100



F001 001 052

APPLICATION
All models.

Digital multimeter **242**
P / N 529 022 000



F001 001 060

APPLICATION
All models.

Coupler hose **752**

P / N 295 500 258

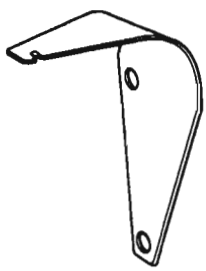
F001 004 035

APPLICATION

All models.

Timing mark pointer **753**

P / N 295 000 102



F001 007 127

APPLICATION

All models.

Engine lifting device

Not sold by Bombardier

Do it yourself

Refer to *Shop Manual* section 04-01

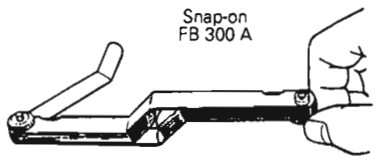
F001 003 010

APPLICATION

All models.

Feeler gauge 45°

Not sold by Bombardier



F001 001 056

APPLICATION

All models.

Spark tester

Not sold by Bombardier

Superex Canada Ltd

No. 15-785

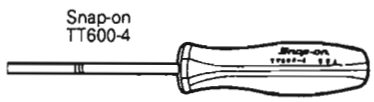
F001 001 053

APPLICATION

All models.

Terminal remover

Not sold by Bombardier



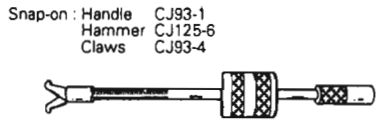
F001 001 055

APPLICATION

All models.

Slide hammer puller

Not sold by Bombardier



NOTE: This tool is also used to pull out impeller shaft seal.

F001 009 035

APPLICATION

All models.

Protective mat

P / N 295 000 128

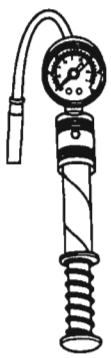
APPLICATION

All models.

COOLING / FUEL / OIL SYSTEMS

Pump gauge tester (carburetor) **826**

P / N 295 000 114



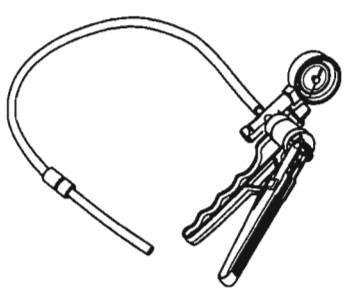
F001 001 033

APPLICATION

All models.

Pump gauge tester (fuel / oil reservoirs) **827**

P / N 295 000 085



F001 001 034

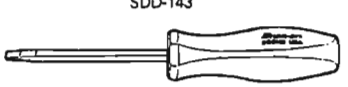
APPLICATION

All models.

Screwdriver

Not sold by Bombardier

Snap-on
SDD-143



F001 001 061

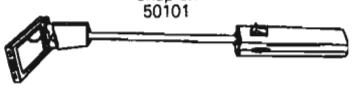
APPLICATION

All models.

Lighted adjustable mirror

Not sold by Bombardier

Snap-on
50101



F001 001 054

APPLICATION

All models.

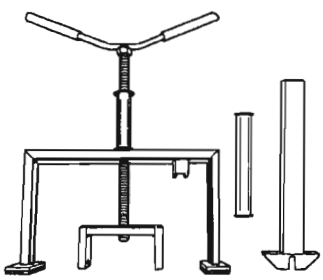
PROPULSION SYSTEM

Fitting **828**
P / N 295 000 086

F001 001 035

APPLICATION
All models.

Impeller housing remover **829**
P / N 295 000 113

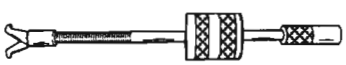


F001 011 096

APPLICATION
All models.

Slide hammer puller
Not sold by Bombardier

Snap-on : Handle CJ93-1
Hammer CJ125-6
Claws CJ93-4

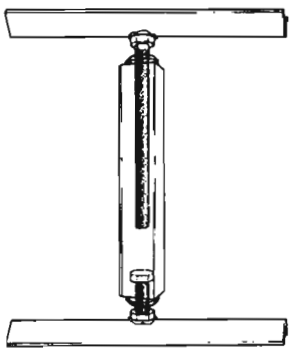


NOTE : This tool is also used to remove rotary valve shaft bearing.

F001 009 035

APPLICATION
All models.

Ride shoe remover
Not sold by Bombardier
Do it yourself
Refer to *Shop Manual* section 09-01



F001 009 025

APPLICATION
All models.

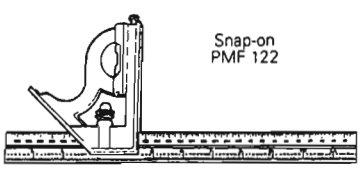
Hacksaw
Not sold by Bombardier

Snap-on
HS3

F001 001 058

APPLICATION
All models.

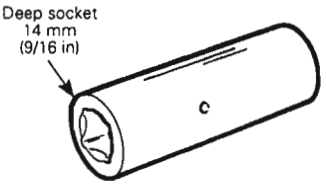
Machinist's square
Not sold by Bombardier



F002 001 006

APPLICATION
Models equipped with reverse.

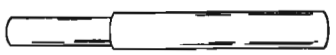
Fitting remover
Not sold by Bombardier
Do it yourself
Refer to *Shop Manual* section 09-01
Deep socket 14 mm (9/16 in)



F001 009 099

APPLICATION
All models.

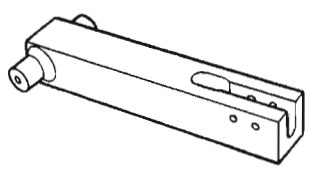
Bearing remover
Not sold by Bombardier
Do it yourself
Refer to *Shop Manual* section 09-01



F001 009 037

APPLICATION
All models.

Drive shaft puller
Not sold by Bombardier
Do it yourself
Refer to *Shop Manual* section 09-02

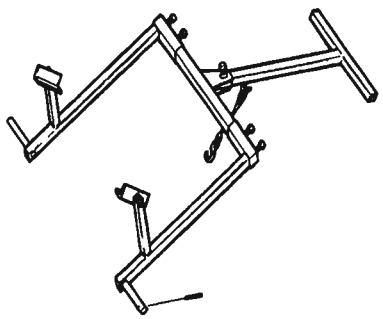


F001 008 005

APPLICATION
All models.

WATERCRAFT HANDING

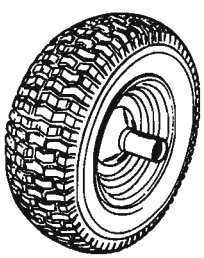
Dolley (without wheels) **876**
P / N 295 000 004



F001 001 001

APPLICATION
All models.

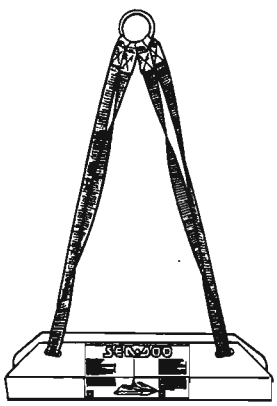
Beach wheels **877**
P / N 295 000 005



F001 001 007

APPLICATION
All models.

Lift kit
A) P / N 295 100 012 **879**
B) P / N 295 100 013 **880**



F001 001 059

APPLICATION
A) SP and XP series.
B) GTS and GTX models.

Tie-down **884**
1.50 m (5 ft) long
P / N 295 100 010

APPLICATION
All models.

Tie-down with ratchet **885**
3.60 m (12 ft) long
P / N 295 100 011

APPLICATION
All models.

SERVICE PRODUCTS

NOTE : Reversal numbers (example : **1**) correspond to those of the *Sea-Doo Service Tools Order Form.*

Medium strength threadlocker **154**

P / N 293 800 015

Loctite 242 (blue)
(10 mL)

A000 001 110

APPLICATION

Cylinder head screws (657 X / 717 engines).

Tuned pipe nut and screws.

Engine rubber mount screws.

Armature plate screws.

Magneto flywheel / crankshaft.

Carburetor mount nuts / screws.

Magneto coil screws.

Impeller housing cover screws (except for plastic pumps).

Venturi / impeller housing screws.

Intake grate screws.

Engine support screws.

Impeller housing / hull nuts.

Steering nozzle screws.

Reverse gate screws.

High strength threadlocker **155**

P / N 293 800 005

Loctite 271 (red)
(10 mL)

A000 001 102

APPLICATION

Impeller shaft thread.

Steering stem / stem arm screw (GTS / GTX).

High temperature threadlocker **359**

P / N 290 899 788

Loctite 648 (green)
(5 g)

A000 001 121

APPLICATION

Crankcase / plug at end of rotary valve shaft.

Magneto / ring gear.

Paste gasket **152**

P / N 293 800 007

Loctite 515
(50 mL)

A000 001 101

APPLICATION

Cylinder sleeve / O-ring groove.

Crankcase halves mating surface.

Crankcase screws.

Paste gasket

P / N 293 800 038

Loctite 518
(50 mL)

F001 001 038

APPLICATION

Impeller housing cover.

Venturi / impeller housing.

Impeller shaft seal.

Seal carrier.

Solvent **157**

P / N 293 800 019

Loctite Safety Solvent 755

A000 001 130

APPLICATION

Impeller shaft threads.

Drive shaft splines.

Impeller threads and splines.

Primer for paste gasket **158**

P / N 293 600 013

Loctite Locquic Primer N 170 g (6 oz)

A000 001 131

APPLICATION

Crankcase halves mating surface.

Impeller shaft thread.

Venturi / impeller housing mating surface.

Gasket stripper **935**

P / N 295 500 110

F001 001 068

APPLICATION

Mating surfaces of cylinders and crankcase.

Crankcase halves.

Pipe sealant **358**

P / N 293 800 018

Loctite 592 (50 mL)

A000 001 104

APPLICATION

Plug on impeller housing cover.

Plastic fitting tool (P / N 295 000 086) on impeller housing cover.

Cooling system fittings.

Heat resistant sealant **374**

P / N 413 709 200

Dow Corning 736

A000 001 138

APPLICATION

Tuned pipe of XP and GTX models.

Dielectric grease **350**

P / N 293 550 004

Dow Corning

F001 001 042

APPLICATION

Battery posts and cable connectors.

Thermosensor switch.

Grease **924**

P / N 293 550 005

(400 g)

A000 001 093

APPLICATION

Seal carrier.

PTO flywheel.

Synthetic grease **912**
P / N 293 550 010

Sea-Doo
(400 g)

F001 001 041

APPLICATION

Cylinder and cylinder head screws.
Carburetor linkage.
Impeller shaft seal lips.
Drive shaft / impeller splines.
Seal carrier.
PTO flywheel.

Lubricant
Not sold by Bombardier

G.E. Versilube
G341M

or
Esso Beacon 325

A000 001 065

APPLICATION

Sliding surface of starter armature shaft splines.

Anti-seize lubricant **362**
P / N 293 800 023

Loctite
anti-seize
lubricant
12 oz (454g)

F001 001 043

APPLICATION

Crankshaft thread / PTO flywheel.
Crankshaft bearing seat.
Spark plug threads.
Ignition housing cover screws.

Penetrating lubricant **913**
P / N 293 600 016

Bombardier
Lube

F001 001 028

APPLICATION

Throttle cable.
Wear ring (when new).
Corroded parts.
Water flooded engine.
Storage.

Sea-Doo fuel stabilizer **375**
P / N 413 408 600

A000 001 139

APPLICATION

Fuel system.

Bombardier-Rotax
injection oil **915**
P / N 413 802 900 12 x 1 L

F001 001 044

APPLICATION

All models.

Bombardier-Rotax injection oil **916**

P / N 413 803 000 3 x 4 L

F001 001 044

APPLICATION

All models.

Jet pump oil **914**

P / N 293 600 011

Sea-Doo jet pump synthetic oil

F001 001 025

APPLICATION

All models.

A) Silicone "Ultra Black" **901**

P / N 293 800 030

B) Silicone "Ultra Black HB" **902**

P / N 293 800 028

(300 mL)

F001 001 046

APPLICATION

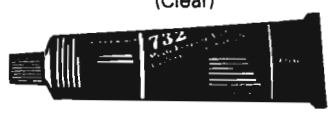
Ride shoe.

Jet pump fittings.

732 Multi-purpose sealant **917**

P / N 293 800 006

Dow Corning (Clear)



F001 001 048

APPLICATION

Ride shoe screws.

Sponson.

Primer **918**

P / N 293 530 012

Sikaflex Primer 449

F001 001 050

APPLICATION

Water tank trap / body surface (GTS / GTX models).

Rear baffle / body surface (GTS / GTX models).

Sealant **919**

P / N 293 530 011

Sikaflex Sealant 221

F001 001 049

APPLICATION

Water tank trap / body surface (GTS / GTX models).

Rear baffle / body surface (GTS / GTX models).

Sealant adhesive **934**

P / N 293 800 033

(Clear)

F001 001 064

APPLICATION

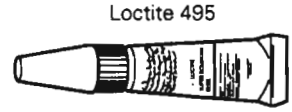
Ride shoe screws.

Sponson.

General purpose instant adhesive **373**

P / N 293 800 021

Loctite 495



A000 001 103

APPLICATION

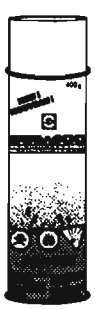
Rubber to metal bonding and most hard plastic.

Adhesive activator **931**
P / N 293 530 036

F001 001 071

APPLICATION
Decals.

Sea-Doo Cleaner
P / N 293 110 001 400 g
P / N 293 110 002 4 L



F001 001 040 F001 001 074

APPLICATION
All models.

Gelcoat spray paint
A) Super white
P / N 293 500 076
B) Bright yellow
P / N 293 500 078
C) Teal **940**
P / N 293 500 063

Sea-Doo paint

F001 001 062

APPLICATION
A) All models.
B) XP model.
C) SPX model.

SMC spray paint
A) Teal **941**
P / N 293 500 068
B) Green **942**
P / N 293 500 074

Sea-Doo paint

F001 001 026

APPLICATION
A) GTS model.
B) GTX model.

Spray paint for metallic parts only
A) White **926**
P / N 293 500 029
B) Purple **930**
P / N 293 500 020

Sea-Doo paint

F001 001 026

APPLICATION
A) Engine assembly.
B) Tuned pipe and muffler.

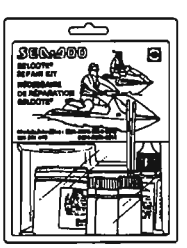
Gun Kote
Not sold by Bombardier

Kal-Gard
Coating & Mfg. Corp.

APPLICATION
Magneto and armature plate.

Gelcoat kit **904**
P / N 295 500 100

Sea-Doo Gelcote Repair kit



F001 001 027

APPLICATION
All models.

Gelcoat (liquid) A) 1 liter super white P / N 293 500 075 B) 1 liter bright yellow P / N 293 500 081 C) 1 liter teal P / N 293 500 069	938
APPLICATION A) All models. B) XP model. C) SPX model.	

TABLE OF CONTENTS

PERIODIC INSPECTION CHART

NOTE : Servicing period is given in hours. Shade area shows the maintenance frequency.

DESCRIPTION	FREQUENCY			
	Every 10 hours	Every 25 hours	Every 50 hours	Every 100 hours or seasonally
Lubrication / corrosion protection of metallic components	①			
Engine ignition timing				
Spark plug replacement				
Throttle / choke cables, inspection / lubrication	①			
Flame arrester inspection				
Carburetor adjustment including choke / throttle cable adjustments and linkage				
Oil injection pump adjustment				
Fuel filter and oil filter inspection				
Fuel filter and oil filter replacement				
Engine head screws, retorque				
Steering system				
Reverse system / reverse cable adjustment (GTS / GTX)				
Variable trim system (SPX / XP)				
Fastener tightening (flame arrester mount screws, carburetor mount nuts or screws, engine mount screws, exhaust system, etc).				
Muffler, battery and reservoir fastening devices				
Fuel / oil lines, check valve and hose inspection, fuel system pressurization				
Fuel vent line pressure relief valve inspection				
Inspect / clean engine drain hose	①			
Bilge system / water tank trap drain inspection (GTS / GTX)				
Battery condition				
Battery and starter cables				
Monitoring beeper / electrical connections				
Impeller shaft reservoir oil level / oil condition				Replace
Impeller condition and impeller / wear ring clearance		②		
Drive shaft boot / spline condition (both ends)		②		
PTO flywheel lubrication				
Seal carrier lubrication				
Water intake grate condition		②		
Hull condition				
Cooling system flushing ③				

① Every 10 hours in salt water use.
② These items have to be initially checked after 25 hours. Thereafter, servicing to be made as specified in this chart.
③ Daily flushing in salt water or foul water use.

FLUSHING AND CARE

FLUSHING

Flushing the cooling system **with fresh water** is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to clear sand, salt, shells or other particles in water jackets (engine, exhaust manifold, tuned pipe) and / or hoses.

Flushing should be performed when the watercraft is not expected to be used further the same day or when the watercraft is stored for any extended time.

NOTE : A convenient coupler hose (P / N 295 500 258) can be installed on the watercraft for flushing.

CAUTION : Failure to flush cooling system, when necessary, will severely damage engine and / or exhaust system. Never flush a hot engine. Make sure engine operates during entire procedure.

PROCEDURE

WARNING : Perform this operation in a well ventilated area. Do not touch any electrical parts or jet pump area when engine is running.

1. Clean jet pump by spraying water in its inlet and outlet and then spray BOMBARDIER LUBE lubricant.

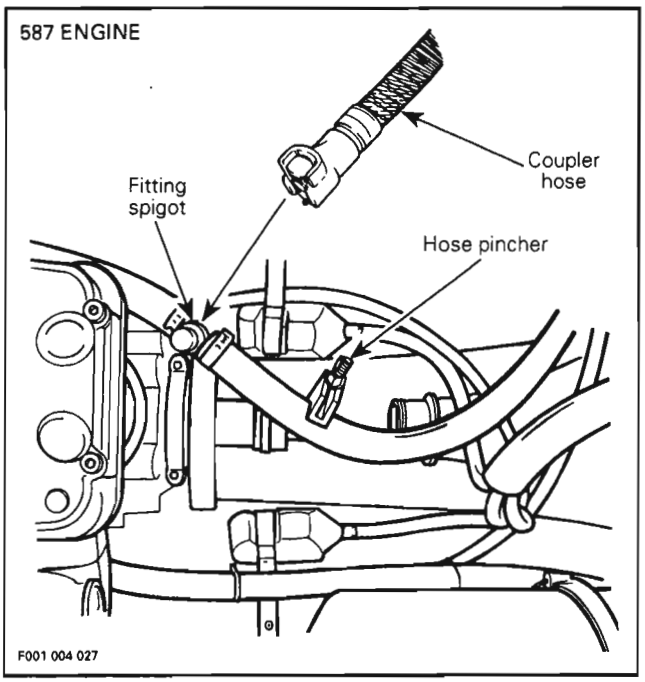
WARNING : Always remove safety lanyard cap from switch to prevent accidental engine starting before cleaning the jet pump area. Engine must not be running for this operation.

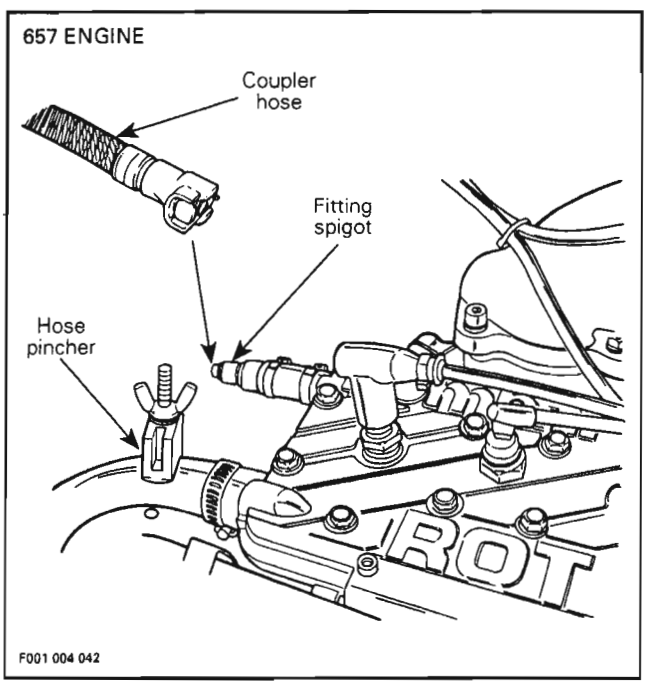
2. Remove seat to allow access to cooling system.
3. Remove dust cap from fitting spigot and attach coupler hose (P / N 295 500 258). Make sure coupler hose is properly locked.
4. Attach other end of coupler hose to a garden hose.

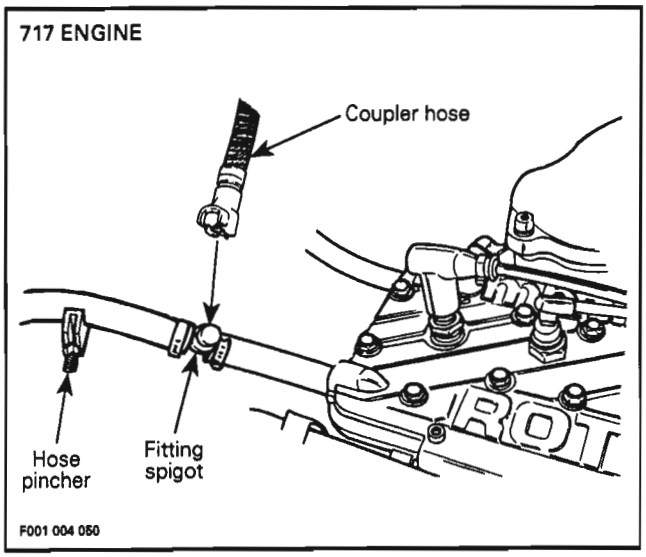
CAUTION : Do not open water tap yet.

5. Install a hose pincher on water outlet hose.

NOTE : This prevents water from exiting through outlet socket. Remove hose pincher after flushing operation.







6. Start the engine **then** immediately open the water tap.

▼CAUTION : Always start the engine before opening the water tap. Otherwise, water will back flow through the tuned pipe into the engine and may cause damage to internal parts. Open water tap immediately after engine is started to prevent overheating.

7. Run the engine about 3 minutes at a fast idle around 3500 RPM.

▼CAUTION : Never run engine longer than 5 minutes. Drive line seal has no cooling when watercraft is out of water.

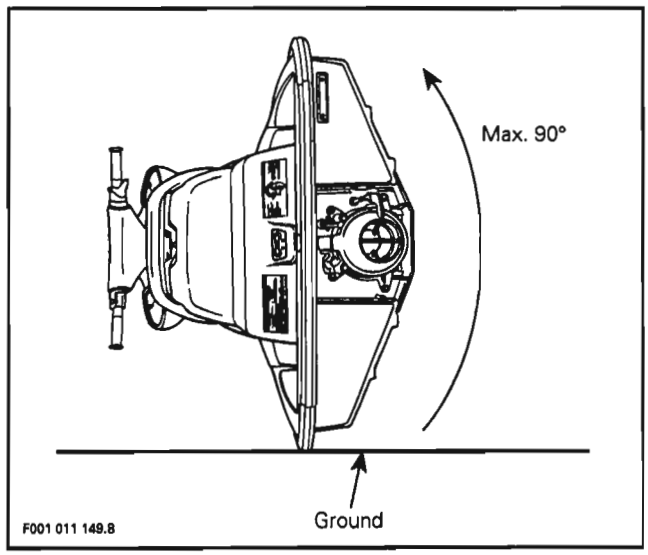
8. Close the water tap **then** stop the engine.

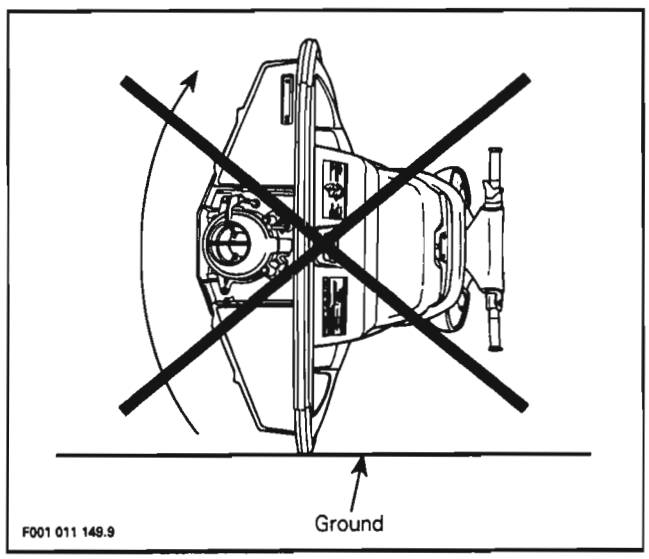
▼CAUTION : Always close the water tap before stopping the engine. Follow this procedure exactly otherwise severe engine damage could occur.

9. Unlock and remove coupler hose. Reinstall dust cap over fitting spigot.
10. Wipe off any residual water on the engine.
11. Reinstall seat and properly latch.

CARE

1. When servicing hull / jet pump, always rotate watercraft counterclockwise (seen from the rear). Rotating watercraft clockwise could allow residual water in tuned pipe to enter the engine and cause damage.





2. Check joints for leaks to avoid water accumulation in the bilge.
3. Do not modify hose or socket size as coolant flow could be altered.
4. When engine is running, water must flow from bleed outlet(s) indicating that water circulates.
5. For hose clamp installation, use special pliers (P / N 295 000 070).
6. When installing hoses onto fittings or when trouble-shooting for water intake in the bilge area, confirm that all hoses are properly secured to the fittings.
7. Check monitoring beeper operation by jumping terminal of thermosensor wire to ground. Beeper must operate.

At every verification of monitoring beeper always apply dielectric grease on thermosensor connector.

Verify wire terminal on connector for tightness. If too loose, squeeze terminal slightly at installation.

▼CAUTION : When investigating for no water flow in the cooling system, check all elbows and straight fittings as well as all hoses for blockage.

WATER-FLOODED ENGINE

General

If engine is water-flooded, it must be serviced within a few hours after the event. Otherwise engine will have to be overhauled.

▼CAUTION : A water-flooded engine must be properly lubricated, operated then lubricated again, otherwise parts will be seriously damaged.

Procedure

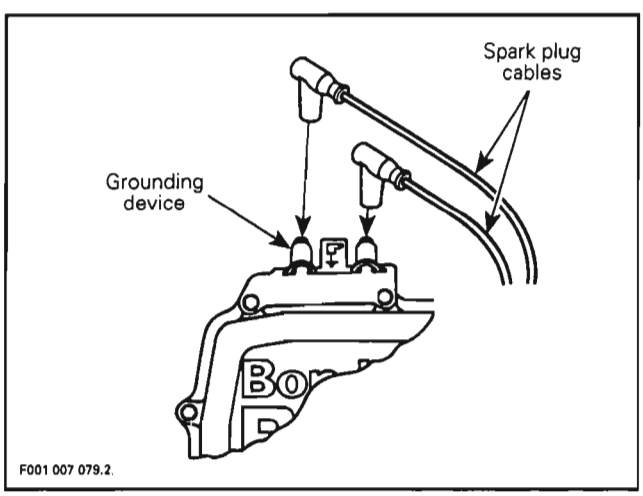
Check fuel and oil reservoirs for water contamination. If necessary, siphon and refill with fresh fluids.

Turn fuel valve to OFF position then drain fuel filter bowl (refer to FUEL SYSTEM, 06-01).

Drain bilge if water is present.

Remove spark plug cables and connect them on the grounding device.

◆WARNING : Never crank engine with spark plugs removed unless spark plug cables are connected to the grounding device.



Remove spark plugs and dry them with a clean cloth. A contact cleaner spray can be used. It may be preferable to replace spark plugs. Do NOT install spark plugs on engine.

Crank engine to drain crankcase.

▼CAUTION : Be careful when cranking engine, water will spray out from spark plug holes.

Spray BOMBARDIER LUBE lubricant (P / N 293 600 016) into spark plug holes.

Crank engine again.

Reinstall spark plugs and spark plug cables then safety lanyard cap on switch.

Turn fuel valve to ON position.

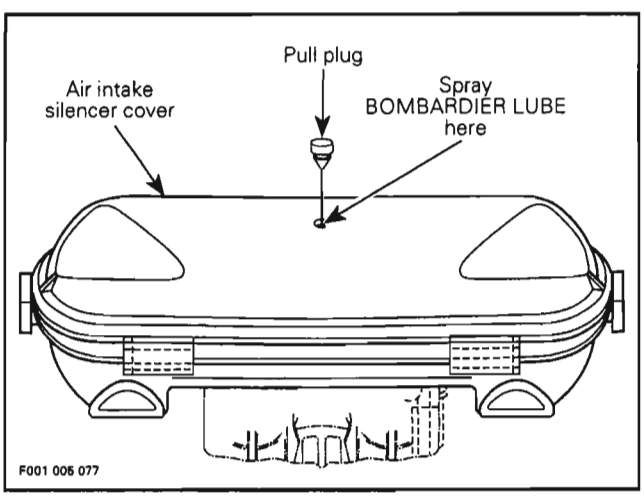
Start engine ; It may be necessary to use the choke. If engine does not start, repeat previous steps as necessary.

▼CAUTION : To avoid starting motor overheating, the cranking period should not exceed 5-10 seconds and a rest period of 30 seconds should be observed between cranking cycles.

○NOTE : If engine does not start after several attempts, check ignition system for spark occurence. Refer to ELECTRICAL SYSTEM, 08-02.

Check crankshaft if needed, it can become misaligned or deflected. Refer to ENGINE, 04-03.

After engine has started, spray BOMBARDIER LUBE lubricant through air intake silencer while engine is running.



Run engine until it reaches its normal operating temperature.

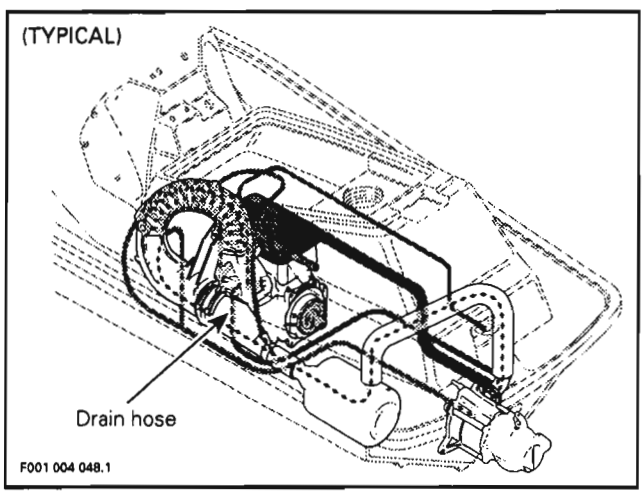
▼CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 258).

STORAGE

Engine Draining

Check engine drain hose running from engine manifold fitting to outlet socket. Make sure there is no sand or other particles in it and that it is not obstructed so that water can leave the engine. Clean hose and outlet socket as necessary.

▼CAUTION : Water in engine drain hose must be free to flow out, otherwise water could be trapped in engine. Should water freeze in engine, severe damage will occur. Check engine drain hose for obstructions.



Fuel System

Sea-Doo Fuel Stabilizer (P / N 413 408 600) can be added in fuel tank to prevent fuel deterioration and carburetor gumming. Follow manufacturer's instructions for proper use.

▼CAUTION : Fuel stabilizer should be added prior engine lubrication to ensure carburetor protection against varnish deposit.

◆WARNING : Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft.

Cooling System Flushing and Engine Internal Lubrication

Cooling system has to be flushed with **fresh water** to prevent salt, sand or dirt accumulation which will clog water passages. This will be achieved with the coupler hose (P / N 295 500 258).

▼CAUTION : Never flush a hot engine.

Engine must be lubricated to prevent corrosion on internal parts. This will be achieved by spraying BOMBARDIER LUBE lubricant (P / N 293 600 016) through air intake silencer.

Procedure

◆WARNING : Perform this operation in a well ventilated area. Do not touch any electrical parts or jet pump area when engine is running.

1. Clean jet pump by spraying water in its inlet and outlet and then spray BOMBARDIER LUBE lubricant.

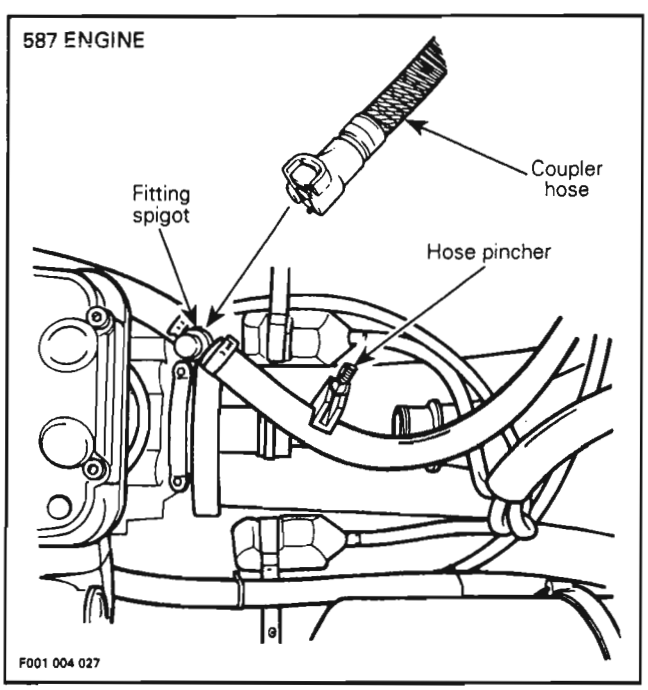
◆WARNING : Always remove safety lanyard cap from switch to prevent accidental engine starting before cleaning the jet pump area. Engine must not be running for this operation.

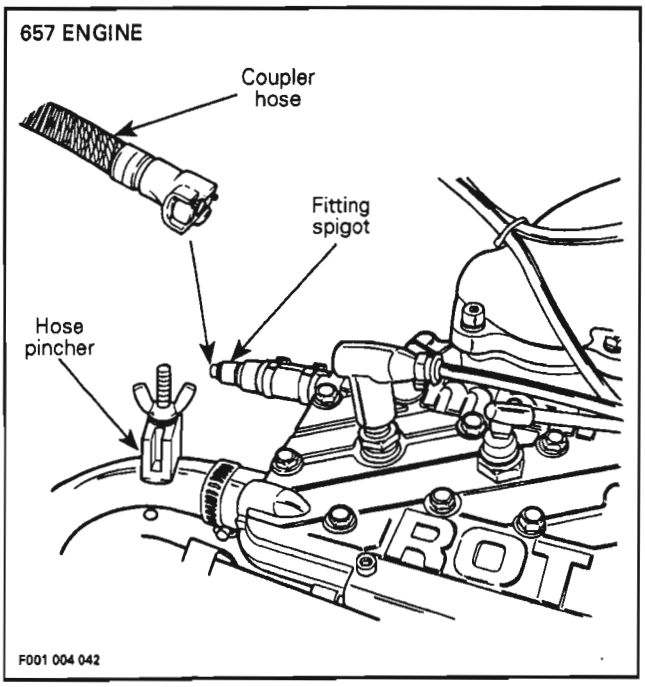
2. Remove seat to allow access of cooling system.
3. Remove dust cap from fitting spigot and attach coupler hose. Make sure coupler hose is properly locked.
4. Attach other end of coupler hose to a garden hose.

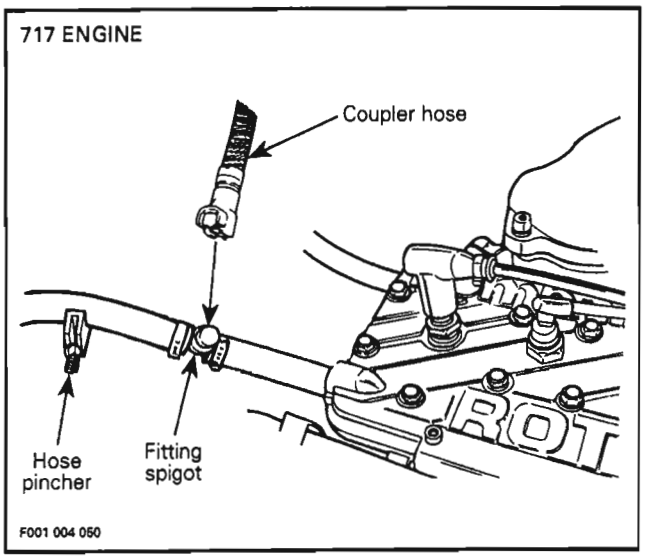
▼CAUTION : Do not open water tap yet.

5. Install a hose pincher on water outlet hose.

○NOTE : This prevents water from exiting through outlet socket. Remove hose pincher after flushing operation.







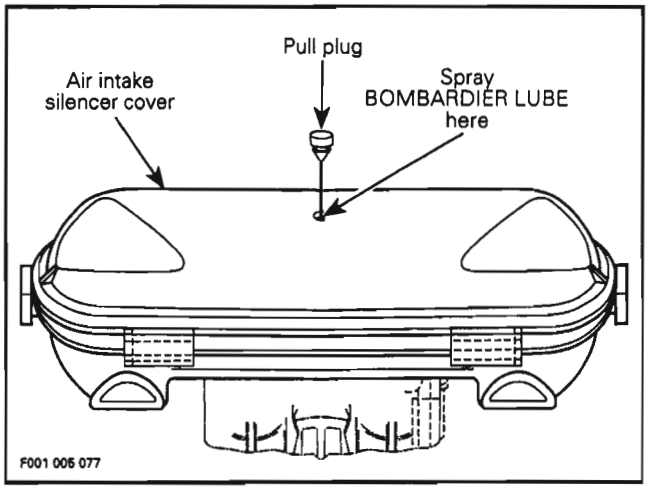
6. Start the engine **then** immediately open the water tap.

▼CAUTION : Always start the engine before opening the water tap. Otherwise, water will back flow through the tuned pipe into the engine and may cause damage to internal parts. Open water tap immediately after engine is started to prevent overheating.

7. Run the engine about 3 minutes at a fast idle around 3500 RPM.

▼CAUTION : Never run engine longer than 5 minutes. Drive line seal has no cooling when watercraft is out of water.

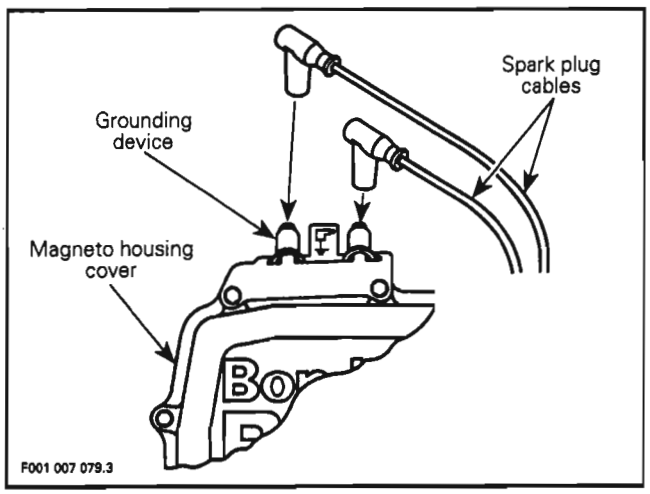
8. Pull plug from air intake silencer cover.
9. Spray BOMBARDIER LUBE lubricant through air intake silencer cover keeping engine at fast idle.



Lubrication of engine should be done at least for 1 minute. After approximately half a minute, close fuel valve to run engine out of fuel while lubricating.

▼CAUTION : When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies, otherwise severe engine damage could occur.

10. Close the water tap then stop the engine.
11. Unlock and remove coupler hose. Reinstall dust cap over fitting spigot.
12. Wipe up any residual water from the engine.
13. Remove spark plug cables and connect them on the grounding device.



14. Remove both spark plugs and spray BOMBARDIER LUBE lubricant into each cylinder.
15. Crank the engine a few turns to distribute the oil onto cylinder wall.
16. Apply anti-seize lubricant (P / N 293 550 001) on spark plug threads then reinstall them.
17. Reinstall plug on air intake silencer cover.

CAUTION : Do not run the engine during the storage period.

Propulsion System

Lubricant in impeller shaft reservoir should be drained. Reservoir should be cleaned and refilled with 65 mL (2.2 U.S. oz) of SEA-DOO synthetic 75W 90 GL5 polyolester oil (P / N 293 600 011). Refer to PROPULSION AND DRIVE SYSTEMS 09-01.

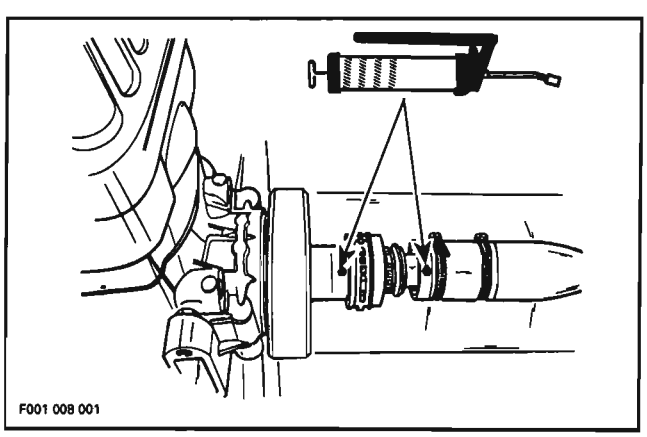
CAUTION : Use only SEA-DOO jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

Lubricate PTO flywheel at grease fitting with synthetic grease (P / N 293 550 010).

CAUTION : Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot.

Lubricate seal carrier at grease fitting until grease is just coming out.

CAUTION : As soon as grease comes out the seal, immediately stop lubricating to prevent seal damage and overheating.



CAUTION : Never leave any clothing, tool or other objects near PTO flywheel and seal carrier.

Battery

For battery removal, cleaning and storage, refer to ELECTRICAL 08-03.

Watercraft Cleaning

Clean the bilge with hot water and mild detergent or with bilge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge. If any repairs are needed to body or to the hull, touch up paint and Gelcote® repair kit are available. Refer to SERVICE TOOLS AND PRODUCTS 01-02. Replace damaged labels / decals.

Wash the body with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove marine organisms from the hull. Apply a nonabrasive wax.

CAUTION : Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

If the watercraft is to be stored outside, cover it with an opaque tarpaulin to prevent sun rays and grime from affecting the plastic components, watercraft finish as well as preventing dust accumulation.

CAUTION : The watercraft must never be left in water for storage. Never leave the watercraft stored in direct sunlight. UV radiation will dull finishes.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray SEA-DOO LUBE lubricant over all metallic components in engine compartment.

Lubricate the throttle cable with SEA-DOO LUBE lubricant.

The seat should be partially left opened during storage.

This will avoid engine compartment condensation and possible corrosion.

NOTE : If the watercraft is stored outside with seat partially opened and without a tarpaulin, unscrew the rear drain plug in order to avoid water build up in the bilge during rainfall. Tilt the watercraft to the rear so that water can flow out.

Additional Recommended Protection

In cool regions (where freezing point temperature may be encountered), cooling system should be filled with water and antifreeze solution.

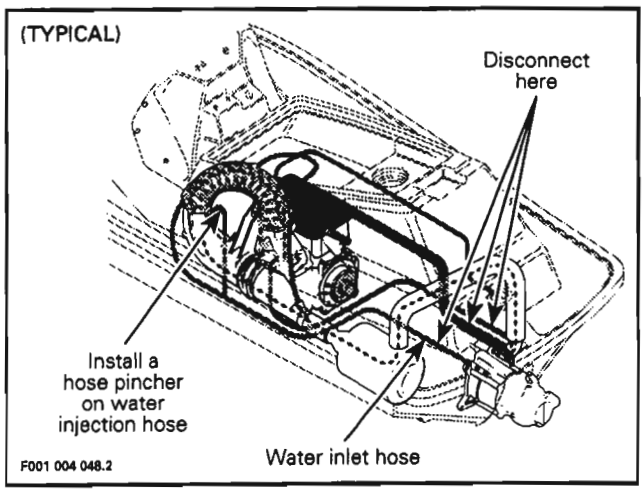
CAUTION : Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

NOTE : The engine will not have to run during this operation.

Three hoses have to be disconnected to allow air to escape and antifreeze solution to completely fill cooling system water jackets.

Install a hose pincher on water injection hose.

Disconnect hoses where shown.

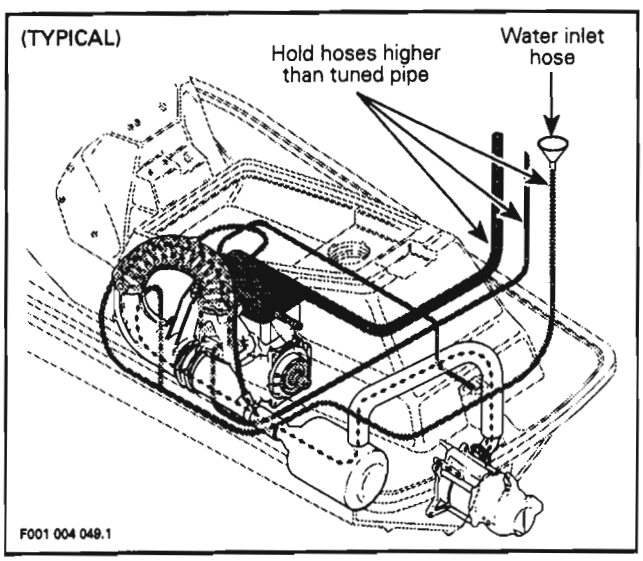


Raise all hoses above the highest point of tuned pipe and temporarily tie them together.

Insert a funnel into **inlet** hose going to the water inlet fitting at tuned pipe. Pour about 2 liters (1/2 gal) of antifreeze solution through the funnel.

Tie up all hoses higher than tuned pipe.

NOTE : If hoses are not attached higher than tuned pipe, coolant will drain out.



The following steps should be performed to provide the watercraft enhanced protection.

Remove muffler and drain out as much water as possible. Reinstall muffler.

OR : Disconnect hose on top of muffler and pour some antifreeze liquid inside muffler. Reconnect hose.

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of troubles. It is a guideline and should not be assumed to have all causes for all problems.

ENGINE WILL NOT START

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over	• Safety lanyard cap worn or removed	• Replace / reinstall
	• Burnt 5 A fuse	• Check wiring then replace fuse
	• 5 A fuse keeps on burning	• Check wiring then replace MPEM and fuse
	• Discharged battery	• Check / recharge
	• Battery connections	• Check / clean / tighten
	• Water / fuel hydrolock	• Check, refer to section 02-03
	• Starter or solenoid	• Check, refer to section 08-04
	• Seized engine	• Check / repair as needed
	• Seized jet pump	• Check, refer to section 09-01
	• Jammed pump	• Check / clean out debris
Engine turns slowly	• Discharged / weak battery	• Check / charge / replace
	• Restriction in jet pump	• Check / clean pump
	• Seizure in jet pump	• Inspect, refer to section 09-01
	• Seal carrier seizure	• Check, refer to section 09-02
	• Partial engine hydrolock	• Check, refer to section 02-03
	• Partial engine seizure	• Check compression, refer to section 04-02
	• Worn starter	• Check, refer to section 08-04
Engine turns over	• Fuel tank empty	• Refill
	• Fuel water-contaminated	• Renew supply
	• Dirty fuel filter(s)	• Clean / replace
	• Fouled spark plugs	• Replace
	• Water in engine	• Check, refer to section 02-03
	• Misuse of choke (fuel flooded)	• Use only with cold engine
	• Carburetion	• Check, refer to section 06-03
	• Ignition	• Check, refer to section 08-02
	• Flooded engine — Needle valve stuck open	• Check, refer to section 06-03
	• Choke plate(s) not closing completely	• Adjust correctly
	• Excessive rotary valve clearance	• Check, refer to section 04-04
	• Internal engine damage	• Check, refer to section 04-02 and 04-03
	• Sheared flywheel key	• Check timing mark, refer to section 08-02
	• Incorrect rotary valve timing	• Check, refer to section 04-04
No spark at spark plugs	• Faulty rev limiter	• Replace MPEM
	• Ignition coil / integrated CDI box	• Check, refer to section 08-02
	• Generating coil defective	• Check, refer to section 08-02

ENGINE MISFIRES, RUNS IRREGULARLY

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	• Fouled, defective, worn spark plugs • Faulty rev limiter or ignition • Sheared flywheel key	• Check / verify heat range / gap / replace • Check, refer to section 08-02 • Check timing mark, refer to section 08-02
Lean fuel mixture Dry spark plug (except when water fouled)	• Low fuel level • Stale or water fouled fuel • Fuel filter(s) dirty or restricted • Carburetion dirty or out of adjustment • Leaking crankshaft seal(s), intake or rotary valve cover • Restricted fuel valve • Loose carburetor	• Check / refill • Check / siphon and refill • Check / clean / replace • Check / clean / adjust, refer to section 06-03 • Check / test / replace, refer to engine section 04-03 and 04-04 • Check / replace • Tighten carburetor(s)
Rich fuel mixture Fouled spark plug	• Partially closed choke • Flame arrester dirty or restricted • Carburetor adjustment or setting • Loose main jet • Rotary valve shaft seal leaking • Oil pump adjustment • Watercraft transportation • Worn needle(s) and seat(s) • Excessive rotary valve clearance	• Check / adjust choke cable • Check / clean / replace • Check / clean / adjust, refer to section 06-03 • Check, refer to section 06-03 • Check / replace, refer to section 04-04 • Check / adjust, refer to section 07-02 • Turn fuel valve to OFF position • Check, refer to section 06-03 • Check, refer to section 04-04
Difficult to start	• Incorrect rotary valve timing • Excessive rotary valve clearance	• Check / adjust, refer to section 04-04 • Check, refer to section 04-04

ENGINE OVERHEATS

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Monitoring beeper sounds continuously	• Restricted jet pump water intake • Cooling system restriction • Grounded temperature sensor or sensor wire	• Check / clean • Check / flush, refer to section 02-02 • Check / repair / replace

ENGINE CONTINUALLY BACKFIRES

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	• Fouled, defective spark plugs • Malfunction of rev limiter	• Clean / replace • Check / replace, refer to section 08-02
Ignition timing	• Incorrect setting • Sheared flywheel key	• Check / reset, refer to section 08-02 • Check / replace , refer to section 08-02
Rotary valve	• Incorrect timing	• Check / reset, refer to section 04-04
Carburetor	• Carburetion too lean	• Check / adjust, refer to section 06-03
Engine	• Intake leak / crankshaft seal failure	• Pressure check engine to 48 kPa (7 PSI)

ENGINE DETONATION OR PINGING

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Ignition	• Timing too far advanced • Spark plug heat range too high	• Check / reset • Check / change to correct range
Engine temperature	• Engine overheats • Fuel of poor quality	• Check, refer to engine overheats • Use good quality fuel

ENGINE LACKS ACCELERATION OR POWER

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	• Weak spark • Carburetion, jetting too rich / lean • Throttle does not open fully • Low compression • Exhaust system restriction • Water in fuel or oil • Debris in needle valve • Impeller leading edge damaged • Twisted crankshaft	• Check / replace, refer to section 08-02 • Check / adjust, refer to section 06-03 • Check / readjust, refer to section 06-03 • Check / repair, refer to section 04-02 • Check / clean • Check / siphon / replace • Check / clean, refer to section 06-03 • Check / replace, refer to section 09-01 • Check, refer to section 04-03

ENGINE RUNS TOO FAST

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine RPM too high	• Faulty rev limiter • Improper impeller pitch (too low)	• Check, refer to section 08-02 • Check / replace, refer to section 09-01
Jet pump cavitation	• Damaged leading or trailing edge of impeller	• Check / replace NOTE : Leading edge damage contributes to poor performance from start. Trailing edge damage contributes to poor top performance and stator vanes erosion.
Jet pump ventilation	• Air leak of pump housing or ride shoe	• Check / reseal, refer to section 09-01

ABNORMAL NOISE FROM PROPULSION SYSTEM

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	• Weeds / debris caught in intake grate or impeller	• Check / clean
	• Low oil level in pump housing	• Check / troubleshoot source of leak / refill supply, refer to section 09-01
	• Damaged or bent drive shaft	• Check / replace, refer to section 09-02
	• Broken motor mounts	• Check / replace, refer to section 04-01
	• Rusted / worn hull seal carrier	• Check / repair, refer to section 09-02

TABLE OF CONTENTS

REMOVAL AND INSTALLATION

GENERAL

It is not necessary to remove engine from watercraft for TOP END nor PTO FLYWHEEL AND MAGNETO servicing. However engine removal is necessary to repair BOTTOM END.

REMOVAL FROM WATERCRAFT

In order to remove engine from watercraft proceed as follows.

▼ **CAUTION : Whenever removing engine from watercraft, engine / jet pump alignment must be performed.**

Jet Pump Removal

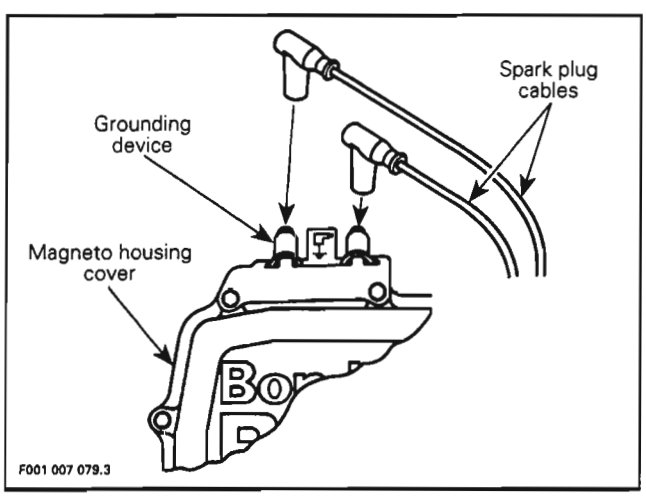
To withdraw jet pump unit ass'y, refer to PROPULSION SYSTEM 09-01.

Electrical Connections

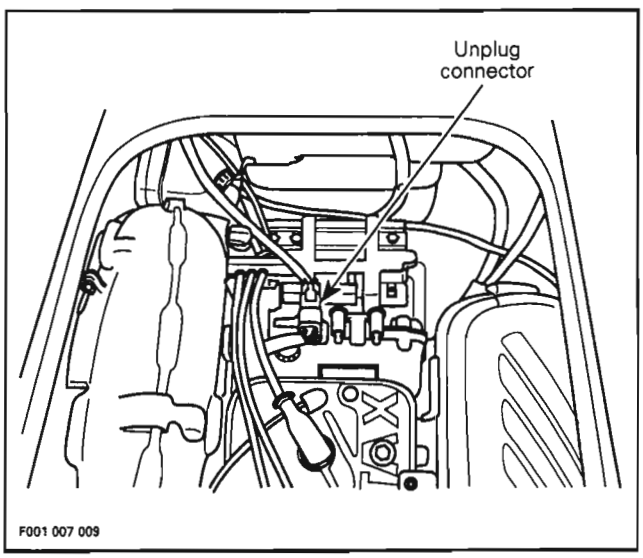
◆ **WARNING : Always disconnect starter or battery cables exactly in the specified order, BLACK negative cable first. Electrolyte or fuel vapors can be present in the engine compartment and a spark might ignite them and possibly cause personal injuries. It is recommended to disconnect electrical connections prior to disconnecting fuel lines.**

First, remove BLACK negative cable from battery, then RED positive cable.

Remove battery holding straps and vent line then withdraw battery. Disconnect thermosensor wire and spark plug cables. Connect spark plug cables on grounding device.



Disconnect magneto wiring harness.



Tuned Pipe Removal

To remove tuned pipe, refer to ENGINE 04-05.

Air Intake Silencer Removal

To remove air intake silencer, refer to FUEL SYSTEM 06-02.

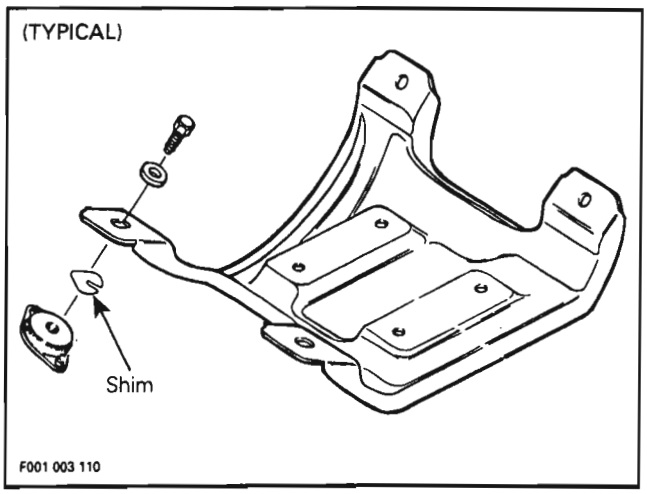
Carburetor Removal

To remove carburetor(s), refer to FUEL SYSTEM 06-03.

Engine Support Mounts

Remove engine support mount screws.

○ NOTE : Be careful when removing engine support mount screws, shims could have been installed between engine support and rubber mounts. To ease engine / jet pump alignment, indicate shim location for reinstallation.

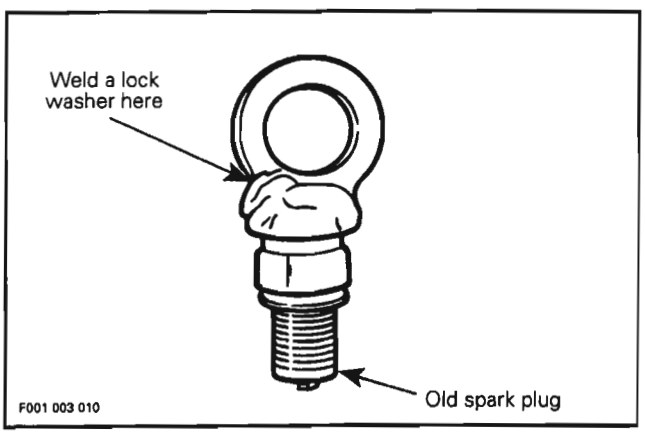


Lifting Engine

Engine can be easily lifted using the following suggested tools.

— Cut porcelain from 2 old spark plugs.

— Weld a lock washer approximately 20 mm diameter on each spark plug as shown.



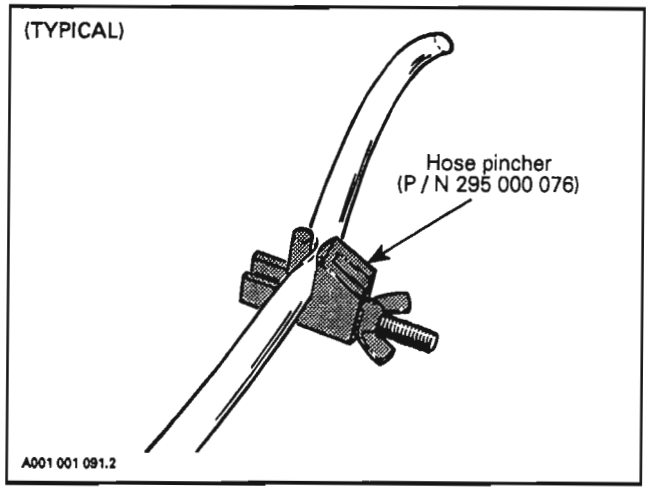
Remove spark plugs and replace by special tools.

Hook a sling into holes of special tools.

Using a chain block, a hoist or other suitable equipment, slightly lift engine to ease the remaining component removal

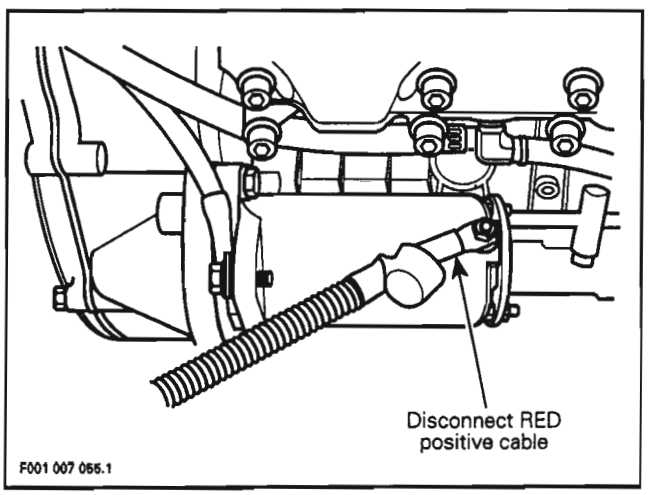
▼ **CAUTION : Take care not to damage cable or oil injection hoses.**

Install a hose pincher to oil supply hoses of oil injection pump and rotary valve shaft ; then, disconnect hoses.

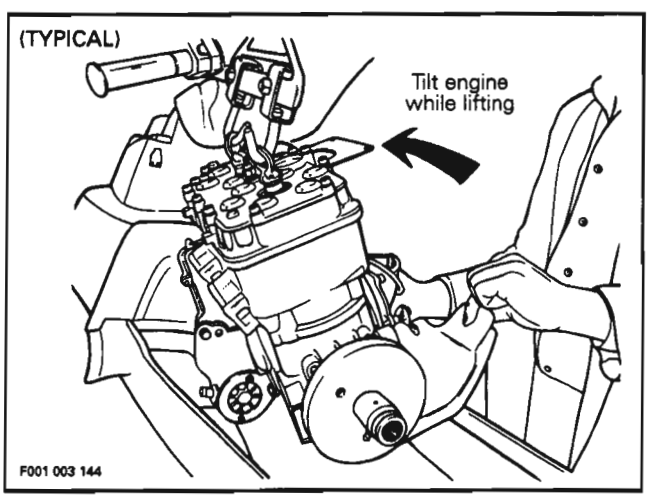


Install a hose pincher to oil return hose of rotary valve shaft ; then, disconnect hose.

Disconnect RED positive cable from starter post.



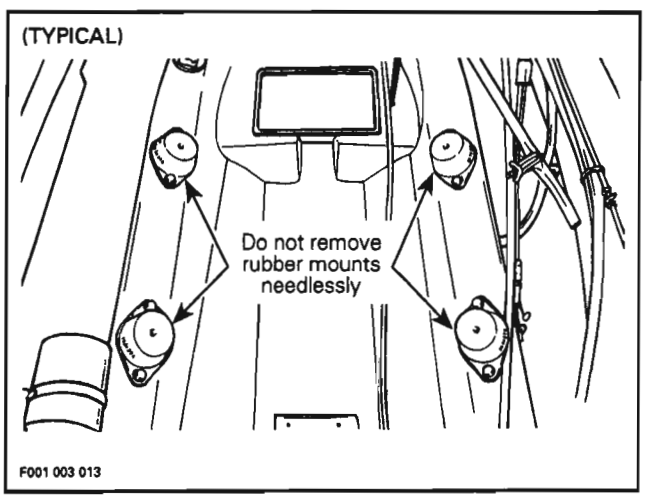
Carry on engine lifting until engine support reaches body opening then tilt engine so that it can be removed from the watercraft.



▼CAUTION : Be careful not to scratch body with engine support or to hit any component.

Shim and Rubber Mount

Do not remove engine rubber mounts needlessly. They sit on shims which control engine / jet pump alignment. Alignment has been set at the factory. Always remove rubber mounts one at a time and reinstall each shim to its original location.



▼CAUTION : If shims with different thickness are interchanged, engine and jet pump will be misaligned.

○NOTE : If shims location have been mixed up or whenever removing the engine always use engine / jet pump alignment tool (P / N 295 000 089) to check alignment.

CLEANING

Wipe off any spillage in bilge. Clean with a bilge cleaner.

Clean external parts of engine.

INSTALLATION

Installation of engine in watercraft is essentially the reverse of removal procedures. However pay particular attention to the following.

Rubber Mount and Screw

Check tightness and condition of rubber mounts. If they have been removed, apply Loctite 242 (blue) on screw threads. Torque screws to 25 N•m (18 lbf•ft).

▼CAUTION : Strict adherence to this torque is important to avoid damaging threads of aluminum insert in bilge.

Engine Support and Nut

Properly install support on crankcase so that rounded portion of support matches with MAG side of crankcase. Apply Loctite 242 (blue) on threads then torque nuts in a criss-cross sequence to 35 N•m (26 lbf•ft).

Oil Injection Hoses

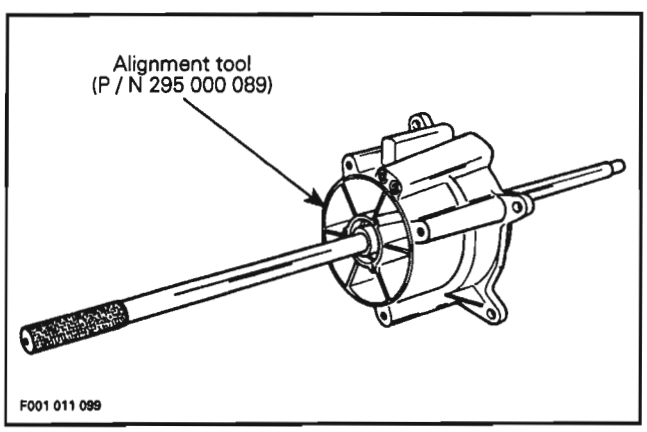
Make sure to reinstall hoses before completely lowering engine in bilge.

Positive Starter Cable

Torque nut of positive starter cable to 6 N•m (53 lbf•**in**). Apply neoprene grease on nut.

Engine / Jet Pump Alignment

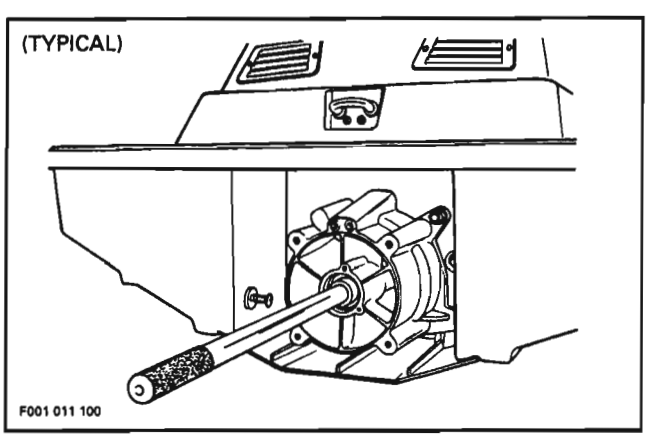
Alignment is necessary to eliminate possible vibration and / or damage to components. Check alignment of engine using alignment tool.



To verify alignment proceed as follows :

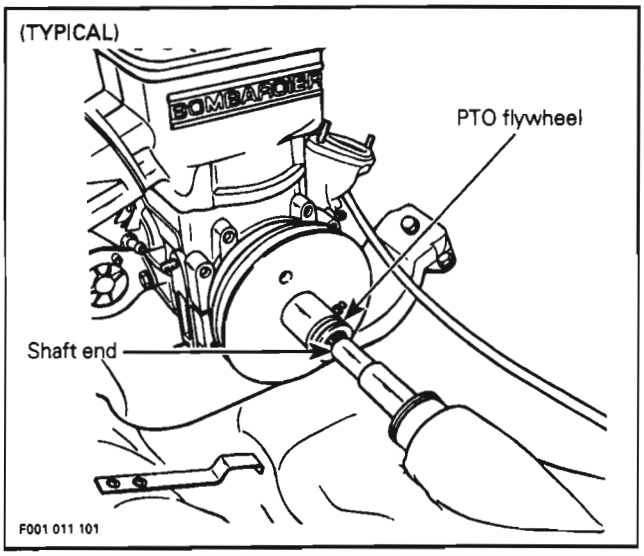
— Install housing on hull with 4 nuts.

— Carefully slide shaft through housing.



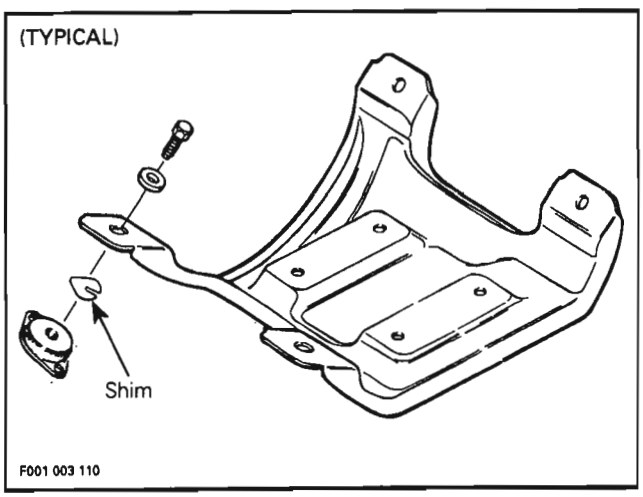
— Insert shaft end into PTO flywheel.

NOTE : If the alignment is correct, the shaft will slide easily without any deflection in PTO flywheel splines.



If the alignment is incorrect loosen engine support screws to enable to align PTO flywheel with shaft end.

NOTE : Use shim(s) (P / N 270 000 024) or (P / N 270 000 025) as necessary between engine support and rubber mounts to correct alignment.



CAUTION : Whenever shims are used to correct alignment, never install more then 6 mm (0.240 in) shim thickness. If alignment cannot be obtained verify for engine support bending.

Engine Support Screws

Apply Loctite 242 (blue) on screw threads.

Retorque engine support screws to 25 N•m (18 lbf•ft) when procedure is completed.

NOTE : Whenever alignment tool is not utilized, apply BOMBARDIER LUBE lubricant on its shaft and inside the housing to eliminate possible corrosion.

Final Inspection

Check throttle cable condition and lubricate cable with BOMBARDIER LUBE lubricant. After its installation, properly adjust and bleed oil injection pump as specified in LUBRICATION SYSTEM 07-02.

Pressure test fuel system, refer to FUEL SYSTEM 06-01.

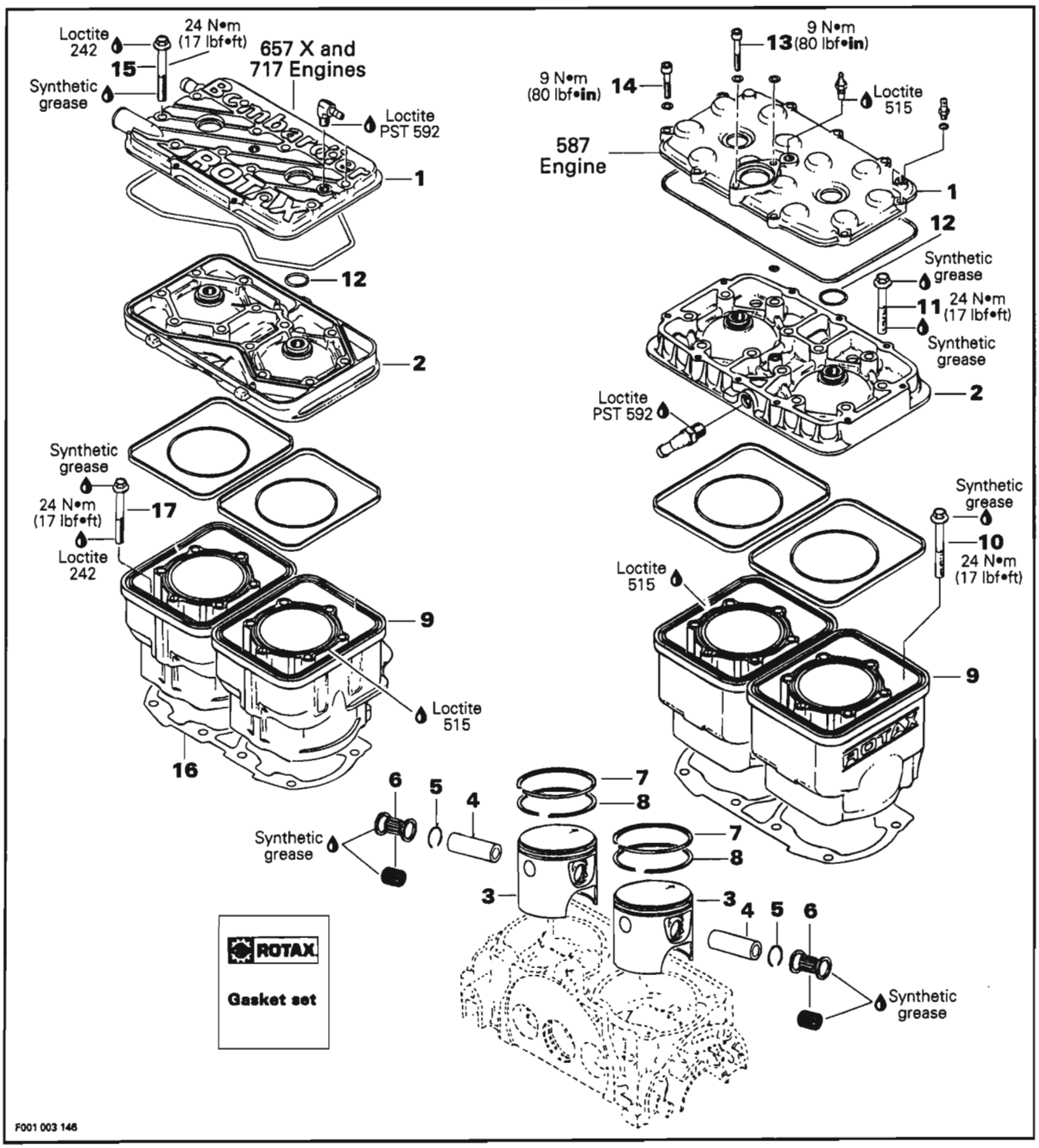
Secure vent line to the battery. Ensure vent line is not kinked or obstructed.

Verify all connections and hoses condition.

Run engine and ensure there is no leakage.

CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 258).

TOP END



ENGINE DESCRIPTION

— 587 Engine

— 657 X Engine

— 717 Engine

The 2-stroke ROTAX engine rotates counterclockwise seen from the rear (PTO flywheel). It has a rotary valve to control opening and closing of intake. Lubrication is provided by a variable rate oil injection pump. It is cooled by water supplied from the jet pump. It has a NIPPONDENSO Capacitor Discharge Ignition System. The fuel is provided by diaphragm MIKUNI carburetor(s) having an integrated fuel pump.

CAUTION : No engine components can be interchanged between engines.

GENERAL

When repairing a seized engine, connecting rods should be checked for straightness and crankshaft for deflection / misalignment. Refer to ENGINE 04-03 for procedures.

DISASSEMBLY

In order to repair engine top end proceed as follows :

Electrical Connections

Disconnect thermosensor wire and spark plug cables.

Connect spark plug cables on grounding device.

Exhaust System

To withdraw tuned pipe, refer to ENGINE 04-05.

Air Intake Silencer

To remove air intake silencer, refer to FUEL SYSTEM 06-02.

1,2, Cylinder Head Cover and Cylinder Head

Remove cylinder head cover.

NOTE : With 657 X and 717 engines, cylinder head screws secure also cylinder head cover.

If shells, sand, salt or any other particles are present in cylinder head, clean with a vacuum cleaner.

Remove cylinder head.

If shells, sand, salt water or any other particles are present in cylinder cooling jacket, clean with a vacuum cleaner.

Remove cylinders, being careful that connecting rods do not hit crankcase edge.

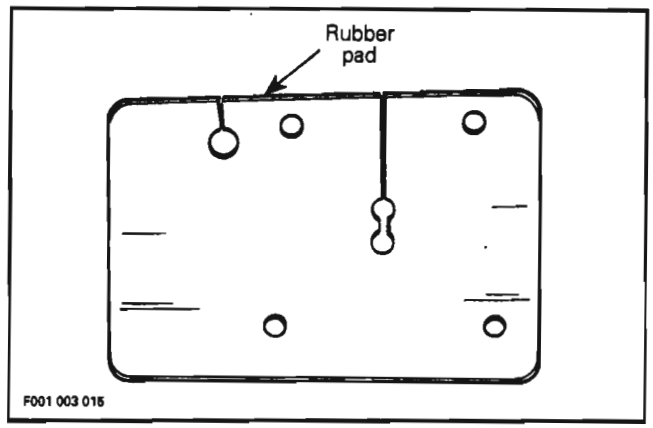
WARNING : If screws need to be heated for removal when engine is in watercraft, fuel system pressurization must be done first. Do not use open flame ; use a heat gun. An explosion might occur since vapors can be present in engine compartment.

NOTE : Even if only 1 cylinder needs repair, both cylinders should be lifted to allow 1-piece cylinder base gasket replacement.

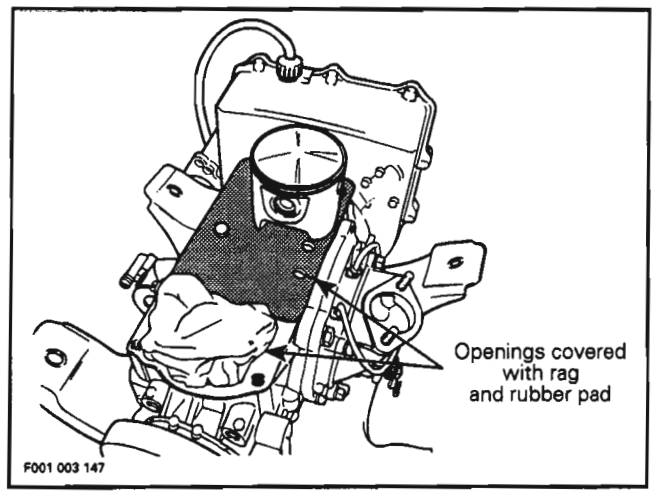
3,4,5,6, Piston, Piston Pin, Circlip and Roller Bearing

NOTE : The 717 engine features cageless piston pin bearing.

Bring piston to Top Dead Center and install rubber pad (P / N 295 000 101) over crankcase opening. Secure with screws. Lower piston until it sits on pad.

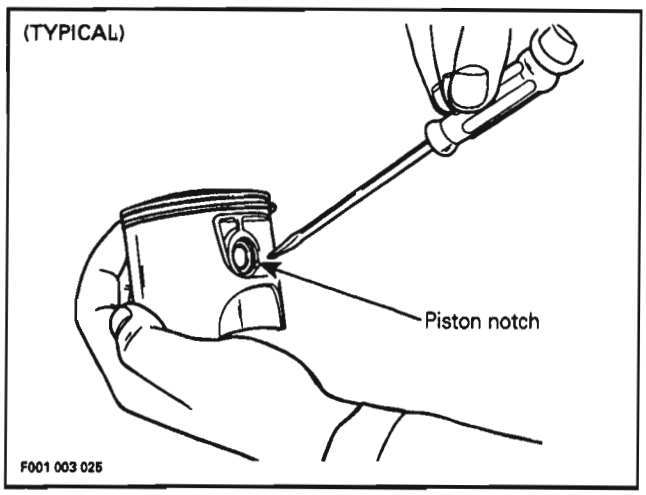


If other cylinder has been removed, completely cover its opening with a clean rag.



To remove circlip, insert a pointed tool in piston notch then pry it out and discard.

◆ **WARNING : Always wear safety glasses when removing piston circlips.**



717 Engine

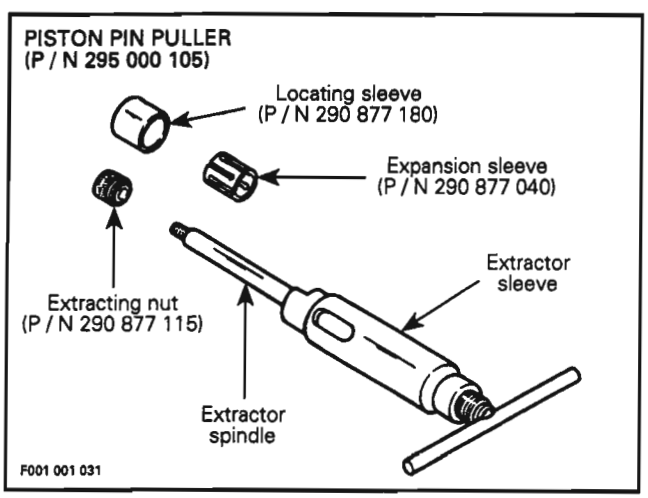
To extract piston pin, use piston pin puller (P / N 295 000 105) as follows :

— Fully thread on puller handle.

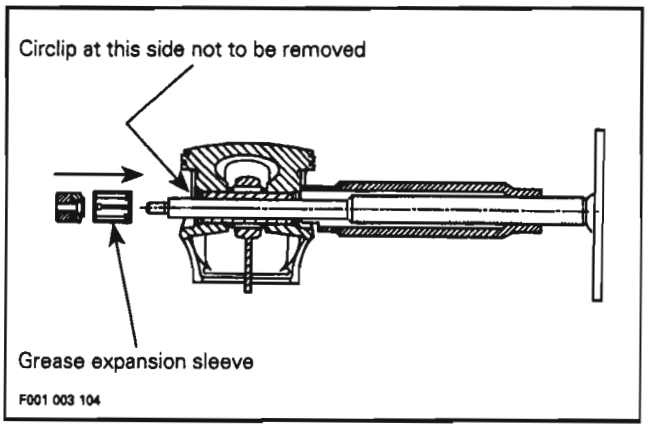
— Insert extractor spindle into the piston pin.

— Slide the expansion sleeve (P / N 290 877 040) onto the spindle.

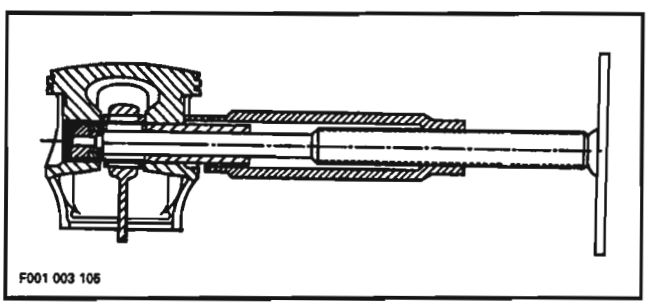
— Screw in extracting nut (P / N 290 877 115) with the movable extracting ring towards spindle.



— Firmly hold puller and rotate handle to pull piston pin.



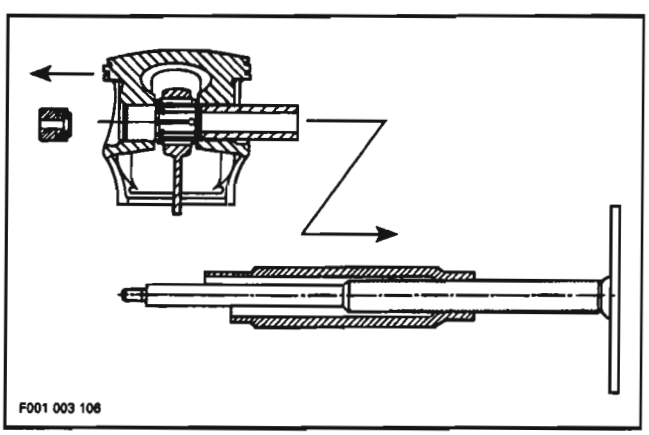
— By turning the spindle, pull out piston pin until it is completely removed from bearing.



— Rotate spindle until extracting nut can be removed.

— Remove spindle and extractor sleeve from piston pin.

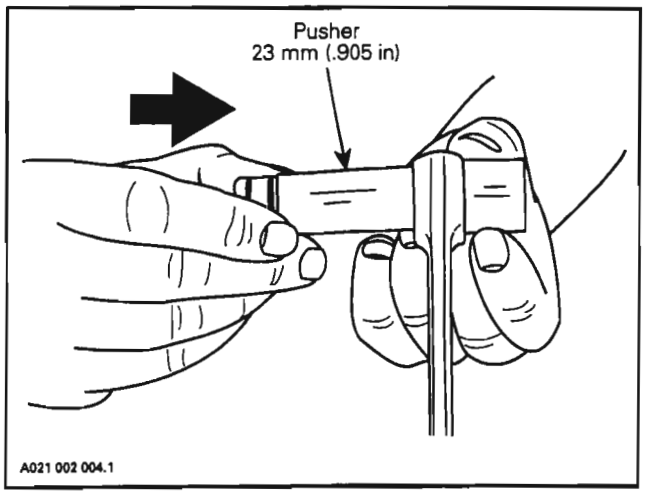
— Carefully remove the piston.



— The needles, thrust washers and the expansion sleeve remain in the connecting rod bore and may be used again.

To remove rollers with the thrust washers from the connecting rod bore, push them together with the expansion sleeve into the locating sleeve (P / N 290 877 180) using any suitable 23 mm (.905 in) diameter pusher.

CAUTION : Recover rollers, make sure that 34 rollers are found for each piston.



587 and 657 X Engines

To extract piston pin, it is possible to use piston pin puller (P / N 295 000 105) as follows :

— Fully thread on puller handle.

— Insert extractor spindle into the piston pin.

— Screw extracting nut (P / N 290 877 115) with the movable extracting ring towards spindle.

— Hold puller firmly and rotate puller handle to pull piston pin.

CLEANING

Discard all gaskets and O-rings.

Clean all metal components in a solvent.

Clean water passages and make sure they are not clogged.

Remove carbon deposits from cylinder exhaust port, cylinder head and piston dome.

Clean piston ring grooves with a groove cleaner tool, or a piece of broken ring.

INSPECTION

Visually inspect all parts for corrosion damage.

Inspect piston for damage. Light scratches can be sanded with a fine sand paper.

Inspect plane surfaces for warpage. Small deformation can be corrected by grinding surface with a fine sand paper. Install sand paper on a surface plate and rub part against oiled sand paper.

The inspection of engine top end should include the following measurements.

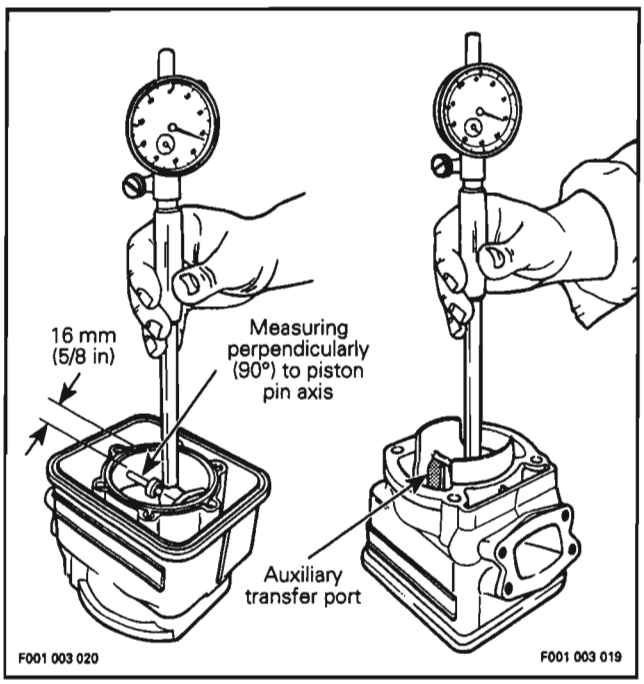
ENGINE MEASUREMENT	TOLERANCES (ALL ENGINES)		
	NEW PARTS (min.)	(max.)	WEAR LIMIT
Cylinder Taper	N.A.	0.05 mm (.002 in)	1.0 mm (.039 in)
Cylinder Out of Round	N.A.	0.008 (.0003 in)	0.08 mm (.003 in)
Piston / Cylinder Wall Clearance for 587 Engine	0.05 mm (.002 in)	0.07 mm (.0028 in)	0.20 mm (.008 in)
Piston / Cylinder Wall Clearance for 657 X and 717 Engines	0.093 mm (.0037 in)	0.113 mm (.0044 in)	0.20 mm (.008 in)
Ring / Piston Groove Clearance	0.05 mm (.002 in)	0.08 mm (.003 in)	0.20 mm (.008 in)
Ring End Gap	0.25 mm (.010 in)	0.40 mm (.016 in)	1.0 mm (.039 in)

NOTE : Replacement cylinder sleeves are available if necessary. Consult a specialized shop for installation.

NOTE : 0.25 mm (.010 in) and 0.5 mm (.020 in) oversize pistons and rings are available if necessary.

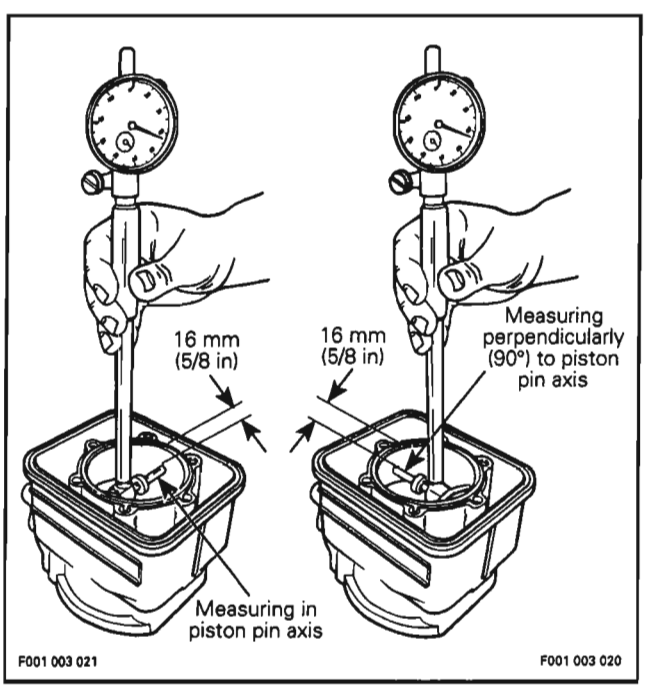
Cylinder Taper

Using a cylinder bore gauge, measure cylinder diameter at 16 mm (5/8 in) from top of cylinder just below auxiliary transfer port, facing exhaust port. If the difference between readings exceed specification, cylinder should be rebored and honed or replaced.



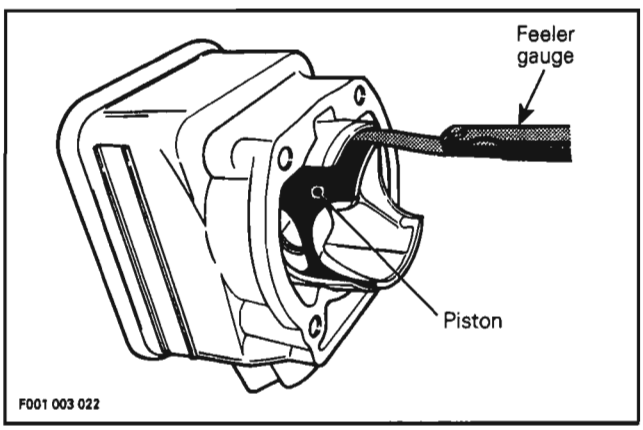
Cylinder Out of Round

Using a cylinder bore gauge, measure cylinder diameter at 16 mm (5/8 in) from top of cylinder. Measure diameter in piston pin axis direction then perpendicularly (90°) to it. If the difference between readings exceed specification, cylinder should be rebored and honed or replaced.



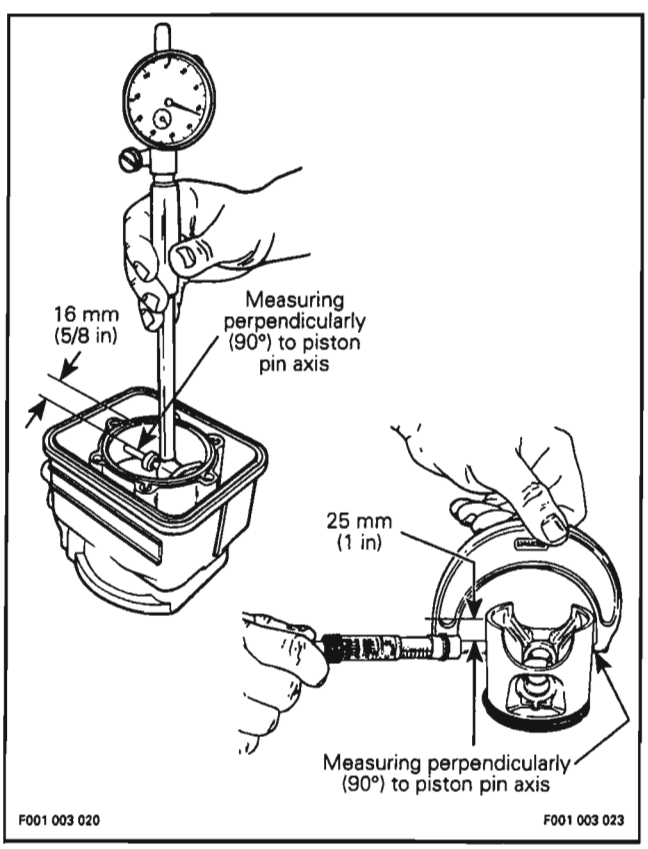
Piston / Cylinder Wall Clearance

Clearance can be quickly checked with a long feeler gauge. Insert feeler gauge in cylinder then slide piston (without piston rings installed) into cylinder as shown in the following illustration.



Or, to accurately determine piston to cylinder wall clearance, measure piston at 25 mm (1 in) below skirt end perpendicularly (90°) to piston pin.

Measure cylinder at 16 mm (5/8 in) below its top edge.

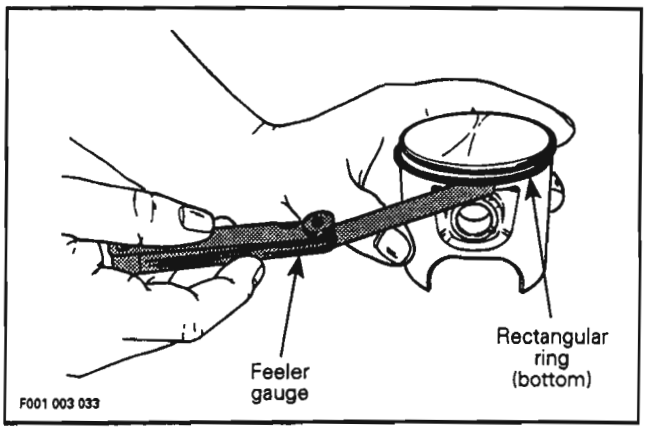


- The difference between these 2 measurements should be within specified tolerance.

Ring / Piston Groove Clearance

Using a feeler gauge, check clearance between rectangular ring and groove. If clearance exceeds specified tolerance, replace piston.

NOTE : Ring / piston groove clearance can be correctly measured only on rectangular ring which is bottom ring.

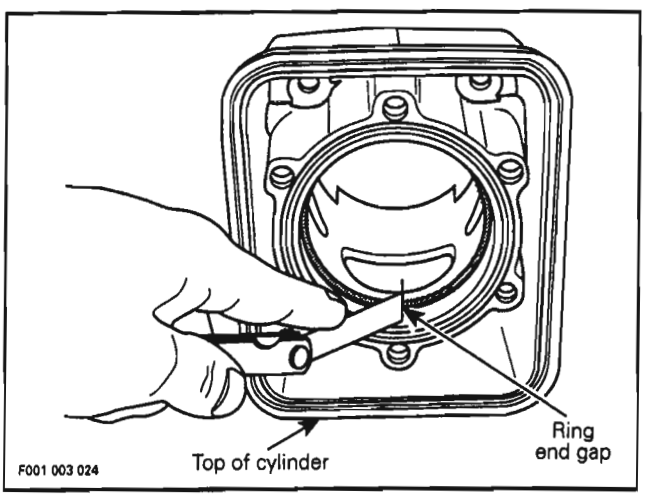


Ring End Gap

Position ring halfway between exhaust port and top of cylinder.

NOTE : In order to correctly position ring in cylinder, use piston as a pusher.

Using a feeler gauge, check ring end gap. If gap exceeds specified tolerance, rings should be replaced.

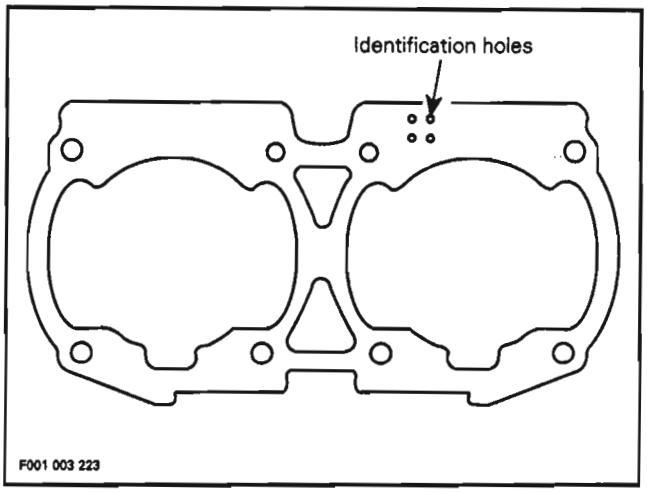


16, Cylinder Base Gasket

657 X and 717 Engines Only

For the 657 X and 717 engines, 5 thicknesses of cylinder base gaskets are available for a precise adjustment of the squish gap.

To determine gasket thickness, refer to the identification holes on the gasket.



GASKET THICKNESS	IDENTIFICATION HOLES
0.3 mm (0.012 in)	3
0.4 mm (0.016 in)	4
0.5 mm (0.020 in)	5
0.6 mm (0.024 in)	6
0.8 mm (0.031 in)	8

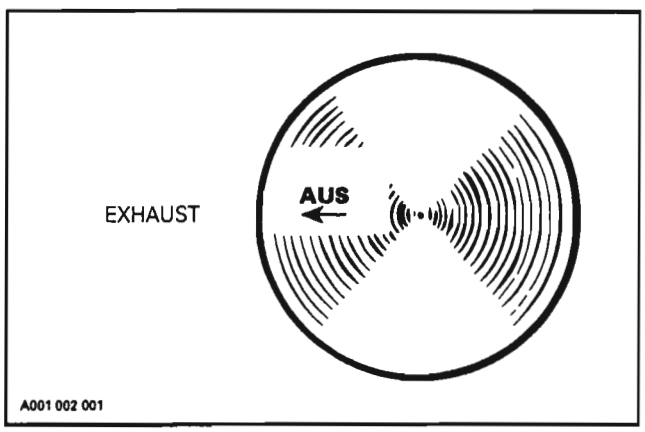
NOTE : Squish gap measurement is discussed further in this sub-section.

ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

3, Piston

At assembly, place the pistons over the connecting rods with the letters "AUS" (over an arrow on the piston dome) facing in direction of the exhaust port.



Carefully cover crankcase opening as for disassembly.

717 Engine

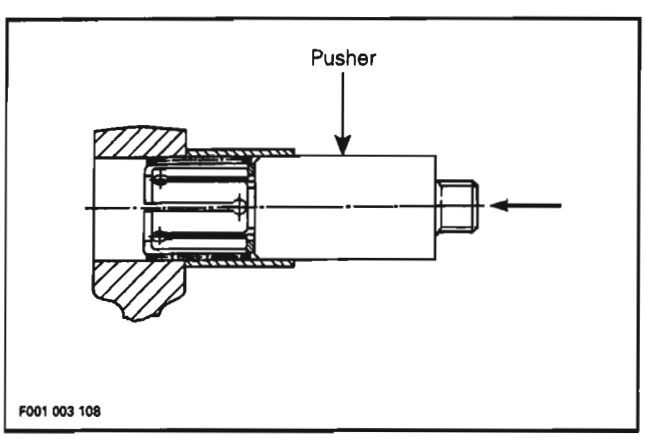
4,6, Piston Pin and Roller Bearing

To install roller bearing and piston pin use piston pin puller (P / N 295 000 105), proceed as follows :

— Replacement bearings are held in place by a locating sleeve outside and 2 plastic cage halves inside.

— Push needle bearing together with inner halves out of the locating sleeve into the connecting rod bore.

— Use any suitable 23 mm (.905 in) diameter pusher as a tool. Make sure thrust washers are present each side of needles.

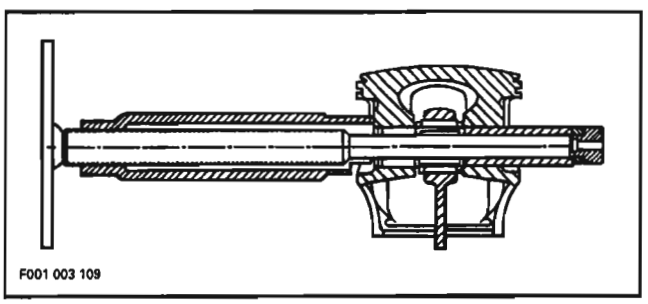


— Insert piston pin into piston until it comes flush with inward edge of piston hub.

— Warm piston to approximately 50-60°C (122-140°F) and install it over connecting rod.

— Insert extractor spindle into the piston pin, screw on extracting nut.

— Rotate handle to pull piston pin carefully into the piston.



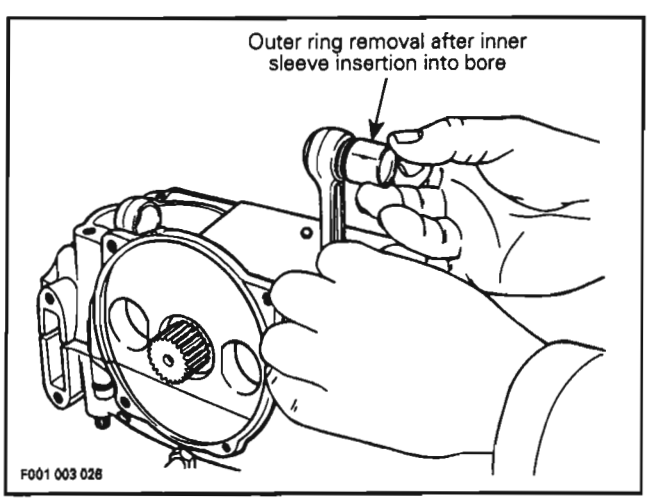
PLASTIC MOUNTING DEVICE METHOD

As an alternate method when no service tool is available proceed as follows :

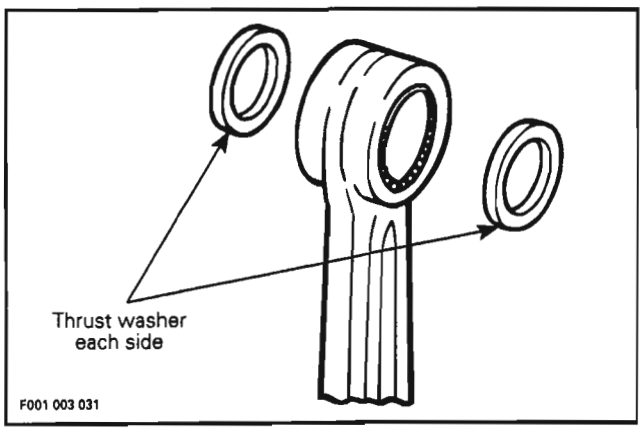
Replacement roller bearings are delivered in a convenient plastic mounting device. For installation, proceed as follows :

— Align replacement roller bearing with connecting rod bore.

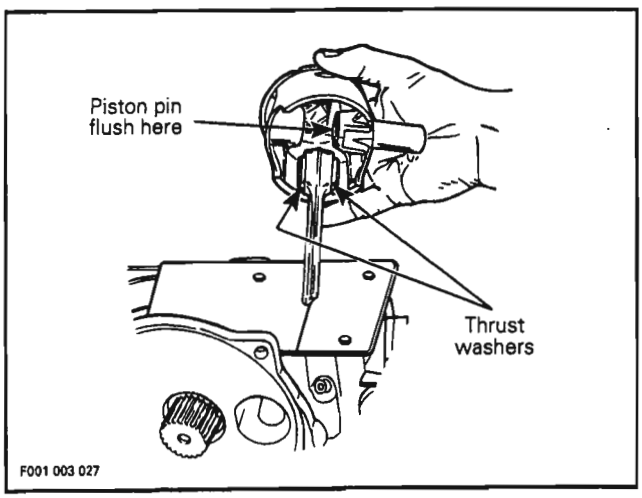
— Carefully push inner plastic sleeve into connecting rod bore ; outer plastic ring will release rollers.



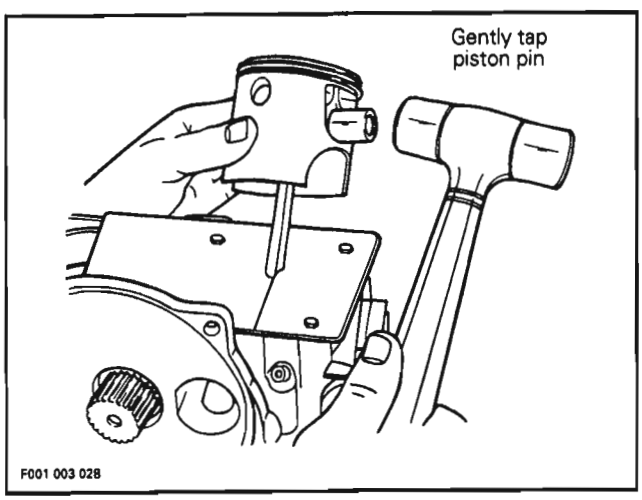
— Make sure thrust washers are present each side of rollers.



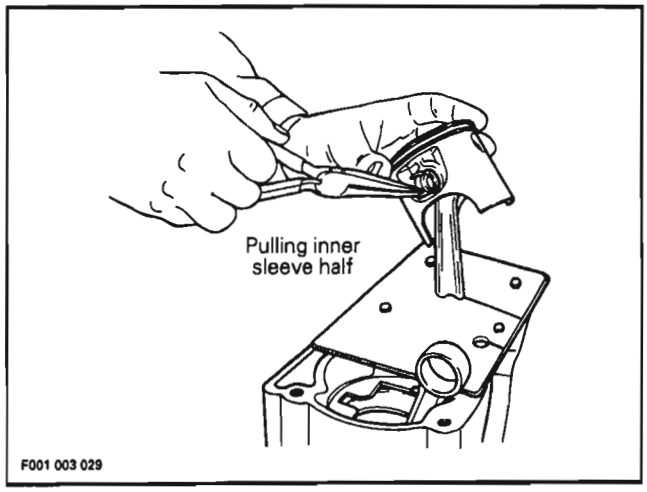
— Insert piston pin into piston until it comes flush with inward edge of piston hub.



— Place piston over connecting rod and align bores, then gently tap piston pin with a fiber hammer to push out inner plastic ring on opposite side. Support piston from opposite side.



— As necessary, pull halves of inner sleeve with long nose pliers.

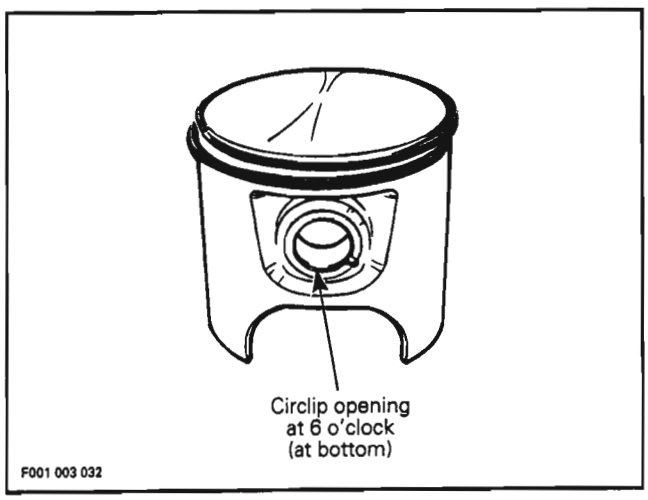


All Engines

5, Circlip

Secure remaining circlip taking into consideration the following.

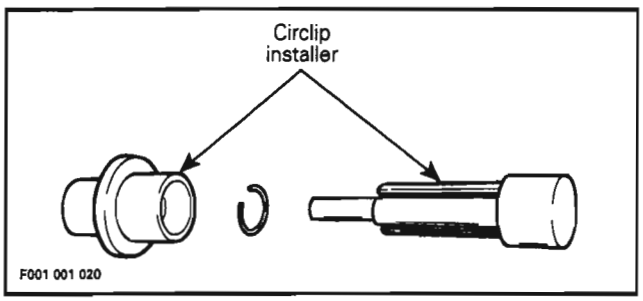
▼**CAUTION : To minimize the stress on the circlips, install them so that their openings are located at 6 o'clock (at bottom).**



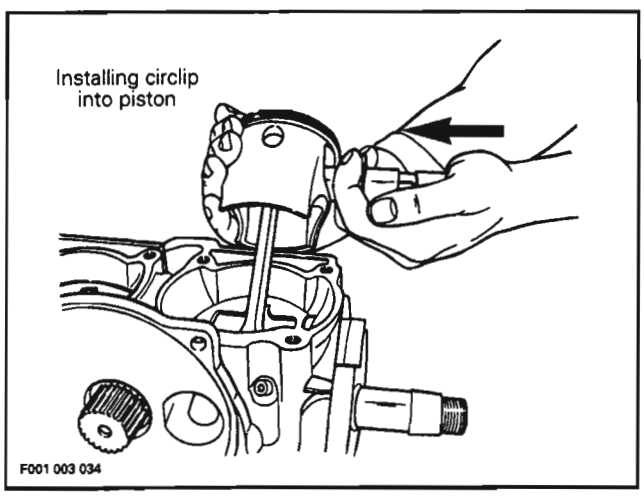
◆**WARNING : Always wear safety glasses when installing piston circlips.**

▼**CAUTION : Always use new circlips. At installation, take care not to deform them. Overstressed circlips will come loose and will damage engine. Circlips must not move freely after installation, replace if circlip rotates after installation.**

To easily insert circlip into piston, use circlip installer P / N 295 000 077 for 587 engine or P / N 290 877 016 for 657 X and 717 engines.

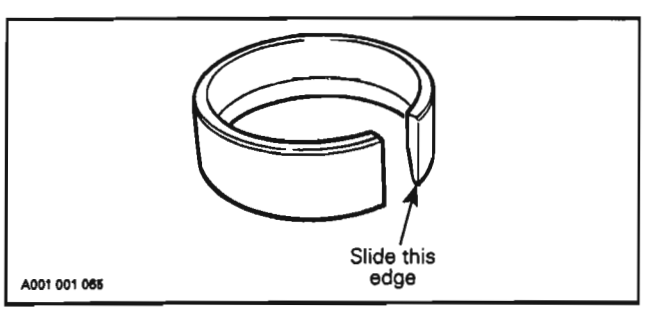


— Remove pusher from tool then insert circlip into its bore.
— Reinstall pusher into tool and push until circlip comes in end of tool.
— Position end of tool against piston pin opening.
— Firmly hold piston against tool and push tool pusher to insert circlip into its groove.



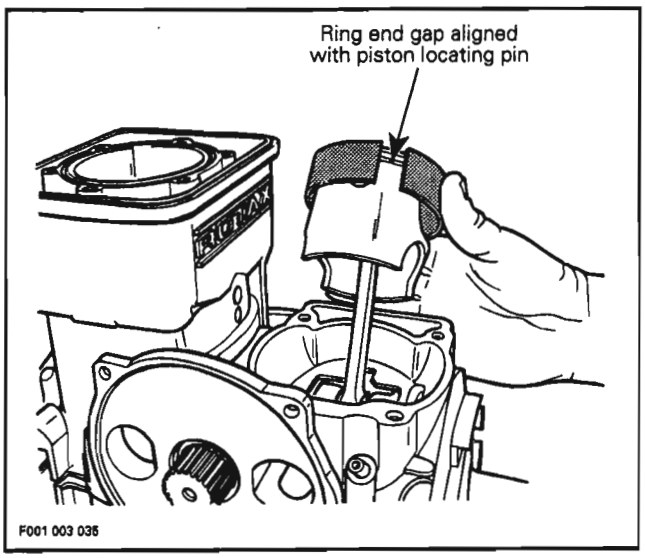
3,7,8,9, Piston, Ring and Cylinder

To easily slide cylinder over piston, install on piston ring compressor P / N 290 876 972 for 587 engine or P / N 295 000 112 for 657 X engine.

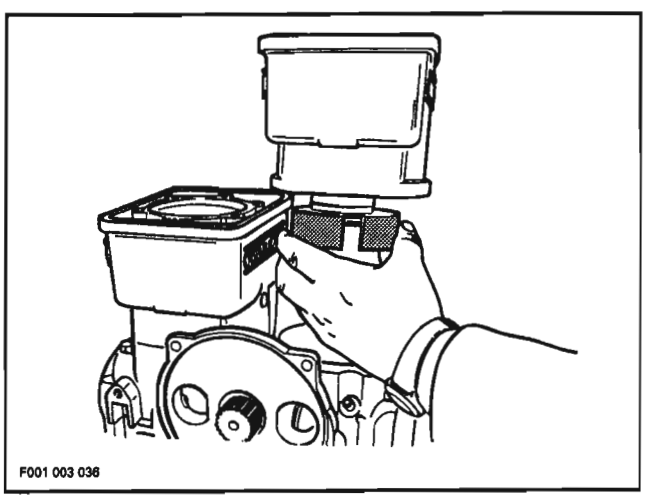


NOTE : Ring compressor will not fit on oversize parts.

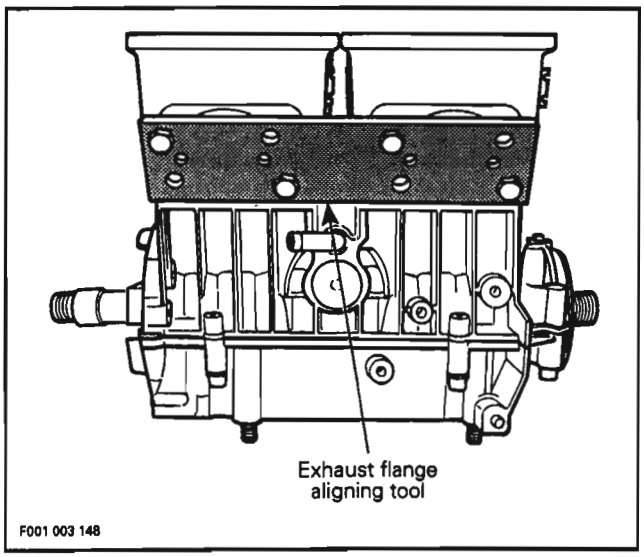
Make sure to align ring end gap with piston locating pin. Slide tool over rings.

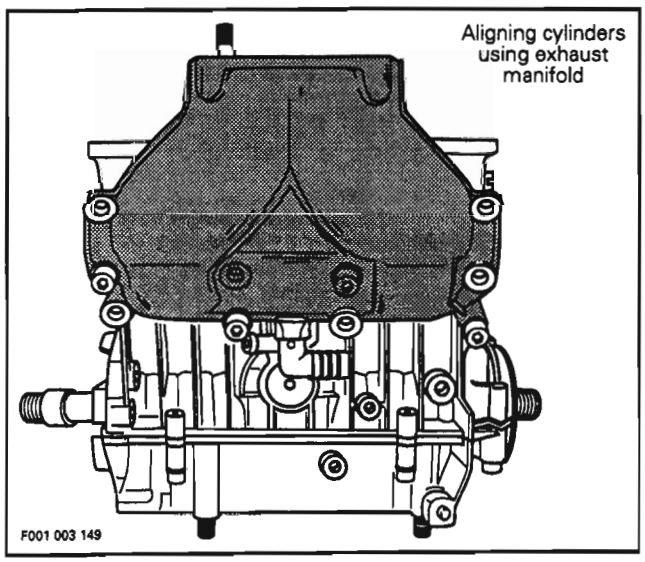


Slide cylinder over piston.



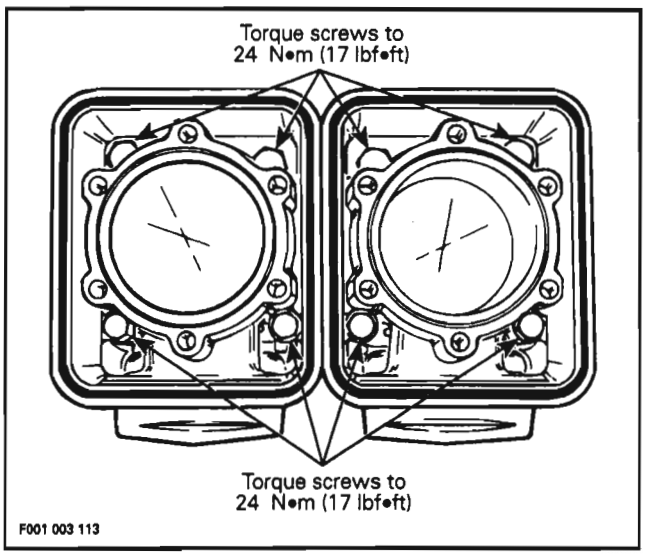
When reassembling cylinders to crankcase, it is important to have them properly aligned so that exhaust flanges properly match up with exhaust manifold. Use aligning tool (P / N 290 876 902) or exhaust manifold itself.





10,17, Screw

Apply synthetic grease (P / N 293 550 010) below screw head. Apply Loctite 242 (blue) on screw threads (except 587 engine). Install and torque screws in a criss-cross sequence for each cylinder to 24 N•m (17 lbf•ft).



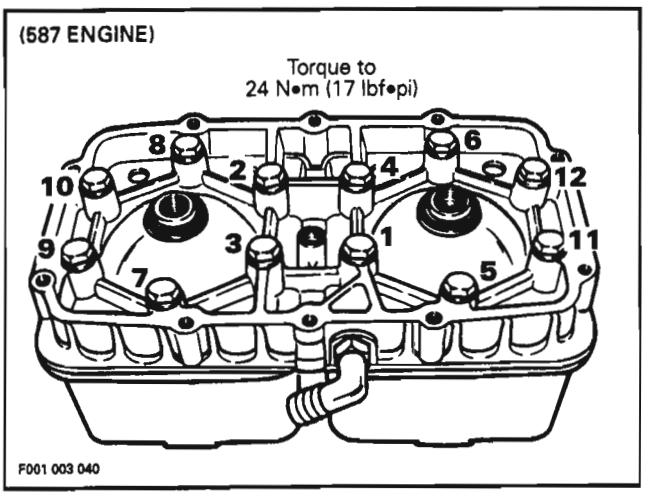
587 Engine

2,11,12, Cylinder Head, Screw and O-ring

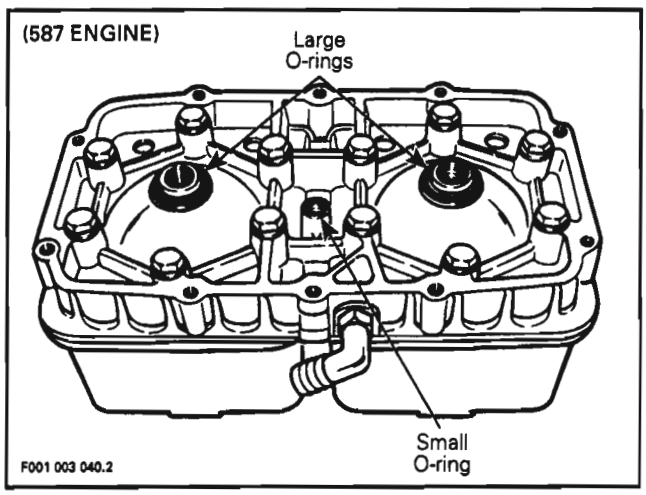
Apply synthetic grease (P / N 293 550 010) below screw head and threads.

Apply Loctite 515 Gasket Eliminator in cylinder sleeve O-ring groove.

Install cylinder head and torque screws to 24 N•m (17 lbf•ft) as per following illustrated sequence.



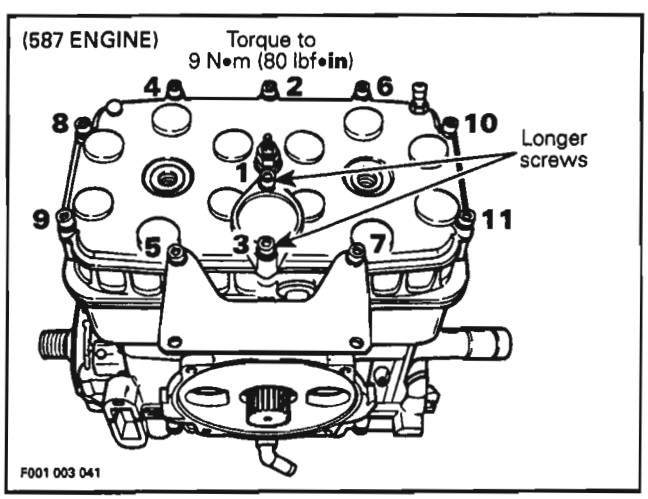
Make sure to install large O-rings around spark plug holes and small O-ring where shown.



1,13,14, Cylinder Head Cover and Screw

Install cover over cylinder head. The 2 longer screws must be installed on oval-shaped housing. Make sure to install flame arrester support.

Torque cylinder head cover screws to 9 N•m (80 lbf•**in**) as per following illustrated sequence.

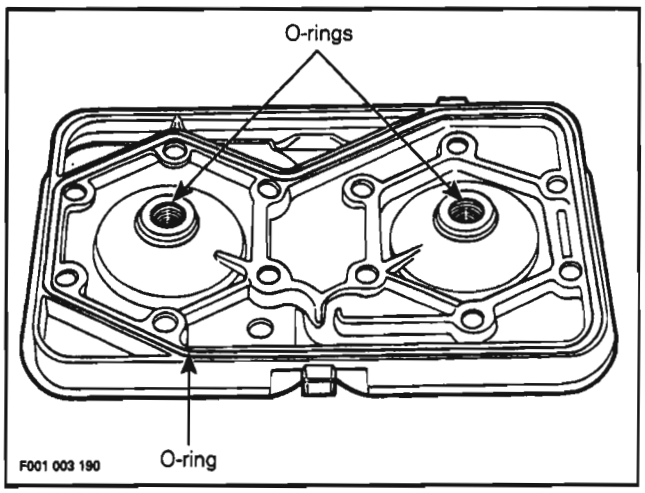


657 X and 717 Engines

2,12, Cylinder Head and O-ring

Make sure to install O-rings around spark plug holes and cylinder head O-ring where shown.

Apply Loctite 515 Gasket Eliminator in cylinder sleeve O-ring groove.



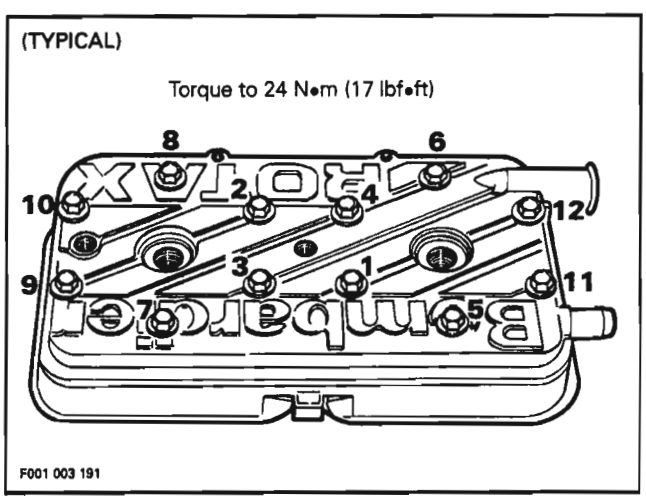
Install cylinder head.

1,15, Cylinder Head Cover and Screw

Apply synthetic grease (P / N 293 550 010) on screw threads.

Install cover over cylinder head. Apply Loctite 242 (blue) below screw head.

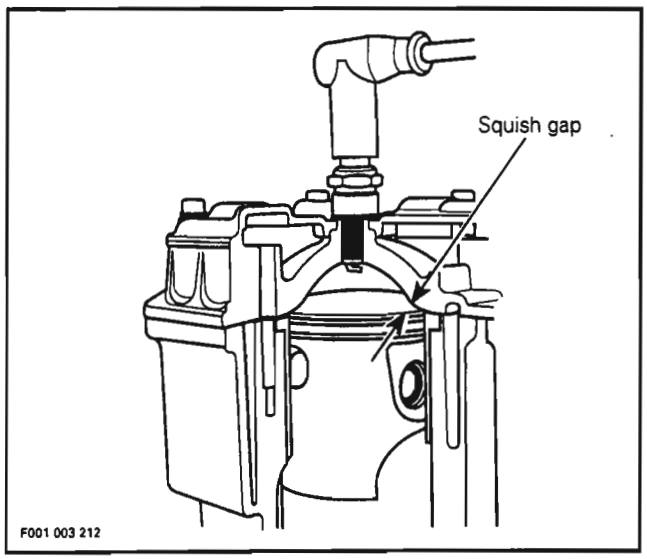
Torque cylinder head screws to 24 N•m (17 lbf•ft) as per following illustrated sequence.



SQUISH AREA

Rotax rotary valve engines incorporate a combustion chamber which feature a squish area. This area is basically a "ledge" projecting beyond combustion chamber area. In operation, as the piston ascends and approaches the ledge, a rapid squeezing action is applied to the air / fuel mixture contained in the area immediately between the piston dome and the ledge. This squishing action forces the entrapped mixture rapidly into the combustion chamber area, creating a greater mixture turbulence. Additionally, the small volume and large surface area of the squish band allow a better cooling of the end gases to help prevent detonation.

▼ **CAUTION : When reassembling a 657 X or 717 engines, always measure squish gap to make sure it is within the specified tolerance.**



If the squish gap is increased, a loss in power will occur, while too small a squish gap will lead to detonation.

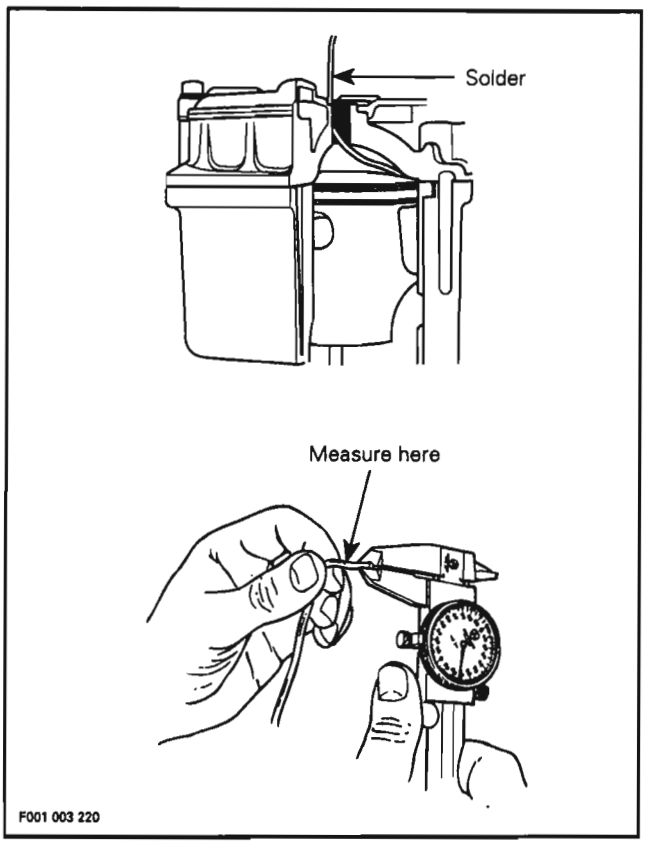
Squish Gap Measurement

The squish gap can be measured by inserting a piece of resin core solder into the combustion chamber.

— Insert solder in combustion chamber.

— Rotate the engine through Top Dead Center ; remove the solder and measure the thickness of the compressed solder.

○ NOTE : The solder should be inserted above and in line with the wrist pin.



▼ **CAUTION : Do not use acid core solder ; the acid can damage the piston and cylinder.**

— Take another measurement at the opposite side of the piston.

— Repeat procedure for the other cylinder.

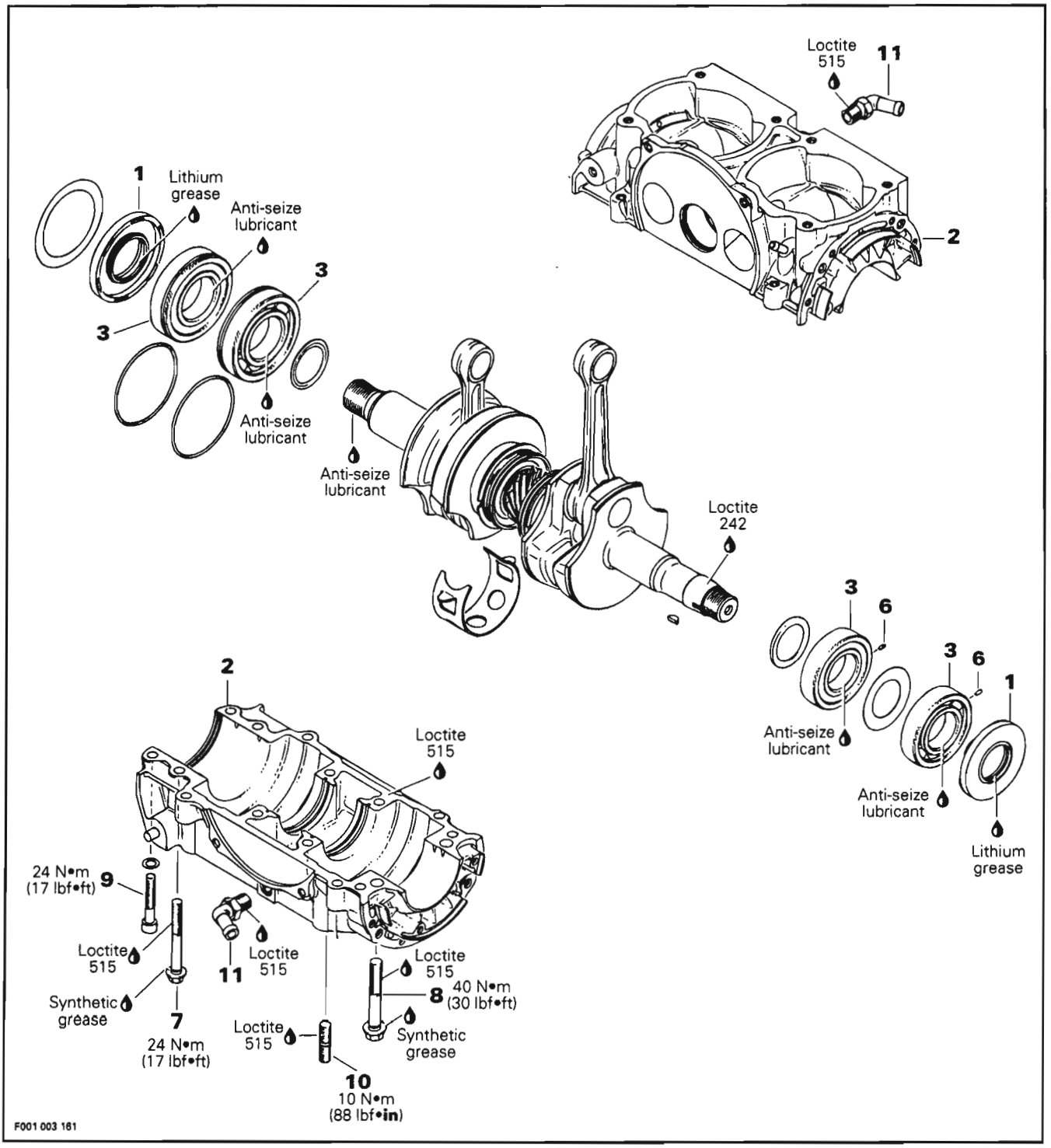
The lowest and the highest values of both cylinders must be within the specified range.

Engine	Squish Gap
587	1.3 - 1.7 mm (.051 - .067 in)
657 X	0.9 - 1.3 mm (.035 - .051 in)
717	1.3 - 1.7 mm (.051 - .067 in)

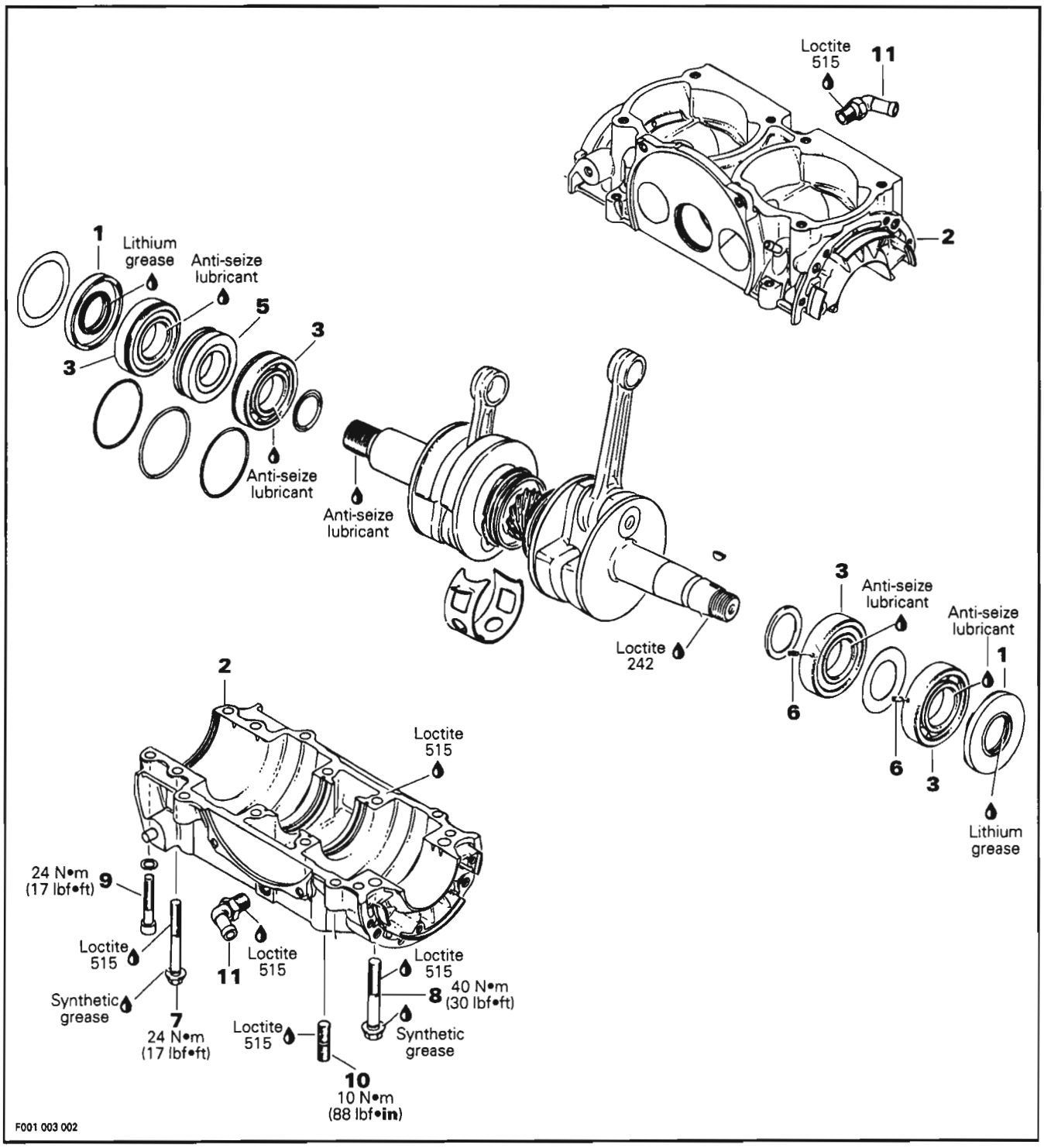
If adjustment is required, replace cylinder base gasket accordingly, using a thicker or thinner cylinder base gasket.

BOTTOM END

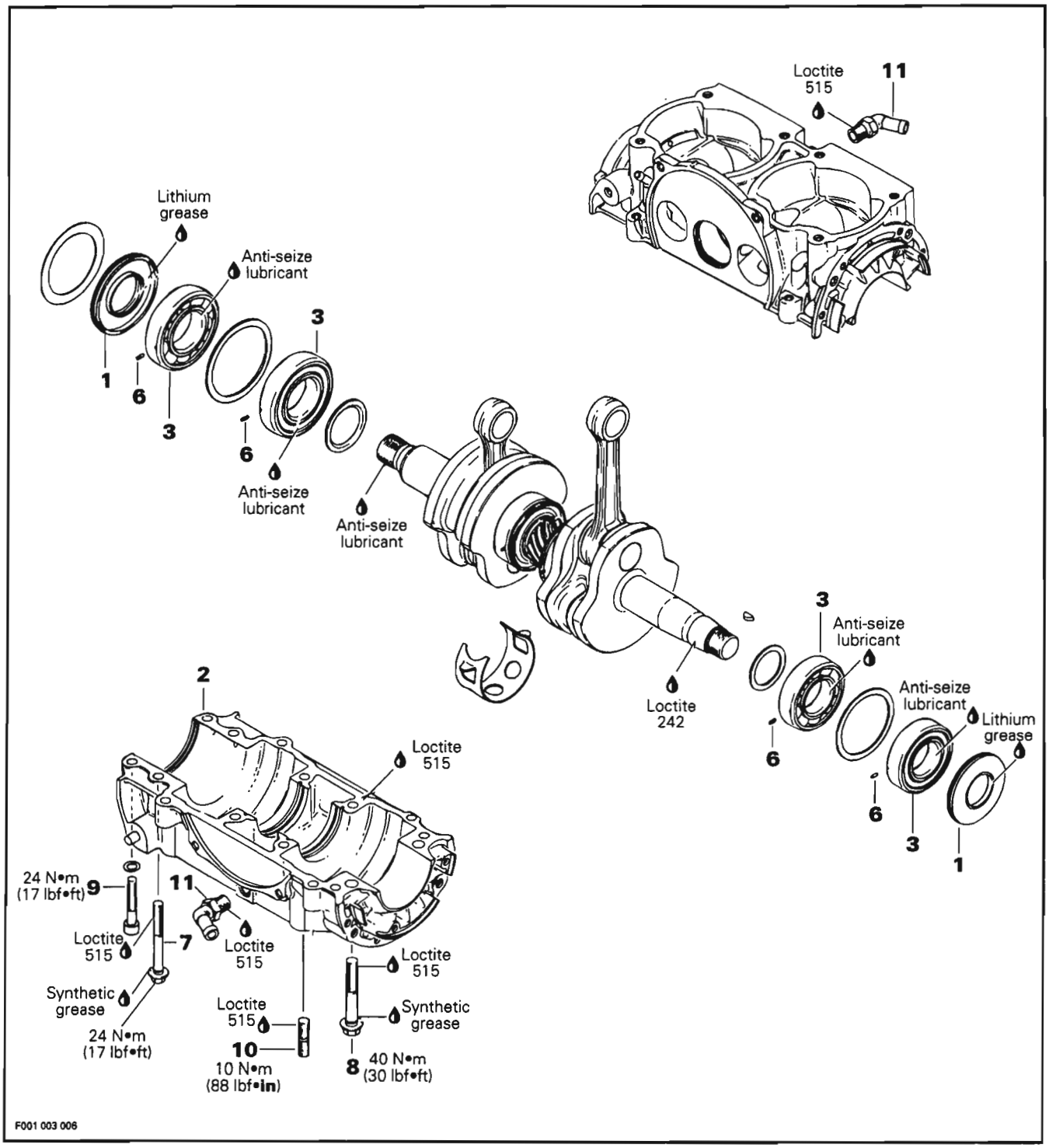
587 ENGINE



657 X ENGINE

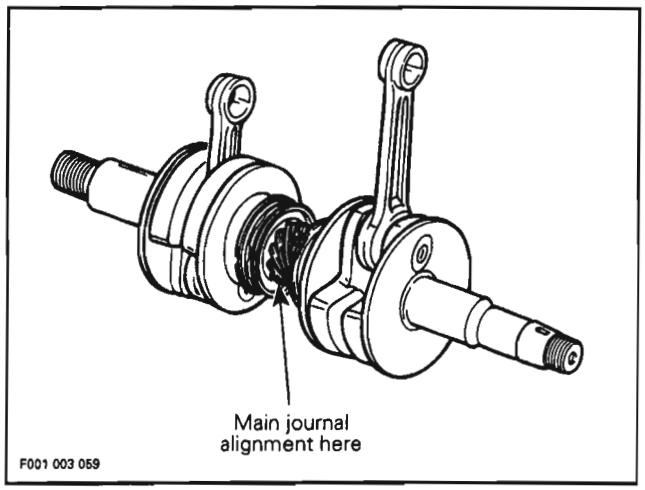


717 ENGINE

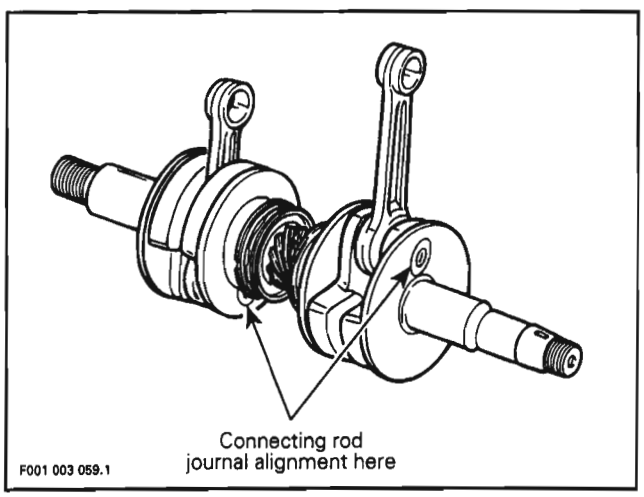


CRANKSHAFT MISALIGNMENT AND DEFLECTION

Since it is an assembled crankshaft it can become misaligned or deflected. Crankshaft can be twisted on center main journal, changing timing of one cylinder in relation with the other.



Counterweights can also be twisted on connecting rod journal on any or both cylinder(s).



Crankshaft Alignment at Center Main Journal

NOTE : The following checks can be performed with engine in watercraft without overhauling engine.

To quickly check, without accuracy, if crankshaft is twisted on center main journal, proceed as follows :

— Remove PTO flywheel guard.

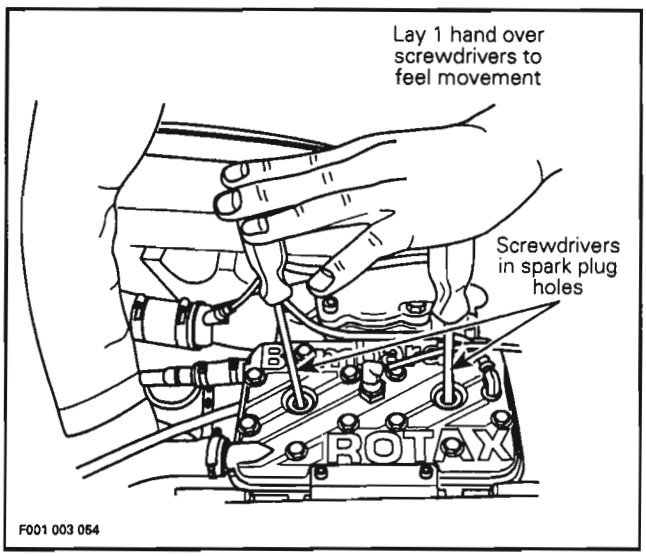
— Remove spark plugs.

— Insert a screwdriver in one spark plug hole.

— Insert a longer screwdriver in the other hole.

— Lay 1 hand over both screwdriver handles to feel piston displacements.

— With the other hand, slowly rotate engine by PTO flywheel.



As soon as one piston starts going up, the other must immediately go down. Any interval between strokes indicates a misaligned crankshaft.

Or, to accurately check crankshaft alignment, proceed as follows :

— Remove ignition housing cover.

— Remove MAG flywheel nut. Refer to ELECTRICAL SYSTEM 08-01 for procedures.

— Install Bombardier degree wheel (P / N 295 000 007) on crankshaft end. Hand-tighten nut only.

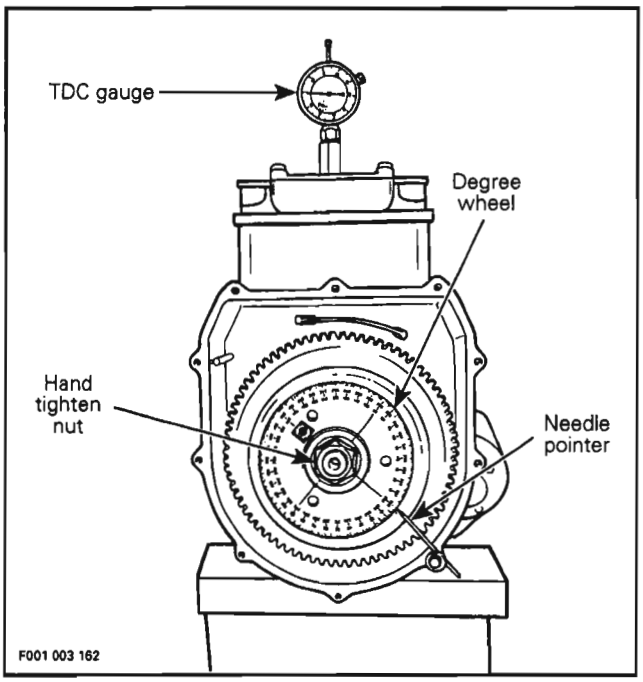
— Remove both spark plugs.

— Install a TDC gauge (P / N 295 000 065) in spark plug hole on **MAG side.**

— Bring **MAG** piston at Top Dead Center.

— As a needle pointer, secure a wire with a cover screw and a washer.

— Rotate degree wheel (NOT crankshaft) so that needle pointer reads 360°.



— Remove TDC gauge and install on **PTO side.**

— Bring **PTO** piston at Top Dead Center.

Interval between cylinders must be exactly 180° therefore, needle pointer must indicate 180° on degree wheel (360° - 180° = 180°).

Any other reading indicates a misaligned crankshaft.

Crankshaft Alignment at Connecting Rod Journal

Such misalignment may cause a crankshaft hard to be manually turned. Verification can be done by measuring deflection each end of crankshaft. Refer to **Inspection** paragraph.

If deflection is found greater than specified tolerance, this indicates worn bearing(s), bent and / or disaligned crankshaft.

DISASSEMBLY

Engine has to be removed from watercraft to open bottom end. Refer to ENGINE 04-01.

1, Seal

If crankshaft end seal(s) has / have to be replaced, bottom end must be opened.

2, Crankcase

Remove the following parts :

— Engine support.

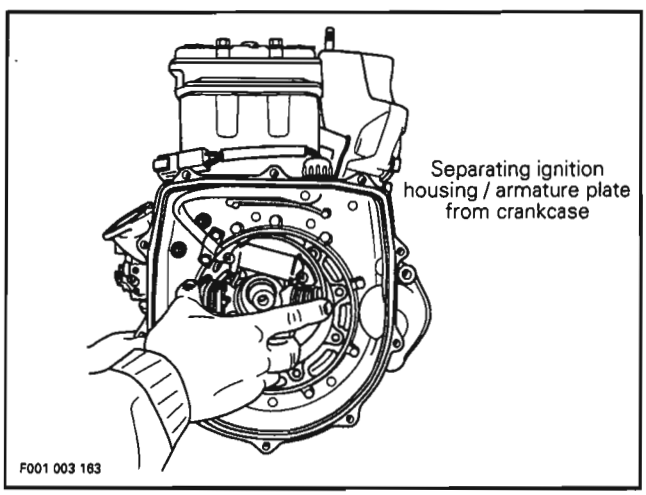
— PTO flywheel. Refer to PROPULSION SYSTEM 09-02.

NOTE : PTO side flywheel must be removed prior removing MAG side flywheel.

— Magneto flywheel. Refer to ELECTRICAL SYSTEM 08-01.

— Starter.

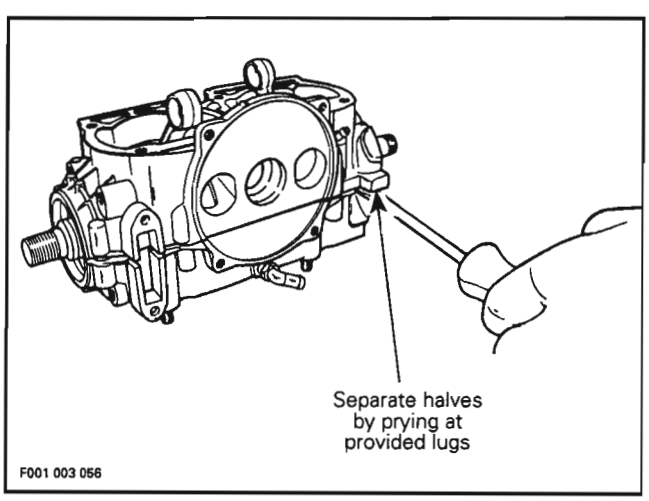
— Ignition housing.

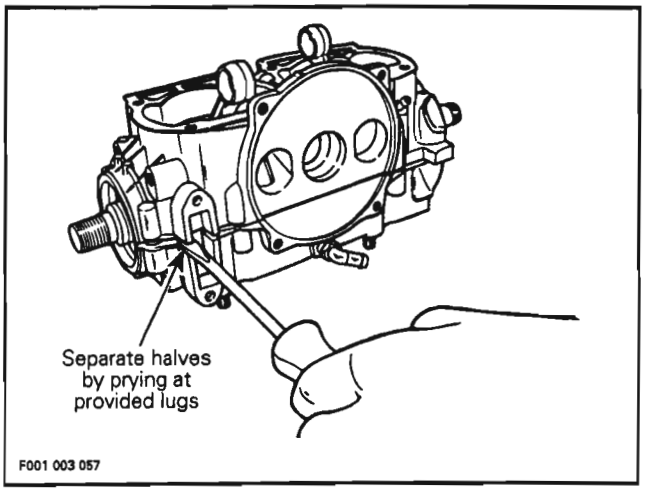


— Rotary valve cover and valve.

— Crankcase retaining screws.

Insert screwdrivers between crankcase lugs and pry to separate halves being careful not to damage precision machined surfaces.





1,3, Seal and Bearing

NOTE : Do not needlessly remove crankshaft bearings.

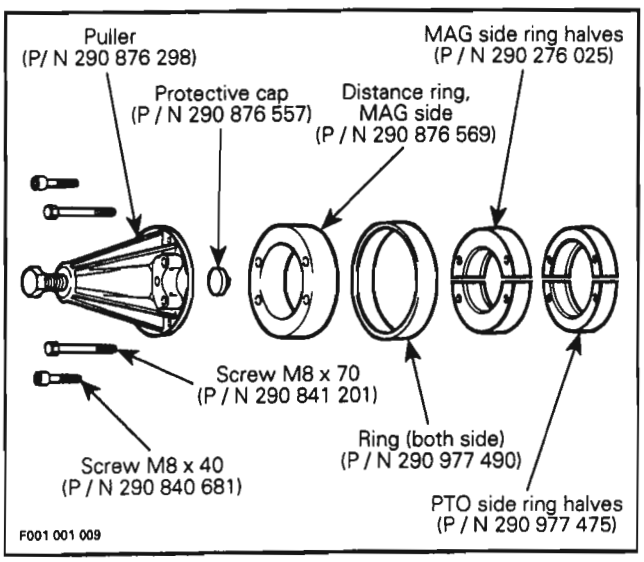
Remove end seals.

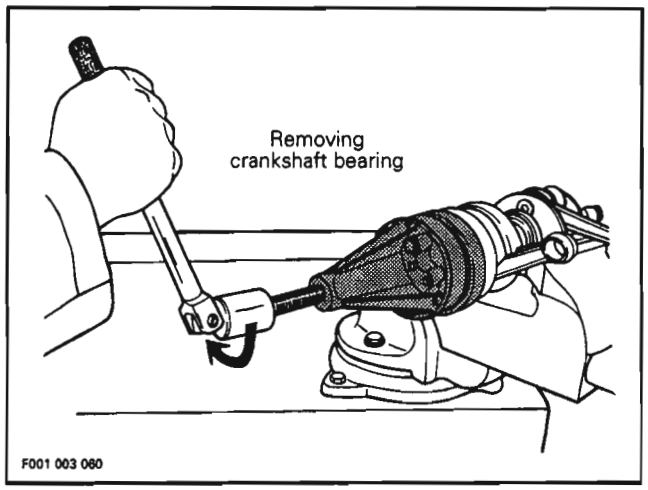
To remove end bearings from crankshaft, use crankshaft end protective cap (P / N 290 876 557) and puller (P / N 290 876 298).

On PTO side, use ring (P / N 290 977 490) with ring halves (P / N 290 977 475).

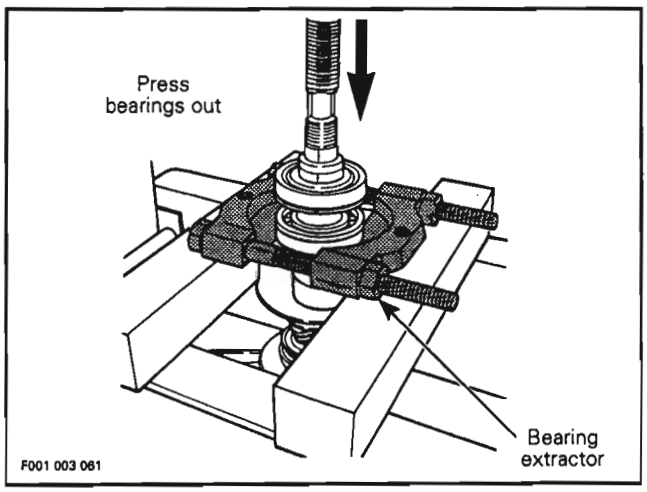
On MAG side, use distance ring (P / N 290 876 569) and ring (P / N 290 977 490) with ring halves (P / N 290 276 025).

NOTE : To facilitate ring or distance ring installation lubricate their inside diameters.





Or, use a bearing extractor such as Proto no. 4332 and a press to remove 2 bearings at a time.



NOTE : If bearings are to be replaced, they can be quickly removed using an air hammer.

CLEANING

Discard all oil seals, gaskets, O-rings and sealing rings.

Clean oil passages and make sure they are not clogged.

Clean all metal components in a solvent.

Remove old Loctite from crankcase mating surfaces with stripper (P / N 295 000 110).

CAUTION : Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

INSPECTION

Visually inspect parts for corrosion damage.

Inspect plane surfaces for warpage. Small deformation can be corrected by grinding surface with a fine sand paper. Install sand paper on a surface plate and rub part against oiled sand paper.

Inspect crankshaft bearings. Check for scoring, pitting, chipping or other evidence of wear. Make sure plastic cage is not melted. Rotate and make sure they turn smoothly.

If crankshaft and / or components are found defective, it must be repaired by a specialized shop or replaced.

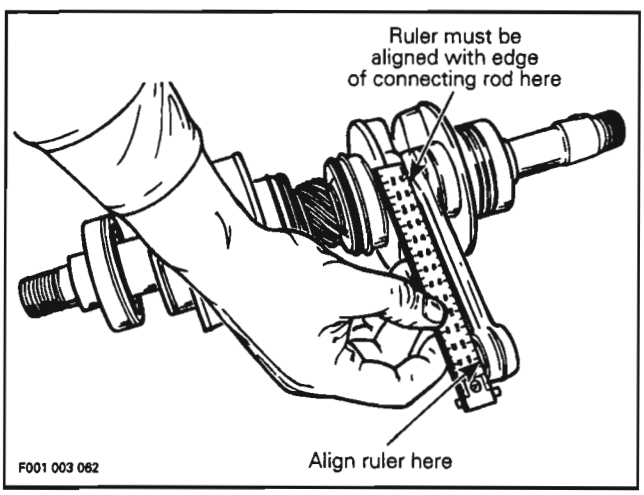
The inspection of engine bottom end should include the following measurements :

MEASUREMENT	NEW PARTS (min.)	(max.)	WEAR LIMIT
Connecting rod big end axial play	0.39 mm (.015 in)	.737 mm (.029 in)	1.2 mm (.047 in)

MEASUREMENT	MAG SIDE	PTO SIDE
Crankshaft deflection (max.)	0.050 mm (.002 in)	0.030 mm (.001 in)

Connecting Rod Straightness

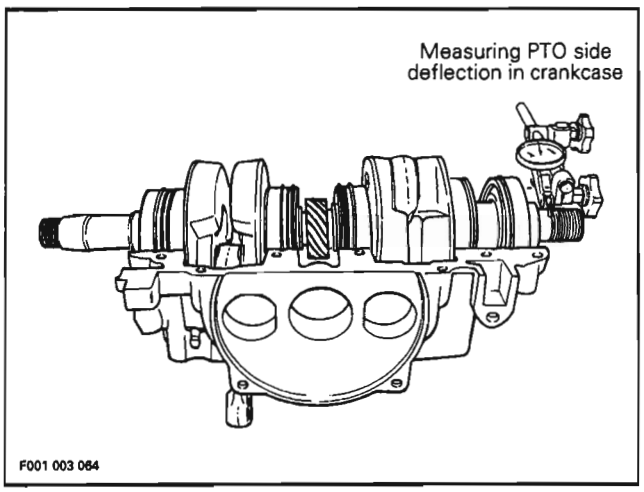
Align a steel ruler on edge of small end connecting rod bore. Check if ruler is perfectly aligned with edge of big end.

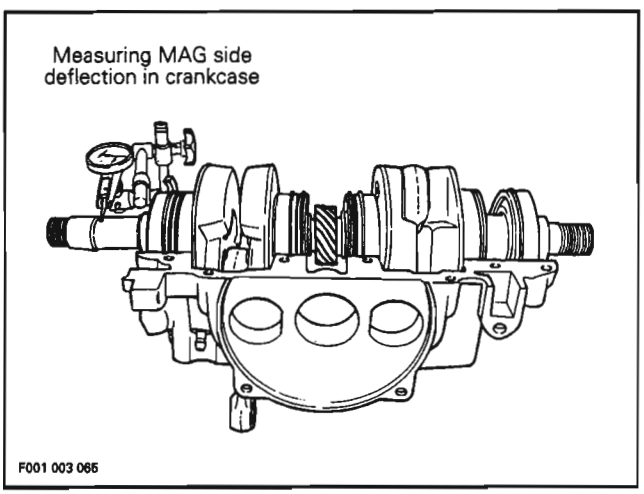


Crankshaft Deflection

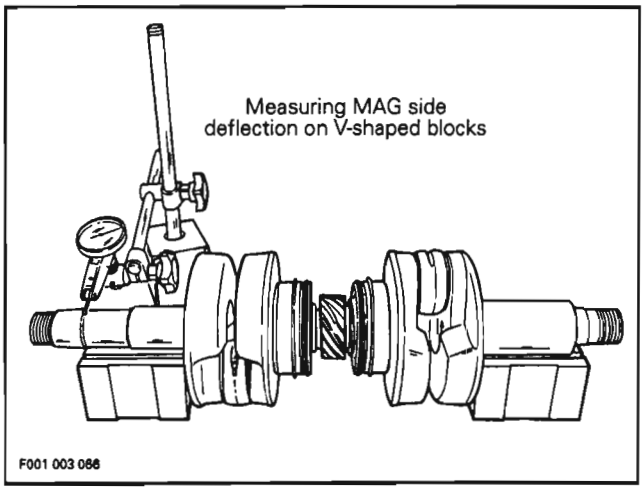
Crankshaft deflection is measured each end with a dial indicator.

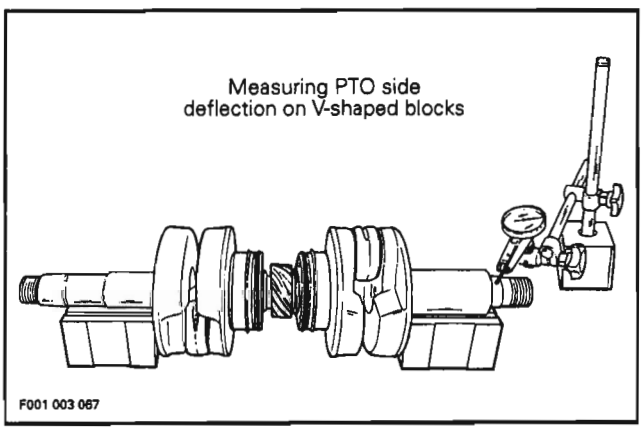
First, check deflection with crankshaft in crankcase. If deflection exceeds the specified tolerance, it can be either ball bearings wear, bent or twisted crankshaft at connecting rod journal.





Remove crankshaft bearings and check deflection again on V-shaped blocks as illustrated.

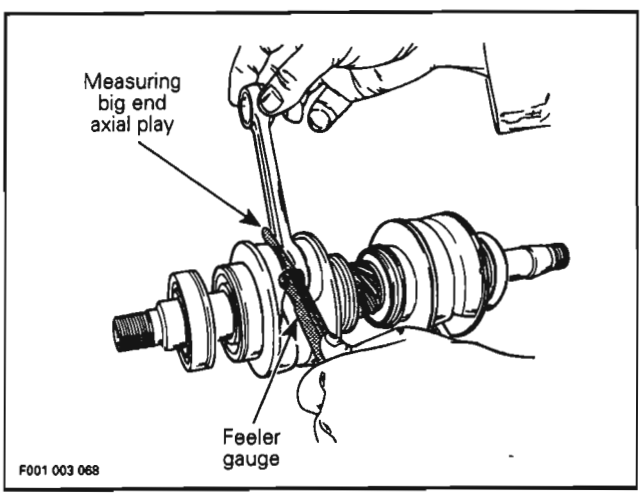




NOTE : Crankshaft deflection can not be correctly measured between centers of a lathe.

Connecting Rod Big End Axial Play

Using a feeler gauge, measure distance between thrust washer and crankshaft counterweight.



ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

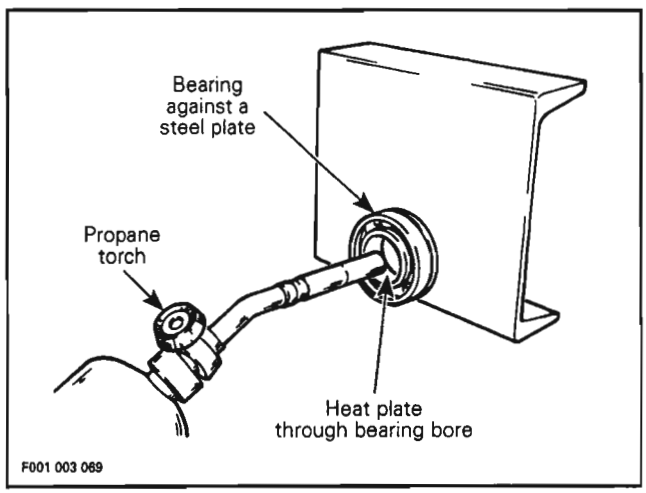
3,4, Bearing and Crankshaft

Apply Loctite 767 Anti-seize on part of crankshaft where bearing fits.

Prior to installation, place bearings into a container filled with oil, previously heated to 75°C (167°F). This will expand bearing and ease installation.

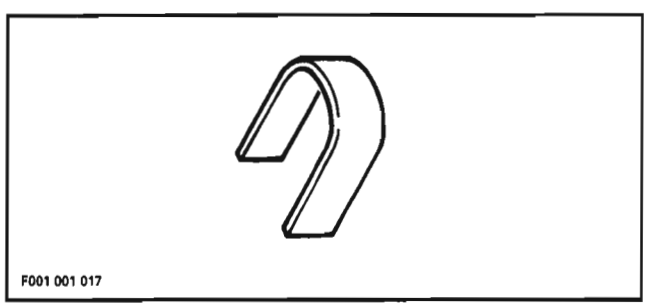
Or, as an alternate method, apply heat with a propane torch. Lay bearing on a steel plate, then **heat plate** through bearing bore until smoke is noticed from bearing. Install bearing carefully on crankshaft.

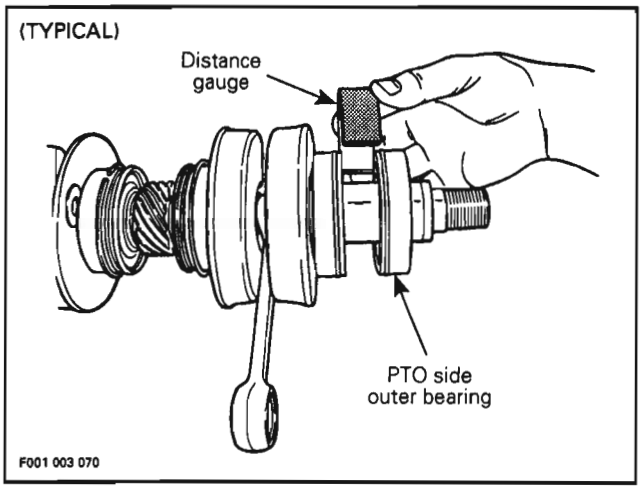
CAUTION : Immediately stop heating as soon as smoke is noticed. Overheating bearing will melt plastic cage. Practice with used bearings on first try.



587 and 717 Engine Crankshafts

To properly locate outer PTO bearing, temporarily install distance gauge (P / N 290 876 826) against inner bearing. Slide outer bearing until stopped by gauge then remove gauge.



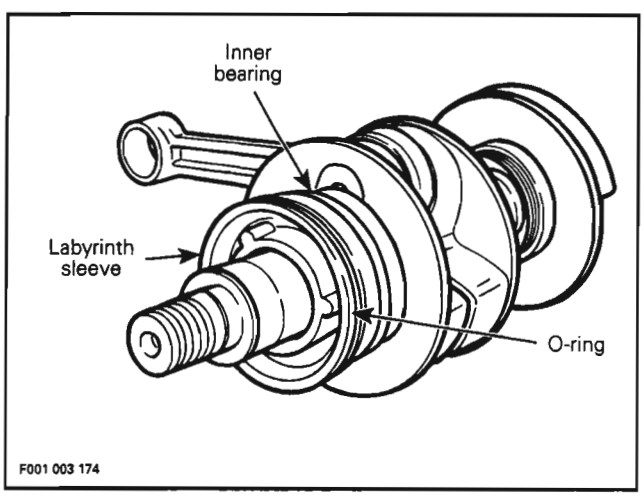


NOTE : On the 587 engine crankshaft, install bearings so that their grooves be located on inner side.

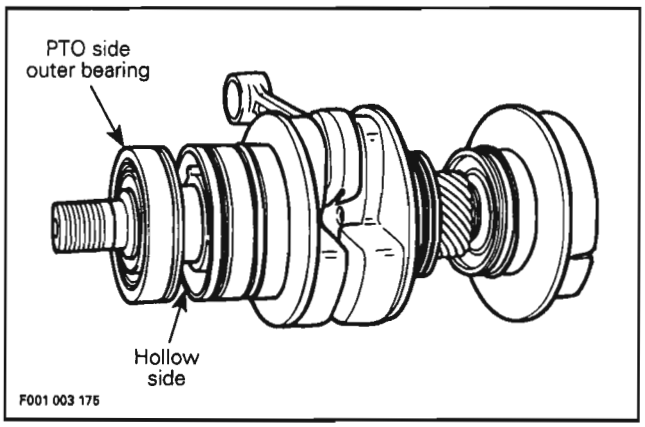
657 X Engine Crankshaft

3,4,5, Bearing, Crankshaft and Labyrinth Sleeve

To properly locate outer PTO bearing, install labyrinth sleeve against inner bearing side.



NOTE : Be sure to install labyrinth sleeve with its hollow side facing PTO side outer bearing.



Slide outer bearing until it touches sleeve.

Install bearings so that their grooves be located on inner side.

1, Seal

At seal assembly, apply a light coat of lithium grease on seal lips.

6, Drive Pin

Make sure drive pins of bearings (where applicable) are properly installed in crankcase recesses at assembly.

2, Crankcase

Crankcase halves are factory matched and therefore, are not interchangeable or available as single halves.

Prior to joining crankcase halves, apply a light coat of Loctite 515 on mating surfaces. Do not apply in excess as it will spread out inside crankcase.

NOTE : On aluminum material it is recommended to use Loctite Primer N to reduce curing time and increase gap filling capability. Refer to manufacturer's instructions.

CAUTION : Rotary valve shaft must be installed in crankcase before closing halves. Before joining crankcase halves, make sure that crankshaft gear is well engaged with rotary valve shaft gear.

Position crankcase halves together and hand-tighten bolts.

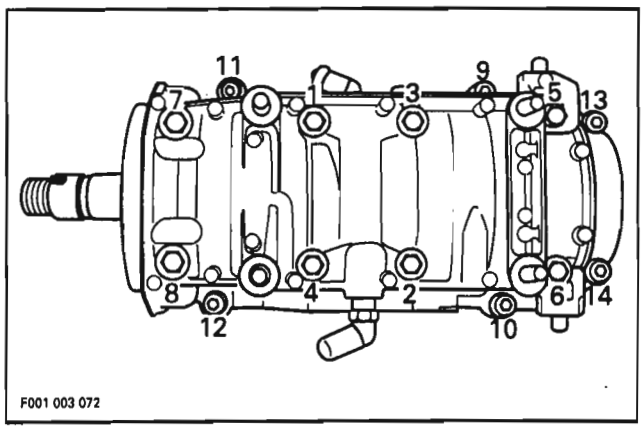
CAUTION : Temporarily install armature plate to align crankcase halves with each other.

7,8, Screw

Apply Loctite 515 on screw threads and synthetic grease below head screws.

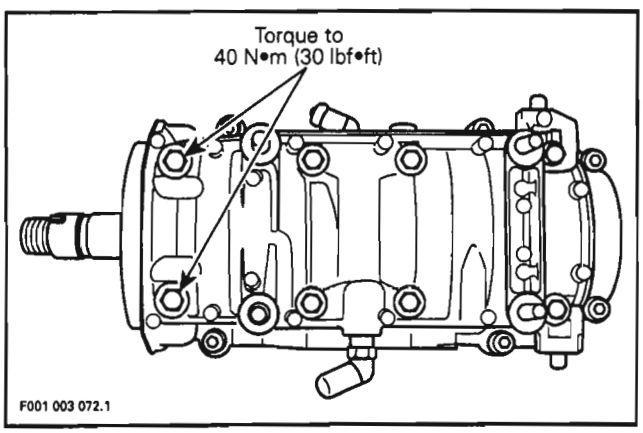
7,8,9, Screw

Torque crankcase screws to 24 N•m (17 lbf•ft) as per following illustrated sequence.



8, Screw

Torque 2 M10 crankcase screws to 40 N•m (30 lbf•ft).



10, Stud

At assembly in crankcase, apply Loctite 515 on stud threads. Torque to 10 N•m (88 lbf•**in**)

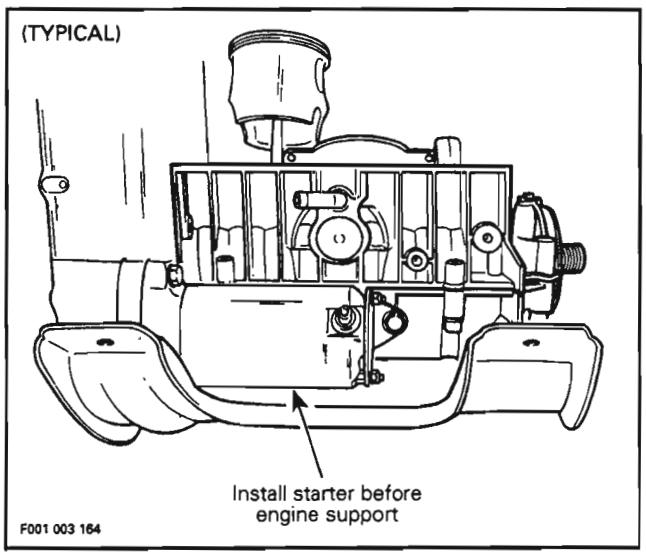
11, Fitting

If inlet and outlet oil fittings of rotary valve shaft have been removed from crankcase, reinstall them with their ends pointing toward ignition housing. Apply Loctite PST 592 on threads of fittings.

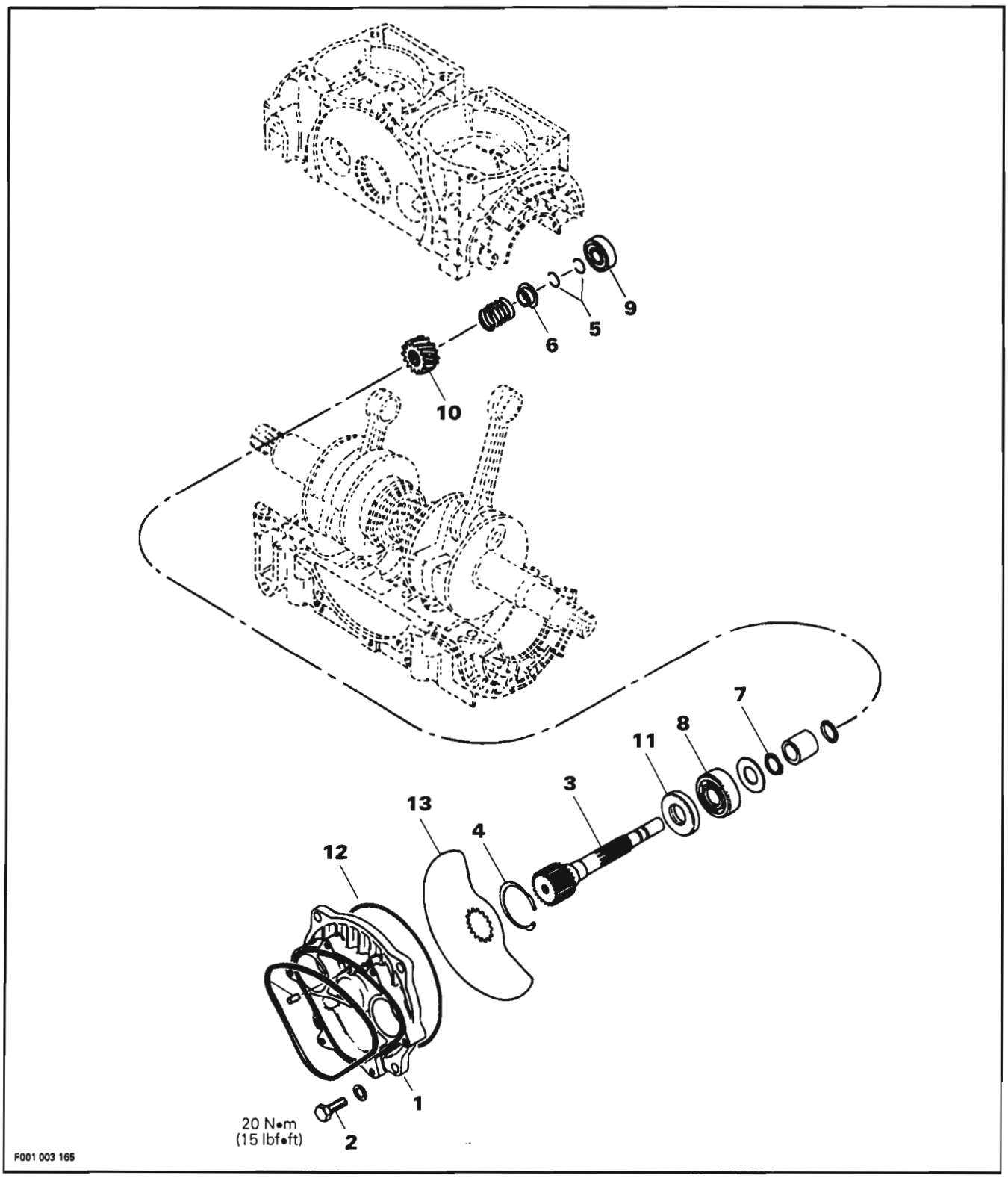
Final Assembly

For rotary valve timing and assembly procedures, refer to ENGINE 04-04.

If engine support is installed on crankcase before ignition housing, electric starter must be installed before engine support.



ROTARY VALVE



GENERAL

The following verification procedures such as clearance of rotary valve cover or rotary valve shaft gear backlash can be performed without removing engine from watercraft.

However engine must be removed from watercraft to work on rotary valve shaft / components. Refer to ENGINE 04-01 for engine removal procedure.

Bottom end must be opened to remove rotary valve shaft. Refer to ENGINE 04-03.

INSPECTION ON WATERCRAFT

Remove carburetor(s). Refer to FUEL SYSTEM 06-03.

1,2, Rotary Valve Cover and Screw

Unscrew 4 retaining screws and withdraw rotary valve cover and valve.

NOTE : On the 587 engine, rotary valve cover and carburetor are removed as an assembly.

Rotary Valve / Cover Clearance

The clearance between the rotary valve and the cover must be 0.30 ± 0.05 mm (0.012 ± 0.002 in).

NOTE : If the clearance is below 0.25 mm (0.010 in) this could create an overheating situation and if the clearance is over 0.35 mm (0.014 in) this could create a hard starting situation.

There is 2 methods to verify rotary valve / cover clearance. One with a 45° feeler gauge, the other one with solder.

45° FEELER GAUGE METHOD

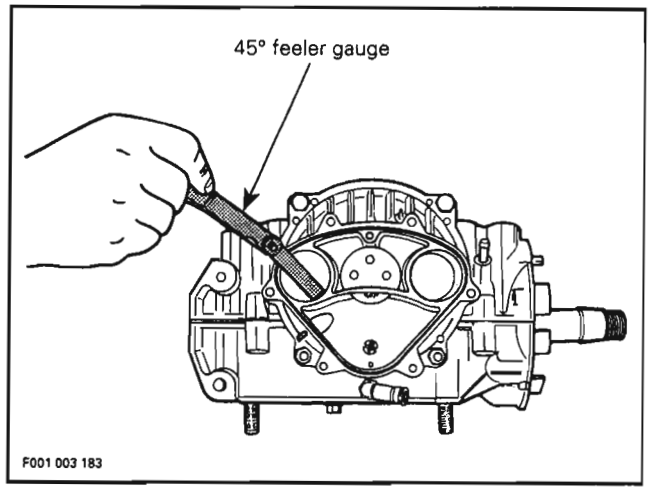
Remove O-ring from rotary valve cover.

Remove intake manifold from rotary valve cover.

Reinstall cover in place WITHOUT its O-ring and torque screws to 20 N•m (15 lbf•ft).

Feeler gauge blade from 0.25 mm (.010 in) to 0.35 mm (.014 in) thickness should fit between rotary valve and cover.

Insert feeler gauge blade through cover inlet ports to verify clearance. At least verify clearance at 2 different places in each port.



SOLDER METHOD

Remove O-ring from rotary valve cover.

Use the following type of solder :

— rosin core

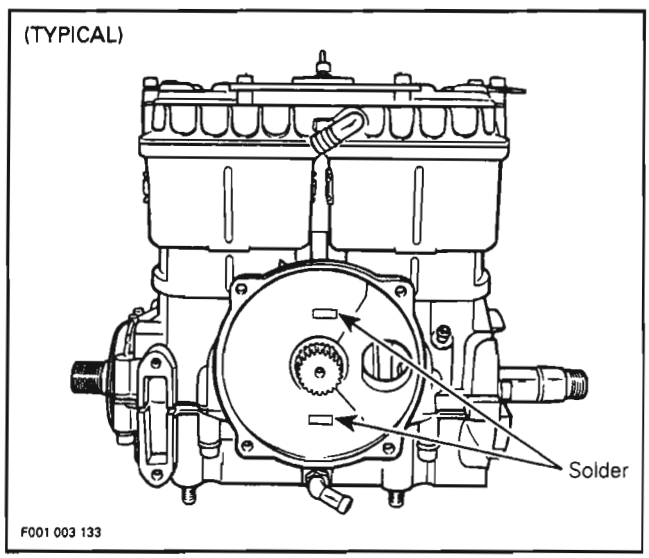
— diameter : 0.8 mm (0.032 in)

— electronic application (available at electronic stores)

Install 2 short pieces (13 mm (1/2 in) long) of solder directly on rotary valve, 1 above and 1 below rotary valve gear. Apply grease to hold solder in position.

Reinstall cover in place WITHOUT its O-ring and torque screws to 20 N•m (15 lbf•ft).

Remove cover then clean and measure compressed solder thickness, it must be within the specified tolerance 0.30 ± 0.05 mm (0.012 ± .002 in).



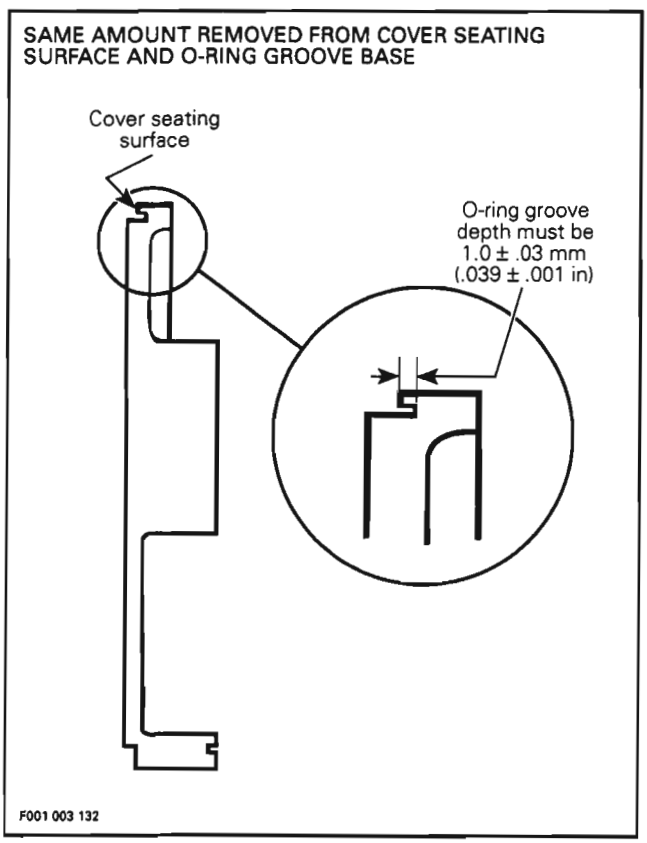
If rotary valve cover clearance is out of specification, machine rotary valve cover seating surface or replace the cover.

MACHINING INFORMATION

The amount of material over tolerance must be removed from the rotary valve cover seating surface.

Also cut the O-ring groove the same amount to keep the 1.0 ± .03 mm (.039 ± .001 in) depth between the bottom of the groove and the seating surface.

Remove burrs on the edges of the seating surface and O-ring groove.



Reverify the clearance.

At assembly the rotary valve timing must remain as per original setting.

NOTE : If rotary valve crankcase surface is worn, it is possible to have it rework at the factory. Contact your dealer or distributor.

Rotary Valve Shaft Gear Backlash

Remove PTO flywheel guard.

Remove spark plugs, rotary valve cover and valve.

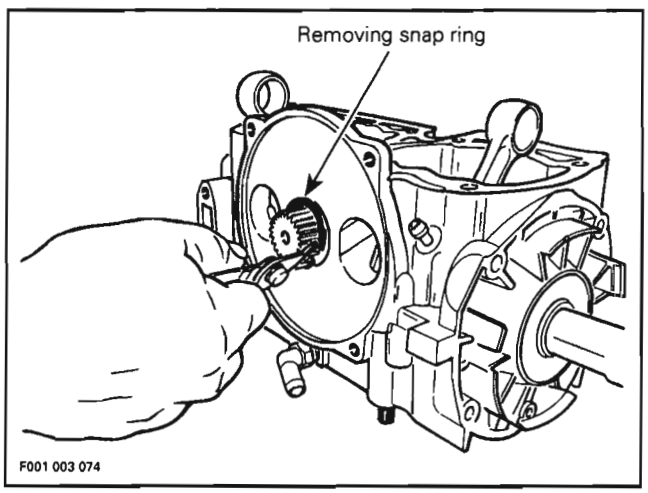
Manually feel backlash at 1 position, then turn crankshaft about 1/8 turn and recheck. Continue this way to complete 1 revolution.

Backlash must be even at all positions. Otherwise overhaul engine to find which part is faulty (gear, rotary valve shaft or crankshaft with excessive deflection).

DISASSEMBLY

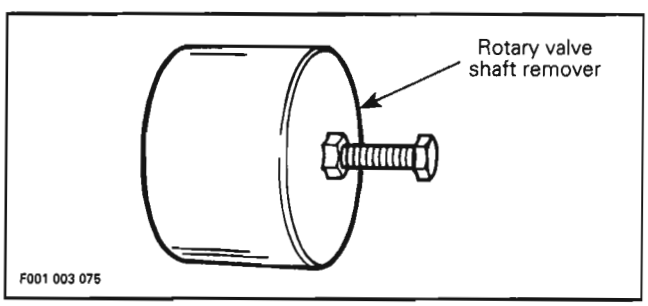
3,4, Rotary Valve Shaft and Snap Ring

To remove rotary valve shaft assembly, first remove snap ring from crankcase.

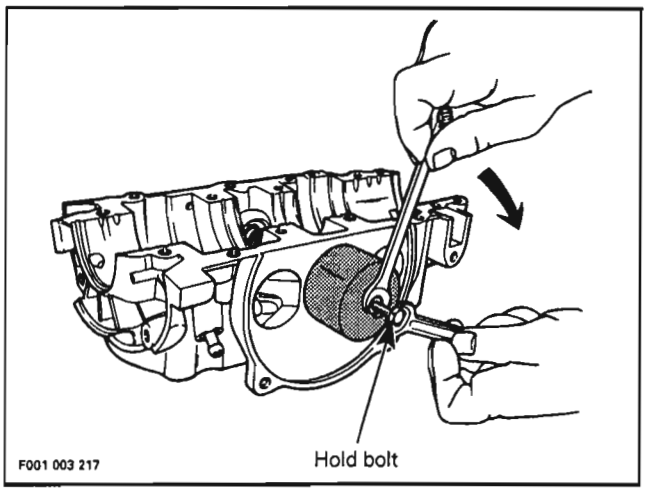


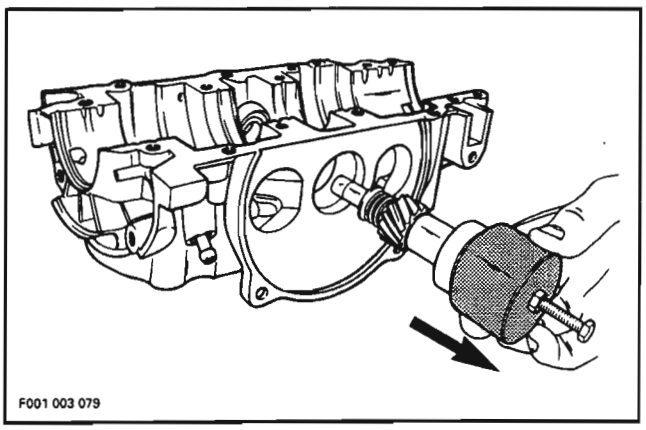
CAUTION : Bottom end must be opened to remove rotary valve shaft.

To remove rotary valve shaft, use puller (P / N 290 876 487).



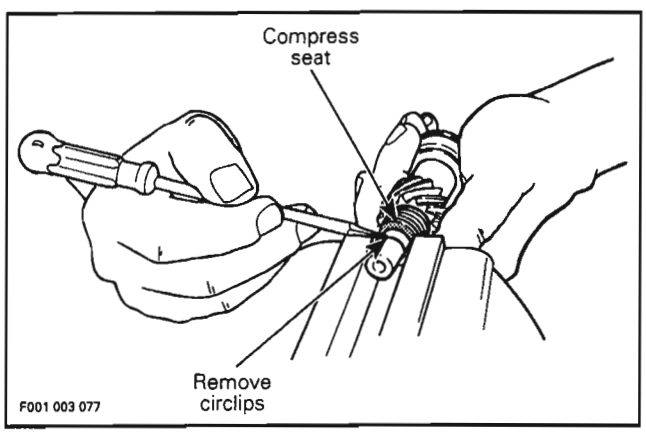
Place puller over rotary valve shaft end and screw on puller bolt into shaft. While retaining bolt with a wrench, turn puller nut CLOCKWISE until shaft comes out.





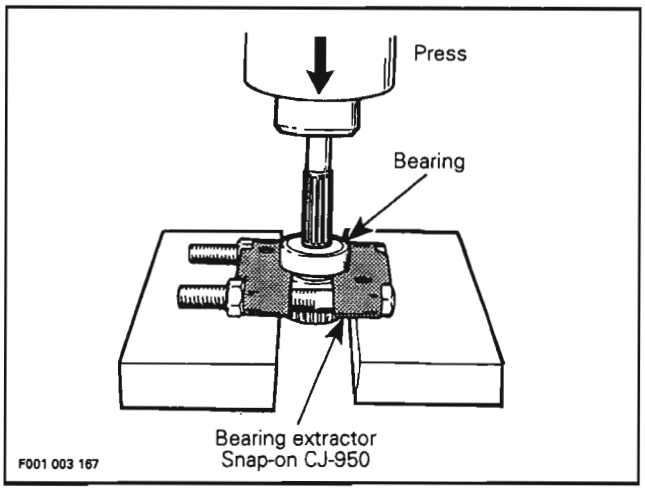
5,6, Circlip and Spring Seat

If it is necessary to disassemble components of rotary valve shaft assembly, use seat to compress spring and remove circlips.



7,8, Snap Ring and Bearing

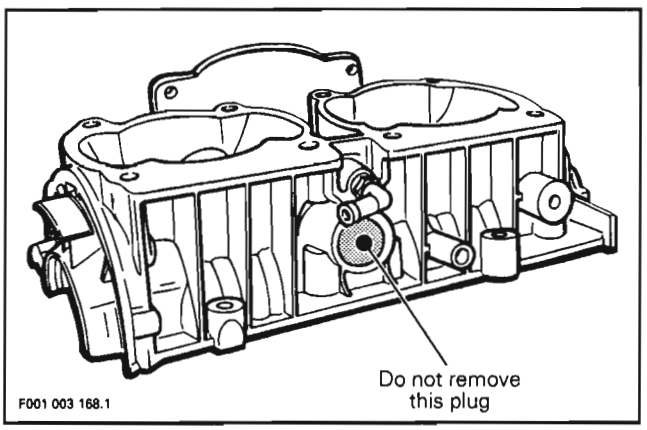
To remove bearing use a bearing extractor such as Snap-on n° CJ-950 as illustrated. Slide off distance sleeve, remove snap ring and press shaft out.



▼**CAUTION : Ensure that rotary valve shaft is perfectly perpendicular with press tip or damage will occur.**

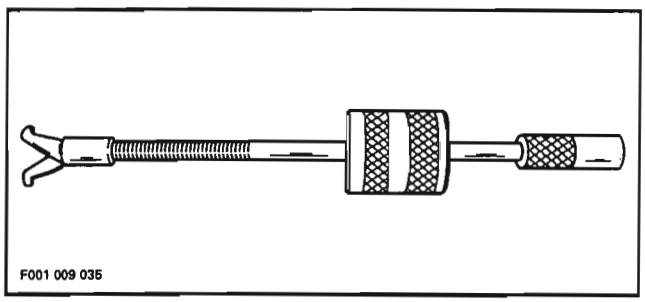
9, Bearing

NOTE : Do not remove plug against bearing in upper crankcase half.



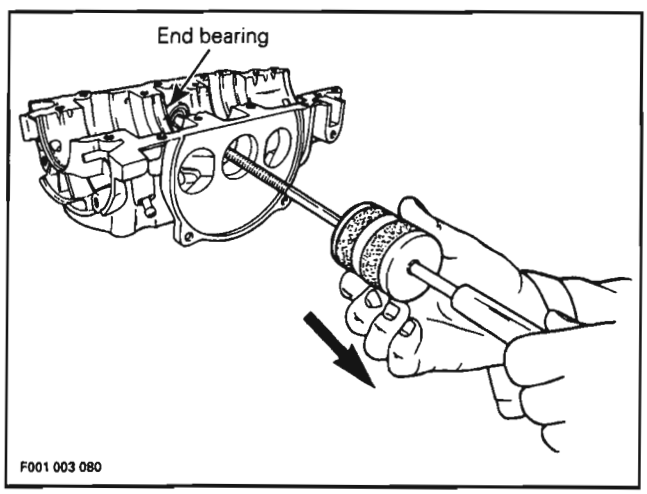
End bearing can be easily removed using the following suggested tool.

Snap-on hammer puller including : Handle CJ93-1
Hammer CJ125-6
Claws CJ93-4


F001 009 035

Close puller claws so that they can be inserted in end bearing. Holding claws, turn puller shaft clockwise so that claws open and become firmly tight against bearing.

Slide puller sleeve outwards and tap puller end. Retighten claws as necessary to always maintain them tight against bearing. Continue this way until bearing completely comes out.



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CLEANING

Discard all seals and O-rings.

Clean all metal components in a solvent.

Clean oil passages and make sure they are not clogged.

Clean rotary valve shaft and inside of distance sleeve.

INSPECTION

1, Rotary Valve Cover

Inspect rotary valve cover for warpage. Small deformation can be corrected by surfacing with fine sand paper on a surface plate. Surface part against oiled sandpaper.

8,9 Bearing

Inspect bearings. Check for scoring, pitting, chipping or other evidence of wear. Make sure plastic cage (on bigger bearing) is not melted. Rotate them and make sure they turn smoothly.

10, Gear

Visually check gear wear pattern. It should be even on tooth length all around. Otherwise it could indicate a bent shaft, check deflection. Replace gear if damaged.

Check for presence of brass filings in gear housing.

Rotary Valve / Cover Clearance

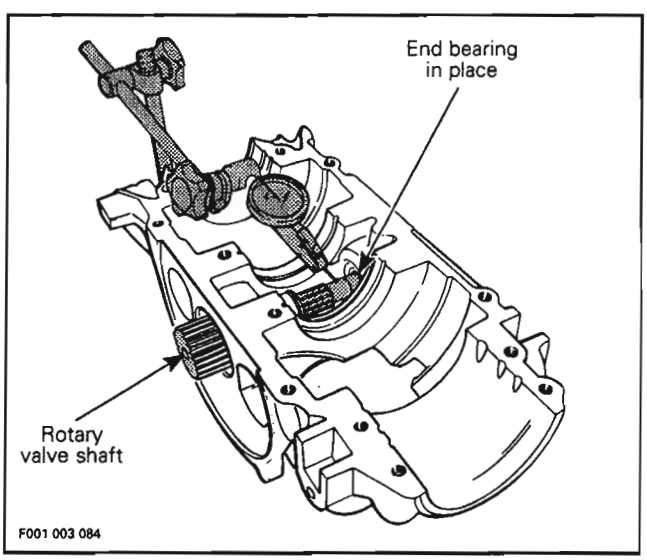
Refer to **inspection on watercraft** at the beginning of this sub-section.

Rotary Valve Shaft Deflection

Deflection is measured with a dial gauge. Install rotary valve shaft in crankcase half, without its gear.

NOTE : End bearing must be in crankcase half.

Measure shaft deflection near gear mounting area.



F001 003 084

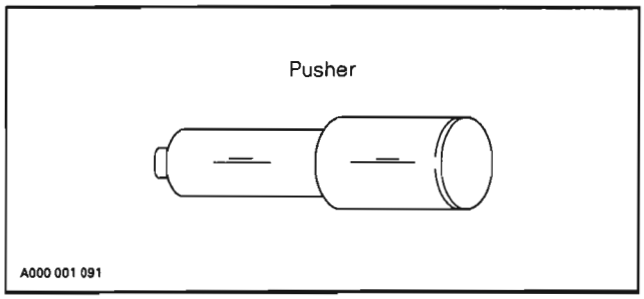
Deflection must not exceed specified value. Replace shaft as necessary.

ASSEMBLY

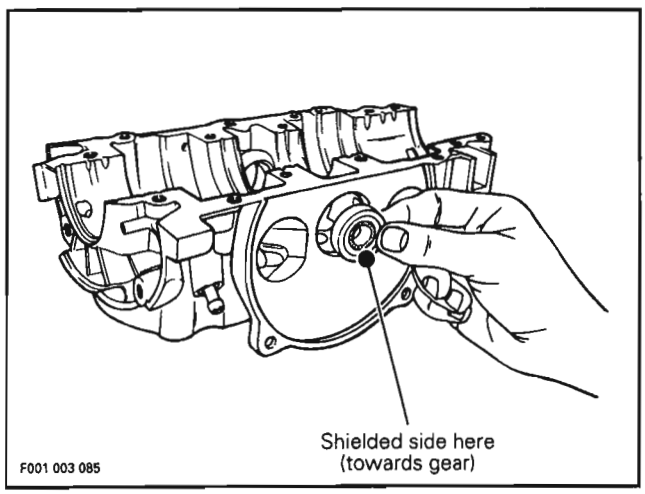
Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

9, Bearing

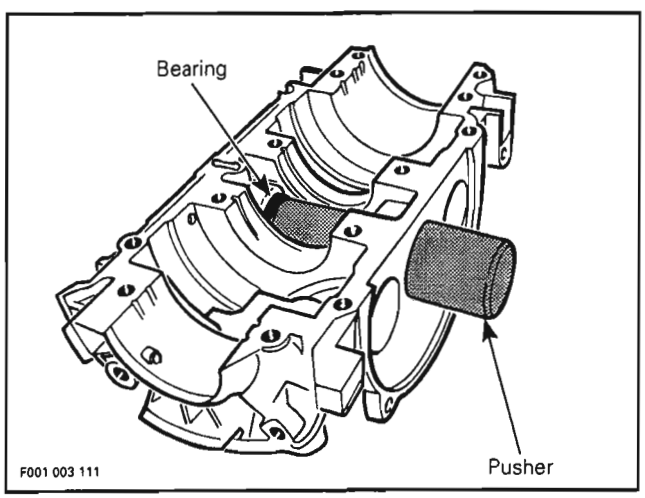
To install end bearing in crankcase, use a pusher (P / N 290 876 500).



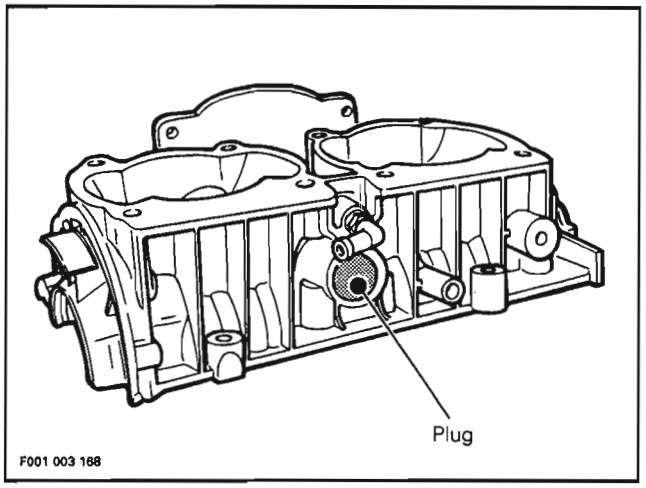
Position ball bearing shielded side towards rotary valve.



Push bearing until it stops on its seat.



NOTE : Do not remove plug against bearing in crankcase half.



If plug has been removed, clean plug and crankcase hole with Loctite Safety Primer (P / N 293 800 019).

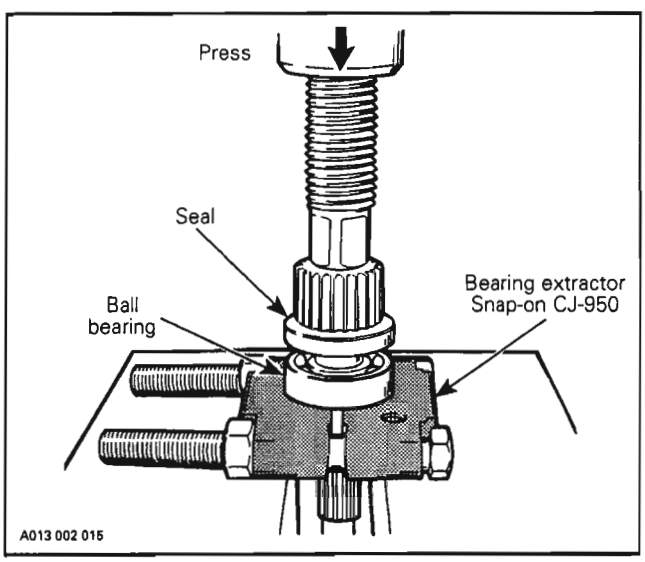
Apply Loctite Primer "T" and Loctite 648 (green) inside crankcase hole, then press plug into crankcase.

3,11, Rotary Valve Shaft and Seal

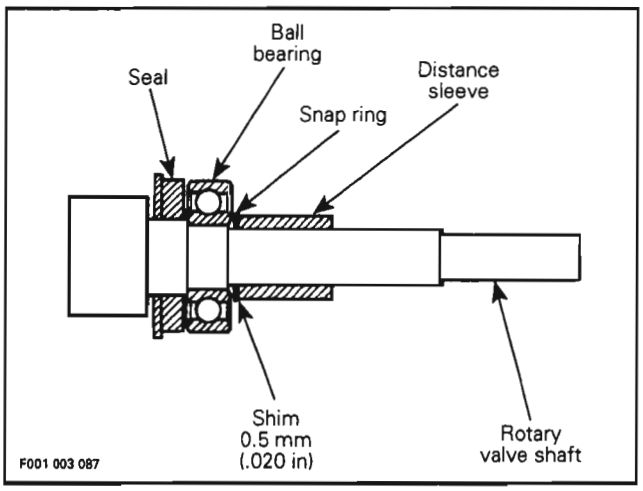
Apply lithium grease on seal lips. Position seal with shielded portion against shaft splines.

3,7,8, Rotary Valve Shaft, Snap Ring and Bearing

Install ball bearing as illustrated.



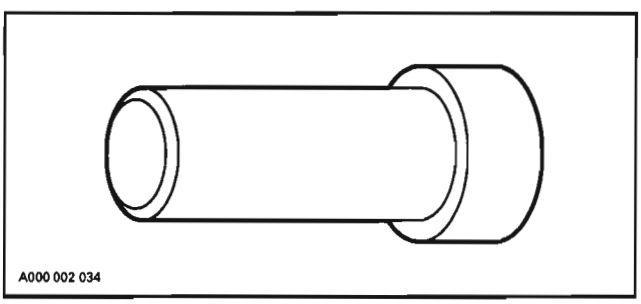
Install shim, snap ring and slide distance sleeve on shaft.



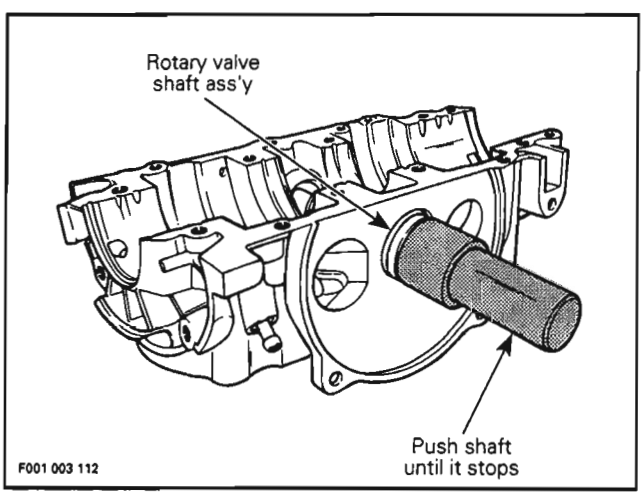
3,4, Rotary Valve Shaft Ass'y and Snap Ring

▼CAUTION : Crankcase halves must be separated and crankshaft must not be present to install rotary valve shaft ass'y in crankcase.

To install rotary valve shaft in crankcase, use a pusher (P / N 290 876 605).



Push shaft until its stops on bearing seat.



At snap ring installation, position it so that its sharp edge faces outwards.

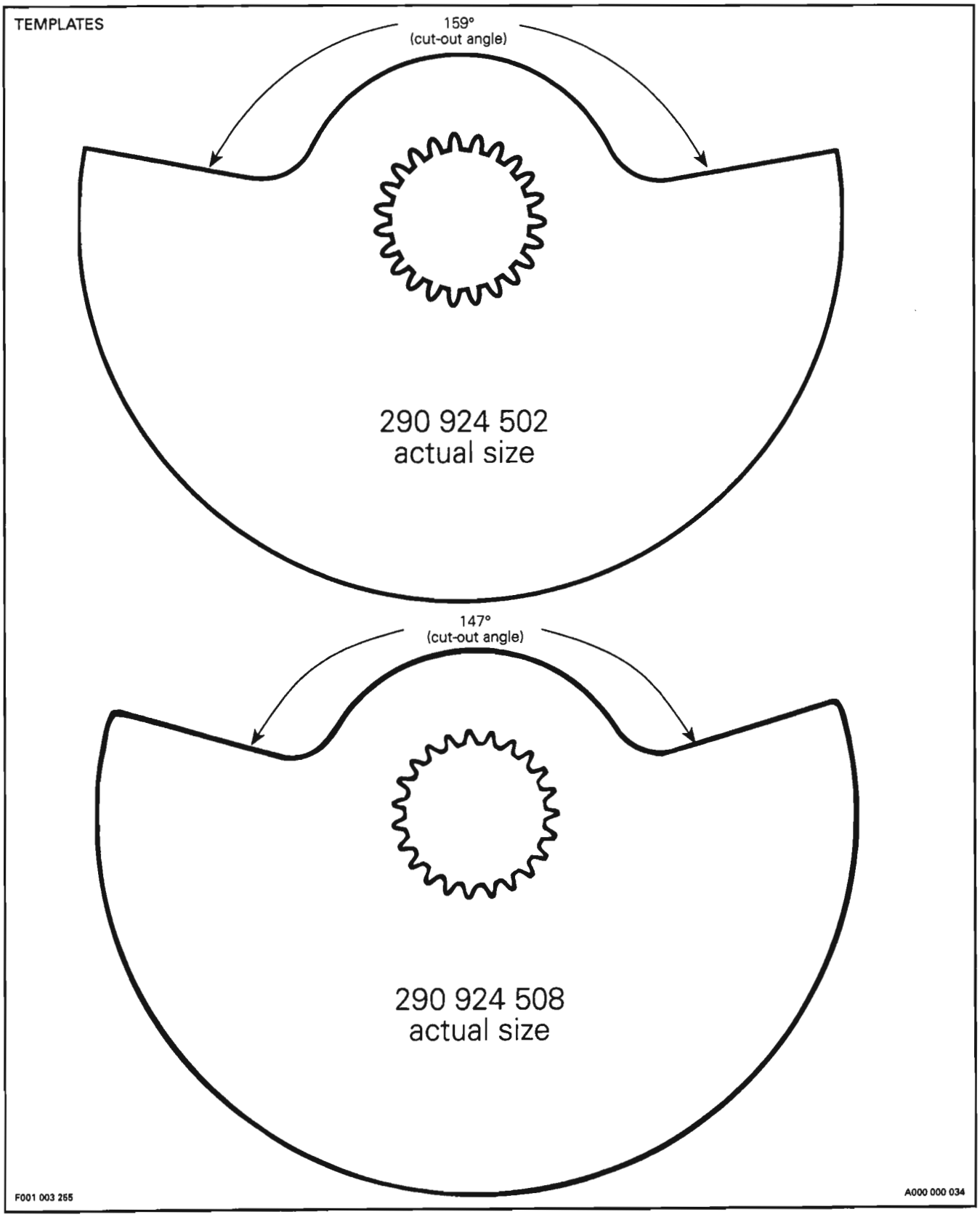
13, Rotary Valve

The rotary valve controls the opening and closing of the inlet ports. Therefore its efficiency will depend on the precision of its installation.

IDENTIFICATION OF THE ROTARY VALVE

Watercraft Model	Rotary Valve P / N	Valve Duration
SP (5873) SPI (5875) GTS (5815)	290 924 508	147°
SPX (5874) XP (5857) GTX (5863)	290 924 502	159°

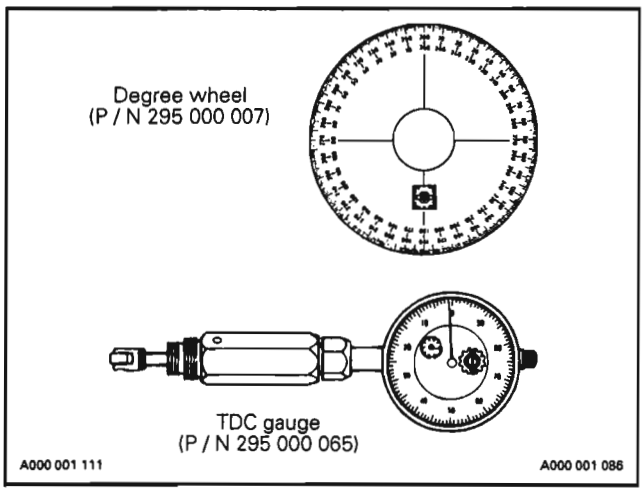
There is no identification code on the valves. To find out the duration, place an angle finder on the valve and measure the valve cut-out angle or use the following templates.



ROTARY VALVE TIMING

CAUTION : Never use the ridge molded in crankcase as a timing mark.

The following tools are required to measure rotary valve opening and closing angles in relation with MAG side piston.



Rotary valve must be set so that timing occurs as follows :

WATERCRAFT MODEL	TIMING	
	OPENING BTDC	CLOSING ATDC
SP (5873) SPI (5875) GTS (5815)	130° ± 5	65° ± 5
SPX (5874) XP (5857) GTX (5863)	147° ± 5	65° ± 5

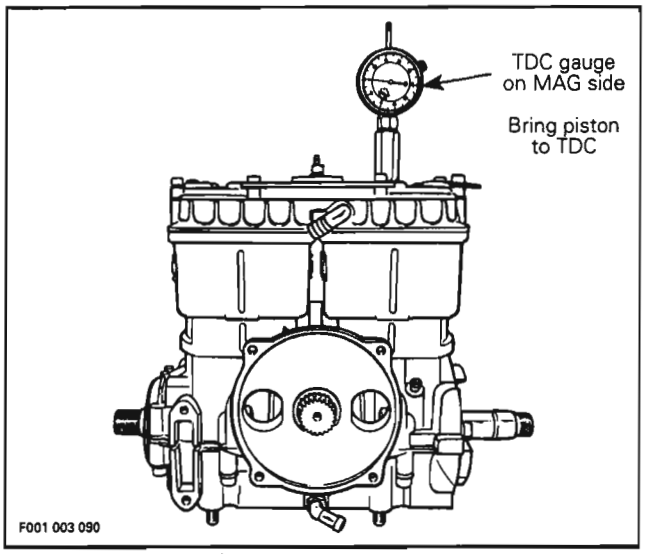
For the following instructions, let's use these specifications as example :

OPENING : 130° BTDC

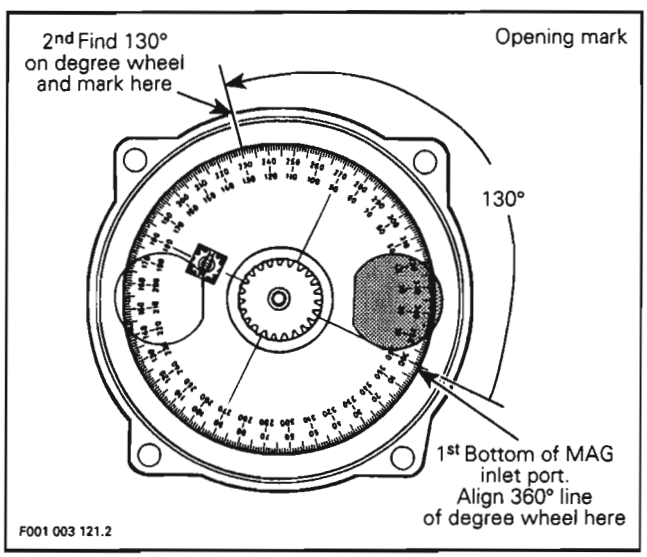
CLOSING : 65° ATDC

Proceed as follows :

— Turning crankshaft, bring **MAG side** piston to Top Dead Center using a TDC gauge.

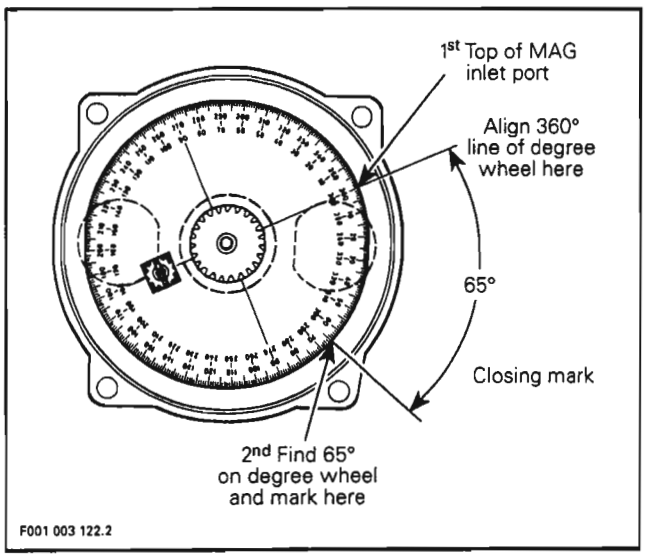


— For **opening** mark, first align 360° line of degree wheel with BOTTOM of **MAG side** inlet port. Then, find 130° line on degree wheel and mark crankcase at this point.



NOTE : Do not rotate the crankshaft.

— For **closing** mark, first align 360° line of degree wheel with TOP of **MAG side** inlet port. Then, find 65° line on degree wheel and mark crankcase at this point.



— Remove degree wheel.

— Position rotary valve on shaft splines to have edges as close as possible to these marks with the MAG piston at TDC.

NOTE : Rotary valve is asymmetrical. Therefore, try flipping it over then reinstall on splines to obtain best installation position.

Apply BOMBARDIER-ROTAX injection oil on rotary valve before reassembling rotary valve cover.

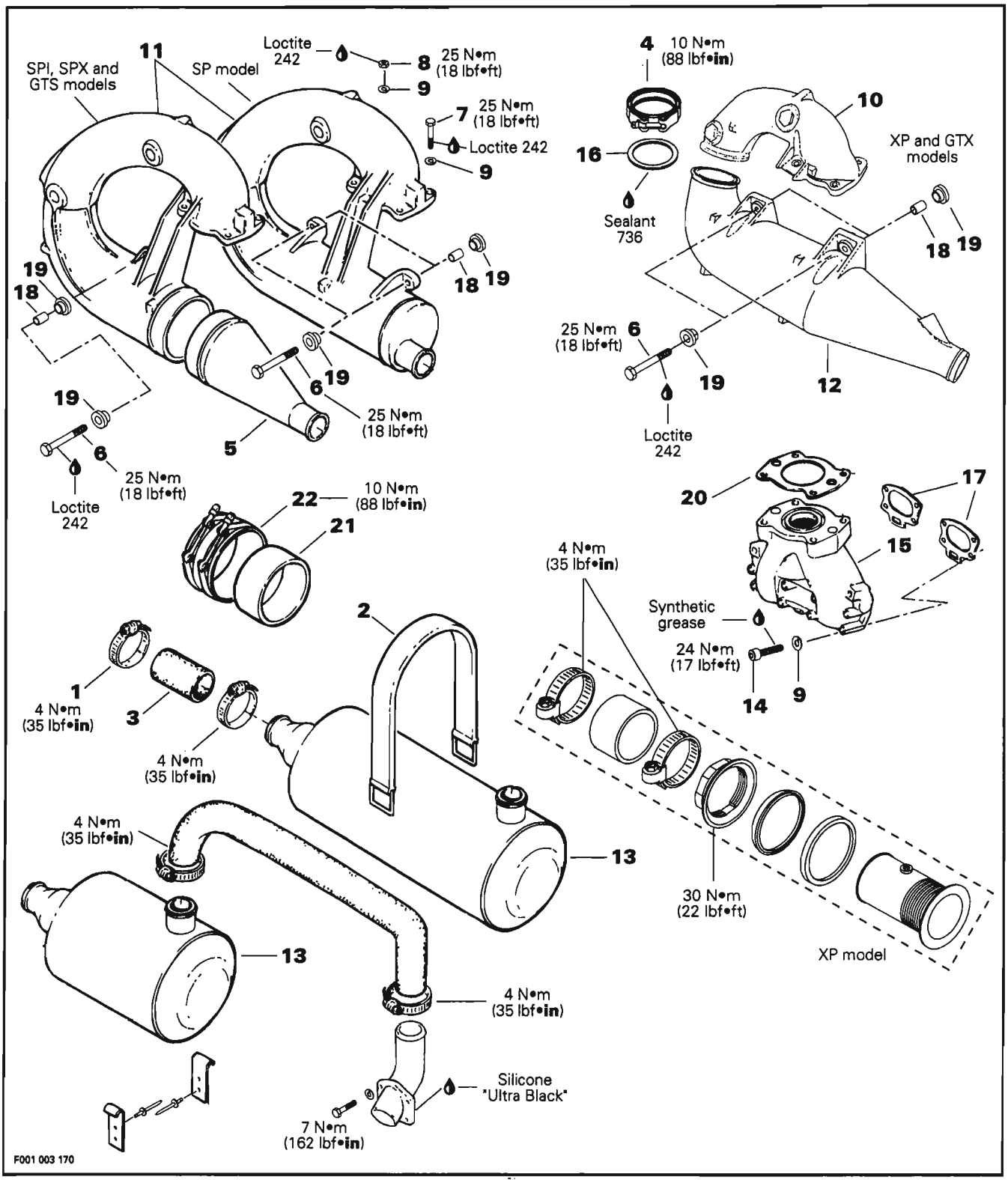
— Remove TDC gauge.

1,2,12, Rotary Valve Cover, Screw and O-ring

Install O-ring and cover then torque screws to 20 N•m (15 lbf•ft) in a criss-cross sequence.

NOTE : For the 587 engine, install engine in watercraft first ; then, install rotary valve cover, intake manifold and carburetor as an assembly.

EXHAUST SYSTEM

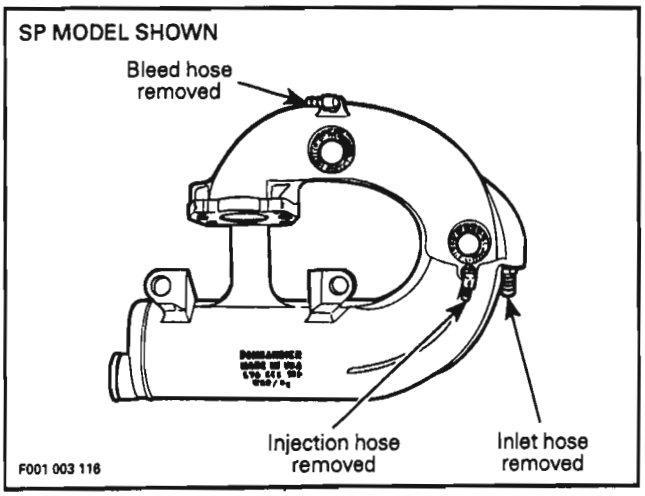


TUNED PIPE REMOVAL

NOTE : For SP / XP series, remove air vent tube support from body opening.

Disconnect water inlet hose and water injection hose.

Disconnect tuned pipe bleed hose.



Cut tie rap retaining together engine and tuned pipe bleed hoses (if applicable).

1, Collar

Slacken exhaust hose collar at tuned pipe outlet.

2,13, Strap and Muffler

Disconnect strap retaining muffler.

3, Hose

Remove exhaust hose from tuned pipe by pulling muffler.

4,22, Clamp

Remove clamp from tuned pipe (except SP model).

5, Tuned Pipe Cone (SPI, SPX and GTS Models)

Remove tuned pipe cone.

6, Screw

Remove tuned pipe retaining screw(s) from exhaust manifold side.

7,8,9, Screw, Nut and Lock Washer

Remove screws, nut and lock washers from tuned pipe flange.

NOTE : Slightly lift tuned pipe to release nut as necessary. Take care not to drop nut and lock washer.

10, Tuned Pipe Head (XP and GTX Models)

Remove tuned pipe head.

11, Tuned Pipe Head (All Other Models)

Withdraw tuned pipe in a forward and rotating movement.

12, Tuned Pipe Cone (XP and GTX Models)

Withdraw tuned pipe cone from backward.

EXHAUST MANIFOLD REMOVAL

9,14, Lock Washer and Screw

Remove 8 screws and lock washers then withdraw exhaust manifold.

TUNED PIPE REPAIR

This procedure is given to repair tuned pipe cracks using T.I.G. welding process.

Procedure

— Sand the cracked area to obtain bare metal.

— Perform a 1.50 mm (1/16 in) depth chamfer over crack.

— Use pure argon gas with 5.55 mm (3/32 in) tungsten electrode (puretung "green", zirtung "brown") and AC current.

— Use aluminum welding rod 5.55 mm (3/32 in) (no. 4043), to fill crack.

— Sand welding slightly to remove material surplus.

Test :

— Use compressed air at 124 kPa (18 PSI) to pressurize tuned pipe.

NOTE : Prior to verify leaks, plug all holes and pressurize tuned pipe while immerging it in water.

CAUTION : Always ensure water passages are not blocked partially or completely while welding tuned pipe.

EXHAUST MANIFOLD AND TUNED PIPE INSTALLATION

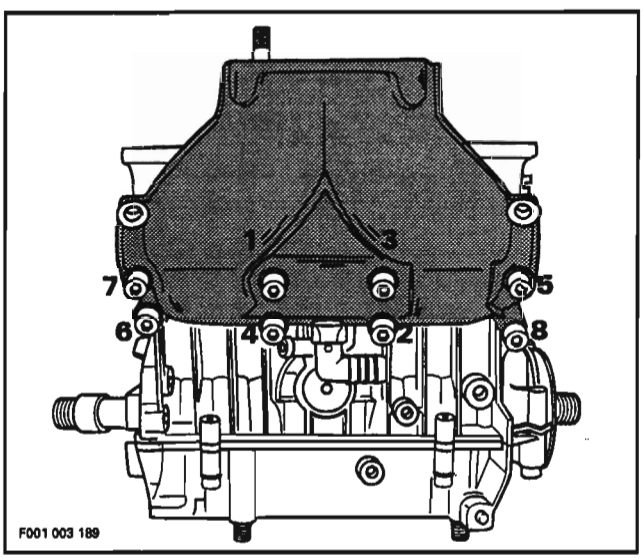
Installation of exhaust manifold and tuned pipe is essentially the reverse of removal procedures. However, pay particular attention to the following.

9,14,15,17, Lock Washer, Screw, Exhaust Manifold and Gaskets

Make sure gaskets are properly positioned prior to finalizing manifold installation.

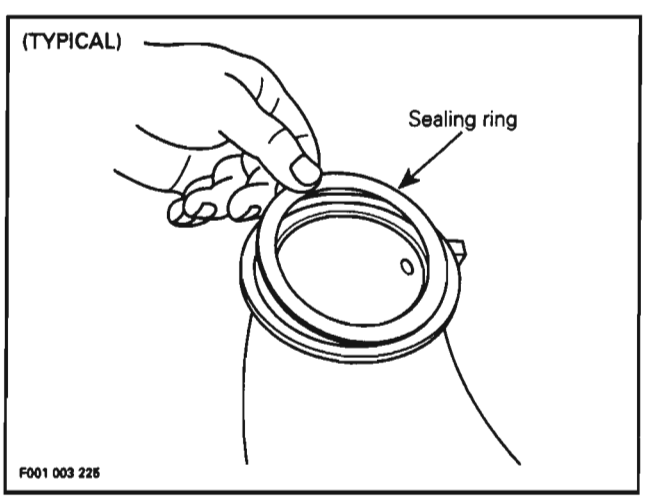
Apply synthetic grease on screw threads.

Install and torque screws to 24 N•m (17 lbf•ft) as per following illustrated sequence.



16, Sealing Ring (XP and GTX Models)

Make sure to install sealing ring on tuned pipe cone.



Apply a thin layer of heat resistant sealant (P / N 413 7092 00) all around sealing ring.

18,19, Sleeve and Rubber Bushing

Ensure rubber bushings and sleeve are not damaged and are properly installed into tune pipe support(s).

▼CAUTION : Damage to bushings and / or sleeve will eventually cause stress to tune pipe and may cause cracking.

20, Gasket

Make sure that gasket is properly located on exhaust manifold prior to finalizing pipe installation.

12, Tuned Pipe Cone (XP and GTX Models)

Install tuned pipe cone.

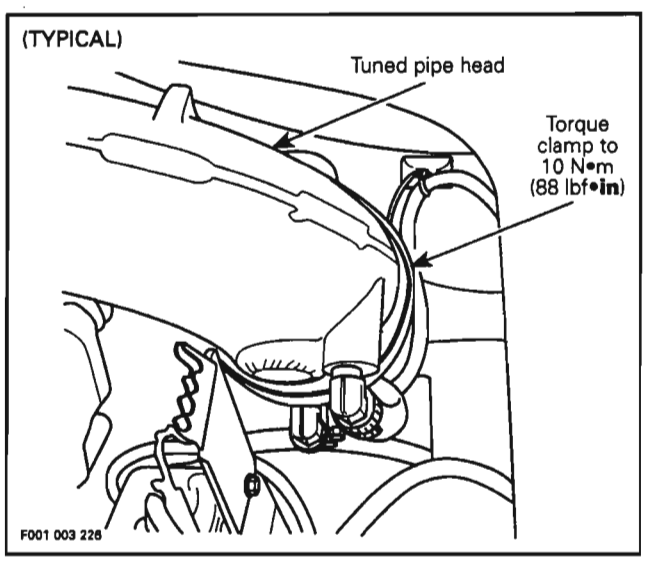
10,11, Tuned Pipe Head (All Models)

Install tuned pipe head.

4, Clamp (XP and GTX Models)

Install clamp.

Torque clamp to 10 N•m (88 lbf•**in**).



6,7,8,9, Screw, Nut and Lock Washer

Apply Loctite 242 (blue) on stud and retaining screw threads. Hand-tighten nut and top screws only and assure that tuned pipe bushing(s) rests against manifold.

Pre-torque nut and top screws in a criss-cross sequence to about 20 N•m (15 lbf•ft).

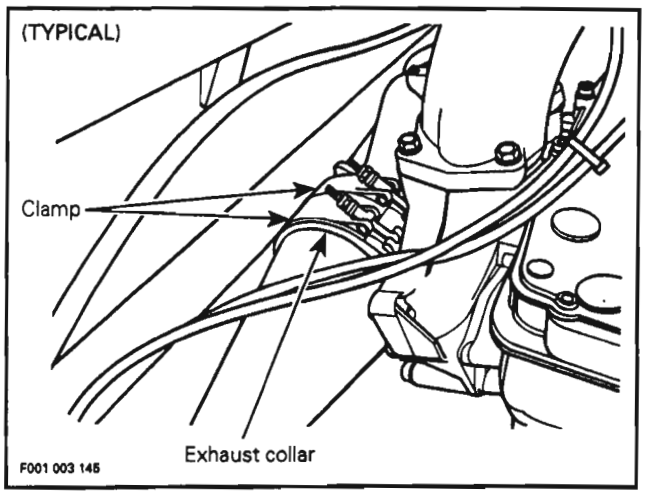
Torque side retaining screw(s) to 25 N•m (18 lbf•ft) and then torque nut and top screws in a criss-cross sequence to 25 N•m (18 lbf•ft).

▼ **CAUTION : Make sure that a sufficient gap is present between hull and tuned pipe.**

5,21,22, Tuned Pipe Cone, Collar and Clamp (SPI, SPX and GTS Models)

Install tuned pipe cone with collar and clamp.

Position clamp as illustrated. Do not tighten clamp yet.



With hose removed, align cone outlet with muffler inlet.

○ NOTE : Due to exhaust cone angle, it may have to be rotated to obtain alignment.

Push cone until it touches tuned pipe, then tighten exhaust collar clamp and torque to 10 N•m (88 lbf•**in**).

▼ **CAUTION : There must be no gap between tuned pipe cone and tuned pipe head.**

○ NOTE : Exhaust collar clamp nuts should be tighten alternatively to assure no leakage and to obtain specified torque.

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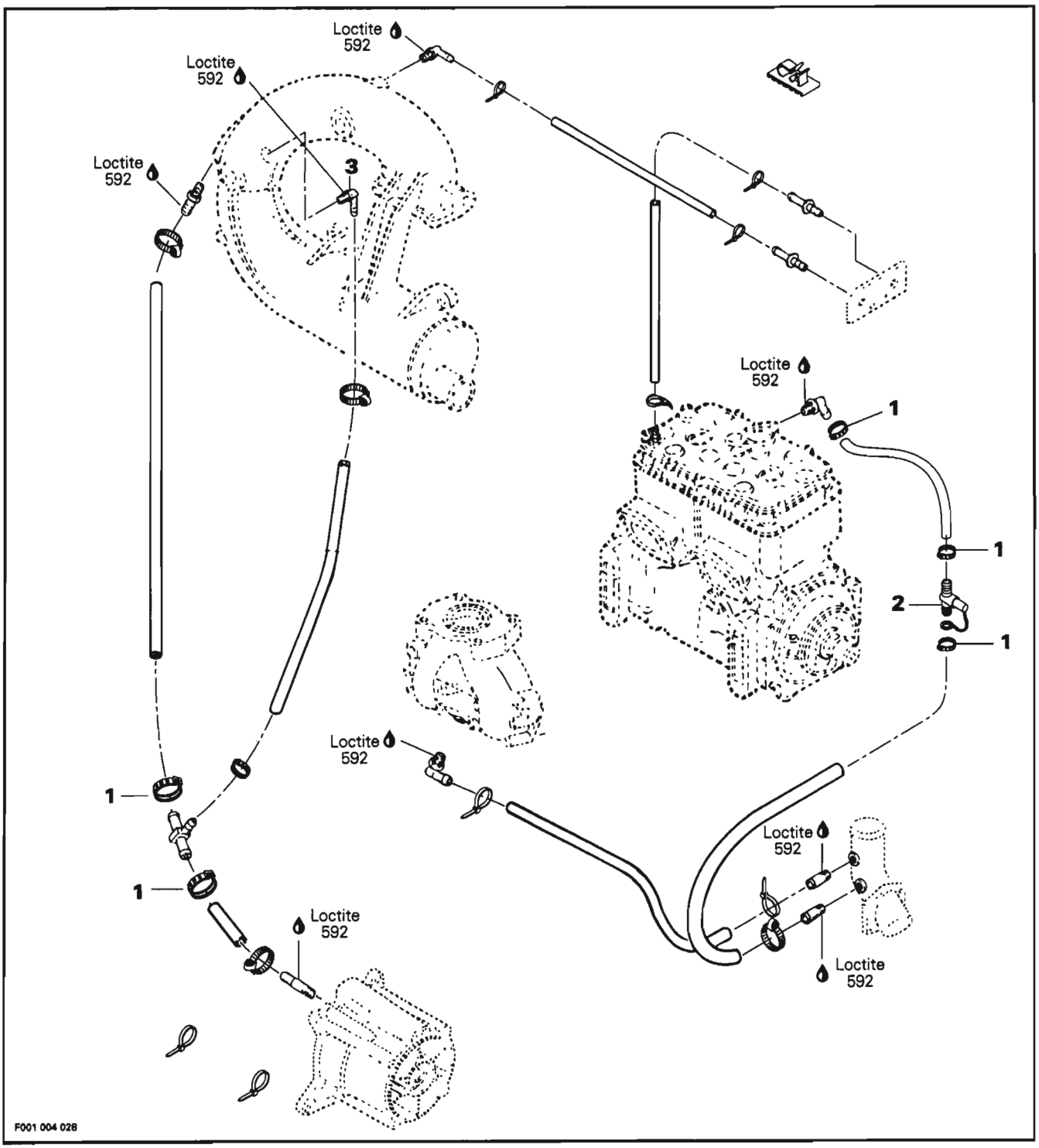
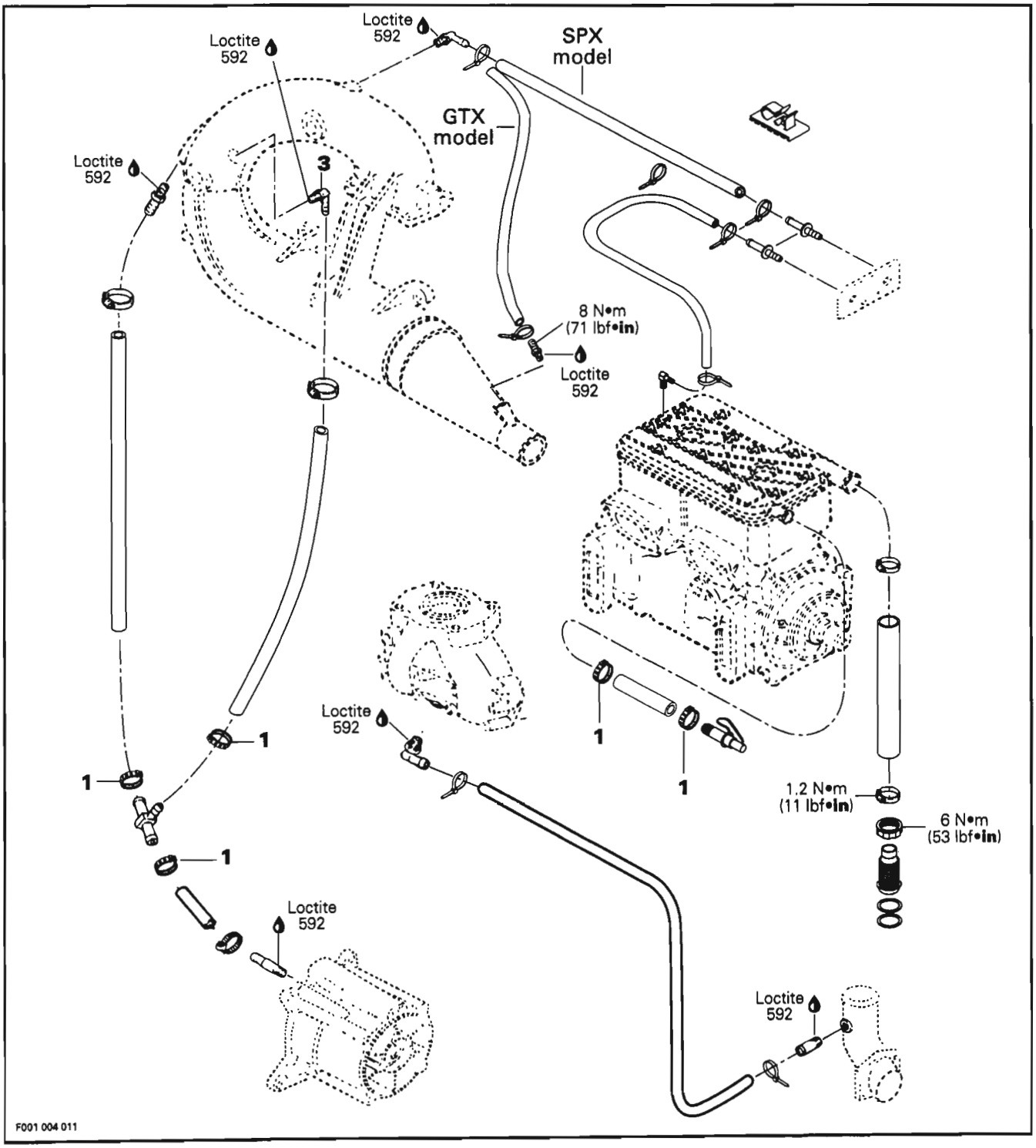
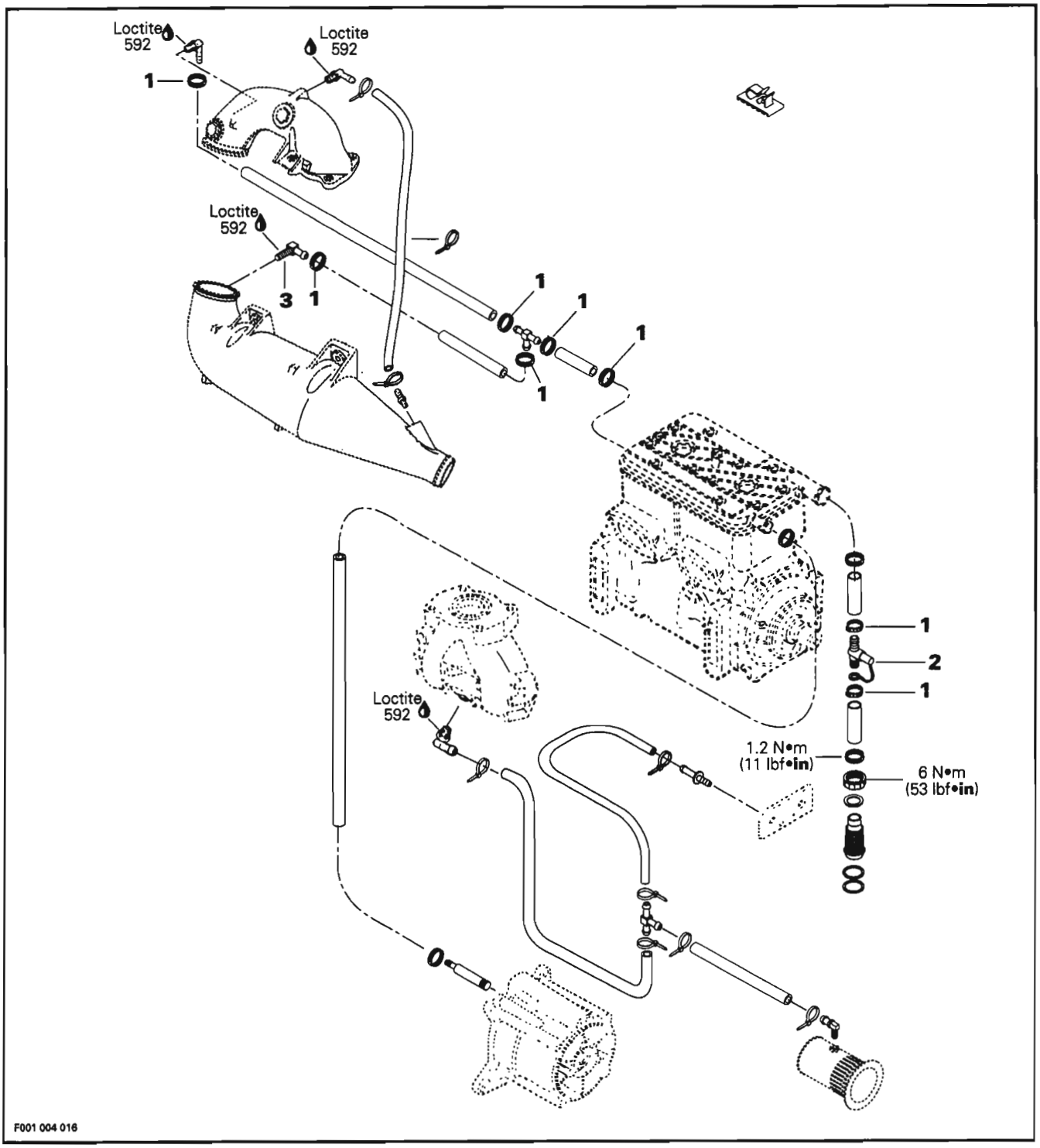


657 X ENGINE



717 ENGINE

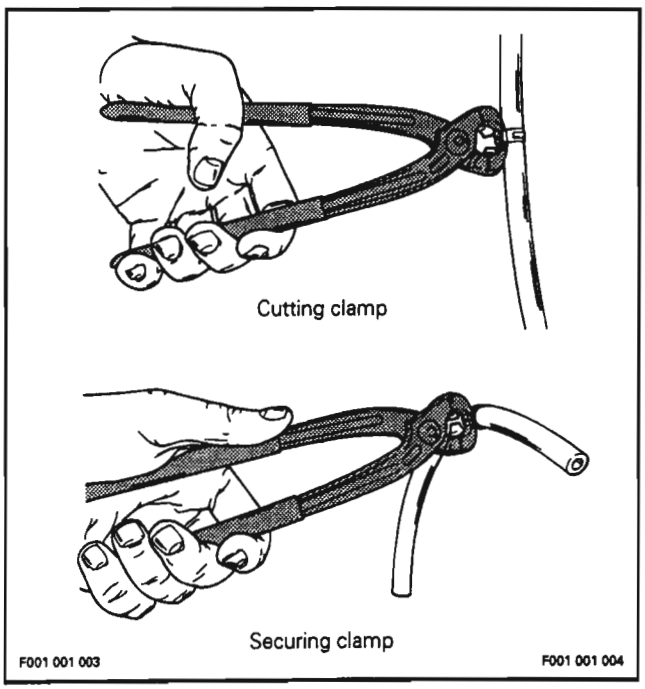


GENERAL

▼CAUTION : All hoses and fittings of the cooling system have calibrated inside diameters to assure proper cooling of the engine. Always replace using appropriate Bombardier part number.

1, Clamp

To cut or secure non-reusable Oetiker clamps of cooling system hoses, use pliers (P / N 295 000 070).



2, Fitting Spigot

The fitting spigot is used to flush cooling system. Refer to MAINTENANCE 02-02.

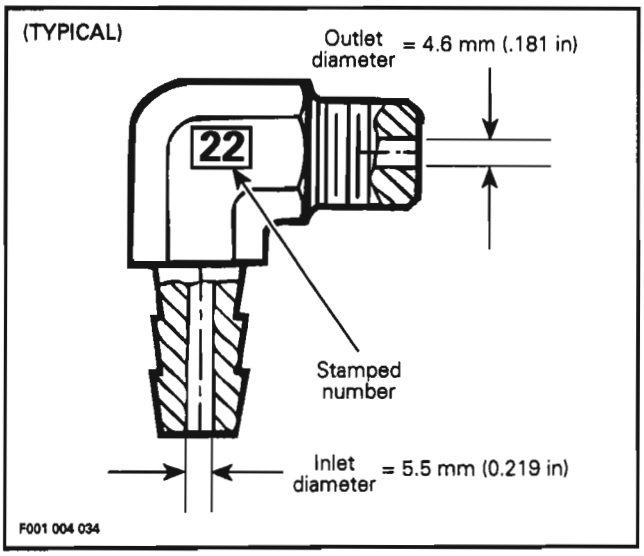
3, Elbow Fitting

Water injection used on exhaust system cools the exhaust gases to obtain maximum performance from the tuned pipe. The elbow fitting has a calibrated inside diameter to optimize water flow in each model.

The water injection also helps in reducing noise level and cools components of the exhaust system.

▼CAUTION : The elbow fittings are calibrated for each engine model and can not be interchanged with one of a different size as severe engine damage could result.

The elbow fitting can be identified by using the 2 digits number stamped onto the fitting or by measuring its inside diameter. Refer to the following illustration and chart.



Stamped Number on Fitting	Fitting P / N	Inlet Diameter	Outlet Diameter
22	293 700 022	5.5 mm (.219 in)	4.6 mm (.181 in)
24	293 700 024	5.5 mm (.219 in)	3.5 mm (.139 in)
48	293 710 048	4.0 mm (.157 in)	3.5 mm (.139 in)

CIRCUIT

GENERAL

The cooling system is equipped with a fitting spigot for flushing purposes.

For flushing operation, a coupler hose is available to connect to fitting spigot. The other end of coupler hose is to be connected to a garden hose to flush the whole system by backwash. For flushing procedure, refer to MAINTENANCE 02-02.

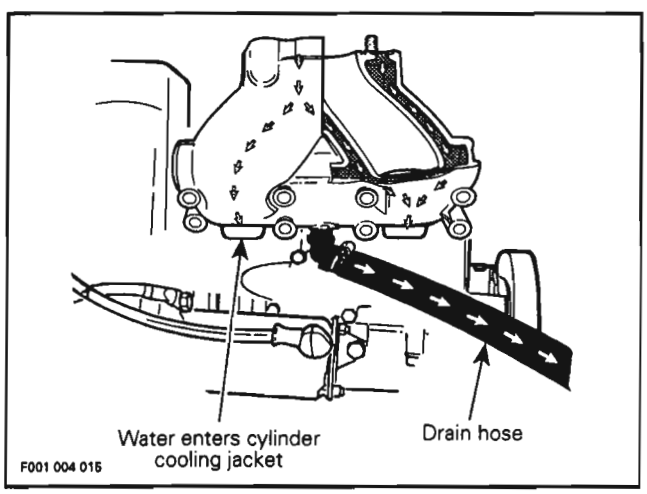
For winterization of cooling system, refer to MAINTENANCE 02-04.

The water supply is taken from a pressurized area in the jet pump between the impeller and venturi.

The tuned pipe and exhaust manifold are designed with a double wall to allow water circulation.

Water is pre-heated by the exhaust system before entering the engine cooling jackets.

Water enters cylinder cooling jacket through passages located below exhaust ports from tuned pipe.



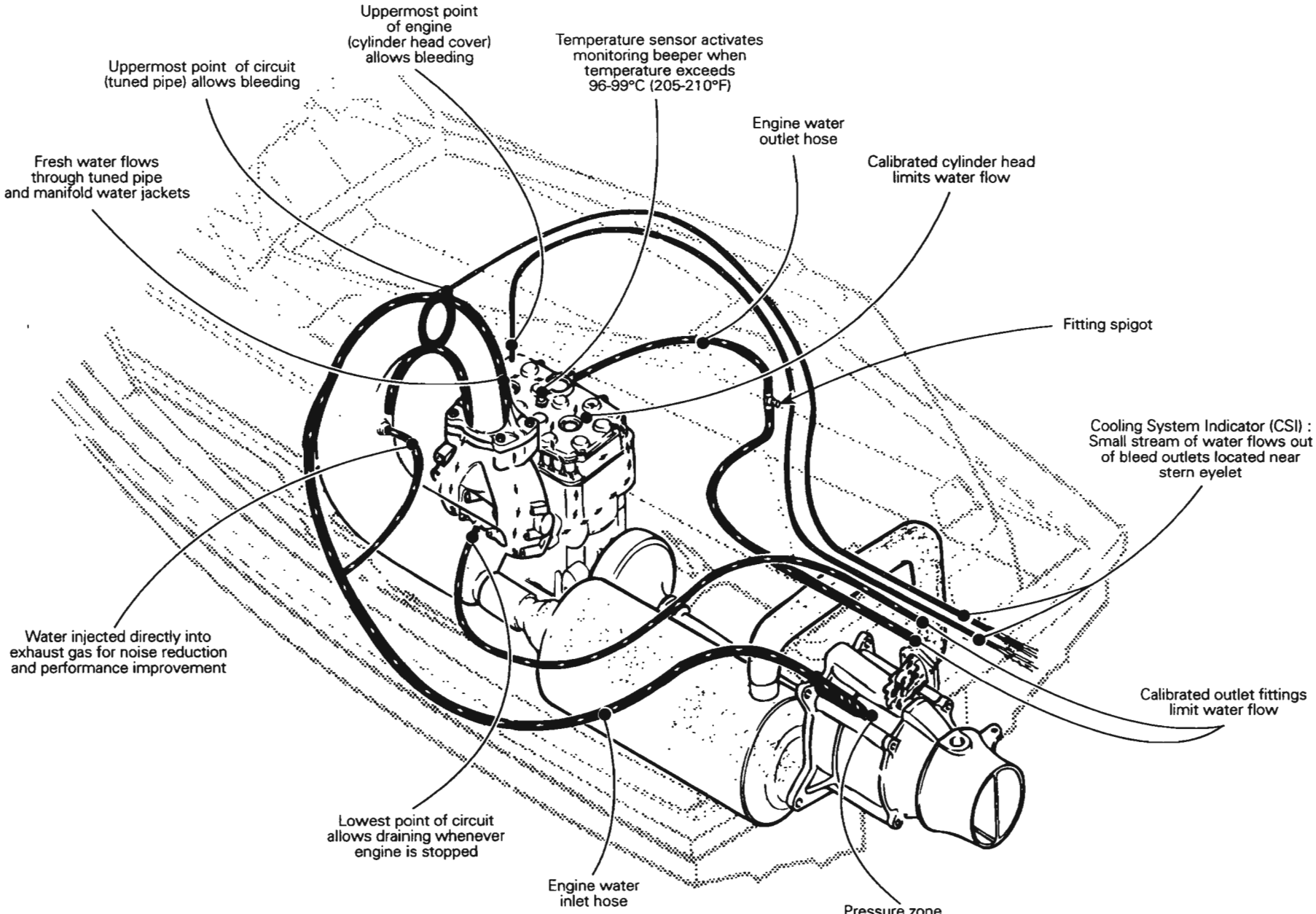
No water enters crankcase.

For a complete view of cooling system arrangement, refer to the next pages for each engine model.

▼**CAUTION : Never modify cooling system arrangement, otherwise serious engine damage could occur.**

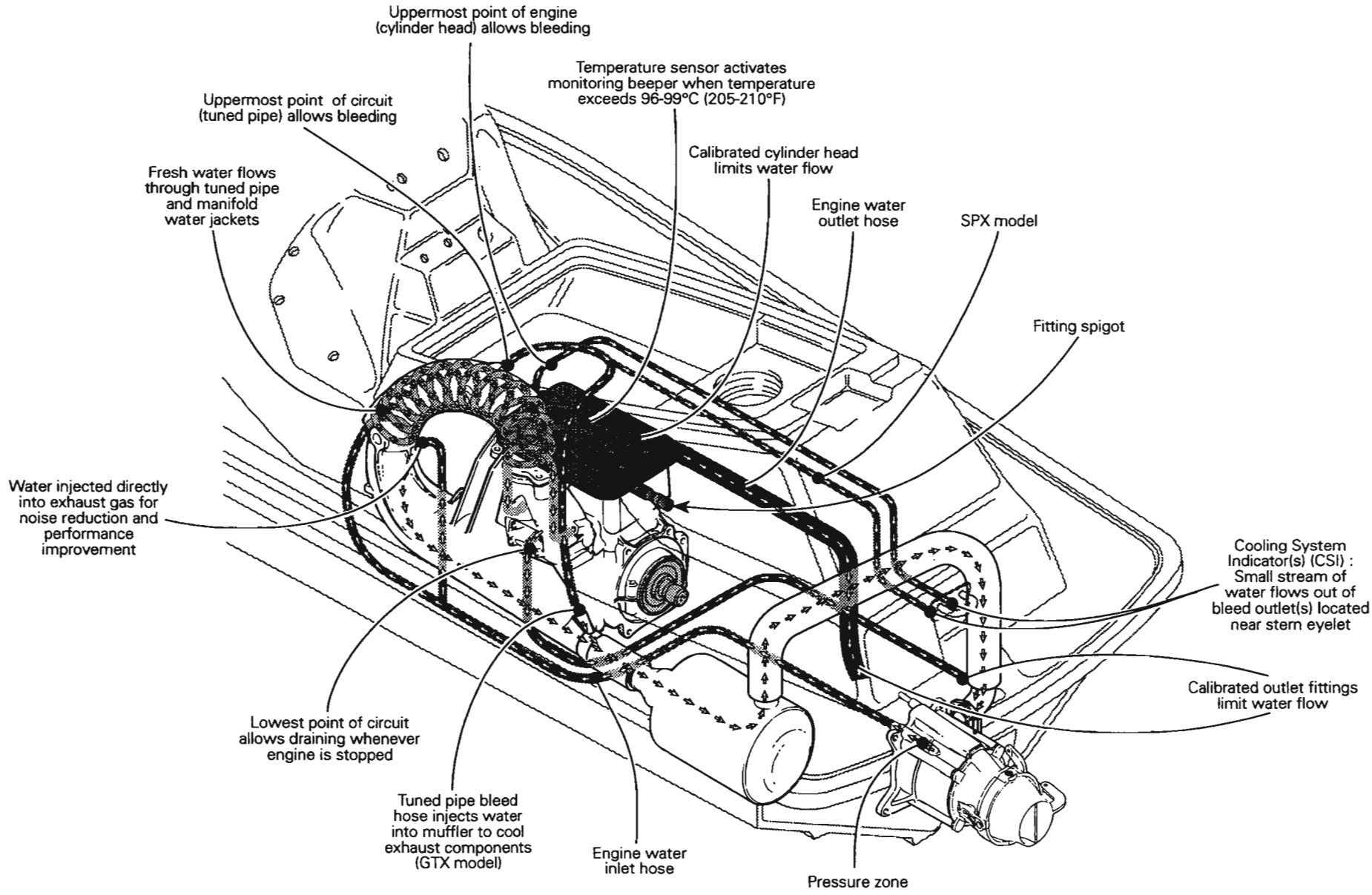
TECHNICAL DATA
TYPE :
TLCS (Total Loss Cooling System).
COOLANT FLOW :
Pressure build-up at impeller housing (no water pump).
TEMPERATURE CONTROL :
Calibrated outlet fittings (no thermostat).
SYSTEM BLEEDING :
Self-bleed type (hose at uppermost point of circuit and at cylinder head cover).
SYSTEM DRAINING :
Self-drain type (hose at lowest point of circuit).
SYSTEM FLUSHING :
Fitting spigot on engine or water outlet hose.
MONITORING BEEPER :
Turns on at 96-99°C (205-210°F).

587 ENGINE COOLING SYSTEM



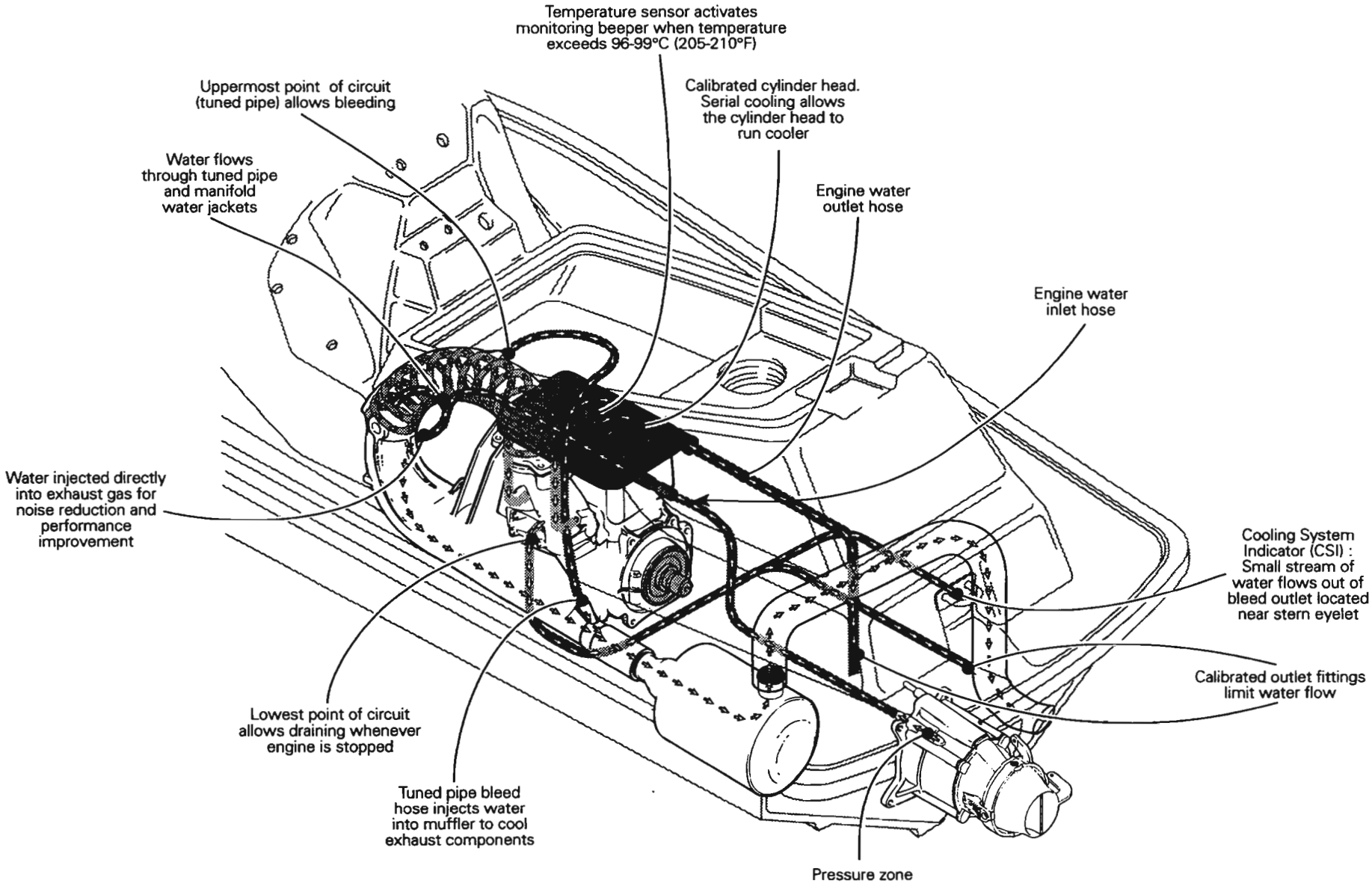
F001 004 025

657 X ENGINE COOLING SYSTEM



F001 004 045

717 ENGINE COOLING SYSTEM



F001 004 019

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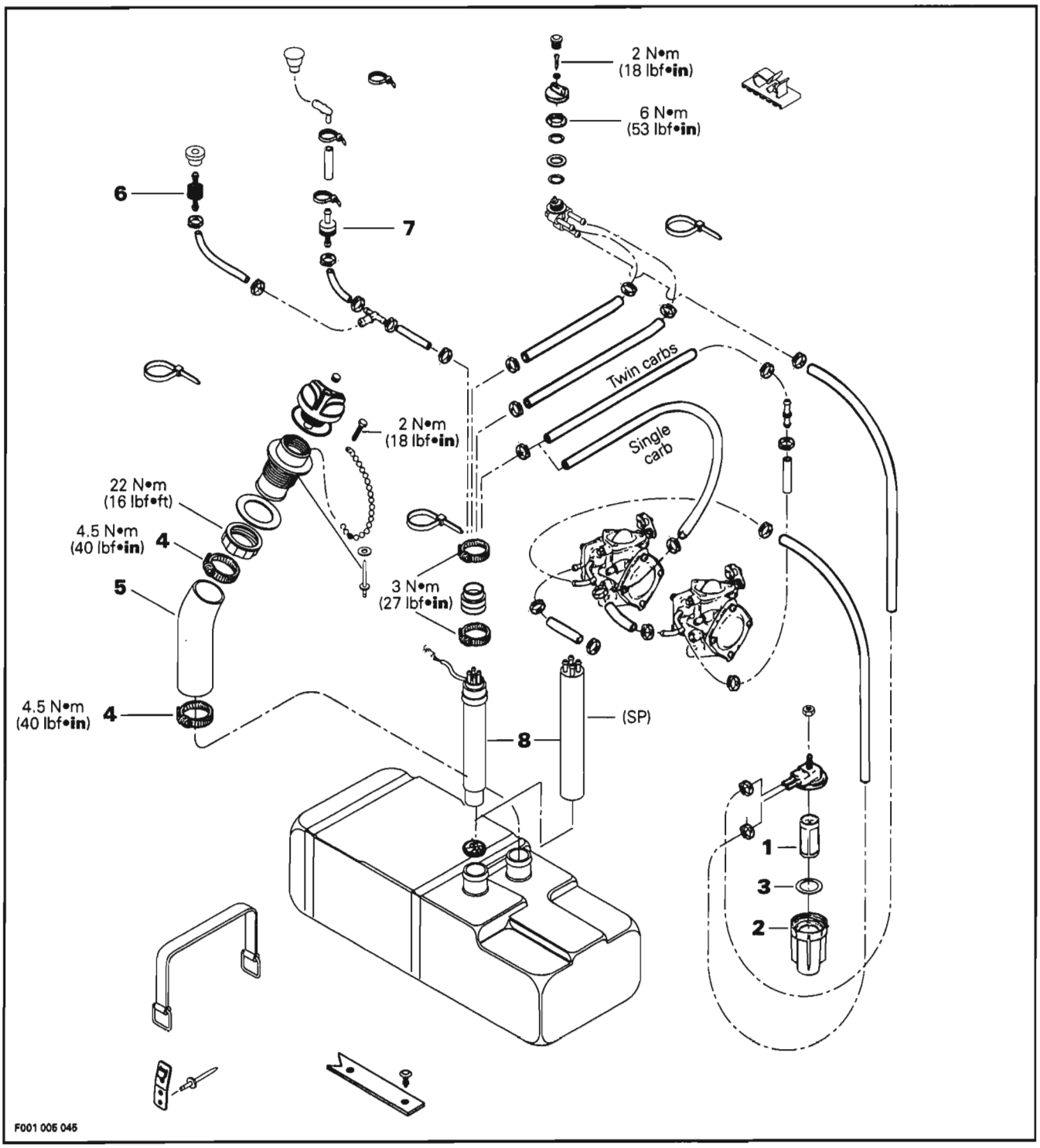
FUEL CIRCUIT

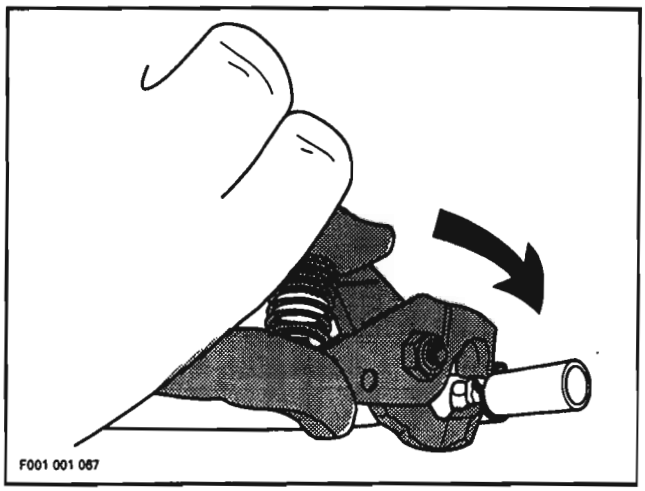


GENERAL

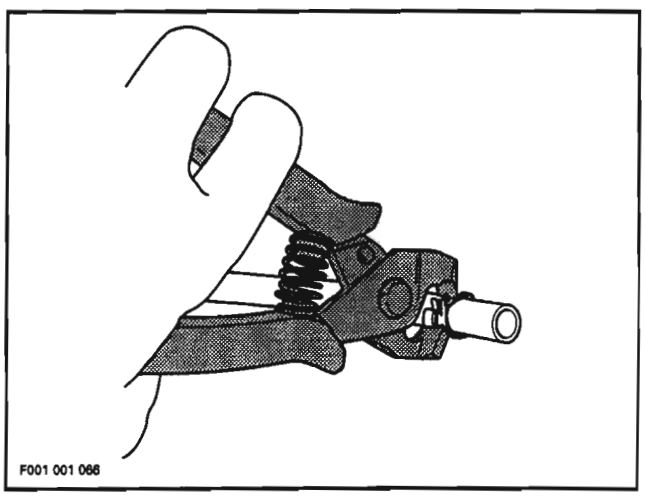
◆ **WARNING : Whenever repairing the fuel system, always verify for water infiltration in reservoir.**

To open or secure clamps on fuel lines, use pliers (P / N 295 000 054).

To open clamp, place flat side of plier on clamp embossment, squeeze and twist plier.



To secure clamp, place notch side of plier on clamp embossment and squeeze plier.



◆ **WARNING : Replace any damaged, leaking or deteriorated fuel lines.**

1,2, Fuel Filter and Bowl

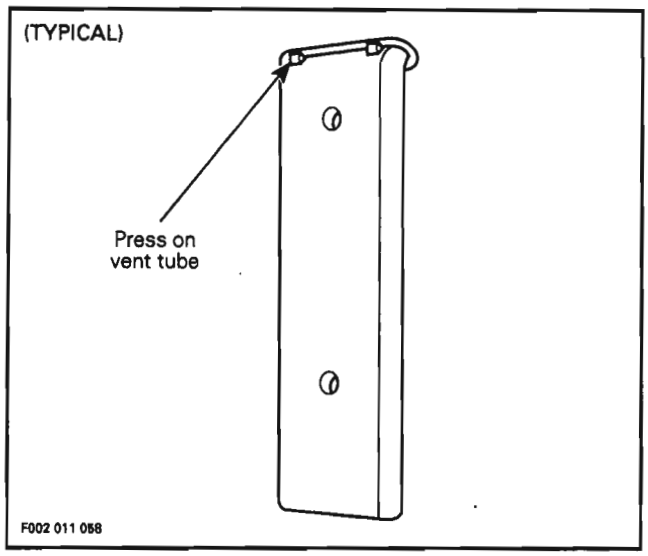
REMOVAL

Open storage compartment cover.

Remove basket.

GTS and GTX Models Only

Press on vent tube upper part to enable to withdraw tube from body.



◆ **WARNING : Vent tube must be in place to provide proper bilge ventilation.**

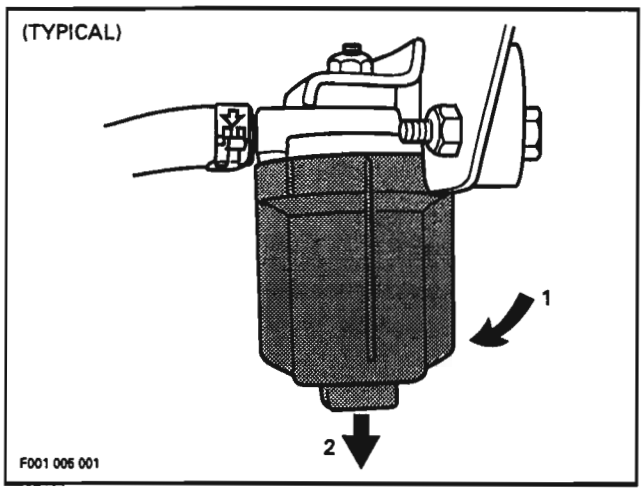
All Models

Turn the fuel valve to OFF position.

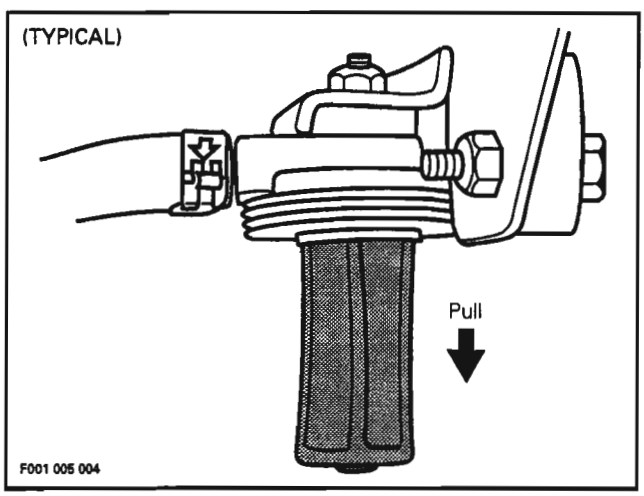
◆ **WARNING : The engine must not be running and fuel valve must be set to OFF position. Gasoline is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.**

Unscrew fuel filler cap to remove any fuel pressure in system.

Unscrew the fuel filter bowl counterclockwise then pull toward the bottom.



Pull fuel filter toward the bottom.



INSPECTION

Check filter bowl for water contamination.

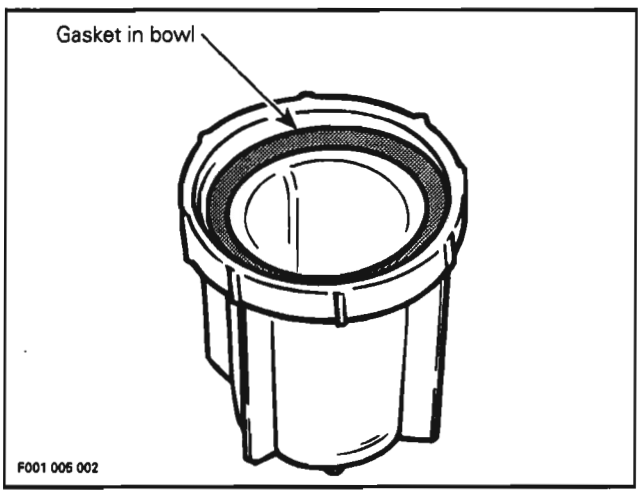
Inspect fuel filter condition. Carefully use low pressure compressed air to clean fuel filter. Replace filter if permanently clogged or damaged.

ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

2,3, Bowl and Gasket

Inspect gasket condition. Make sure gasket is well positioned into the filter bowl.



◆ **WARNING : Ensure that there is no leakage from the fuel filter.**

INSPECTION

4, 5, Gear Clamp and Filler Neck Hose

Verify fuel filler neck hose for damage. Always ensure that clamps are well positioned and tightened. Torque clamps to 4.5 N•m (40 lbf•**in**).

6, Pressure Relief Valve

This valve will eliminate fuel spillage when the watercraft is upside down. If pressure is built up in fuel system the valve should open at 10 kPa (1.5 PSI) to release the pressure.

◆ **WARNING : If pressure relief valve is stuck, the pressure in fuel system will build up and it may cause fuel leakage in engine compartment.**

○ NOTE : It is a one way valve with an arrow to indicate the air flow.

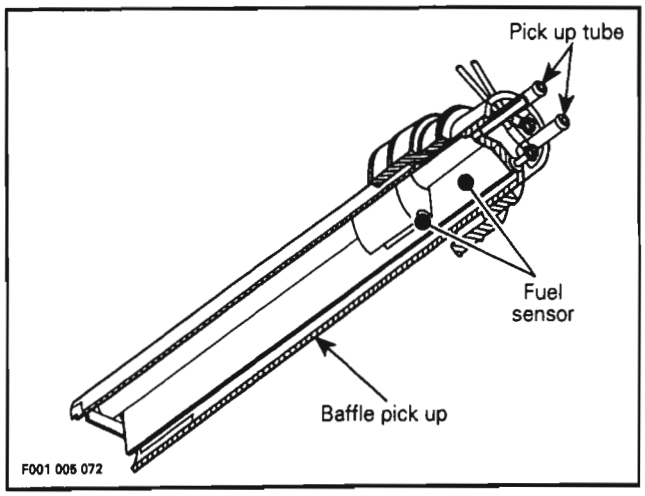
7, Check Valve

Black side of the one-way check valve is the valve outlet. It allows air to get in reservoir.

REMOVAL

8, Baffle Pick Up

NOTE : The baffle pick up has an integrated fuel sensor on models which have a fuel gauge.



Disconnect black negative cable, then red positive cable of battery.

WARNING : Always disconnect battery cables exactly in the specified order, black negative cable first. Electrolyte or fuel vapors can be present in the engine compartment and a spark might ignite them and possibly cause personal injuries.

Empty fuel tank.

WARNING : Fuel is inflammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft.

Remove storage basket from watercraft.

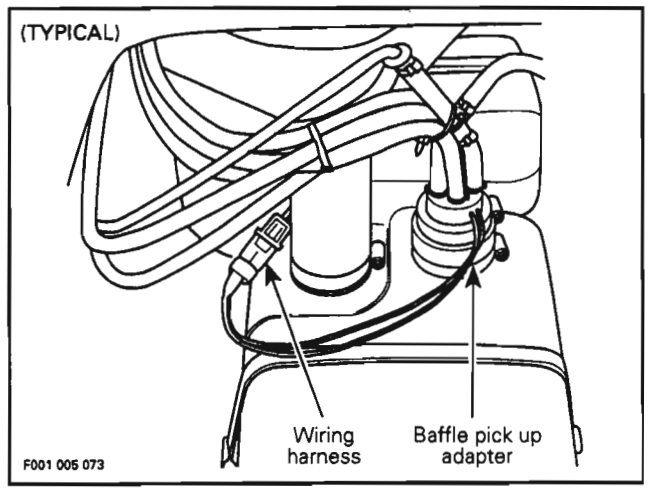
On GTS and GTX models, remove vent tube. Refer to fuel filter removal procedure in this sub-section.

Disconnect filler neck hose from fuel tank.

Remove retaining straps from fuel tank and move tank forward.

Remove hoses from baffle pick up and disconnect fuel sensor wiring harness if applicable.

Remove lower clamp from baffle pick up adapter and pull out baffle from fuel tank.



Remove upper clamp from adapter and slide adapter from baffle.

Inspect filter of baffle pick up. Clean or replace as necessary.

ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

Slide adapter onto baffle pick up until it stops on rib. Install clamp.

Install baffle pick up into fuel tank and push it until it sits on fuel tank neck. Install clamp and torque both clamps to 3 N•m (27 lbf•**in**).

FUEL SYSTEM PRESSURIZATION

WARNING : Whenever doing any type of repair on watercraft or if any components of the fuel system are disconnected, a pressure test must be done before starting engine. Ensure to verify fuel line ends for damage. Always cut damaged end before reinstallation.

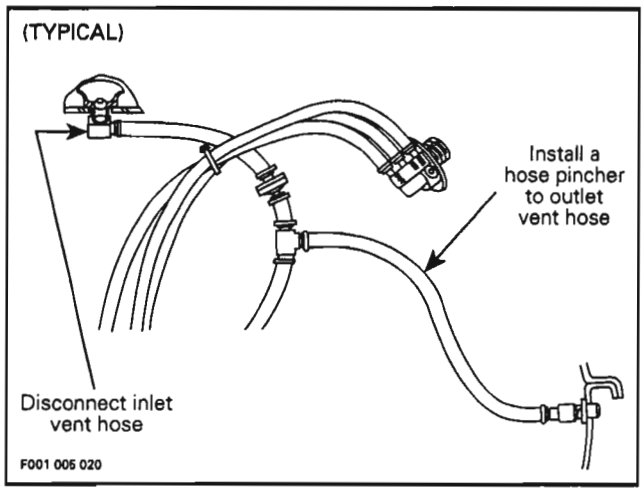
Pressure Test

Proceed as follows :

— Fill up fuel tank.

— Disconnect fuel tank inlet vent hose from body.

— Install a hose pincher (P / N 295 000 076) on fuel tank outlet vent hose.



— Connect pump gauge tester (P / N 295 000 085) to inlet vent hose.

— Turn fuel valve to OFF position and pressurize fuel system to 34 kPa (5 PSI). If no leaks are found, turn fuel valve to ON position and pressurize once more.

— If pressure is not maintained locate leak and repair / replace component leaking. To ease leak search spray a solution of soapy water on components, bubbles will indicate leak location.

NOTE : The system must maintain a pressure of 34 kPa (5 PSI) during 10 minutes. Never pressurize over 34 kPa (5 PSI).

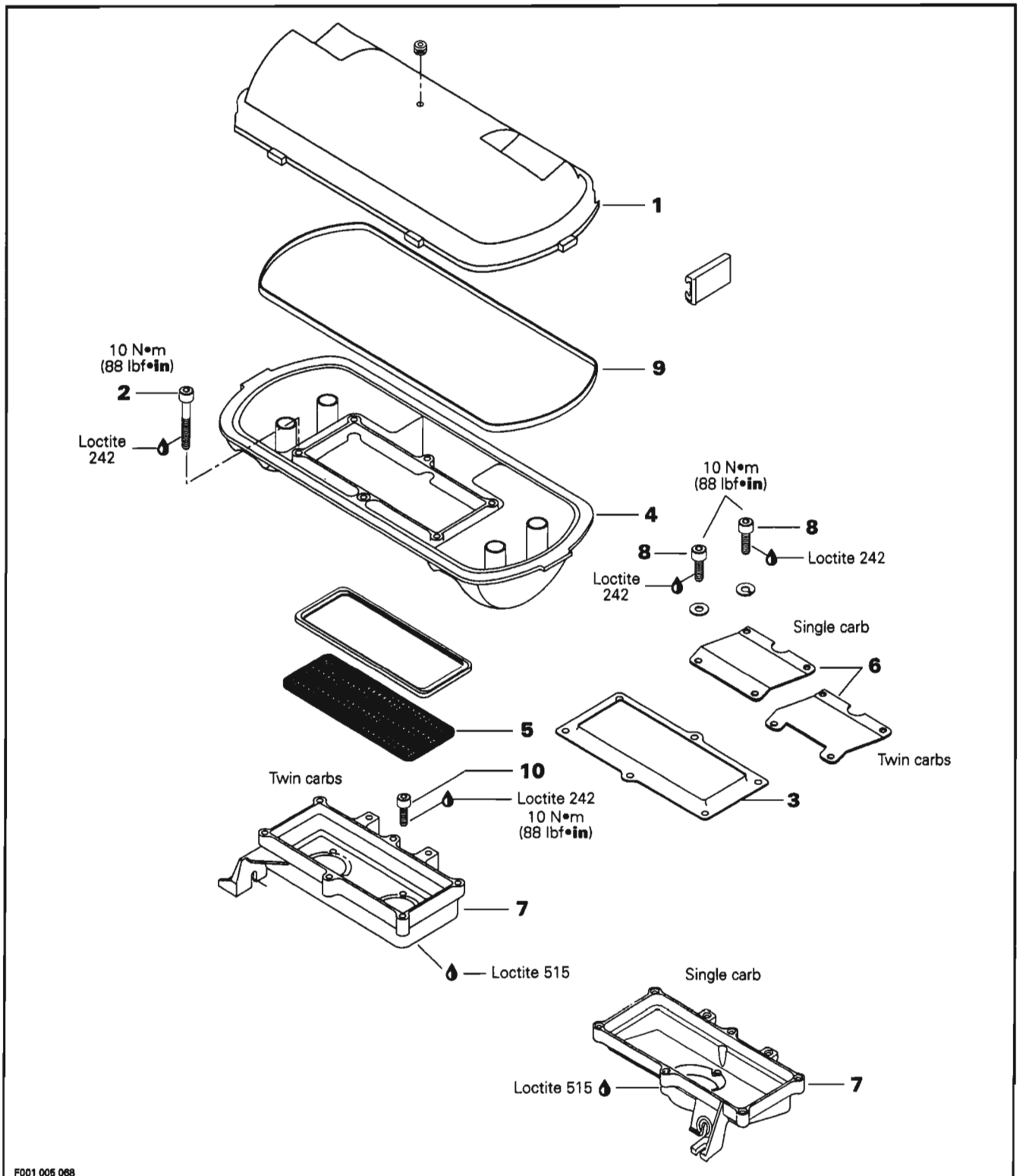
Reconnect fuel tank inlet vent hose to body.

WARNING : If any leak is found, do not start the engine and wipe off any fuel leakage. Failure to correct a leak could lead to an explosion. Do not use electric powered tools on watercraft unless system has passed pressure test.

NOTE : Before removing the hose pincher, block with your finger, the outlet hole to feel if air is coming out when removing hose pincher. This will indicate that pressure relief valve and the outlet fitting are not blocked.

Remove hose pincher from fuel tank vent outlet hose.

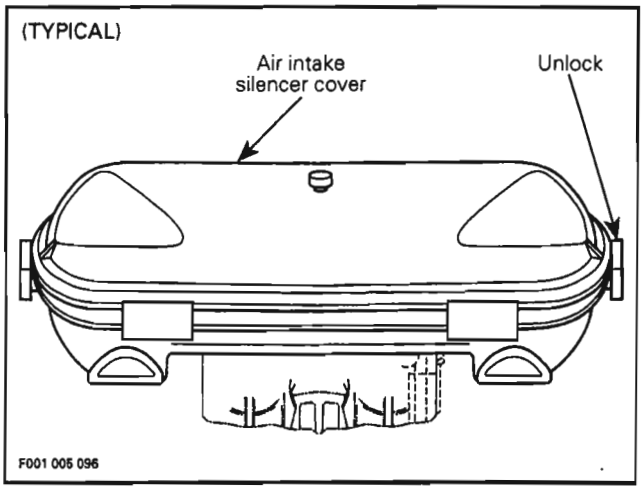
AIR INTAKE



REMOVAL

1, Air Intake Silencer Cover

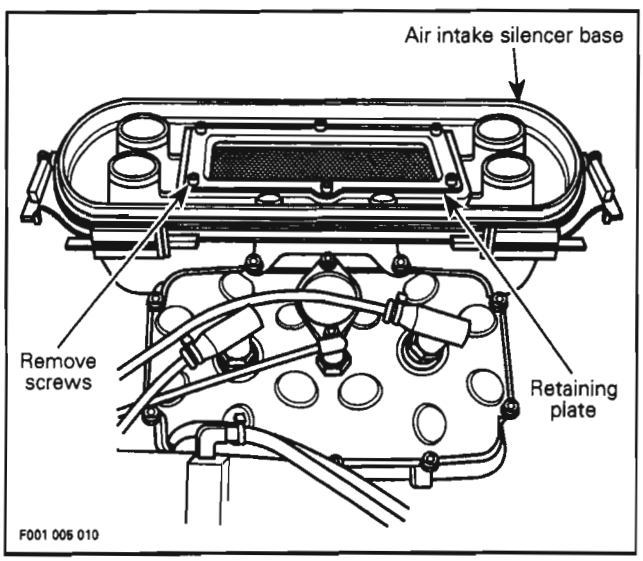
Unlock retaining slides holding air intake silencer cover and remove cover.



2,3,4, Screw, Plate and Air Intake Silencer Base

Remove screws of plate.

Pull out plate and air intake silencer base.



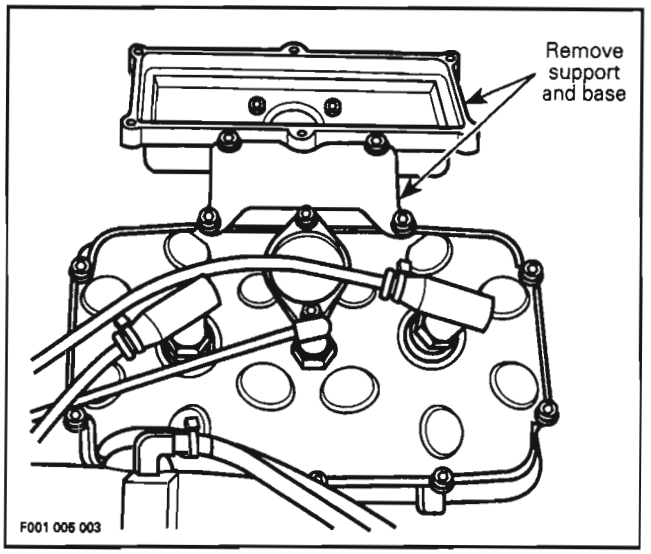
5,6,7,8, Flame Arrester, Support, Base and Screw

Remove flame arrester.

Remove screws holding flame arrester base support to the cylinder head cover.

Remove screws from flame arrester base then withdraw base.

NOTE : On single carburetor models, remove choke cable from flame arrester base.



ASSEMBLY

Assembly is essentially the reverse of removal procedures. However pay particular attention to the following.

CAUTION : Do not modify air intake system, otherwise calibration will be affected.

7,10, Flame Arrester Base and Screw

Apply Loctite 515 on mating surfaces of flame arrester base.

Apply Loctite 242 (blue) on screws and torque to 10 N•m (88 lbf•**in**).

5, Flame Arrester

Inspect condition of flame arrester. Replace or clean as necessary.

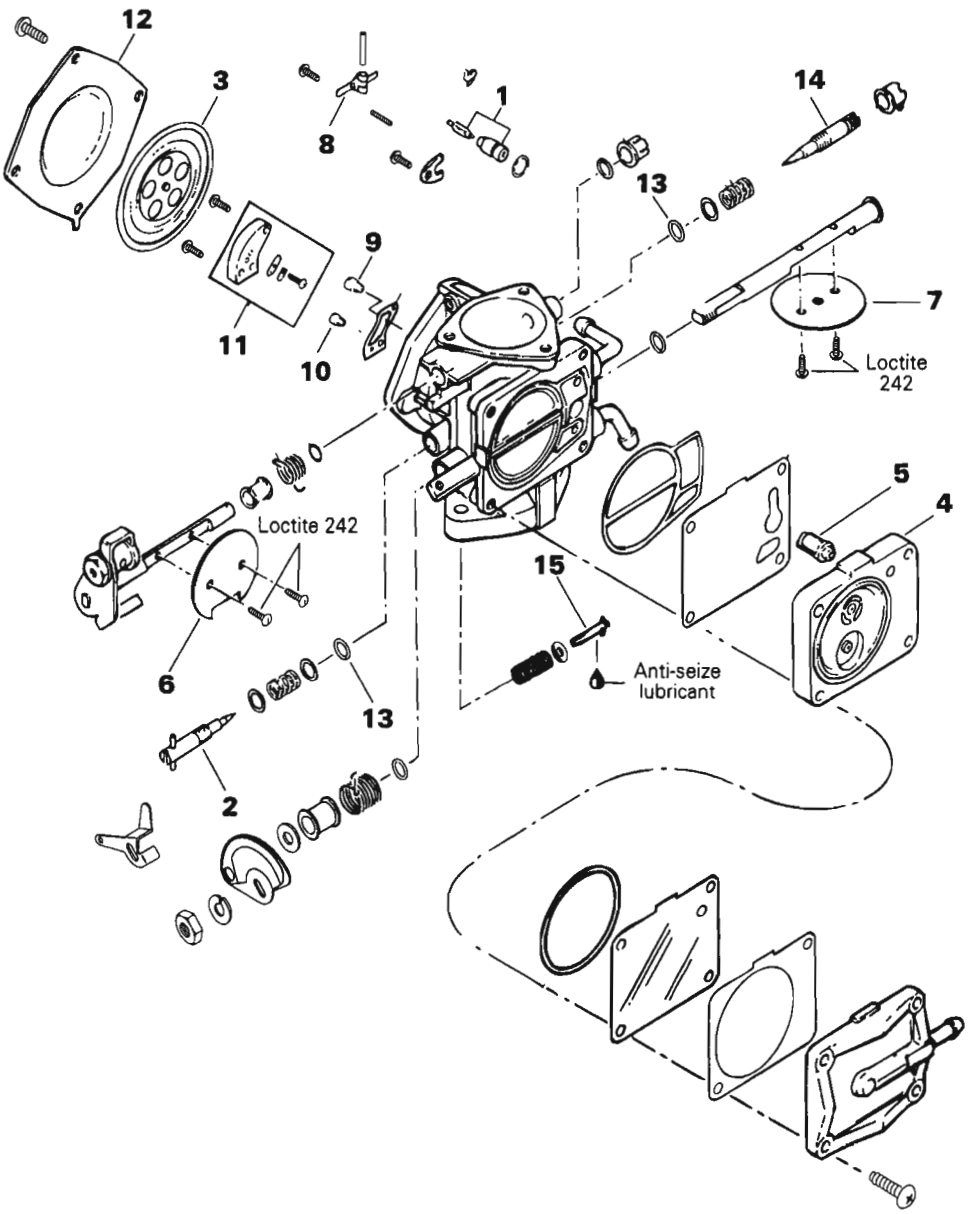
WARNING : Do not operate watercraft with-out flame arrester.

9, Gasket

Inspect condition of gasket. Make sure to properly installed gasket.

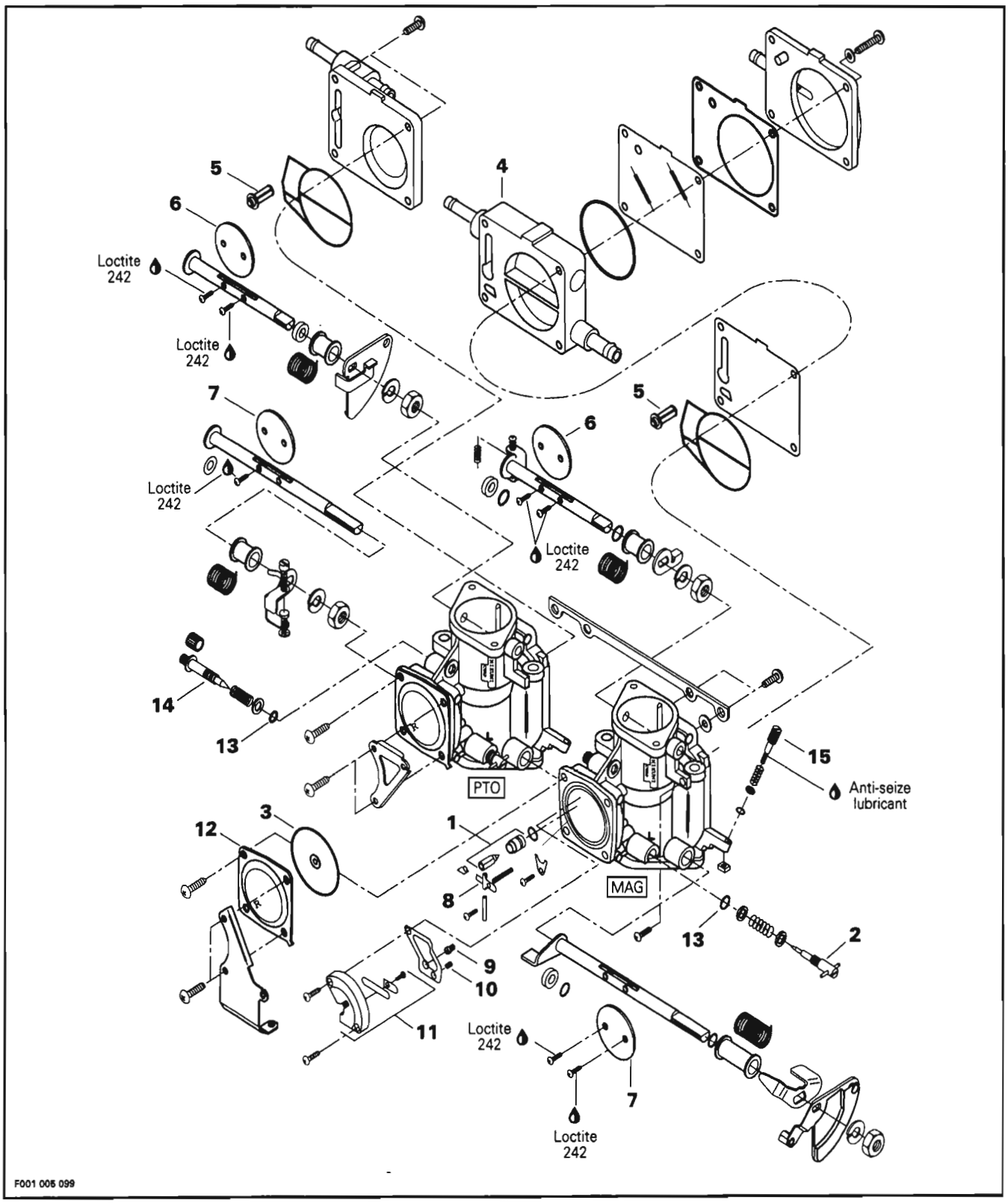
CARBURETORS

587 ENGINE

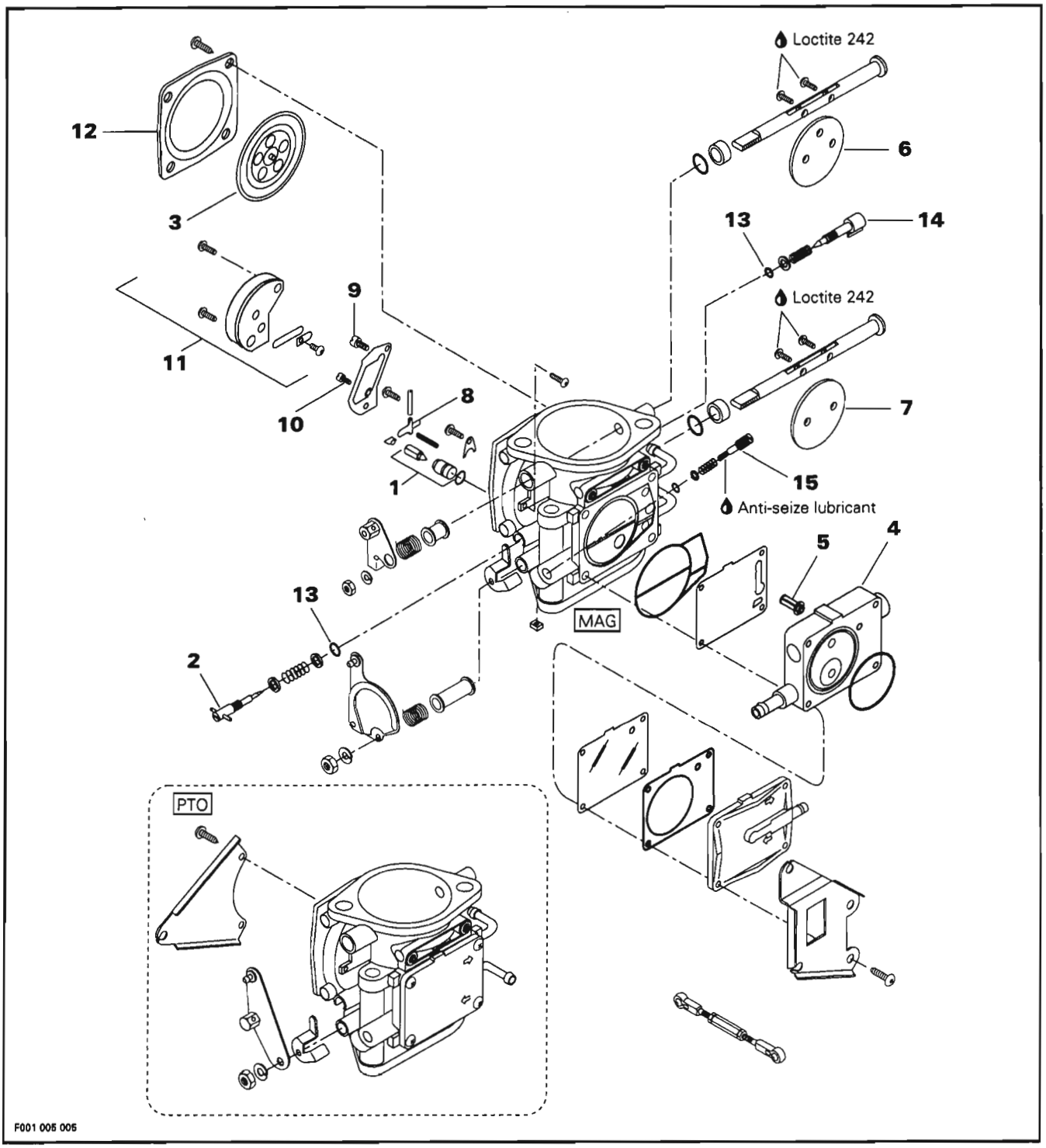


F002 005 020

657 X ENGINE

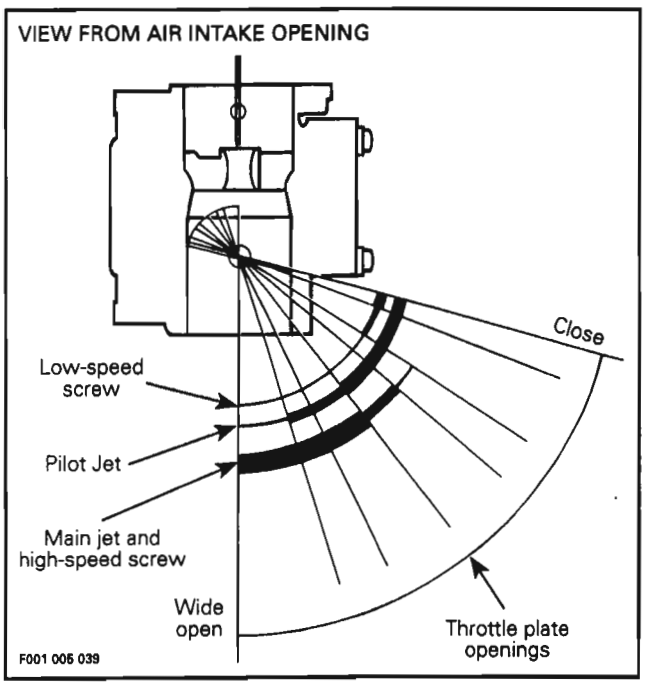


717 ENGINE



GENERAL

The following illustration shows which part of the carburetor begins to function at different throttle plate openings.



CARBURETOR REMOVAL

To remove carburetors from engine, proceed as follows :

Remove air vent tube support (SP / XP series).

Remove air intake silencer. Refer to FUEL SYSTEM 06-02.

Turn fuel valve to OFF position.

NOTE : For fuel line removal, use pliers (P / N 295 000 054).

Disconnect pulse line from fuel pump.

Disconnect fuel supply line from fuel pump.

Disconnect fuel return line.

Disconnect oil injection pump cable, throttle cable and choke cable.

Twin Carburetor Models Only

Remove screws and lock washers retaining carburetors.

Remove carburetors from intake manifold.

Single Carburetor Models Only

Remove 4 bolts and lock washers from rotary valve cover then move carburetors and rotary valve on top of engine.

NOTE : When removing rotary valvec over, pay attention that the rotary valve will stay in place, otherwise it must be timed.

Remove carburetor from intake manifold.

CLEANING

The entire carburetor should be cleaned with a general solvent and dried with compressed air before disassembly.

CAUTION : Be careful at carburetor cleaning not to remove paint. Paint removal will cause carburetor to rust very rapidly. Repaint if necessary.

Carburetor body and jets should be cleaned in a carburetor cleaner following manufacturer's instruction.

WARNING : Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as they are flammable and explosive.

CAUTION : Heavy duty carburetor cleaner may be harmful to the rubber parts, O-ring, etc. Therefore, it is recommended to remove those parts prior to cleaning.

Discard O-rings, diaphragms and gaskets.

DISASSEMBLY AND INSPECTION

Inspect parts for corrosion damage (shaft, throttle plate, spring, screw, check valve housing, etc.).

1, Needle Valve

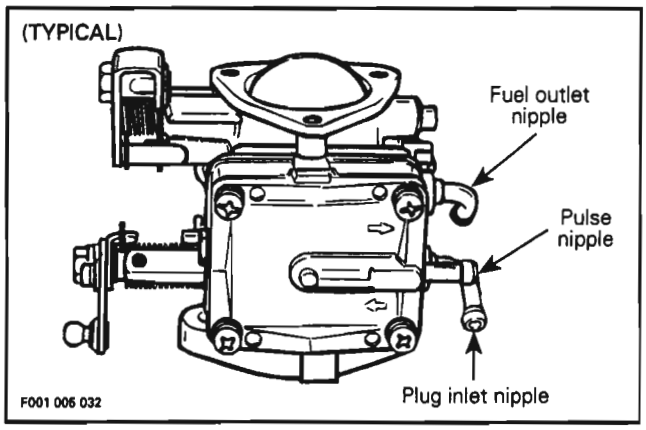
Inspect needle valve tip for a grooved condition. If worn, needle and seat must be replaced as a matched set.

2, Low Speed Screw

Check tip for a grooved condition. Replace if necessary.

PUMP VERIFICATION

Plug carburetor inlet nipple.



Check fuel pump valves operation as follows :

Connect a clean plastic tubing to the inlet nipple and alternately apply pressure and vacuum with the mouth. The inlet valve should release with pressure and hold under vacuum.

Repeat the same procedure at the outlet nipple. This time the outlet valve should hold with pressure and release under vacuum.

◆ **WARNING : Some fuel may be present in fuel pump. Be careful not to swallow fuel when under vacuum.**

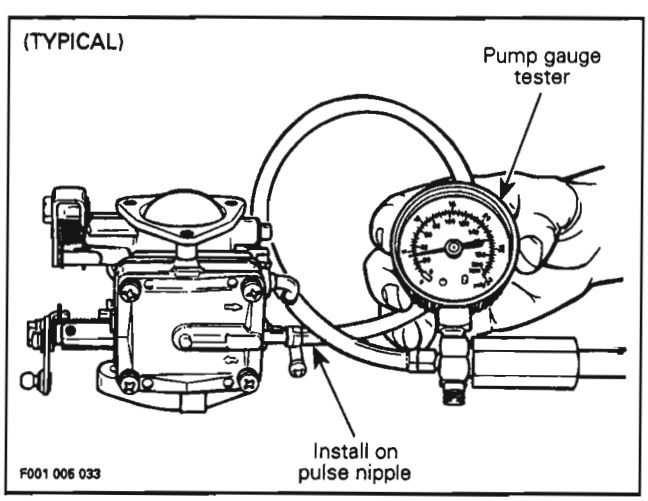
3, Diaphragm

PUMP DIAPHRAGM LEAK TEST

Using a suitable pump gauge tester, perform the following test proceeding as follows :

— Install pump gauge tester (P / N 295 000 083) on pulse nipple.

— Pump tester until it reaches 28 kPa (4 PSI).



Diaphragm must stand pressure for 10 seconds. If pressure drops, replace diaphragm.

4, Pump Body

Inspect valves. The pumping area should be free of holes, tears or imperfections. Replace as needed.

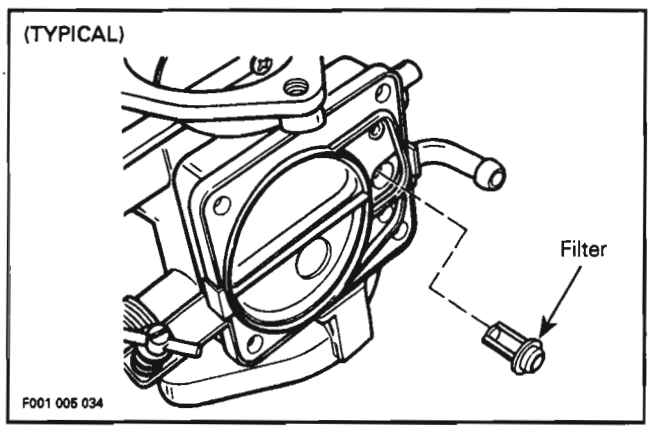
5, Filter

To verify filter condition proceed as follows :

Remove pump cover, gasket, diaphragm and then pump body and gasket.

Remove filter from carburetor body then clean filter and blow carefully with compressed air (low pressure).

Replace filter if damaged.



CARBURETOR ASSEMBLY

When assembling pump, ensure to properly position components together. Refer to previous illustrations if necessary.

6,7, Choke Plate and Throttle Plate

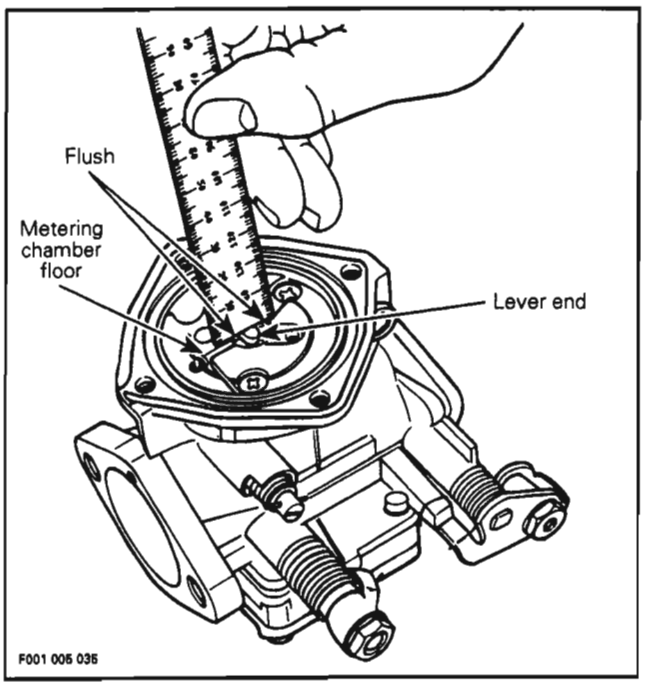
When installing plate onto shaft, close plate so that it centers into carburetor bore. Firmly tighten screws.

▼ **CAUTION : Always apply Loctite 242 (blue) on screw threads prior to installing screws, otherwise serious engine damage could occur.**

8, Needle Valve Lever

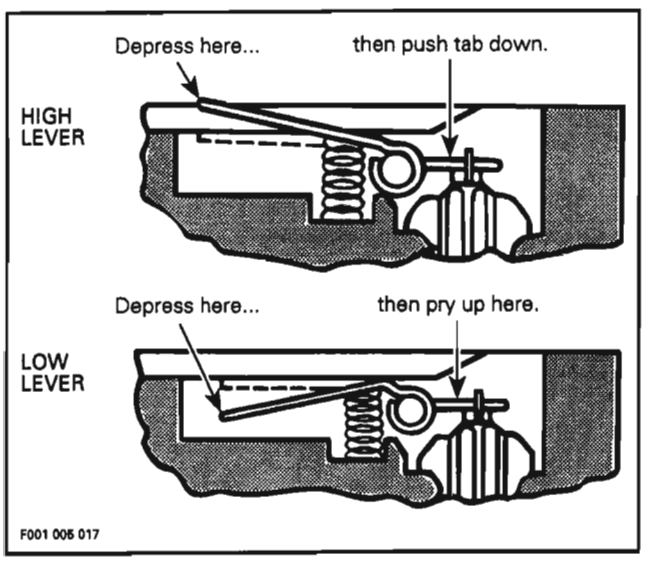
Inlet Control Lever

Rounded end of needle valve lever must be flush with surrounding metering chamber floor and not with body assembly. Place the end of a ruler over lever to check adjustment.



To adjust, bend lever very slightly to change its height.

▼CAUTION : When adjusting lever, do not pry it so that it applies pressure on needle. This could damage valve seat / needle.



PRESSURE TEST

Proceed as follows :

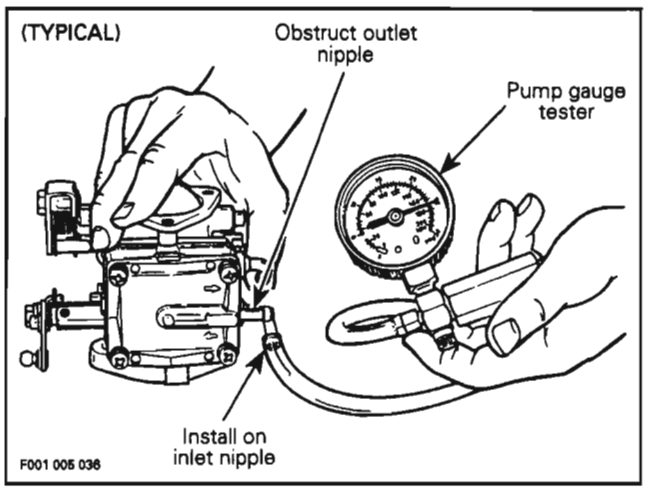
— Install pump gauge tester on carburetor inlet nipple.

— Obstruct outlet nipple with a finger.

— Pump tester until inlet release pressure is reached (seen by a sudden pressure drop). This must occur within 150-200 kPa (22-29 PSI) for single carburetor or 110-145 kPa (16-21 PSI) for twin carburetors.

The pressure drop will vary, but it should not go less then 100 kPa (15 PSI) for single carburetor or 83 kPa (12 PSI) for twin carburetors.

○ NOTE : Pressure test should be performed 3 times to obtain a valid reading.



If release pressure is not within specification, check control lever adjustment. Replace spring as necessary.

▼CAUTION : Do not stretch or cut spring.

LEAK TEST

Needle valve must stand a pressure of 69 kPa (10 PSI) for 30 seconds. Otherwise, hold carburetor upside down, pour oil over needle valve and apply pressure.

Check for bubbles. If they come from seat or O-ring, bubbles will exit around seat. Retighten as necessary.

If it still leaks remove needle and seat and replace O-ring.

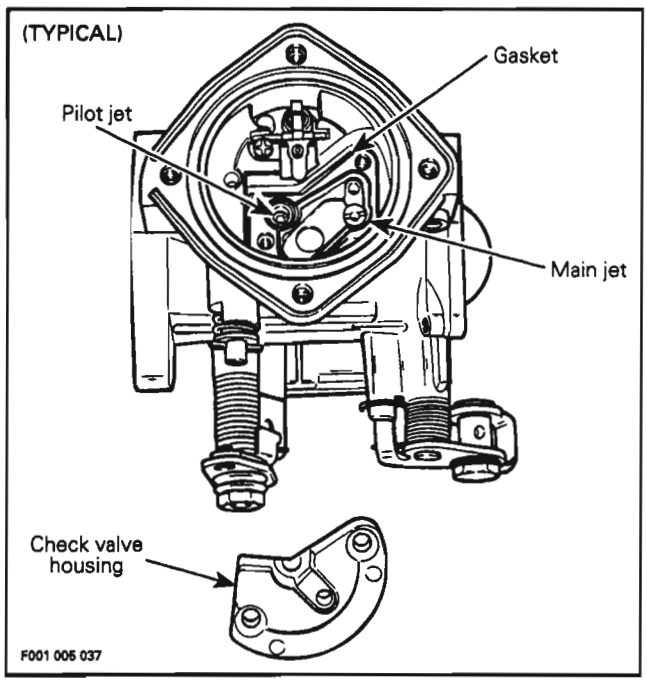
If bubbles come from needle, replace needle and seat.

9,10, Main Jet and Pilot Jet

Pilot jet and main jet are replaceable. Different jet sizes are available to suit temperature and altitude conditions. Always inspect spark plug tip condition when dealing with pilot jet and main jet. Spark plug tip condition gives a good indication of carburetor mixture setting.

▼CAUTION : Adjustments vary with temperature and altitude. Always observe spark plug condition for proper jetting.

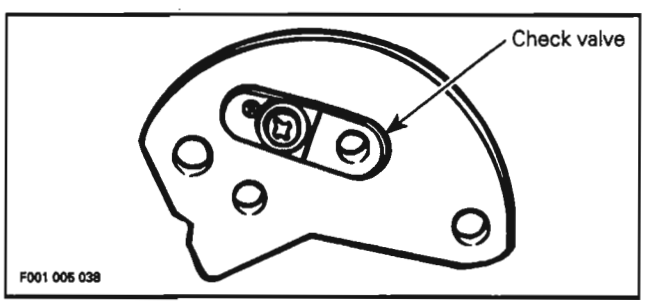
○ NOTE : To have access to pilot jet or main jet, check valve housing must be removed.



11, Check Valve Assembly

The check valve is needed if a back pressure occurs into carburetor. It will prevent fuel from flowing back into carburetor lower portion.

Inspect check valve, it should be free of holes, tears or imperfections. Replace as needed.



NOTE : Prior to check valve assembly installation, remember to set gasket.

3,12, Diaphragm and Cover

Install diaphragm with its integrated O-ring into carburetor groove. Make sure that the tab of cover is inserted into carburetor notch.

13, O-ring

When installing O-rings of low speed and high speed screws, apply some BOMBARDIER LUBE (P / N 293 600 016) to prevent sticking.

CARBURETOR INSTALLATION

At installation, pay attention to the following :

Install carburetor(s) with gasket(s) to intake manifold.

NOTE : On SPX / GTX models, synchronize carburetor before installation. Refer to **twin carburetor synchronization (SPX / GTX models).**

Single Carburetor Model Only

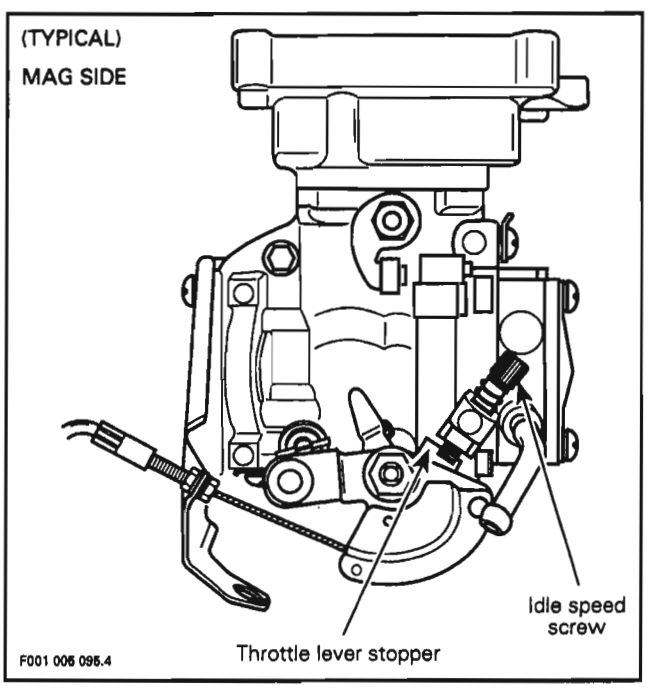
Install lock washers and apply Loctite 242 (blue) on threads then torque nuts to 25 N•m (18 lbf•ft).

Twin Carburetor Models Only

Apply Loctite 242 (blue) on screw threads. Then, install screws with lock washers and torque to 20 N•m (15 lbf•ft).

SYNCHRONIZATION (EXCEPT XP MODEL)

With idle speed screw not touching throttle lever stopper on MAG carburetor, both throttle plates are in closed position.



If not properly adjusted, turn synchronizing screw between carburetors accordingly.

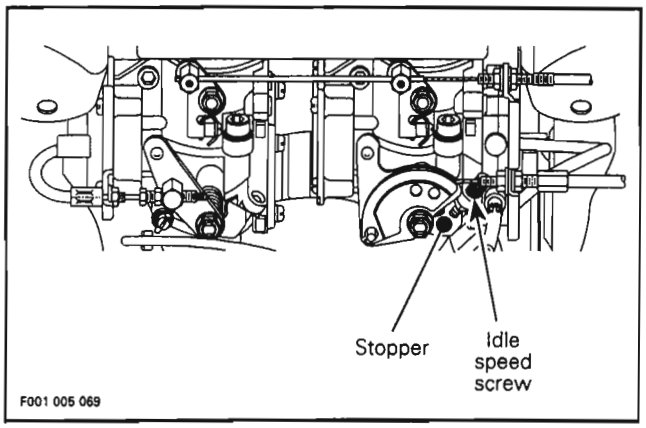
Turn idle speed screw until it contacts throttle lever stopper. Then, turn 2 additional turns.

Ensure throttle plates are properly synchronized. Repeat above procedure as required.

CAUTION : Throttle plates must open simultaneously, otherwise this will cause engine to vibrate and / or back fire.

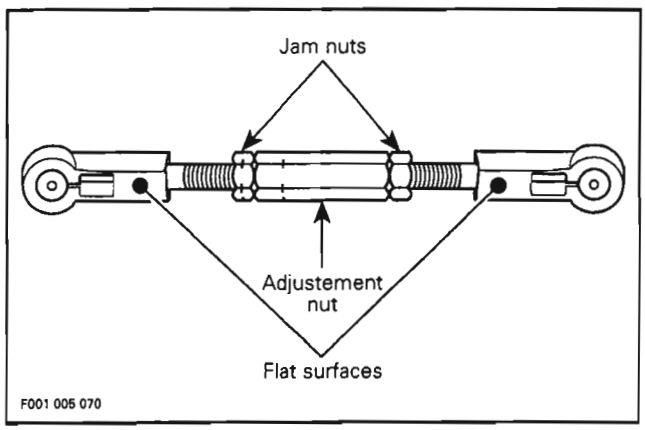
SYNCHRONIZATION (XP MODEL)

With idle speed screw not touching throttle lever stopper on MAG carburetor, both throttle plates are in closed position.



Loosen jam nuts on carburetor linkage and adjust linkage with adjustment nut.

Make sure threads length is the same on each side of linkage and flat surfaces of both ends are parallel with each other.

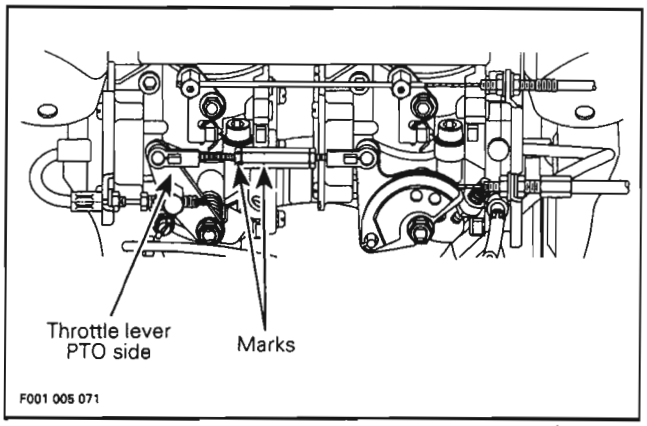


Tighten jam nuts and torque to 3 N•m (27 lbf•**in**).

NOTE : Grease carburetor linkage at both ends with synthetic grease (P / N 293 550 010).

Connect linkage between both carburetor levers. Ensure both throttle plates are still in closed position.

NOTE : The linkage installation is done with the marks located near PTO carburetor throttle lever to ease adjustment if to be performed in the watercraft.



CAUTION : Throttle plates must open simultaneously, otherwise this will cause engine to vibrate and / or back fire.

Fuel Lines and Hose Clamps

If fuel line ends are damaged, cut damaged end before reinstallation.

Properly tighten clamps with pliers (P / N 295 000 054).

WARNING : Make sure there is no leak in fuel system.

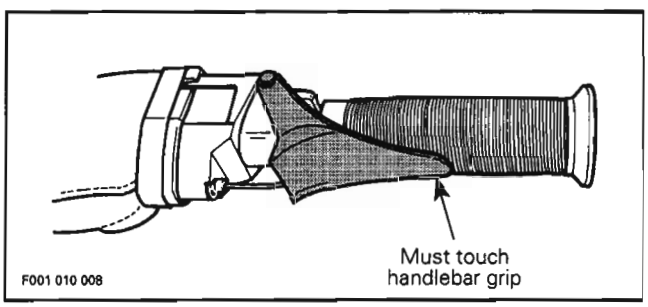
For fuel system pressurization, refer to FUEL SYSTEM 06-01.

ADJUSTMENTS

Throttle Cable

Lubricate cable with BOMBARDIER LUBE lubricant.

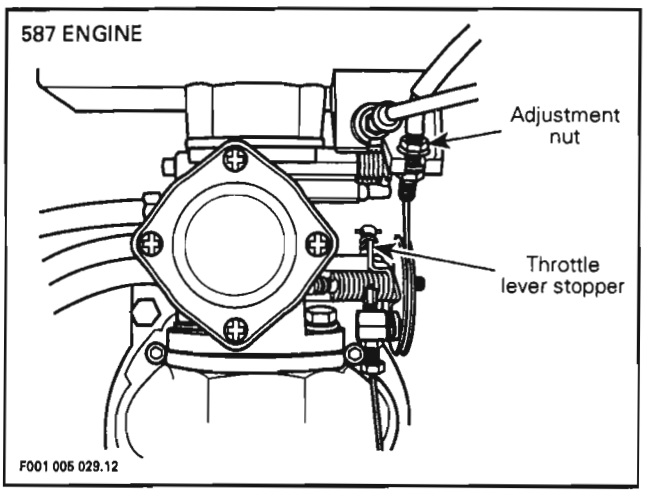
Throttle lever must reach handlebar grip without causing strain to cable or carburetor cable bracket.

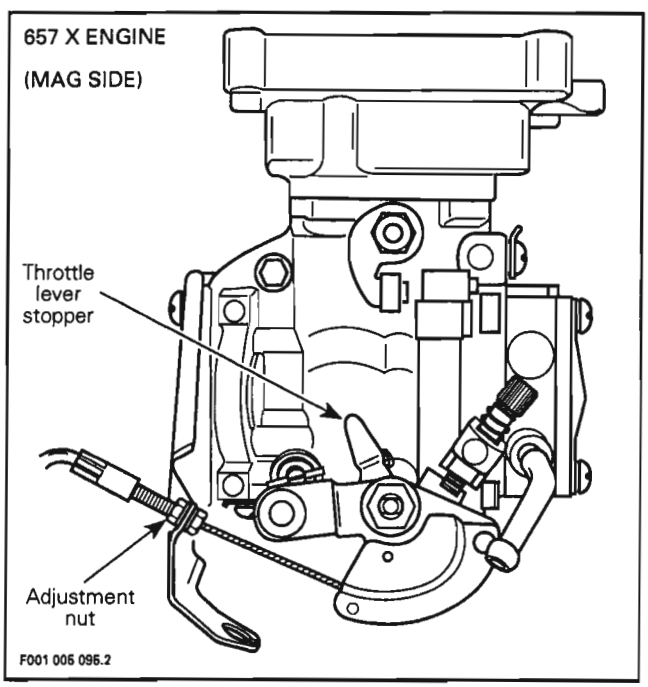


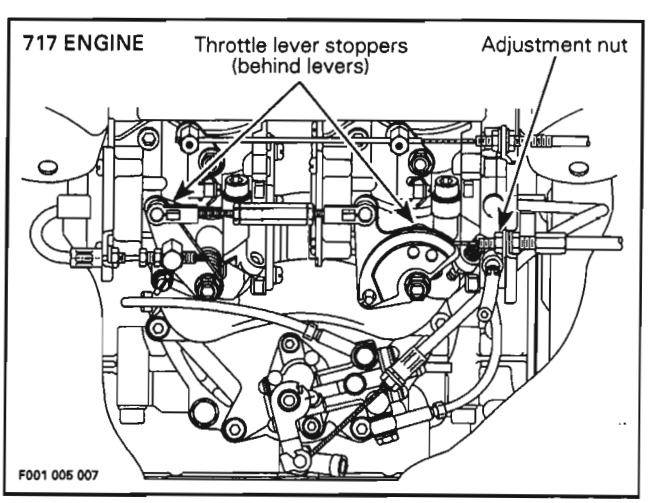
Ensure carburetor butterfly is fully open at full throttle position. At this position throttle lever stopper is almost in contact (0.5 mm (1/64 in)) with carburetor body.

CAUTION : Improper cable adjustment will cause strain on cable and / or damage cable bracket or throttle lever at handlebar.

To adjust, loosen jam nut then turn adjustment nut as necessary.







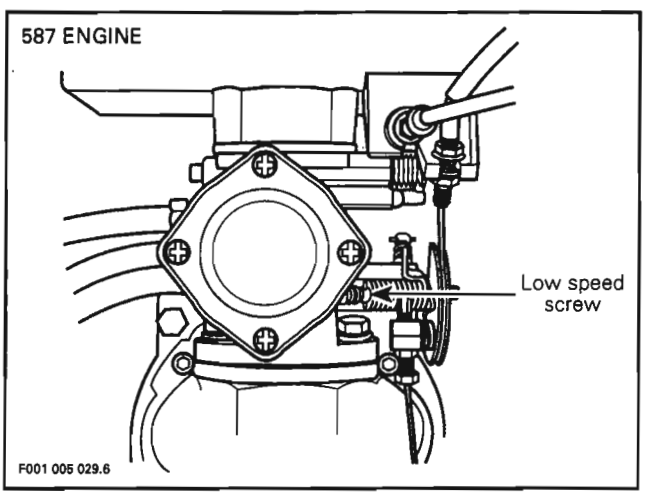
Tighten jam nut and recheck adjustment.

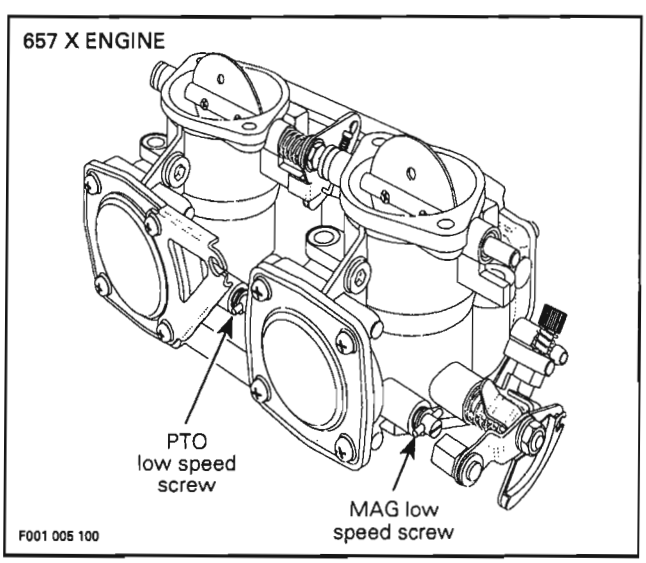
◆ **WARNING : Make sure idle speed screw contacts stopper when throttle lever is fully released at handlebar.**

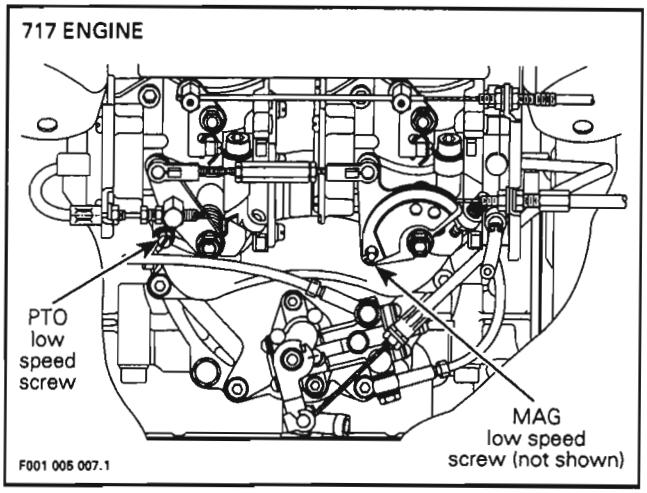
After throttle cable adjustment, always proceed with oil injection pump adjustment. Refer to LUBRICATION SYSTEM 07-02.

▼ **CAUTION : Improper oil injection pump synchronization with carburetor can cause serious engine damage.**

2, Low Speed Screw







▼CAUTION : Do not attempt to set engine idle speed with low-speed screw. Severe engine damage can occur.

Tighten low speed screw until a slight resistance is felt. Then, back it off to the specification as per following chart.

Watercraft model	SP	SPX	SPI	XP	GTS	GTX
Low speed screw (turn)	1-1/4	1-1/8	1-1/4	1-3/4	1-1/4	1-1/4

○NOTE : Turning screw clockwise leans mixture and turning screw counterclockwise enriches mixture.

Start and warm up engine.

▼CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 258).

Check that engine idles and runs smoothly. Make sure engine reacts quickly to throttle lever depression. If necessary, readjust low speed screw (± 1/4 turn).

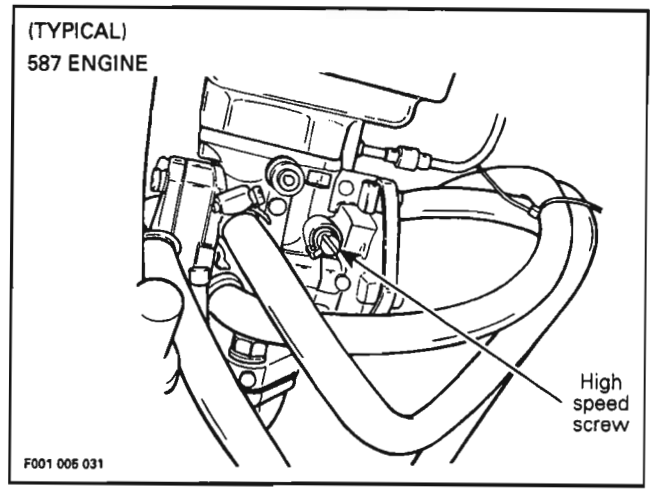
○NOTE : On twin carburetor engines both low speed screws must be adjusted exactly the same way. Never adjust screws more than 1/4 turn at a time.

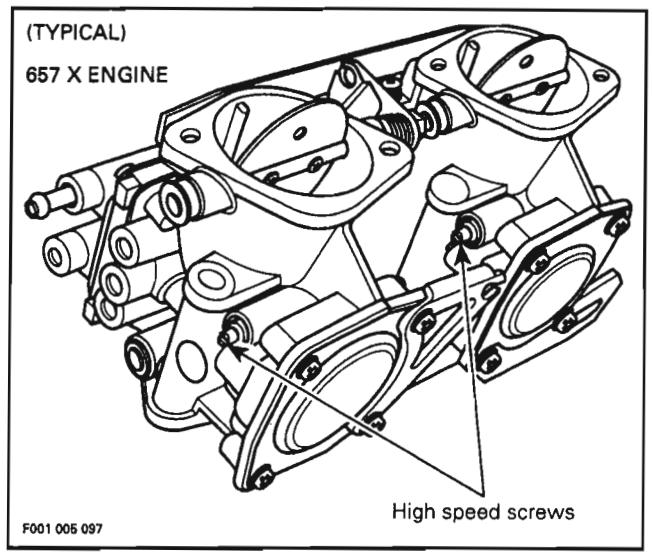
14, High Speed Screw

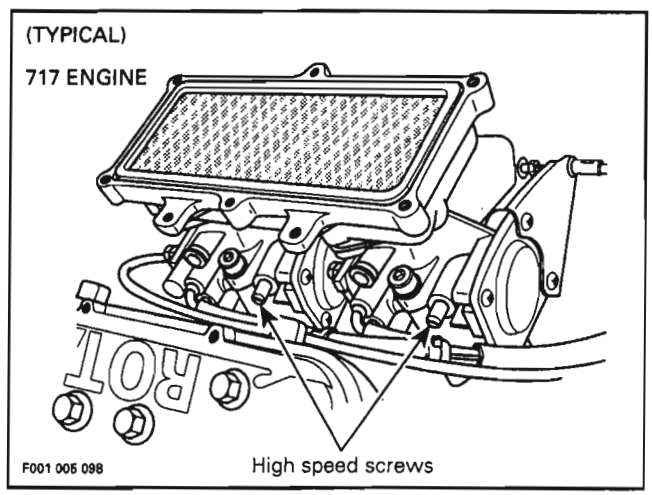
The high speed screw is sealed with a plastic cap that allows an adjustment of 1/4 turn.

○NOTE : Turning screw 1/4 turn counterclockwise enriches mixture and turning screw clockwise leans mixture.

▼CAUTION : Do not attempt to adjust high speed screw by removing plastic cap. Severe engine damage can occur.

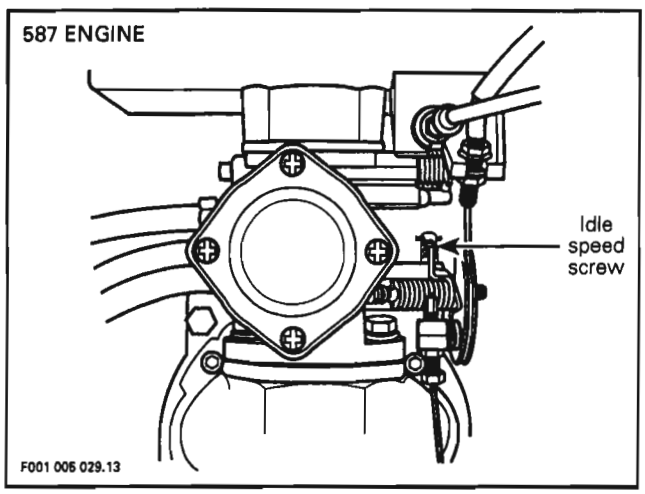




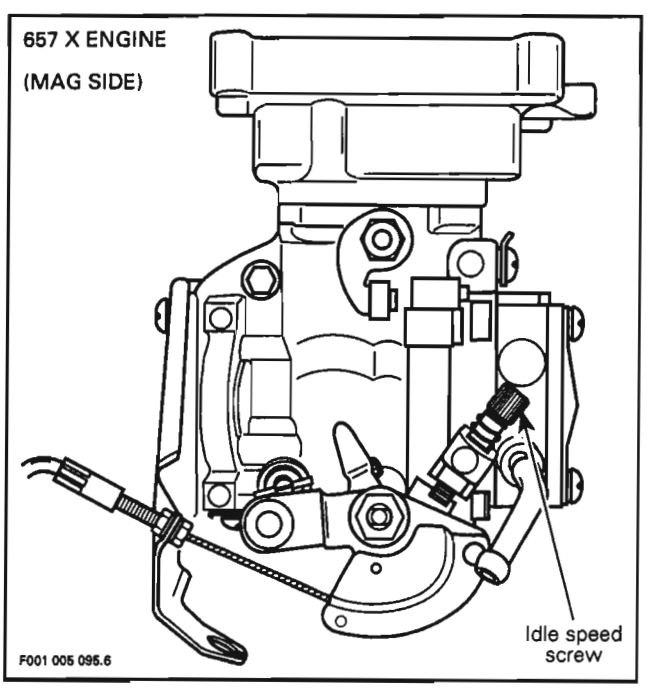


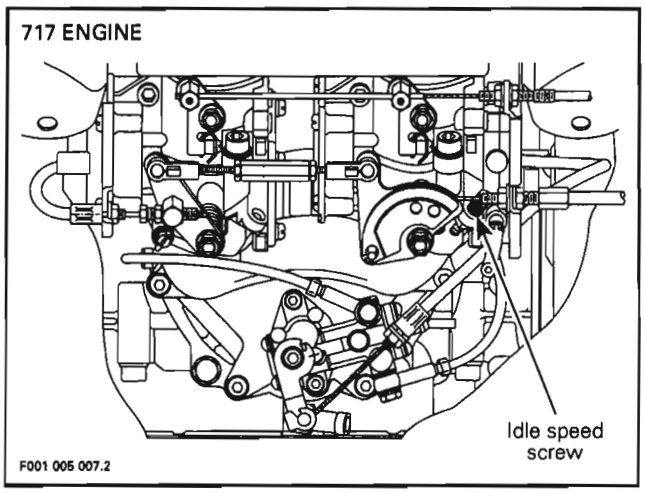
15, Idle Speed Screw

Turning screw clockwise increases engine idle speed and turning screw counterclockwise decreases engine idle speed.



NOTE : On twin carburetor engines, there is only one idle speed screw.





Connect an induction-type tachometer (P / N 295 000 100) on spark plug cable of magneto side to measure engine speed.

NOTE : To adjust idle speed, ensure flame arrester and air intake silencer are installed.

Start engine and bring to normal operating temperature.

CAUTION : If watercraft is out of water, water must be supplied to cool engine with coupler hose (P / N 295 500 258).

Turn screw so that engine idles at 1500 RPM if watercraft is in water.

If watercraft is out of water, refer to the following chart to adjust idle speed to the specification.

Watercraft model	SP	SPX	SPI	XP	GTS	GTX
Idle speed out of water (RPM)	2400	3000	2500	3000	2500	3000

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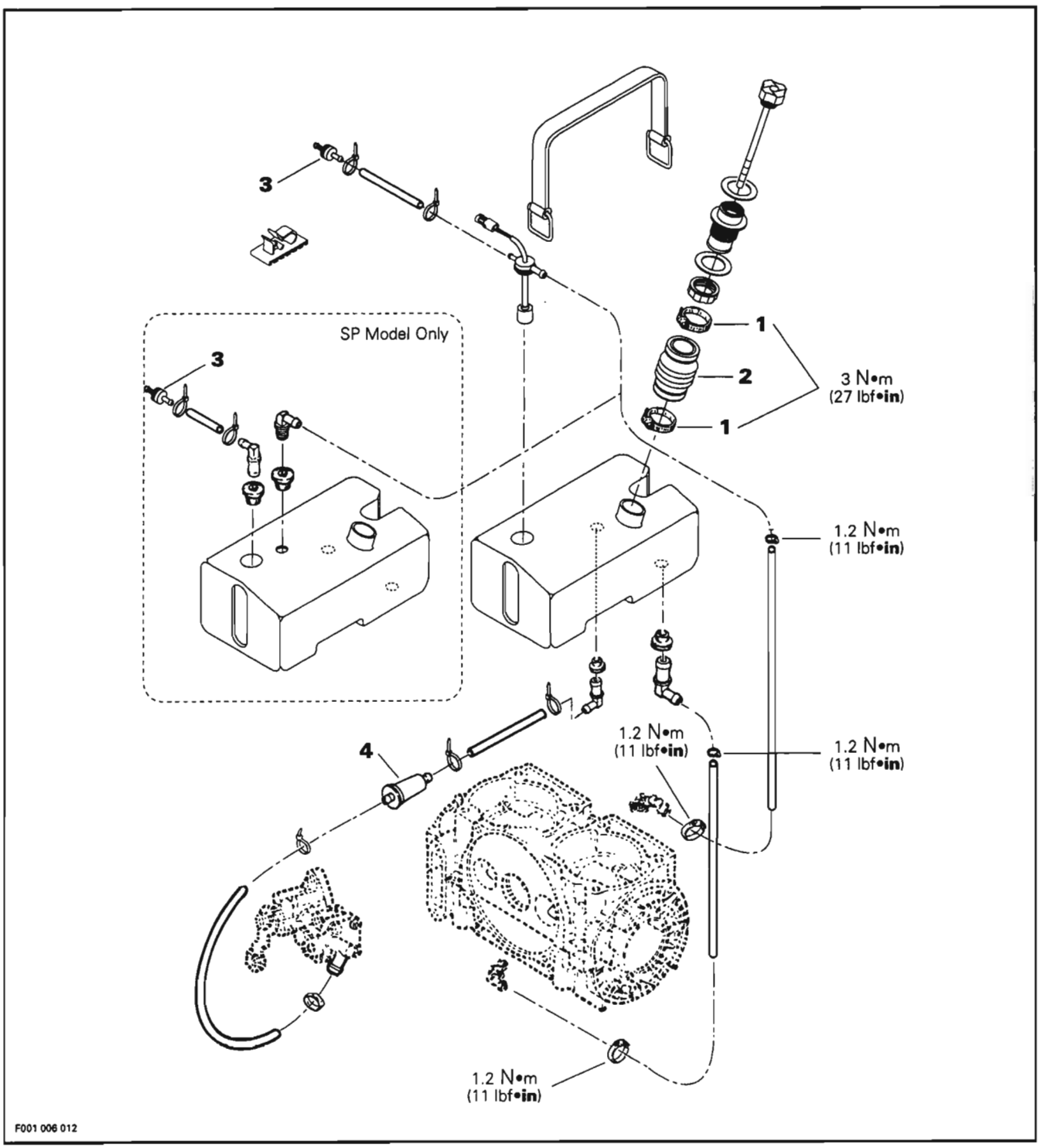
OIL INJECTION SYSTEM



GENERAL

Whenever repairing the oil injection system, always verify for water infiltration in reservoir.

Perform also a pressure test of the oil injection system.

1,2, Clamp and Hose

Verify oil filler neck hose for damage. Always ensure that clamps are well positioned and tightened. Torque clamps to 3 N•m (27 lbf•**in**).

3, Check Valve

Black side of the one-way check valve is the valve outlet. It allows air to get in reservoir.

4, Oil Filter

Oil filter should be replaced annually.

OIL SYSTEM PRESSURIZATION

◆ **WARNING : Whenever oil system components are disconnected or replaced, a pressure test must be done before starting engine. Ensure to verify oil line ends for damage. Always cut damaged end before reinstallation.**

Pressure Test

Proceed as follows :

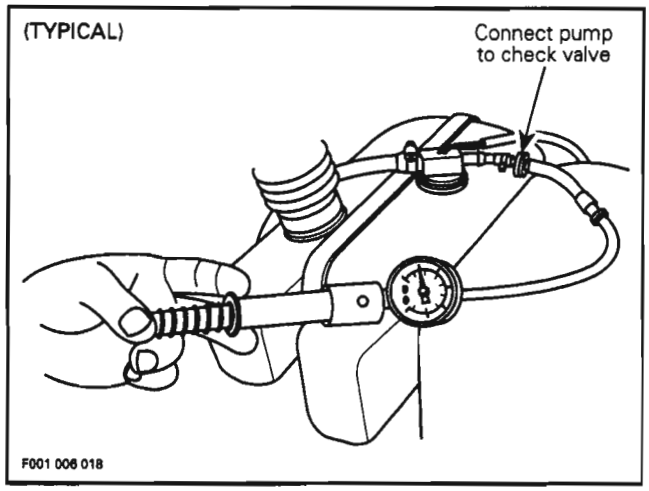
— Fill up oil reservoir.

— Install a hose pincher to rotary valve shaft oil supply hose.

— Install a hose pincher to rotary valve shaft oil return hose.

— Install a hose pincher to oil injection pump supply hose.

— Connect pump gauge tester to check valve of oil injection reservoir vent.



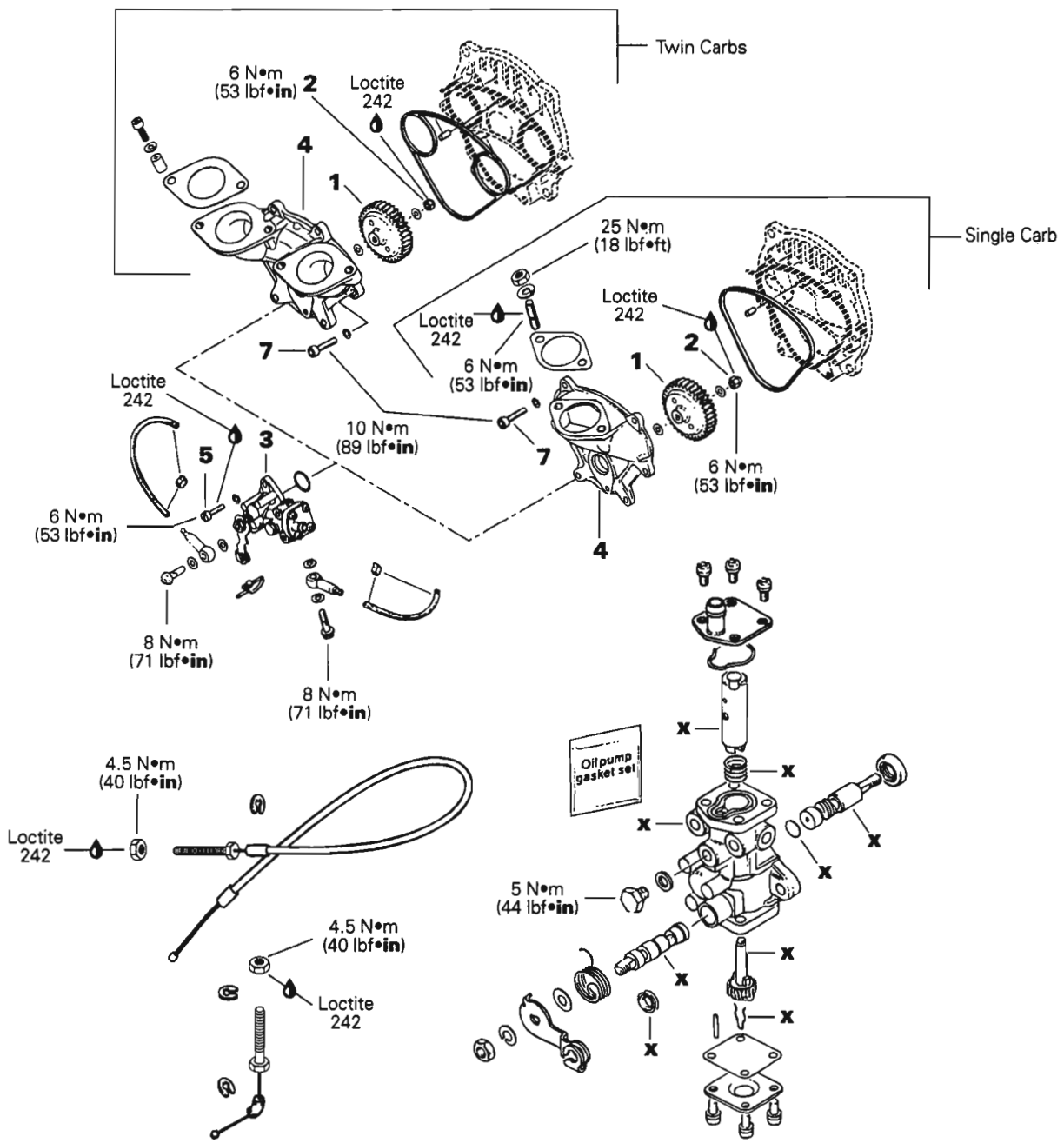
— Pressurize oil system to 21 kPa (3 PSI). If pressure is not maintained, locate leak and repair / replace component leaking. To ease leak search spray a solution of soapy water on components, bubbles will indicate leak location.

○ NOTE : The system must maintain a pressure of 21 kPa (3 PSI) for at least 10 minutes. Never pressurize over 21 kPa (3 PSI).

▼ **CAUTION : If any leak is found, do not start the engine and wipe off any oil leakage. Failure to correct a leak could cause serious damage to engine components.**

— Disconnect pump gauge tester and remove hose pinchers.

OIL INJECTION PUMP



PARTS IN ILLUSTRATION MARKED WITH X ARE NOT AVAILABLE AS SPARE PARTS.

F001 006 013

REMOVAL

Remove air intake silencer (refer to FUEL SYSTEM 06-02).

Remove rotary valve cover (refer to ENGINE 04-05).

DISASSEMBLY

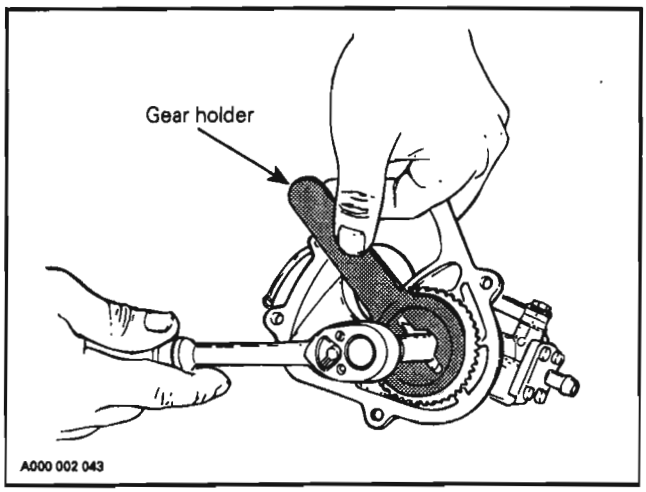
NOTE : Some oil pump parts are not available in single parts.

Remove 6 Allen screws retaining intake manifold to rotary valve cover.

Separate intake manifold from rotary valve cover.

1,2, Oil Pump Gear and Lock Nut

To separate oil pump from intake manifold, remove oil pump gear using gear holder (P / N 290 277 905) and unscrew lock nut.



CLEANING

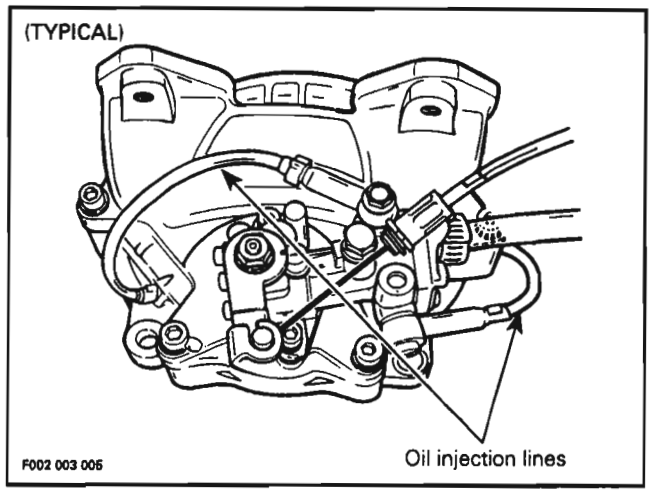
Discard all seals and O-rings. Clean metal components in a solvent.

ASSEMBLY

3,4,5, Oil Injection Pump, Intake Manifold and Screw

Install oil injection pump to intake manifold. Torque screws to 6 N•m (53 lbf•**in**).

CAUTION : Whenever oil injection lines are removed, always make the routing as shown.



1,2, Oil Pump Gear and Lock Nut

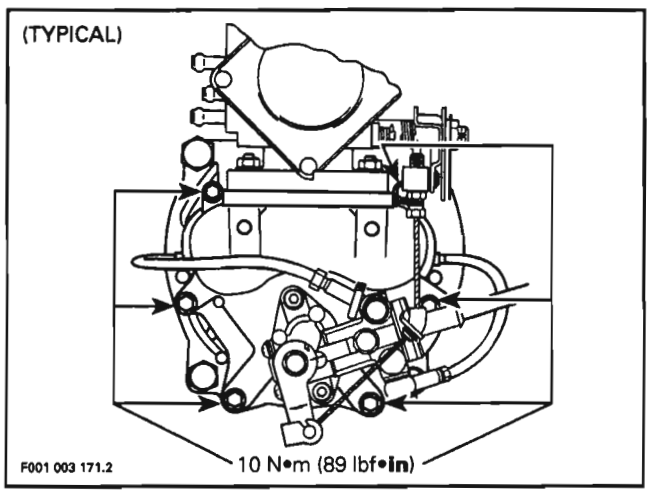
Install gear to oil injection pump shaft. Torque lock nut to 6 N•m (53 lbf•**in**).

NOTE : Make sure 1 washer is installed on each side of gear.

4,7, Intake Manifold and Screw

Install intake manifold to rotary valve cover and torque screw to 10 N•m (89 lbf•**in**).

NOTE : Make sure a new gasket is installed to rotary valve cover.



ADJUSTMENTS

▼CAUTION : As oil injection pump adjustment is dependant on throttle cable position, make sure to perform throttle cable adjustment first.

Preliminary Synchronization

○NOTE : To check synchronization of pump as a routine maintenance, refer to **final synchronization**. Make sure idle speed of engine is properly adjusted.

Ensure carburetor butterfly(ies) is (are) in closed position.

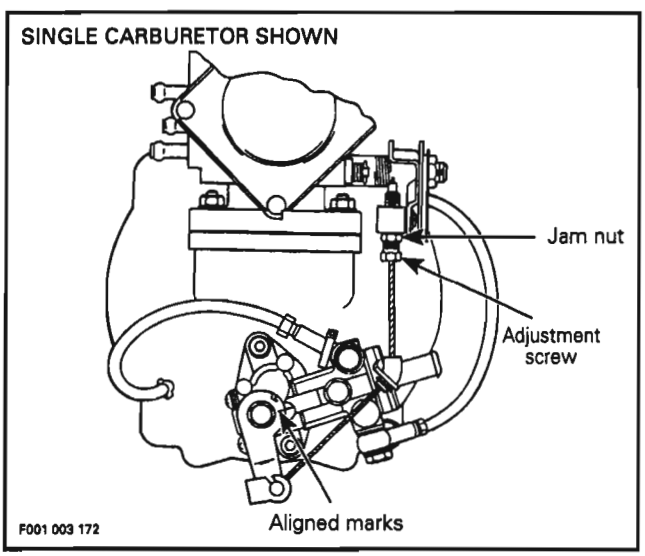
○NOTE : On a twin carburetor engine, make sure carburetors are properly synchronized. If necessary, refer to FUEL SYSTEM 06-03.

Turn idle speed screw until it contacts stopper.

Turn idle speed screw 2 turns.

Turn cable adjustment screw to align marks on pump.

○NOTE : A mirror may be used to facilitate this verification.



Start and bring engine to normal operating temperature.

▼CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 099) if watercraft is out of water.

Adjust idle speed to specification. Refer to FUEL SYSTEM 06-03.

Stop engine.

Final Synchronization

Eliminate throttle cable free-play by depressing throttle lever until a slight resistance is felt. In this position, marks on pump body and lever must align.

○NOTE : A mirror may be used to facilitate this verification.

If necessary, turn cable adjustment screw to obtain pump mark alignment. Refer to above illustration.

Tighten jam nut and recheck alignment marks.

▼CAUTION : Proper oil injection pump adjustment is very important. Any delay in the opening of pump can result in serious engine damage.

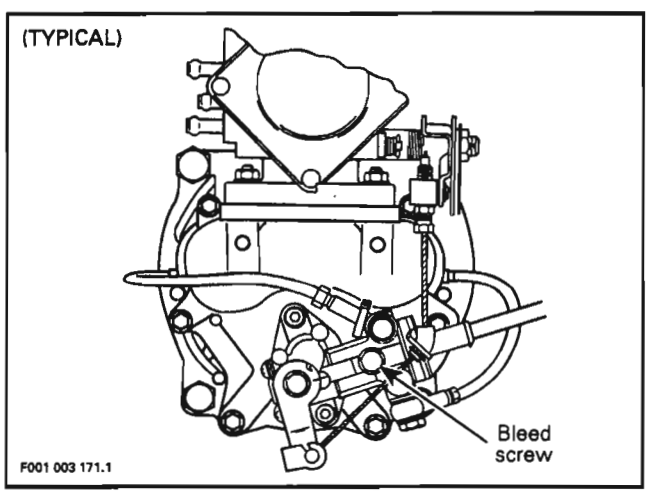
Bleeding

▼CAUTION : Oil injection system must be bled and adjustment checked before operating engine.

Ensure oil injection reservoir is sufficiently filled.

Install a dry rag below oil injection pump.

Remove bleed screw to allow oil to flow.



Keep bleeding until all air has escaped from line. Make sure no air bubbles remain in oil supply line.

Reinstall and tighten bleed screw.

Wipe any oil spillage.

Check small oil lines between pump and intake manifold. They must be full of oil.

If not, run engine at idle speed while manually holding pump lever in fully open position. Do not activate throttle lever.

▼CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 099).

CHECKING OPERATION

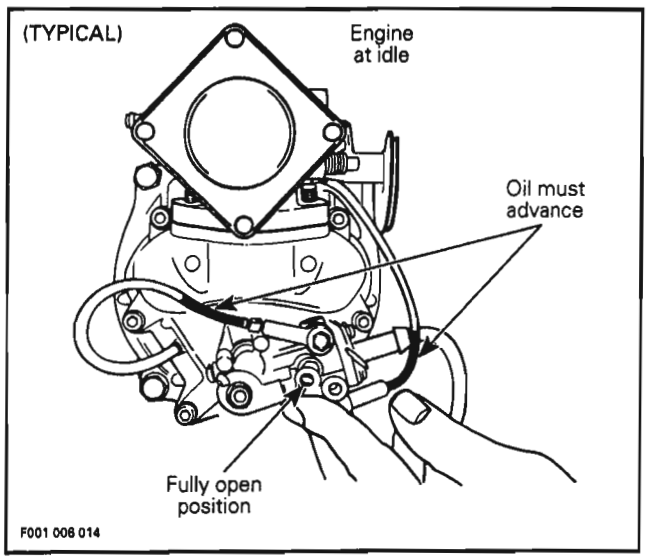
On Watercraft

NOTE : Oil line supply must be full of oil. See bleeding procedure above.

Unscrew banjo fittings from pump. Start engine and stop it as soon as it fires.

Ensure that oil level in small oil lines is passed the unpainted area. Repeat the procedure until this condition is attained.

Reconnect banjo fittings with a washer on each side and torque screws to 8 N•m (71 lbf•**in**). Start engine and run at idle while holding the pump lever in fully open position. Oil columns must advance into small oil lines.



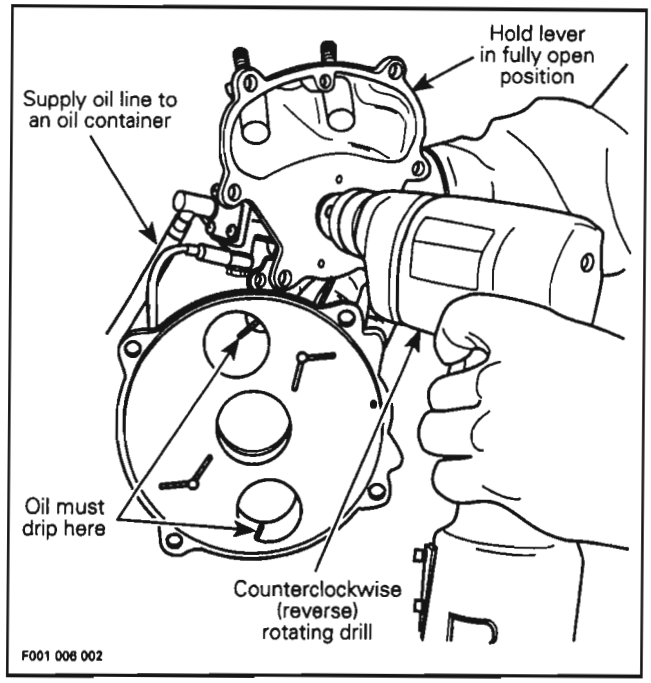
If not, remove pump assembly and check the pump gear for defects, replace as necessary. Test pump as describes below :

NOTE : Through normal use, oil level must not drop in small tubes. If oil drops, verify check valve operation in banjo fittings. Replace as necessary.

Bench Test

The oil pump must be removed out of watercraft.

Connect a hose filled with injection oil to main line fitting. Insert other hose end in an injection oil container. Using a counterclockwise (reverse position) rotating drill rotate pump shaft. Oil must drip from fittings in parts of rotary valve cover while holding lever in a fully open position.



For an accurate test, each port should be checked separately to ensure equal delivery on both ports.

To obtain a precise result of the oil pump delivery rate, rotate it counterclockwise at 1500 RPM for a total time of 30 seconds.

NOTE : To ensure accuracy of test, oil lines should be completely filled before starting test.

Compare the results with the chart below. If oil pump is out of specification, replace it.

Engine	587	657 X	717
Oil Pump Flow Rate at 1500 RPM (30 seconds)	0.83 - 1.00 mL (each port)	1.00 - 1.21 mL (each port)	1.24 - 1.51 mL (each port)

NOTE : Test can also be done at 3000 RPM. Double quantities in chart.

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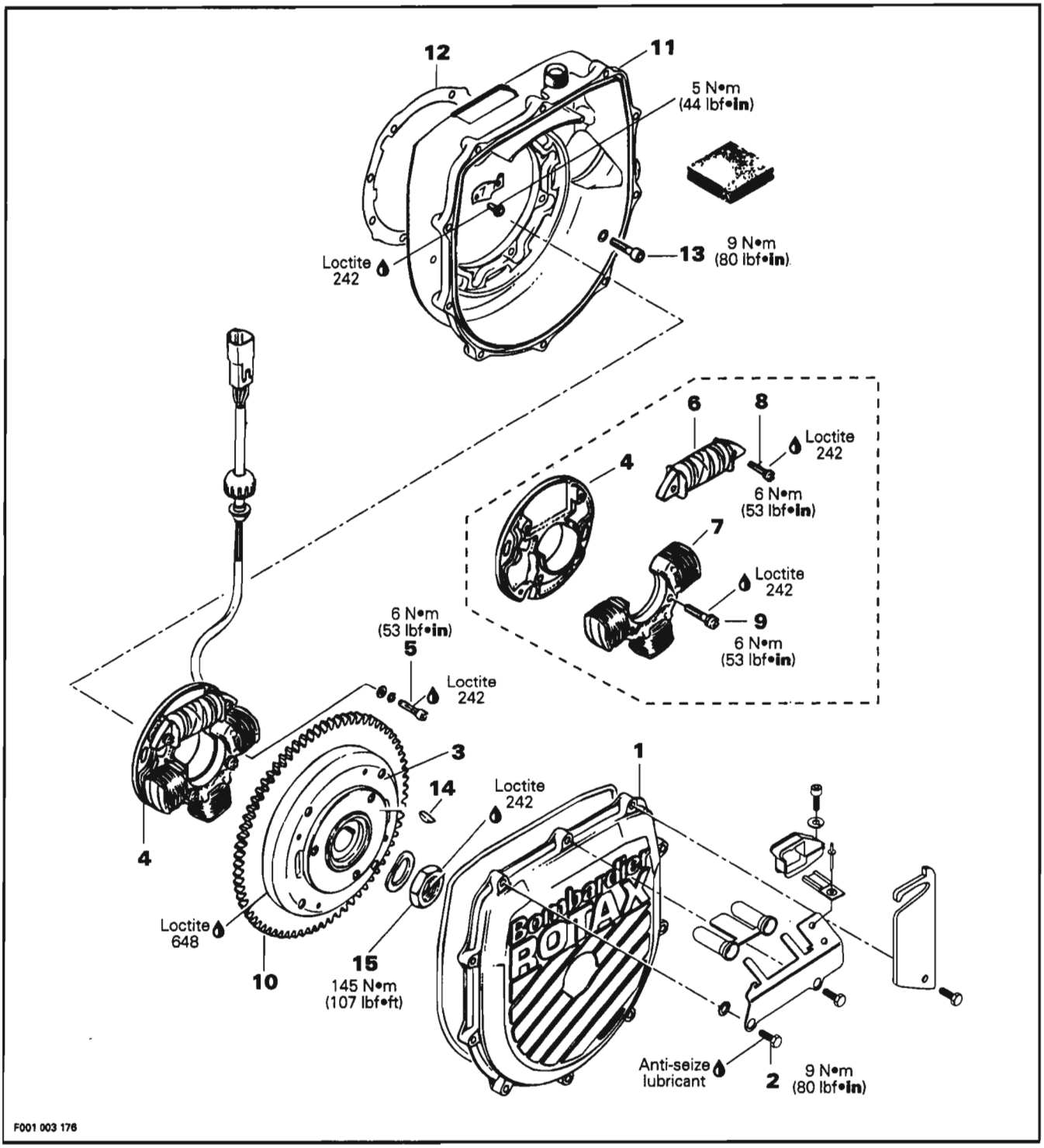
MAGNETO SYSTEM



GENERAL

The following procedures can be performed without removing engine from watercraft. However, battery removal will be required.

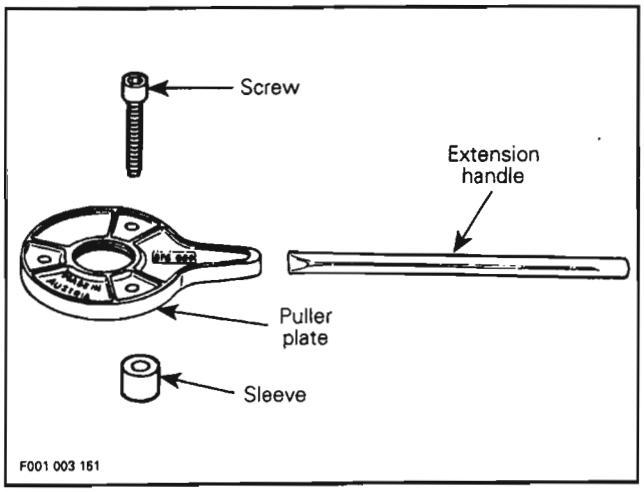
REMOVAL

1,2, Ignition Cover and Screw

Remove screws, wire support and spark plug grounding device then withdraw cover.

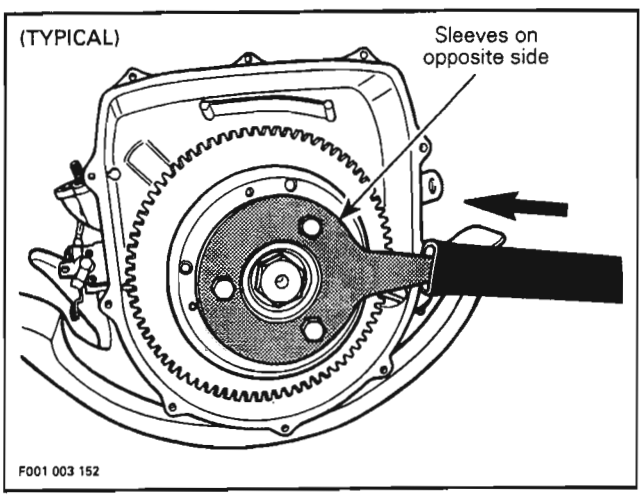
3,10, MAG Flywheel and Ring Gear

MAG flywheel is locked with puller plate (P / N 290 876 080), sleeves (P / N 290 847 220) and extension handle (P / N 295 000 111).



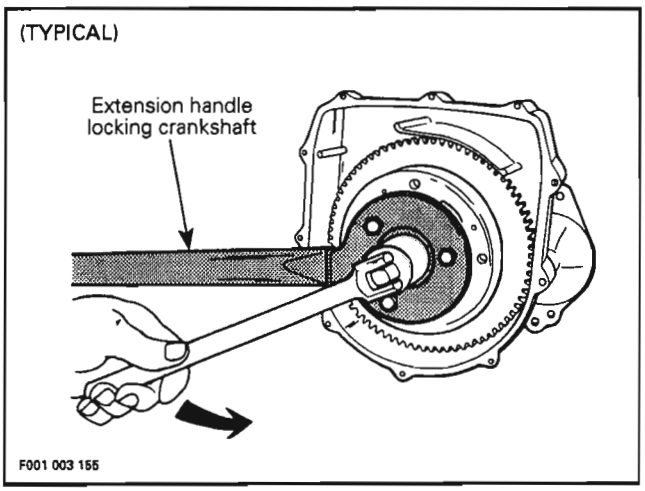
Using 3 M8 x 35 screws (P / N 290 841 591), install screws through puller plate and slide sleeves on screws then secure puller plate on MAG flywheel so that sleeves are against flywheel.

Install extension handle on end of puller plate.



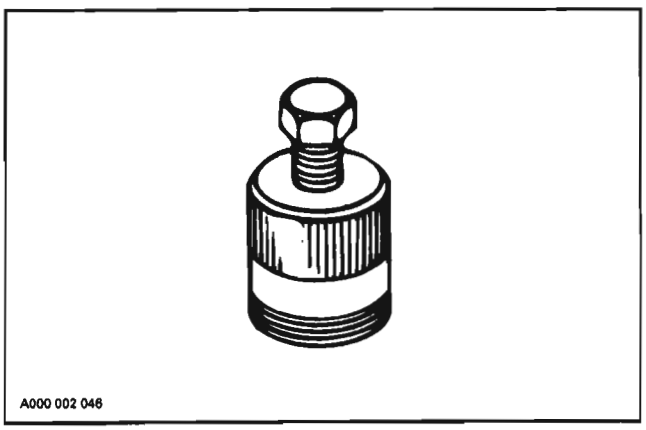
Using a suitable socket, unscrew retaining nut COUNTERCLOCKWISE when facing it.

NOTE : If socket is found too large to be inserted in puller plate, machine or grind its outside diameter as necessary.



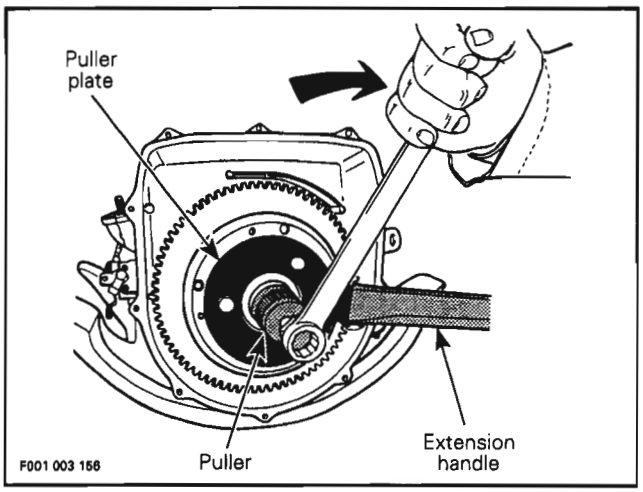
Remove nut and lock washer from MAG flywheel.

MAG flywheel is easily freed from crankshaft with puller (P / N 295 000 106).



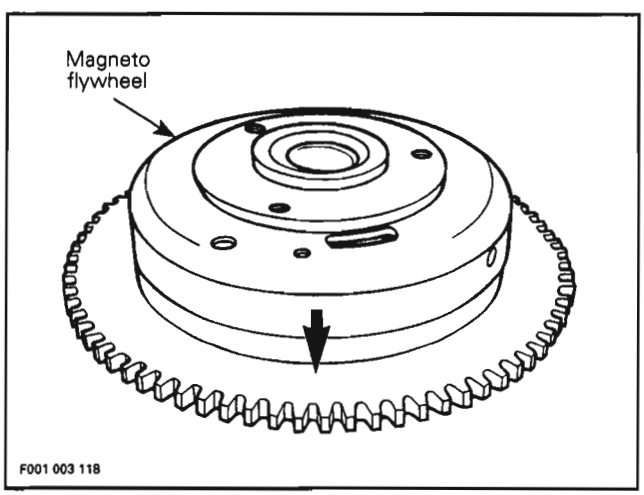
Fully thread on puller in puller plate.

Tighten puller bolt and at the same time, tap on bolt head using a hammer to release MAG flywheel from its taper.



3, MAG Flywheel and Ring Gear

Lay MAG flywheel on a steel plate. Tap lightly on ring gear using a hammer to release it from MAG flywheel.



4,5, Armature Plate and Screw

Remove 3 retaining screws and withdraw armature plate.

CRANKCASE REPLACEMENT

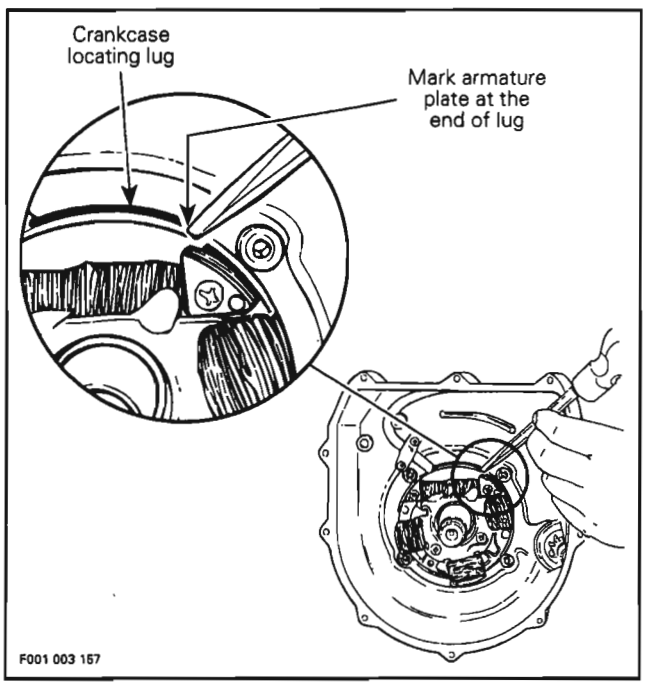
Since replacement crankcases do not have timing mark for armature plate location, indexing marks should be made on armature plate and crankcase to ease reassembly and further ignition timing.

The following procedure is to find a common reference point on both crankcases (old and new) to position armature plate.

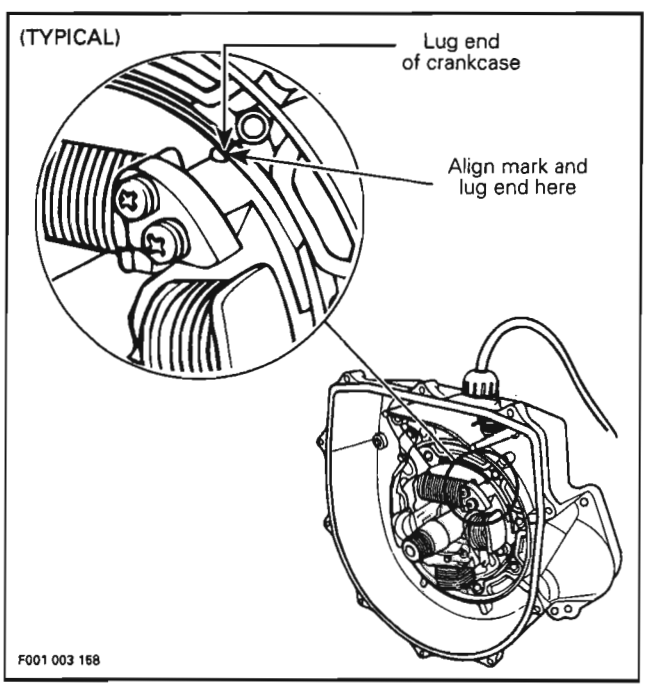
Proceed as follows :

— Find a crankcase locating lug (the top one in this example).

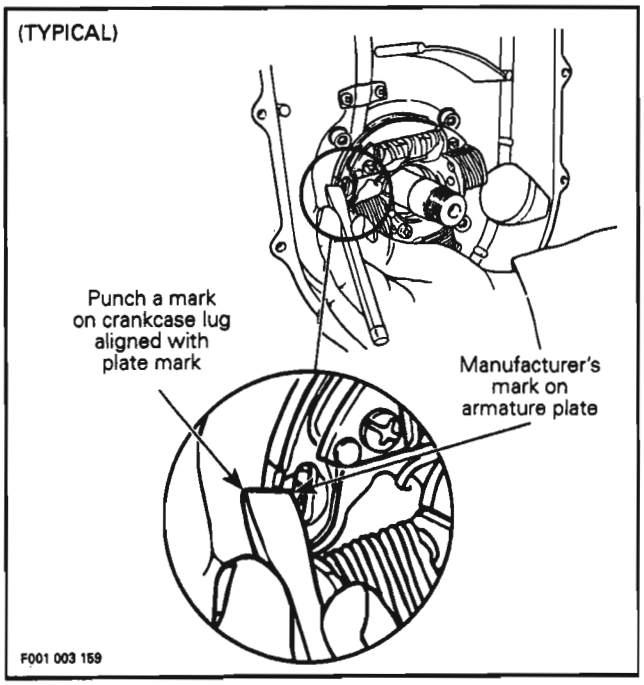
— Place a cold chisel at the end of choosen lug, then punch a mark on armature plate at this point.



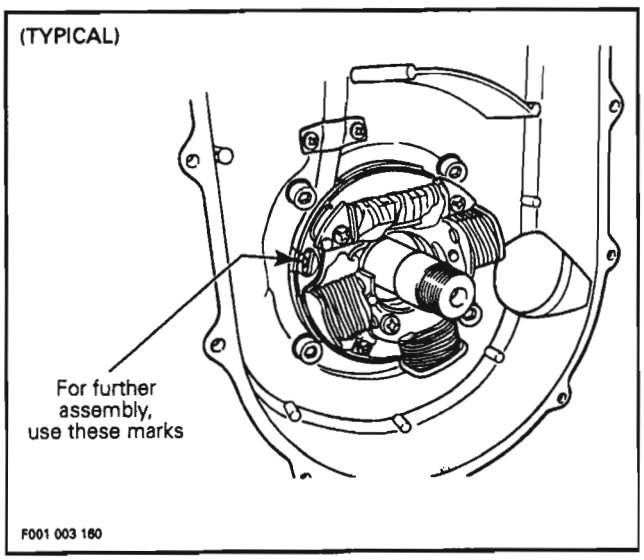
— At assembly, align armature plate mark (previously punched) with the end of the same locating lug on the new crankcase.



— Find manufacturer's mark on armature plate. In line with this mark, punch another mark on adjacent crankcase lug.



The new mark on crankcase will be used for further assembly positioning as a pre-timing position.



1,2, Ignition Housing and Screw

To remove ignition housing, starter has to be removed. Refer to ELECTRICAL SYSTEM 08-04.

Unscrew retaining screws, then withdraw housing.

CLEANING

Clean all metal components in a solvent.

▼CAUTION : Clean armature coils and magneto magnets using only a clean cloth.

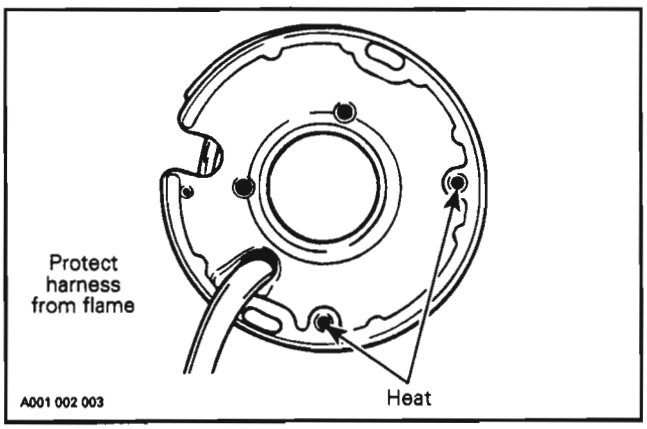
Clean crankshaft taper and threads.

DISASSEMBLY

6, Generating Coil

To replace generating coil :

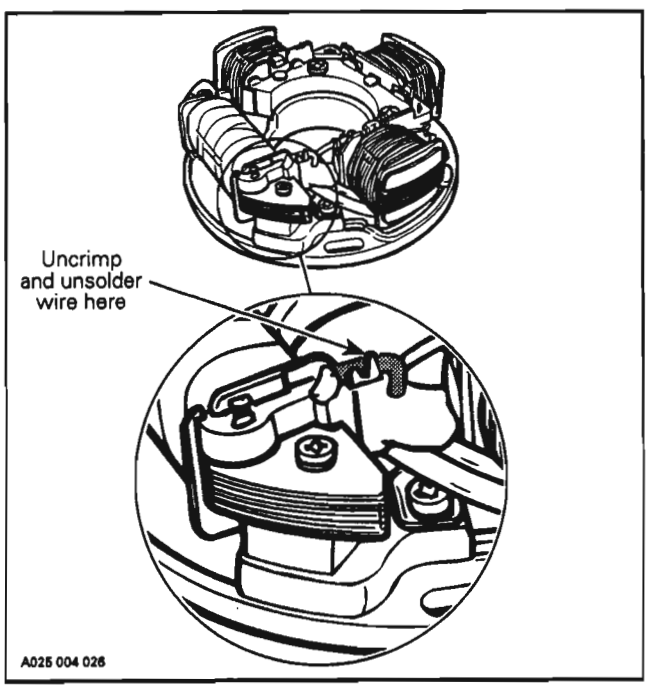
— Heat the armature plate to 93 °C (200 °F) around the screw holes to break the threadlocker bond.



▼CAUTION : Protect harness from flame.

— Remove screws.

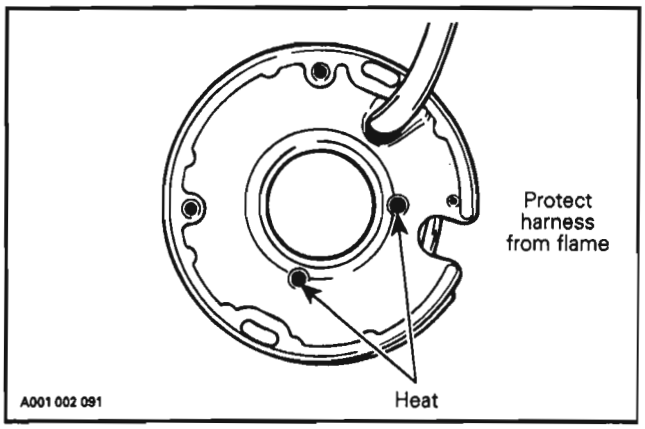
— Uncrimp and unsolder BLACK / RED wire from coil.



7, Battery Charging Coil

To replace battery charging coil :

— Heat the armature plate to 93 °C (200 °F) around the screw holes to break the threadlocker bond.

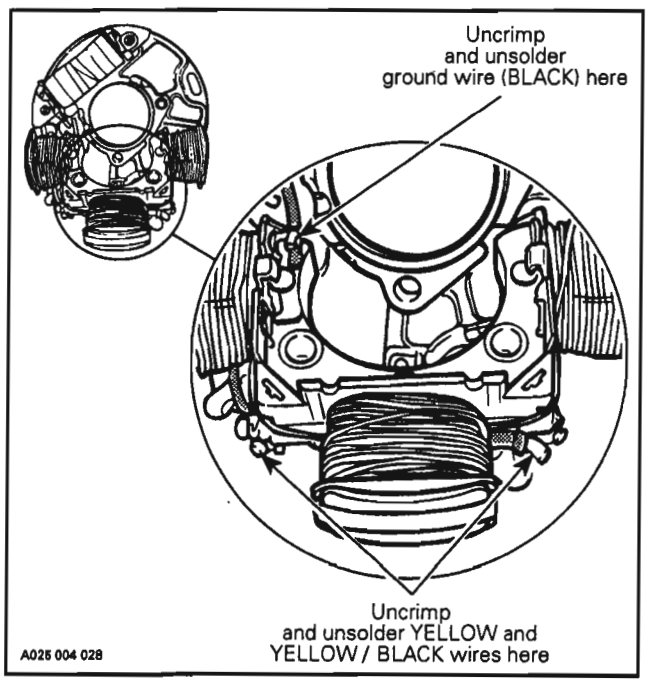


CAUTION : Protect harness from flame.

— Remove screws.

— Uncrimp and unsolder YELLOW and YELLOW / BLACK wires from coil.

— Uncrimp and unsolder ground wire (BLACK) from coil core.



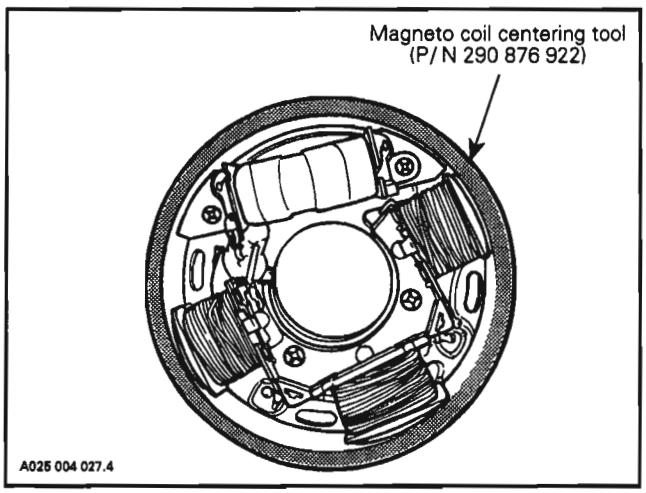
ASSEMBLY

6,8, Generating Coil and Screw

Strip end of old wire then crimp and solder on new coil.

Apply Loctite 242 (blue) to screws and install the new coil on armature plate.

Use magneto coil centering tool (P / N 290 876 922) and install so that it fits around armature plate before tightening screws.



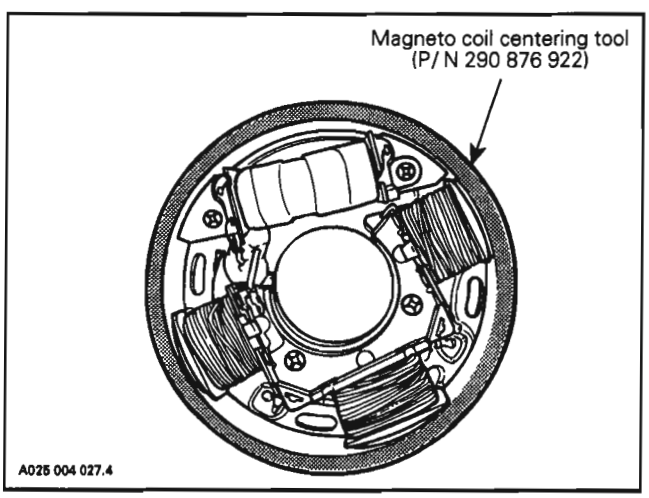
CAUTION : Before reinstalling the magneto, remove the loose epoxy from harness.

7,9, Battery Charging Coil and Screw

Position new coil, crimp and solder all wires.

Prior to assembly, apply Loctite 242 (blue).

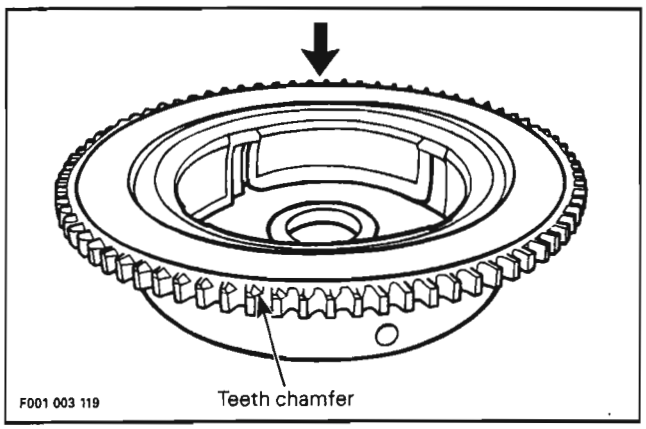
Use magneto coil centering tool (P / N 290 876 922) and install it so that it fits around armature plate before tightening screws.



3,10, MAG Flywheel and Ring Gear

Apply Loctite 648 (green) to MAG flywheel mating surface. Lay ring gear on a steel plate, then heat with a propane torch in order to install it on MAG flywheel.

Pay particular attention to position ring gear teeth chamfer side as per following illustration.



NOTE : Ensure that ring gear contacts MAG flywheel flange.

Whenever replacing either ring gear or MAG flywheel, Gun Kote must be applied to prevent possible corrosion.

CAUTION : Always assemble MAG flywheel and ring gear prior to apply Gun Kote. If not done correctly, ring gear won't contact MAG flywheel flange.

To apply Gun Kote proceed as follows :

1. Clean thoroughly and degrease replacement part using a non oil base solvent.
2. Apply coating in light thin coats using a spray gun.

NOTE : Do not spray Gun Kote into MAG flywheel threaded holes.

3. Bake parts in oven at 175° (350°F) for one hour to cure Gun Kote.

CAUTION : Do not eliminate Gun Kote heat curing time because it will lose all its resistance and it will not give any protection.

CAUTION : At installation of magneto, ring gear teeth chamfer and starter clutch should be facing each other.

INSTALLATION

11,12,13, Ignition Housing, Gasket and Screw

Install gasket on housing / crankcase mating surfaces.

Install ignition housing and torque screws to 9 N•m (80 lbf•**in**).

4,5, Armature Plate and Screw

Position the armature plate on the crankcase, aligning the marks on both parts.

Apply a drop of Loctite 242 (blue) on screw threads and torque to 6 N•m (53 lbf•**in**).

3,14,15, Magneto Flywheel, Woodruff Key and Nut

Apply Loctite 242 (blue) on crankshaft taper.

Position Woodruff key and magneto flywheel. Apply Loctite 242 (blue) on nut threads. Install nut with lock washer and torque to 145 N•m (107 lbf•ft).

CAUTION : Never use any type of impact wrench at magneto installation.

Ignition Timing

For procedures, refer to ELECTRICAL SYSTEM 08-02.

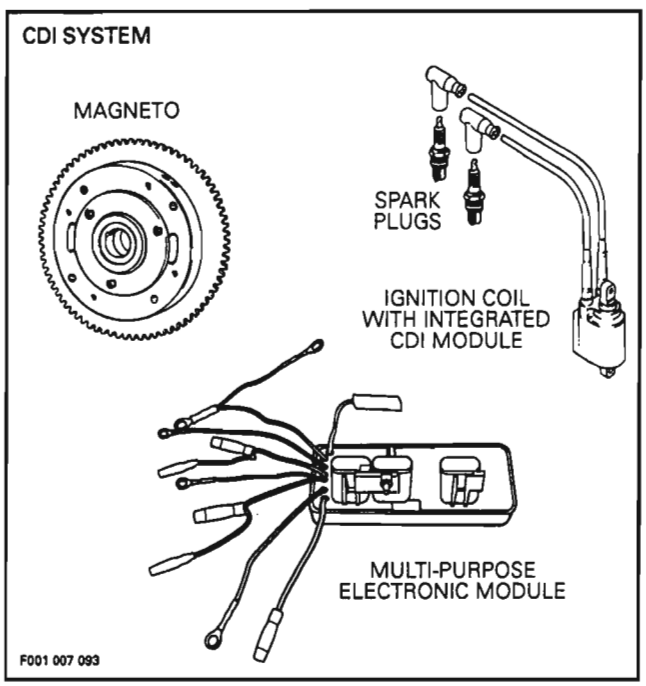
1,2, Ignition Housing Cover and Screw

Properly install O-ring in ignition housing. Apply Loctite 767 Anti-seize on screw threads, install cover, wire support and spark plug grounding device then torque screws in a criss-cross sequence to 9 N•m (80 lbf•**in**).

IGNITION SYSTEM

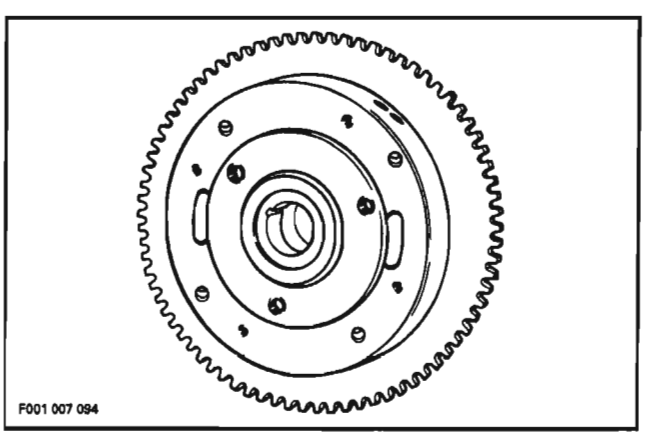
GENERAL

The Capacitor Discharge Ignition system includes the following components :



Magneto

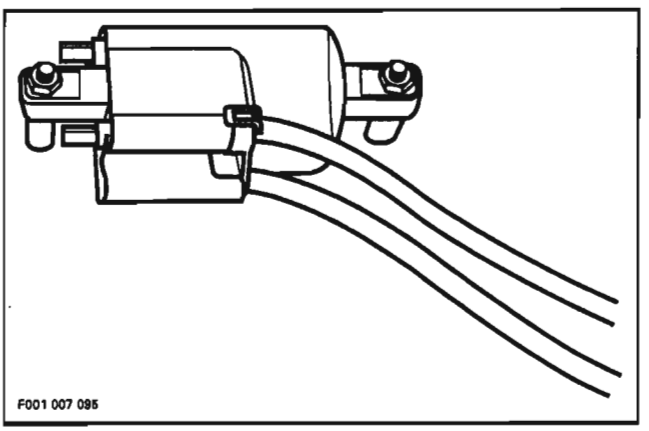
It is the primary source of electrical energy. It transforms magnetic field into electric current through a generating coil.



Ignition Coil

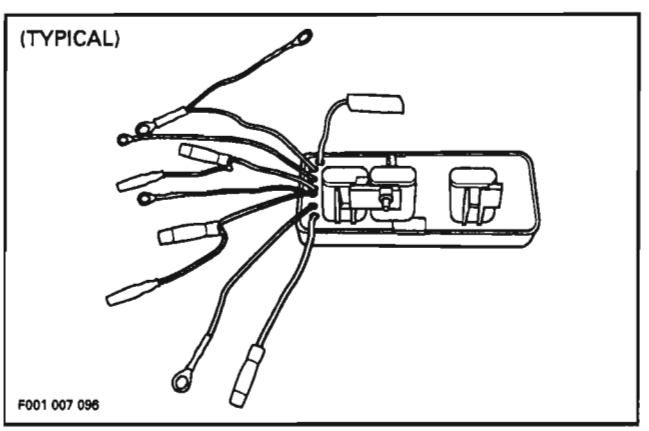
It receives its energy from the generating coil via a BLACK / RED wire. The generating coil allows a current flow through ignition coil with its integrated CDI module and through primary windings.

Ignition coil induces voltage to a high level in secondary windings to produce a spark at spark plug.



Multi-Purpose Electronic Module

It receives its current from the battery. It includes the engine rev limiter and also an integrated timer delay which cut off the electrical circuit after approximately 33 seconds of non-use when the safety lanyard cap is on switch. Timer delay can be activated by depressing start / stop button when safety lanyard is removed.



NOTE : The fuses are directly mounted onto the MPEM.

Engine Rev Limiter

It has 3 functions :

— Keeps high voltage away from safety lanyard switch.
— Provides engine stop by grounding the primary coil.
— Limits engine RPM to prevent over-revving.

NOTE : It is integrated in the multi-purpose electronic module.

A defective rev limiter may cause the following problems :

— No spark.

— Uninterruption of spark when engine start / stop and safety lanyard switch is used.

— Incorrectly controlled engine maximum RPM.

— Misfiring / black fouled spark plugs.

To check engine rev limiter, connect an induction tachometer (P / N 295 000 100), start engine and check its maximum speed ; it should be around 6550 ± 50 RPM for a 587 engine and 7000 ± 50 RPM for 657 X and 717 engines.

IGNITION TIMING PROCEDURE

Before checking ignition timing with a stroboscopic timing light, it is mandatory to scribe a timing mark on the PTO flywheel corresponding to the specific engine type.

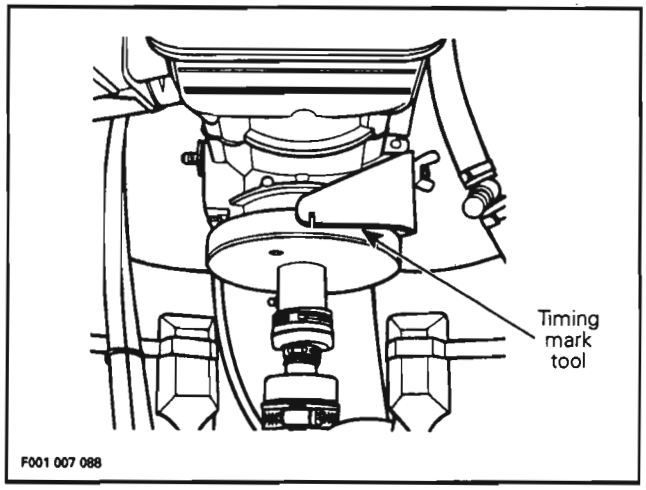
Also, the timing mark scribed on the PTO flywheel can be used to troubleshoot a missing or broken magneto woodruff key.

NOTE : Do not use the factory mark found on the PTO flywheel to check ignition timing or troubleshoot any problems.

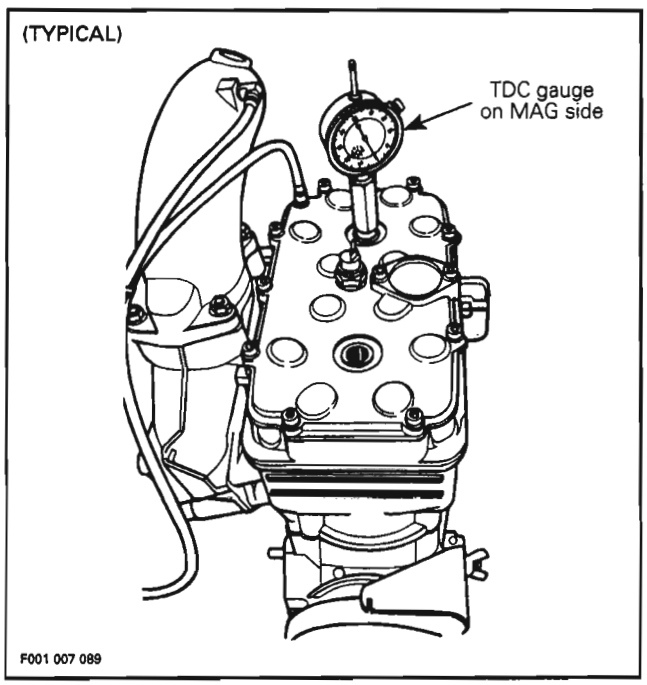
CAUTION : The relation between the PTO flywheel mark position and crankshaft position may change as the PTO flywheel is screwed on the crankshaft. As an example, when the PTO flywheel is reinstall on the crankshaft, it can slightly turns on the crankshaft when the engine is accelerated, even if it is properly torqued. This is enough to obtain a false ignition timing reading. Always verify PTO flywheel mark position before checking ignition timing with an appropriate timing light.

Timing Mark Position On PTO Flywheel

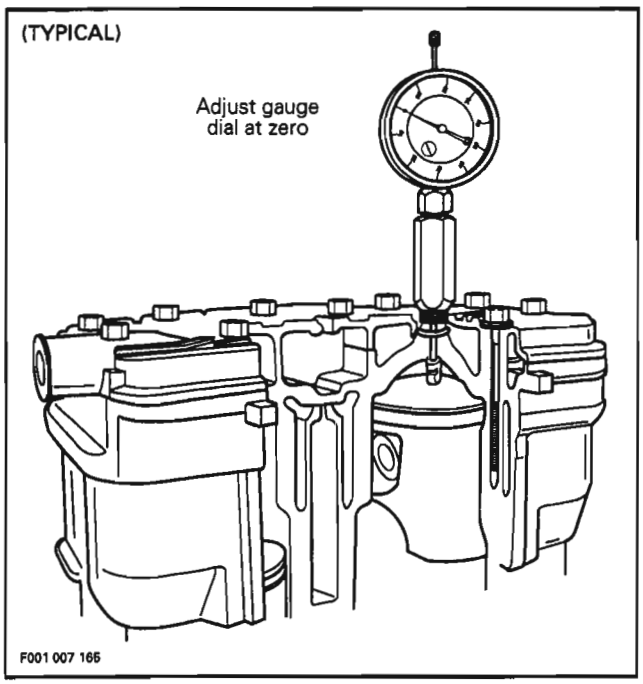
1. Disconnect MAG side spark plug wire and connect wire to grounding device then remove spark plug.
2. Remove PTO flywheel guard.
3. Install timing mark tool (P / N 295 000 102) on engine right side using wing nut previously removed.



4. Install and adjust a TDC gauge (P / N 295 000 065) in MAG side spark plug hole.



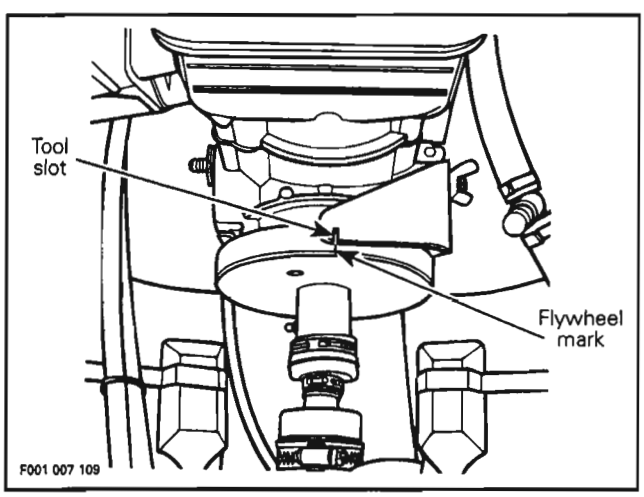
5. Rotate PTO flywheel counterclockwise (when facing it) until piston is at top dead center.



6. From this point, rotate flywheel clockwise to reach proper specification according to engine type. Refer to the following chart.

ENGINE TYPE	IGNITION TIMING (BTDC)
587	2.41 mm (.095 in)
657 X and 717	2.59 mm (.102 in)

7. Using timing tool as reference, scribe a thin mark on PTO flywheel in the middle of tool slot.



NOTE : This mark becomes the reference when using stroboscopic timing light.

CAUTION : Timing mark position verification cannot be used as a timing procedure, therefore, always check the timing with a stroboscopic timing light.

8. Remove TDC gauge.
9. Reinstall spark plug and connect wire.

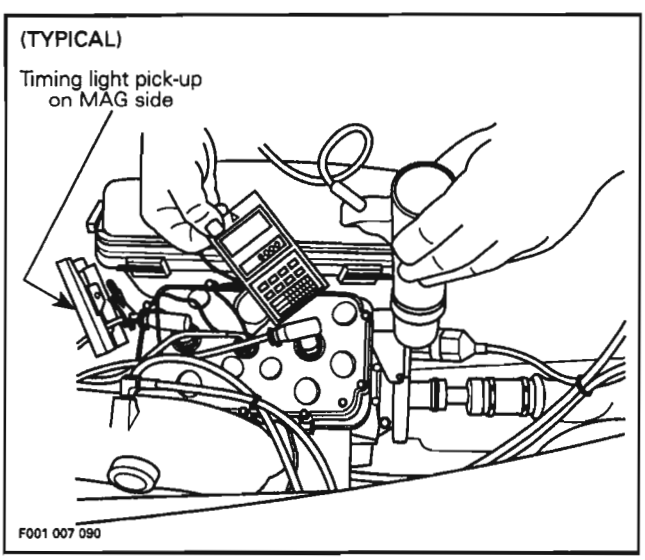
Checking Ignition Timing

To check ignition timing, use Bombardier timing light (P / N 295 000 078).

NOTE : To perform this procedure, make sure to use a stroboscopic timing light rated up to 6000 RPM. Otherwise, an inaccurate reading will be obtained.

The ignition components are affected by temperature variation, therefore, timing must be checked when engine is cold, after idling for a MAXIMUM of 20 seconds.

1. Connect timing light pick-up to MAG side spark plug wire.
2. Connect an induction-type tachometer (P / N 295 000 100) to spark plug wire.
3. Start engine and point timing light straight in line with timing tool slot. Bring engine to 6000 RPM .



CAUTION : If engine is to be run more than a few seconds, connect coupler hose (P / N 295 500 258) to properly cool engine.

4. Check if PTO flywheel mark aligns with timing tool slot.

NOTE : On this NIPPONDENSO system, timing advance decreases as engine speed increases.

If timing mark aligns with tool slot, timing is properly set. If not, adjust timing as per following procedure.

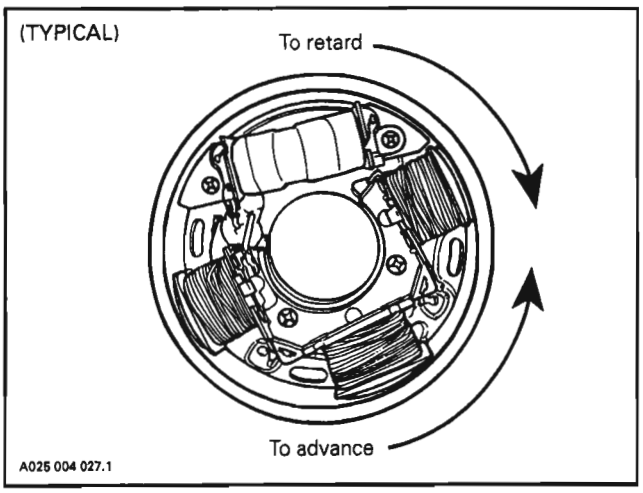
Ignition Timing Adjustment

Remove battery.

Remove ignition housing cover and grounding device.

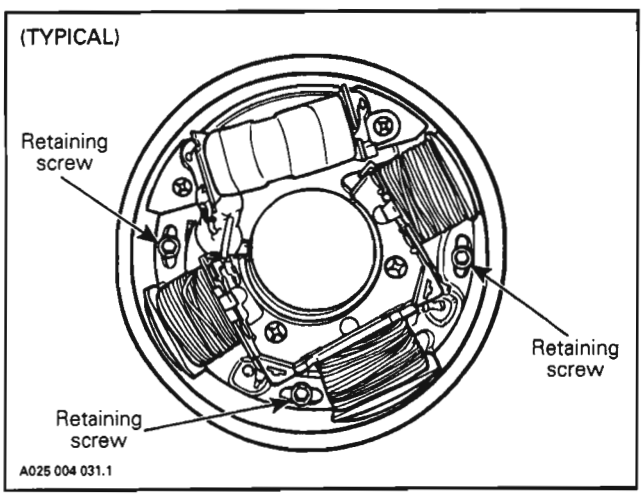
For removal of magneto, refer to ELECTRICAL SYSTEM 08-01.

Timing is performed by moving armature plate ; clockwise to retard spark occurrence or counterclockwise to advance.



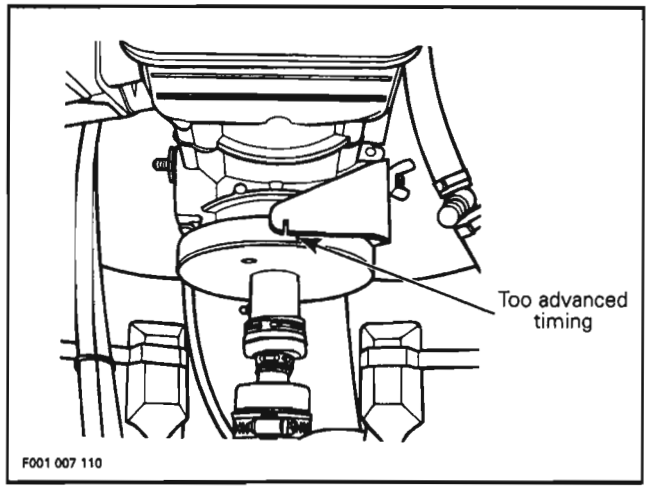
To adjust, loosen 3 armature plate retaining screws and slightly rotate armature plate in proper direction.

NOTE : As a guideline, turn the armature plate the same amount needed to align mark on PTO flywheel.



Example 1

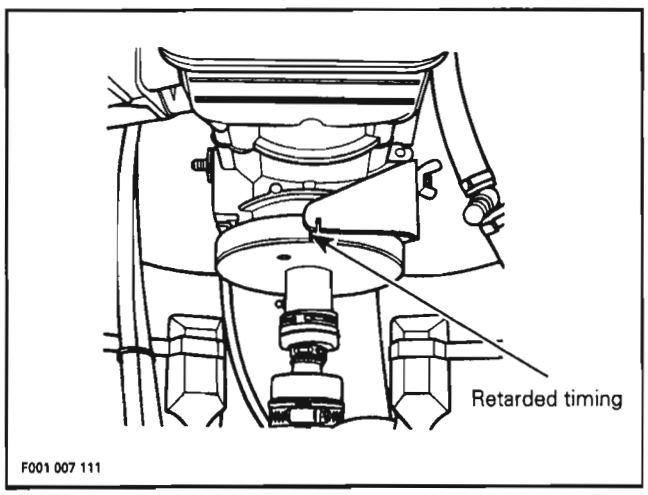
When PTO flywheel mark is on **right** side of timing tool slot, it indicates **advanced** timing.



In this case, turn armature plate **clockwise** when facing it.

Example 2

When PTO flywheel mark is on **left** side of timing tool slot, it indicates **retarded** timing.



In this case, turn armature plate **counterclockwise** when facing it.

After adjustment, tighten armature plate retaining screws.

CAUTION : Armature plate screws must have Loctite 242 (blue) applied before tightening. Make sure armature plate screws are well secured.

Reinstall removed parts. Refer to ELECTRICAL SYSTEM 08-01.

Recheck ignition timing (make sure engine is cold).

Repeat armature plate positioning procedure if timing mark position is not adequate.

IGNITION SYSTEM TESTING PROCEDURE

When dealing with ignition problems, the following items should be verified in this order.

1. Spark occurence / spark plug condition.
2. Battery condition.
3. Electrical connections.
4. Engine start / stop switch.
5. Safety lanyard switch.
6. Timer delay.
7. Multi-purpose electronic module (MPEM).
8. Magneto output.
9. Ignition coil output.

▼CAUTION : Whenever replacing a component in ignition system, check ignition timing.

NOTE : Spark occurence can be checked with tester from Superex Canada Ltd part number 15-785.

The first 3 items can be checked with known automotive equipment and other items as follows :

NOTE : To perform verification, a good quality multimeter such as Fluke 73 (P / N 529 022 000) can be used.

Engine Start / Stop Switch Verification

Disconnect the YELLOW / RED wire in the electrical box. Using an ohmmeter, connect test probes to YELLOW / RED wire and to ground near solenoid.

Measure resistance, it must be an open circuit (switch is normally open). Depress and hold switch, the ohmmeter should read close to 0 ohm.

Safety Lanyard Switch Verification

Disconnect the BLACK and BLACK / YELLOW wires in the electrical box. Using an ohmmeter, connect test probes to switch wires.

Measure resistance, it must be close to 0 ohm when cap is over switch and an open circuit when removed.

Timer Delay Verification

The timer is integrated into the MPEM.

Always confirm first that the fuses are in good condition.

To confirm operation of timer, remove safety lanyard from switch and depress start / stop button once. The timer should stay on for about 33 seconds (for example, fuel gauge will be activated) and then turn off.

Multi-Purpose Electronic Module (MPEM) Verification

The multi-purpose electronic module testing must be done with all wires disconnected from circuit. Otherwise testing equipment (ohmmeter) could be damaged.

▼CAUTION : When disconnecting wires, BLACK / RED wire must never touch solenoid positive terminal. When replacing a MPEM, make sure to replace it with the right model, or damage could occur to components.

MPEM testing equipment :

Use an ohmmeter with an input impedance up to 20 mega ohm (2 000 000 ohm).

Refer to the following chart for MPEM testing. Always respect polarity in chart.

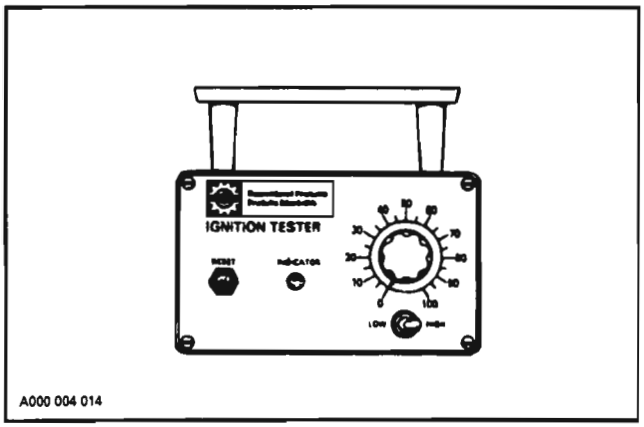
Meter (+) lead	Meter (-) lead	Value
Red (ring terminal)	Red (female terminal)	< 1 Ω
Red (ring terminal)	Red / Purple (female terminal)	< 1 Ω
Red (ring terminal)	Black (ring terminal)	> 20 kΩ
Black / Red	Black (ring terminal)	> 10 kΩ
White / Grey	Black (ring terminal)	> 100 kΩ
Tan / Black	Black (ring terminal)	> 200 kΩ
Yellow / Red (female terminal)	Black (ring terminal)	> 10 kΩ
Yellow / Red (male housing)	Black (ring terminal)	> 50 kΩ
Black (ring terminal)	Red (ring terminal)	> 10 kΩ

Most of circuit can be tested with an ohmmeter but a 100 % test doesn't mean the MPEM is in perfect condition.

▼CAUTION : Whenever connecting MPEM, always have battery disconnected from circuit. If MPEM must be connected when circuit is activated, always connect BLACK / RED wire first to ignition coil / CDI module to prevent wire from touching solenoid positive terminal.

BOMBARDIER IGNITION TESTER

The remaining items can be easily checked with Bombardier ignition tester (P / N 295 000 008).



For more information concerning operation and maintenance of the tester, refer to its instruction manual.

Use of Bombardier Ignition Tester

This tester can verify generating coil and ignition coil / CDI module of the ignition system.

Always make sure that tester batteries are in good condition.

Test Condition

All tests are performed on watercraft at cranking speed with spark plugs installed.

Always proceed in the following order :

1. Connect tester P and N clip leads as indicated for each specific test.
2. Follow test procedure sequence.
3. Install cap over safety lanyard switch and crank engine until light turns on, or otherwise, for a maximum of 5 seconds.
4. After every test that lights the indicator lamp, RESET the indicator circuit by depressing the reset button.

Analysis of Test Results

INDICATOR LAMP LIGHTS AT SPECIFIC SETTING

Output is as specified. Test results should repeat 3 times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components, etc.).

INDICATOR LAMP LIGHTS AT LOWER SETTING

This indicates that the output is less than that designed to operate in a satisfactory manner. However, before coming to the conclusion of a faulty condition be certain that correct engine cranking conditions were met before condemning the tested part.

INDICATOR LAMP DOES NOT LIGHT

One component is defective. Proceed as instructed to find defective component.

INTERMITTENT IGNITION PROBLEMS

In dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and / or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

MULTIPLE PROBLEMS

There is always the possibility of more than one faulty part. If after a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other faulty part.

SAFETY PRECAUTIONS

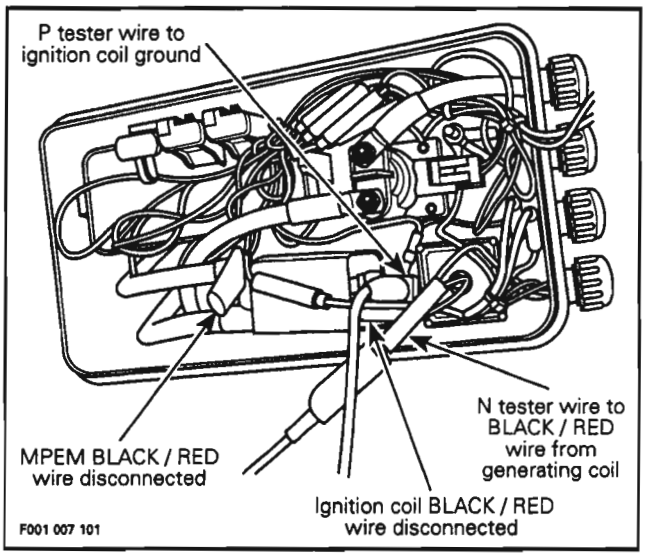
◆ **WARNING : To prevent powerful electric shocks while cranking engine, neither touch any electronic ignition components (ignition coil, high tension wires, etc.) nor tester lead clips. Also make sure that tester leads do not touch any metallic object. Ventilate bilge at least two minutes prior to performing any test.**

TESTS

Generating Coil Output

1. Connect spark plug cables to grounding device.
2. Disconnect BLACK / RED wire of generating coil at connector between ignition coil and MPEM.
3. Disconnect BLACK / RED wire at ignition coil.
4. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	BLACK / RED of generating coil	LOW	60
P	Ignition coil ground		



5. Crank engine and observe indicator.
6. Push reset button and repeat test twice.

Results :

a) **Indicator lamp lights :** Ignition generating coil output is up to specifications.

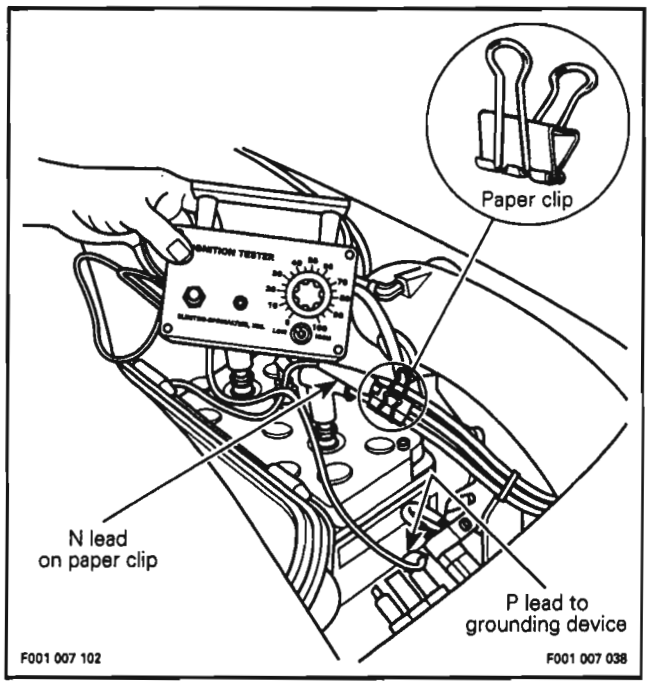
b) **Indicator lamp does not light :** The problem is a faulty ignition generating coil. Replace it.

Ignition Coil Output

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Install the test adapter to spark plug cable **close** to MAG side spark plug.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	Tester adapter (paper clip) on spark plug cable	LOW	50
P	Grounding device		



3. Start engine and observe indicator.

NOTE : If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat test twice.

Results :

a) **Indicator lamp lights :** Ignition coil is OK.

b) **Indicator lamp does not light :** Ignition coil is faulty. Replace it.

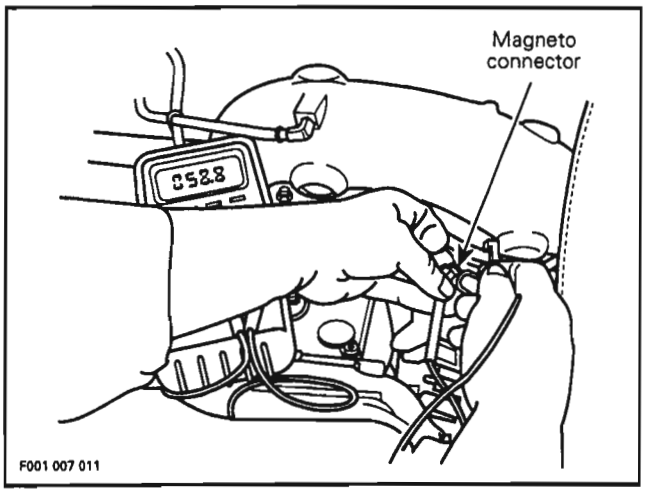
Ignition Component Resistance Measurement

As an alternate method, ignition components can be checked with an ohmmeter (preferably a digital one). Proceeding by elimination, check magneto generating coil then ignition coil / ignition module.

Generating Coil

Disconnect magneto wiring harness connector. Check resistance with a high-sensitivity ohmmeter. Refer to the following table for values and wire colors.

MAGNETO		
PART NAME	WIRE COLOR	RESISTANCE (Ω)
Generating coil	BLACK with BLACK / RED	40 - 76



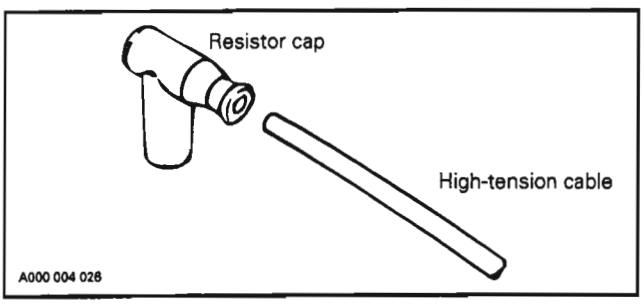
Ignition Coil

NOTE : An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

IGNITION COIL		
PART NAME	WIRE COLOR	RESISTANCE (Ω)
Secondary winding	End of each spark plug cable, spark plug caps removed	9 - 15 k

NOTE : A short circuit will read 0 ohm (or close to) on ohmmeter.

The spark plug caps must be removed from high tension cables, because they are resistor caps. The cap resistance is 4.48 K ohms.



SPARK PLUGS

Disassembly

First unscrew the spark plug one turn.

Clean the spark plug and cylinder head with pressurize air then completely unscrew.

Heat Range

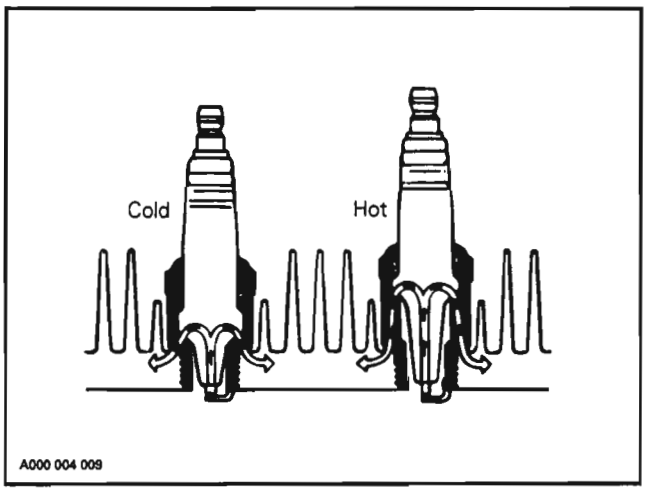
The proper heat range of the spark plugs is determined by the spark plugs ability to dissipate the heat generated by combustion.

The longer the heat path between the electrode tip to the plug shell, the hotter the spark plug operating temperature will be – and inversely, the shorter the heat path, the colder the operating temperature will be.

A "cold" type plug has a relatively short insulator nose and transfers heat very rapidly into the cylinder head.

Such a plug is used in heavy duty or continuous high speed operation to avoid overheating.

The "hot" type plug has a longer insulator nose and transfers heat more slowly away from its firing end. It runs hotter and burns off combustion deposits which might tend to foul the plug during prolonged idle or low speed operation.



CAUTION : Severe engine damage might occur if a wrong heat range plug is used.

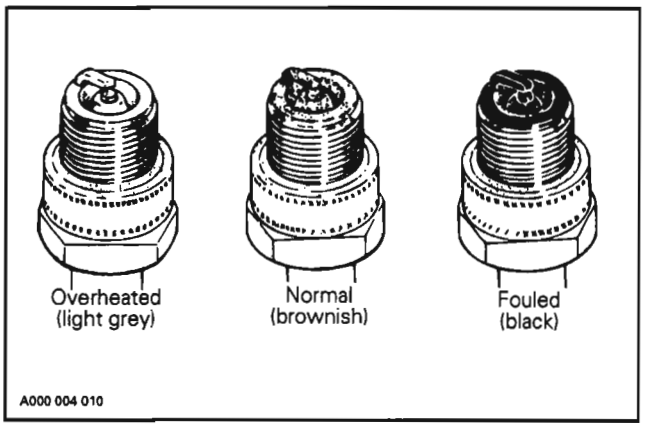
A too "hot" plug will result in overheating and pre-ignition, etc.

A too "cold" plug will result in fouling or may create carbon build up which can heat up red-hot and cause pre-ignition or detonation.

Fouling

Fouling of the spark plug is indicated by irregular running of the engine, decreased engine speed due to misfiring, reduced performance, and increased fuel consumption. This is due to a loss of compression. Other possible causes are : prolonged idling, or running on a too rich mixture due to a faulty carburetor adjustment or incorrect fuel. The plug face of a fouled spark plug has either a dry coating of soot or an oily, glossy coating given by an excess either of oil or of oil with soot. Such coatings form a conductive connection between the center electrode and ground.

Spark Plug Analysis

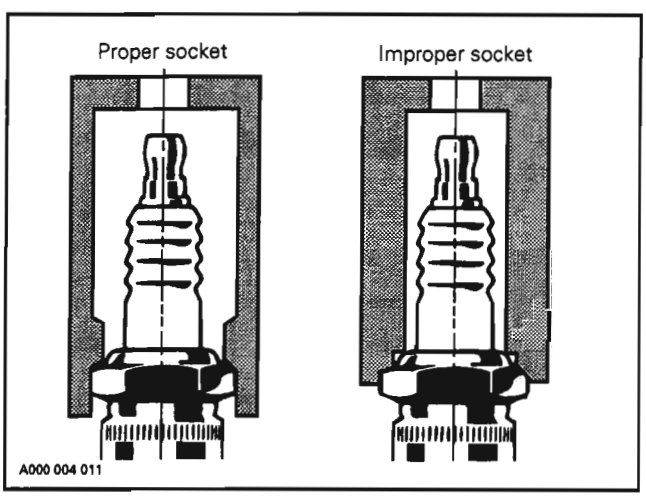


The plug face (and piston dome) reveals the condition of the engine, operating condition, method of driving and fuel mixture. For this reason it is advisable to inspect the spark plug at regular intervals, examining the plug face (i.e. the part of the plug projecting into the combustion chamber) and the piston dome.

Spark Plug Installation

Prior to installation make sure that contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, set electrode gap according to the following chart.
2. Apply anti-seize lubricant over the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head and tighten with a torque wrench and a proper socket.

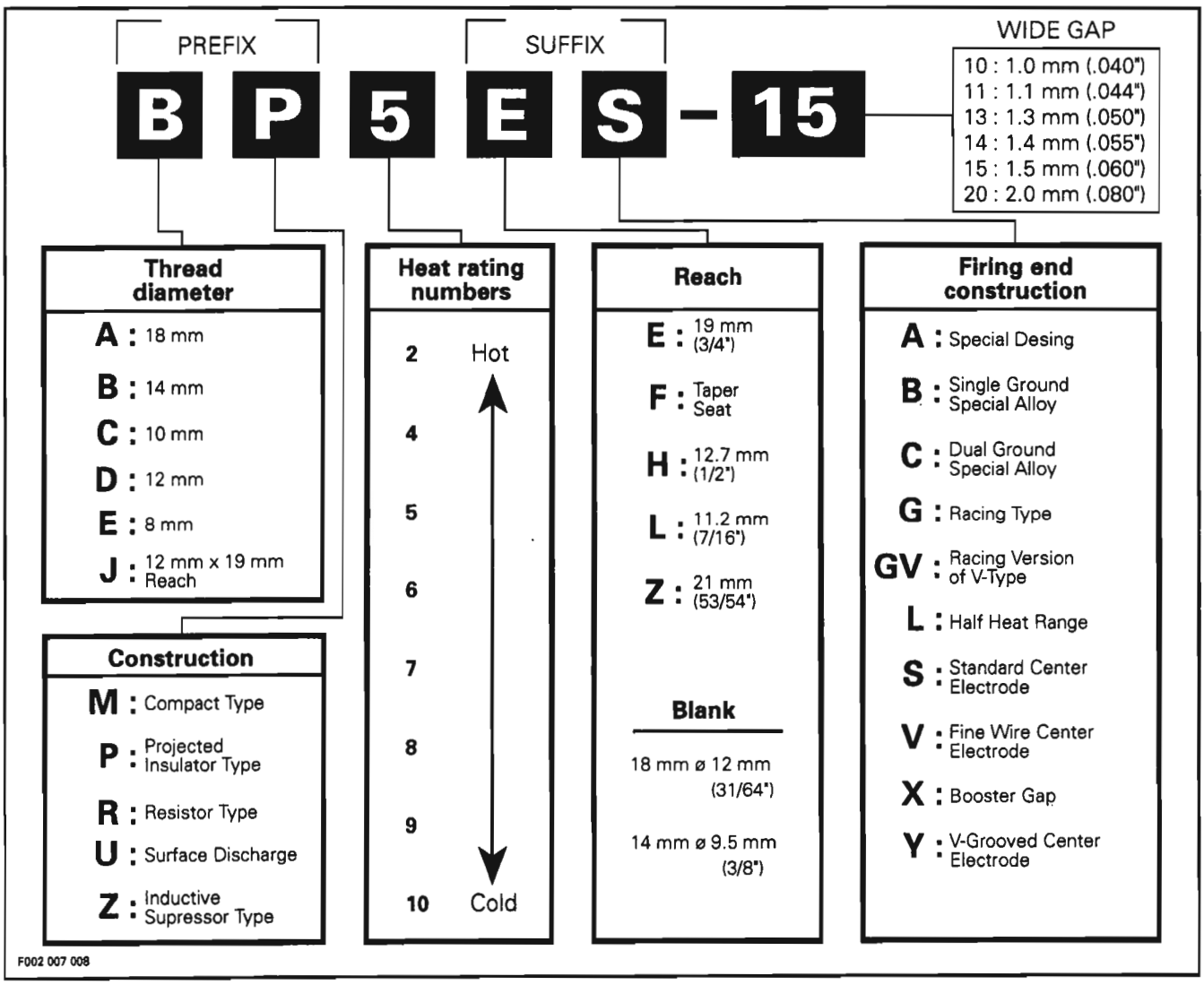


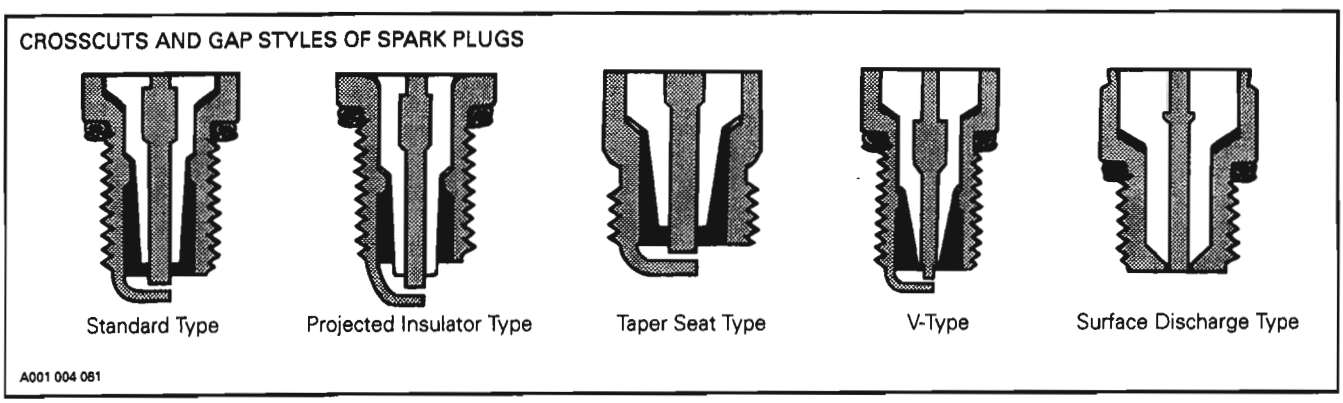
Spark Plug Chart

Watercraft models	Engine type	Spark plugs	Torque N•m (lbf•ft)	Gap mm (inch)
SP SPI GTS	587	NGK BR7ES	24 (17)	0.50 (.020)
SPX GTX	657 X	NGK BR8ES	24 (17)	0.50 (.020)
XP	717	NGK BR8ES	24 (17)	0.50 (.020)

NOTE : Refer to next page for **Spark Plug Symbol Explanation.**

Spark Plug Symbol Explanation





CHARGING SYSTEM

GENERAL

Magneto

It is the primary source of electrical energy. It transforms magnetic field into electric current through a three-pole coil. It outputs alternating current (AC).

Rectifier / Regulator

A half-wave rectifier receives magneto AC current and transforms it into direct current (DC) to allow battery charging.

Included in the same unit, a regulator keeps voltage at a steady level to prevent any damage to components.

Battery

Battery is the DC source for electric starter, multi-purpose electronic module and all accessories.

TESTING PROCEDURE

NOTE : First, ensure that battery is in good condition prior to performing the following test using an induction voltmeter / ammeter.

Current Test

Proceed as follows :

— Start engine.

— Install lead of tester over battery positive cable.

— Bring engine to approximately 5500 RPM.

Depending on battery charge, current reading should be approximately 5 amperes. If not, check battery charging coil output prior to concluding that rectifier is faulty.

Voltage Test

Proceed as follows :

— Start engine.

— Connect a DC voltmeter on battery posts.

— Bring engine to approximately 5500 RPM.

If voltmeter reads over 15 volts, regulator is defective. Replace it.

NOTE : Whatever the voltmeter type used (peak voltage or RMS), the voltage must not exceed 15 V. A faulty regulator will allow voltage to exceed 15 V as engine speed is increased.

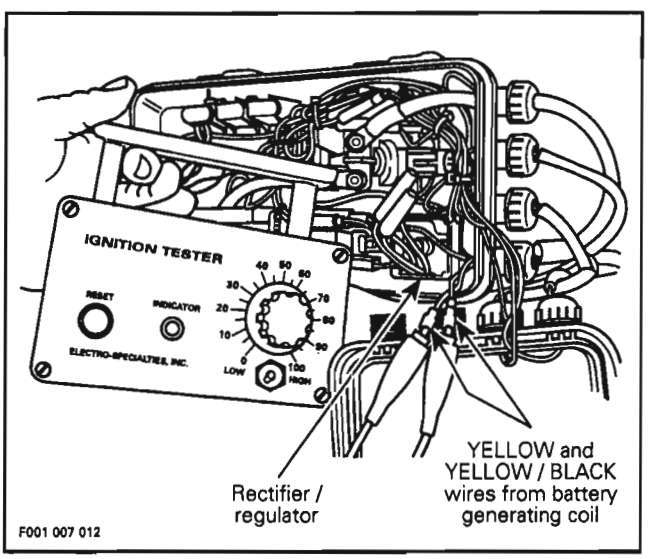
Battery Charging Coil

WITH BOMBARDIER IGNITION TESTER

NOTE : For more information on Bombardier Ignition Tester, refer to ELECTRICAL SYSTEM 08-02 or its instruction manual.

1. Disconnect YELLOW and YELLOW / BLACK wires from battery charging coil at rectifier / regulator.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW of battery charging coil	LOW	70
P	YELLOW / BLACK of battery charging coil		



3. Crank engine and observe indicator.
4. Push reset button and repeat test twice.

Results :

a) **Indicator lamp lights :** Battery charging coil output is up to specifications.

b) **Indicator lamp does not light :** Battery charging coil is faulty. Replace it.

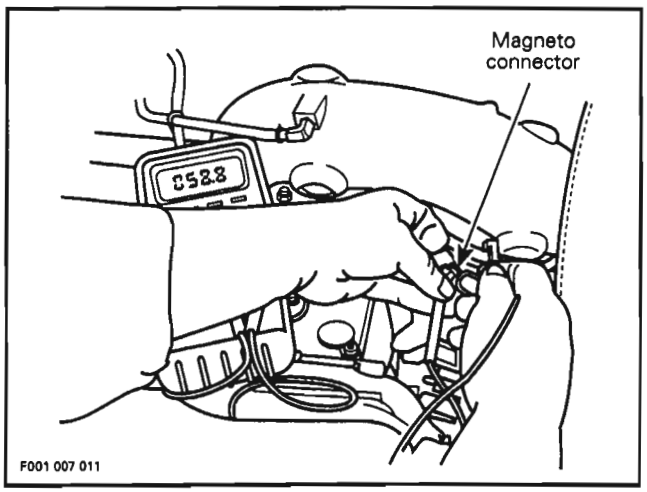
RESISTANCE MEASUREMENT

As an alternate method, battery charging coil can be checked with an ohmmeter (preferably a digital one).

Disconnect magneto wiring harness connector. Check resistance between each terminal. Refer to the following table for values and wire colors.

MAGNETO		
PART NAME	WIRE COLOR	RESISTANCE (OHM) (Ω)
Battery charging coil	YELLOW with YELLOW / BLACK of magneto harness	0.05 - 0.6

NOTE : A short circuit will read 0 ohm (or close to) on ohmmeter.



BATTERY

Troubleshooting

SYMPTOM : DISCHARGED OR WEAK BATTERY	
CAUSE	REMEDY
1. Battery posts and /or cable terminal oxidized.	Clean and coat with dielectric grease.
2. Loose or bad connections.	Check wiring and connector cleanliness, damaged or short circuit.
3. Faulty battery (sulfated, doesn't keep a full charge, damaged casing, loose post).	Replace.
4. 15 amp fuse burnt or faulty rectifier.	First check charging coil. If it is in good condition replace fuse or rectifier.
5. Faulty battery charging coil.	Replace.

Removal

◆ WARNING : Battery BLACK negative cable must always be disconnected first and connected last. Never charge or boost battery while installed in watercraft. Electrolyte or fuel vapors can be present in engine compartment and a spark might ignite them and possibly cause personal injuries.

Proceed as follows :

1. Disconnect the BLACK negative cable **first**.
2. Disconnect the RED positive cable **last**.
3. Remove the vent line from the battery.
4. Remove the holding straps.
5. Withdraw battery from watercraft being careful not lean it so that electrolyte flows out of vent elbow.

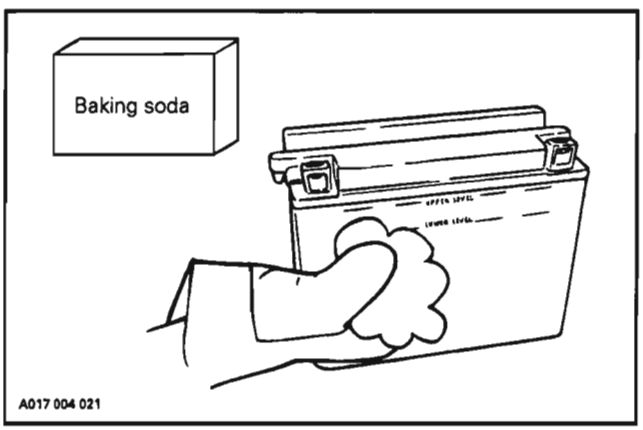
▼ CAUTION : Should any electrolyte spillage occur, immediately wash off with a solution of baking soda and water to prevent damage to watercraft components.

◆ WARNING : Electrolyte is poisonous, dangerous and explosive. It contains sulfuric acid and can cause severe burns. Avoid contact with eyes, skin and clothing.

Cleaning

Clean the battery casing, caps, cables and battery posts using a solution of baking soda and water.

▼CAUTION : Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte chemical properties.



Remove corrosion from battery cable terminals and battery posts using a firm wire brush. Rinse with clear water and dry well.

Inspection

Visually inspect battery casing for cracks or other possible damage. If casing is damaged, replace battery and thoroughly clean battery tray and close area with water and baking soda.

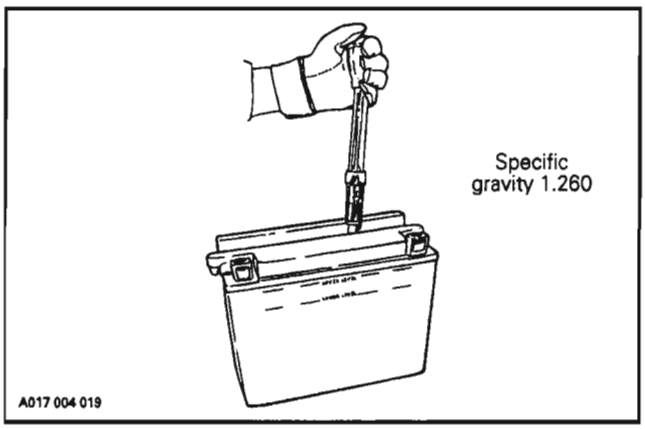
◆WARNING : Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.

Inspect battery posts for security of mounting.

Inspect for cracked or damaged battery caps, replace defective caps.

◆WARNING : Battery caps do not have vent holes. Make sure that vent line is not obstructed.

Hydrometer Test



A hydrometer measures the charge of a battery in terms of specific gravity of the electrolyte. Most hydrometers give a true reading at 21°C (70°F).

In order to obtain correct readings, adjust the initial reading by **adding** .004 points to the hydrometer readings for each 5.5°C (10°F) **above** 21°C (70°F) and by **subtracting** .004 point for every 5.5°C (10°F) **below** 21°C (70°F).

This chart will be useful to find the correct reading.

ELECTROLYTE TEMPERATURE		OPERATION TO PERFORM	
°C	°F		
38	100	.012	Add to the reading
32	90	.008	
27	80	.004	
21	**70**	**correct reading**	
16	60	.004	Subtract from the reading
10	50	.008	
4	40	.012	
−1	30	.016	

EXAMPLE NO. 1

Temperature below 21°C (70°F) :
Hydrometer reading : 1.250
Electrolyte temperature : −1°C (30°F)
Subtract .016 Sp. Gr.
Corrected Sp. Gr. is 1.234

EXAMPLE NO. 2

Temperature above 21°C (70°F) :
Hydrometer reading : 1.235
Electrolyte temperature : 38°C (100°F)
Add .012 Sp. Gr.
Corrected Sp. Gr. is 1.247

Battery Storage

Disconnect and remove battery from watercraft.

Check electrolyte level in each cell, add distilled water up to upper level line.

▼**CAUTION : Do not overfill.**

The battery must always be stored in fully charged condition. If required, charge until specific gravity of 1.260 is obtained.

▼**CAUTION : Battery electrolyte temperature must not exceed 50°C (122°F). The casing should not feel hot.**

Clean battery terminals and cable connections using a wire brush. Apply a light coat of dielectric grease on terminals.

Clean battery casing and caps using a solution of baking soda and water.

▼**CAUTION : Do not allow cleaning solution to enter battery, otherwise it will destroy the electrolyte.**

Rinse battery with clear water and dry well using a clean cloth.

Store battery on a wooden shelf in a cool dry place. Such conditions reduce self-discharging and keep fluid evaporation to a minimum. Keep battery away from dew, high moisture and direct sunlight.

During the storage period, recheck electrolyte level and specific gravity readings at least every month. If necessary, keep the battery at its upper level line and near full charge as possible (trickle charge).

Activation of New Battery

◆**WARNING : Never charge or boost battery while installed in watercraft.**

A new battery is factory fresh dry charged. For storage purposes, it is fitted with a temporary sealing tube.

▼**CAUTION : Do not remove the sealing tube or loosen battery caps unless activation is desired.**

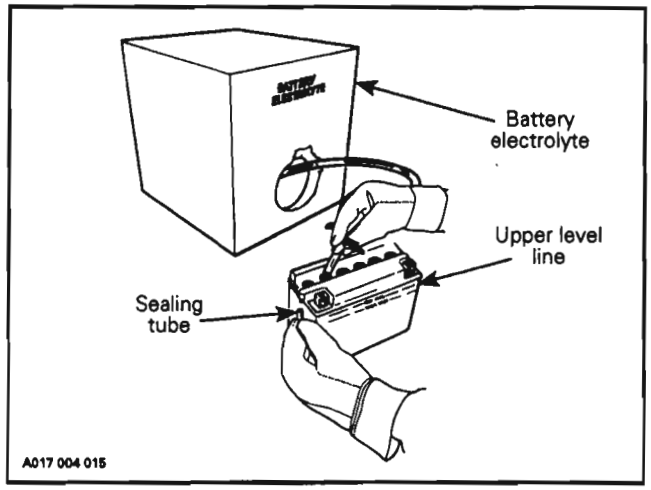
In case of accidental premature removal of caps or sealing tube, battery should be given a full charge.

Perform the following operations anytime a new battery is to be installed.

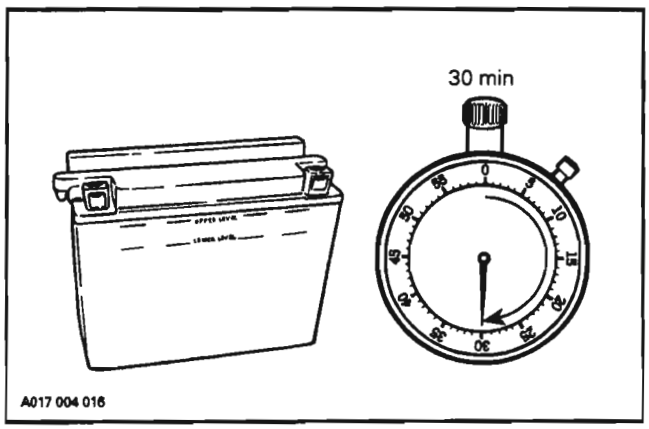
1. Remove the sealing tube from the vent elbow.

◆**WARNING : Failure to remove the sealing tube could result in an explosion.**

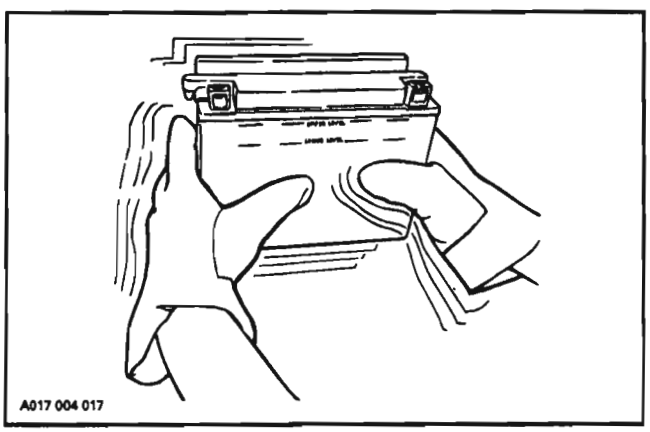
2. Remove caps and fill battery to UPPER LEVEL line with electrolyte (specific gravity : 1.260 at 21°C (70°F)).



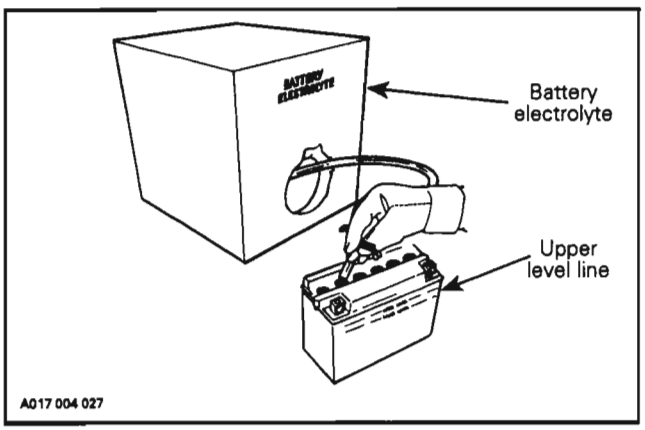
3. Allow the battery to stand for 30 minutes MINIMUM so that electrolyte soak through battery cells.



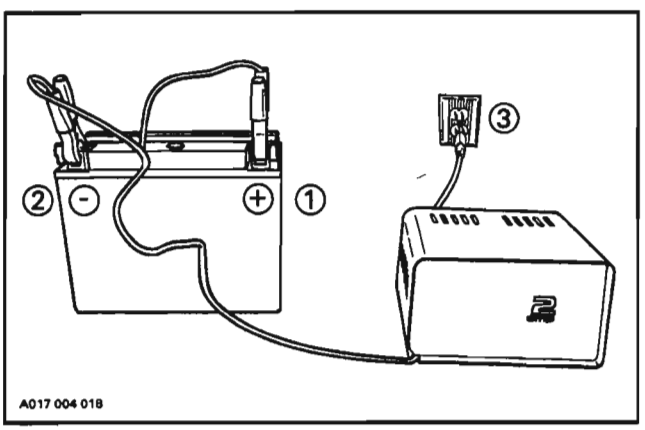
4. Allow gas bubbles to escape by lightly shaking battery by hand.



5. Readjust the electrolyte level to the UPPER LEVEL line.



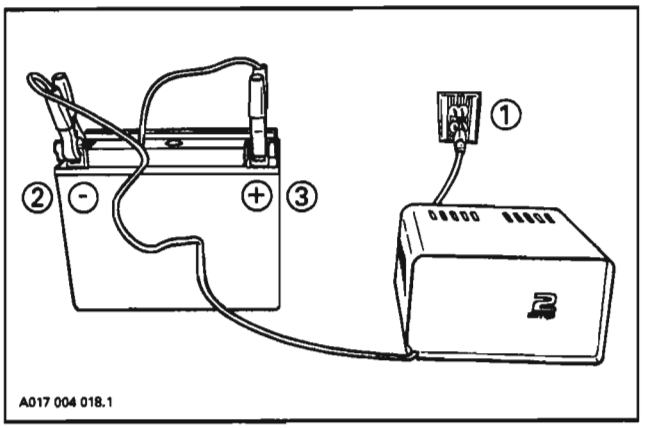
6. Connect a 2 A battery charger for 3 to 5 hours.



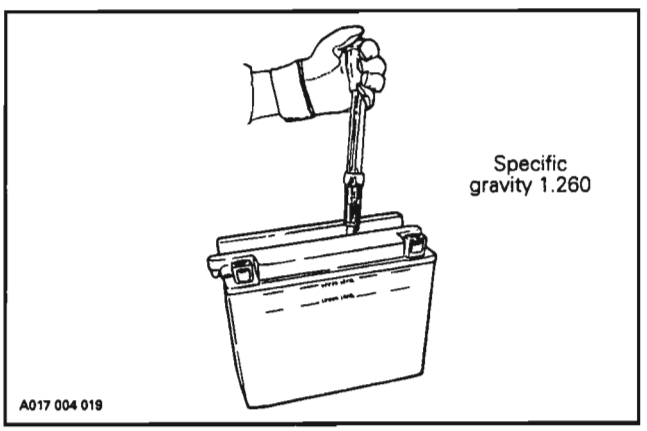
▼CAUTION : If charging rate raises higher than 2.4 A reduce it immediately. If cell temperature rises higher than 50°C (122°F) or if the casing feels hot, discontinue charging temporarily or reduce the charging rate.

◆WARNING : Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Always turn battery charger off prior to disconnecting cables. Otherwise a spark will occur and battery might explode.

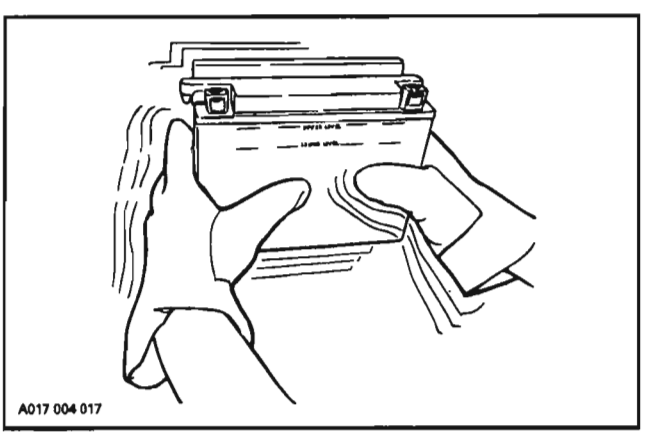
7. Disconnect battery charger.



8. Test battery state of charge. Use a hydrometer.

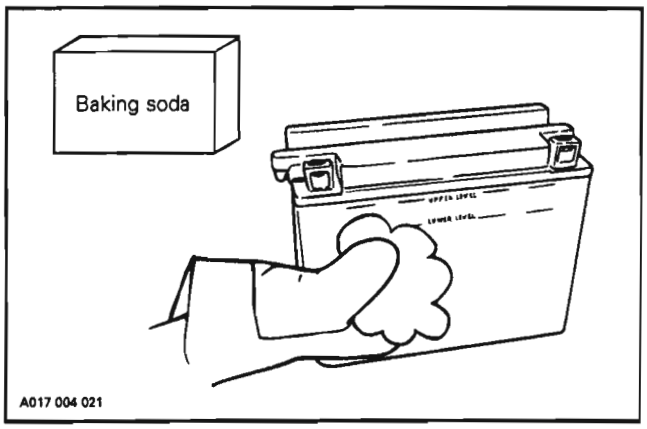


9. Allow gas bubbles to escape by slightly shaking battery.



10. If electrolyte level has dropped after charging, fill with distilled water to UPPER LEVEL line. After water is added, continue charging for 1 to 2 hours to mix water with electrolyte.

11. Reinstall caps and clean any electrolyte spillage using a solution of baking soda and water.



12. Reinstall battery. Hook up battery cables observing correct polarity and coat terminals with dielectric grease.

Install vent line.

NOTE : On SP / XP series, a check valve is installed on vent line to prevent water infiltration into battery.

CAUTION : Negative battery terminal should always be disconnected FIRST and reconnected LAST.

WARNING : Vent line must be free and open. A kinked or bent line will restrict ventilation and create gas accumulation that might result in an explosion.

NOTE : It is recommended to verify the battery charge once a month. If necessary, fully charge battery.

Servicing

Electrolyte Level

Since a battery has been activated (see above), add distilled water to top up electrolyte.

Tips for charging a used battery

CAUTION : Prior to charging the battery, always remove it from watercraft to prevent electrolyte spillage.

For best results, battery should be charged when the electrolyte and the plates are at room temperature. A battery that is cold may not accept current for several hours after charging begun.

Do not charge a frozen battery. If the battery charge is very low, the battery may freeze. If it is suspected to be frozen, keep it in a heated area for about 2 hours before charging.

WARNING : Do not place battery near open flame.

The time required to charge a battery will vary depending on some factors such as :

— Battery temperature : The charging time is increased as the temperature goes down. The current accepted by a cold battery will remain low. As the battery warms up, it will accept a higher rate of charge.

— State of charge : Because the electrolyte is nearly pure water in a completely discharged battery, it cannot accept current as well as electrolyte. This is the reason the battery will not accept current when the charging cycle first begins. As the battery remains on the charger, the current from the charger causes the electrolytic acid content to rise which makes the electrolyte a better conductor and then, the battery will accept a higher charging rate.

— Type of charger : Battery chargers vary in the amount of voltage and current that they can supply. Therefore, the time required for the battery to begin accepting measurable current will also vary.

CHARGING A VERY FLAT OR COMPLETELY DISCHARGED BATTERY :

Unless this procedure is properly followed, a good battery may be needlessly replaced.

— Measure the voltage at the battery posts with an accurate voltmeter. If it is below 10 volts, the battery will accept current at very low rate, in term of milliamperes, because electrolyte is nearly pure water as explained above. It could be some time before the charging rate increases. Such low current flow may not be detectable on some charger ammeters and the battery will seem not to accept any charge.

— Exceptionally for this particular case, set the charger to a high rate.

NOTE : Some chargers have a polarity protection feature which prevents charging unless the charger leads are connected to the correct battery terminals. A completely discharged battery may not have enough voltage to activate this circuitry, even though the leads are connected properly. This will make it appear that the battery will not accept a charge. Follow the charger manufacturer's instruction on how to bypass or override this circuitry so that the charger will turn on and charge a low-voltage battery.

— Since the battery chargers vary in the amount of voltage and current they provide, the time required for the battery to accept measurable charger current might be up to approximately 10 hours or more.

— If the charging current is not up to a measurable amount at the end of about 10 hours, the battery should be replaced.

— If the charging current is measurable before the end or at the end of about 10 hours, the battery is good and charging should be completed in the normal manner as specified in **Activation of a new battery**.

— It is recommended that any battery recharged by this procedure be load tested prior to returning it to service.

Battery Charging Equipment

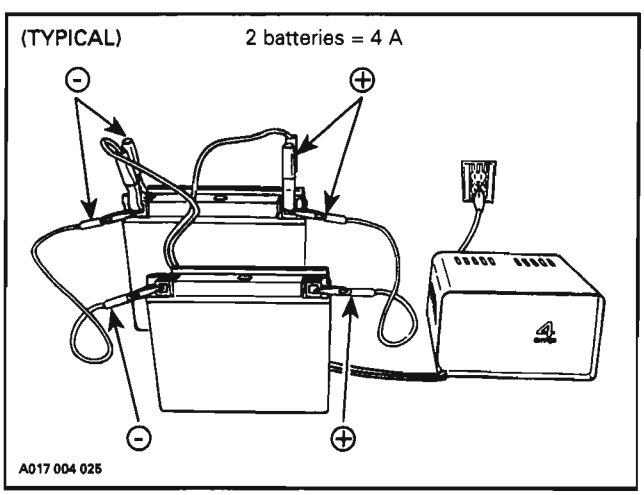
The battery charger should have an adjustable charging rate. Variable adjustment is preferred, but a unit which can be adjusted in small increments is acceptable.

The battery charger must be equipped with an ammeter capable of accurately measuring current of less than 1 ampere.

CHARGING 2 OR MORE BATTERIES AT A TIME

Connect all positive battery posts together and use a charger with a capacity (rated) equal to : number of battery to be charged multiply by 2 A.

For example : Charging 5 batteries at a time requires a 10 A rated charger (5 x 2 A = 10 A).



Installation of Battery

◆ **WARNING : Always connect battery cables exactly in the specified order, RED positive cable first BLACK negative cable last.**

Proceed as follows :

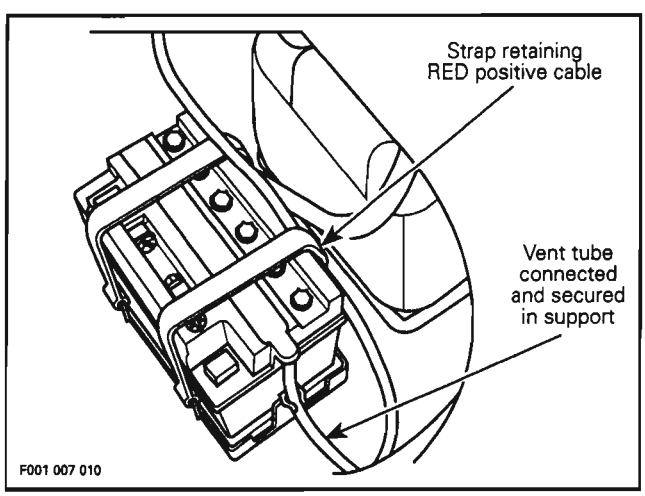
1. Install battery in its emplacement.
2. Secure vent line to the battery and support. Ensure vent line is not kinked or obstructed.

○ NOTE : On SP / XP series, ensure check valve is not blocked.

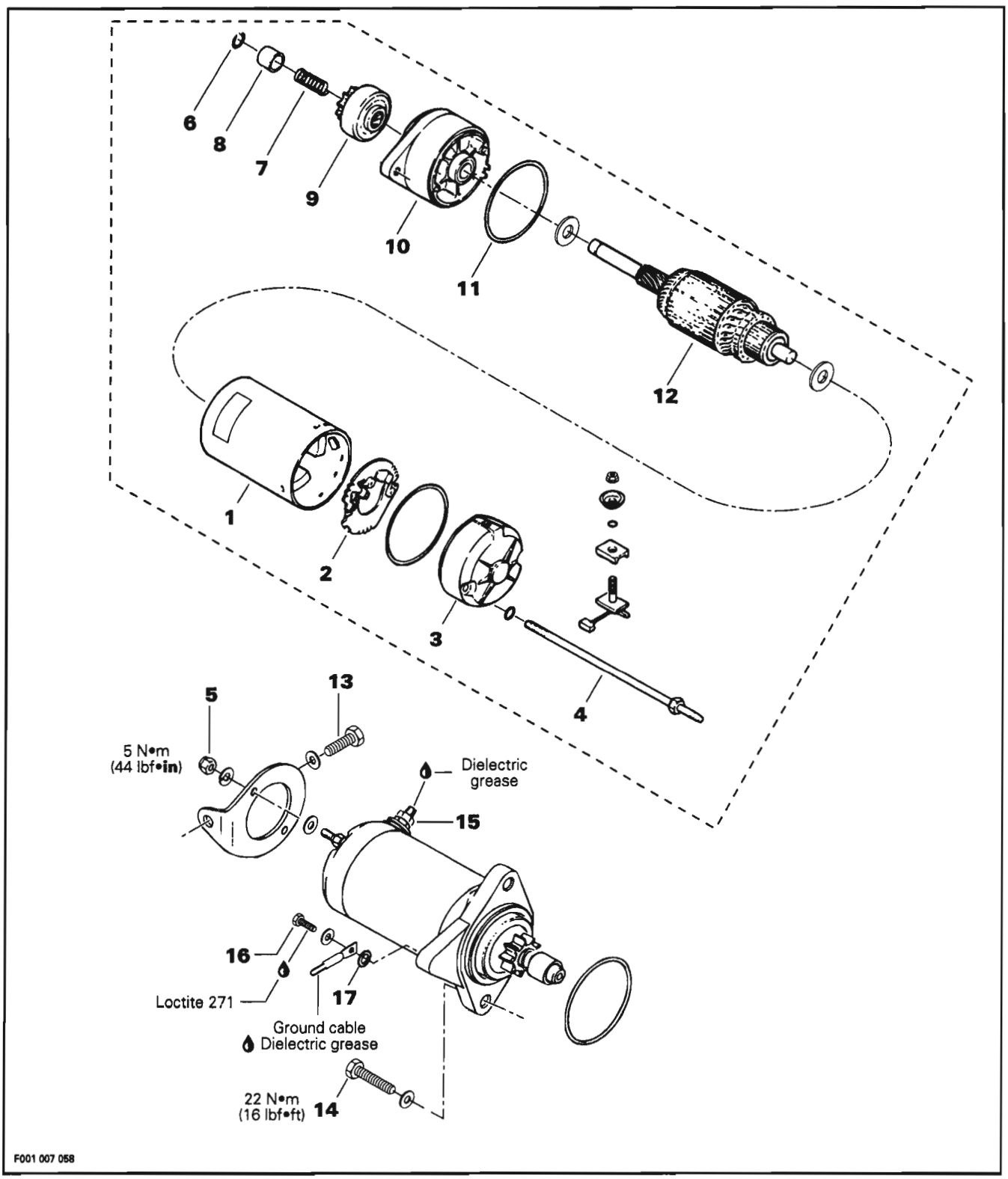
◆ **WARNING : Vent line must be free and open. If not, it will restrict ventilation and create a gas accumulation that could result in an explosion. Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Avoid skin contact with electrolyte.**

3. **First** connect RED positive cable.
4. Connect BLACK negative cable **last.**
5 Apply dielectric grease on battery posts.
6. Verify cable routing and attachment.

○ NOTE : Secure RED positive battery cable using right strap of battery.



STARTING SYSTEM



GENERAL

Causes of troubles are not necessarily related to starter but may be due to a burnt fuse, faulty battery, start / stop switch, safety lanyard switch, solenoid, electrical cables or connections.

Check these components before removing starter. Consult also the **starting system troubleshooting** table on next page for a general view of possible problems.

◆ **WARNING : Short circuiting electric starter is always a danger, therefore disconnect the battery ground cable before carrying out any kind of maintenance on starting system. Do not place tools on battery.**

Fuse

Make sure 5 A fuse on MPEM is in good condition.

Battery

To check battery condition, refer to ELECTRICAL SYSTEM 08-03.

Engine Start / Stop Switch

Switch condition can be checked with an ohmmeter.

Disconnect the YELLOW / RED wire in the electrical box. Connect test probes to YELLOW / RED wire and to ground near solenoid.

Measure resistance, it must be an open circuit (switch is normally open). Depress and hold switch, the ohmmeter should read close to 0 ohm.

Safety Lanyard Switch

Disconnect the BLACK and BLACK / YELLOW wires in the electrical box. Using an ohmmeter, connect test probes to switch wires.

Measure resistance, it must be close to 0 ohm when cap is over switch and an open circuit when removed.

Solenoid

○ **NOTE :** Solenoid is located in the electrical box.

Inspect connections and clean as necessary. Solenoid condition can be checked with a voltmeter.

Install test probes to solenoid positive posts.

Depress start / stop button and measure voltage. If there is no voltage, replace solenoid.

Electrical Cables or Connections

Check all connections, cables and wires. Tighten any loose cables. Replace any chafe wires.

STARTING SYSTEM TROUBLESHOOTING

SYMPTOM	CAUSE	REMEDY
Starter does not turn.	Burnt fuse 5A. Poor contact of battery terminal(s). Poor battery ground cable connection. Weak battery. Poor contact of start / stop switch, safety lanyard switch or solenoid. Open circuit : start / stop switch, safety lanyard switch or solenoid.	Check wiring condition and replace fuse. Clean and tighten terminal(s). Clean and tighten. Recharge or replace battery. Replace. Replace.
Starter engages ; but does not crank the engine.	Poor contact of brush. Burnt commutator. Worn commutator segments. Shorted armature. Weak brush spring tension. Weak magnet. Worn bushings. Weak battery.	Straighten commutator and brush. Turn commutator in lathe. Undercut mica. Repair or replace armature. Replace brush holder or spring. Replace yoke assembly. Replace bushings. Recharge or replace battery.
Starter turns, but overrunning clutch pinion does not mesh with ring gear.	Worn clutch pinion gear. Defective clutch. Poor movement of clutch on splines. Worn clutch bushing. Worn ring gear.	Replace clutch. Replace clutch. Clean and correct. Replace clutch. Replace ring gear.
Starter motor keeps running.	Shorted solenoid winding. Melted solenoid contacts. Sticking or defective starter clutch. Presence of salt water in the electrical box which gives continuity.	Replace solenoid. Replace solenoid. Lubricate or replace. Verify electrical box watertightness.

STARTER REMOVAL

Disconnect BLACK cable ground connection from battery.

◆ **WARNING : Always disconnect ground cable first and reconnect last.**

Disconnect RED cable connection from battery.

Remove the following parts.

— cables from starter

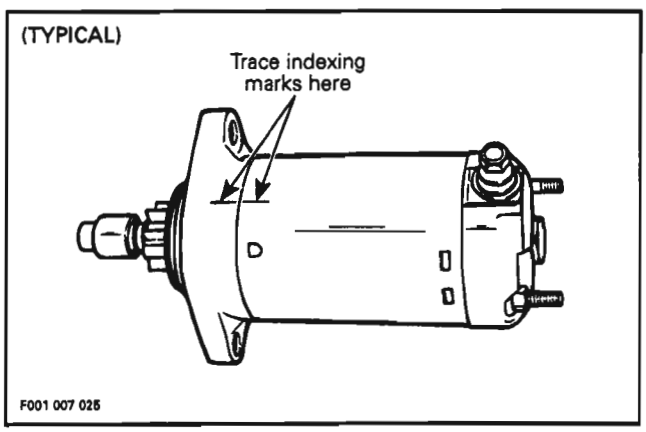
— screw of starter rear support

— starter mount screws

STARTER DISASSEMBLY

1,2,3,4,5, Yoke, Brush Holder, End Frame, Through Bolt and Nut

Before disassembling, trace index marks on yoke and clutch housing to ease further assembly.



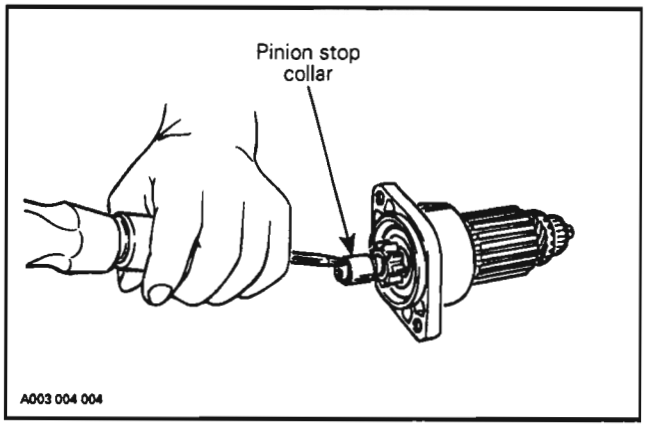
Remove starter support nuts then through bolts. Separate end frame from yoke assembly. Withdraw yoke assembly from armature.

Brush holder can be removed from end frame by unscrewing nut retaining terminal.

Check that the radial play between the armature shaft and end frame is not greater than 0.20 mm (.008 in). Replace end frame if so.

6,7,8, Circlip, Spring and Pinion Stop Collar

Tap the pinion stop collar using a screwdriver. Remove circlip. Disassemble pinion stop collar and spring.



9,10,11,12, Clutch Ass'y, Housing, O-ring and Armature

Turn assembly clockwise to remove it from armature assembly.

Pull housing from armature.

CLEANING

▼ **CAUTION : Yoke ass'y and drive unit assembly must not be immersed in cleaning solvent.**

Discard all O-rings and gasket.

Clean brushes and holders with a clean cloth soaked in solvent. Brushes must be dried thoroughly with a clean cloth.

Blow brush holders clean using compressed air.

◆ **WARNING : Always wear safety glasses when using compressed air.**

Remove dirt, oil or grease from commutator using a clean cloth soaked in suitable solvent. Dry well using a clean, dry cloth.

Clean engine ring gear teeth and drive unit (clutch).

○ NOTE : Bushings must not be cleaned with grease dissolving agents.

Immerse all metal components in cleaning solution. Dry using a clean, dry cloth.

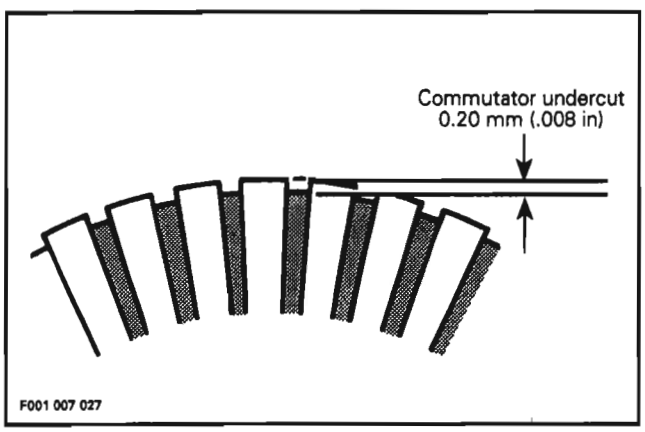
PARTS INSPECTION

Armature

NOTE : An ohmmeter may be used for the following testing procedures, except for the one concerning shorted windings in armature.

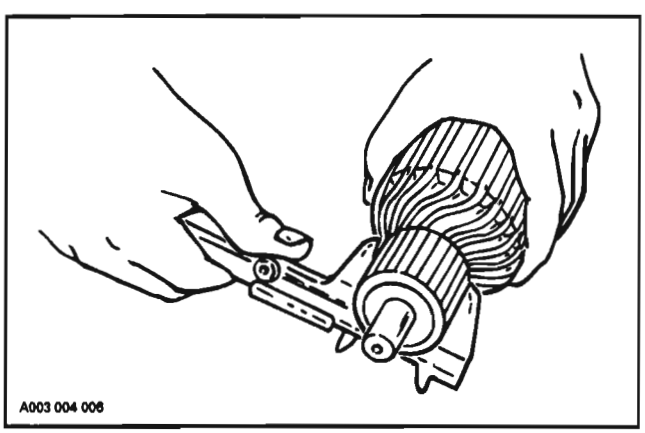
Check commutator for roughness, burnt or scored surface. If necessary, turn commutator on a lathe, enough to resurface only.

Check commutator for mica depth. If depth is less than 0.20 mm (.008 in), undercut mica. Be sure that no burrs are left and no copper dust remains between segments after undercutting operation is completed.



Check commutator out of round condition with V-shaped blocks and an indicator. If commutator out of round is more than 0.40 mm (.016 in), commutator should be turned on a lathe.

Check commutator outer diameter. If less than 27 mm (1.063 in), replace.



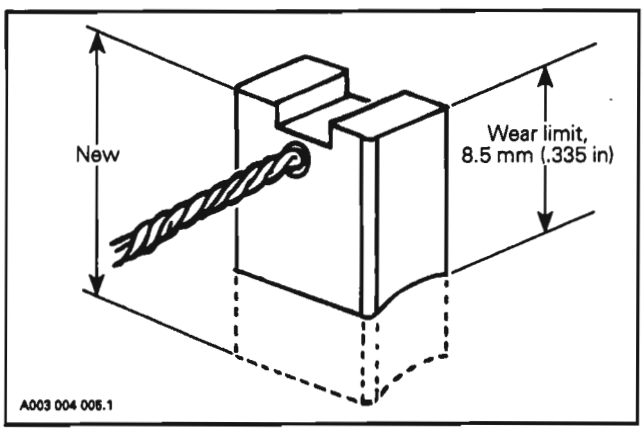
Brush Holder

Check brush holder for insulation using an ohmmeter. Place one test probe on insulated brush holder and the other test probe on brush holder plate. If continuity is found, brush holder has to be repaired or replaced.

Brush Length

Measure brush length. If less than 8.5 mm (.335 in), replace them.

NOTE : New brush length is 12 mm (.472 in).



Overrunning Clutch

Pinion of overrunning clutch should turn smoothly in clockwise direction, and should not slip in a counterclockwise direction. If defective, replace.

Check pinion teeth for wear and damage. If defective, replace.

NOTE : Always check engine ring gear teeth for wear and damage. If defective replace ring gear. Refer to ELECTRICAL SYSTEM 08-01.

STARTER ASSEMBLY

Reverse the order of disassembly to reassemble starter. However, attention should be paid to the following operations.

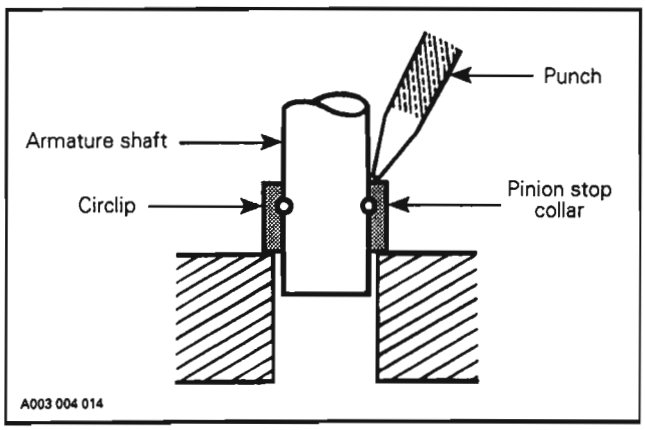
Prior to assembling, coat sliding surfaces on armature shaft splines, overrunning clutch and bushing with G.E. Versilube G 341 M or ESSO Beacon 325 lubricant or equivalent.

Apply motor oil on metal bushings.

6,8, Circlip and Pinion Stop Collar

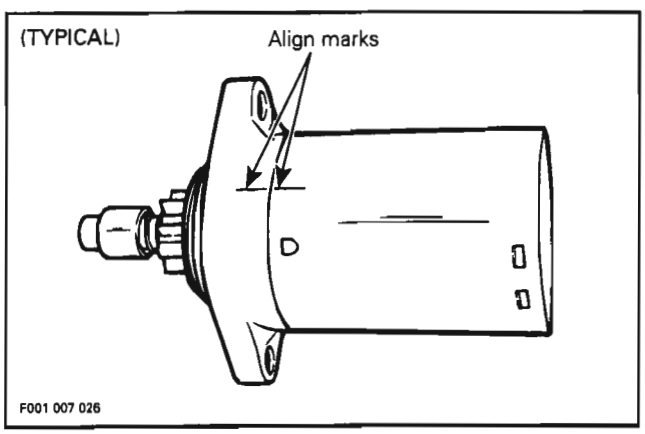
After placing stop collar on armature shaft, fit circlip into armature shaft, then make sure that it is properly secured.

Slide stop collar over circlip and secure in place by punching it at 2 or 3 places.



1,10, Housing and Yoke Ass'y

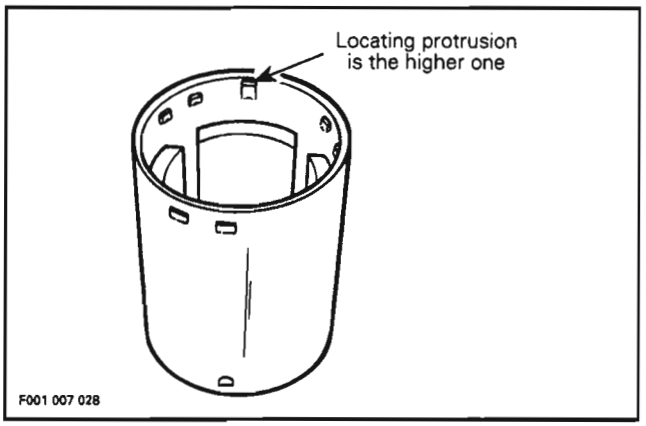
Align previously traced indexing marks.

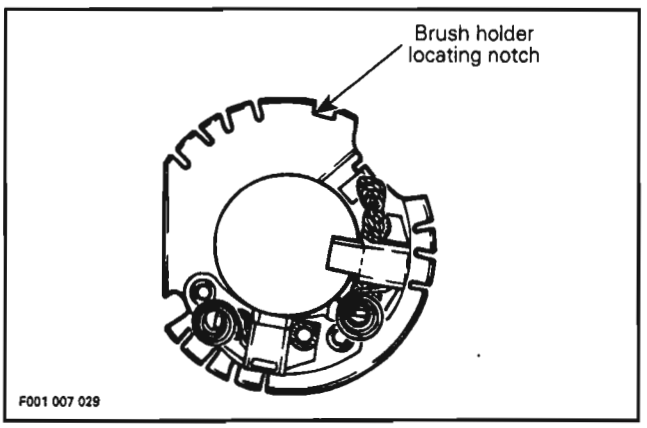


1,3,4, Yoke Ass'y, End Frame and Through Bolt

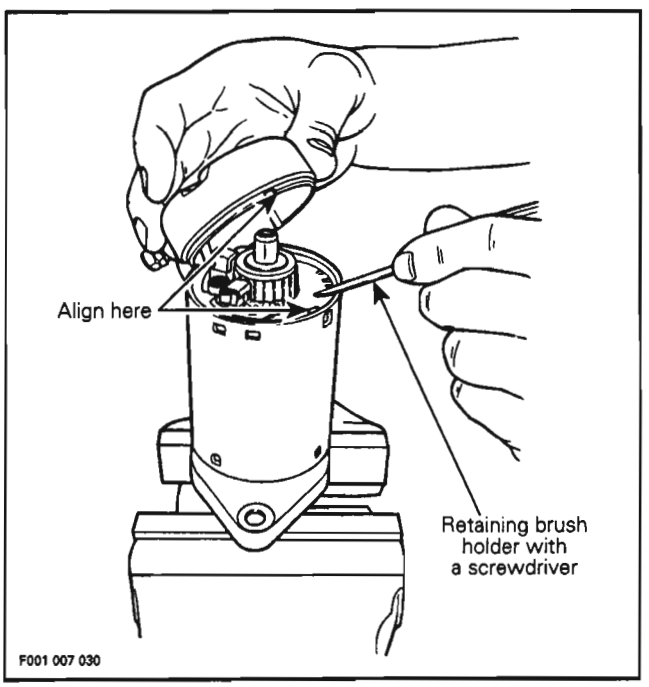
Open brushes and slide over commutator.

Align end frame locating notch with yoke locating protrusion and properly sit brush holder into yoke.





To ease end frame installation, retain brush holder with a small screwdriver while installing end frame.



Align end frame notch with brush holder notch / yoke protrusion.

CAUTION : Make sure end frame fits perfectly on yoke.

STARTER INSTALLATION

Installation is essentially the reverse of removal procedure. However, pay particular attention to the following.

Make sure that starter and engine mating surfaces are free of debris. Serious trouble may arise if starter is not properly aligned.

13,14, Screw

Torque starter screws to 22 N•m (16 lbf•ft).

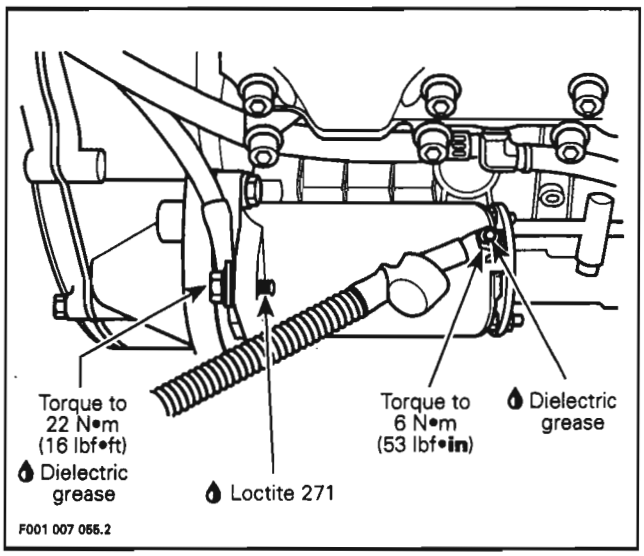
15, Nut

Connect the RED battery cable to the starter and torque nut to 6 N•m (53 lbf•**in**). Apply dielectric grease on terminal and nut.

16,17, Screw and Teeth Washer

Apply Loctite 271 (red) on screw.

Connect BLACK cable to starter using flat washer, teeth washer and screw. Torque screw to 22 N•m (16 lbf•ft). Apply dielectric grease on terminal and screw.



WARNING : Always connect RED positive cable first then BLACK negative cable last. Whenever connecting the RED positive cable to the starter motor make sure the battery cables are disconnected to prevent electric shock.

STARTER SPECIFICATION

Nominal output		0.6 kW			
Voltage		12 V			
Rated time		30 seconds			
Rotation		Counterclockwise (viewed from pinion side)			
Weight		Approx. 2 kg (4.4 lb)			
Performance Specification at 20°C (68 °F)	No load	11.5 V	20 A max.	5500 RPM	
	Load	8.5 V	170 A max.	2200 RPM	2 N•m (18 lbf•**in**)
	Stall	5 V	350 A max.	0 RPM	3 N•m (27 lbf•**in**)
Battery		19 Ah			

INSTRUMENTS AND ACCESSORIES

GENERAL

It is possible to activate the fuel gauge / low oil warning light, multifunction gauge or VTS gauge (XP model) when the engine is not running.

Make sure the safety lanyard is removed, then depress the start / stop button.

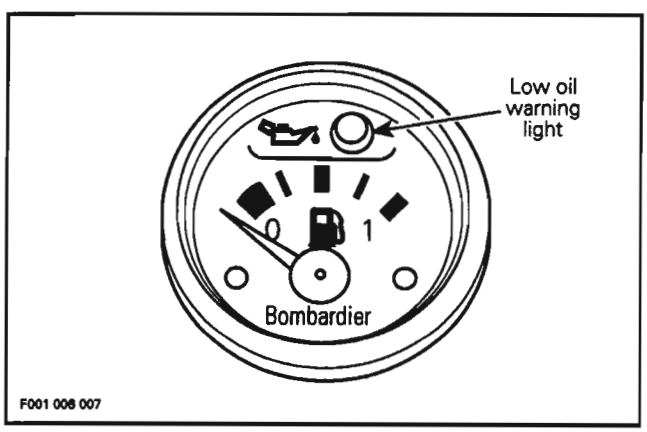
The gauge(s) will be activated during 33 seconds : the time the timer delay of the MPEM will stay on.

INSPECTION

Fuel Gauge / Low Oil Warning Light

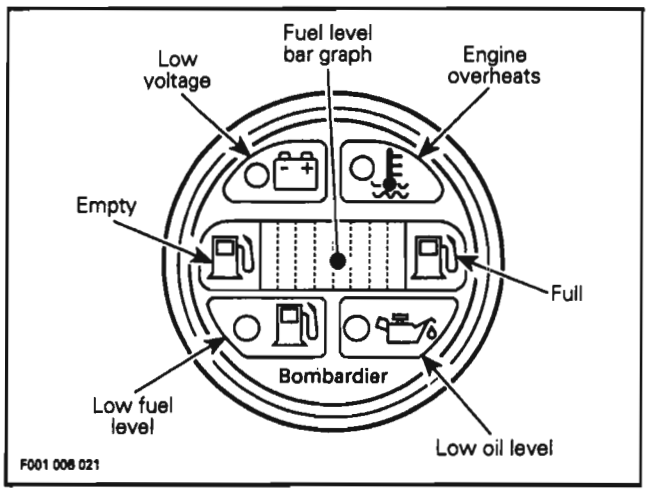
The fuel gauge has a pointer which indicates fuel level in the tank.

The low oil warning light is part of the gauge. It will light when injection oil level is low.



Multifunction Gauge

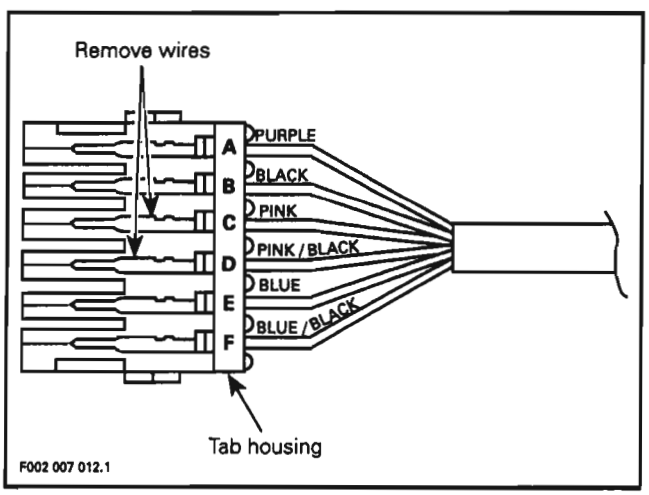
A LCD gauge indicates the amount of fuel in the tank. Warning lights will indicate a defective charging system, an overheating engine, low fuel level and low oil level.



Accuracy of gauge can be checked with a potentiometer.

— Disconnect 6-circuit tab housing of gauge.

— Using an appropriate terminal remover, remove PINK / BLACK and PINK wires from tab housing.



— Reconnect tab housing of gauge.

— Connect potentiometer test probes to PINK / BLACK and PINK wires of gauge.

— Adjust potentiometer to the resistance values as per following chart to test accuracy of gauge.

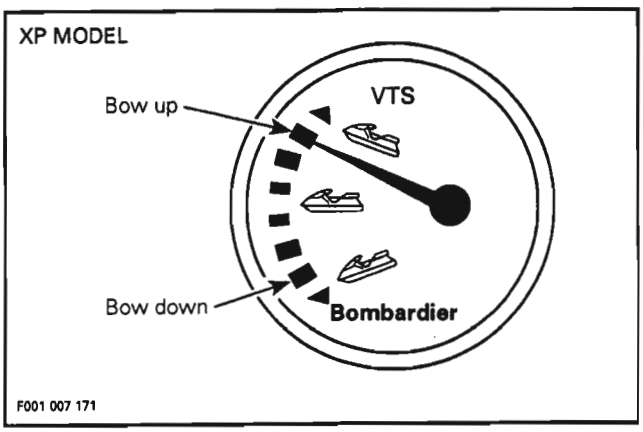
NOTE : Gauge must be activated to obtain a reading.

RESISTANCE (Ω)	FUEL LEVEL LCD GRAPHIC	LOW FUEL LEVEL RED LIGHT
$0^{+2.2}_{-0}$	FULL	OFF
17.8 ± 2.2	7/8	OFF
27.8 ± 2.2	3/4	OFF
37.8 ± 2.2	5/8	OFF
47.8 ± 2.2	1/2	OFF
57.8 ± 2.2	3/8	OFF
67.8 ± 2.2	1/4	OFF
77.8 ± 2.2	1/8	ON
89.0 ± 2.2	EMPTY	ON

If gauge is not within the specifications, replace it.

Variable Trim Gauge

The trim gauge shows the riding angle of the watercraft.



Accuracy of gauge can be checked with a potentiometer.

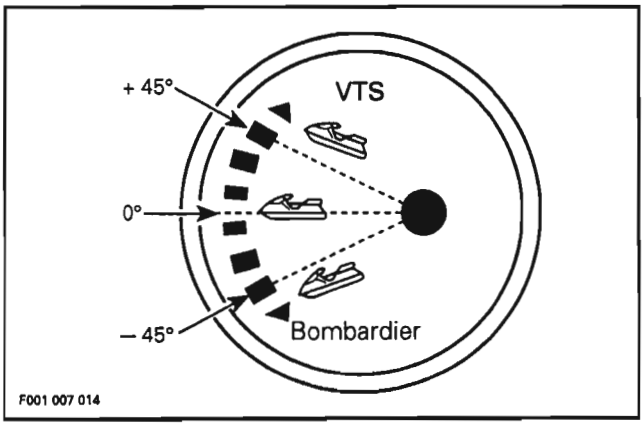
— Disconnect 2-circuit connector housing of BROWN / BLACK and BROWN / WHITE wires of gauge.

— Connect potentiometer test probes to BROWN / BLACK and BROWN / WHITE wires of gauge.

— Adjust potentiometer to the resistance values as per following chart to test accuracy of gauge.

NOTE : Gauge must be activated to obtain a reading.

RESISTANCE (Ω)	GAUGE NEEDLE POSITION
10	– 45°
95	0°
180	+ 45°

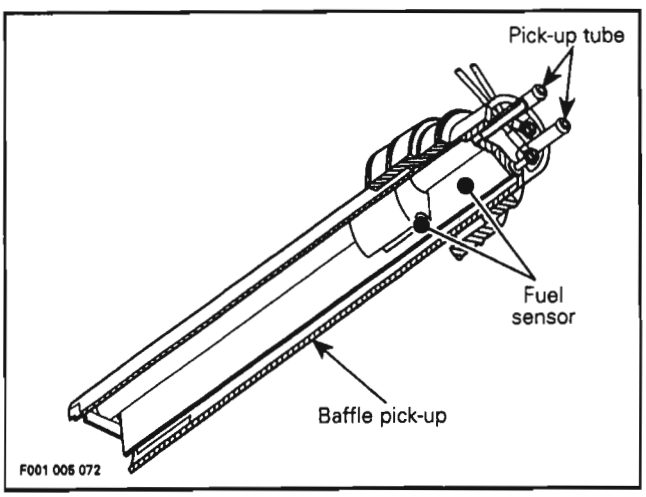


If gauge is not within the specifications, replace it.

Fuel Baffle Pick-Up Sensor

The baffle pick-up has an integrated fuel sensor (except SP model).

To verify fuel sensor, a resistance test should be performed with an ohmmeter allowing the float to move up through a sequence.



The resistance measured between PINK / BLACK and PINK wires must be in accordance with fuel level (measured from under the flange) as specified in the following charts.

FUEL LEVEL AND RESISTANCE (SPI, SPX, XP)	
FUEL LEVEL (mm)	RESISTANCE (Ω)
From 206.1 ± 5 and more	$0^{+2.2}_{-0}$
From 189.1 @ 206 ± 5	17.8 ± 2.2
From 162.1 @ 189 ± 5	27.8 ± 2.2
From 135.1 @ 162 ± 5	37.8 ± 2.2
From 108.1 @ 135 ± 5	47.8 ± 2.2
From 81.1 @ 108 ± 5	57.8 ± 2.2
From 54.1 @ 81 ± 5	67.8 ± 2.2
From 40.1 @ 54 ± 5	77.8 ± 2.2
From 0 @ 40 ± 5	89.8 ± 2.2

FUEL LEVEL AND RESISTANCE (GTS, GTX)	
FUEL LEVEL (mm)	RESISTANCE (Ω)
From 257.9 ± 5 and more	$0^{+2.2}_{-0}$
From 234.4 @ 257.8 ± 5	17.8 ± 2.2
From 200.9 @ 234.3 ± 5	27.8 ± 2.2
From 167.4 @ 200.8 ± 5	37.8 ± 2.2
From 134 @ 167.3 ± 5	47.8 ± 2.2
From 100.5 @ 133.9 ± 5	57.8 ± 2.2
From 67 @ 100.4 ± 5	67.8 ± 2.2
From 40.1 @ 66.9 ± 5	77.8 ± 2.2
From 0 @ 40 ± 5	89.8 ± 2.2

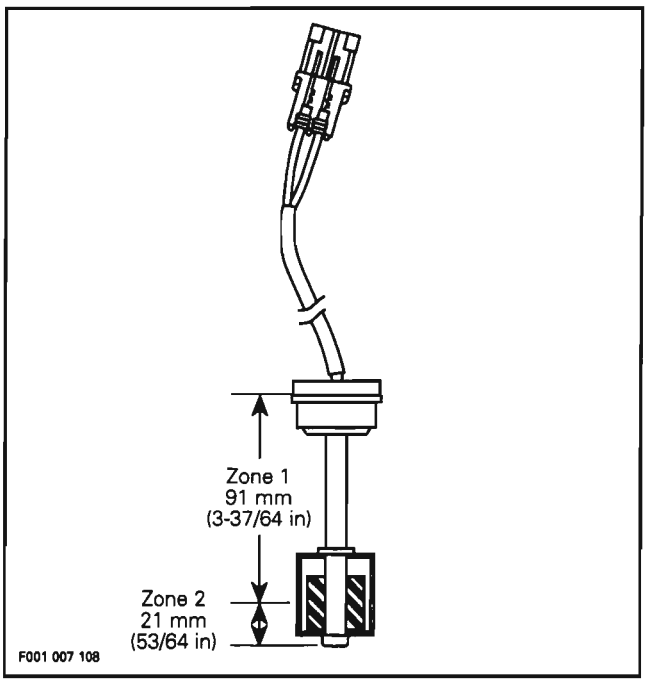
Oil Sensor

The oil sensor completes the ground for the low oil warning light.

With the oil down to caution level, contacts are made to complete the ground circuit.

To verify oil sensor a resistance test should be performed with an ohmmeter between BLUE / BLACK and BLUE wire terminals.

Refer to the following illustration and chart for oil sensor testing.

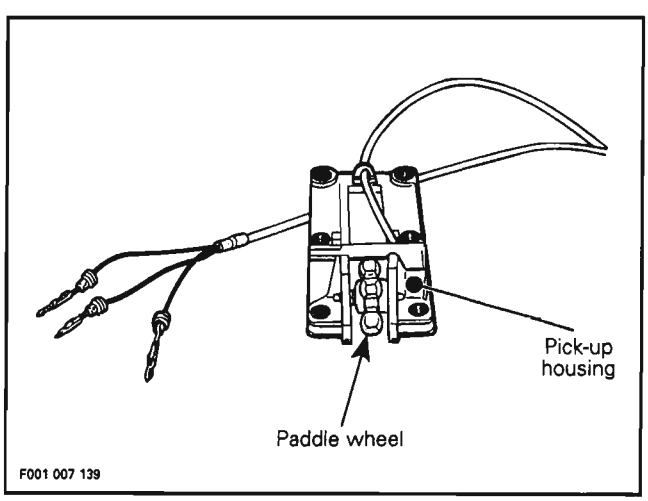


OIL LEVEL	RESISTANCE (Ω)
Zone 1	∞
Zone 2	0

Speed Sensor

The speedometer gives a reading through a speed sensor. Speed sensor is installed on ride shoe. It works with the water flow which turns a magnetic paddle wheel that triggers an electronic pick-up that in turn sends a speed signal to the speedometer.

The paddle wheel is protected by the pick-up housing.



To verify speed sensor, a resistance test should be performed with an ohmmeter. Disconnect speed sensor wires from inside bilge.

Refer to the following chart for speed sensor testing. Always respect polarity in chart.

METER (–) LEAD	METER (+) LEAD	APPROX. VALUE
Purple / yellow	Black	∞
Black	Purple / yellow	21.8 MΩ
Blue / purple	Black	3.6 MΩ
Black	Blue / purple	∞
Purple / yellow	Blue / purple	∞
Blue / purple	Purple / yellow	3 MΩ

VTS Motor

Motor condition can be checked with an ohmmeter. Install test probes on both BLUE / ORANGE and GREEN / ORANGE wires. Measure resistance, it should be close to 1.5 ohm.

If motor seems to jam and it has not reached the end of its stroke, the following test could be performed.

First remove motor, refer to PROPULSION SYSTEM 09-04. Then manually rotate worm to verify VTS system actuating mechanism for free operation.

Connect motor through a 15 A fuse directly to the battery.

Connect wires one way then reverse polarities to verify motor rotation in both ways.

If VTS actuating mechanism is correct and the motor turns freely in both ways, VTS module could be defective.

VTS Switch (SPX Model)

Disconnect the PURPLE wire, BLUE / WHITE wire and GREEN / WHITE wire in the electrical box. Using an ohmmeter, connect test probes to switch PURPLE and BLUE / WHITE wires ; then, connect test probes to switch PURPLE and GREEN / WHITE wires.

Measure resistance ; in both test, it should be high when button is released and must be close to zero when activated.

Always confirm first that the fuse is in good condition. Make sure that color code match with color code of the VTS module.

Whenever pushing on UP and DOWN buttons simultaneously, the nozzle should not move. However a vibration should be noticed, but it should stop immediately.

NOTE : Pushing simultaneously on both buttons, GREEN / ORANGE and BLUE / ORANGE wires will be at +12 volts in relation to battery negative terminal.

VTS Switch (XP Model)

Disconnect BLACK wire, BLUE / WHITE wire and GREEN / WHITE wire of VTS switch located in front of bilge on left side.

Using an ohmmeter, connect test probes to switch BLACK and BLUE / WHITE wires ; then, connect test probes to switch BLACK and GREEN / WHITE wires.

Measure resistance ; in both test, it should be high when button is released and must be close to zero when activated.

Always confirm first that the fuse is in good condition.

VTS Control Module (SPX Model)

It receives its current from the battery. It is protected by its own 15 A fuse. Also integrated in the module, 2 relays which trigger when motor is overloaded.

VOLTAGE TEST

Disconnect motor wires from the VTS module. Using a voltmeter, connect positive test probe to BLUE / ORANGE wire. Connect negative test probe to GREEN / ORANGE wire.

Push on VTS switch UP button, the reading should be +12 V. Push on DOWN button, the reading should be (–)12 V.

If readings are different the VTS module could be defective.

NOTE : Ensure VTS switches connections were not reversed.

RESISTANCE TEST

Most of circuit can be tested with an ohmmeter but a 100 % test doesn't mean the VTS control module is in perfect condition.

The VTS control module testing must be done with all wires disconnected from circuit. Otherwise testing equipment (ohmmeter) could be damaged.

CAUTION : When disconnecting wires other then RED wire, wires must never touch solenoid positive terminal.

VTS control module testing equipment :

Use an ohmmeter with an input impedance up to 20 mega ohm (2 000 000 ohm).

Refer to the following chart for VTS control module testing. Always respect polarity in chart.

Meter (–) lead	Meter (+) lead	Minimum value	Involved circuit
Black	Red	1 MΩ	Solenoid
Red	Black	1 MΩ	
Black	Purple	200 kΩ	VTS switch / monitoring beeper / start / stop switch
Purple	Black	1 MΩ	
Black	Blue / white	140 kΩ	VTS switch position "UP"
Blue / white	Black	140 kΩ	
Black	Green / white	140 kΩ	VTS switch position "DOWN"
Green / white	Black	140 kΩ	
Black	Blue / orange	0 Ω	Motor position "UP"
Blue / orange	Black	0 Ω	
Black	Green / orange	0 Ω	Motor position "DOWN"
Green / orange	Black	0 Ω	
Green / orange	Blue / orange	0 Ω	Motor
Blue / orange	Green / orange	0 Ω	

▼ CAUTION : Whenever connecting VTS control module, always have battery disconnected from circuit. If VTS control module must be connected when circuit is activated, always connect RED wire last to solenoid positive terminal.

VTS Control Module (XP Model)

It receives its current from the battery. It is protected by its own 7.5 A fuse.

RESISTANCE TEST

Disconnect BROWN / BLACK wire and BROWN / WHITE wire of VTS control module located in front of bilge on left side.

Connect test probes of an ohmmeter to BROWN / BLACK wire and BROWN / WHITE wire of VTS control module.

NOTE : To permit VTS actuation when engine is not running, remove safety lanyard from switch and depress start / stop button to activate timer delay.

Push on VTS switch down position until motor stops.

Read the resistance on the ohmmeter, it should indicate a resistance of 24 ohms ± 1%.

Push on VTS switch up position until motor stops.

Read the resistance on the ohmmeter, it should indicate a resistance of 167 ohms ± 1%.

For a complete resistance test from UP to DOWN position, refer to the following chart.

NOTE : If the VTS control module passes this resistance test, it doesn't mean it is in perfect condition.

RESISTANCE (Ω)	NOZZLE POSITION
167.3 ± 1 %	UP
153.0 ± 4 %	
138.7 ± 1 %	
124.4 ± 1 %	
110.1 ± 1 %	
95.8 ± 1 %	
81.5 ± 1 %	
67.2 ± 1 %	
52.9 ± 1 %	
38.6 ± 1 %	
24.3 ± 1 %	DOWN

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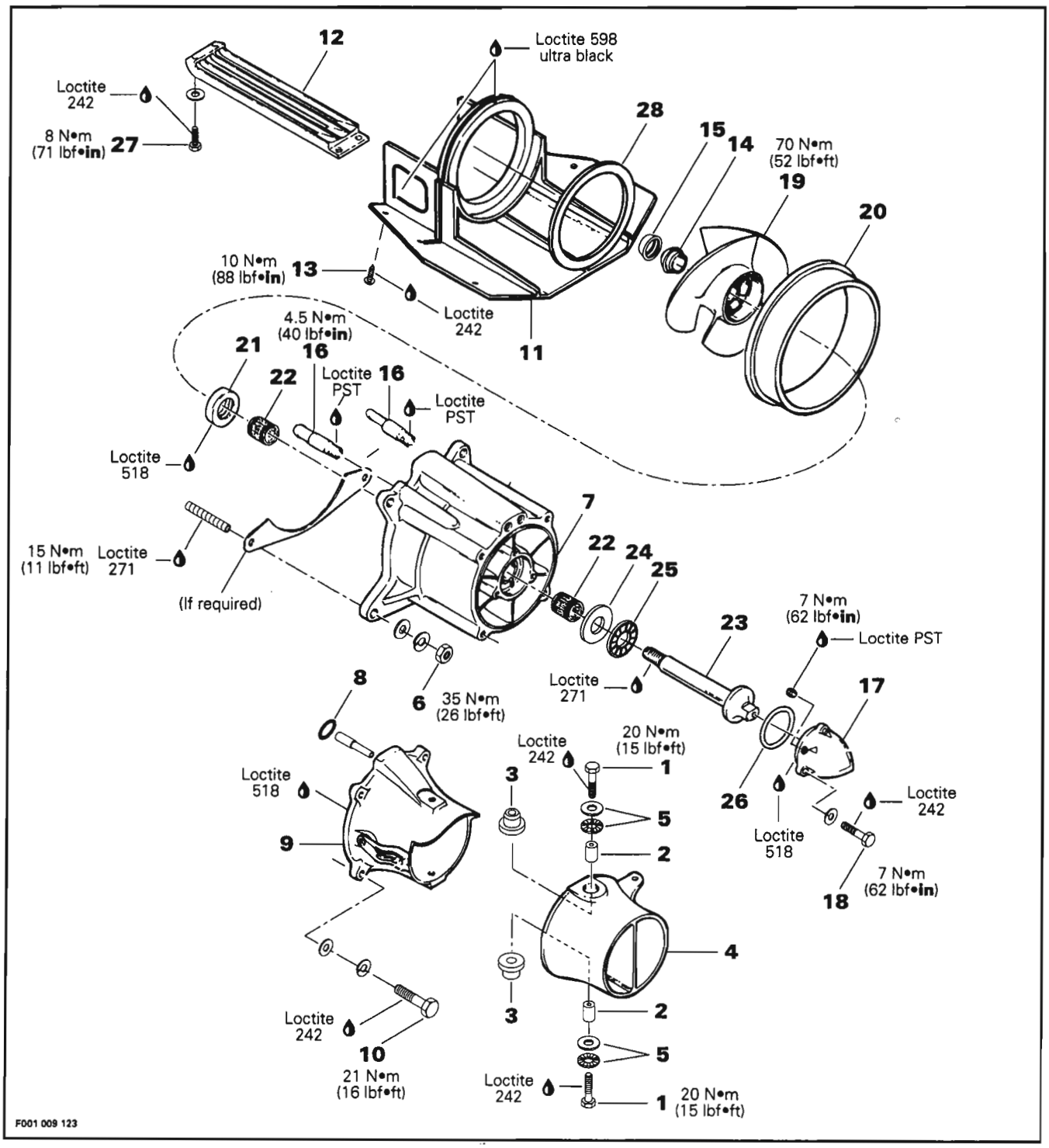
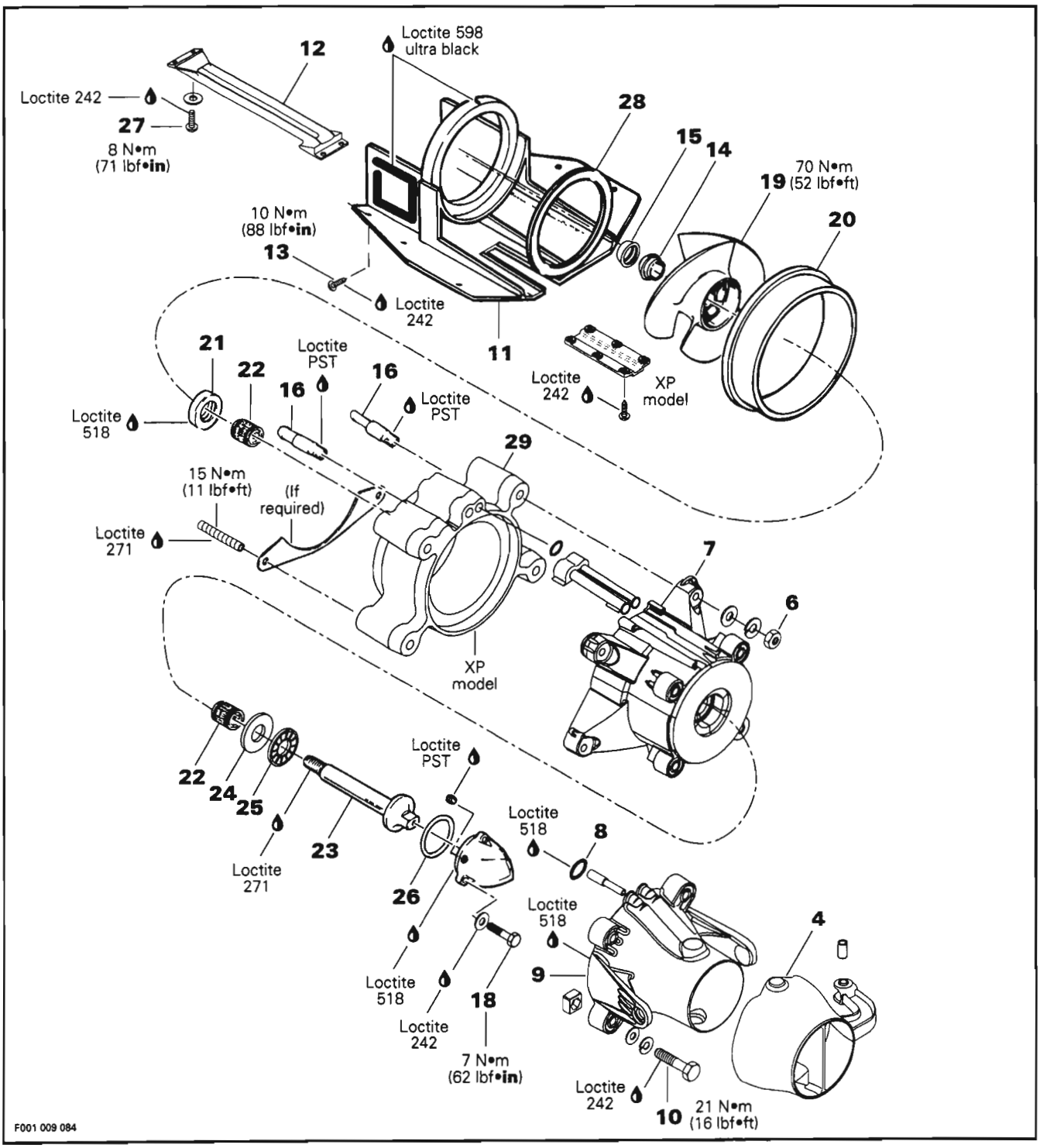
JET PUMP

ALUMINUM PUMP



PLASTIC PUMP



GENERAL

The impeller housing, venturi and nozzle are either made of aluminum or plastic, depending on which model of watercraft.

Plastic is a light weight material and it is not affected by corrosion.

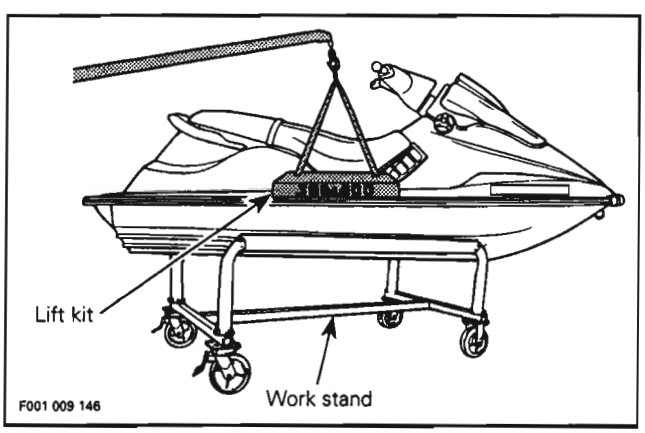
All watercraft powered by a 657 X or 717 engines have a stator made of bronze which offers greater strength than aluminum.

JET PUMP INSPECTION ON WATERCRAFT

To work on watercraft, securely install it on a stand. Thus, if access is needed to water inlet area, it will be easy to slide underneath watercraft. Working on the water intake grate, jet pump, ride shoe, etc., can be done by simply blocking the rear of watercraft above work stand.

A lift kit can be used to install watercraft on a stand. Refer to the following chart.

LIFT KIT P / N	WATERCRAFT MODEL
298 760 040	SP / XP series
298 776 040	GTS / GTX models

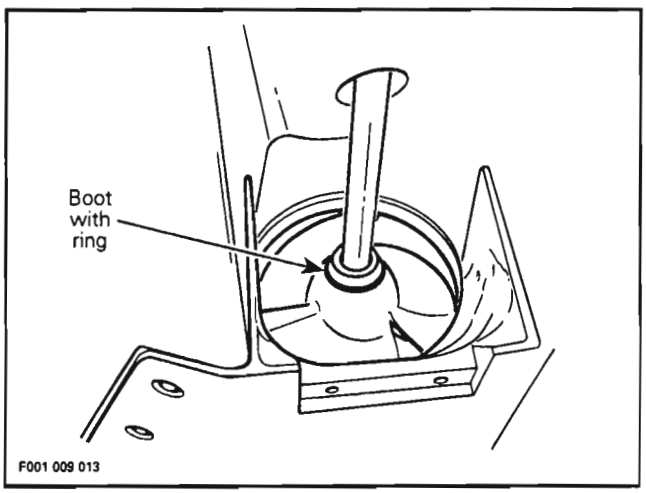


Impeller Condition and Impeller / Wear Ring Clearance

Impeller Condition

Condition of impeller, boot and ring can be quickly checked from underneath of the watercraft. Remove grate and look through water inlet opening.

NOTE : On SP model, the boot does not have a ring.



Impeller / Wear Ring Clearance

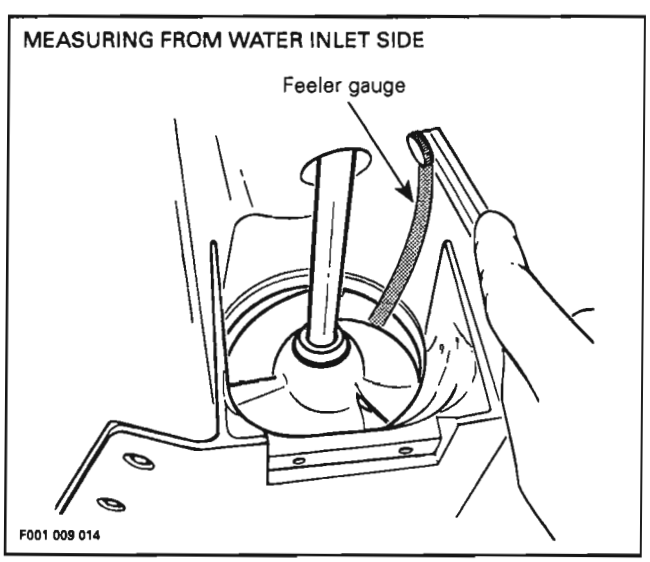
This clearance is critical for jet pump performance.

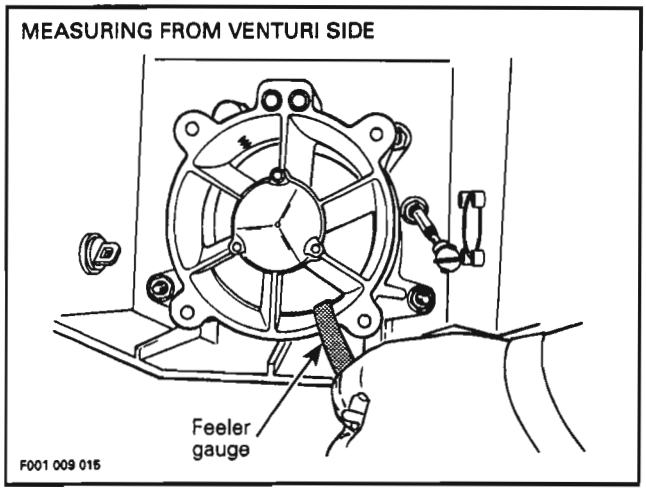
Clearance can be checked from water inlet opening or from venturi side. However, the last method requires more work.

To check clearance from water inlet side remove inlet grate.

To check clearance from venturi side, remove venturi / nozzle assembly as described in **Oil Inspection** in this section.

Using a feeler gauge with 30 cm (12 in) blades, measure clearance between impeller blade tip and wear ring. Measure each blade at its center. Clearance should not exceed 1.0 mm (.040 in). If clearance is greater, disassemble jet pump and inspect impeller and wear ring. Renew worn parts.





Oil Inspection

Venturi Removal

Detach ball joint of steering cable from nozzle.

Detach ball joint of VTS from trim ring (SPX / XP models).

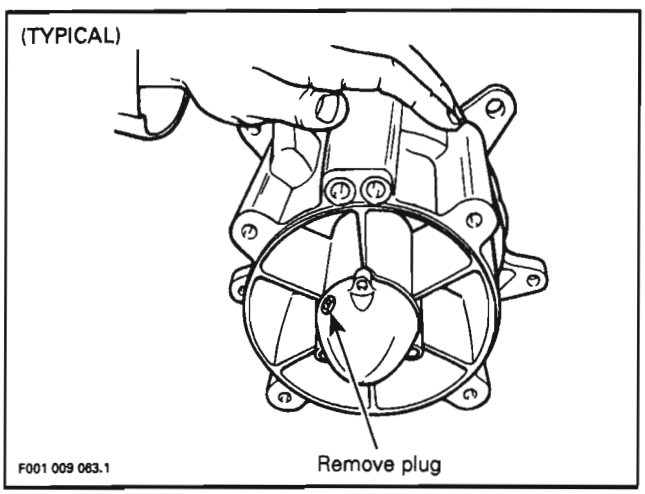
Detach ball joint of reverse cable and springs from reverse gate (GTS / GTX models).

Remove 4 retaining screws from venturi.

Pull venturi and nozzle assembly from impeller housing.

Oil Check

Remove housing cover plug.



Check oil level, it should be at bottom of hole threads.

If oil level is low, check impeller shaft housing for leaks. A pressure test must be performed. Refer to **pump pressurization** in this section.

To check oil condition, insert a wire through oil level hole then withdraw. A whitish oil indicates water contamination.

This may involve defective impeller shaft seal and / or O-ring of housing cover. Jet pump unit should be overhauled to replace seal.

If everything is correct, apply Loctite PST 592 on plug and reinstall it on cover. Properly reinstall removed parts.

Oil Replacement

Remove venturi / nozzle assembly as described in **Oil Inspection**.

Remove 3 screws retaining cover.

Using a fiber hammer, gently tap cover to release it from housing cover.

Thoroughly clean reservoir and inside of cover with a solvent. Check O-ring condition. Replace as necessary.

Apply a thin layer of Loctite 518 on mating surface of cover and reinstall it with its O-ring. Torque screws to 7 N•m (62 lbf•**in**).

Remove plug from cover.

Pour approximately 65 mL (2.2 oz) or 90 mL (3.0 oz) for the XP model of oil through hole until oil reaches the bottom of hole threads. Use SEA-DOO JET PUMP SYNTHETIC OIL (P / N 293 600 011) only. Oil will drain slowly into center area of housing, wait a few minutes and readjust oil level.

▼CAUTION : This is a synthetic oil. Do not mix with mineral based oil. Do not mix oil brands.

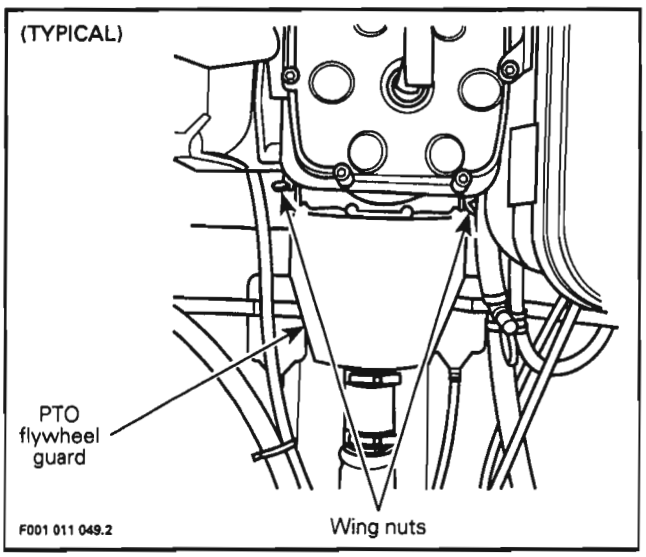
Apply Loctite PST 592 on plug and reinstall it on cover.

Properly reinstall removed parts.

JET PUMP REMOVAL

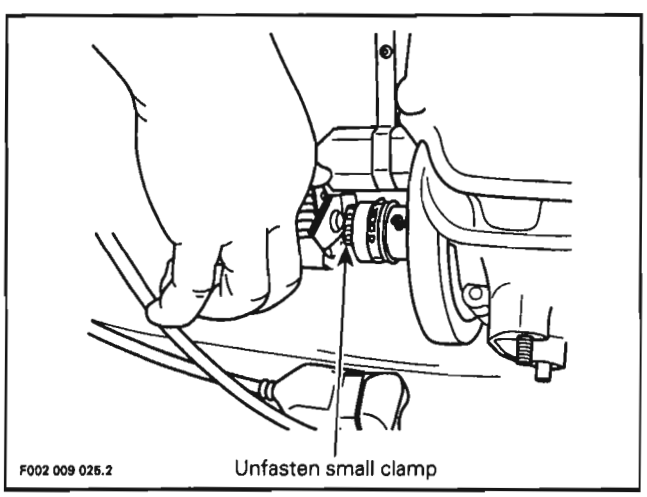
Remove air vent tube support from body opening (SP / XP series).

Remove PTO flywheel guard.



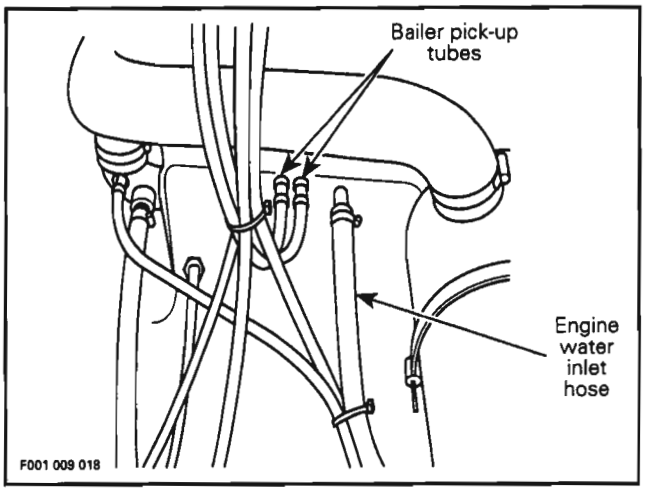
Using pliers (P / N 295 000 054), unfasten **small** clamp on drive shaft boot.

NOTE : If necessary, refer to PROPULSION SYSTEM 09-02.



Keep clamp for later use.

From inside bilge, disconnect engine water inlet hose and both bailer pick-up tubes from impeller housing.



Remove ball joint fasteners to release steering cable from nozzle.

Remove ball joint fasteners to release VTS (SPX / XP models).

Remove ball joint fasteners to release reverse cable from reverse gate (GTS / GTX models).

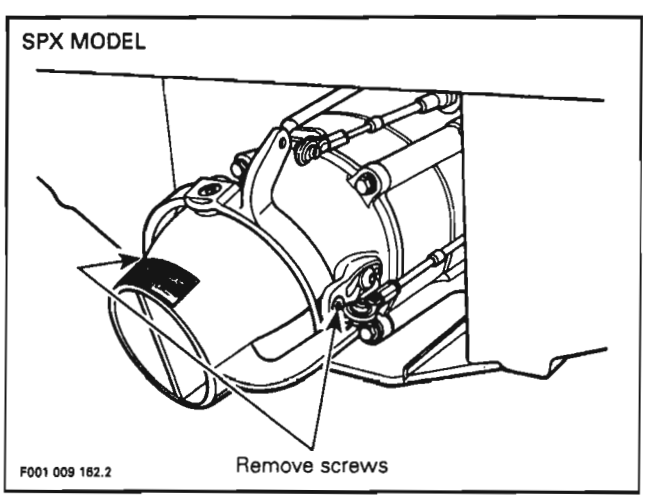
1,2,3,4,5, Screw, Sleeve, Bushing, Nozzle and Locking Disk (Except SPX / XP models)

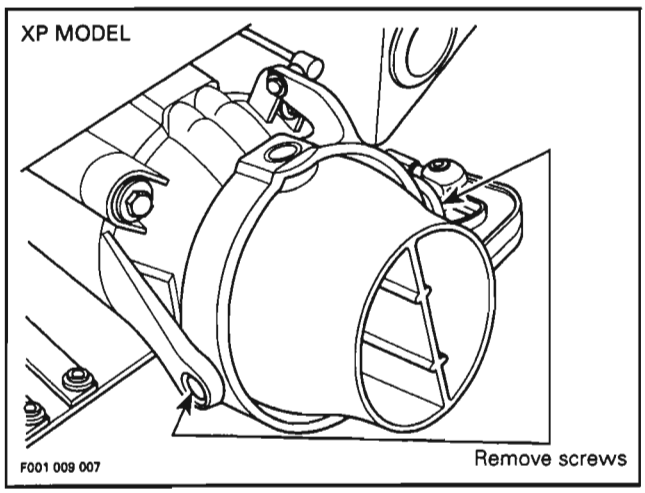
Remove 2 retaining screws, 4 locking disks and withdraw nozzle.

Push sleeves and bushings out of nozzle.

4, Nozzle (SPX / XP Models)

Withdraw nozzle / trim ring assembly by removing 2 retaining screws of trim ring.



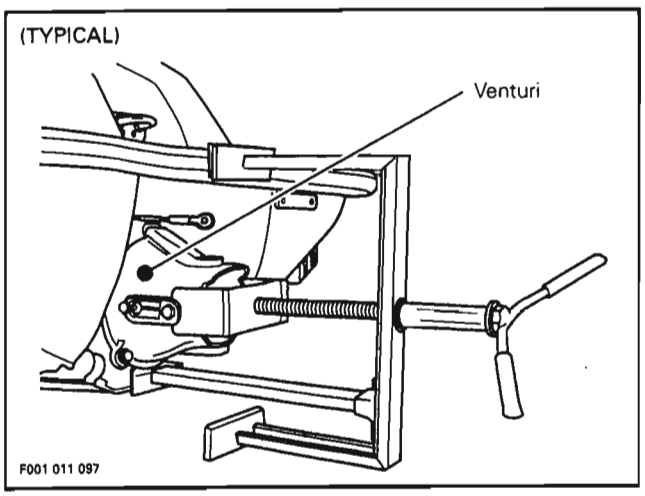


6,7, Nut and Impeller Housing

Remove nuts retaining impeller housing to hull.

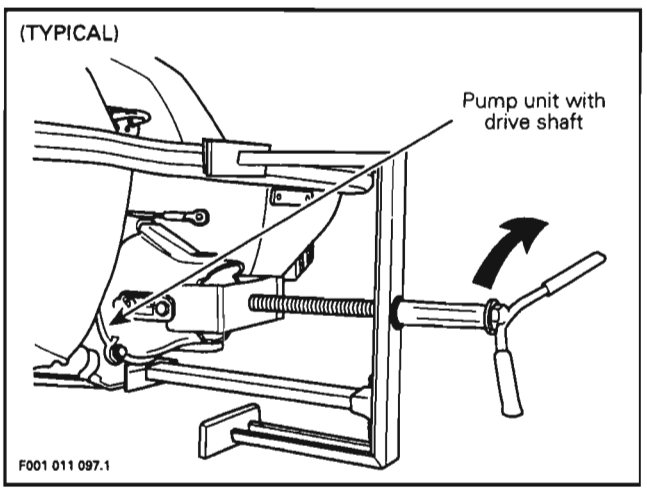
Using screws previously removed from nozzle, install impeller housing remover tool (P / N 295 000 113) on venturi.

NOTE : It may be possible to remove jet pump without using puller.



Rotate handle clockwise to remove jet pump. Withdraw pump unit and drive shaft together.

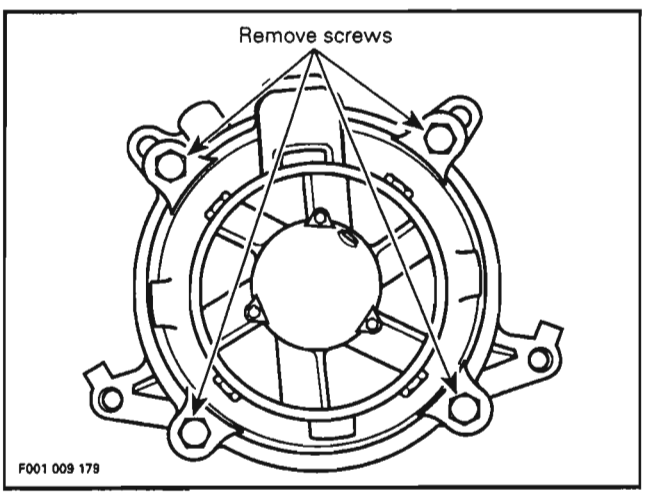
CAUTION : When removing pump unit, a shim could have been installed between hull and pump housing. Be careful not to damage shim. Be sure to reinstall it otherwise engine and jet pump alignment will be altered.



NOTE : After jet pump removal, if drive shaft remains in PTO flywheel, simply pull it out. If drive shaft will not come out, it is either jammed into PTO flywheel or seal carrier bearing is seized on shaft. Refer to PROPULSION SYSTEM 09-02.

9,10, Venturi and Screw

Remove 4 retaining screws and withdraw venturi.

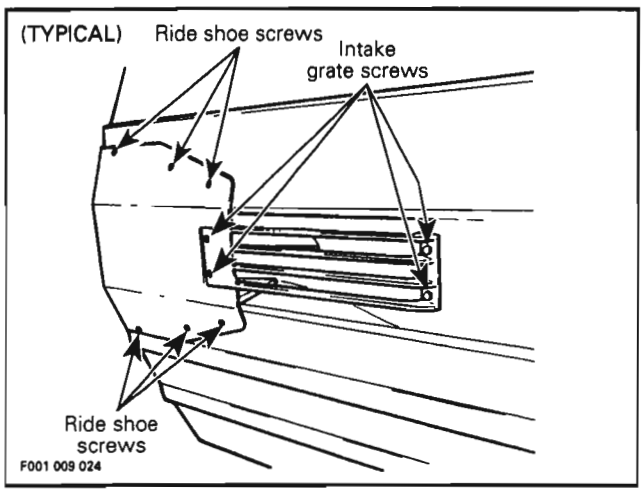


11,12,13,27, Ride Shoe, Intake Grate and Screws

NOTE : Intake grate and impeller housing must be removed prior to ride shoe removal. An impact screwdriver should be used to loosen tight screws.

Remove 4 retaining screws of intake grate then withdraw it.

Remove 6 retaining screws of ride shoe.



Make the following tool to easily separate ride shoe from hull.

▼CAUTION : Pryng ride shoe is likely to cause damage to ride shoe or hull. Use special tool when ride shoe needs to be removed without damage.

— Use 2 steel angle bars of 25 x 25 x 3 mm (1 x 1 x 1/8 in) thick x 225 mm (9 in) long.

— A kind of turnbuckle is needed to apply extension force between ride shoe and hull. Use a 25 mm (1 in) square tube by approximately 125 mm (5 in) long so that, with all parts welded, its overall length will not exceed 190 mm (7-1/2 in).

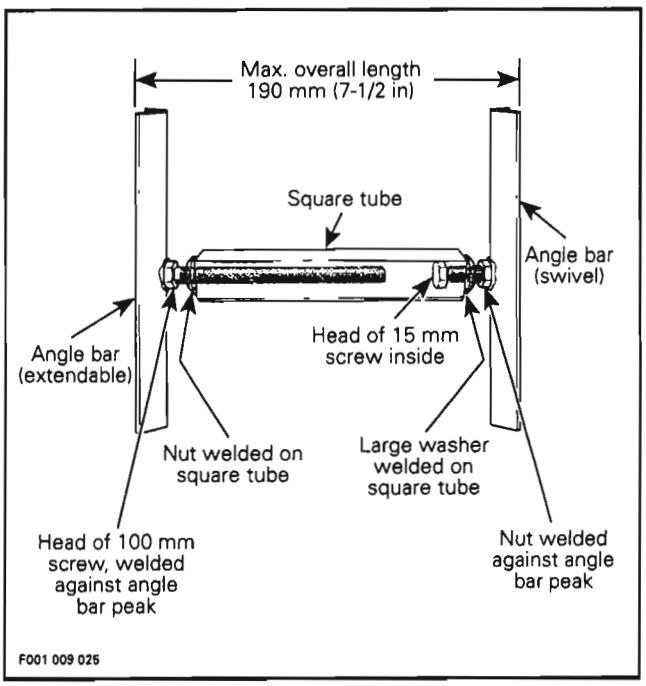
— On 1 end, weld a 10 mm (3/8 in) dia. nut.

— Weld the head of a 10 x 100 mm (3/8 x 4 in) screw on top of one angle bar then screw in square tube.

— Insert a 10 x 15 mm (3/8 x 1/2 in) screw through a large and thick washer or a suitable sleeve.

— Install a nut on screw. Do not fully tighten, ensure screw can easily rotate into washer. Weld the top of other angle bar to nut.

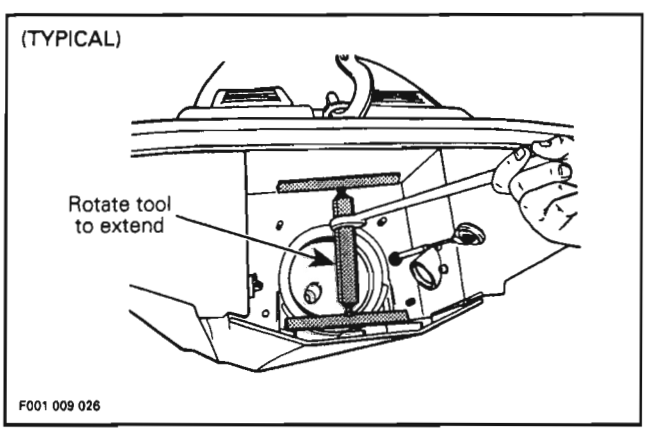
— Weld the washer to the remaining end of square tube.



Insert special tool between ride shoe ribs and hull as shown.

▼CAUTION : Ensure lower part of tool sits at least on outer ribs in order to reduce applied pressure for removal. Ensure that tool is installed vertically.

Using a wrench, turn tool body so that it extends and releases ride shoe from hull.

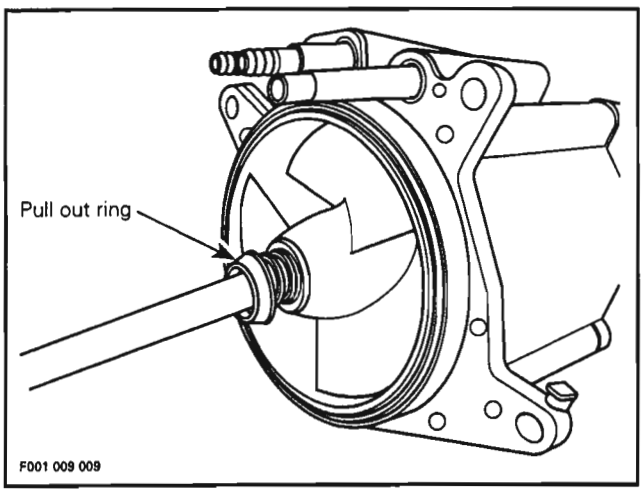


JET PUMP DISASSEMBLY

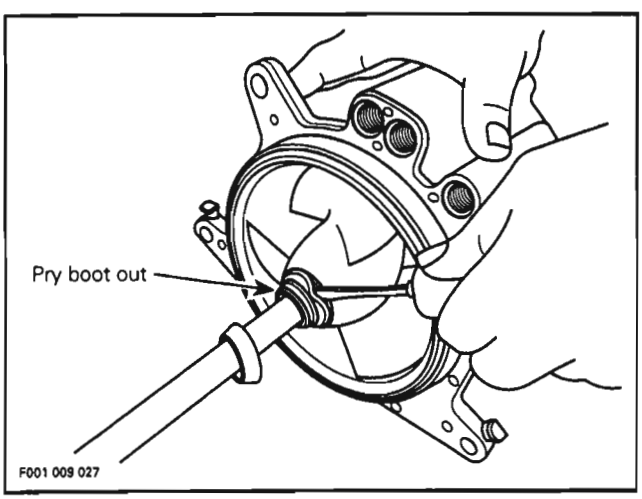
NOTE : Whenever removing a part, visually check for damage such as : corrosion, crack, split, break, porosity, cavitation, deformation, distortion, heating discoloration, wear pattern, missing plating, missing or broken needles in needle bearing, water damage diagnosed by black-colored spots on metal parts, etc. Renew any damaged part. As a quick check, manually feel clearance and end play, where applicable, to detect excessive wear.

14,15, Boot and Ring

Pull out ring from boot

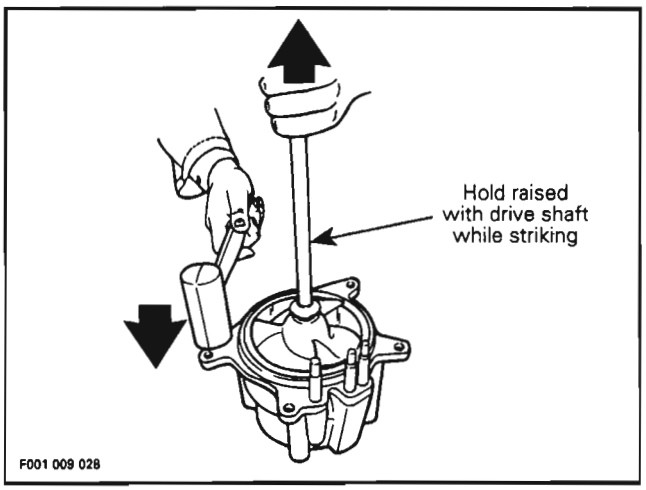


Insert a screwdriver blade between impeller and boot flange. Carefully pry boot all around to release from impeller. To ease this operation, apply liquid soap between boot and impeller, as they begin to separate.



Withdraw drive shaft.

NOTE : A jammed drive shaft can be removed by holding pump unit by drive shaft, slightly raised unit above a soft surface, then strike all around impeller housing with a fiber hammer. Corroded parts can be loosened by applying BOMBARDIER LUBE (P / N 293 600 016) lubricant.



16, Fitting

Fittings can be removed with deep socket or vise grip. Do not contact hose mounting area.

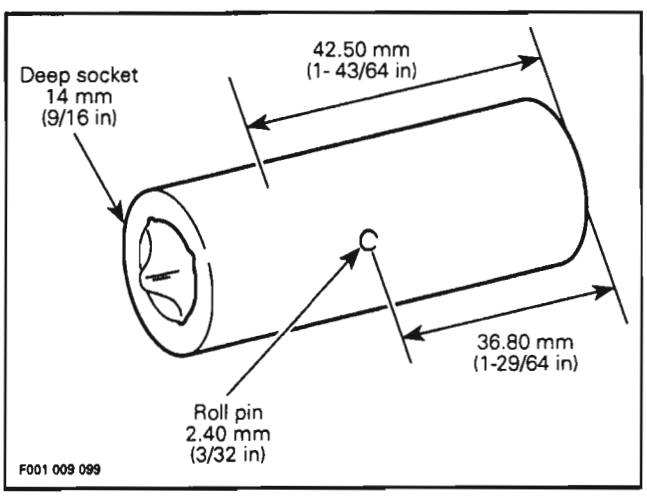
Fitting can be removed from pump housing (or pump extension for the XP model) with following suggested tool :

— Use a 14 mm (9/16 in) deep socket.

— Drill deep socket with a 14 mm (9/16 in) drill bit, starting at hexagone head end as shown in following illustration.

— Drill a 2.40 mm (3/32 in) hole in center of deep socket as shown in following illustration.

— Install 2.40 mm (3/32 in) roll pin in the center hole.



17,18, Housing Cover and Screw

With pump assembly in horizontal position, remove 3 retaining screws of housing cover.

Place container under cover to catch oil.

Using a fiber hammer, gently tap cover to release it from impeller housing.

19, Impeller

Insert impeller shaft holder (P / N 295 000 082) on impeller shaft flat end.

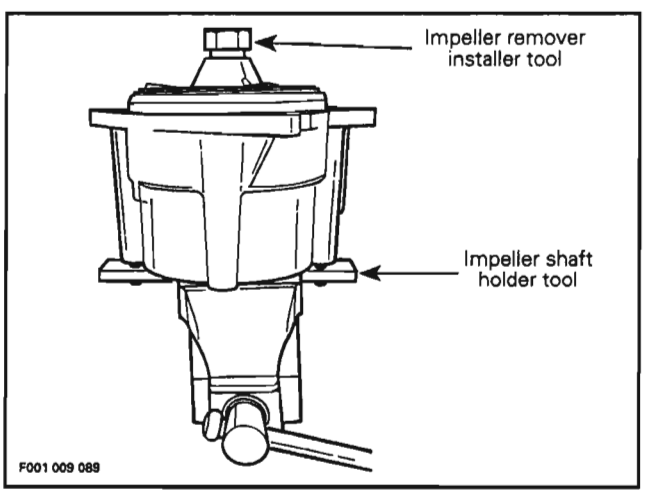
Using 2 screws previously removed from venturi, secure shaft holder to housing. Heat impeller center with a propane torch to approximately 150°C (300°F) to break the Loctite bond.

Impeller is loosened using impeller remover tool (P / N 295 000 001).

Install shaft holder in a vice.

Insert special tool in impeller splines.

Rotate impeller remover tool counterclockwise and unscrew completely impeller.



CAUTION : Never use any impact wrench to loosen impeller.

To remove impeller, apply a rotating movement and pull at same time. Slide impeller out of housing and remove tool from impeller.

Remove 2 screws holding impeller housing to shaft holder.

Lift impeller housing away from impeller shaft.

Slide thrust washer and thrust bearing off from shaft.

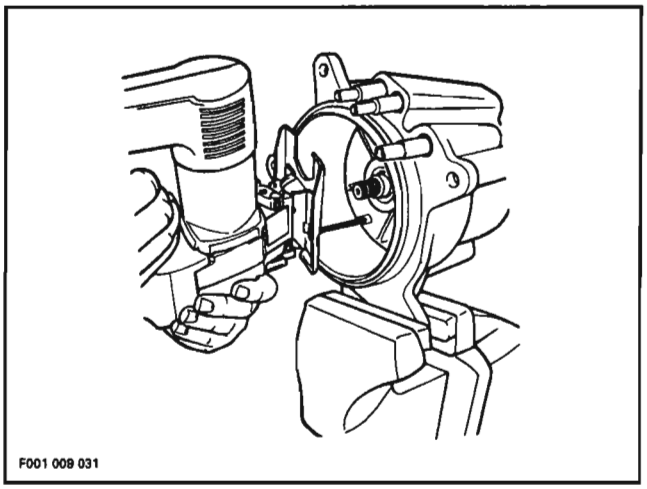
20, Wear Ring

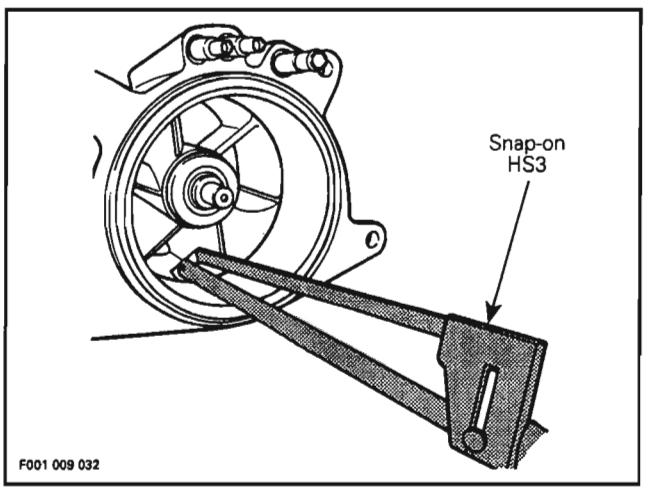
Place impeller housing in a vise with soft jaws. It is best to clamp housing using a lower ear.

Cut wear ring.

NOTE : Wear ring can be cut using a jigsaw, a small grinder or a low clearance hacksaw such as Snap-on HS3 or equivalent.

CAUTION : When cutting ring, be careful not to damage impeller housing.





After cutting ring, insert a screwdriver blade between impeller housing and ring outside diameter.

Lift ring end so that it can collapse internally.

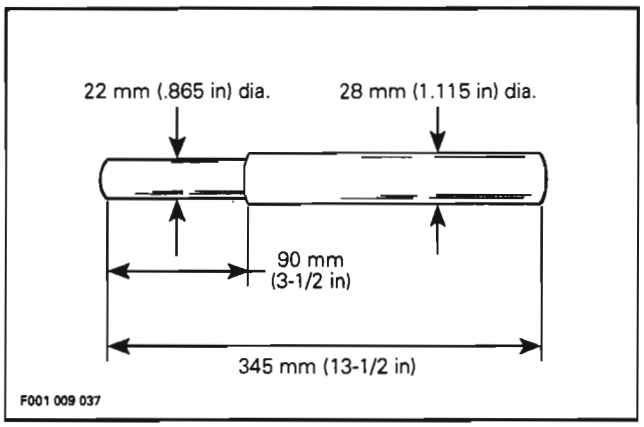
Pull ring out.

21, Seal

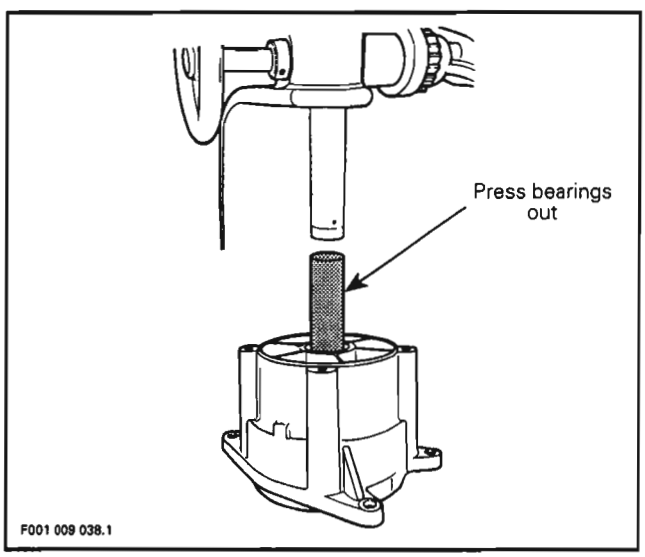
To remove seal, proceed as follows :

CAUTION : It is not recommended to push seal out with a punch. Housing and / or bearing(s) could be damaged.

Seal should be removed using the following suggested tool.



Insert driver into 1 bearing then press tool using a arbor press until bearings are out. However, care should be taken not to damage bearing journals.



CLEANING

NOTE : Bailer tube fittings and water supply fitting can be removed to ease cleaning of impeller housing mating surface.

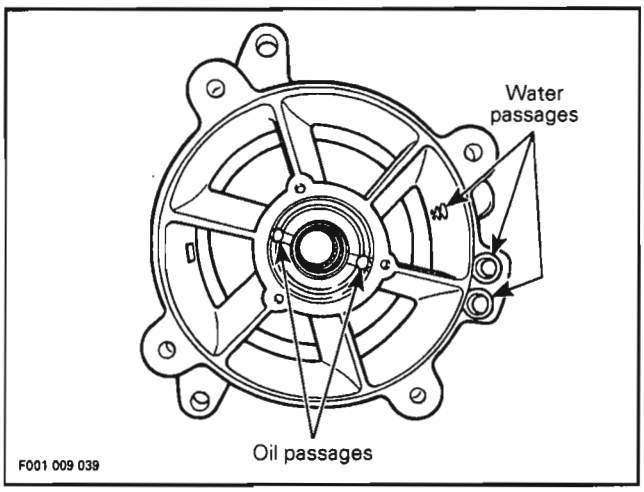
Sealant can be removed with a wire brush (disc) mounted on a drill or a scraper.

Bombardier stripper (P / N 295 500 110) can be used to remove remaining sealant. Carefully apply on mating surface taking care not to exceed this area because paint will be damaged. Let product dissolve sealant then scrape it off.

Properly clean all threads.

Remove all O-rings and clean parts in a solvent.

Carefully check water passages (bailer pick-up, cooling system) and oil passages. Blow low pressure compressed air through them and make sure they are clear.



Brush and clean impeller shaft threads, impeller and drive shaft splines with Loctite Safety solvent 755 (P / N 293 800 019) or equivalent. Free threads and splines from any residue.

CAUTION : Be careful not to damage impeller shaft diameter.

PARTS INSPECTION

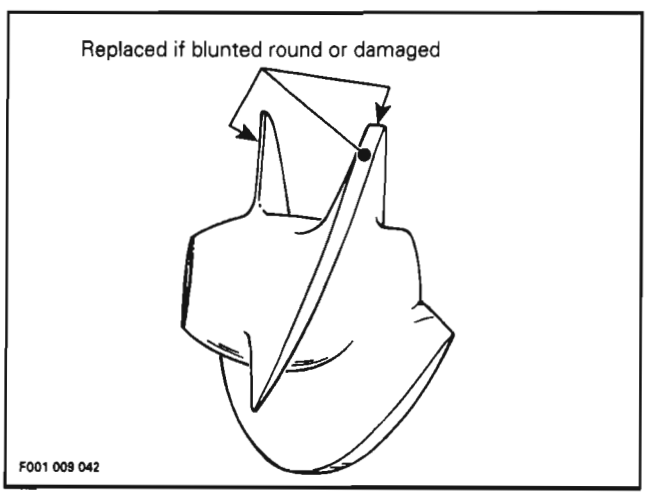
19, Impeller

Visually inspect drive shaft and impeller splines. Check for wear or deformation. Renew parts if damaged.

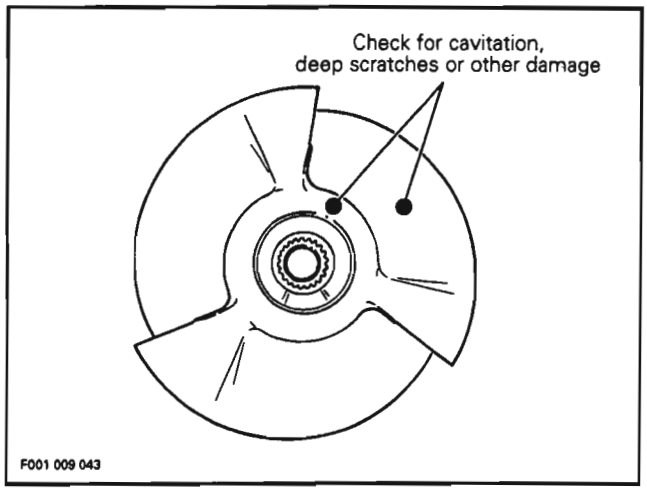
NOTE : Check also flywheel and drive shaft condition. Refer to PROPULSION SYSTEM 09-02.

Examine impeller in wear ring for distortion.

Check if blade tips are blunted round, chipped or broken. Such impeller is unbalanced and will vibrate and damage wear ring, impeller shaft, shaft seal or bearings. Renew if damaged.

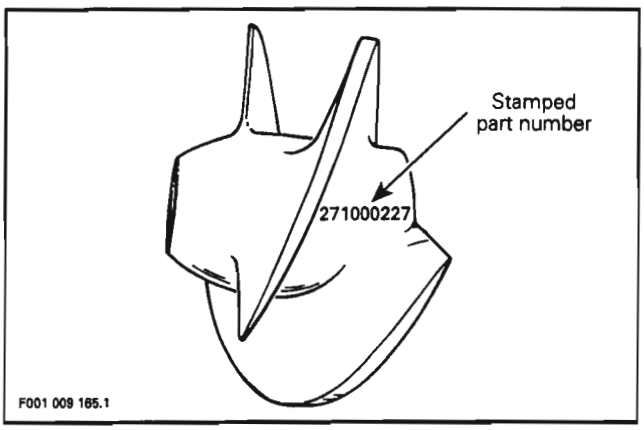


Check impeller for cavitation damage, deep scratches or any other damage.



Identification

To identify the impellers refer to the following illustration and chart.



WATERCRAFT MODEL	IMPELLER P/N	MATERIAL	PITCH
SP	271 000 016	Aluminum	18.8°
SPX	271 000 367 271 000 445	Stainless steel	Progressive pitch 11° - 21°
SPI	271 000 182	Stainless steel	Progressive pitch 14° - 21°
XP	271 000 458	Stainless steel	Progressive pitch 10° - 22°
GTS	271 000 416	Stainless steel	Progressive pitch 15° - 21°
GTX	271 000 417 271 000 454	Stainless steel	Progressive pitch 10° - 22°

20, Wear Ring

Check wear ring for deep scratches, irregular surface or any apparent damage.

If impeller / wear ring clearance is too large and impeller is in good shape, renew wear ring.

22,23, Needle Bearing and Impeller Shaft

Wear

Inspect needle bearings and their contact surface. Check for scoring, pitting, chipping or other evidence of wear.

With your finger nail, feel contact surface of seal. If any irregular surface is found, renew impeller shaft.

Install bearings then install impeller shaft and rotate it. Make sure it turns smoothly.

Radial Play

Radial play is critical for jet pump unit life span.

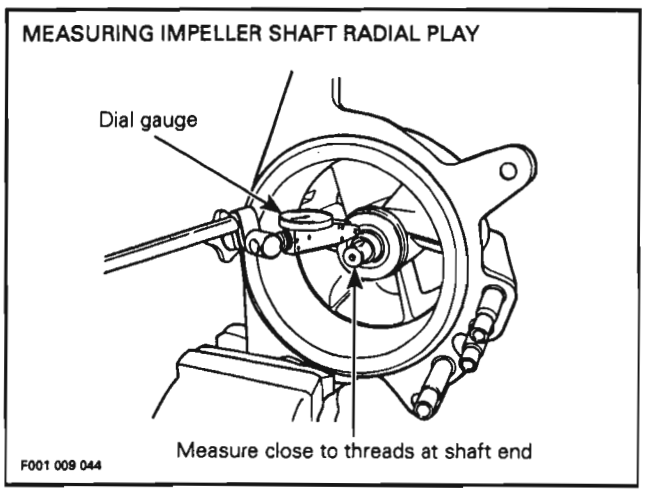
Radial play of impeller shaft is checked with shaft in housing, without impeller.

Retain housing in a soft jaw vise making sure not to damage housing lug.

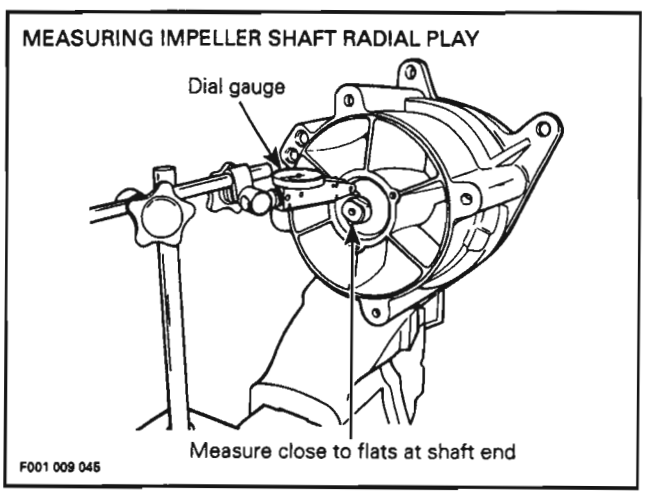
Set a dial gauge and position its tip onto shaft end, close to end of threads.

Move shaft end up and down. Difference between highest and lowest dial gauge reading is radial play.

Maximum permissible radial play is 0.05 mm (.002 in).



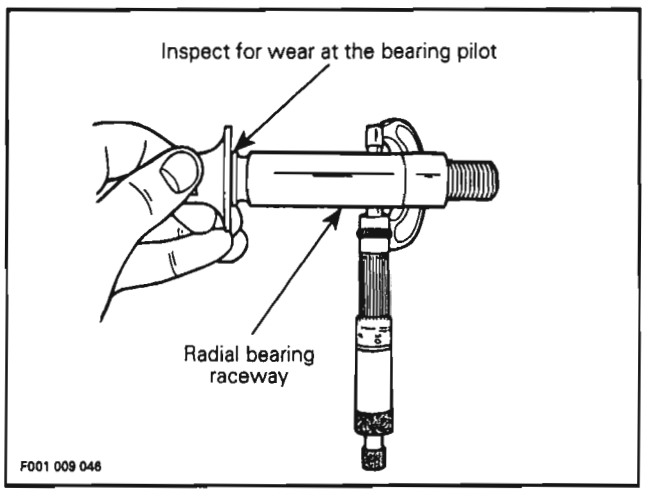
To check both bearings, proceed the same way with other shaft end. Position gauge tip on diameter, close to flats on shaft.



Excessive play can come either from worn bearings or impeller shaft or damaged impeller housing bearing surfaces.

Measuring shaft diameter will determine the defective parts.

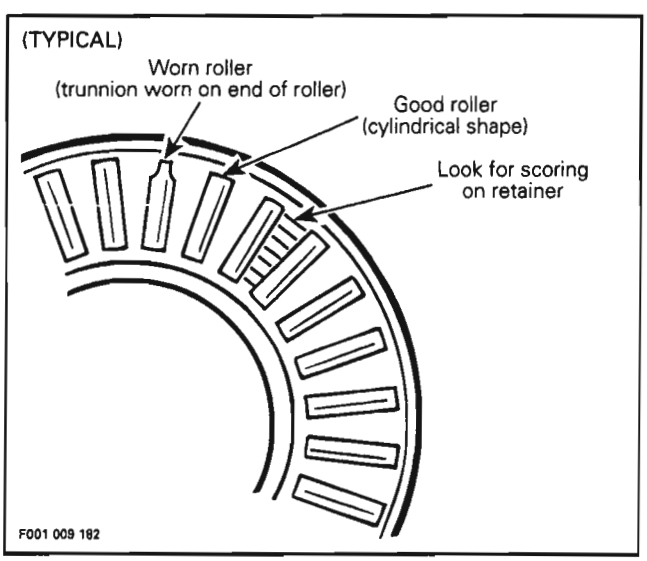
Using a micrometer, measure diameter on bearing contact surfaces. **Minimum** shaft diameter should be 22.24 mm (.876 in).



NOTE : If shaft is to be replaced, it is recommended to replace both bearings at the same time. In addition, it is suggested to replace thrust bearing and thrust washer.

24,25, Thrust Washer and Thrust Bearing

Visually inspect thrust washer, thrust bearing and their contact surface. Check for scoring, pitting, flaking, discoloration or other evidence of wear. For best inspection, use a 7X magnifying glass to check wear pattern.



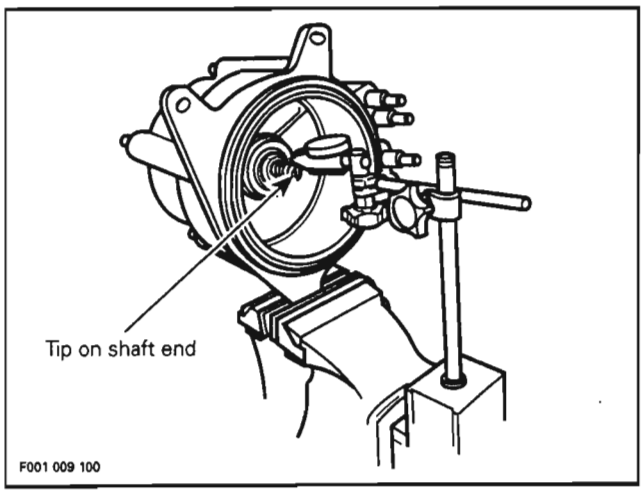
NOTE : When replacing either washer or bearing, it is recommended to renew both.

17,23, Housing Cover and Impeller Shaft

End Play

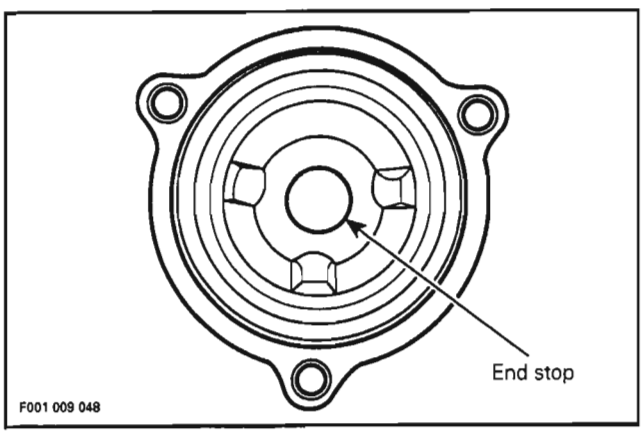
End play of impeller shaft is checked with shaft in housing, without impeller and with housing cover installed.

Retain housing in a soft jaw vise making sure not to damage housing lug. Set a dial gauge and position its tip on the end of shaft. Move shaft end by pulling and pushing. Difference between highest and lowest dial gauge reading is end play. Maximum permissible end play (new) is 0.12 - 0.54 mm (.005 - .021 in). Make sure vise is secured and not adding to your measurement as you move impeller shaft.



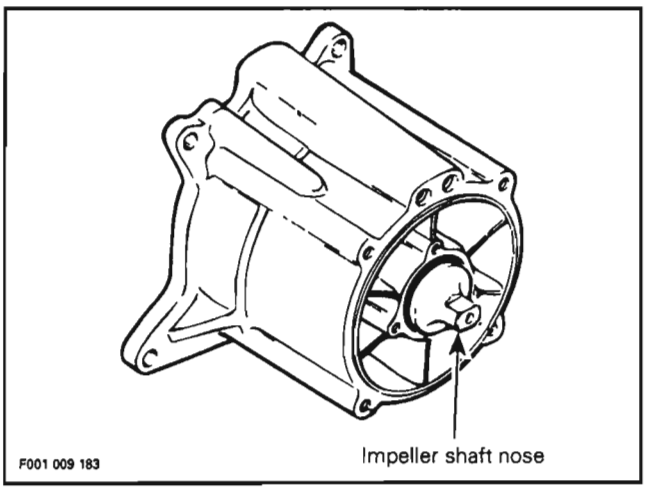
Excessive play comes from worn end stop inside housing cover and wear of impeller shaft nose.

Visually inspect end stop inside cover. If worn, a small peak in center will be apparent.



If impeller shaft end play is excessive, housing cover should be replaced. Be sure to check end play after installing a new housing cover.

Inspect impeller shaft nose for wear.



21, Seal

Carefully inspect seal lips. Make sure that lips are not worn, distorted, cracked or show signs of any other damage. Renew as necessary.

JET PUMP ASSEMBLY

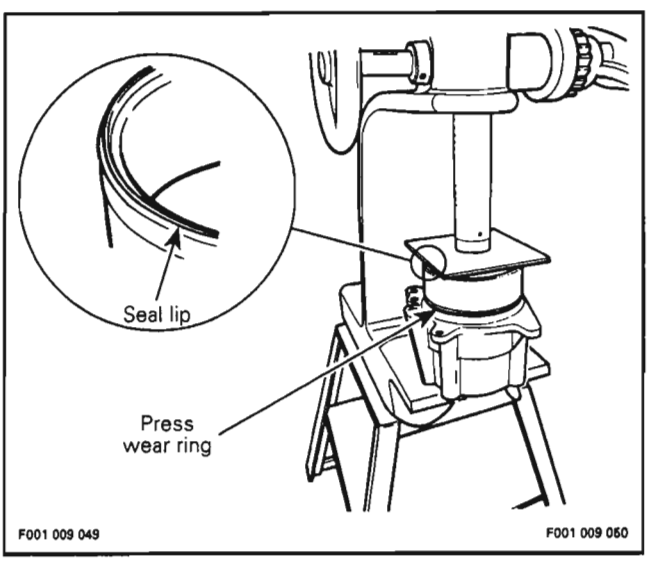
20, Wear Ring

The wear ring features a lip on 1 edge ; position lip outwards of housing.

NOTE : To ease insertion into housing, apply BOMBARDIER LUBE lubricant (P / N 293 600 016) onto outside circumference of wear ring.

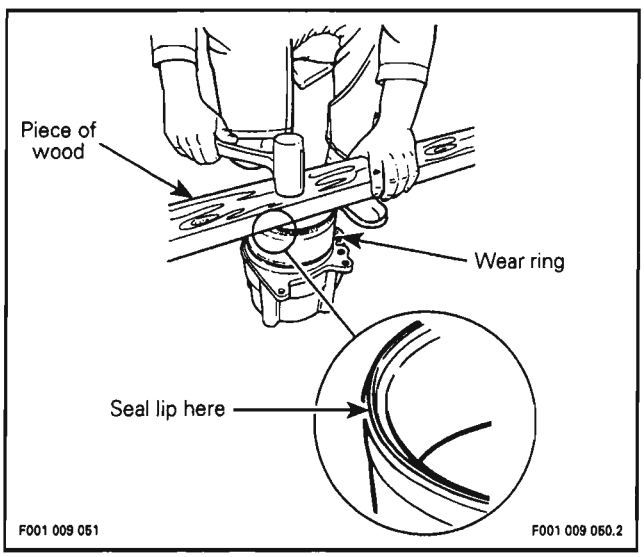
To install ring in housing, use a square steel plate approx. 180 x 180 mm x 6 mm thick (7 x 7 in x 1/4 in) and a press.

Manually engage ring in housing making sure it is equally inserted all around. Press ring until it seats into bottom of housing.



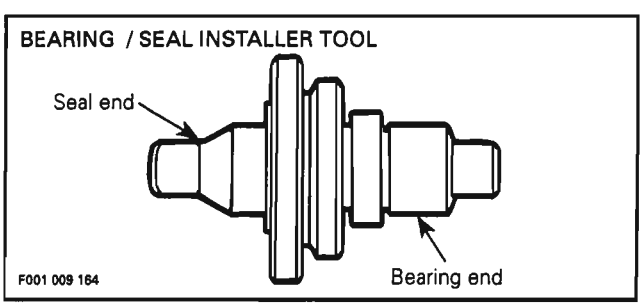
If a press is not readily available, a piece of wood such as a 2 x 4 x 12 in. long, can be used.

Manually engage ring in housing making sure it is equally inserted all around. Place wood piece over ring. Using a hammer, strike on wood to push ring. Strike 1 side then rotate wood piece about 90° and strike again. Frequently rotate wood piece so that ring slides in evenly until it seats into bottom of housing.



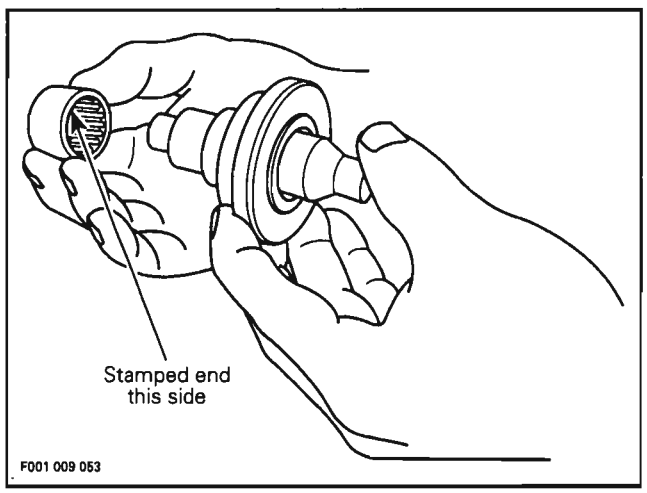
21,22, Seal and Needle Bearing

Bearings and seal will be properly installed in housing using bearing / seal installer tool (P / N 295 000 107).

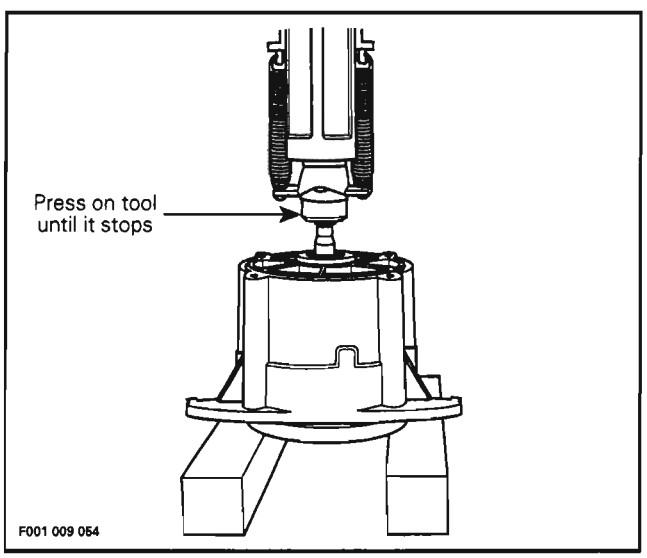


Stamped end of bearings (showing identification markings) must be located toward outside of housing.

Properly insert bearing on tool. Using an arbor press only, push tool until tool flange contacts housing. Proceed the same way for both bearings.

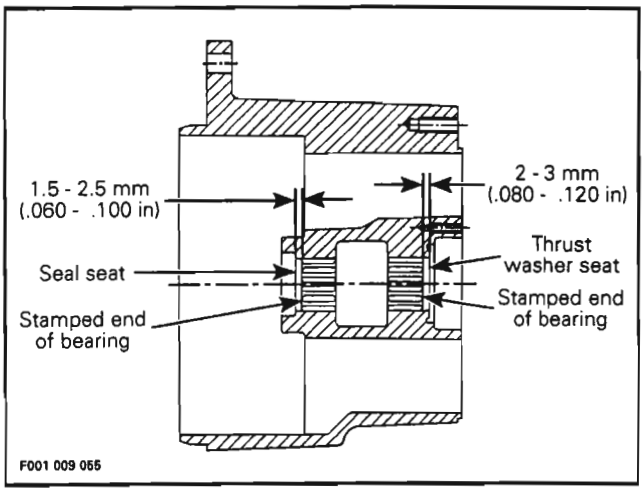


CAUTION : Never hammer the bearing into its housing.



CAUTION : This tool have been designed to properly position bearings and seal, thus providing space for lubrication purposes. The tool flanges allow this. If a different pusher type is being used, components must be properly positioned as follows.

Bearing on impeller side must be 1.5 to 2.5 mm (.060 - .100 in) inside reservoir measured from seal seat. Bearing on venturi side must be 2 to 3 mm (.080 - .120 in) inside reservoir measured from thrust washer seat. Refer to following illustration.

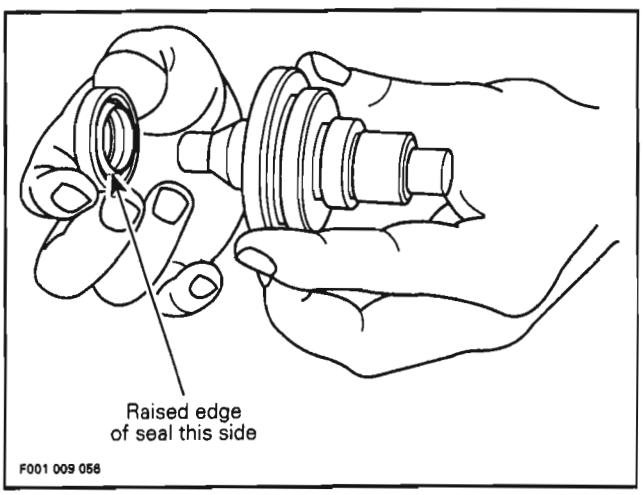


Seal must be installed so that lips raised edges are toward outside of housing (toward impeller).

Apply Loctite 518 (P / N 293 800 038) to seal housing, all around outer diameter and on seal seat.

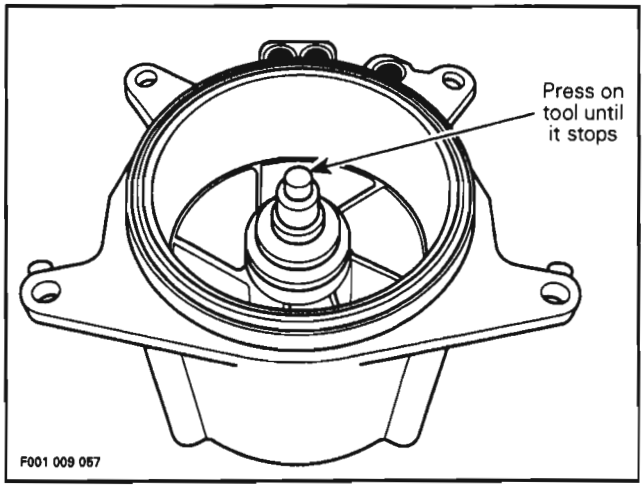
Properly insert seal on tool.

NOTE : It is important when installing seals to pack seal lip with grease before inserting bearing / seal installer tool. Properly insert tool in seal with a rotating movement.

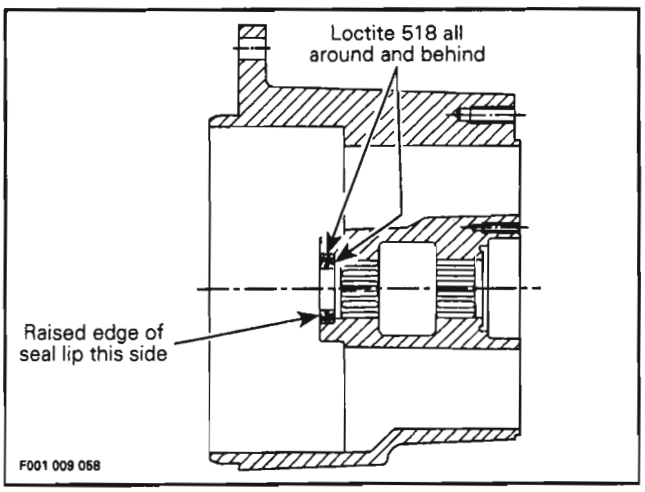


CAUTION : Prevent sealant from contacting any needles of bearing.

Push on tool end with a press until tool flange contacts housing.



Apply synthetic grease (P / N 293 550 010) between seal lips.

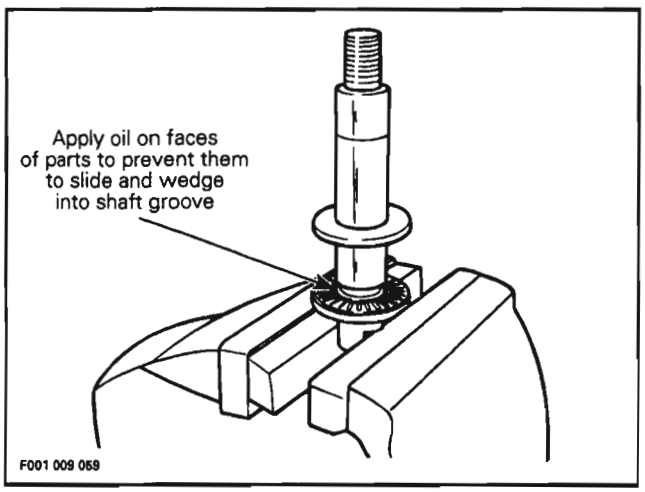


7,19,23,24,25, Impeller Housing, Impeller, Impeller Shaft, Thrust Washer and Thrust Bearing

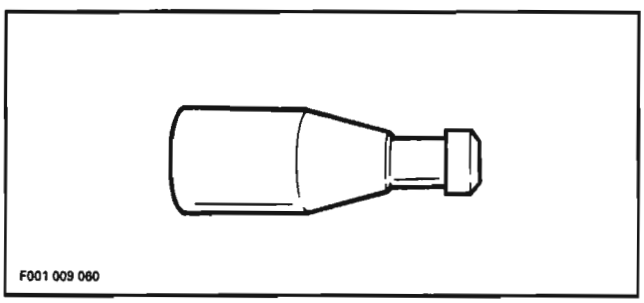
Insert impeller shaft flats in a vise so that shaft is vertical.

Apply Sea-Doo jet pump synthetic oil (P / N 293 600 011) on both sides of thrust bearing then insert onto shaft followed by thrust washer. Make sure bearing is leaning against shaft flange and washer is properly centered. Oil will prevent parts from sliding at installation and thus possibly wedging thrust bearing into shaft groove.

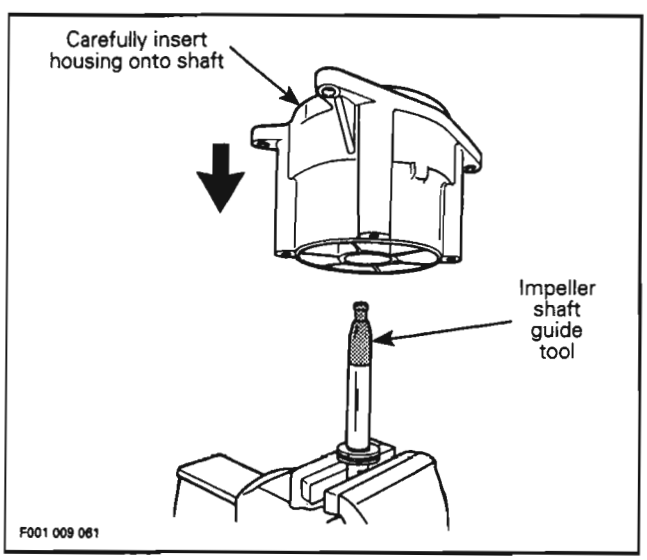
CAUTION : It is critical to keep thrust bearing and washer properly centered on shaft during assembly of pump.



To prevent seal lip damage when inserting impeller shaft, use impeller shaft guide (P / N 295 000 002).



Insert tool onto shaft end then carefully slide housing over shaft.

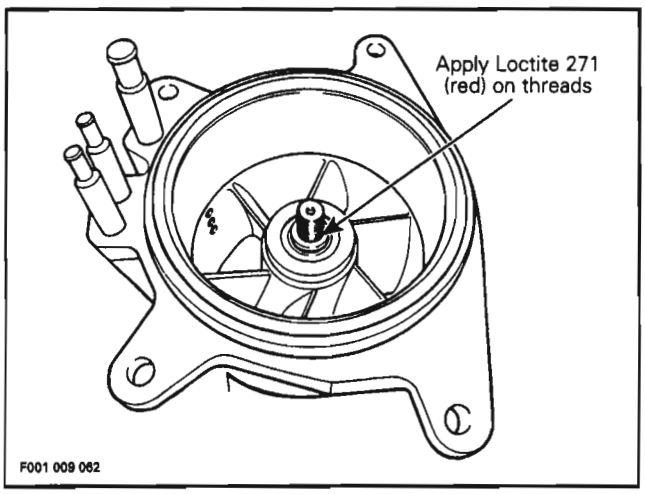


Remove special tool.

Apply Loctite primer N (P / N 293 600 012) on impeller shaft threads. Allow to dry for 2 minutes.

NOTE : Loctite primer is used to reduce Loctite 271 curing time and to activate stainless steel and aluminum surfaces for better bonding action. If applied, complete curing time is 6 hours, if primer is not used, allow 24 hours for curing time.

Apply Loctite 271 (red) to shaft threads.



Using 2 screws previously removed from venturi, secure impeller shaft holder tool to housing. Install shaft holder tool in a vice.

To ease impeller installation, apply liquid soap or Bombardier Lube lubricant on wear ring.

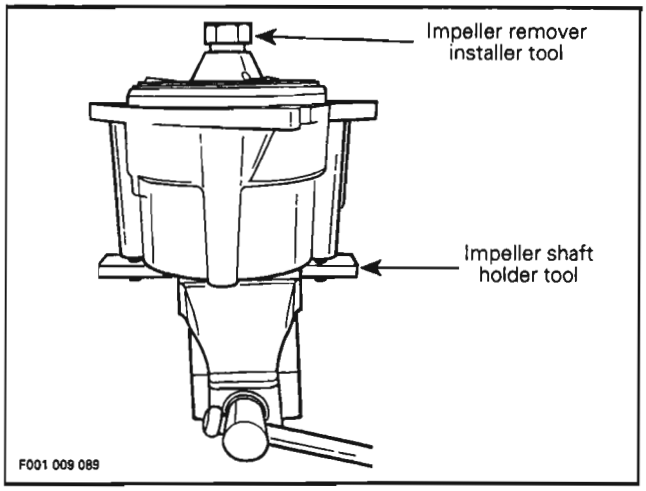
Insert impeller into wear ring. Manually rotate impeller and push so that it slides on impeller shaft threads. Carefully engage threads making sure they are well aligned.

Install impeller remover installer tool into impeller splines and tighten.

CAUTION : Make sure thrust washer and bearing are not wedged in shaft groove. To check, manually pull and push impeller housing, some axial play must be felt (maximum 0.54 mm (.021 in)).

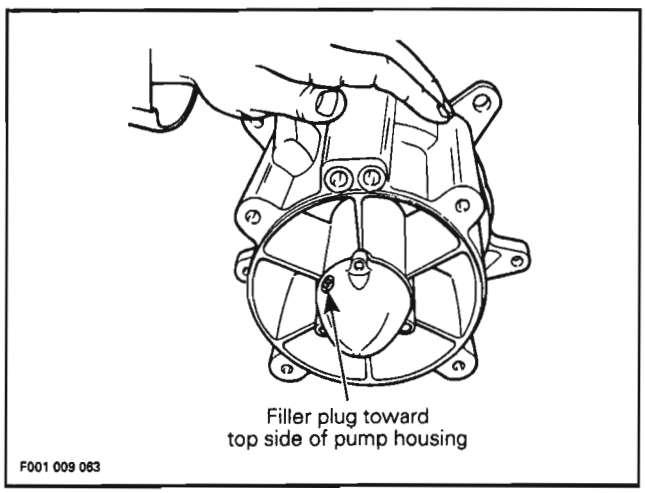
Torque impeller to 70 N•m (52 lbf•ft) then remove tools.

CAUTION : Never use any impact wrench to tighten impeller.



17,26, Housing Cover and O-ring

Install O-ring to cover. Apply Loctite 518 on O-ring. Install cover to impeller housing making sure to properly position filler plug on top side.



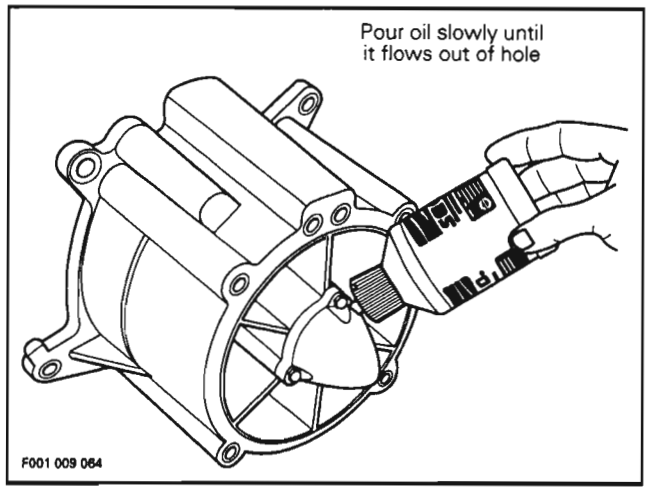
Apply Loctite 242 (blue) on screw threads and evenly tighten cover screws. Torque to 7 N•m (62 lbf•**in**).

Oil Fill

Place housing horizontally as in its operating position so that filler plug is located on top. Remove filler plug from cover. Pour SEA-DOO JET PUMP SYNTHETIC OIL (P / N 293 600 011) in reservoir until oil comes level with bottom of hole. Let oil drain into housing and after a few minutes add more oil until it is level with bottom of filler hole. Oil capacity is 65 mL (2.2 oz) or 90 mL (3.0 oz) for the XP model.

▼ **CAUTION : This is a synthetic oil. Do not mix with mineral based oil. Do not mix oil brands.**

NOTE : When filling reservoir, oil must be poured into cover quite slowly to allow complete housing fill.



PUMP PRESSURIZATION

Whenever doing any type of repair on jet pump, a pressure test should be done to check for leakage.

NOTE : After complete rebuilding of the jet pump, oil MUST be added to the housing BEFORE performing the pressure test in order to seat the new seal, otherwise it will leak.

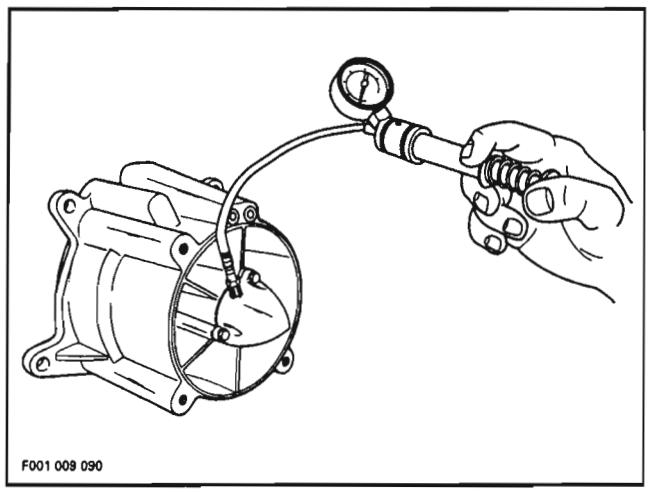
Proceed as follows :

— Remove drain plug from housing cover.

— Apply Loctite PST 592 on threads of fitting tool (P / N 295 000 086) then secure on cover.

— Connect pump gauge tester (P / N 295 000 083) to fitting.

— Pressurize pump to a maximum of 70 kPa (10 PSI).



— Pump must maintain this pressure for at least 10 minutes.

▼ **CAUTION : Repair any leak, failure to correct a leak will lead to premature wear of pump components.**

If there is a pressure drop spray soapy water around housing cover. If there are no bubbles, impeller shaft, impeller shaft seal, or impeller housing is leaking through porosity and has to be replaced. Jet pump unit has to be disassembled.

— Disconnect pump gauge tester and remove fitting.

— Check oil level. Refill as necessary.

If jet pump passes pressure test, apply Loctite PST 592 to threads of filler plug then secure it in cover.

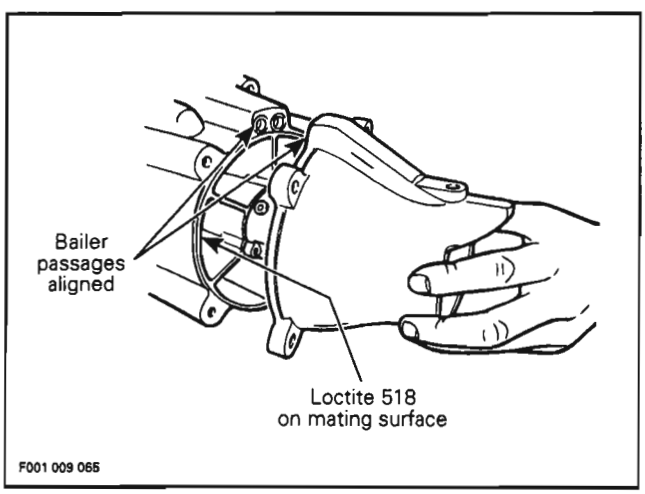
8,9,10, O-ring, Venturi and Screw

If needed, install new O-rings around bailer passages.

Apply Loctite 518 (Gasket Eliminator) on mating surface.

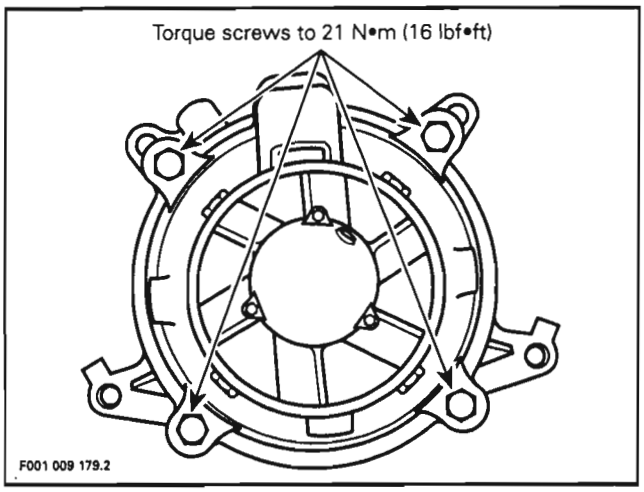
NOTE : It is recommended to use Loctite primer N to reduce curing time and to increase gap filling capability. Refer to manufacturer's instructions.

Position venturi with bailer passages on top.



Apply Loctite 242 (blue) on screw threads (except plastic impeller housing).

Install screws and washers then torque to 21 N•m (16 lbf•ft) in a criss-cross sequence.



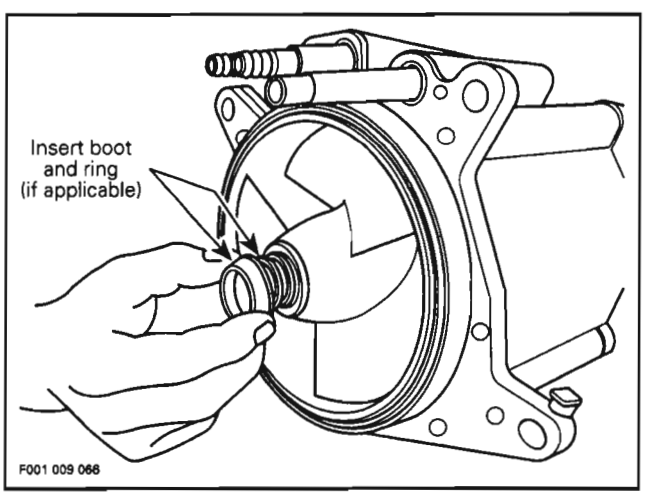
16, Fitting

Apply Loctite PST 592 on plastic fitting threads. Then thread fitting into pump housing until threads are bottomed.

14,15,19, Boot, Ring and Impeller

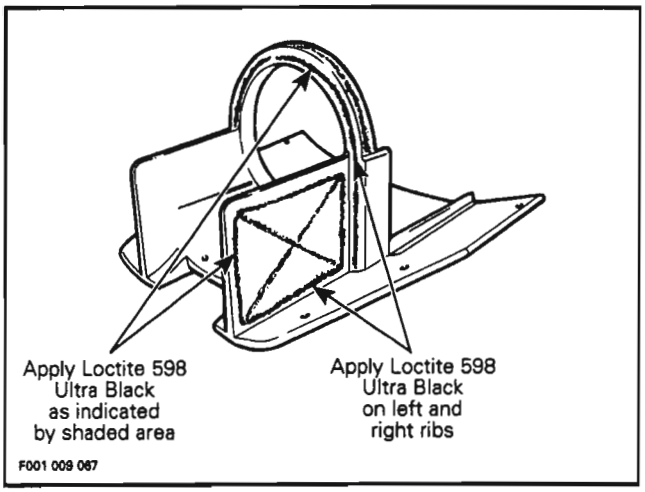
Apply synthetic grease (P / N 293 550 010) on impeller splines.

Insert a new boot and ring (if applicable) to impeller.



11,12,13,27, Ride Shoe, Intake Grate and Screws

Apply Loctite 598 Ultra Black on ride shoe as shown in the following illustration.



Carefully install ride shoe on hull. Apply Loctite 242 (blue) on screw threads, install and tighten in a criss-cross sequence. Torque to 10 N•m (88 lbf•**in**).

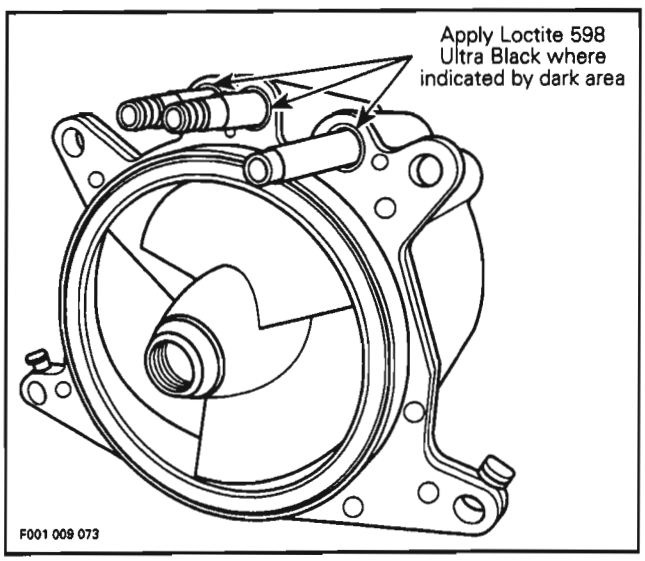
From inside of bilge, apply 732 sealant (P / N 293 800 006 or P / N 293 800 003) on end of screws to completely seal hull.

Apply Loctite 242 (blue) on intake grate screw threads, install and tighten. Torque screws to 8 N•m (71 lbf•**in**).

JET PUMP INSTALLATION

Apply Loctite 598 Ultra Black around bailer and water inlet supply fittings.

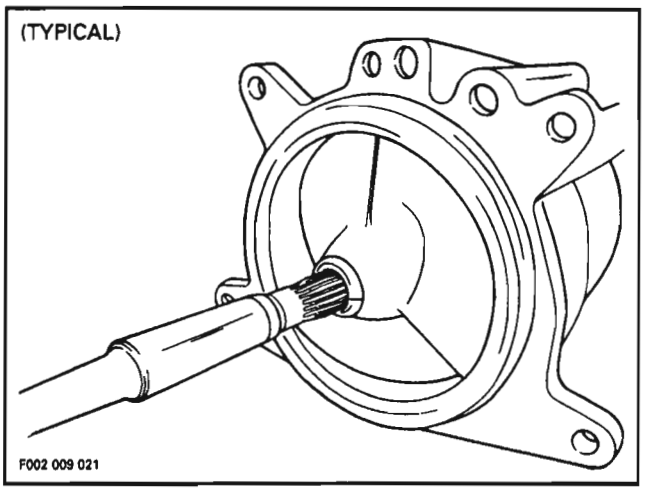
NOTE : On XP model, fittings are located on pump extension.



Generously apply synthetic grease on drive shaft splines.

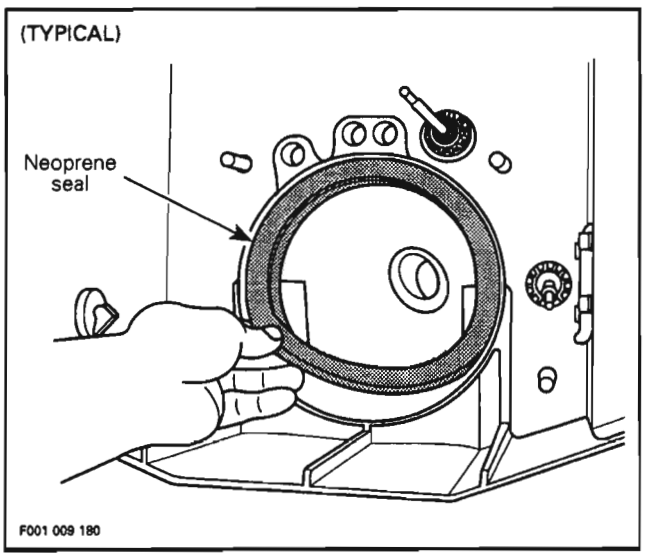
Make sure rubber damper is on drive shaft end.

Install drive shaft in impeller.



28, Neoprene Seal

If neoprene seal is damaged, replace it with a new one.

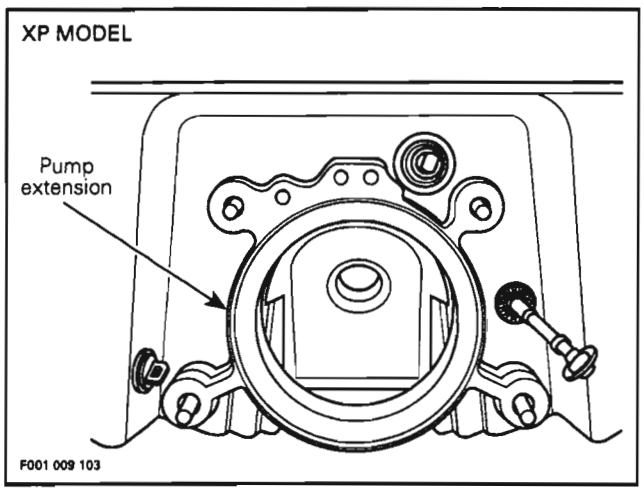


Generously apply synthetic grease on drive shaft splines.

Make sure rubber damper is on drive shaft end.

CAUTION : Some watercraft require a shim between hull and pump (or pump extension for the XP model) ; if shim has been removed at pump removal, be sure to reinstall it, otherwise engine alignment will be altered.

On XP model, install pump extension.



Install jet pump.

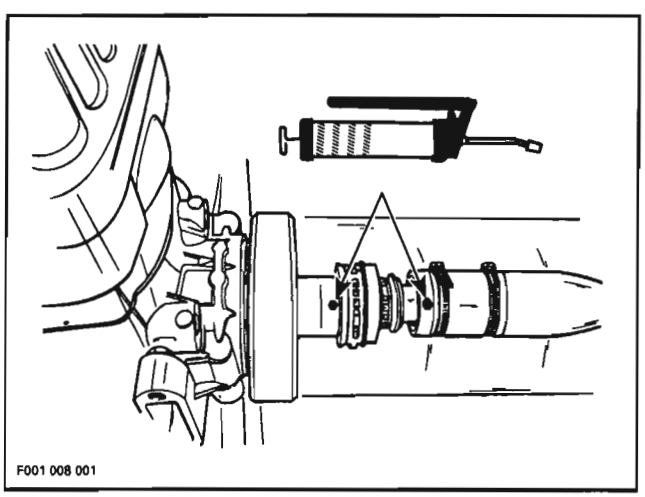
While holding pump, guide and engage shaft splines in PTO flywheel. Rotate shaft to properly index splines. Make sure boot is well positioned over shaft end.

If necessary, tap pump end with a rubber hammer until retaining nuts and washers can be installed. Apply Loctite 242 (blue) on threads and equally tighten nuts in a criss-cross sequence and torque to 35 N•m (26 lbf•ft).

Secure clamps of PTO flywheel boot. Refer to PROPULSION SYSTEM 09-02.

Using a grease gun, carefully lubricate PTO flywheel with synthetic grease (P / N 293 550 010), until boot is just beginning to expand. At this point, immediately stop greasing.

Lubricate seal carrier until grease is just coming out. From this point immediately stop.



Secure flywheel guard to engine studs using 1 nut and 1 washer on each side of guard.

Secure water inlet hose and both bailer tubes to impeller housing using tie raps.

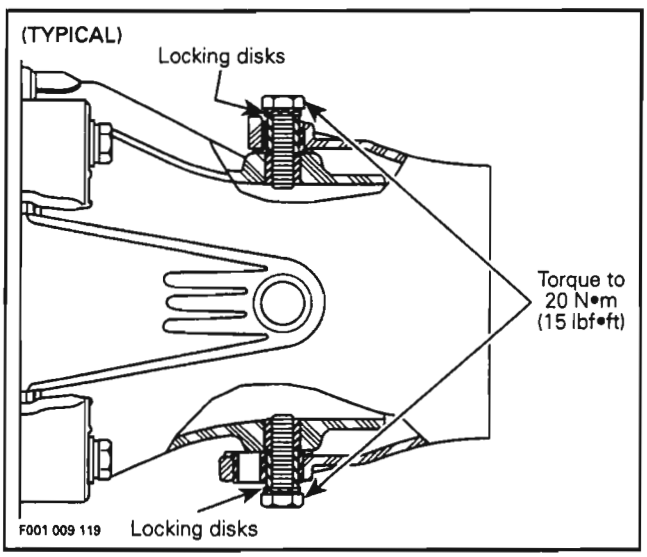
Reinstall air vent tube support onto body (SP / XP series).

1,2,3,4, Screw, Sleeve, Bushing and Nozzle (Except SPX / XP Models)

Insert bushings in nozzle, positioning their flanges from inside of nozzle.

Insert sleeves in bushings.

Install nozzle on venturi ; position its steering arm on RH side. Apply Loctite 242 (blue) on screw threads (or use new screws with pre-applied Loctite). Install screws and **locking disks** then torque to 20 N•m (15 lbf•ft).



◆ **WARNING : Whenever removing screw always renew locking disks. Screw must be torqued as specified.**

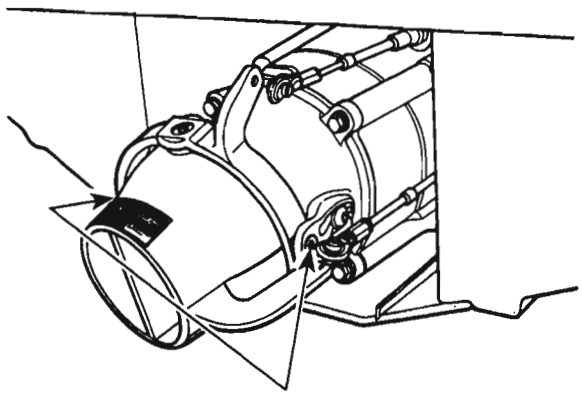
4, Nozzle (SPX / XP Models)

Install nozzle / trim ring assembly.

Torque screws to 14 N•m (10 lbf•ft).

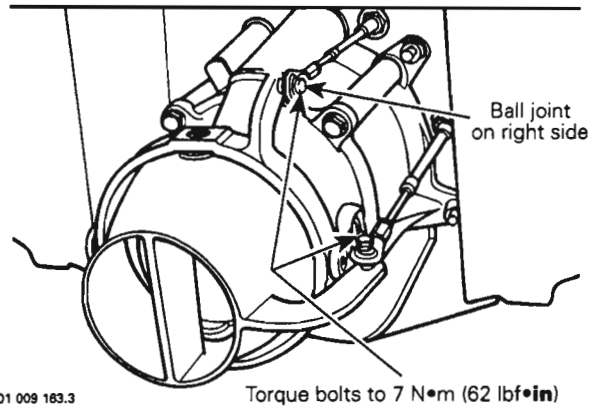
NOTE : Trim ring has a tight fit ; to install, insert both sides at the same time, taking care not to break plastic bushings. Carefully use a plastic tip hammer if necessary. Make sure steering arm of jet pump is on right side and trim arm is above venturi housing.

SPX MODEL



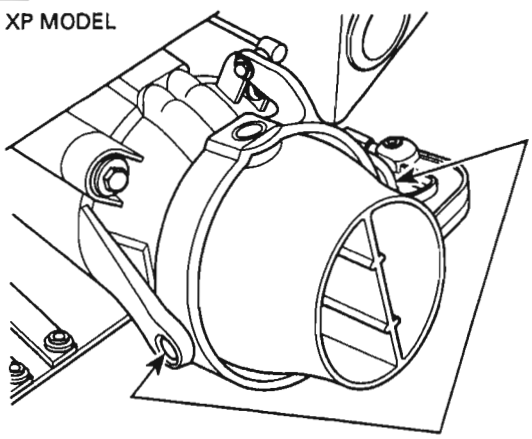
F001 009 162 Torque screws to 14 N•m (10 lbf•ft)

SPX MODEL



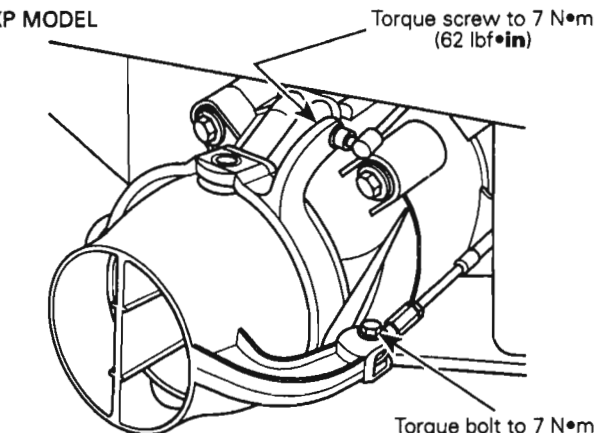
F001 009 163.3 Torque bolts to 7 N•m (62 lbf•**in**)

XP MODEL



F001 009 007.1 Torque screws to 14 N•m (10 lbf•ft)

XP MODEL

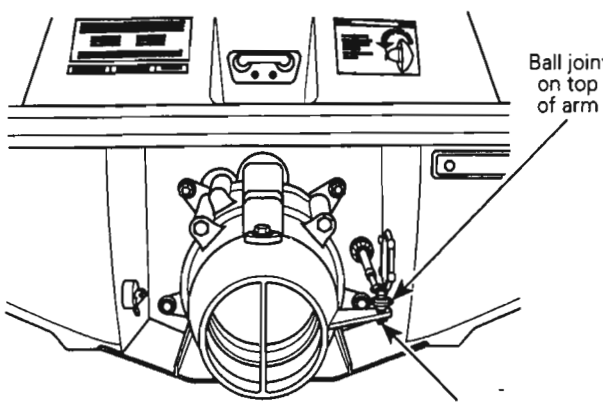


F001 009 005

All Models

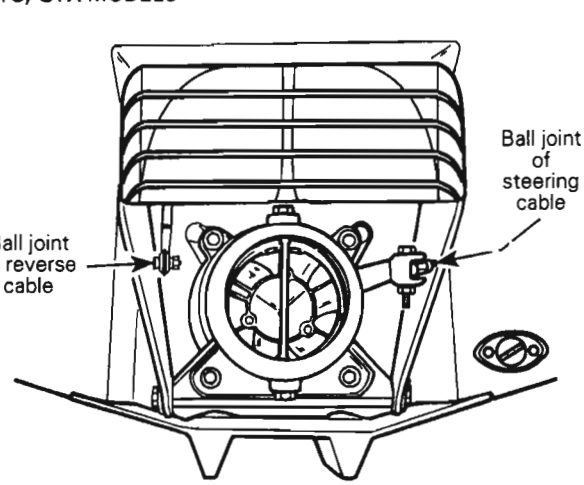
Reinstall ball joints of steering cable, trim cable (SPX / XP models) and reverse cable (GTS / GTX models). Torque bolts to 7 N•m (63 lbf•**in**).

SP / SPI MODELS



F001 009 178.2 Torque bolt to 7 N•m (62 lbf•**in**)

GTS, GTX MODELS



F002 009 002.1

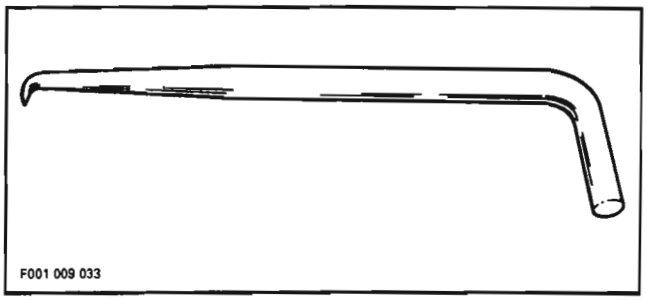
NOTE : Ball joint must be parallel. If not, slacken jam nut and adjust ball joint. Torque jam nut to 2.5 N•m (23 lbf•**in**).

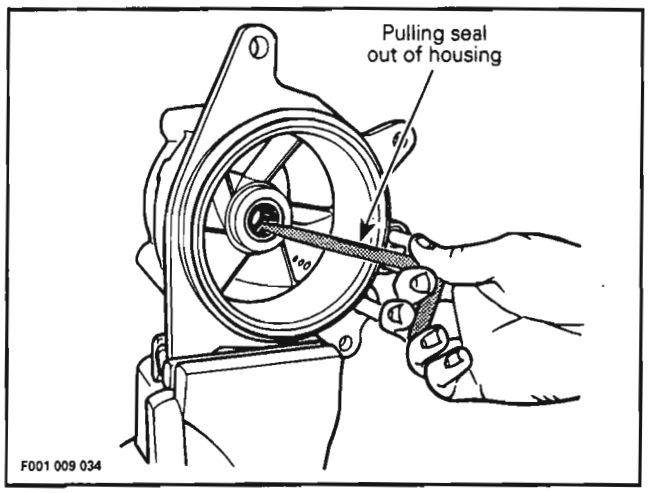
Check steering alignment. Refer to STEERING SYSTEM 10-01 or 10-02.

Slightly lubricate wear ring with BOMBARDIER LUBE lubricant before starting to minimize friction during initial start.

CAUTION : Water must be supplied to cool engine with coupler hose (P / N 295 500 258).

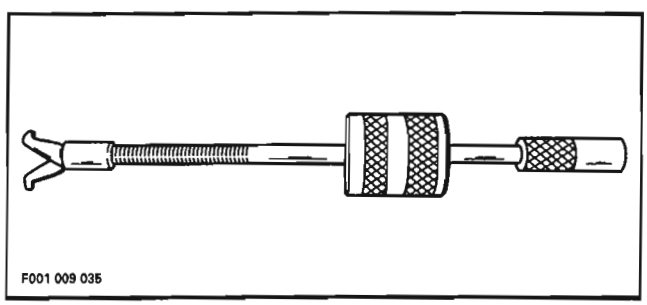
Seal puller, Snap-on no. S6129.





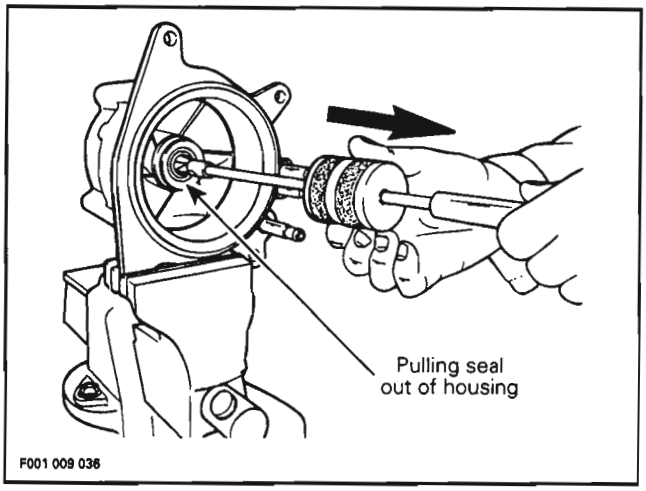
Or, use a Snap-on hammer puller including :

Handle CJ93-1
Hammer CJ125-6
Claws CJ93-4

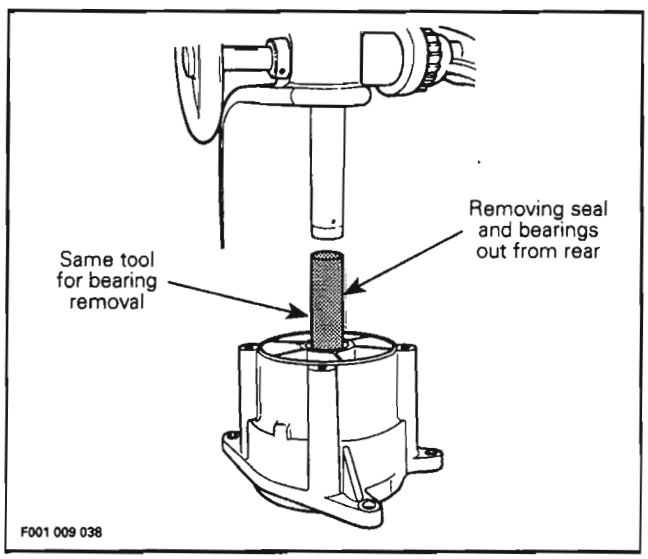


Close puller claws so that they can be inserted between seal and bearing. Holding claws, turn puller shaft clockwise so that claws open and tighten against seal.

Slide puller sleeve outwards and **gently** tap puller end. Work with small strikes otherwise claws will slip out. As soon as seal begins to slide out, retighten claws to maintain contact with seal. Continue pulling until seal is out.



NOTE : If bearings and seal need to be replaced the special driver described further on in **bearing removal** can be used. Simply insert driver from the rear and press parts towards the front.



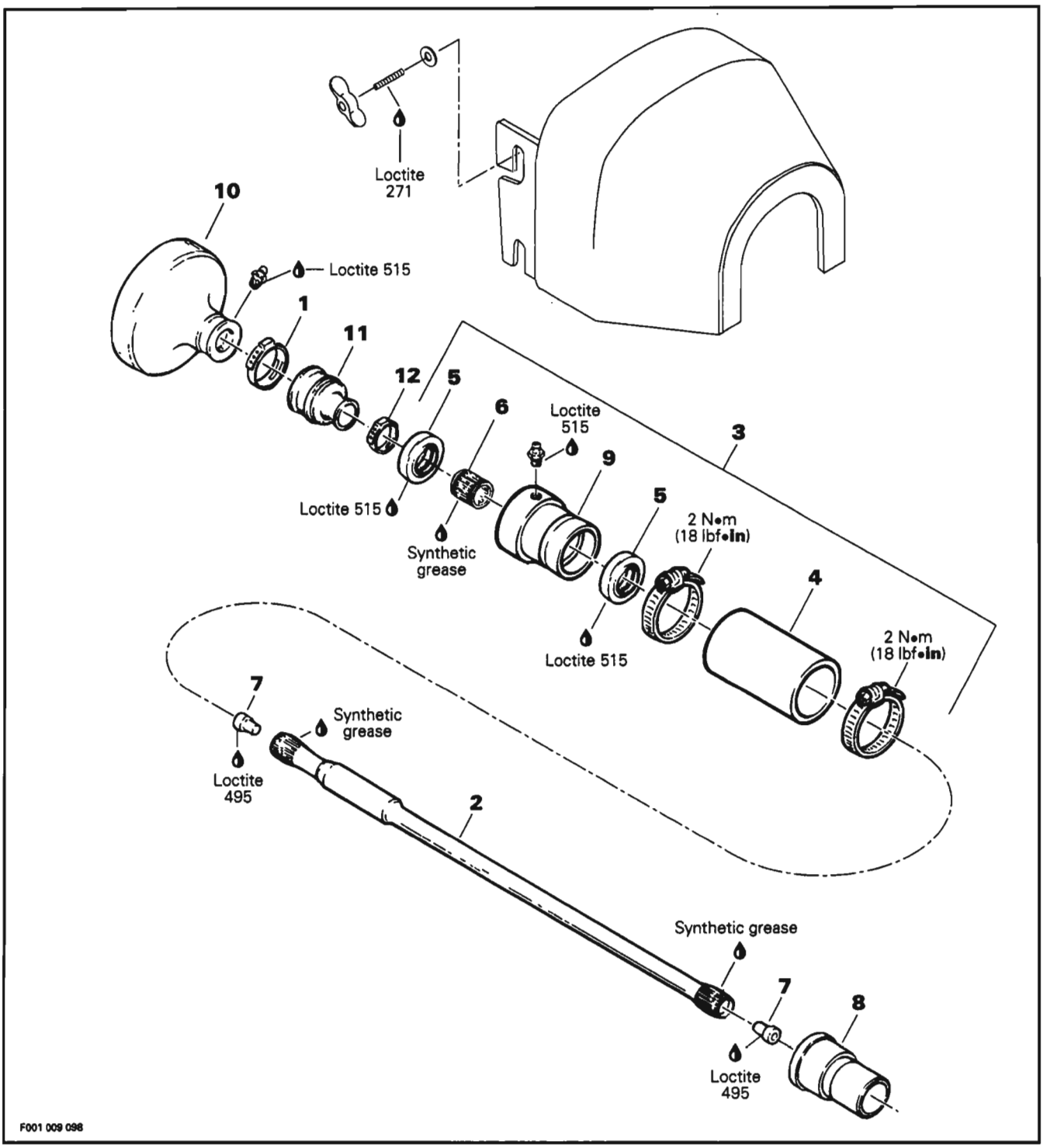
22, Needle Bearing

NOTE : It is always recommended to renew both bearings, even if only 1 bearing needs to be replaced.

Bearings can be easily removed with the following suggested driver.

Use a 30 mm dia. x 345 mm (1-1/8 dia. x 13-1/2 in) long steel shaft. Machine shaft as per the following drawing.

DRIVE SYSTEM



GENERAL

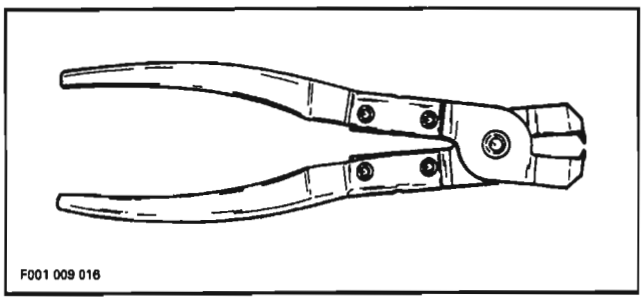
Jet pump must be removed to replace any components of the drive system. Refer to PROPULSION SYSTEM 09-01 for jet pump removal procedure.

REMOVAL

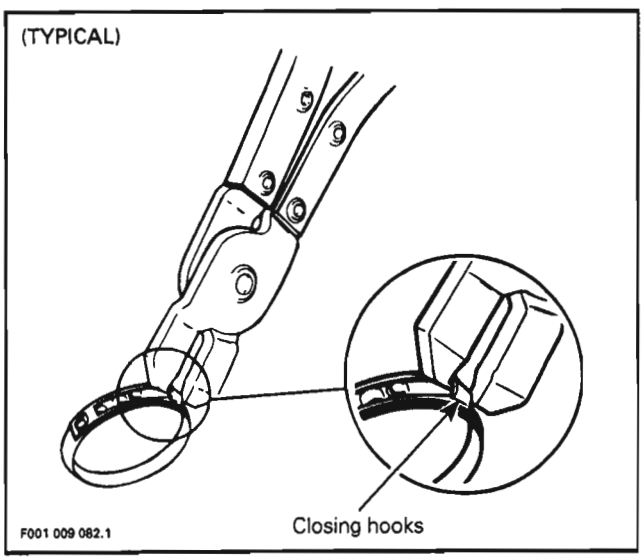
1, Clamp

Unfasten large clamp of PTO flywheel boot as follows :

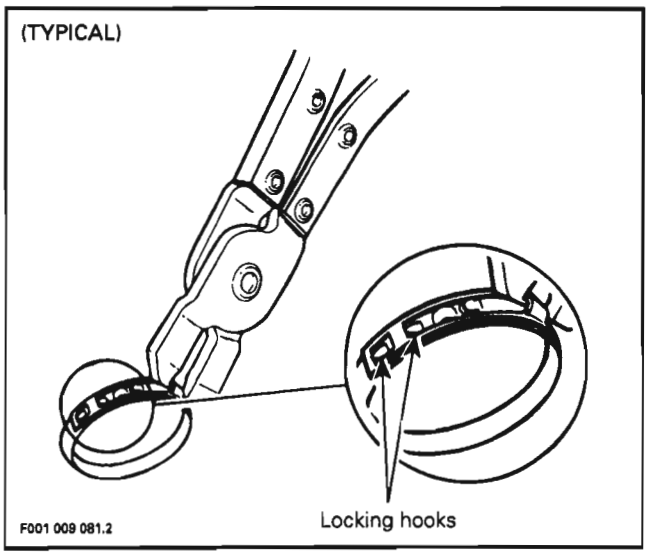
— Use pliers (P / N 295 000 069).



— Insert pointed tips of pliers in closing hooks.



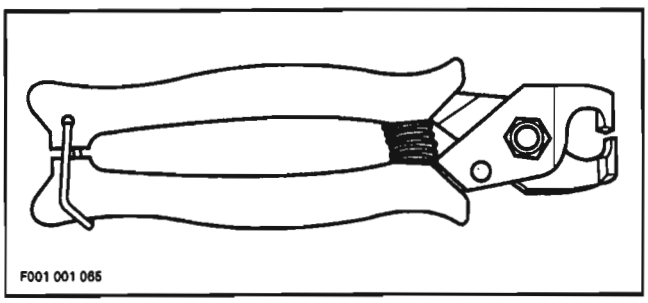
— Squeeze pliers to draw hooks together and disengage windows from locking hooks.



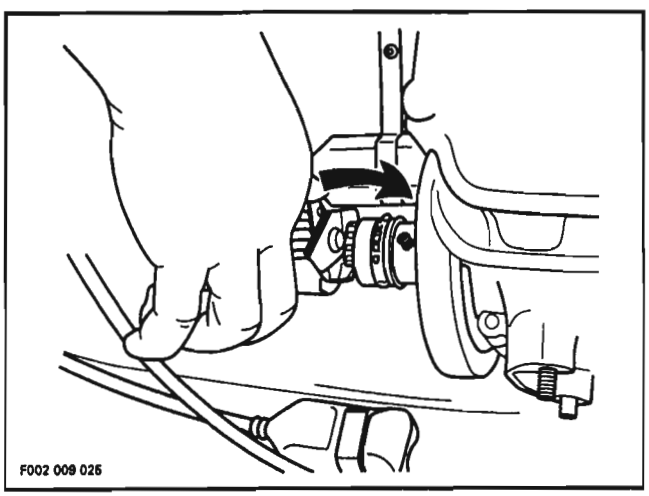
12, Clamp

Unfasten small clamp of PTO flywheel boot as follows :

— Use pliers (P / N 295 000 054).



To open clamp, place flat side of plier on clamp embossment, squeeze and twist plier.



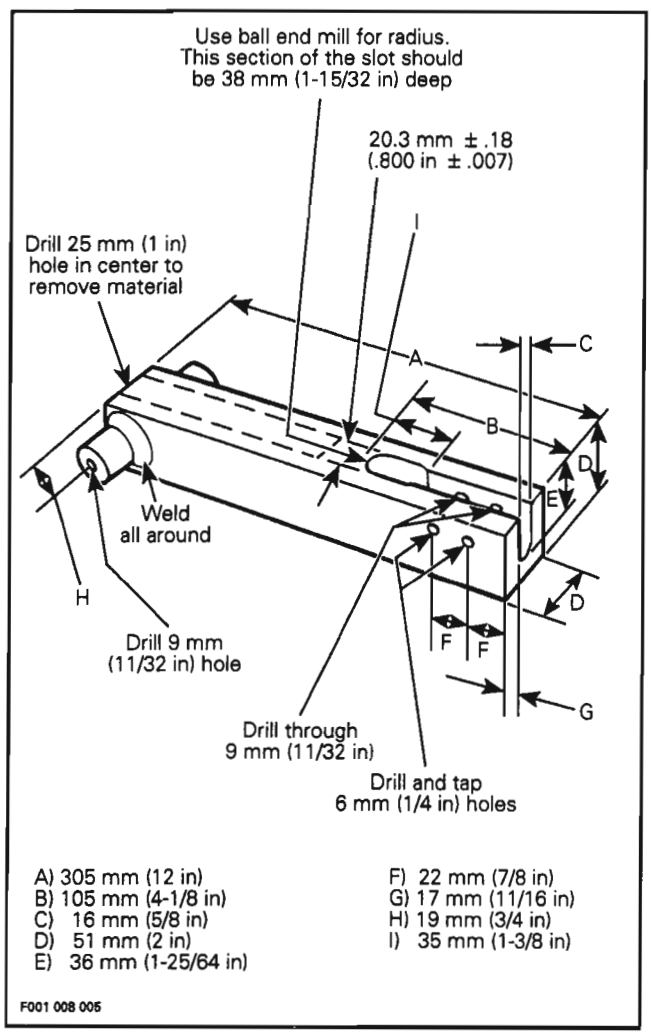
2, Drive Shaft

If the drive shaft is jammed into PTO flywheel or if bearing is seized on shaft at seal carrier level, make the following tool and use it in conjunction with impeller housing remover (P / N 295 000 113) to withdraw drive shaft.

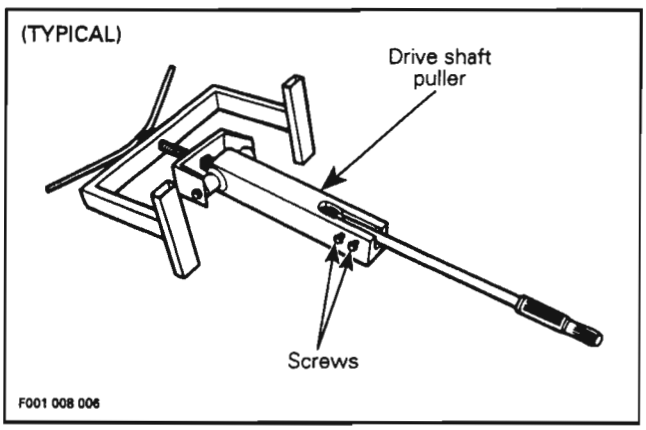
Raw Material :

— 1 aluminum alloy square of 51 mm (2 in) x 305 mm (12 in).

— 2 aluminum rods of 28.5 mm (1-1/8 in) dia. x 30 mm (1-3/16 in).



Mount on impeller housing remover drive shaft puller, then install assembly on drive shaft using screws.



CAUTION : Be careful not to damage hull rear section or engine rubber mounts.

3,4, Seal Carrier Ass'y and Protective Hose

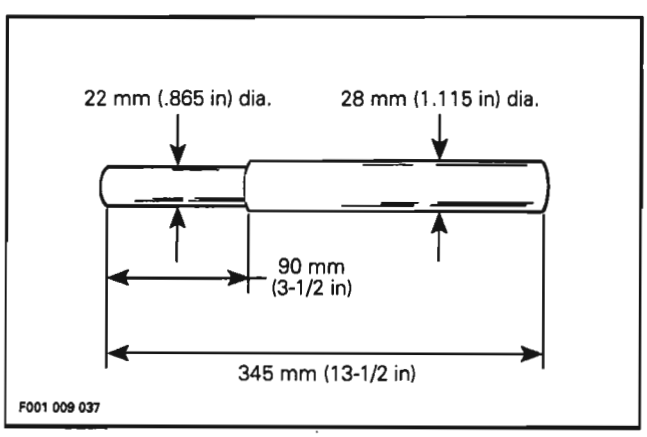
NOTE : Drive shaft / pump housing must be removed to allow removal of seal carrier ass'y.

Loosen gear clamp holding seal carrier protective hose, then carefully pull hose and seal carrier from hull insert.

5,6, Seal and Needle Bearing

To remove seals and bearing, use a 30 mm (1-1/8 in) diameter by 345 mm (13-1/2 in) long steel shaft. Machine shaft as per the following drawing.

NOTE : The same tool is used for bearing and seal removal of jet pump.

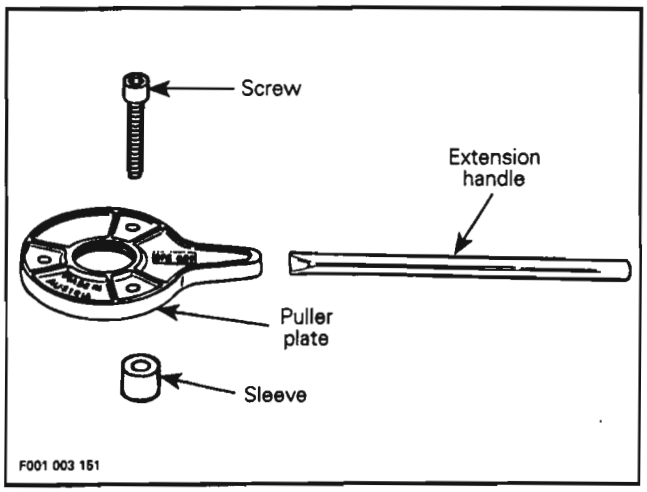


Properly support seal carrier when removing seals and bearing.

10, PTO Flywheel

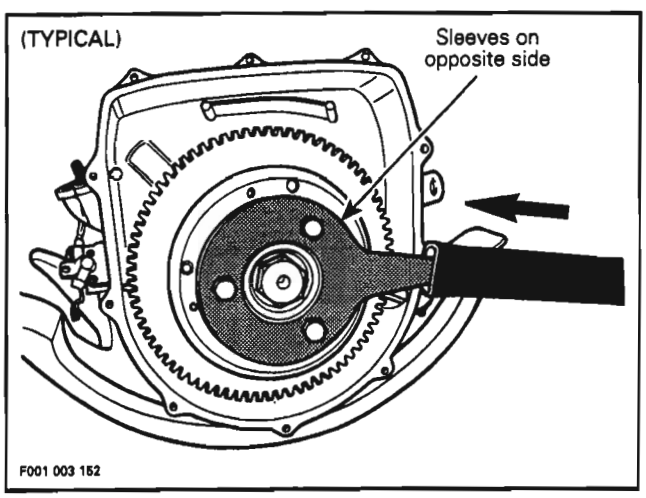
Remove ignition housing cover. Refer to ELECTRICAL SYSTEM 08-01.

To remove PTO flywheel, magneto is locked with puller plate (P / N 290 876 080), sleeves (P / N 290 847 220) and extension handle (P / N 295 000 111).

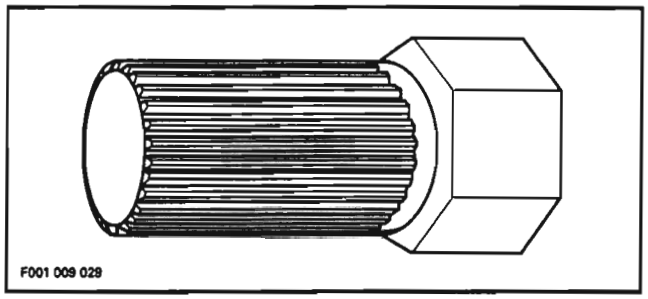


Using 3 M8 x 35 screws (P / N 290 841 591), install screws through puller plate and slide sleeves on screws then secure puller plate on magneto so that sleeves are against flywheel.

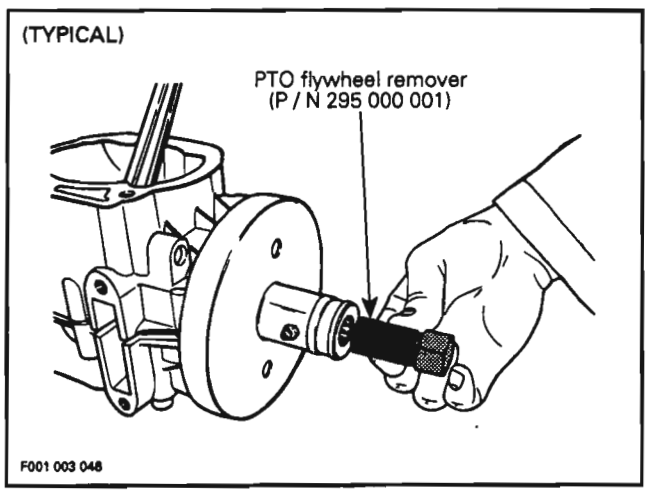
Install extension handle on end of puller plate.



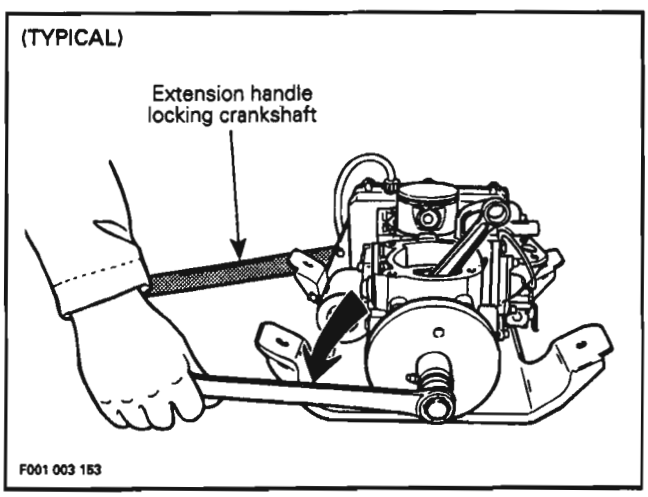
PTO flywheel is loosen using PTO flywheel remover (P / N 295 000 001).



Insert special tool in PTO flywheel splines.

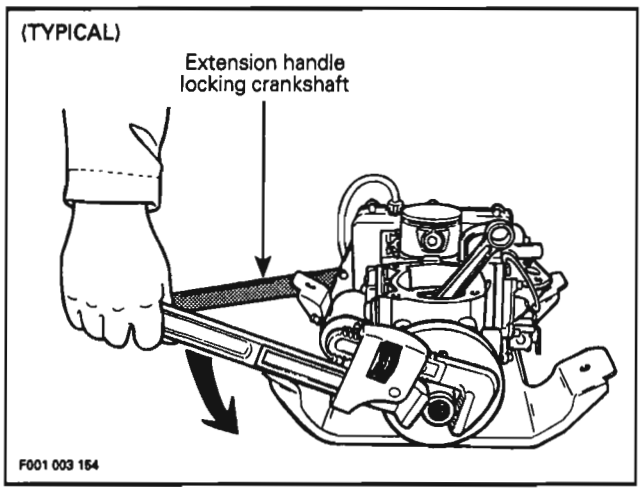


Using a suitable wrench or socket, unscrew PTO flywheel COUNTERCLOCKWISE when facing it.



As an alternate method to remove PTO flywheel when PTO flywheel splines are worn out and PTO flywheel remover cannot be used.

Use a pipe wrench and install it on PTO flywheel as illustrated.



PARTS INSPECTION

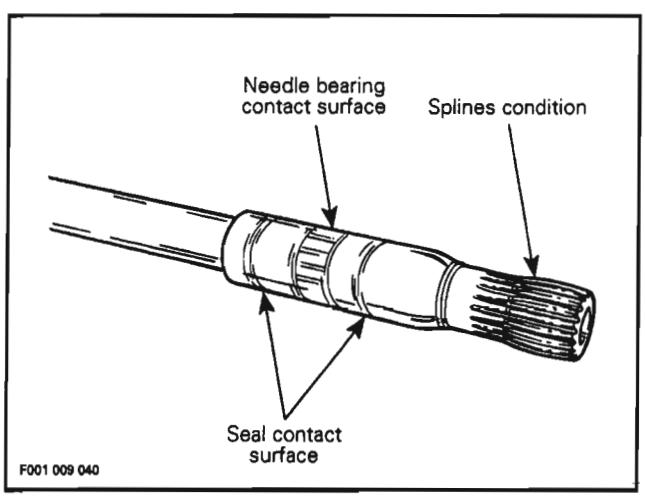
2,6,7, Drive Shaft, Needle Bearing and Damper

Wear

Visually inspect shape of dampers for deformation or other damage.

Inspect seal carrier needle bearing and its contact surface on shaft. Check parts for scoring, pitting, chipping or other evidence of wear.

With your finger nail, feel contact surfaces of bearing and seals. If any irregular surface is found, renew drive shaft and / or seals.

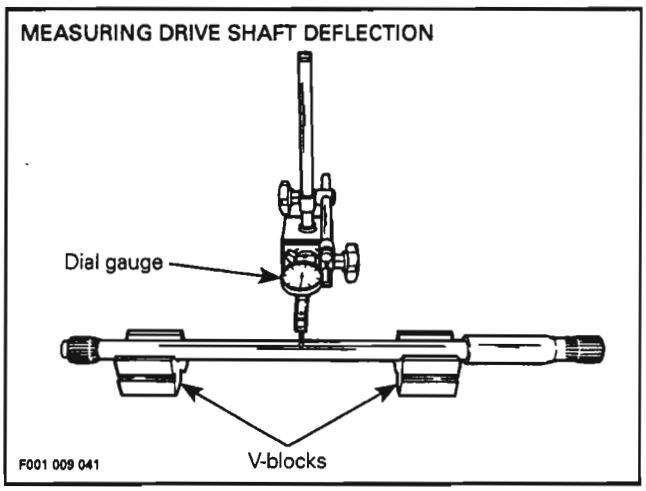


Deflection

Excessive deflection could cause vibration and damage to drive shaft splines, impeller, flywheel or seal carrier.

Place drive shaft on V- blocks and set-up a dial gauge in center of shaft. Slowly rotate shaft ; difference between highest and lowest dial gauge reading is deflection. Refer to the following illustration.

Maximum permissible deflection is 0.5 mm (.020 in).



10, PTO Flywheel

Inspect spline condition of PTO flywheel.

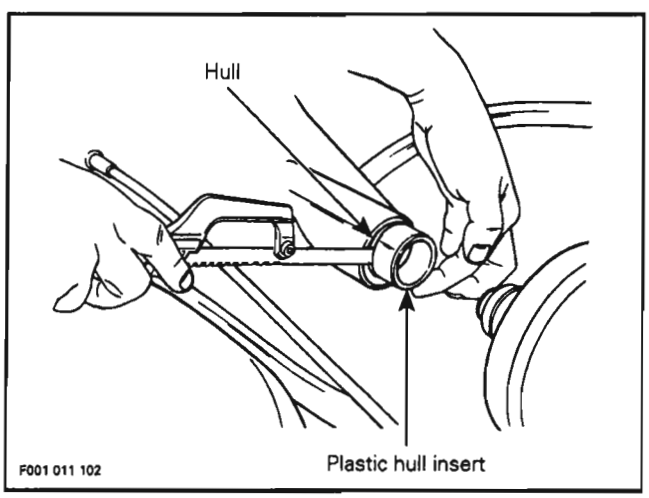
NOTE : There is a possibility that when drive shaft was removed, the damper has remained in PTO flywheel. Remove it if such is the case.

REPAIR

8, Hull Insert

For hull insert repair proceed as follows :

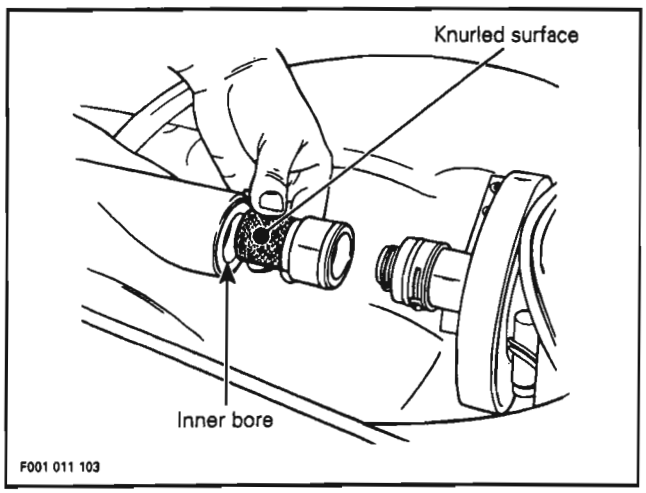
Cut plastic hull insert flush with hull using a saw.



Mix epoxy glue (3M-05900), follow manufacturer instructions.

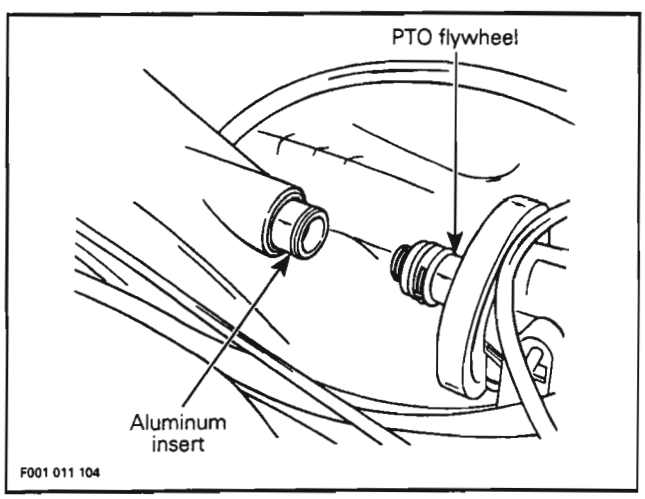
Apply epoxy glue on aluminum insert (P / N 292 000 075) knurled surface and on plastic insert inner bore.

▼CAUTION : If you notice any clearance between plastic insert and aluminum insert, fill gap with epoxy glue to obtain good adhesion of aluminum insert.



Install aluminum insert into plastic hull insert.

○NOTE : Align aluminum insert as much as possible with PTO flywheel.



○NOTE : The epoxy glue curing time is 30 minutes.

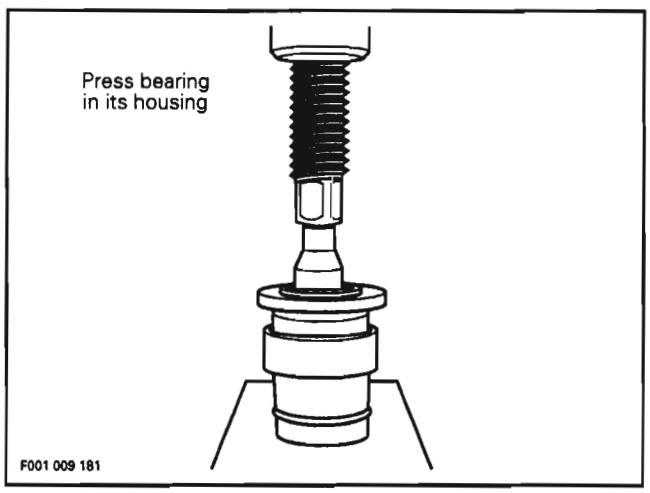
ASSEMBLY

6,9, Needle Bearing and Seal Carrier

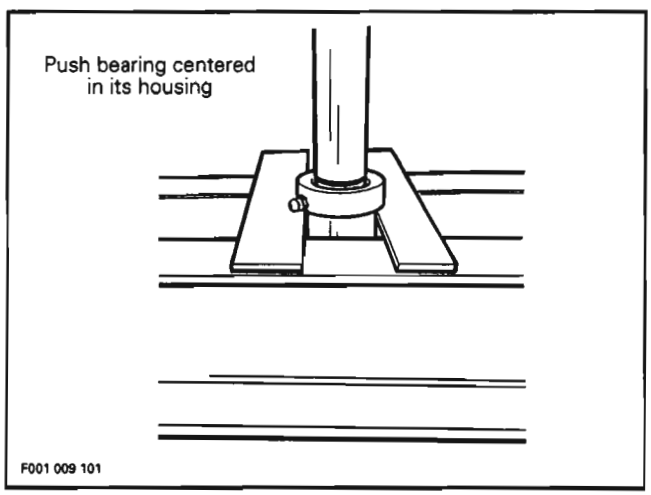
Properly support seal carrier when installing seals and bearing.

▼CAUTION : Ensure to install stamped end of bearing (showing identification markings) first on tool. Bearing damage will occur if not done properly. Never hammer the bearing into its housing.

Install bearing with the bearing / seal installer tool (P / N 295 000 107).



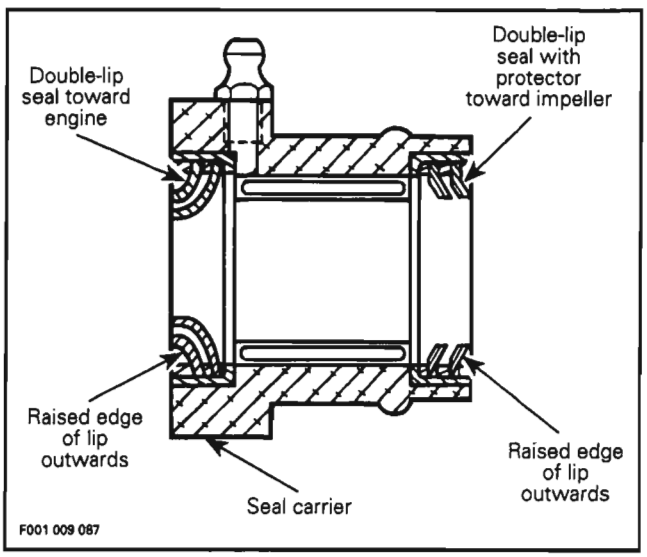
○NOTE : Bearing can also be installed with the same driver used at disassembly. Center bearing in longitudinal axis of housing.



5,9, Seal and Seal Carrier

Install double-lip seal with protector toward impeller side.

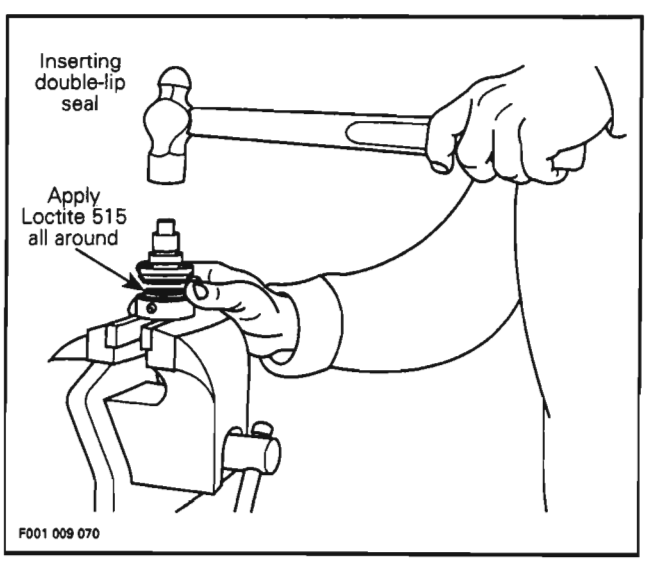
On both seals, raised edge of lip must be located outwards of seal carrier.

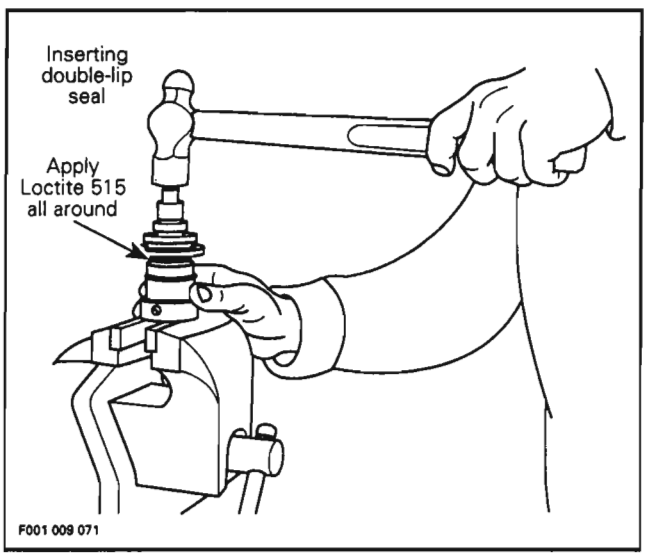


Apply Loctite 515 all around seals outside diameter.

Seals can be carefully installed in housing using bearing / seal installer tool (P / N 295 000 107).

Push seals until tool comes in contact with housing.

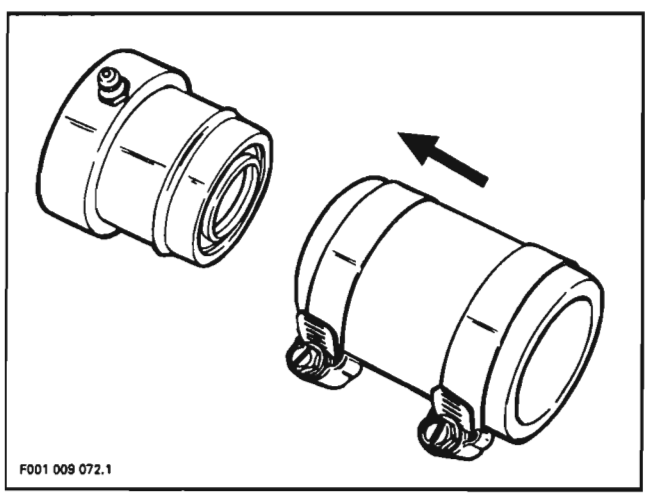




NOTE : Always install seal with its protector facing the impeller.

Pack seals and bearing with synthetic grease (P / N 293 550 010).

Install seal carrier and protective hose to hull insert with gear clamps.



2,7, Drive Shaft and Damper

Install dampers on drive shaft.

NOTE : Make sure dampers were not left in PTO flywheel or impeller.

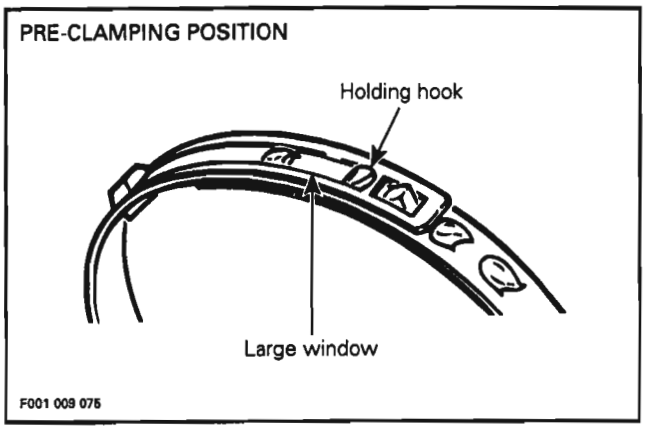
Refer to PROPULSION SYSTEM 09-01 for drive shaft installation in impeller.

1, Clamp

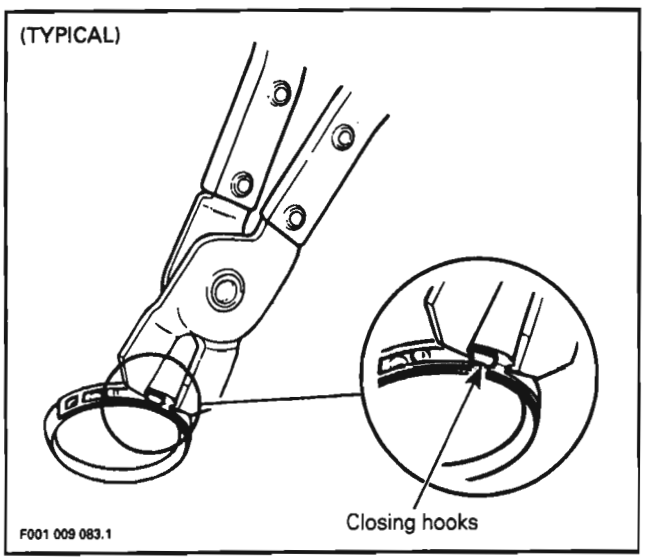
Secure large clamp as follows :

— Use pliers (P / N 295 000 069) as for removal.

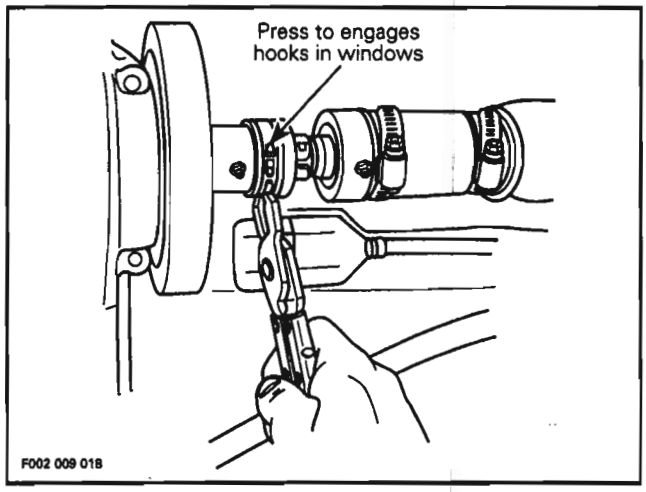
— Manually engage holding hook in large window. This is a pre-clamping position only.



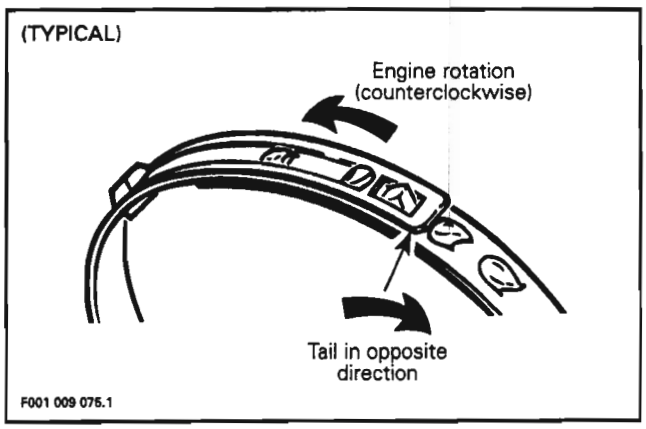
— Insert pointed tips of pliers first in closing hooks.



— Squeeze pliers. When both large and small windows are directly over the 2 locking hooks, press those windows down to engage hooks in windows.

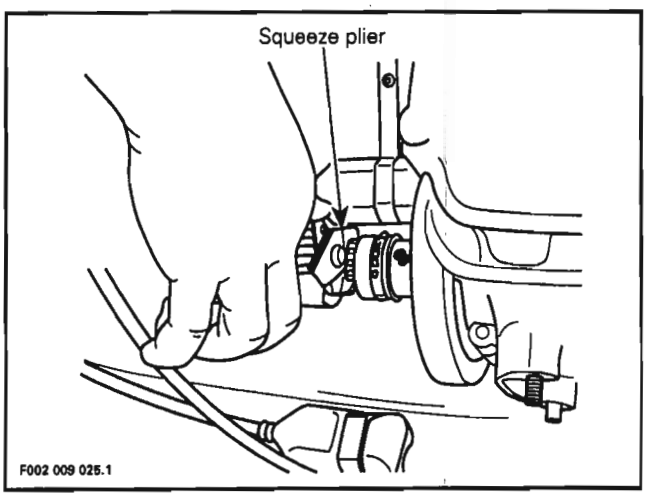


NOTE : At installation, clamp tail should be in opposite direction of engine rotation.



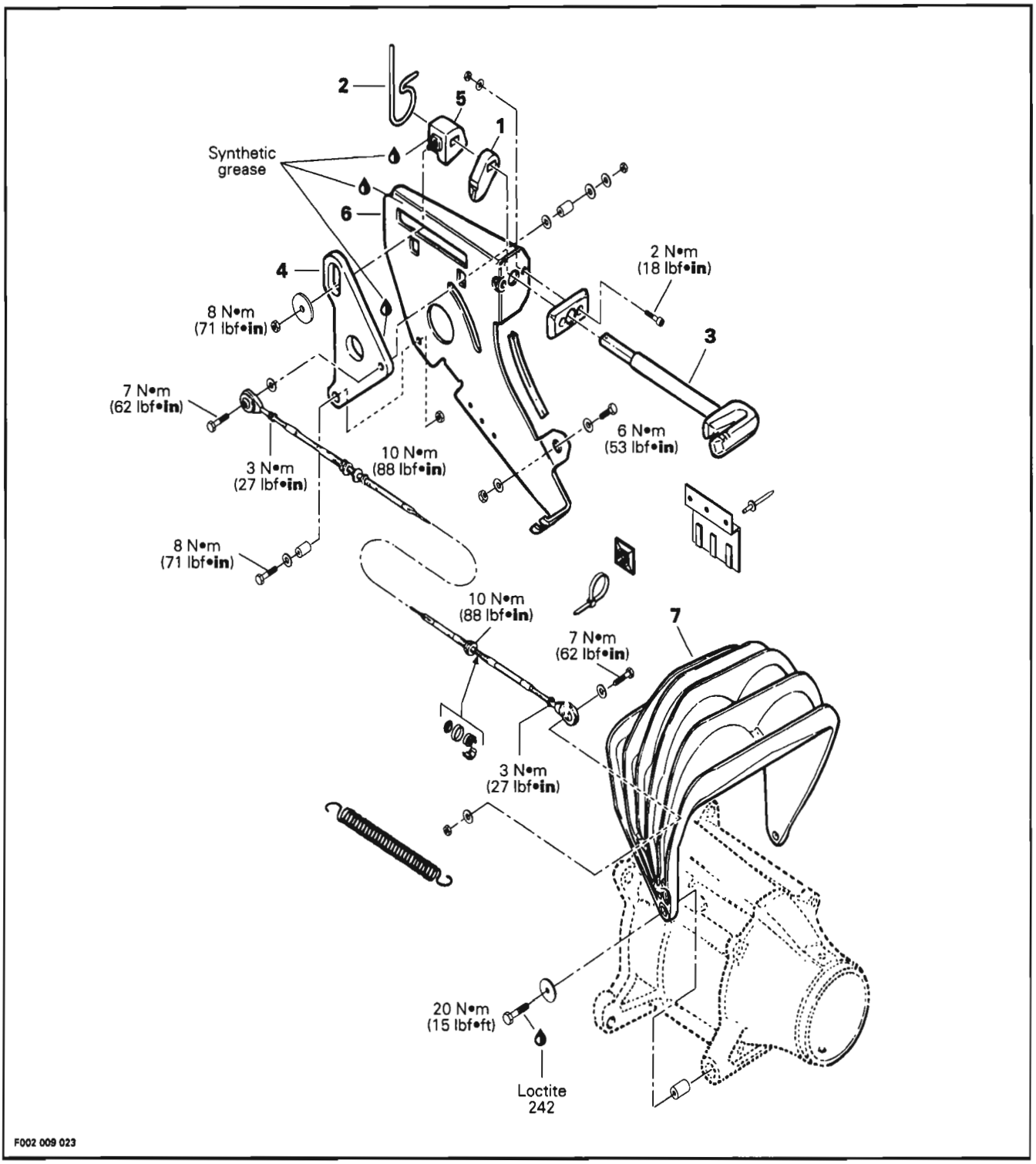
12, Clamp

To secure small clamp, place notch side of plier on clamp embossment and squeeze plier.



REVERSE SYSTEM

GTS AND GTX MODELS



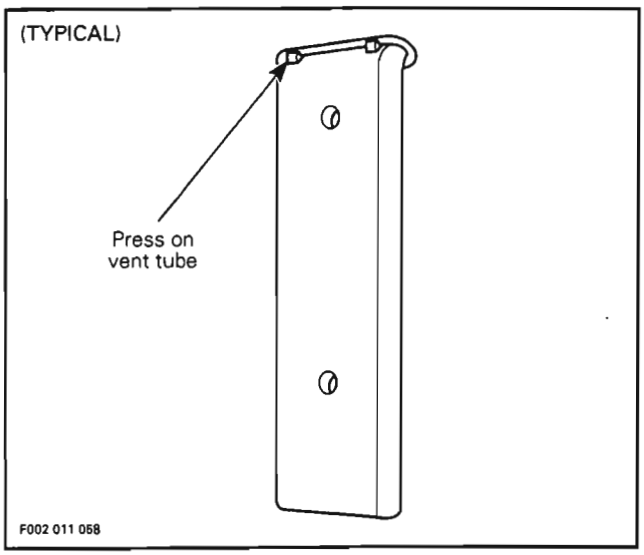
GENERAL

It is not necessary to remove reverse system from watercraft for servicing. However reverse system removal is necessary to replace reverse support.

DISASSEMBLY

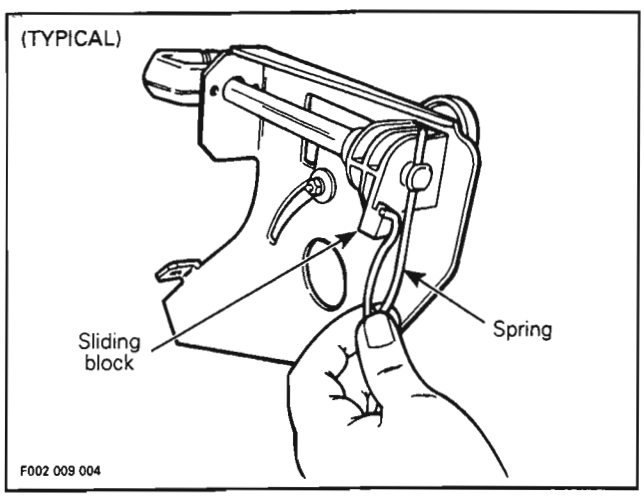
Remove storage basket from watercraft.

Press on vent tube upper part to enable to withdraw tube from body.

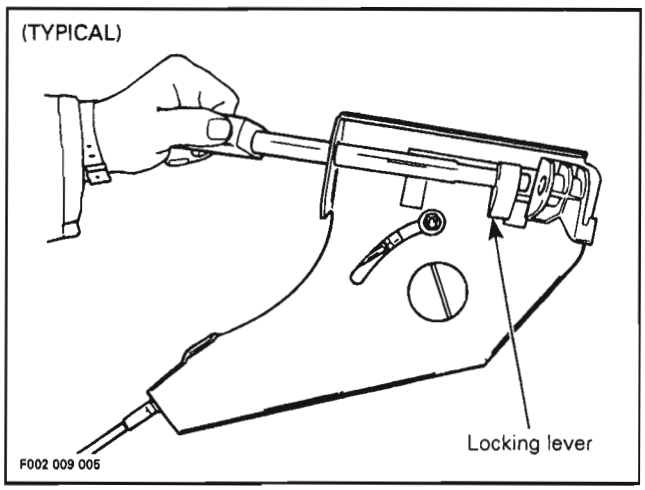


1,2,3, Locking Lever, Spring and Selector Lever

To remove selector lever, unhook spring from sliding block and pull spring from selector lever stem.



Withdraw selector lever stem and locking lever from sliding block, then slide off locking lever from stem.

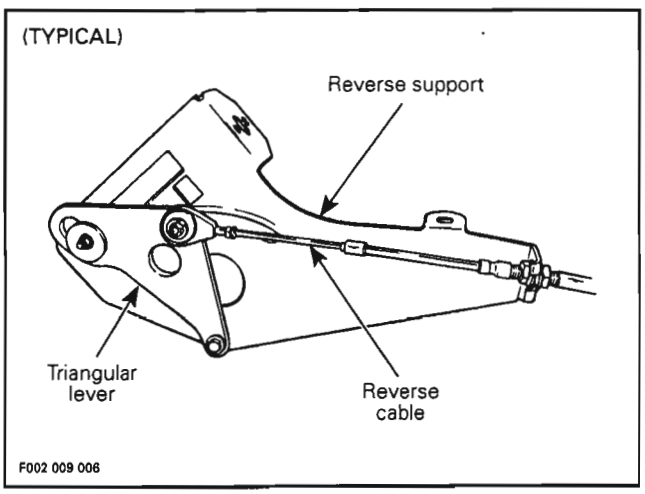


4,5, Triangular Lever and Sliding Block

Remove screw, lock nut, washers and bushing holding reverse cable to triangular lever.

Remove lock nut and washer holding sliding block to triangular lever and to support.

Remove screw, lock nut, washer and bushing holding triangular lever to reverse support.



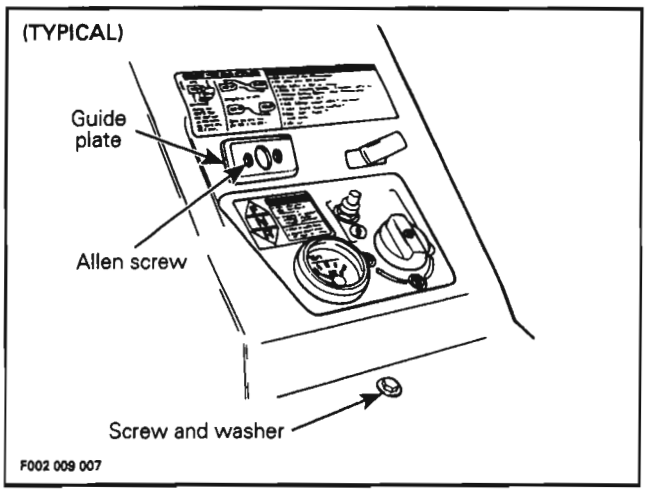
6, Reverse Support

In order to have access to screw holding lower part of reverse support, remove front seat by pulling on each side to release it from body.

Remove screw, lock nut and washers holding lower part of support.

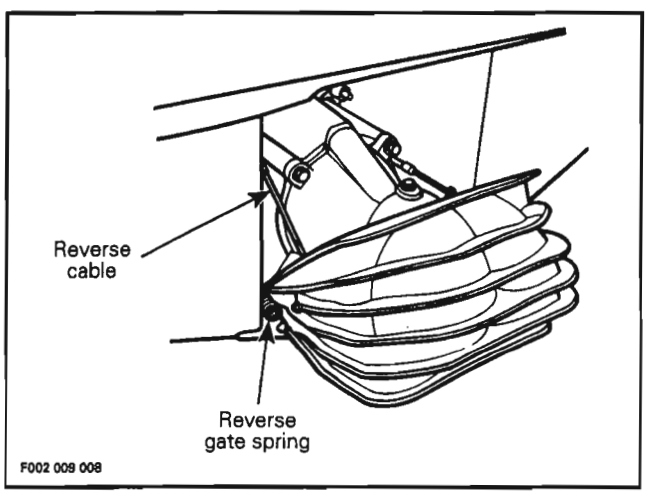
Remove reverse cable from support.

Remove 2 Allen screws, lock nut and washer holding guide plate and support.

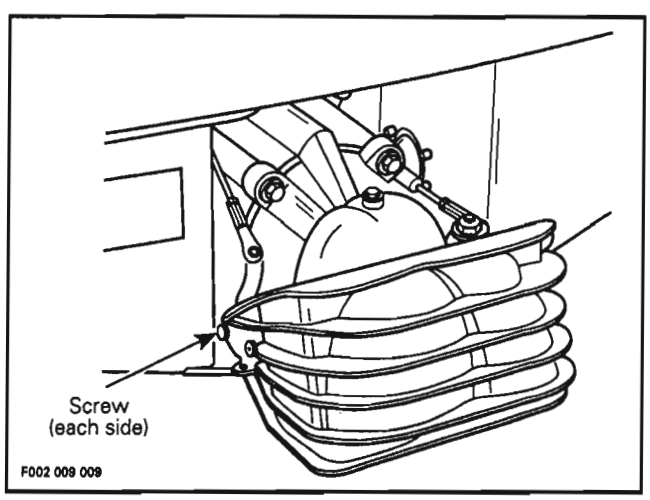


7, Reverse Gate

Unhook reverse gate springs and remove ball joint fasteners to release reverse cable from reverse gate.



Unscrew reverse gate retaining screws from venturi housing, then remove gate.



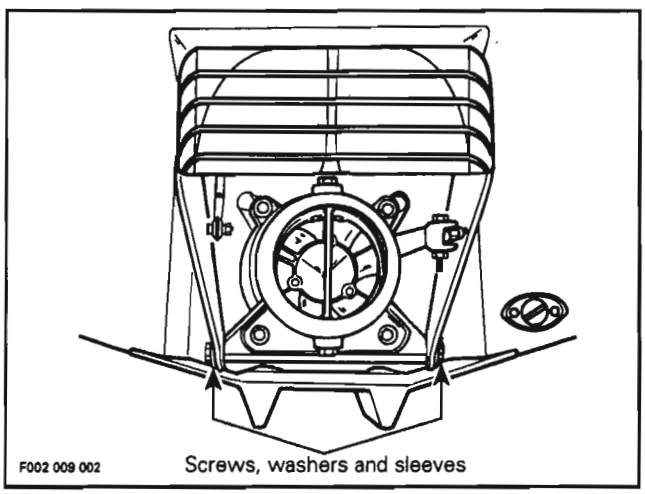
ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

7, Reverse Gate

Install reverse gate with sleeve and washer. Apply Loctite 242 (blue) on threads and torque to 20 N•m (15 lbf•ft).

CAUTION : Always hook reverse gate springs in order to ease reverse gate operation.



6, Reverse Support

For reverse support installation torque screw to 8 N•m (71 lbf•**in**) and Allen screws to 2 N•m (18 lbf•**in**).

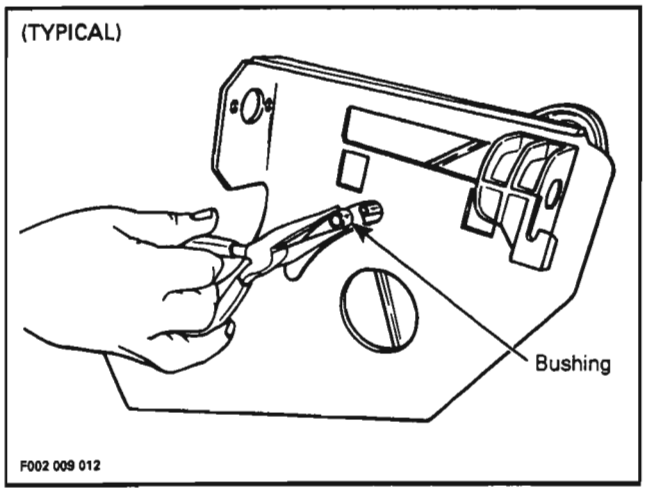
4,5, Triangular Lever and Sliding Block

Insert bushing in triangular lever and then install lever to reverse support. Install reverse cable to triangular lever with bushing , plastic washer(s) and flat washers.

Torque cable screw to 7 N•m (62 lbf•**in**).

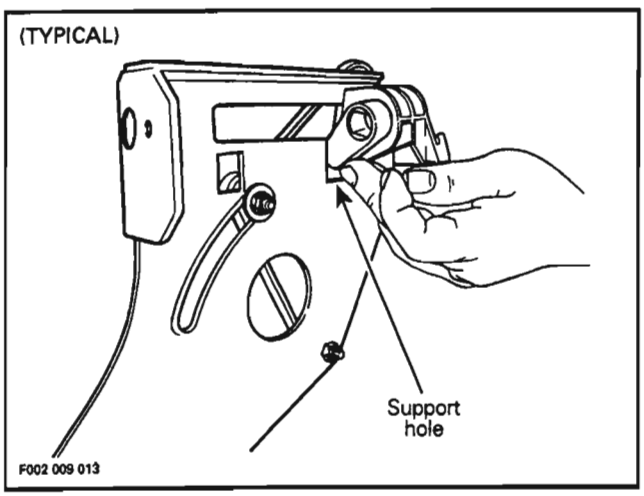
Torque triangular lever screw to 8 N•m (71 lbf•**in**).

Install sliding block to lever and torque nut to 8 N•m (71 lbf•**in**).



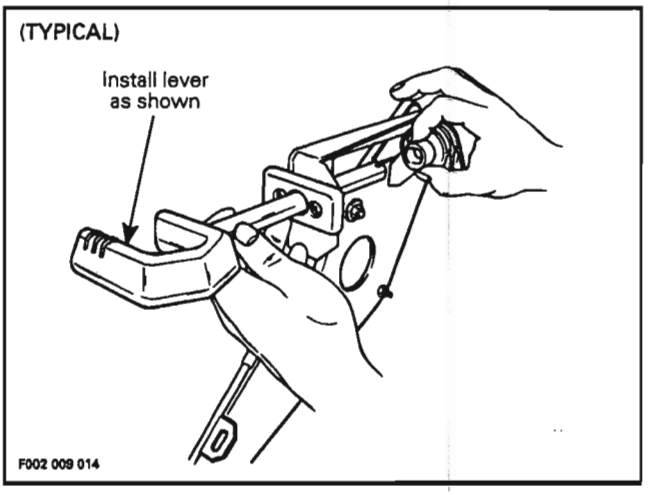
1,5, Locking Lever and Sliding Block

Insert locking lever end in support hole then align lever and sliding block holes.



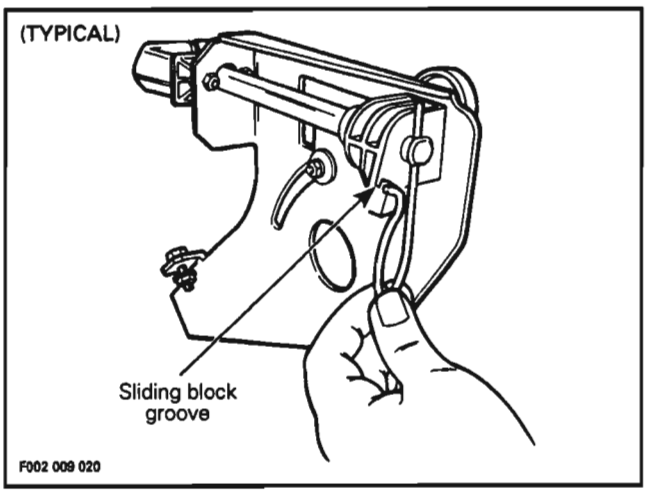
1,3,5, Locking Lever, Selector Lever and Sliding Block

NOTE : Always install selector lever with its open end facing left side of watercraft, then push selector lever stem through locking lever and sliding block holes.



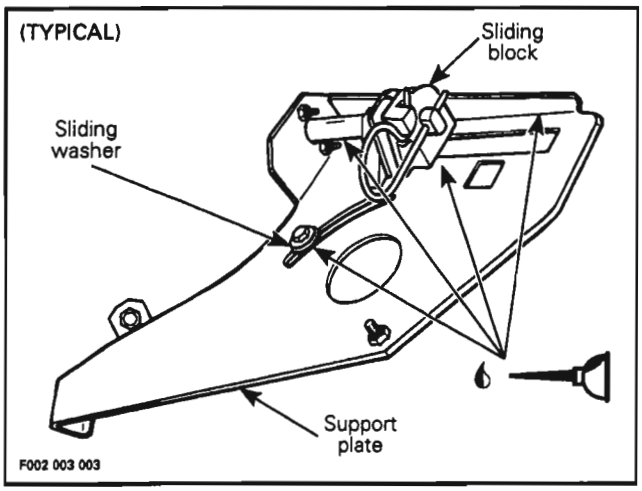
2, Spring

Insert spring in lever stem hole and then install curved end in sliding block groove.



Selector Lever System Lubrication

Lubricate sliding block support sliding area and triangular lever with synthetic grease (P / N 293 550 013). Also lubricate sliding washer and selector lever stem.

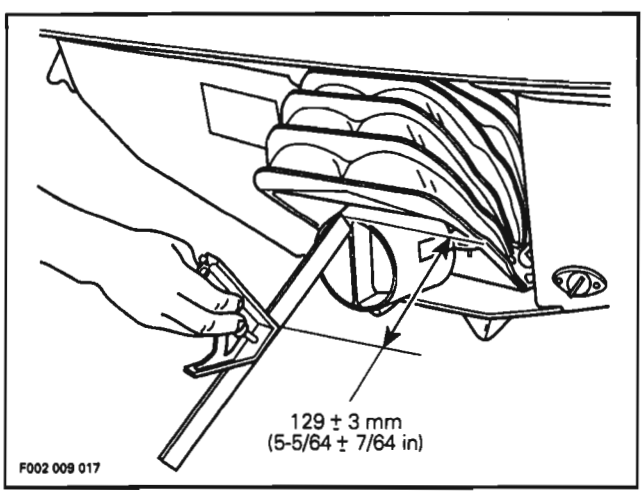


ADJUSTMENTS

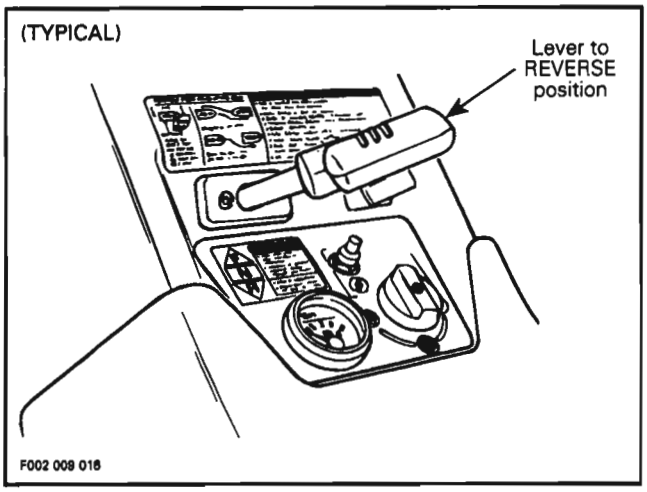
Reverse Gate

Position handlebar in a straight ahead position, nozzle should be parallel to rear of watercraft.

Using a square, set it to 129 ± 3 mm (5-5/64 ± 7/64 in), then position square end at the top middle of nozzle.

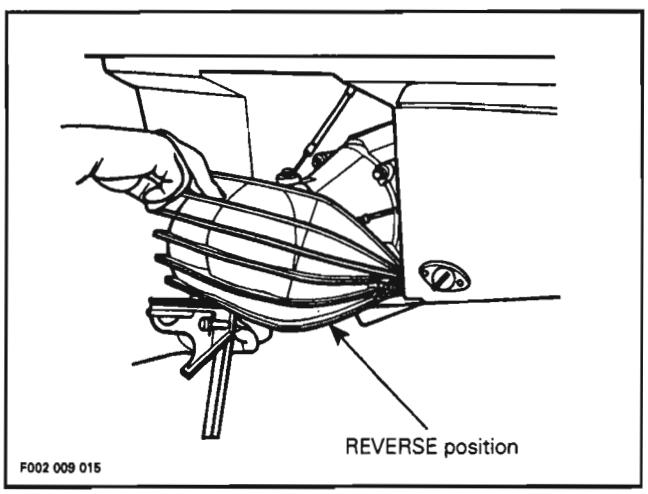


Pull selector lever to REVERSE position.



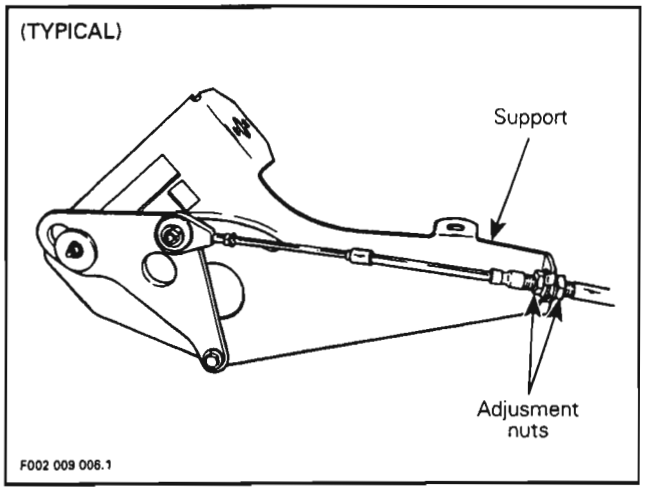
With the gate down to REVERSE position it should be at the specification.

NOTE : Push slightly on the gate in order to recover spring tension and to obtain proper position of the gate.



If reverse gate needs to be readjusted, it can be done at support with adjustment nuts. Turn cable nuts to obtain position.

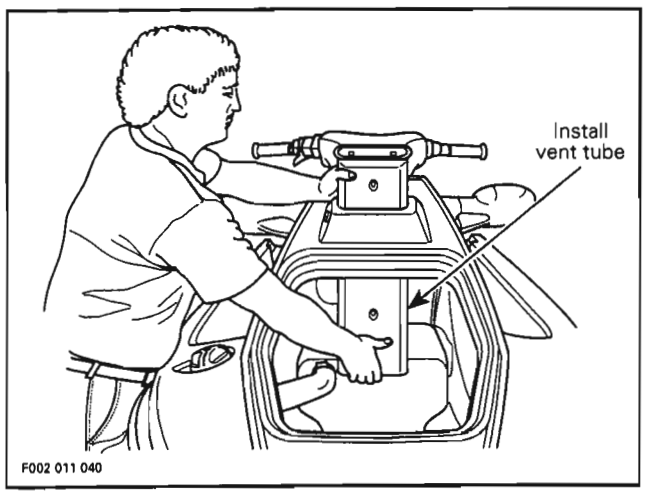
NOTE : If reverse gate adjustment is not done adequately, performance and steering control will be reduced at reverse position.



Tighten adjustment nuts and recheck gate position.

Reinstall vent tube.

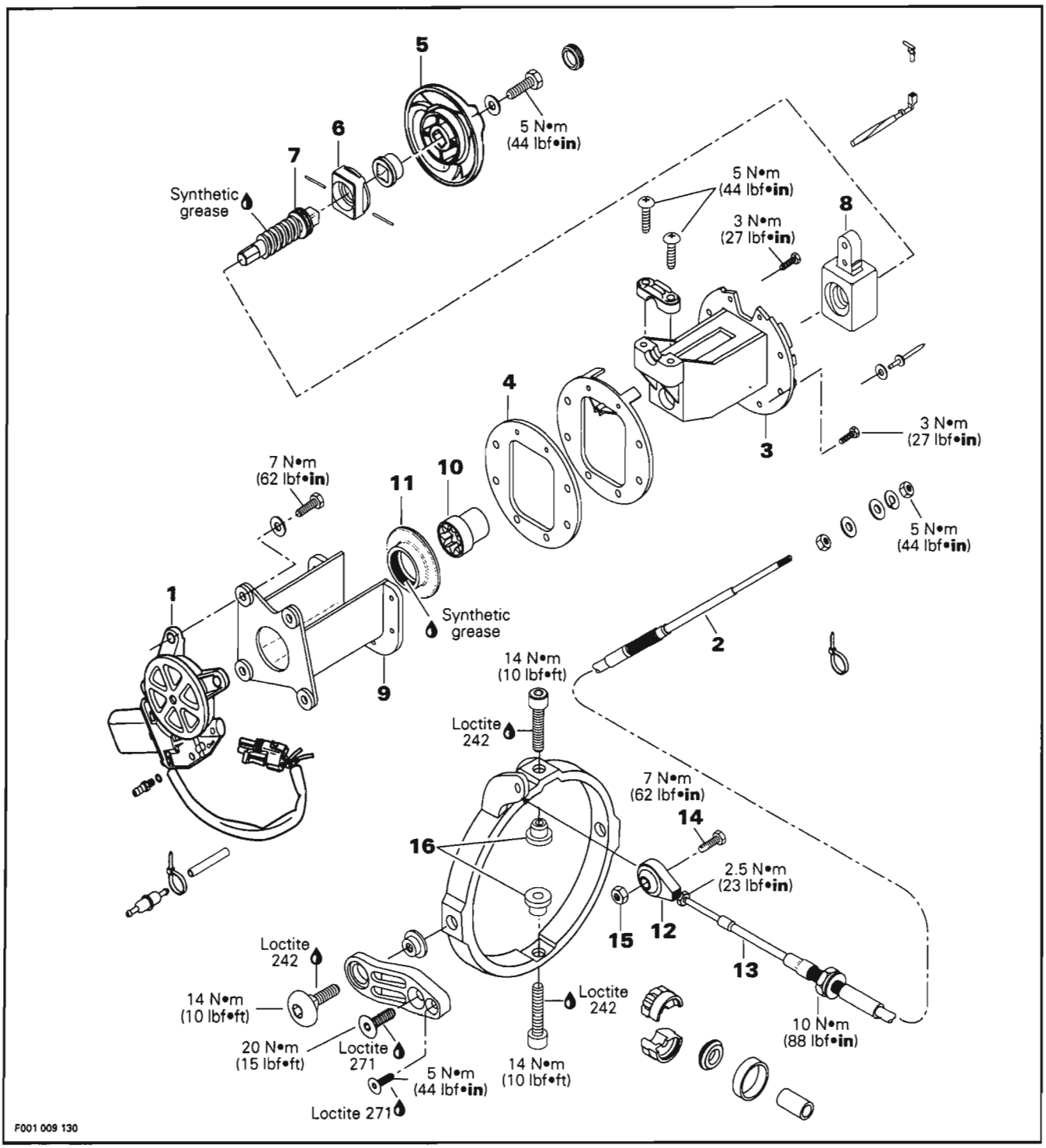
◆ WARNING : Vent tube must be in place to provide proper bilge ventilation.



Reinstall storage basket.

VARIABLE TRIM SYSTEM

SPX MODEL



GENERAL

It is not necessary to remove variable trim system (VTS) from watercraft for servicing. However, variable trim system removal is necessary to replace either worm, sliding collar, housing gasket and housing.

To test VTS control module, motor or switch, refer to ELECTRICAL SYSTEM 08-05.

DISASSEMBLY

In order to obtain an easy access to either trim cable or electric motor, remove storage basket from watercraft.

Disconnect battery.

◆ **WARNING : Battery BLACK negative cable must always be disconnected first and connected last.**

1, Electric Motor

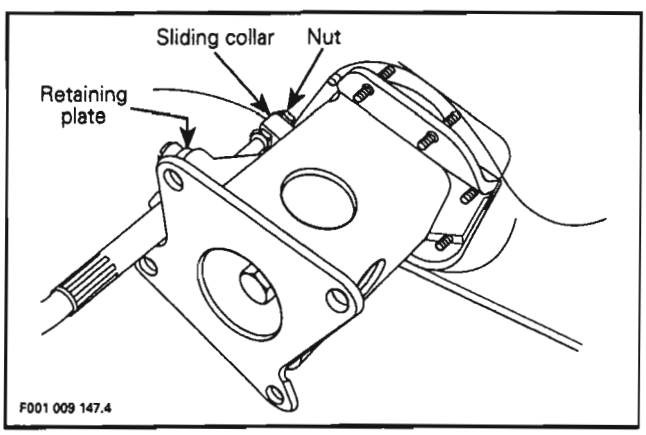
To replace motor, disconnect wiring harness and remove screws holding motor to motor support.

NOTE : At removal, the motor adapter and its seal might come off.

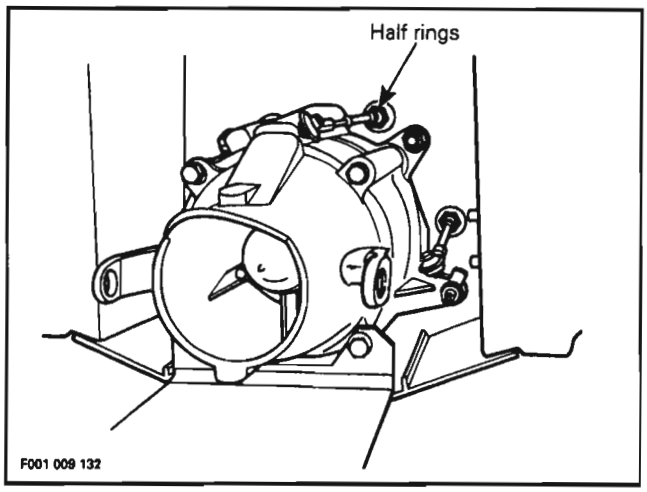
2, Trim Cable

To replace trim cable, remove nut from the end of cable at sliding collar. Untighten screws from retaining plate and slide off cable from housing.

NOTE : To ease cable removal and installation the motor should be removed.



Remove ball joint from trim ring then unscrew ball joint from cable. Remove half rings, ring retainer and grommet from cable at the outside of hull. Pull out cable from inside the hull.



3,4,5, Housing, Gasket and Trim Cover

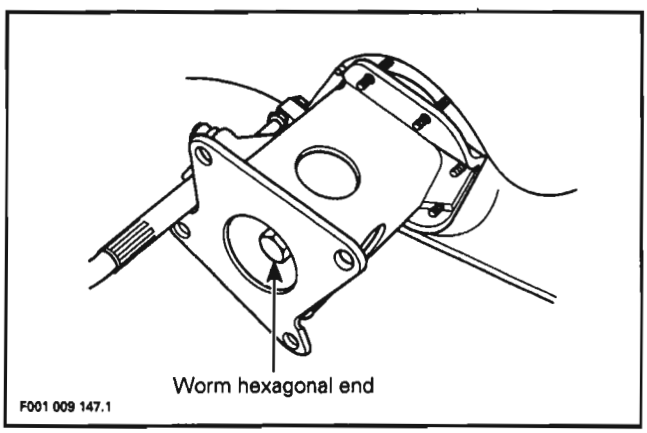
To remove housing, remove motor and withdraw trim cable from sliding collar and from housing.

Remove snap cap from trim cover center, remove screw then pull cover and remove cover adapter from worm.

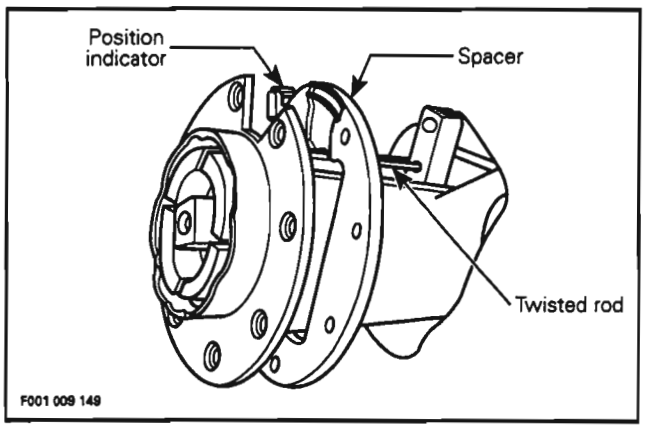
Drill rivets which hold housing to body, remove screws holding housing and motor support to body then pull out housing from body.

NOTE : To withdraw housing from body, the sliding collar must be moved towards motor end.

To move sliding collar, install a 13 mm (1/2 in) socket on worm hexagonal end.



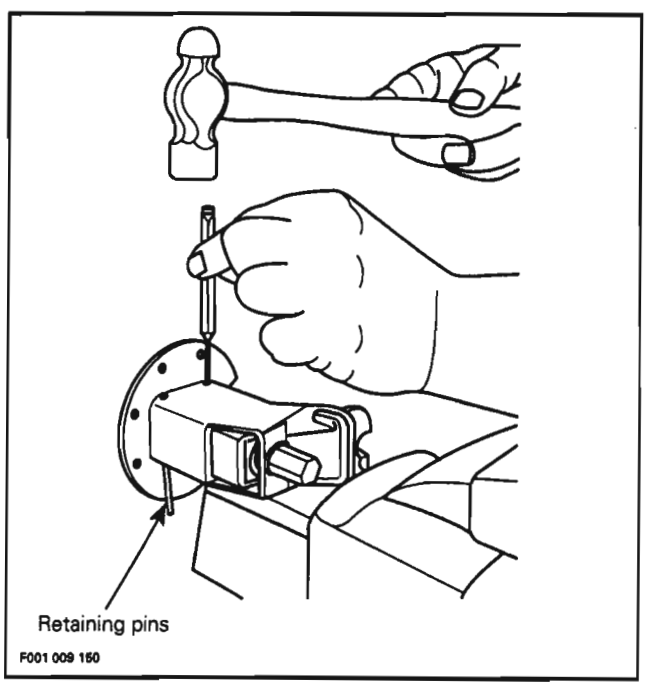
Remove position indicator from twisted rod end and slide off spacer from housing. Pull twisted rod from sliding collar.

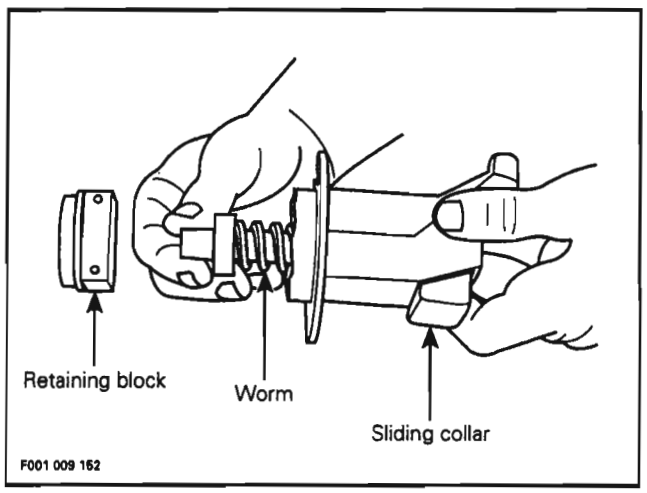


6,7,8, Retaining block, Worm and Sliding Collar

Remove retaining pins from retaining block and housing then remove retaining block.

Unscrew worm and remove sliding collar from housing.





ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

7,8, Worm and Sliding Collar

Whenever replacing either worm or sliding collar, always lubricate worm with synthetic grease (P / N 293 550 010).

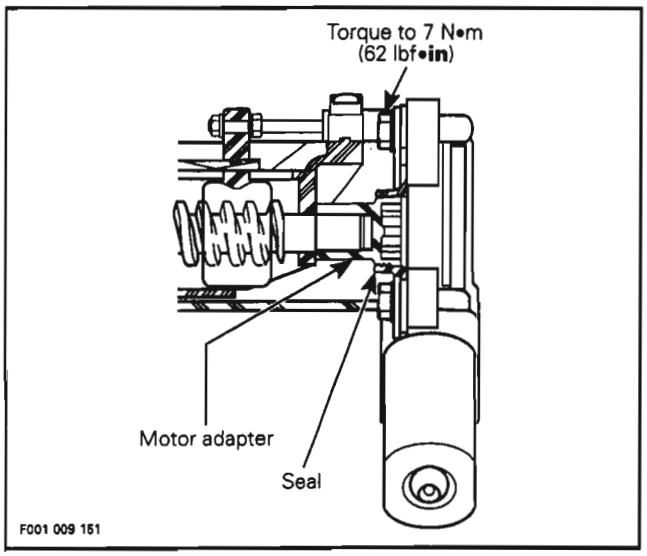
3,9, Housing and Motor Support

At housing and motor support installation, position the long screws on motor support recess edge side. Torque all screws to 3 N•m (27 lbf•**in**).

1,10,11, Electric Motor, Motor Adapter and Seal

Install motor with the motor adapter, ensure to position seal on adapter to eliminate possible water intrusion in motor.

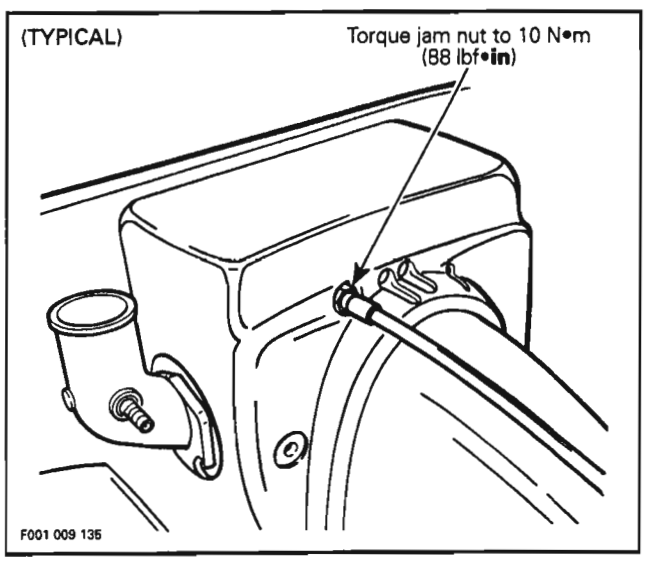
NOTE : Always lubricate adapter gear side and seal with synthetic grease (P / N 295 550 010).



Apply Loctite 242 (blue) on screw threads and install screws with lock washers and torque to 7 N•m (62 lbf•**in**).

2, Trim Cable

Install cable from inside the hull with flat washer and torque jam nut to 10 N•m (88 lbf•**in**).



16, Bushing

Check bushing condition ; if any wear is noticed, replace them.

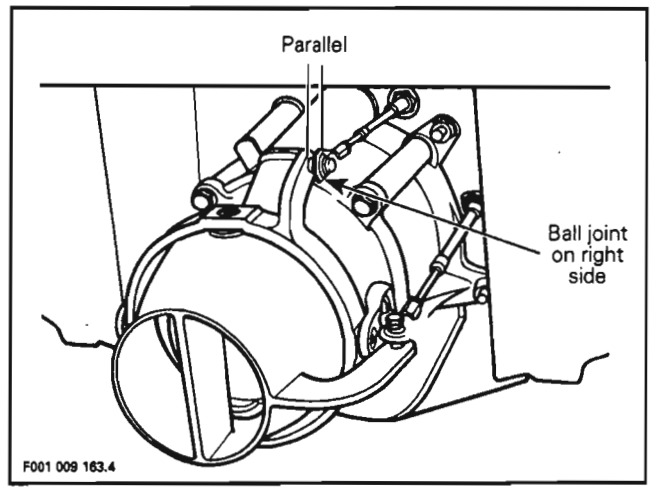
NOTE : Bushings have a tight fit. Use a vise with brass jaws to ease bushing installation.

12,13,14,15, Ball Joint, Trim Cable, Bolt and Lock Nut

Install ball joint and thread it in completely.

Secure ball joint on right side of trim arm using bolt and lock nut. Make sure bolt is installed on right side of trim arm and that ball joint is parallel to trim arm.

Torque bolt to 7 N•m (62 lbf•**in**).

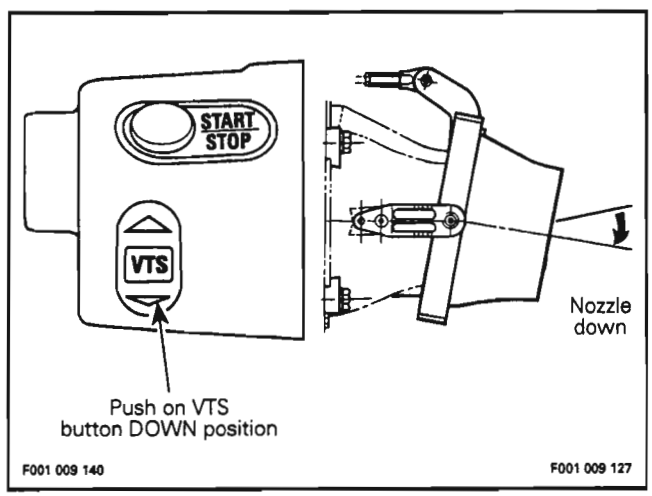


Torque ball joint jam nut to 2.5 N•m (23 lbf•**in**).

CAUTION : Ball joints of trim and steering cables must be installed face to face. Damage to cables could result if not done properly.

8, Sliding Collar

Push on VTS button down position, the sliding collar must move towards motor end until it stops. Make sure the nozzle is in down position.

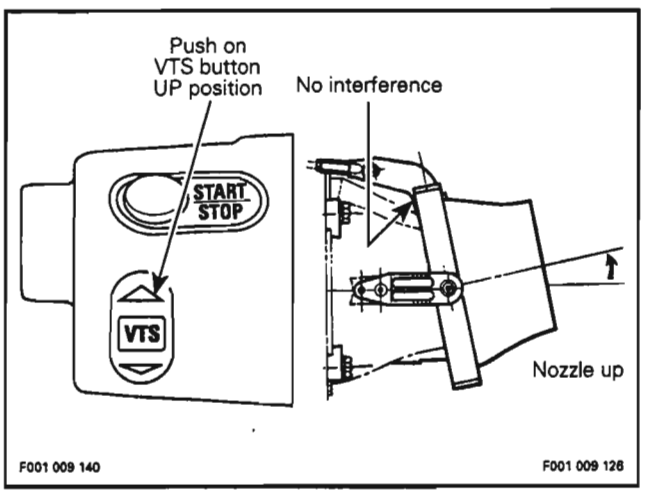


Install cable in sliding collar with washer and nut on each side. Torque nut to 5 N•m (44 lbf•**in**). Install retaining plate over cable housing.

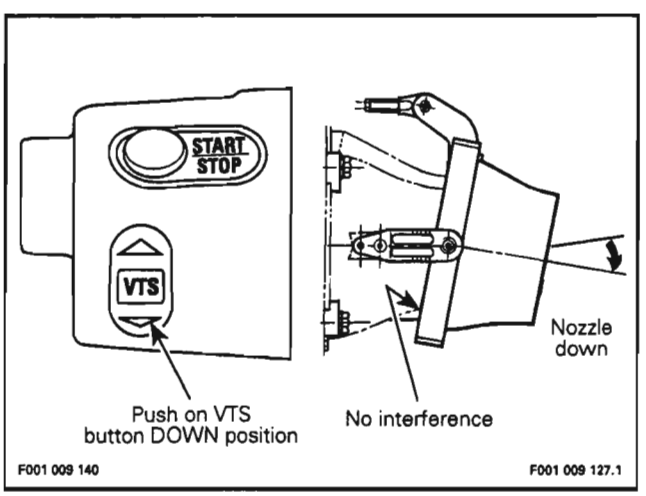
NOTE : Push cable as far as possible in sliding collar without moving trim ring from its down position.

ADJUSTMENT

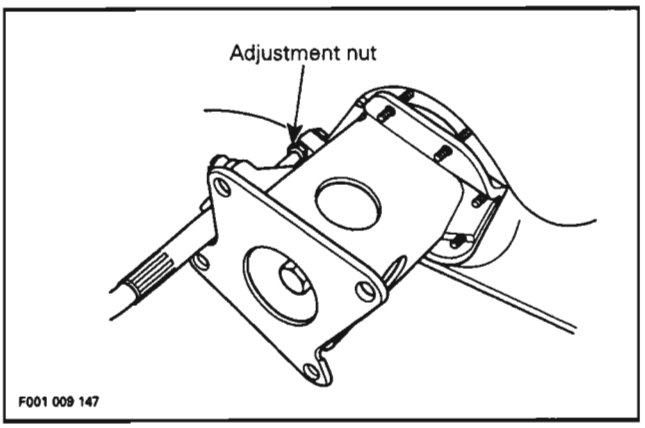
Push on VTS button up position until the sliding collar stops. The nozzle should be up (10°) without interfering with venturi.



Push on VTS button down position until sliding collar stops. The nozzle must be down (10°) and it must not interfere with venturi.

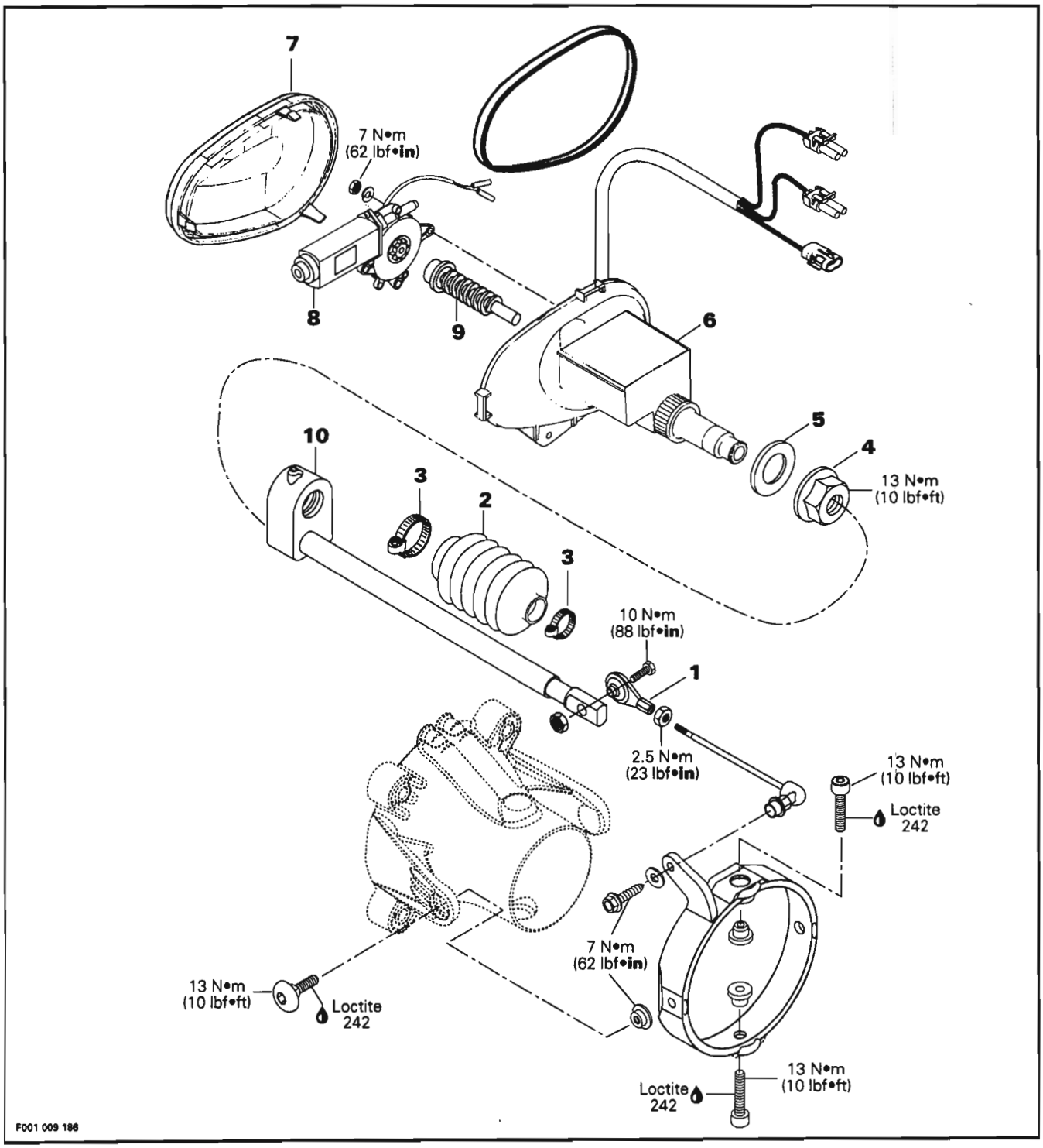


If trim ring needs to be readjusted, it can be done at sliding collar with adjustment nut.



CAUTION : Trim ring and / or nozzle must not interfer at any position. Damage to cables and / or venturi will occur if adjustments are not done adequately.

XP MODEL



GENERAL

To test VTS control module, motor or switch, refer to ELECTRICAL SYSTEM 08-05.

REMOVAL

1,2,3, Ball Joint, Boot and Gear Clamp

Disconnect ball joint of link rod.

Slacken gear clamps of boot.

Remove boot.

4,5, Nut and Seal

Slacken nut. Remove nut and seal.

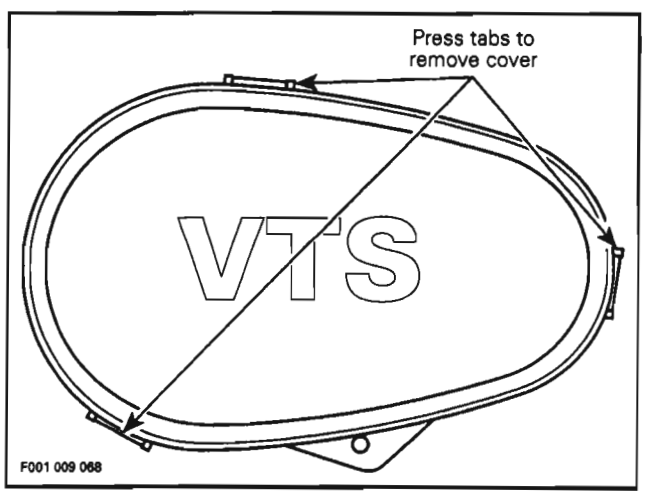
6, VTS Assembly

From bilge, pull out VTS assembly.

DISASSEMBLY

7, Cover

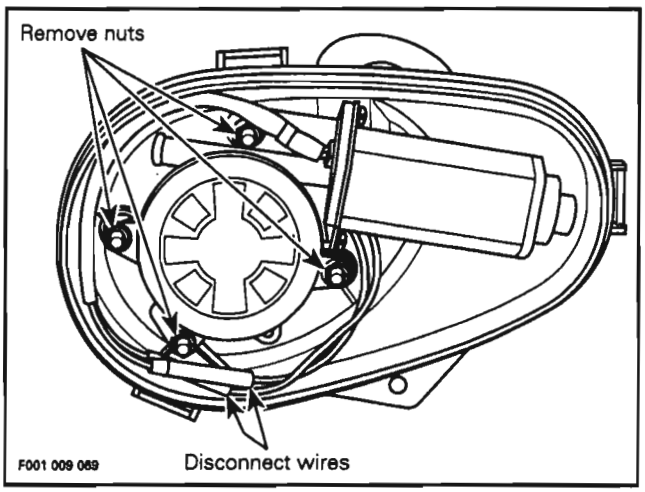
Remove VTS cover by pressing on tabs.



8, Motor

Disconnect wires of motor.

Remove retaining nuts.



Pull on motor to remove it.

9,10, Worm and Sliding Shaft

Simply pull on worm and sliding shaft in order to remove them.

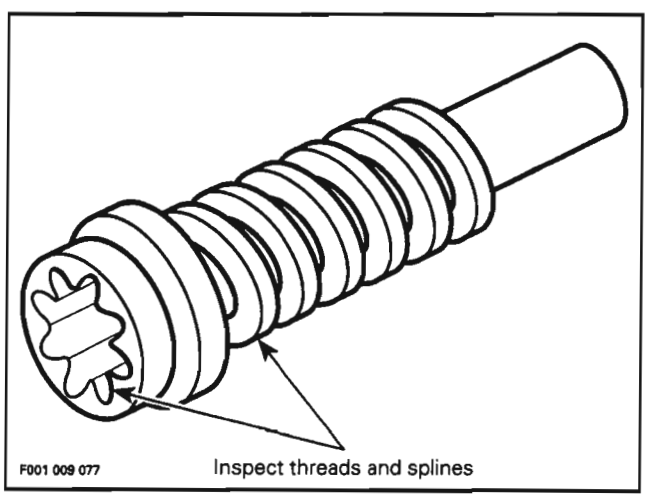
INSPECTION

2, Boot

Make sure boot is in good condition. If it is cracked or teared, replace boot.

9, Worm

Inspect threads and splines of worm for wear. If worm replacement is necessary, renew also sliding shaft.



ASSEMBLY

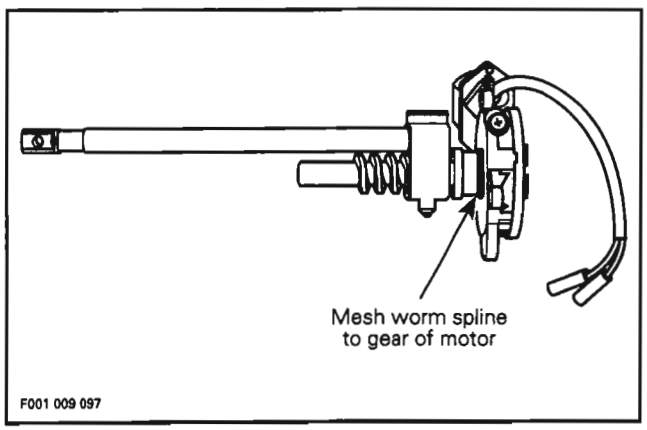
Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

8,9,10, Motor, Worm and Sliding Shaft

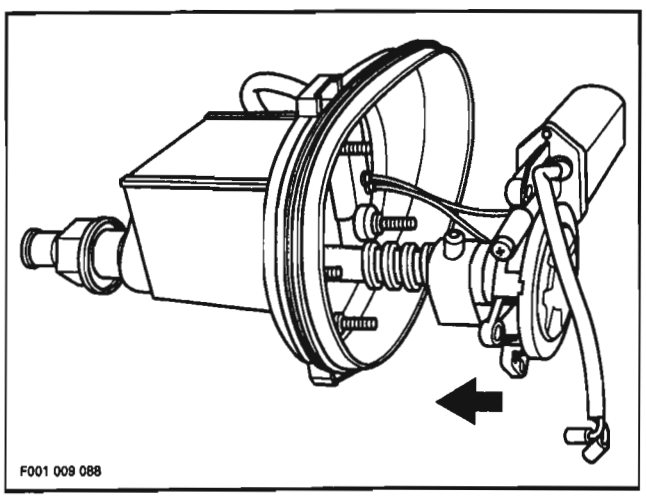
Apply synthetic grease to worm.

Screw worm to sliding shaft.

Mesh worm splines to gear of motor.



Install motor, worm and sliding shaft in VTS housing.



Tighten nuts of motor to 7 N•m (62 lbf•**in**).

Connect wires of motor.

▼ **CAUTION : Make sure wire color codes match.**

Install cover.

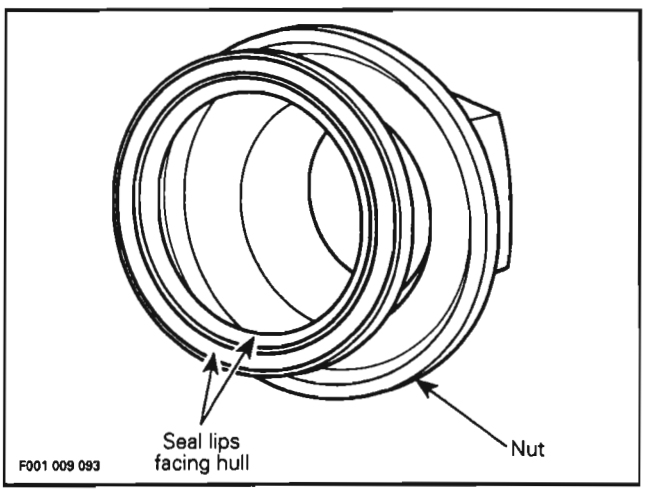
○ NOTE : Make sure seal is in place.

INSTALLATION

Installation is essentially the reverse of removal procedures. However pay particular attention to the following.

4,5, Nut and Seal

Place seal on nut. Make sure seal lips are facing toward hull.



Install nut with seal and torque to 13 N•m (10 lbf•ft).

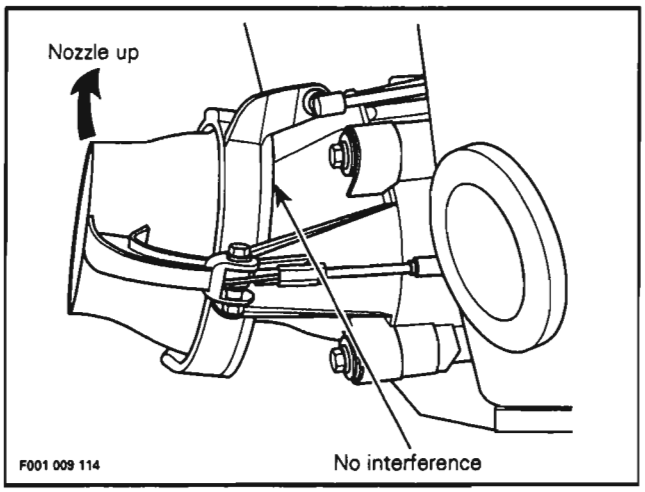
1, Ball Joint

Install ball joint on right side of sliding shaft. Torque fasteners to 10 N•m (88 lbf•**in**).

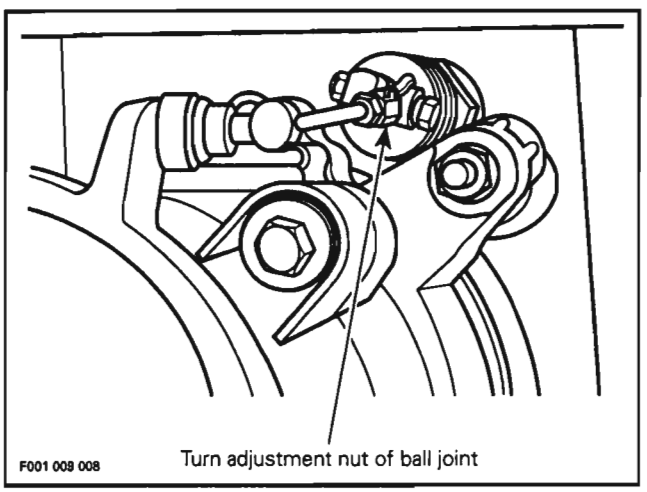
○ NOTE : Install boot on sliding shaft before securing ball joint.

ADJUSTMENT

Push on VTS button up position until motor stops. When the nozzle is up (10°), nozzle edge must not interfer with venturi (there should be a gap of 1 mm (.039 in)).



If an adjustment is necessary, slacken jam nut of ball joint at link rod. Turn adjustment nut of ball joint to obtain the desired gap between trim ring and venturi.



Tighten jam nut of ball joint to 2.5 N•m (23 lbf•**in**) when adjustment is completed.

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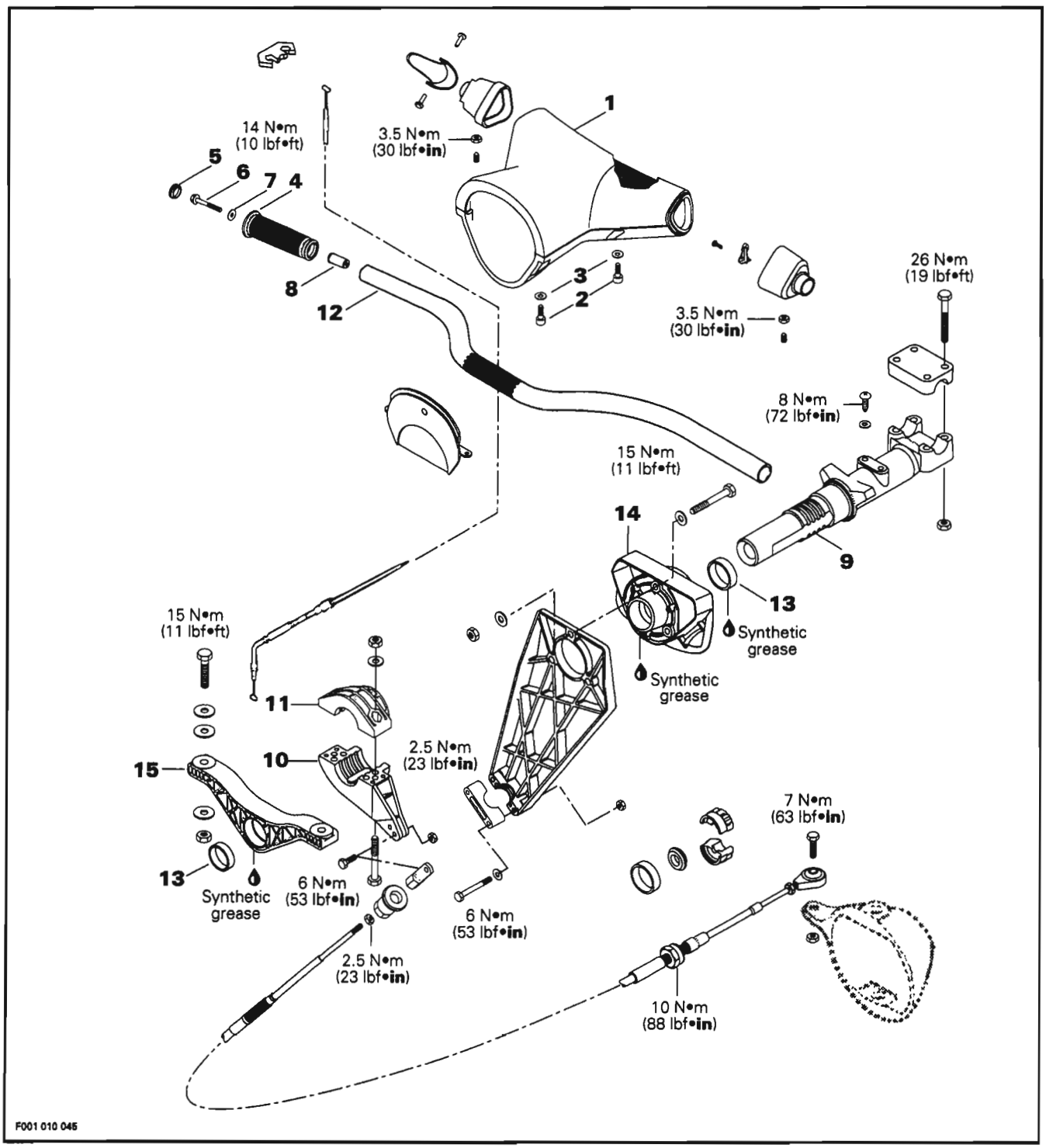
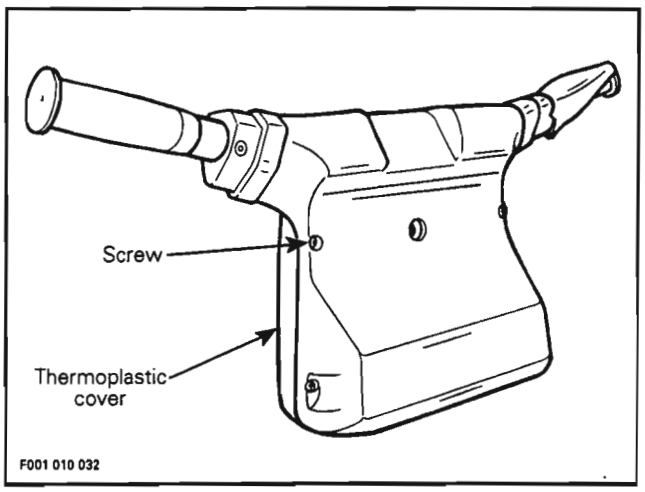
SP / XP SERIES



REMOVAL AND ASSEMBLY

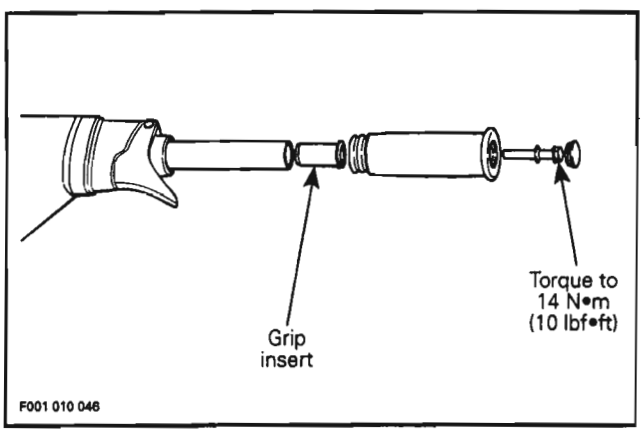
1,2,3, Cover, Screw and Washer

To replace the cover, just remove and reinstall 4 screws and washers.



4,5,6,7,8, Grip, Cap, Screw, Washer and Grip Insert

To remove grip, just pull out cap from grip end and remove screw. To verify grip insert for damage, remove it from handlebar.



Install flat washer and screw, torque screw to 14 N•m (10 lbf•ft).

▼ **CAUTION : Ensure to install flat washer otherwise screw will damage grip end.**

9,10,11,12, Steering Stem, Arm, Support and Handlebar

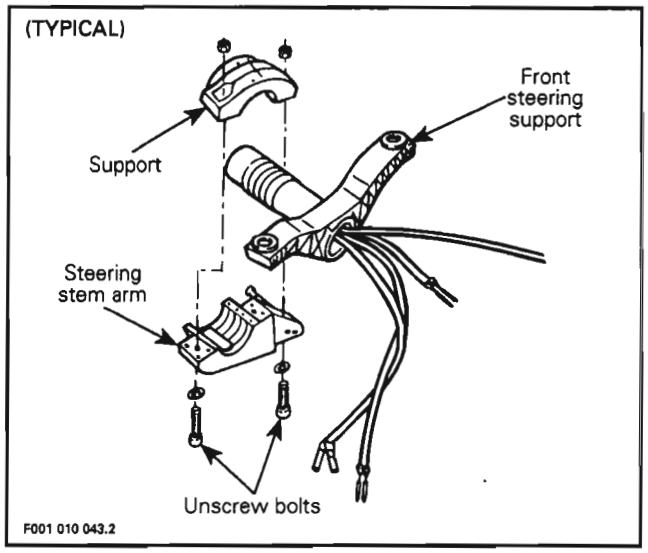
To remove handlebar assembly :

Disconnect wiring harnesses leading out of steering stem.

Disconnect throttle cable at carburetor.

Remove throttle cable from clips.

Unscrew bolts retaining support to steering stem arm.



Remove support and steering stem arm from steering stem.

NOTE : It is not necessary to remove steering cable from steering stem arm.

Pull out handlebar assembly.

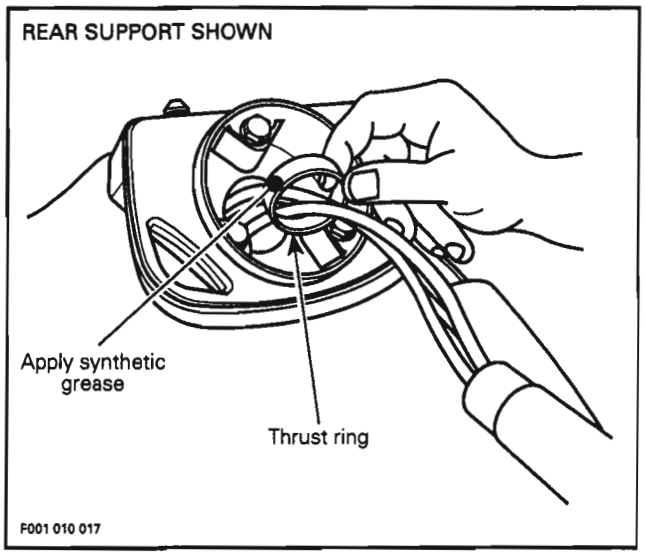
▼ **CAUTION : While performing this procedure, take precautions to avoid damaging throttle cable and wiring harnesses.**

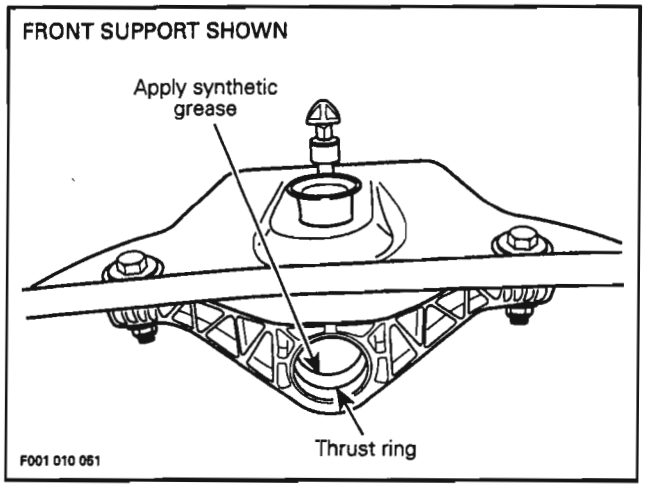
To install handlebar assembly :

Installation is essentially the reverse of removal procedures. However, pay particular attention to the following.

13,14,15, Thrust Ring, Rear and Front Supports

Lubricate with synthetic grease thrust ring of rear and front supports. Make sure thrust rings are properly installed.



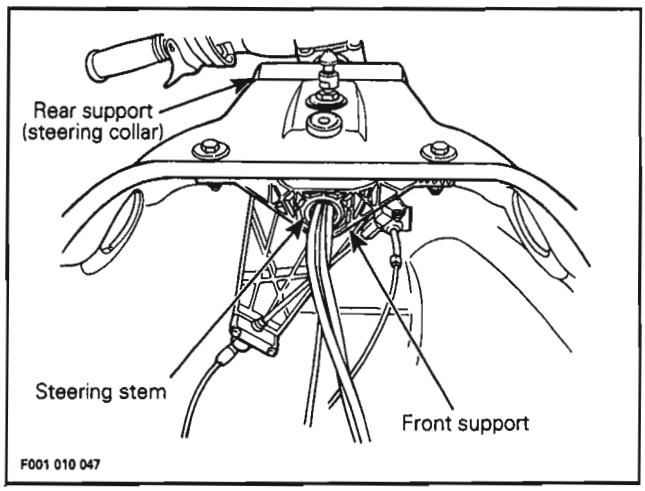


9,10,11,12, Steering Stem, Arm, Support and Handlebar

Insert steering stem into rear support, taking care at the same time to insert throttle cable and wiring harnesses.

From bilge, route throttle cable and wiring harnesses into front steering support. Push handlebar assembly until steering stem is well seated into steering supports.

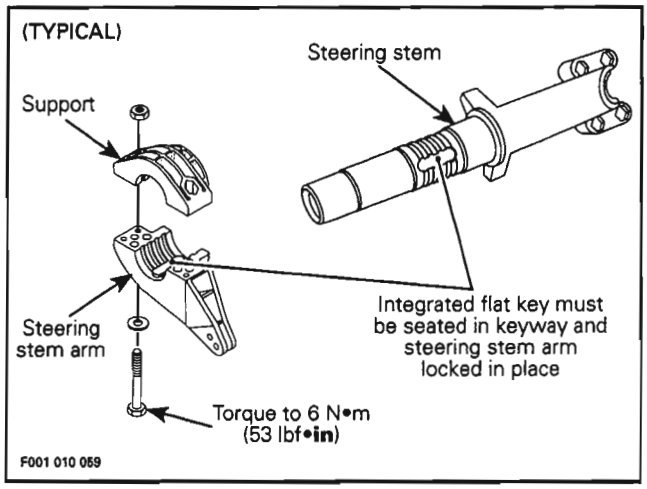
▼ **CAUTION : While performing this procedure, take precautions to avoid damaging throttle cable and wiring harnesses.**



Position steering stem arm and support onto steering stem.

◆ **WARNING : Make sure integrated flat key of steering stem arm is properly seated in steering stem keyway. Steering stem arm must be locked in place before torquing the bolts.**

Torque bolts of steering stem arm to 6 N•m (53 lbf•**in**).



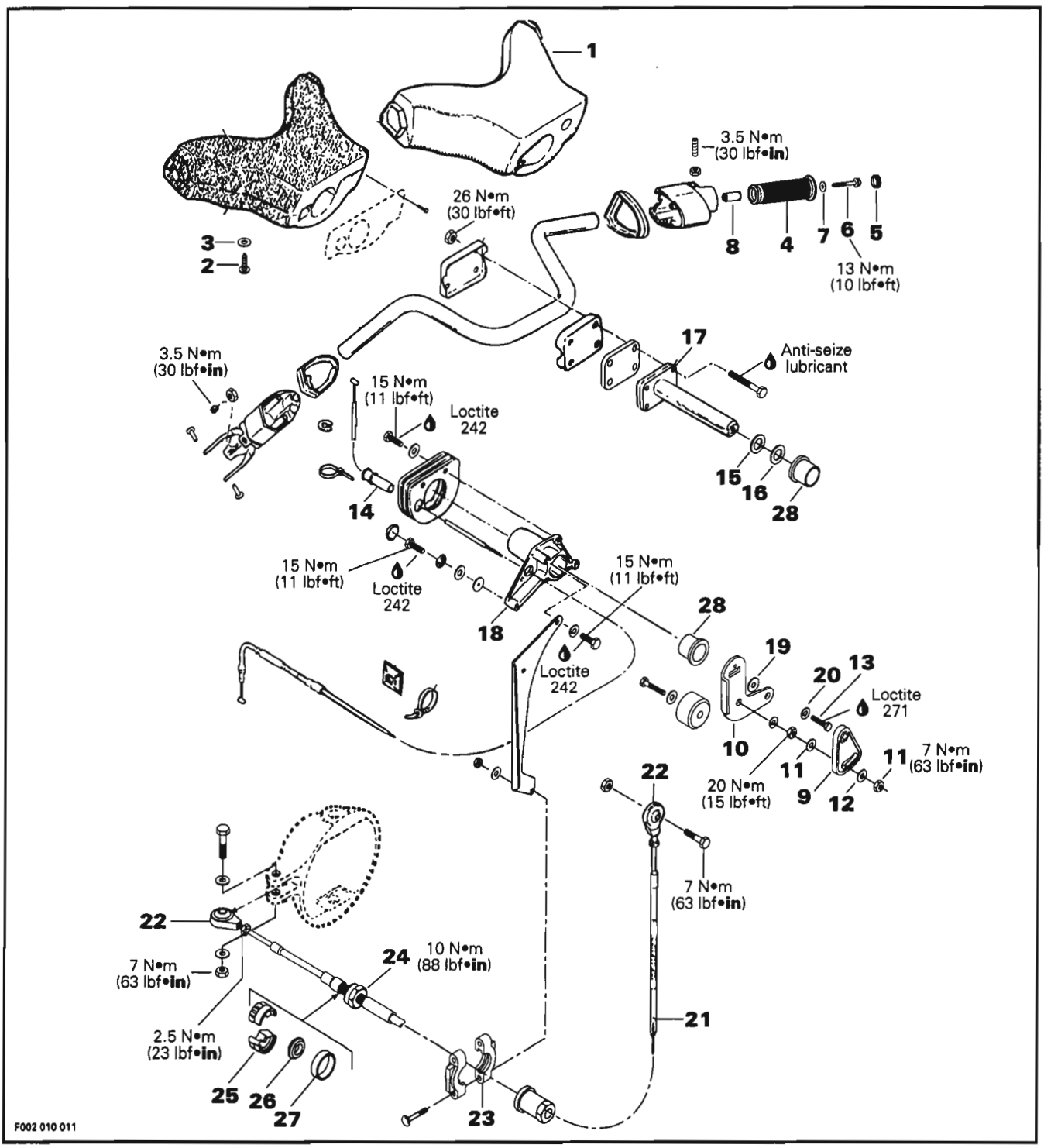
Connect wiring harnesses.

Route throttle cable alongside bilge. Insert cable barrel into carburetor throttle lever.

Insert throttle cable alongside choke cable in tie-block and clips.

For throttle cable adjustment, refer to FUEL SYSTEM 05-03.

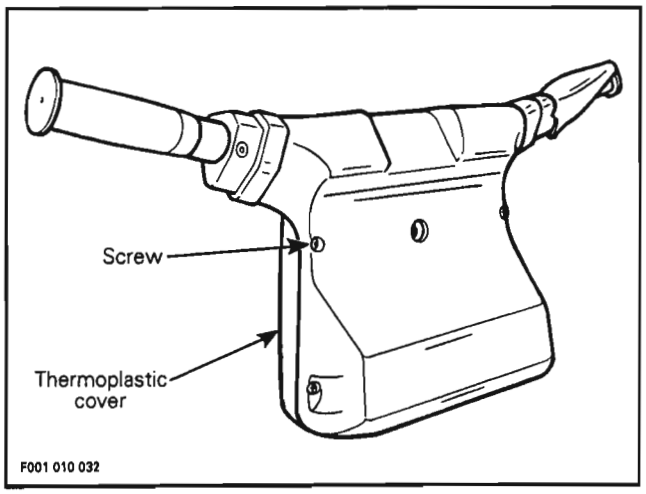
GTS AND GTX MODELS



REMOVAL AND ASSEMBLY

1,2,3, Cover, Screw and Washer

To replace the cover, just remove and reinstall 4 screws and washers.

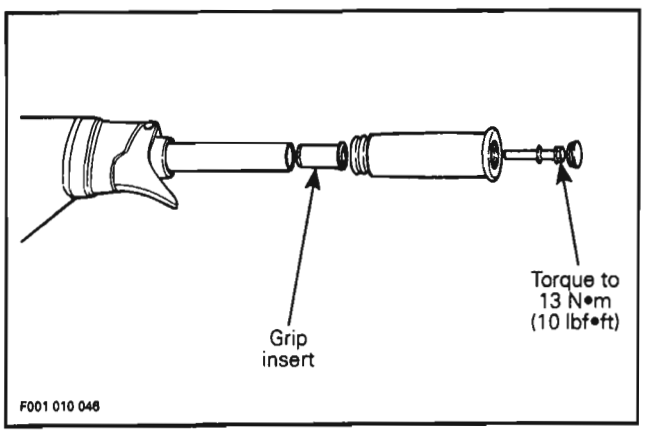


4,5,6,7,8, Grip, Cap, Screw, Washer and Grip Insert

To remove grip, just pull out cap from grip end and remove screw. To verify grip insert for damage, remove it from handlebar.

At assembly, install flat washer and screw. Torque to 13 N•m (10 lbf•ft).

▼ CAUTION : Ensure to install flat washer, otherwise screw will damage grip end.



Handlebar Assembly

TO REMOVE HANDLEBAR ASSEMBLY :

Disconnect wiring harnesses leading out of dashboard hole.

Disconnect throttle cable at carburetor.

Remove throttle cable from tie-block and clip (GTX).

9,10,11,12,13, Locking Plate, Steering Stem Arm, Nut, Washer and Screw

Unscrew nut retaining locking plate, then remove locking plate and washers.

Unscrew screw of steering stem arm.

Pull out handlebar assembly.

○ NOTE : It is not necessary to disconnect steering cable to remove handlebar assembly.

28, Bushing

Inspect bushings for wear, cracks, scoring, etc. Replace as necessary.

TO INSTALL HANDLEBAR ASSEMBLY :

14, Grommet

Insert throttle cable through dashboard hole and slide grommet on cable.

Insert grommet in dashboard hole and pull it from inside bilge.

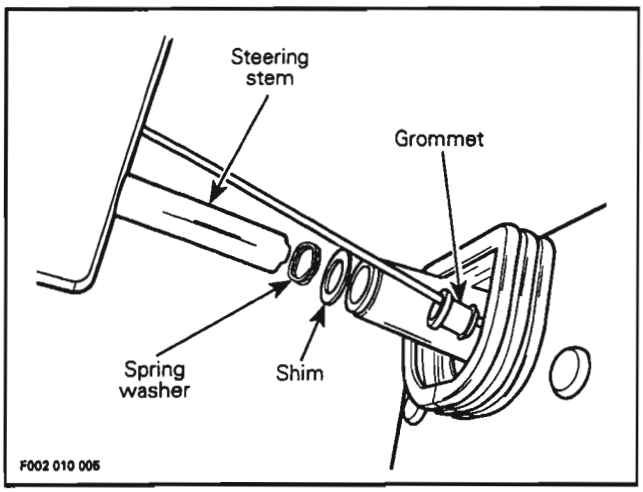
○ NOTE : To ease installation, apply water on grommet.

Insert wires of monitoring beeper and start / stop button.

15,16,17,18, Spring Washer, Shim, Steering Stem and Support

Insert spring washer and the shim onto steering stem.

Insert steering stem into support.

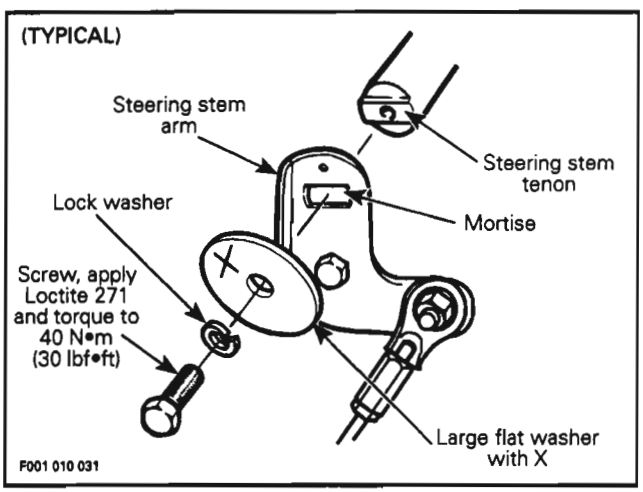


10,13,19,20, Steering Stem Arm, Screw, Large Washer and Lock Washer

Properly position steering stem arm on steering stem. Make sure to insert stem tenon into arm mortise. Apply Loctite 271 (red) on screw threads, install large flat washer, lock washer and screw. Torque to 40 N•m (30 lbf•ft).

▼ **CAUTION : Always install large flat washer with the X stamped side facing the lock washer.**

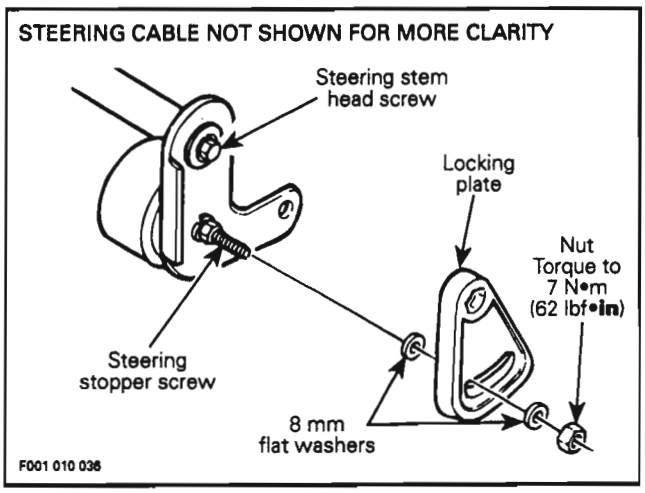
◆ **WARNING : The recommended torque and Loctite must be applied on screw. Steering arm mortise must seat properly on steering stem tenon.**

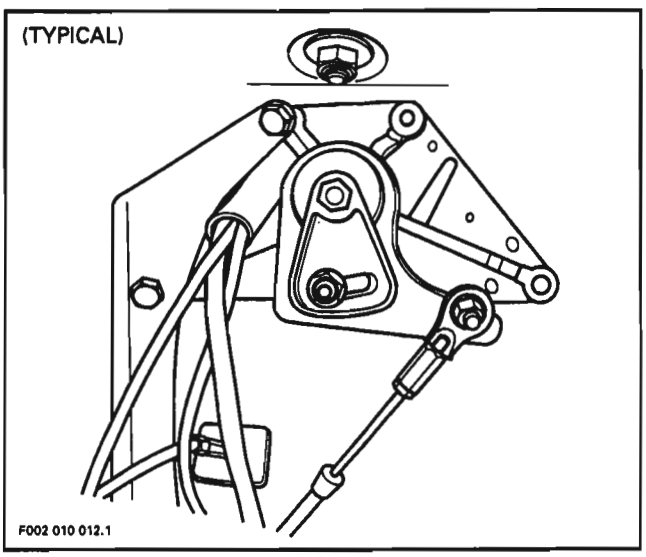


Position 8 mm flat washer on steering stopper screw then install locking plate over steering stem head screw.

NOTE : Ensure locking plate slot is inserted in steering stopper screw.

Install 8 mm flat washer and secure locking plate using a jam nut. Torque to 7 N•m (62 lbf•**in**).



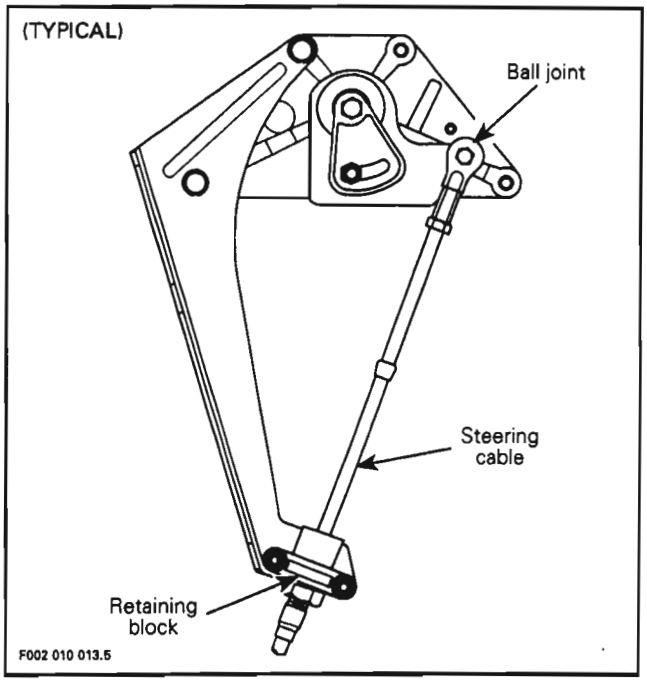


21,22,23, Steering Cable, Ball Joint and Retaining Block

To replace steering cable, proceed as follows :

Disconnect ball joint at steering stem arm.

Remove nuts and open retaining block.



Disconnect ball joint at jet pump nozzle ; then, remove ball joint.

24,25,26,27, Nut, Half Ring, Rubber Washer and Retaining Ring

From bilge, unscrew nut retaining steering cable to hull.

Remove half rings, rubber washer and retaining ring.

NOTE : Move selector lever in reverse position to lower reverse gate. It will ease part removal.

Remove steering cable from tie-block and clips.

Pull out steering cable.

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

22, Ball Joint

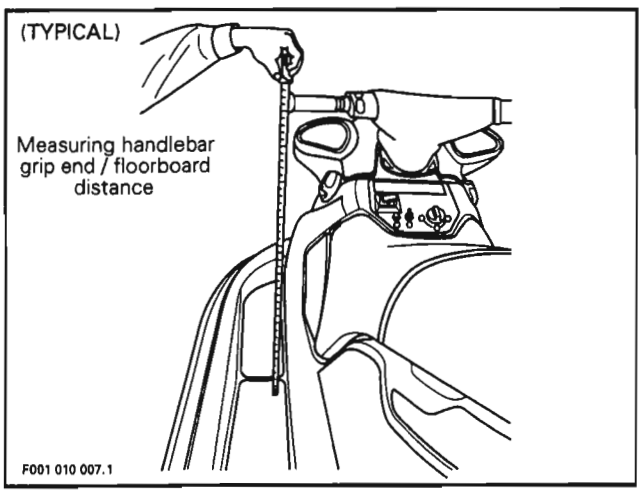
Inspect and reuse ball joints only if they are in good condition.

Steering Alignment

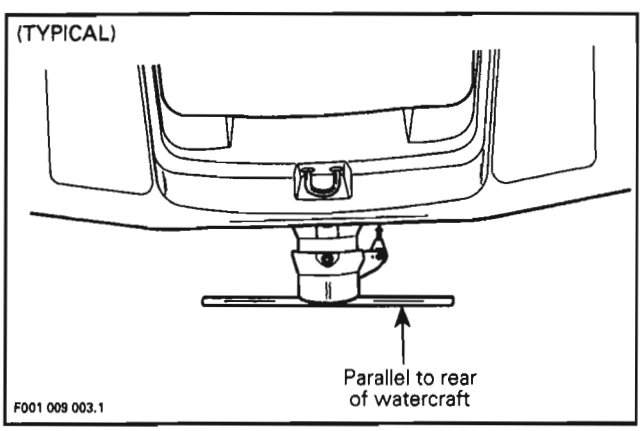
For steering alignment procedure, refer to STEERING SYSTEM 10-03.

ALIGNMENT

Position handlebar in straight ahead position by measuring each side the distance from handlebar grip and to floorboard.



Check jet pump nozzle position by placing a straight edge on nozzle outer end. Straight edge should be parallel to rear of watercraft.

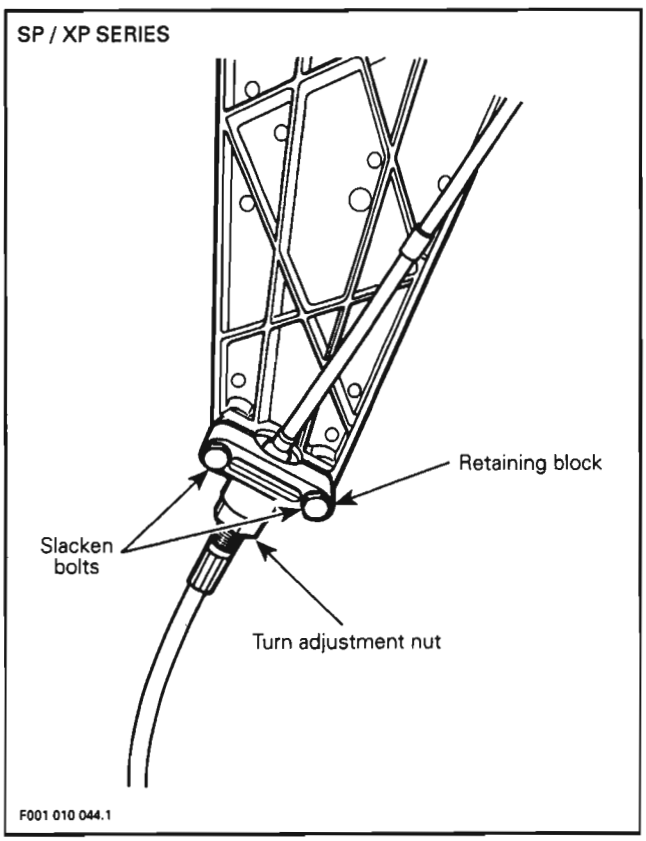


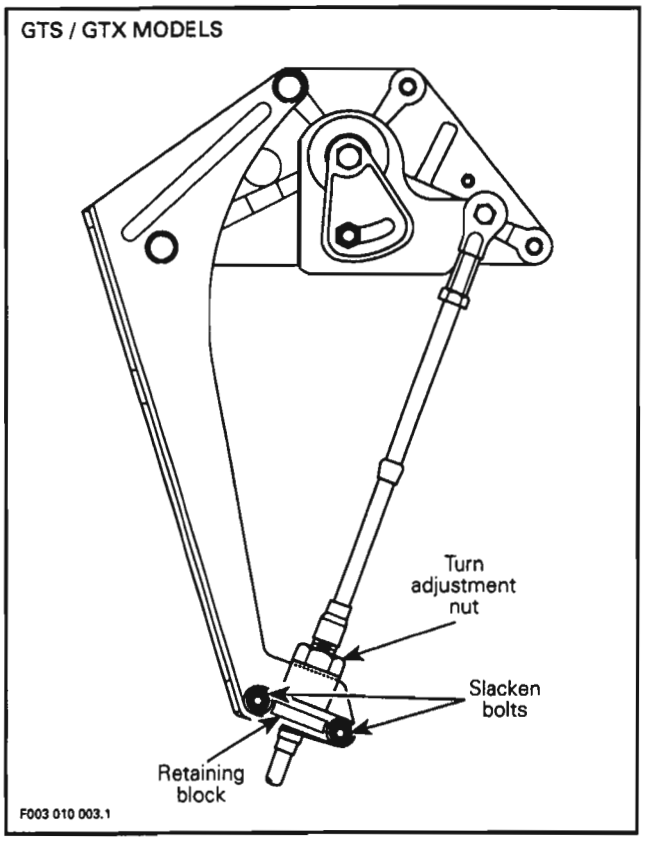
▼ CAUTION : Verify when the handlebar is turned completely to the left and right side that there is no interference with venturi housing.

If necessary, steering alignment should be performed at steering cable support.

Slacken retaining block at cable support.

Turn adjustment nut as required.



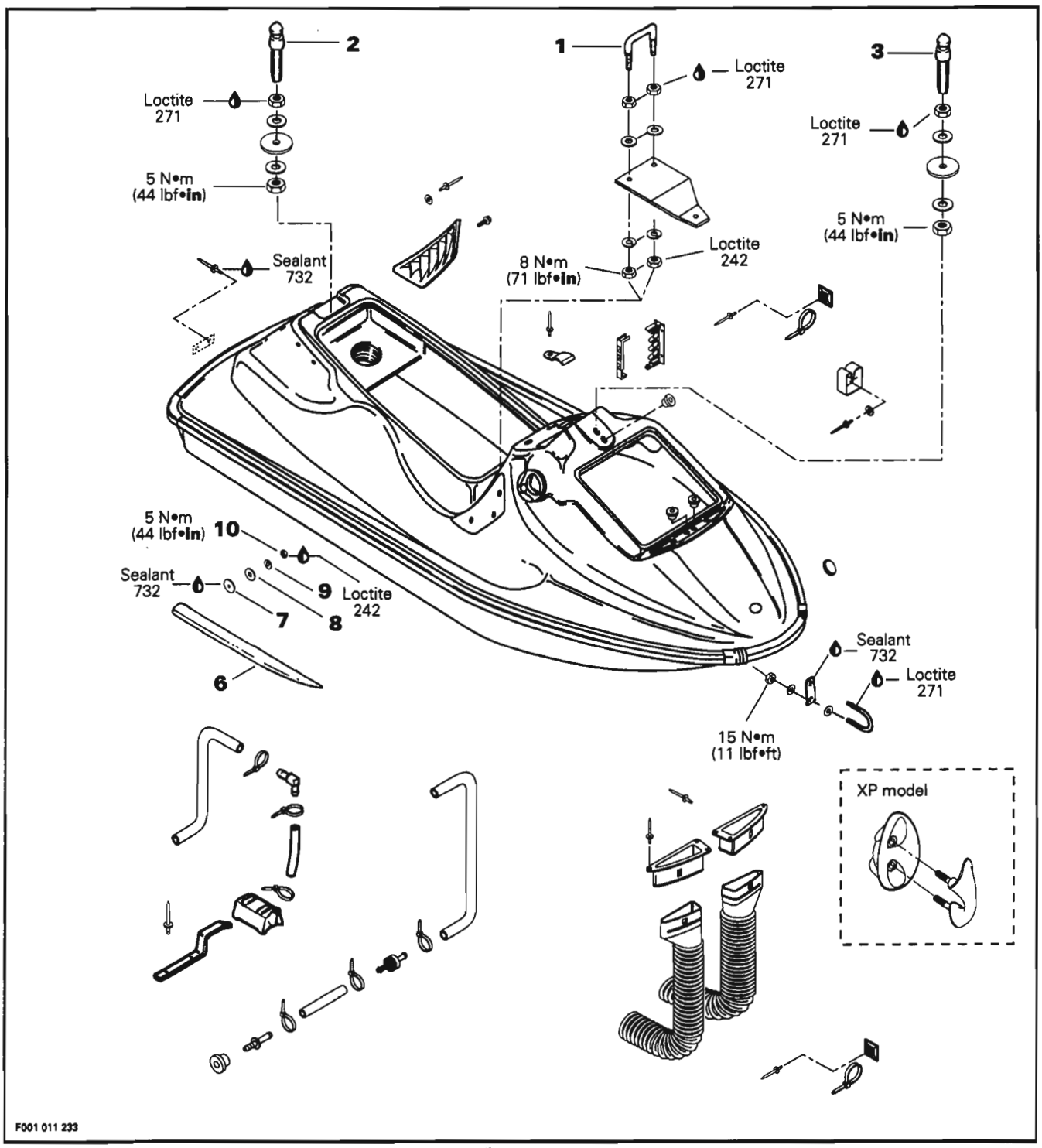


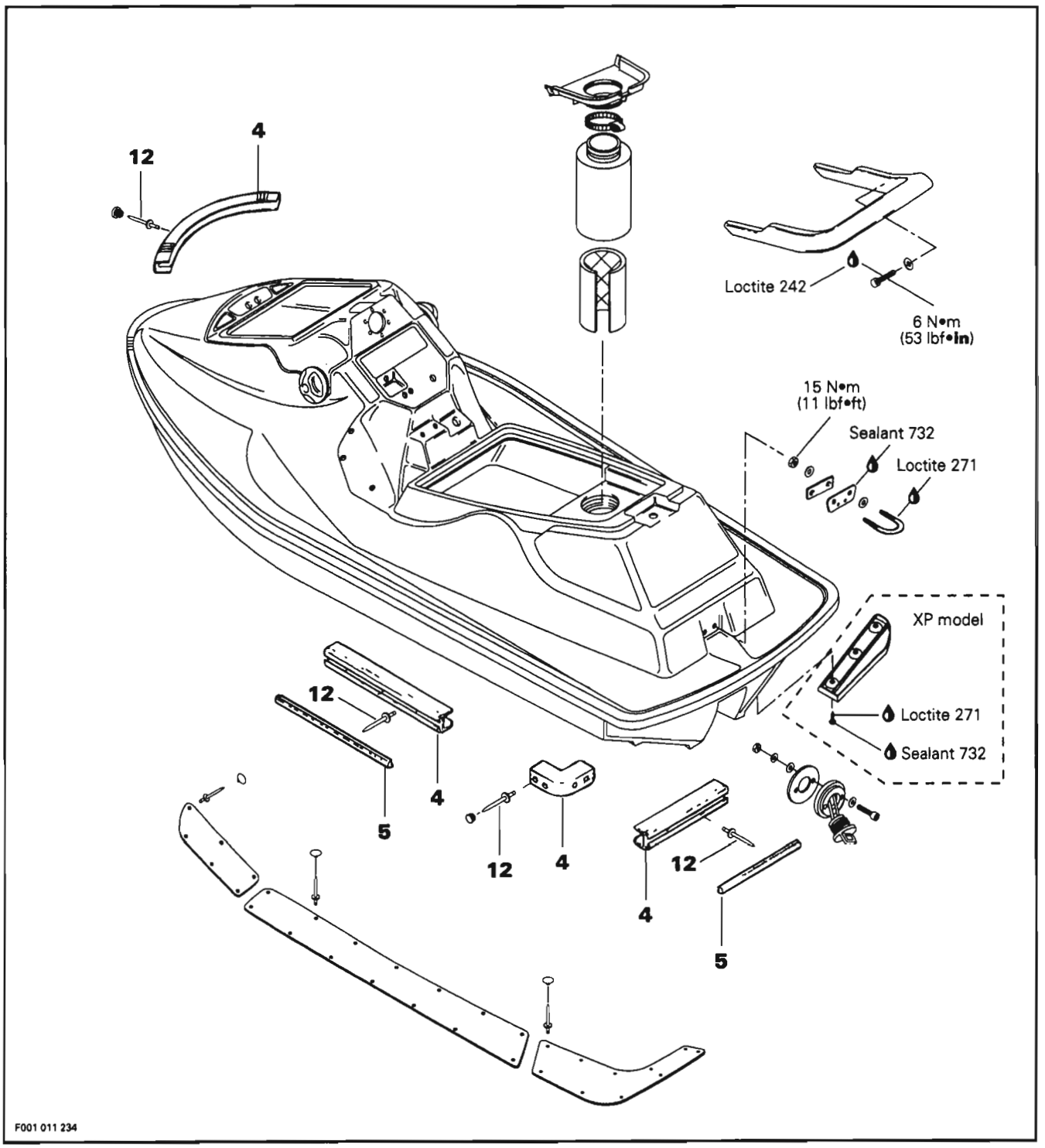
After adjustment, torque retaining block bolts to 6 N•m (53 lbf•**in**).

TABLE OF CONTENTS

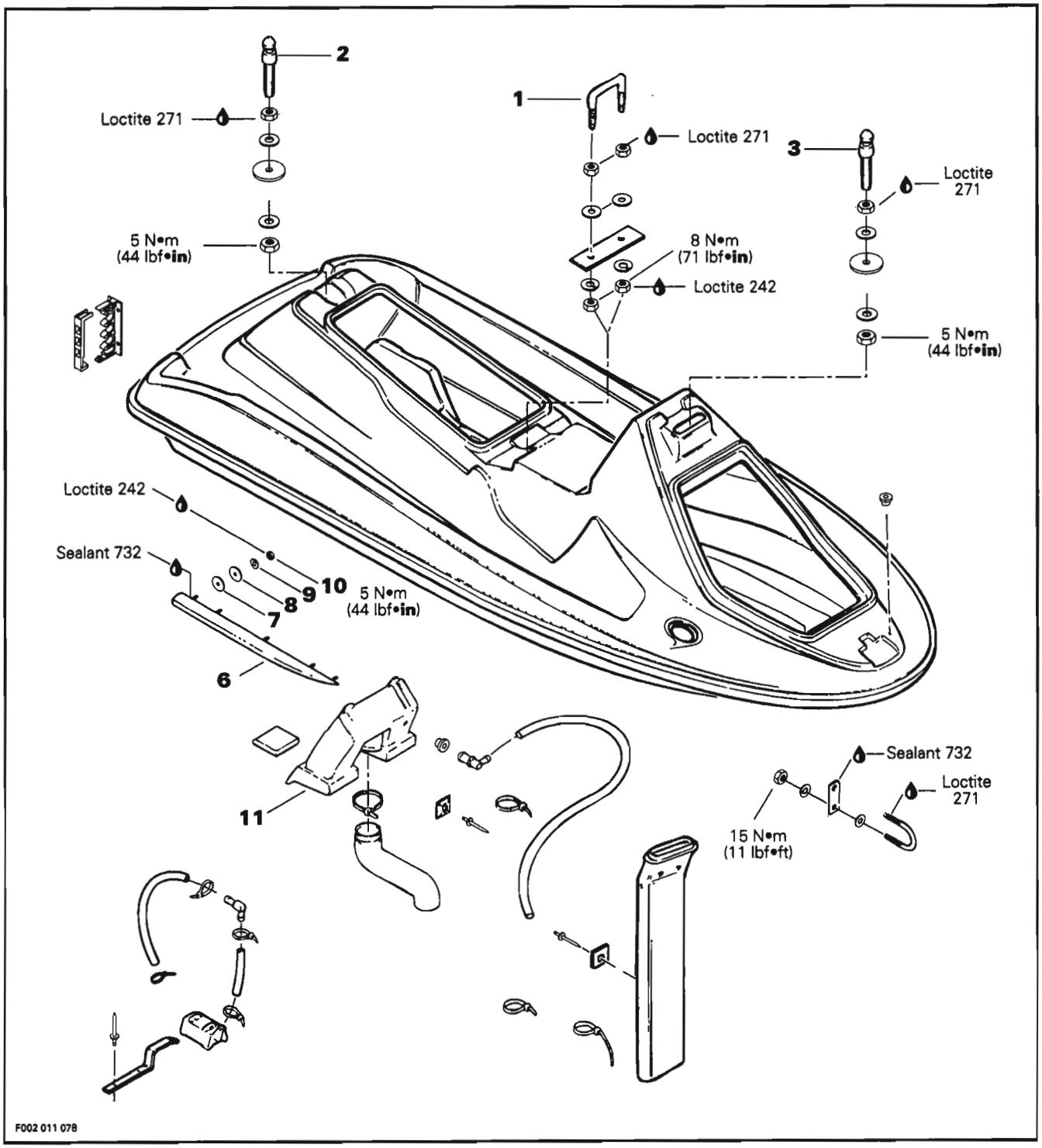
ADJUSTMENT AND REPAIR

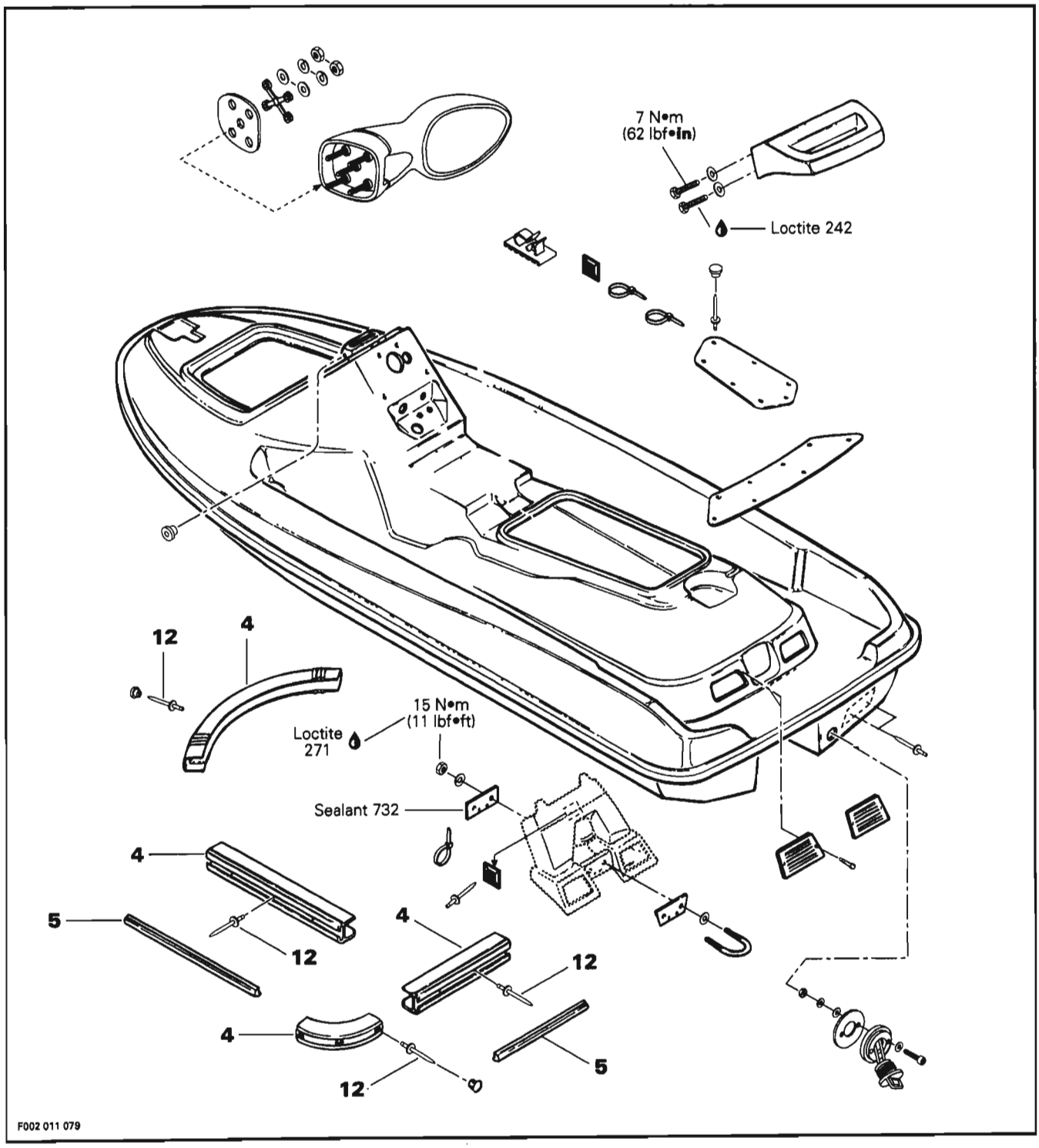
SP / XP SERIES





GTS / GTX MODELS



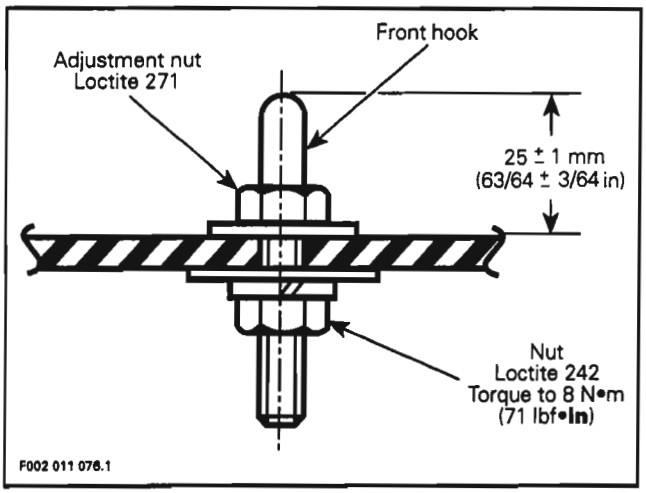


SEAT ADJUSTMENT

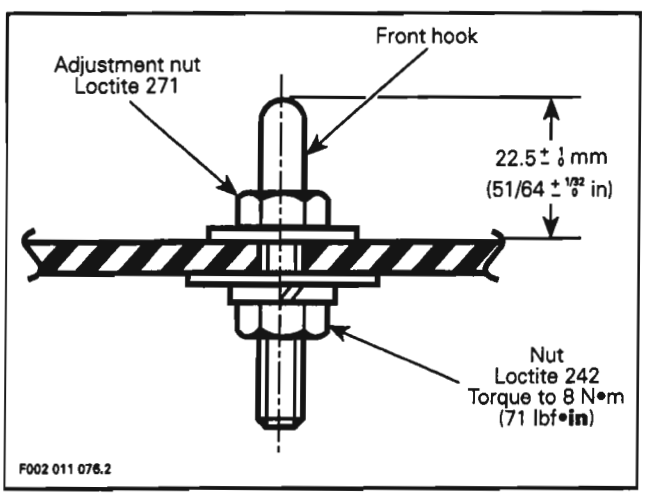
1, Front Hook

Adjust front hook as per following specifications :

SP / XP Series



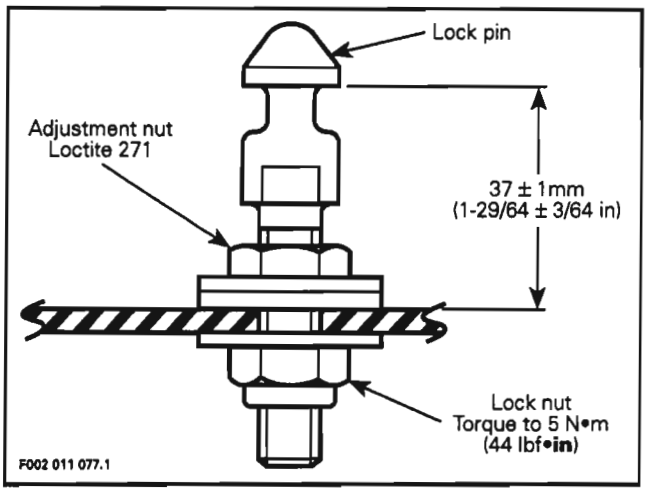
GTS / GTX Models



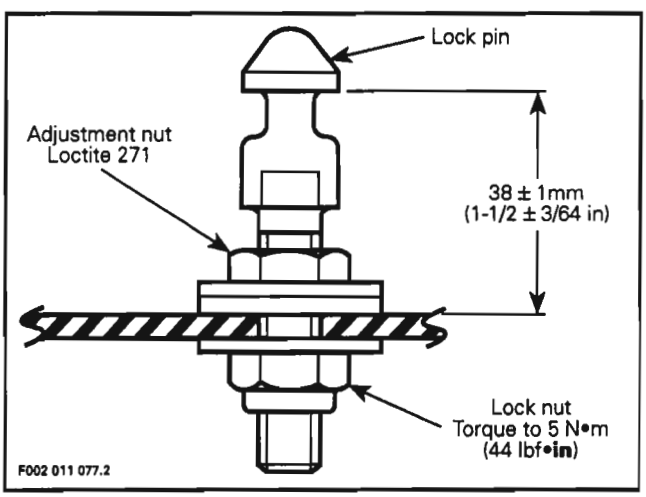
2, Lock Pin

◆ **WARNING : Make sure seat is securely latched.**

SP / XP Series



GTS / GTX Models

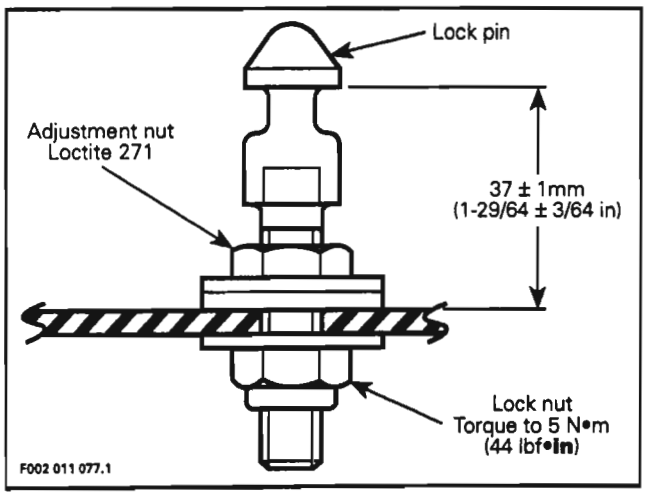


NOTE : If watercraft is equipped with a optional storage tray, height of lock pin and front hook must be raised by 2 mm (5/64 in).

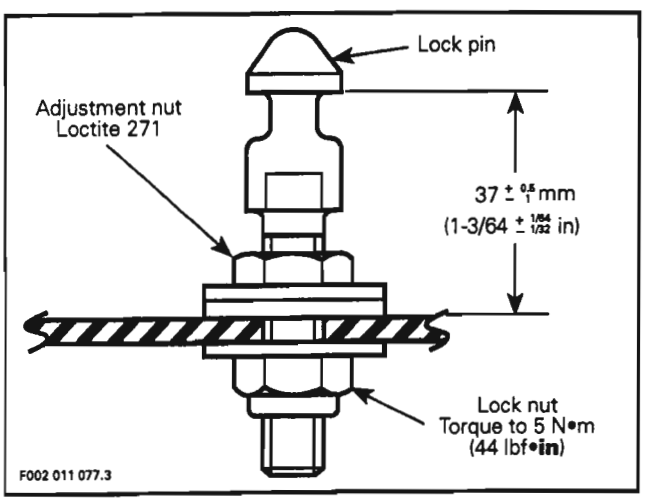
STORAGE COMPARTMENT COVER ADJUSTMENT

3, Lock Pin

SP / XP Series



GTS / GTX Models

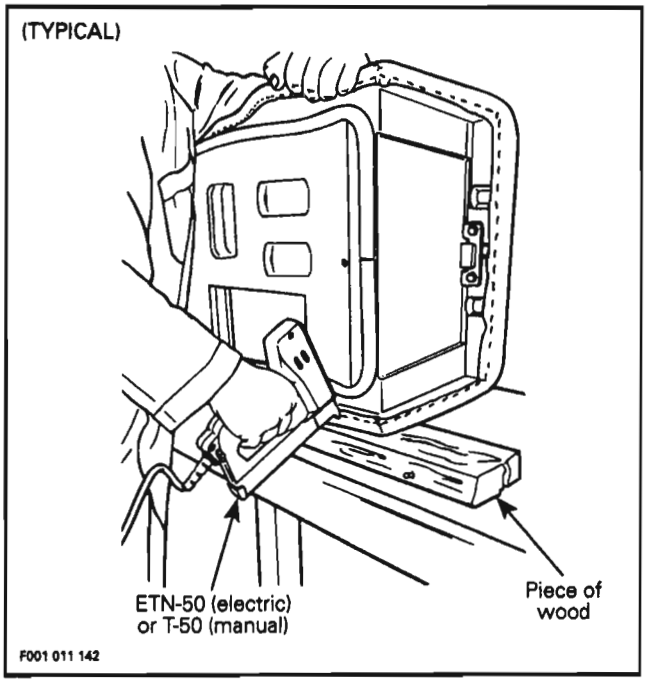


SEAT COVER REPLACEMENT

Install staples with an electric tacker such as Arrow tacker no. ETN-50 or with a manual tacker such as Arrow tacker no. T-50.

NOTE : For an easier installation, it's highly recommended to use an electric tacker.

Ensure that the seat rest firmly against a hard surface such as a piece of wood. This is done to get the staples completely pushed in place.

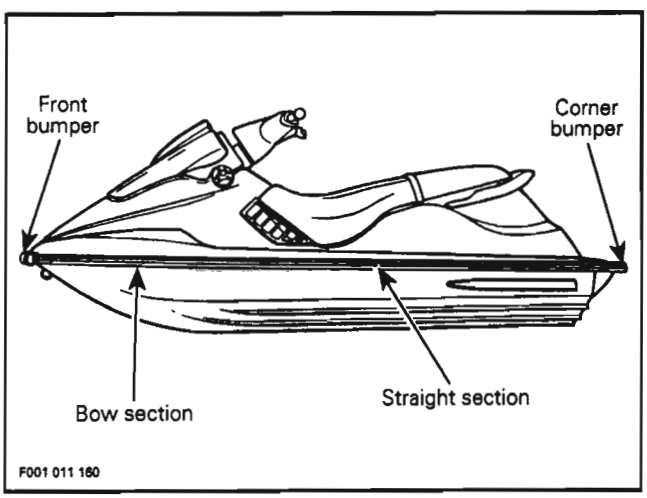


After cover installation cut all around the excess of material.

BUMPER REPLACEMENT

4,5,12, Bumper, Trim and Rivet

1. Remove trim from side bumper rail.
2. Drill pop rivets to remove side bumper rail.
3. Mark hole positions on body straight and bow sections.



4. Slide bumper rail under front bumper.

5. Using a 4.80 mm (3/16 in) drill bit, drill first hole through bumper rail at front of bow section. Use locating mark as a guide. Then install a rivet.

CAUTION : When drilling, be careful not to damage bumper rail and / or hull.

6. Position bumper rail properly onto body and cut excess length if necessary.
7. Slide bumper rail in corner bumper.
8. Using hole positions previously marked on body, drill holes in bumper rail and install rivets.
9. Install trim using soapy water.
10. Repeat procedure for the other side.

SPONSON REPLACEMENT

6,7,8,9,10, Sponson, Gasket, Washer, Lock Washer and Nut

Remove seat.

Remove air vent tube support (SP / XP series).

Remove muffler.

From bilge, unscrew sponsons using a 10 mm deep socket with an extension.

Remove sponsons. Clean any residus of sealant adhesive on hull.

Install gaskets on new sponsons.

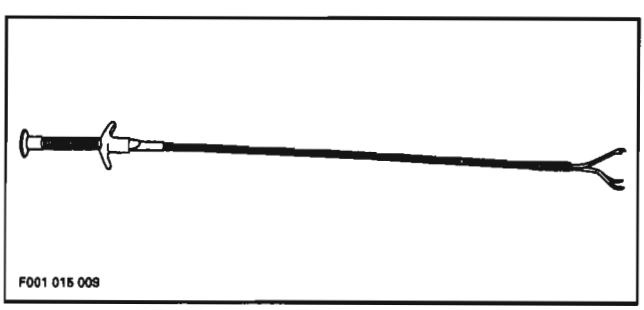
Apply sealant 732 (P / N 293 800 006) or sealant adhesive (P / N 293 800 033) around sponson studs.

Apply Loctite 242 (blue) on sponson studs.

Install sponsons on hull.

From bilge, first insert flat washers over sponson studs, then lock washers. Secure with lock nuts. Tighten to 5 N•m (44 lbf•**in**).

NOTE : To ease flat washer and lock washer installation, use a flexible 4-claw Snap-on pick-up tool.



Reinstall muffler. Tighten hose clamps to 4 N•m (35 lbf•**in**).

Reinstall air vent tube support (SP / XP series).

Reinstall seat.

Clean hull and sponsons of any sealant adhesive surplus.

WARNING : Recommended torques and use of Loctite must be strictly followed.

BAFFLE SEALING (GTS / GTX MODELS)

11, Rear Baffle

Apply Sikaflex primer 449 (P / N 293 530 012) on rear baffle and body sections to be sealed.

CAUTION : Allow at least 30 minutes for primer to cure.

Apply Sikaflex sealant 221 (P / N 293 530 011) on rear baffle section to be sealed.

Before using the watercraft wait 3 days for Sikaflex curing time.

DECALS REPLACEMENT

Removal

Using a heat gun warm up one end of decal for a few seconds until decal can roll off when rubbing with your finger.

Pull decal slowly and when necessary apply more heat to ease removal on the area that has to be peeled off.

If decal tears while pulling off, it has to be heated for a few seconds longer. If decal tends to stretch while pulling off, stop heating and wait a few seconds to let it cool, then peel it off.

Installation

There are 2 types of decals used on watercraft. One has a protective film on back side and the other has a protective film on both sides. They are used on 3 types of materials ; plastic, gelcoat and metal.

DECALS HAVING A PROTECTIVE FILM ON BACK SIDE ONLY

These decals usually contain written information (ex. : warning) and are used on gelcoat or metal.

Clean surface with a good solvent such as ACRYLICLEAN DX 330 from PPG or equivalent (refer to manufacturer instructions).

Using a pencil and the decal as a template, mark the area where decal will be located.

Remove half of the decal back protective film and align decal with marks. Start sticking it from center and remove the other half of the film to stick it completely. Carefully squeegee decal beginning at center and working outward using, firm, short, overlapping strokes.

DECALS HAVING A PROTECTIVE FILM ON BOTH SIDES

These decals usually contain graphics and are used on gelcoat or plastic.

INSTALLATION ON GELCOAT

Clean surface with a good solvent such as ACRYLI-CLEAN DX 330 from PPG or equivalent (refer to manufacturer instructions).

For best result apply an activator (P / N 293 530 036) to prepare the surface using a clean cloth. After a few seconds, when the activator evaporates, the surface is ready.

Using a pencil and the decal as a template mark the area where decal will be located.

For better adhesion a dry application is recommended, however, to ease decal installation a mild solution of soapy water can be sprayed over surface where decal will be installed.

Remove back protective film from decal and align decal with marks. When well aligned squeegee decal beginning at center and working outward using, firm, short, overlapping strokes.

Remove front protective film once decal has adhered to hull.

Installation on Plastic (Storage Cover)

Clean surface with isopropyl alcohol.

Using a pencil and the decal as a template, mark the area where decal will be located.

Apply an activator (P / N 293 530 036) to prepare the surface using a clean cloth. After a few seconds, when the activator evaporates, the surface is ready.

▼ **CAUTION : Do not use soapy water to locate decal on plastic parts.**

Remove back protective film from decal and carefully align decal with marks. When well aligned squeegee decal beginning at center and working outward using, firm, short, overlapping strokes.

Remove front protective film once decal has adhered.

HULL AND BODY REPAIR

General

Gelcoat is the smooth and durable cosmetic finish which coats the fiberglass hull and body of a Sea-Doo watercraft. It also provides a protective barrier against water and sun. It consists of a mixture of resin, pigment (coloring), fillers, monomers and catalyst which is sprayed into the mold.

The body and hull of the Sea-Doo are constructed of chopped fiberglass, saturated with resin. It is sprayed on the layer of gelcoat along with pieces of fiberglass mat, cloth and woven rowing which are added at required areas. This type of construction is very accommodating for high quality repairs. With patience, the proper techniques and materials, a damaged area can be restored to an original finish.

The content is not intended to replace the use of a complete fiberglass and gelcoat repair manual. Its main purpose is to help you understand what factors are involved when making a damage assessment or estimate.

○ NOTE : Fiberglass repair kit is available through automotive or marine suppliers. Gelcoat repair kits are available through regular channel. Refer to SERVICE TOOLS AND PRODUCTS 01-03.

◆ **WARNING : Protect skin, wear gloves when in contact with resin, hardeners and gelcoat. A barrier skin cream may also be used. Do not expose area to open flame or lit cigarette. Some of the materials are flammable. Protect eyes, wear safety glasses when grinding, sanding or spraying. Use a dust mask when sanding or grinding. When spraying wear a respirator or paint mask. Always read warning labels on products.**

Air Bubbles

Possible Cause :

— Air pocket trapped between layers of laminate and gelcoat.

PREPARATION OF SURFACE

Remove all of the damaged gelcoat surrounding the air bubble with a putty knife or preferably a carbide grinding tip. Make sure all loose and weak areas are completely removed. Sand a small area of the gelcoat surface with 220-grit sandpaper. If needed, sand the cavity itself. These areas must have a rough surface to allow the gelcoat putty to bond properly.

FILLING THE CAVITY

The prepared surface must be cleaned with acetone on a cloth. Use the Bombardier gelcoat repair kit (P / N 295 500 100). Follow the mixing instructions in the kit when preparing the gelcoat putty.

Carefully mix the required amount while making sure there are no air bubbles in the mixture. With a putty knife fill the repair area and cover with plastic film. Curing time may depend on temperature, amount of putty and percentage of catalyst. After 2 hours, press lightly on the surface with fingers to test the hardness. When the area becomes hard, remove the plastic film.

SANDING

Begin block sanding the patch with 320-grit sandpaper until you come close to the original surface. Remove dust with a water soaked cloth and continue sanding with a 400-grit wet paper. Finish wet sanding with a 600-grit to remove deeper scratches. If needed you can wet sand with finer grit paper such as 1000-grit.

BUFFING AND WAXING

Buff the surface using a heavy duty polisher with a buffing pad. Make sure the pad is free of dirt or you may damage the gelcoat. Carefully begin buffing with a white medium compound (RM 856). Finish off using a fine compound (RM 852). While buffing, pay close attention to avoid overheating the surface.

Blisters

Possible Causes :

— Inert catalyst.

— Improper catalyst / gelcoat ratio.

A blister is a visible bump on the watercraft surface that may not necessarily come right through the gelcoat layer. In the case of only a few blisters, follow the same repair procedure as for air bubbles. If they are numerous and in close concentration, spray liquid gelcoat to achieve proper repair. This procedure is covered in the next problem.

Minor Gelcoat Fractures

Possible Causes :

— Flexing of fiberglass laminate.

— Gelcoat thickness.

— Direct result of impact.

In case of fractures which have not penetrated past the gelcoat layer, the repair concerns the gelcoat only. If flex cracking or impact are evident, then additional reinforcement may be necessary. This subject will be covered in the next problem.

PREPARING THE SURFACES

Small Fractures :

Open the cracks up with a sharp triangular can opener or preferably a carbide tipped die grinder. The V groove will provide a good bonding area for the gelcoat. With 220-grit sandpaper, sand the sides of the notched out areas.

Numerous Fractures :

Using a grinder with a 24-grit disk, remove the gelcoat. Sand the area edge with 220-grit sandpaper.

FILLING THE REPAIR AREA

Small Fractures :

Refer to the same procedure as in the air bubbles.

Numerous Fractures Over Large Surface :

Prepare the area for spray application of liquid gelcoat. Wipe down the surface with acetone. Mask the area off to protect the watercraft from overspray.

Mix the needed quantity of gelcoat and catalyst according to suppliers recommendations. The gelcoat can be thinned with acetone up to 10%. If it needs more consistency you can add cabosil.

Make sure that the air supply is free of oil, dirt and water.

Test spray the gelcoat mixture on paper to verify its consistency and pattern. You may have to apply 5 or 6 coats to cover the area properly. Overlap each coat further than the last, leaving at least 30 seconds between passes. Avoid trying to coat the surface with only a few heavy coats, this will not allow the gelcoat to dry properly.

Apply a coat of polyvinyl alcohol to seal off the air and protect the gelcoat surface from dust. PVA speeds up the curing process because gelcoat will not cure properly when exposed to air.

SANDING

Wash the polyvinyl alcohol off with water. Depending on the size of the area repaired, you can either block sand as per previous procedure or you may use an air sander. Sand the surface down with progressively finer grits of sandpaper until the desired finish is achieved.

BUFFING AND WAXING

Buff the surface using a heavy duty polisher with a buffing pad. Make sure the pad is free of dirt or you may damage the gelcoat. Carefully begin buffing with a white medium compound (RM 856). Finish off using a fine compound (RM 852). While buffing, pay close attention to avoid overheating the surface.

Compound Fractures

Possible Causes :

— Thickness of fiberglass laminate.

— Direct result of impact.

Compound fractures are those that have gone past the gelcoated surface and in through the layers of fiberglass laminate. Two types of repairs have to be performed. The first is to restore the structural integrity of the damaged area. Fracture types can vary from a simple crack to a large hole. Usually, fiberglass reinforcement becomes necessary, especially if the fracture can be attributed to weakness. The final part of the repair is the gelcoating, which cannot be done until the interior and exterior laminate surfaces have been repaired.

Outside :

Remove the damaged gelcoat and fiberglass with a 24-grit disk using a power sander. Grind outward at least 2 inches from the fracture to allow the patch to bond to strong material. Cut enough pieces of fiberglass mat necessary to build up the area. The pieces should be cut so they overlap each other by at least a half inch. For a smoother finish, the last layer should be fiberglass cloth. If the fracture is small enough all you may have to do is fill the area with an epoxy filler.

Inside :

For the interior repair, you can grind more. This will allow for more fiberglass material which will strengthen the area. If the fracture opening is too large after surface preparation, you may need a backing support to cover the opening. Cut alternating pieces of fiberglass mat and cloth in overlapping sizes.

PATCHING THE REPAIR AREA

Outside :

The outside should be done first. Wipe clean the area with acetone on a cloth, then mask off area. For a small crack use an epoxy filler in the same way you would use Bombardier's gelcoat repair putty. When laying up a larger area you will use mat, cloth and fiberglass resin and hardener. Use a clean container to mix the resin, mix only what you will need. Follow the recommended catalyst ratio.

Using a clean paintbrush, brush the mixed resin on the surface. Place the smallest piece of mat over the fracture and then wet out the mat. Follow with the remaining pieces of mat and final layer of cloth. While wetting the pieces make sure you work the air bubbles out and saturate all the pieces evenly. Try to work quickly, you may only have 15 or 20 minutes. You may clean the brush with acetone.

Wait until the repair has hardened before moving on to the interior repair. If the size of the opening is too large for the pieces to maintain the proper shape, you will have to use a backing support. It is a shaped piece of cardboard that fits flush to the interior surface and has a plastic layer on the repair side. It is held in place by tape or a support.

Inside :

Wipe down the area with acetone on a cloth. Apply the same procedure as for outside repair when laminating the alternating pieces of fiberglass material. If a backing support was used, remove it before starting the repair. After the area has hardened, remove sharp edges of material from surface. If required paint the surface.

SANDING

Outside :

This surface will have to be prepared for application of gelcoat. The size of the area will determine the gelcoating procedure to be used. Refer to the repair procedure for minor gelcoat fractures.

BUFFING AND WAXING

Refer to the buffing and waxing for minor gelcoat fractures. If painting the exterior is preferred, refer to HULL / BODY 11-02.

Tools and Materials List

Tools

— safety glasses
— air mask
— white cloths
— sanding block
— putty knife
— plastic film
— stirring stick
— cover sheets (for Sea-Doo)
— scissors
— buffing pad
— heavy-duty polisher
— power sander
— paint brush
— plastic container (mixing)
— spray gun
— plastic squeegee

Materials

— fiberglass mat
— fiberglass cloth
— polyester resin
— cardboard
— masking tape
— sandpaper
(100-grit, 220-grit, 220-grit, 320-grit, 400-grit, 600-grit, 1000-grit)
— 24-grit sanding disks
— Bombardier gelcoat putty
— Bombardier liquid gelcoat
— acetone
— cabosil
— epoxy filler
— medium compound (white)
— fine compound (white)
— wax

PAINTING

The following was prepared in conjunction with PPG Industries Inc. It contains a list of SEA-DOO parts with their respective PPG color codes and 2 painting procedures ; CONCEPT ™ the most commonly used and DELTA ™ (with low VOC) mainly used in California.

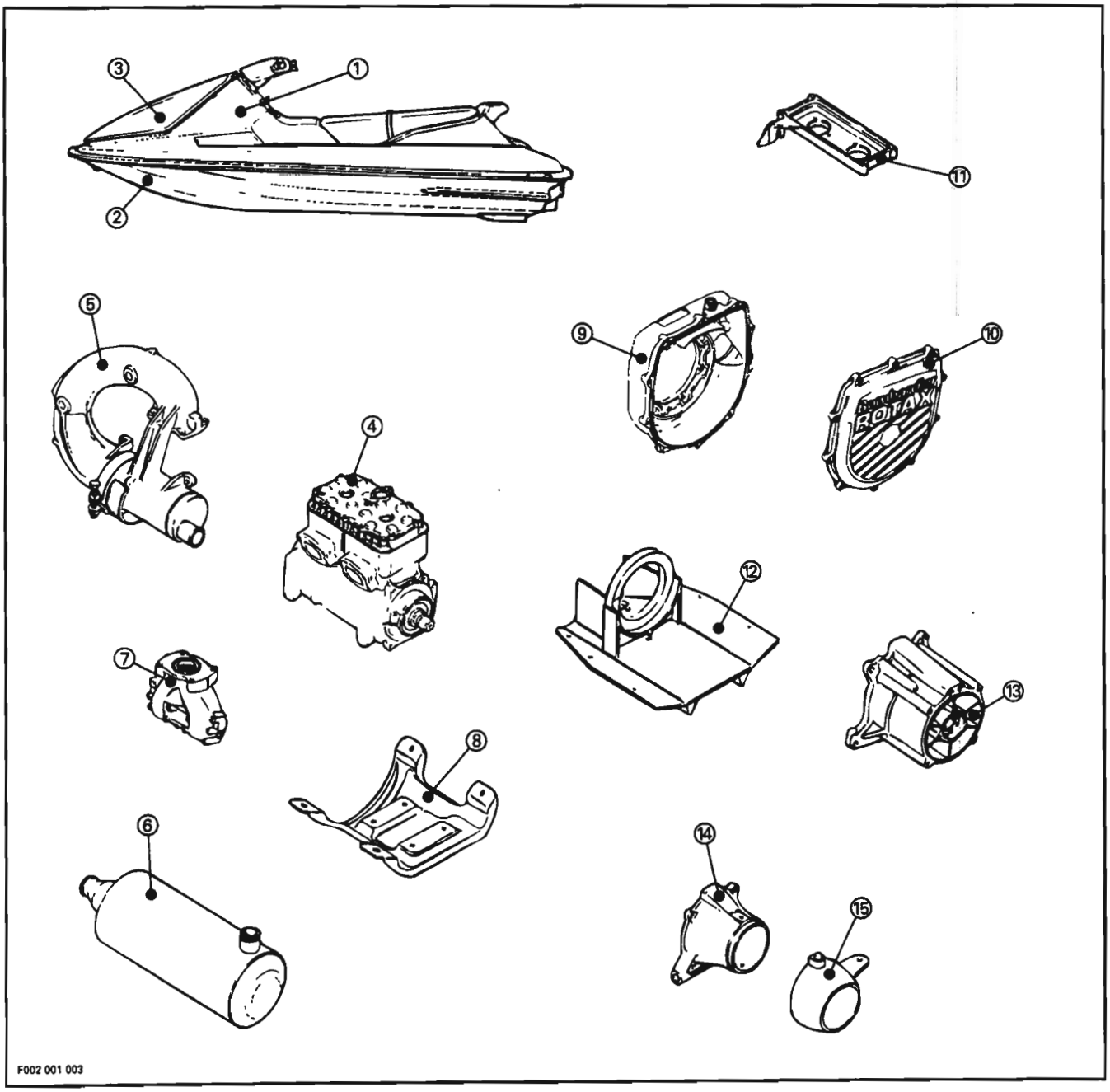
PPG Industries Inc. sells paint and related products and these are **not** available through Bombardier Inc. network. To find your nearest PPG dealer, dial one of the following numbers.

NORTH AMERICA	CANADA	Quebec Phone : 1-800-363-2816		All Other Provinces Phone : 1-905-855-5802 Communications are available in english and french	
	U.S.A.	Phone : (216) 572-6100 This phone number is also good for all countries. Communications are available in english, french and spanish.			
EUROPE	DENMARK	Phone : 45-31-54-9211		PORTUGAL	Phone : 351-230-17-43
	FRANCE	Phone : 33-1-48-35-7777 33-27-14-9700 33-27-14-4600		SPAIN	Phone : 34-3-588-2000 34-3-711-51-54 34-6-154-7035 34-83-54-0400 / 04
	GERMANY	Phone : 49-202-788-1		SWEDEN	Phone : 46-479-14-445
	ITALY	Phone : 39-81-831-1222 39-2-37-701 39-131-7701		UNITED KINGDOM	Phone : 44-21-455-9866 44-926-410-255
PACIFIC RIM	JAPAN	Phone : 81-3-3280-2851		KOREA	Phone : 82-32-529-8141 82-32-523-8600 82-51-624-8221 82-2-792-2477

PPG paint for Sea-Doo watercraft is not available in spray can. For best result it must be applied by a professional painter.

For fast touch up on metallic and gelcoat surfaces, refer to the appropriate Bombardier *Sea-Doo Parts Catalog* to find the available products.

PARTS THAT CAN BE PAINTED



1. *Body*
2. *Hull*
3. *Storage Cover (GTS / GTX)*
4. *Engine*
5. *Tuned Pipe*
6. *Muffler*
7. *Exhaust Manifold*
8. *Engine Support*
9. *Ignition Housing*
10. *Ignition Housing Cover*
11. *Flame Arrester Base*
12. *Ride Shoe*
13. *Impeller Housing**
14. *Venturi**
15. *Steering Nozzle**

**Except for parts made of plastic.*

PPG COLOR CHART		SEA-DOO MODELS				
		SP / SPI	SPX	XP	GTS	GTX
1. Body	COLOR PPG no.	White 98260	White 98260	White 98260	White 98260	White 98260
2. Hull	COLOR PPG no.	White 98260	Teal 18923	Yellow 88243	White 98260	White 98260
3. Storage cover	COLOR PPG no.	Not applicable	Not applicable	Not applicable	Teal 18923	Green 49521
4. Engine	COLOR PPG no.	White 98209	White 98209	White 98209	White 98209	White 98209
5. Tuned pipe	COLOR PPG no.	Purple 59962	Purple 59962	Purple 59962	Purple 59962	Purple 59962
6. Muffler	COLOR PPG no.	Purple 59962	Purple 59962	Purple 59962	Purple 59962	Purple 59962
7. Exhaust manifold	COLOR PPG no.	White 98209	White 98209	White 98209	White 98209	White 98209
8. Engine support	COLOR PPG no.	Black 9551	Black 9551	Black 9551	Black 9551	Black 9551
9. Ignition housing	COLOR PPG no.	White 98209	White 98209	White 98209	White 98209	White 98209
10. Ignition housing cover	COLOR PPG no.	White 98209	White 98209	White 98209	White 98209	White 98209
11. Flame arrester base	COLOR PPG no.	Black 9551	Black 9551	Black 9551	Black 9551	Black 9551
12 Ride shoe	COLOR PPG no.	Black 9551	Black 9551	Black 9551	Black 9551	Black 9551
13. Impeller housing*	COLOR PPG no.	Black 9551	Black 9551	Not applicable	Black 9551	Black 9551
14. Venturi*	COLOR PPG no.	Black 9551	Black 9551	Not applicable	Black 9551	Black 9551
15. Steering nozzle*	COLOR PPG no.	Black 9551	Black 9551	Not applicable	Black 9551	Black 9551

NOTE : Due to natural discoloration it may be necessary to completely repaint the part.

*Except for plastic parts.

CONCEPT ™ PAINTING PROCEDURE

For additional information refer to *PPG P-Bulletin* no. 168.

SURFACE PREPARATION

Prepare and clean surface consistent with good painting practices.

Primer

DP Epoxy Primer / DP 401 Catalyst ; DX 1791 / 1792 (Prime before topcoating).

Primer Surfacer

K36 / K201, K200 / K201 or DZ KONDAR® Primer Surfacers.

NOTE : KONDAR must be sealed before applying CONCEPT color.

Sealer

KTS30 2K Sealer, DP Epoxy Primer reduced as a sealer or DAS 1980 or DAS 1987.

Direct Gloss Color

How to Mix

Standard Air Dry : Mix CONCEPT Color 2:1:1 - 2 parts color with 1 part DT Reducer best suited to shop temperatures and 1 part DU 4 Hardener below 29°C (85°F) or DU 5 Hardener above 29°C (85°F).

Standard Force Dry : Mix CONCEPT Color 2:1:1 - Application temperatures below 29°C (85°F) use DU 5 Hardener, above 29°C (85°F) use DU 6.

Medium Solids (MS) Application : For faster film build, when using solid colors, mix 2 parts CONCEPT color with half part DT Reducer and 1 part DU 5 or DU 6 Hardener. Select the DT Reducer appropriate for shop temperature.

Pot Life

Pot life of ready-to-spray CONCEPT color is 6 to 8 hours at 21°C (70°F). Medium solids option is 2 to 4 hours at 21°C (70°F).

FULL PANEL AND OVERALL REPAIRS

Application

Apply 1 medium wet coat and give 5-10 minutes flash, followed by 2 wet coats with 15 minutes flash time between each coat. Adjust metallic on the last full wet coat. If necessary, apply a mist coat. For medium solids option apply 2 full wet coats.

Air Pressure

275-345 kPa (40-50 PSI) at the gun.

Dry Time

— Dust free : 30 minutes.

— Tack free : 2 to 3 hours.

— Tape print free : 6 hours.

— Dry to handle : 6 to 8 hours at 21°C (70°F).

— Force dry : 40 minutes at 60°C (140°F).

Faster dry times may be obtained by using 15 mL (1/2 oz) of DXR 81 Accelerator per sprayable quart, however, the pot life is reduced to 2 hours.

SPOT / PANEL REPAIRS

Application

Spray medium wet coat of color on the repair area and allow 5-10 minutes flash time. Apply 2 additional full coats until hiding is achieved, extending each coat beyond the previous coat. Flash 15 minutes between each coat. For medium solids option apply 2 full wet coats.

Blending

Add DT 95 Reducer to a second gun cup. Reduce the fluid feed of the gun and lower the air pressure to 207 kPa (30 PSI). Dust the dry edge until a slight wet look appears, then stop. Or mix reduced and catalyzed color with equal parts of reduced and catalyzed CONCEPT DCU 2020 Clear.

DELTA™ PAINTING PROCEDURE

(with low VOC, mainly in California)

For additional information refer to *PPG P-Bulletin* no. 157.

SURFACE PREPARATION

Primer : DELTA™ PRIME DPU 166.

DELTA™ 2800, COLOR

How to Mix

Mix DELTA™ 2800 2:1, 2 parts Colors to 1 DU 6 Catalyst.

Application

Apply 2 coats of DELTA™ Polyurethane Color. Apply the first coat at 1.5 -1.8 wet mils. Allow a minimum of 15 minutes flash time prior application of the second coat. Apply a second coat of DELTA™ using the same technique as the first application, paying strict attention to gun set up and proper equipment choices.

RECOMMENDED SPRAY EQUIPMENT

Gun Manufacturer	De Vilbiss	Binks	Graco	HVLP
Gun Model	JGA	62	800N	Can Am Model 900
Fluid Tip Size	FF 1.4 mm (0.055 in)	63D 1.5 mm (0.059 in)	02N 1.2 mm (0.047 in)	HT no. 9072 2.5 mm (0.098 in)
Air Cap	797 / 264	63PW	02 / 03	C9062
Gun Distance	25-30 cm (10-12 in)	25-30 cm (10-12 in)	25-30 cm (10-12 in)	25-30 cm (10-12 in)
Fluid Delivery	227-340 mL / min (8-12 oz / min)	227-340 mL / min (8-12 oz / min)	227-340 mL / min (8-12 oz / min)	227-340 mL / min (8-12 oz / min)
Air Pressure (At-the-Gun)	414-517 kPa (60-75 PSI)	414-517 kPa (60-75 PSI)	414-517 kPa (60-75 PSI)	62 kPa (9 PSI)

Dry Time at 21°C (70°F)

— Dust free : 25-35 minutes.

— Tack free : 2-1/2 to 3 hours.

— Tape / Sand : Overnight.

Force Dry

Allow 20 minutes purge time at 27-32°C (80-90°F) before bake. Bake 75 minutes at 65°C (150°F) or 40 minutes at 82°C (180°F). Allow to cool after force dry, before sanding or taping.

SP AND SPI MODELS

ENGINE		SP (5873)	SPI (5875)
Engine type		Bombardier-Rotax 587	
Induction type		Rotary valve	
Exhaust system	Type	Water cooled, water injected	
	Water injection fitting	4.6 mm (.181 in)	
Starting system		Electric start	
Lubrication	Fuel / oil mixture	VROI (Variable Rate Oil Injection)	
	Oil injection pump	Gear driven	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Bore	Standard	76.0 mm (2.992 in)	
	First oversize	76.25 mm (3.002 in)	
	Second oversize	76.50 mm (3.012 in)	
Stroke		64 mm (2.520 in)	
Displacement		580.7 cm^3 (35.4 in^3)	
Corrected compression ratio		5.9 : 1	
Cylinder head warpage (maximum)		0.05 mm (.002 in)	
Piston ring type and quantity		1 Semi-trapez, chromed – 1 Rectangular	
Ring end gap	New	0.25 - 0.40 mm (.010 - .016 in)	
	Wear limit	1.00 mm (.039 in)	
Ring / piston groove clearance	New	0.05 - 0.08 mm (.002 - .003 in)	
	Wear limit	0.2 mm (.008 in)	
Piston / cylinder wall clearance	New	0.05 - 0.07 mm (.002 - .003 in)	
	Wear limit	0.2 mm (.008 in)	
Cylinder taper (maximum)		0.100 mm (.004 in)	
Cylinder out of round (maximum)		0.080 mm (.003 in)	
Connecting rod big end axial play	New	0.39 - 0.74 mm (.015 - .029 in)	
	Wear limit	1.2 mm (.047 in)	
Crankshaft deflection		①	
Rotary valve timing	Opening	130° ± 5 BTDC	
	Closing	65° ± 5 ATDC	
Rotary valve duration		147°	
Crankcase / rotary valve gap		0.25 - 0.35 mm (.010 - .014 in)	
Connecting rod / crankshaft pin radial clearance	New	0.02 - 0.03 mm (.0008 - .0013 in)	
	Wear limit	0.050 mm (.002 in)	
Connecting rod / piston pin radial clearance	New	0.003 - 0.012 mm (.00012 - .00047 in)	
	Wear limit	0.015 mm (.00059 in)	

ADDITIONAL INFORMATION : Squish gap : 1.3 - 1.7 mm (.051 - .067 in).

① MAG side : 0.05 mm (.002 in)
PTO side : 0.03 mm (.001 in)

ELECTRICAL		SP (5873)	SPI (5875)
Magneto generator output		160 W @ 6000 RPM or 4.0 A @ 2000 RPM	
Ignition system type		CDI	
Spark plug	Make and type	NGK BR7ES	
	Gap	0.5 mm (.020 in)	
Ignition timing (BTDC)	mm (in)	2.41 (.095)	
	Degrees	20° ± 1 ①	
Generating coil		40 - 76 Ω	
Battery charging coil		.05 - .6 Ω	
Ignition coil	Primary	Not applicable	
	Secondary	9 - 15 kΩ	
Engine rev limiter setting		6550 ± 50 RPM	
Battery		(Yuasa / Exide) 12 V, 19 A•h	
Fuse	Starting system	5 A	
	Charging system	15 A	

ADDITIONAL INFORMATION : ① Engine cold @ 6000 RPM.

CARBURETION		SP (5873)	SPI (5875)
Carburetor	Type	Mikuni BN-38 (diaphragm)	
	Quantity	1	
Main jet		142.5	147.5
Pilot jet		65	
Adjustment	Low-speed screw	1-1/4 turn ± 1/4	
	High-speed screw	0	
	Idle speed (in water)	1500 RPM	
	Idle speed (out of water)	2400 RPM	2500 RPM
Fuel	Type	Regular unleaded gasoline	
	Minimum octane no.	87	
Fuel return line orifice		0.8 mm (.031 in)	

ADDITIONAL INFORMATION :

COOLING	SP (5873)	SPI (5875)
Type	Open circuit – Direct flow from jet propulsion unit	
Thermostat	None	
Monitoring beeper setting	96-99°C (205-210°F)	

ADDITIONAL INFORMATION :

PROPULSION		SP (5873)	SPI (5875)
Propulsion system		Bombardier Formula Pump	
Jet pump type		Axial flow single stage	
Impeller rotation (seen from rear)		Counterclockwise	
Transmission		Direct drive	
Coupling type		Crown splines	
Oil type		SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL 75W90 GL5	
Steering nozzle pivoting angle		26°	
Trim nozzle pivoting angle		Not applicable	
Minimum required water level		90 cm (35 in)	
Drive shaft deflection (maximum)		0.5 mm (.020 in)	
Impeller outside diameter		139.5 mm (5.490 in)	
Impeller / wear ring clearance	New	0.18 - 0.44 mm (.007 - .017 in)	
	Wear limit	1.02 mm (.040 in)	
Impeller shaft end play (new)		0.12 - 0.54 mm (.005 - .021 in)	
Impeller shaft side play		0.05 mm (.002 in)	
Impeller pitch / material		18.8° / aluminum	Progressive pitch 14°-21° / stainless steel
ADDITIONAL INFORMATION : Do not mix different brands or oil types.			

DIMENSIONS	SP (5873)	SPI (5875)
Number of passenger (driver incl.)	2	
Overall length	254 cm (100 in)	
Overall width	105 cm (41.3 in)	
Overall height	92 cm (36.2 in)	
Dry weight	176 kg (388 lb)	178 kg (392 lb)
Load limit (passenger and 10 kg (22 lb) luggage)	160 kg (352 lb)	
ADDITIONAL INFORMATION :		

CAPACITIES		SP (5873)	SPI (5875)
Fuel tank		34 L (9 U.S. gal)	
Impeller shaft reservoir	Capacity	65 mL (2.2 U.S. oz)	
	Oil level height	To bottom of cover hole	
Oil injection reservoir		4.5 L (1.2 U.S. gal)	
ADDITIONAL INFORMATION :			

MATERIALS	SP (5873)	SPI (5875)
Hull	Composite	
Air intake silencer	Thermoplastic	
Flame arrester	Multi-layer wire screen	
Exhaust muffler	Aluminum	
Steering padding	Thermoplastic elastomer with polystyrene foam	
Fuel tank	Polyethylene	
Oil injection reservoir	Polyethylene	
Seat	Polyurethane foam	
ADDITIONAL INFORMATION :		

STANDARD EQUIPMENT	SP (5873)	SPI (5875)
Safety lanyard	Standard	
Tool kit	Standard	
Fuel tank reserve	Standard	
Monitoring beeper	Standard	
Electric fuel gauge / low oil warning light	Optional	Standard
Tachometer	Optional	
Variable trim system (VTS)	Optional	
Reverse	Not applicable	
Storage compartment	Standard	
Rear grab handle	Optional	Standard
Extinguisher holder	Standard	
ADDITIONAL INFORMATION :		

PERFORMANCE		SP (5873)	SPI (5875)
Estimated pump power		13.7 kW (18.4 hp)	15.1 kW (20.2 hp)
Maximum fuel consumption at wide open throttle		20.4 L/h (5.5 U.S. gal/h)	22.3 L/h (6 U.S. gal/h)
Cruising time at full throttle	Fuel tank without reserve	1 hour 20 minutes	1 hour 12 minutes
	Fuel tank reserve	15 minutes	14 minutes
ADDITIONAL INFORMATION :			

TIGHTENING TORQUES			SP (5873)	SPI (5875)
ENGINE	Exhaust manifold screw		24 N•m	(17 lbf•ft) (4)
	Magneto flywheel nut		145 N•m	(107 lbf•ft) (1)
	Flywheel (PTO side)		110 N•m	(81 lbf•ft)
	Crankcase screws	M8	24 N•m	(17 lbf•ft) (3) (4)
		M10	40 N•m	(30 lbf•ft) (3) (4)
	Crankcase / engine support nuts		35 N•m	(26 lbf•ft) (1)
	Engine support / hull		25 N•m	(18 lbf•ft) (1)
	Cylinder head screws		24 N•m	(17 lbf•ft) (4)
	Crankcase / cylinder screws		24 N•m	(17 lbf•ft) (4)
	Tuned pipe nut		25 N•m	(18 lbf•ft) (1)
	Tuned pipe fixation screws		25 N•m	(18 lbf•ft) (1)
	Cylinder head cover screws		9 N•m	(80 lbf•**in**)
	Flame arrester screws		10 N•m	(88 lbf•**in**) (1)
PUMP	Impeller		70 N•m	(52 lbf•ft) (2)
	Pump / hull nuts		35 N•m	(26 lbf•ft) (1)
	Venturi / pump housing screws		25 N•m	(18 lbf•ft) (1)
	Nozzle / venturi screws		20 N•m	(15 lbf•ft) (1)
	Pump housing cover screws		7 N•m	(62 lbf•**in**) (1)
	Inlet grate screws		8 N•m	(71 lbf•**in**) (1)
	Ride shoe screws		10 N•m	(88 lbf•**in**) (1)
STEERING	Cable retaining block bolts		6 N•m	(53 lbf•**in**)
	Steering cable / stem arm bolt		3 N•m	(26 lbf•**in**)
	Steering stem arm bolts		5 N•m	(44 lbf•**in**)
	Handlebar clamp bolts		26 N•m	(19 lbf•ft)
	Ball joint bolt		7 N•m	(62 lbf•**in**)
	Front support bolts		15 N•m	(11 lbf•ft)
	Rear support / cable bracket bolts		15 N•m	(11 lbf•ft) (1)
ELECTRICAL	Ignition housing cover screws		5 N•m	(44 lbf•**in**)
	Starter mounting screws		22 N•m	(16 lbf•ft) (2)
	Starter lock nuts		7 N•m	(62 lbf•**in**)
	Spark plugs		24 N•m	(17 lbf•ft) (5)

ADDITIONAL INFORMATION : Apply where indicated ; (1) Loctite 242 (blue)
(2) Loctite 271 (red)
(3) Loctite 515
(4) Synthetic grease
(5) Anti-seize lubricant

◆ WARNING : Correct torques and use of Loctite must be strictly followed.

SPX AND XP MODELS

ENGINE		SPX (5874)	XP (5857)
Engine type		Bombardier-Rotax 657X	Bombardier-Rotax 717
Induction type		Rotary valve	
Exhaust system	Type	Water cooled, water injected	
	Water injection fitting (head)	4.6 mm (.181 in)	3.5 mm (.139 in)
	Water injection fitting (cone)	Not applicable	3.5 mm (.139 in)
Starting system		Electric start	
Lubrication	Fuel / oil mixture	VROI (Variable Rate Oil Injection)	
	Oil injection pump	Gear driven	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Bore	Standard	78.00 mm (3.071 in)	82.00 mm (3.228 in)
	First oversize	78.25 mm (3.081 in)	82.25 mm (3.238 in)
	Second oversize	78.50 mm (3.091 in)	82.50 mm (3.248 in)
Stroke		68 mm (2.68 in)	
Displacement		650 cm^3 (39.67 in^3)	718 cm^3 (43.81 in^3)
Corrected compression ratio		6.4 : 1	
Cylinder head warpage (maximum)		0.05 mm (.002 in)	
Piston ring type and quantity		1 Semi-trapez, chromed – 1 Rectangular	
Ring end gap	New	0.25 - 0.40 mm (.010 - .016 in)	
	Wear limit	1.00 mm (.039 in)	
Ring / piston groove clearance	New	0.05 - 0.08 mm (.002 - .003 in)	0.025 - 0.070 mm (.001 - .003 in)
	Wear limit	0.2 mm (.008 in)	
Piston / cylinder wall clearance	New	0.093 - 0.113 mm (.0036 - .0044 in)	
	Wear limit	0.2 mm (.008 in)	
Cylinder taper (maximum)		0.100 mm (.004 in)	
Cylinder out of round (maximum)		0.080 mm (.003 in)	
Connecting rod big end axial play	New	0.39 - 0.74 mm (.015 - .029 in)	
	Wear limit	1.2 mm (.047 in)	
Crankshaft deflection		①	
Rotary valve timing	Opening	147° ± 5 BTDC	
	Closing	65° ± 5 ATDC	
Rotary valve duration		158°	
Crankcase / rotary valve gap		0.25 - 0.35 mm (.010 - .014 in)	
Connecting rod / crankshaft pin radial clearance	New	0.01 - 0.02 mm (.0004 - .0008 in)	
	Wear limit	0.050 mm (.002 in)	
Connecting rod / piston pin radial clearance	New	0.003 - 0.012 mm (.00012 - .00047 in)	
	Wear limit	0.015 mm (.00059 in)	

ADDITIONAL INFORMATION : Squish gap : 657X engine : 0.9 - 1.3 mm (.035 - .051 in)
717 engine : 1.3 - 1.7 mm (.051 - .067 in)

① MAG side : 0.05 mm (.002 in)
PTO side : 0.03 mm (.001 in)

ELECTRICAL		SPX (5874)	XP (5857)
Magneto generator output		160 W @ 6000 RPM or 4.0 A @ 2000 RPM	
Ignition system type		CDI	
Spark plug	Make and type	NGK BR8ES	
	Gap	0.5 mm (.020 in)	
Ignition timing (BTDC)	mm (in)	2.59 (.102)	
	Degrees	20° ± 1 ①	
Generating coil		40 - 76 Ω	
Battery charging coil		.05 - .6 Ω	
Ignition coil	Primary	Not applicable	
	Secondary	9 - 15 kΩ	
Engine rev limiter setting		7000 (± 50) RPM	
Battery		(Yuasa / Exide) 12 V, 19 A•h	
Fuse	Starting system	5 A	
	Charging system	15 A	
	VTS system	15 A	7.5 A

ADDITIONAL INFORMATION : ① Engine cold @ 6000 RPM.

CARBURETION		SPX (5874)	XP (5857)
Carburetor	Type	Mikuni BN-38I (diaphragm)	
	Quantity	2	
Main jet		135	137.5
Pilot jet		72.5	67.5
Adjustment	Low-speed screw	1-1/8 turn ± 1/4	1-3/4 turn ± 1/4
	High-speed screw	0	
	Idle speed (in water)	1500 RPM	
	Idle speed (out of water)	3000 RPM	
Fuel	Type	Regular unleaded gasoline	
	Minimum octane no.	87	
Fuel return line orifice		MAG 3.0 mm (.118 in) PTO 0.8 mm (.031 in)	MAG 0.8 mm (.031 in) PTO 0.8 mm (.031 in)

ADDITIONAL INFORMATION :

COOLING	SPX (5874)	XP (5857)
Type	Open circuit – Direct flow from jet propulsion unit	
Thermostat	None	
Monitoring beeper setting	96-99°C (205-210°F)	

ADDITIONAL INFORMATION :

PROPULSION		SPX (5874)	XP (5857)
Propulsion system		Bombardier Formula Pump	
Jet pump type		Axial flow single stage	
Impeller rotation (seen from rear)		Counterclockwise	
Transmission		Direct drive	
Coupling type		Crown splines	
Oil type		SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL 75W90 GL5	
Steering nozzle pivoting angle		26°	
Trim nozzle pivoting angle		Not applicable	
Minimum required water level		90 cm (35 in)	
Drive shaft deflection (maximum)		0.5 mm (.020 in)	
Impeller outside diameter		139.5 mm (5.490 in)	
Impeller / wear ring clearance	New	0.18 - 0.44 mm (.007 - .017 in)	
	Wear limit	1.02 mm (.040 in)	
Impeller shaft end play (new)		0.12 - 0.54 mm (.005 - .021 in)	
Impeller shaft side play		0.05 mm (.002 in)	
Impeller pitch / material		Progressive pitch 11°-21° / stainless steel	Progressive pitch 10°-22° / stainless steel
ADDITIONAL INFORMATION : Do not mix different brands or oil types.			

DIMENSIONS	SPX (5874)	XP (5857)
Number of passenger (driver incl.)	2	
Overall length	254 cm (100 in)	
Overall width	105 cm (41.3 in)	
Overall height	92 cm (36.2 in)	
Dry weight	180 kg (397 lb)	187 kg (412 lb)
Load limit (passenger and 10 kg (22 lb) luggage)	160 kg (352 lb)	
ADDITIONAL INFORMATION :		

CAPACITIES		SPX (5874)	XP (5857)
Fuel tank		34 L (9 U.S. gal)	
Impeller shaft reservoir	Capacity	65 mL (2.2 U.S. oz)	90 mL (3.0 U.S. oz)
	Oil level height	To bottom of cover hole	
Oil injection reservoir		4.5 L (1.2 U.S. gal)	
ADDITIONAL INFORMATION :			

MATERIALS	SPX (5874)	XP (5857)
Hull	Composite	
Inlet grate	Aluminum	
Impeller housing, venturi and nozzle	Aluminum	Plastic
Air intake silencer	Thermoplastic	
Flame arrester	Multi-layer wire screen	
Exhaust muffler	Aluminum	
Steering padding	Thermoplastic elastomer with polystyrene foam	
Fuel tank	Polyethylene	
Oil injection reservoir	Polyethylene	
Seat	Polyurethane foam	
ADDITIONAL INFORMATION :		

STANDARD EQUIPMENT	SPX (5874)	XP (5857)
Safety lanyard	Standard	
Tool kit	Standard	
Fuel tank reserve	Standard	
Monitoring beeper	Standard	
Electric fuel gauge / low oil warning light	Standard	Not applicable
Multifunction gauge	Optional	Standard
Tachometer	Optional	Standard
Variable trim system (VTS)	Standard	
Reverse	Not applicable	
Storage compartment	Standard	
Rear grab handle	Standard	
Extinguisher holder	Standard	
ADDITIONAL INFORMATION :		

PERFORMANCE		SPX (5874)	XP (5857)
Estimated pump power		23 kW (30.8 hp)	23.5 kW (31.5 hp)
Maximum fuel consumption at wide open throttle		32 L/h (8.4 U.S. gal/h)	35 L/h (9.2 U.S. gal/h)
Cruising time at full throttle	Fuel tank without reserve	50 minutes	45 minutes
	Fuel tank reserve	10 minutes	9 minutes
ADDITIONAL INFORMATION :			

TIGHTENING TORQUES			SPX (5874)	XP (5857)
ENGINE	Exhaust manifold screw		24 N•m	(17 lbf•ft) (4)
	Magneto flywheel nut		145 N•m	(107 lbf•ft) (1)
	Flywheel (PTO side)		110 N•m	(81 lbf•ft)
	Crankcase screws	M8	24 N•m	(17 lbf•ft) (3) (4)
		M10	40 N•m	(30 lbf•ft) (3) (4)
	Crankcase / engine support nuts		35 N•m	(26 lbf•ft) (1)
	Engine support / hull		25 N•m	(18 lbf•ft) (1)
	Cylinder head screws		24 N•m	(17 lbf•ft) (1) (4)
	Crankcase / cylinder screws		24 N•m	(17 lbf•ft) (1) (4)
	Tuned pipe nut		25 N•m	(18 lbf•ft) (1)
	Tuned pipe fixation screws		25 N•m	(18 lbf•ft) (1)
	Flame arrester screws		10 N•m	(88 lbf•**in**) (1)
PUMP	Impeller		70 N•m	(52 lbf•ft) (2)
	Pump / hull nuts		35 N•m	(26 lbf•ft) (1)
	Venturi / pump housing screws		25 N•m (18 lbf•ft) (1)	21 N•m (16 lbf•ft)
	VTS ring screws		14 N•m	(10 lbf•ft)
	Pump housing cover screws		7 N•m (62 lbf•**in**) (1)	4 N•m (35 lbf•**in**)
	Inlet grate screws		8 N•m	(71 lbf•**in**) (1)
	Ride shoe screws		10 N•m	(88 lbf•**in**) (1)
STEERING	Cable retaining block bolts		6 N•m	(53 lbf•**in**)
	Steering cable / stem arm bolt		3 N•m	(26 lbf•**in**)
	Steering stem arm bolts		5 N•m	(44 lbf•**in**)
	Handlebar clamp bolts		26 N•m	(19 lbf•ft)
	Ball joint bolt		7 N•m	(62 lbf•**in**)
	Front support bolts		15 N•m	(11 lbf•ft)
	Rear support / cable bracket bolts		15 N•m	(11 lbf•ft) (1)
ELECTRICAL	Ignition housing cover screws		5 N•m	(44 lbf•**in**)
	Starter mounting screws		22 N•m	(16 lbf•ft) (2)
	Starter lock nuts		7 N•m	62 lbf•**in**)
	Spark plugs		24 N•m	(17 lbf•ft) (5)

ADDITIONAL INFORMATION : Apply where indicated ; (1) Loctite 242 (blue)
(2) Loctite 271 (red)
(3) Loctite 515
(4) Synthetic grease
(5) Anti-seize lubricant

◆ **WARNING : Correct torques and use of Loctite must be strictly followed.**

GTS AND GTX MODELS

ENGINE		GTS (5815)	GTX (5863)
Engine type		Bombardier-Rotax 587	Bombardier-Rotax 657 X
Induction type		Rotary valve	
Exhaust system	Type	Water cooled, water injected	
	Water injection fitting (head)	4.6 mm (.181 in)	3.5 mm (.139 in)
	Water injection fitting (cone)	Not applicable	3.5 mm (.139 in)
Starting system		Electric start	
Lubrication	Fuel / oil mixture	VROI (Variable Rate Oil Injection)	
	Oil injection pump	Gear driven	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Bore	Standard	76.0 mm (2.992 in)	78.0 mm (3.071 in)
	First oversize	76.25 mm (3.002 in)	78.25 mm (3.081 in)
	Second oversize	76.50 mm (3.012 in)	78.50 mm (3.091 in)
Stroke		64 mm (2.520 in)	68 mm (2.68 in)
Displacement		580.7 cm^3 (35.4 in^3)	650 cm^3 (39.67 in^3)
Corrected compression ratio		5.9 : 1	6.4 : 1
Cylinder head warpage (maximum)		0.05 mm (.002 in)	
Piston ring type and quantity		1 Semi-Trapez, chromed – 1 Rectangular	
Ring end gap	New	0.25 - 0.40 mm (.010 - .016 in)	
	Wear limit	1.00 mm (.039 in)	
Ring / piston groove clearance	New	0.05 - 0.08 mm (.002 - .003 in)	
	Wear limit	0.2 mm (.008 in)	
Piston / cylinder wall clearance	New	0.05 - 0.07 mm (.002 - .003 in)	0.093 - 0.113 mm (.0036 - .0044 in)
	Wear limit	0.2 mm (.008 in)	
Cylinder taper (maximum)		0.100 mm (.004 in)	
Cylinder out of round (maximum)		0.08 mm (.003 in)	
Connecting rod big end axial play	New	0.39 - 0.74 mm (.015 - .029 in)	
	Wear limit	1.2 mm (.047 in)	
Crankshaft deflection		①	
Rotary valve timing	Opening	130° ± 5 BTDC	147° ± 5 BTDC
	Closing	65° ± 5 ATDC	
Rotary valve duration		147°	159°
Rotary valve / cover clearance		0.25 - 0.35 mm (.010 - .014 in)	
Connecting rod / crankshaft pin radial clearance	New	0.20 - 0.033 mm (.0008 - .0013 in)	0.01 - 0.02 mm (.0004 - .0008 in)
	Wear limit	0.050 mm (.002 in)	
Connecting rod / piston pin radial clearance	New	0.003 - 0.012 mm (.00012 - .00047 in)	
	Wear limit	0.015 mm (.00059 in)	

ADDITIONAL INFORMATION : Squish gap : 587 engine : 1.3 - 1.7 mm (.051 - .067 in)
657 X engine : 0.9 - 1.3 mm (.035 - .051 in)

① MAG side : 0.05 mm (.002 in)
PTO side : 0.03 mm (.001 in)

ELECTRICAL		GTS (5815)	GTX (5863)
Magneto generator output		160 W @ 6000 RPM or 4.0 A @ 2000 RPM	
Ignition system type		CDI	
Spark plug	Make and type	NGK BR7ES	NGK BR8ES
	Gap	0.5 mm (.020 in)	
Ignition timing (BTDC)	mm (in)	2.41 (.095)	2.59 (.102)
	Degrees	20° ± 1 ①	
Generating coil		40 - 76 Ω	
Battery charging coil		.05 - .6 Ω	
Ignition coil	Primary	Not applicable	
	Secondary	9 - 15 kΩ	
Engine rev limiter setting		6550 ± 50 RPM	7000 ± 50 RPM
Battery		(Yuasa / Exide) 12 V, 19 A•h	
Fuse	Starting system	5 A	
	Charging system	15 A	

ADDITIONAL INFORMATION : ① Engine cold @ 6000 RPM.

CARBURETION		GTS (5815)	GTX (5863)
Carburetor	Type	Mikuni BN-38 (diaphragm)	Mikuni BN-38I (diaphragm)
	Quantity	1	2
Main jet		147.5	132.5
Pilot jet		65	75
Adjustment	Low-speed screw	1-1/4 turn ± 1/4	
	High-speed screw	0	
	Idle speed (in water)	1500 RPM	
	Idle speed (out of water)	2500 RPM	3000 RPM
Fuel	Type	Regular unleaded gasoline	
	Minimum octane no.	87	
Fuel return line orifice		0.8 mm (.031 in)	MAG 3.0 mm (.118 in) PTO 0.8 mm (.031 in)

ADDITIONAL INFORMATION :

COOLING	GTS (5815)	GTX (5863)
Type	Open circuit – Direct flow from jet propulsion unit	
Thermostat	None	
Monitoring beeper setting	96-99°C (205-210°F)	

ADDITIONAL INFORMATION :

PROPULSION		GTS (5815)	GTX (5863)
Propulsion system		Bombardier Formula Pump	
Jet pump type		Axial flow single stage	
Impeller rotation (seen from rear)		Counterclockwise	
Transmission		Direct drive	
Coupling type		Crown splines	
Oil type		SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL 75W90 GL5	
Steering nozzle pivoting angle		26°	
Trim nozzle pivoting angle		Not applicable	
Minimum required water level		90 cm (35 in)	
Drive shaft deflection (maximum)		0.5 mm (.020 in)	
Impeller outside diameter		139.5 mm (5.490 in)	
Impeller / wear ring clearance	New	0.18 - 0.44 mm (.007 - .017 in)	
	Wear limit	1.02 mm (.040 in)	
Impeller shaft end play (new)		0.12 - 0.54 mm (.005 - .021 in)	
Impeller shaft side play		0.05 mm (.002 in)	
Impeller pitch / material		Progressive pitch 15°-21° / stainless steel	Progressive pitch 10°-22° / stainless steel
ADDITIONAL INFORMATION : Do not mix different brands or oil types.			

DIMENSIONS	GTS (5815)	GTX (5863)
Number of passenger (driver incl.)	3	
Overall length	302 cm (119.0 in)	
Overall width	119 cm (46.8 in)	
Overall height	95 cm (37.4 in)	
Dry weight	210 kg (463 lb)	220 kg (485 lb)
Load limit (passenger and 10 kg (22 lb) luggage)	225 kg (496 lb)	
ADDITIONAL INFORMATION :		

CAPACITIES		GTS (5815)	GTX (5863)
Fuel tank		45 L (12 U.S. gal)	
Impeller shaft reservoir	Capacity	65 mL (2.2 U.S. oz)	
	Oil level height	To bottom of cover hole	
Oil injection reservoir		4.5 L (1.2 U.S. gal)	
ADDITIONAL INFORMATION :			

MATERIALS	GTS (5815)	GTX (5863)
Hull	Composite	
Inlet grate	Plastic	
Air intake silencer	Thermoplastic	
Flame arrester	Multi-layer wire screen	
Exhaust muffler	Aluminum	
Steering padding	Thermoplastic elastomer with polystyrene foam	
Fuel tank	Polyethylene	
Oil injection reservoir	Polyethylene	
Seat	Polyurethane foam	
ADDITIONAL INFORMATION :		

STANDARD EQUIPMENT	GTS (5815)	GTX (5863)
Safety lanyard	Standard	
Tool kit	Standard	
Fuel tank reserve	Standard	
Monitoring beeper	Standard	
Electric fuel gauge / low oil warning light	Standard	Not applicable
Multifunction gauge	Optional	Standard
Tachometer	Optional	
Speedometer	Optional	Standard
Variable trim system (VTS)	Not applicable	
Reverse	Standard	
Storage compartment	Standard	
Rear grab handle	Standard	
Extinguisher holder	Standard	
ADDITIONAL INFORMATION :		

PERFORMANCE		GTS (5815)	GTX (5863)
Estimated pump power		15.1 kW (20.2 hp)	23.2 kW (31.1 hp)
Maximum fuel consumption at wide open throttle		22.3 L/h (5.9 U.S. gal/h)	33 L/h (8.7 U.S. gal/h)
Cruising time at full throttle	Fuel tank without reserve	1 hour 42 minutes	1 hour 8 minutes
	Fuel tank reserve	14 minutes	10 minutes
ADDITIONAL INFORMATION :			

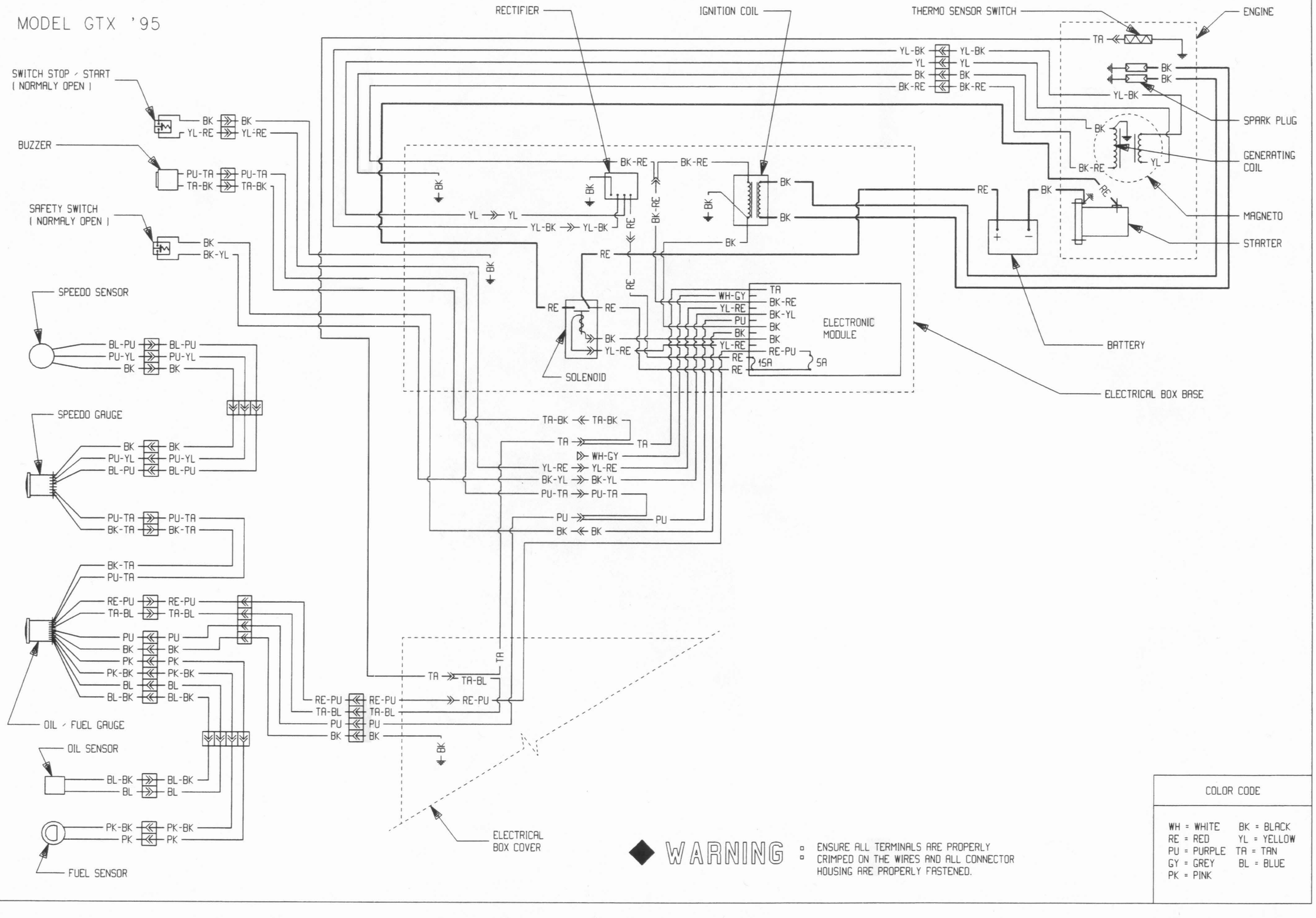
TIGHTENING TORQUES			GTS (5815)	GTX (5863)
ENGINE	Exhaust manifold screws		24 N•m	(17 lbf•ft) (4)
	Magneto flywheel nut		145 N•m	(107 lbf•ft) (1)
	Flywheel (PTO side)		110 N•m	(81 lbf•ft)
	Crankcase screws	M8	24 N•m	(17 lbf•ft) (3) (4)
		M10	40 N•m	(30 lbf•ft) (3) (4)
	Crankcase / engine support nuts		35 N•m	(26 lbf•ft) (1)
	Engine support / hull		25 N•m	(18 lbf•ft) (1)
	Cylinder head screws		24 N•m	(17 lbf•ft) (1)* (4)
	Cylinder head cover screws (GTS)		9 N•m	(80 lbf•**in**)
	Crankcase / cylinder screws		24 N•m	(17 lbf•ft) (1) (4)
	Tuned pipe nut		25 N•m	(18 lbf•ft) (1)
	Tuned pipe fixation screws		25 N•m	(18 lbf•ft) (1)
	Flame arrester screws		10 N•m	(88 lbf•**in**) (1)
PUMP	Impeller		70 N•m	(52 lbf•ft) (2)
	Pump / hull nuts		35 N•m	(26 lbf•ft) (1)
	Venturi / pump housing screws		25 N•m (18 lbf•ft) (1)	21 N•m (16 lbf•ft)
	Nozzle / venturi screws		20 N•m	(15 lbf•ft) (1)
	Pump housing cover screws		7 N•m (62 lbf•**in**) (1)	4 N•m (35 lbf•**in**)
	Inlet grate screws		8 N•m	(71 lbf•**in**) (1)
	Ride shoe screws		10 N•m	(88 lbf•**in**) (1)
STEERING	Steering cable jam nuts		10 N•m	(88 lbf•**in**)
	Steering support / collar screws		15 N•m	(11 lbf•ft) (2)
	Steering stem screw		40 N•m	(30 lbf•ft) (2)
	Handlebar nuts		26 N•m	(19 lbf•ft)
	Reverse gate screws		20 N•m	(15 lbf•ft)
	Steering / cable ball joint nut		7 N•m	62 lbf•**in**)
	Reverse cable ball joint nut		7 N•m	62 lbf•**in**)
ELECTRICAL	Ignition housing cover screws		4 N•m	(35 lbf•**in**)
	Starter mounting screws		22 N•m	(16 lbf•ft) (2)
	Starter lock nuts		7 N•m	(62 lbf•**in**)
	Spark plugs		24 N•m	(17 lbf•ft) (5)

ADDITIONAL INFORMATION : Apply where indicated ; (1) Loctite 242 (blue)
(2) Loctite 271 (red)
(3) Loctite 515
(4) Synthetic grease
(5) Anti-seize lubricant

* 657 X engine only

◆ **WARNING : Correct torques and use of Loctite must be strictly followed.**

MODEL GTX '95

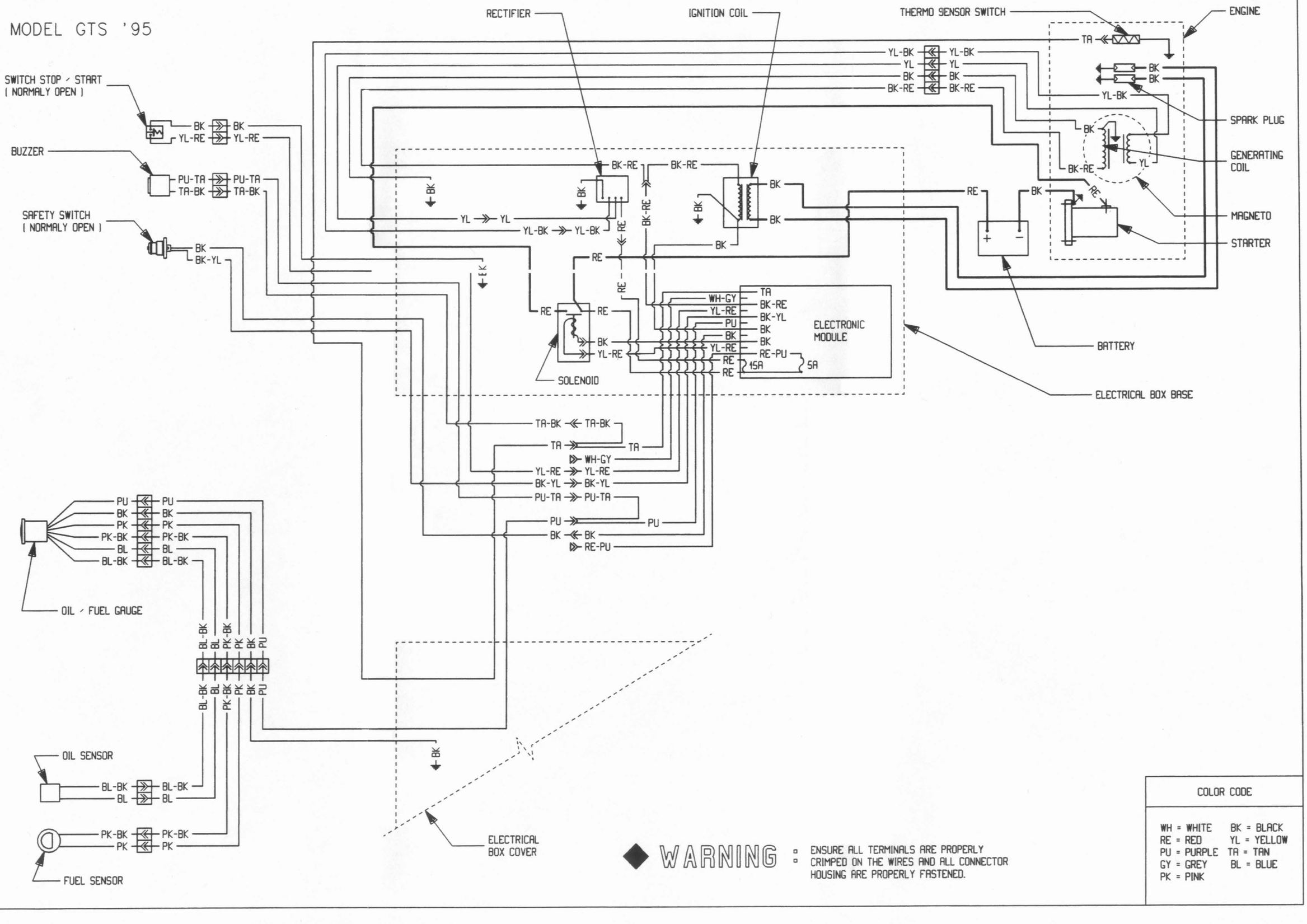


◆ **WARNING**

- ENSURE ALL TERMINALS ARE PROPERLY
- CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSING ARE PROPERLY FASTENED.

COLOR CODE	
WH = WHITE	BK = BLACK
RE = RED	YL = YELLOW
PU = PURPLE	TA = TAN
GY = GREY	BL = BLUE
PK = PINK	

MODEL GTS '95



WARNING

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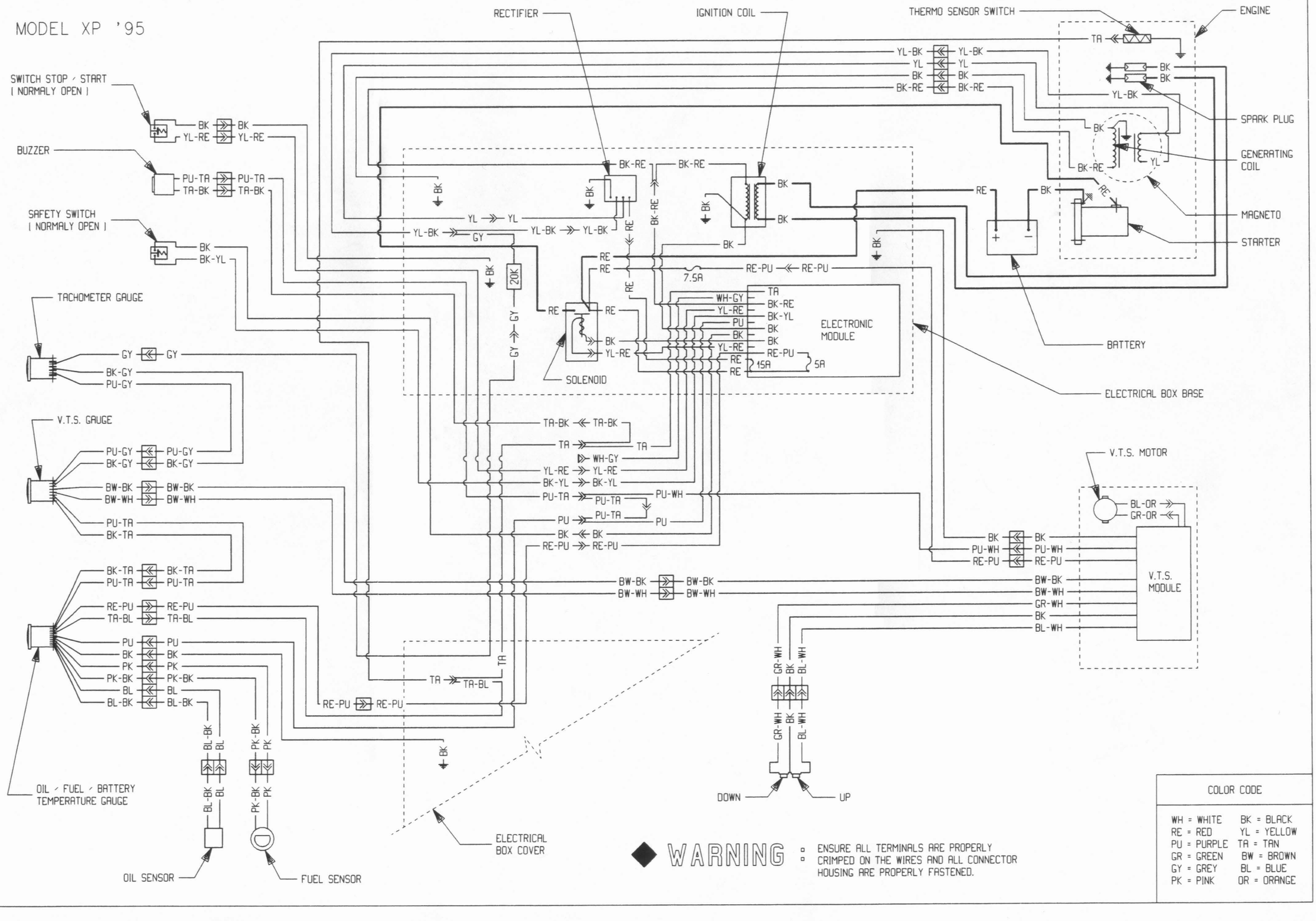
COLOR CODE	
WH = WHITE	BK = BLACK
RE = RED	YL = YELLOW
PU = PURPLE	TA = TAN
GY = GREY	BL = BLUE
PK = PINK	

MODEL XP '95



◆ WARNING

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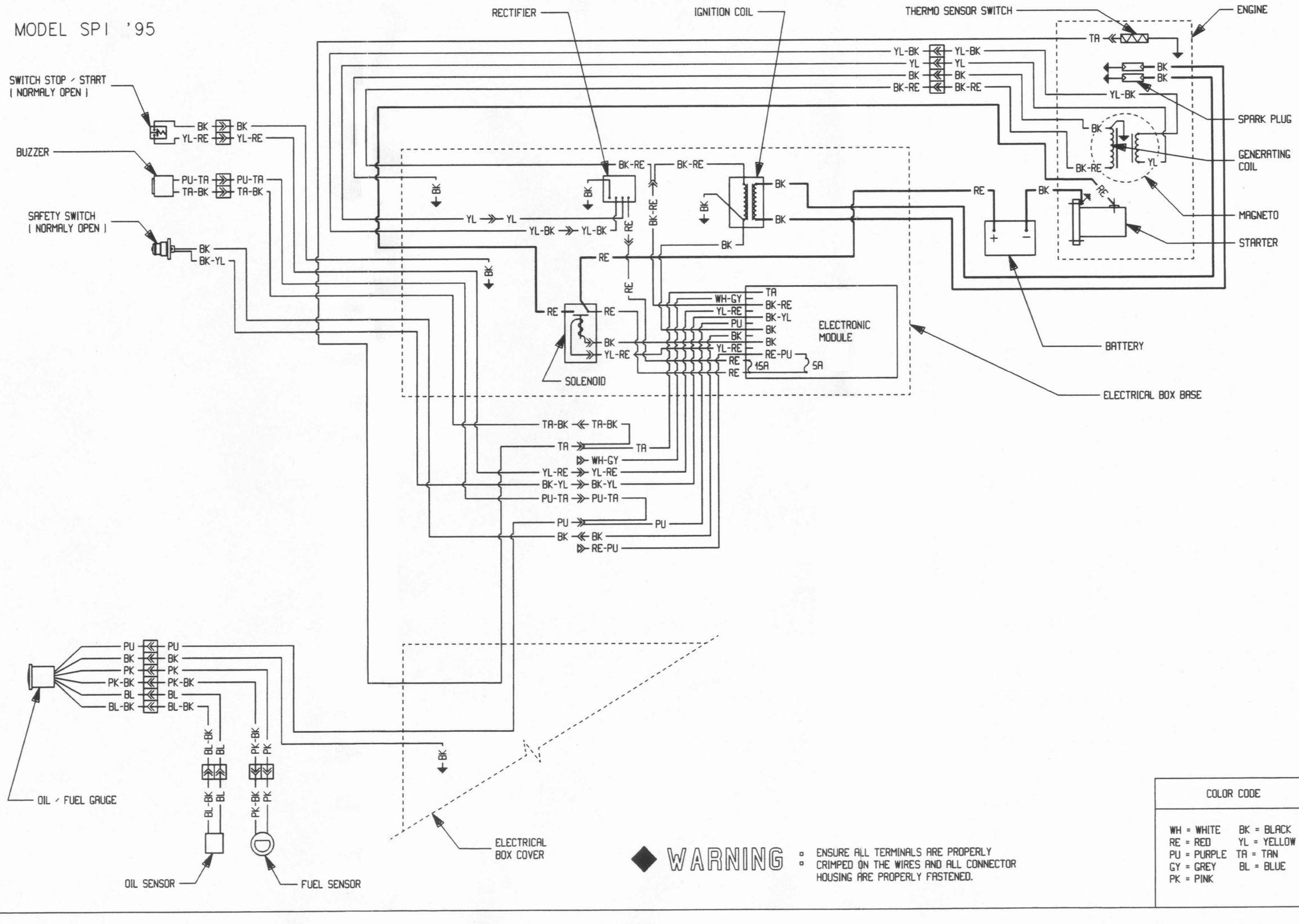
COLOR CODE	
WH = WHITE	BK = BLACK
RE = RED	YL = YELLOW
PU = PURPLE	TA = TAN
GR = GREEN	BW = BROWN
GY = GREY	BL = BLUE
PK = PINK	OR = ORANGE

MODEL SPI '95



◆ WARNING

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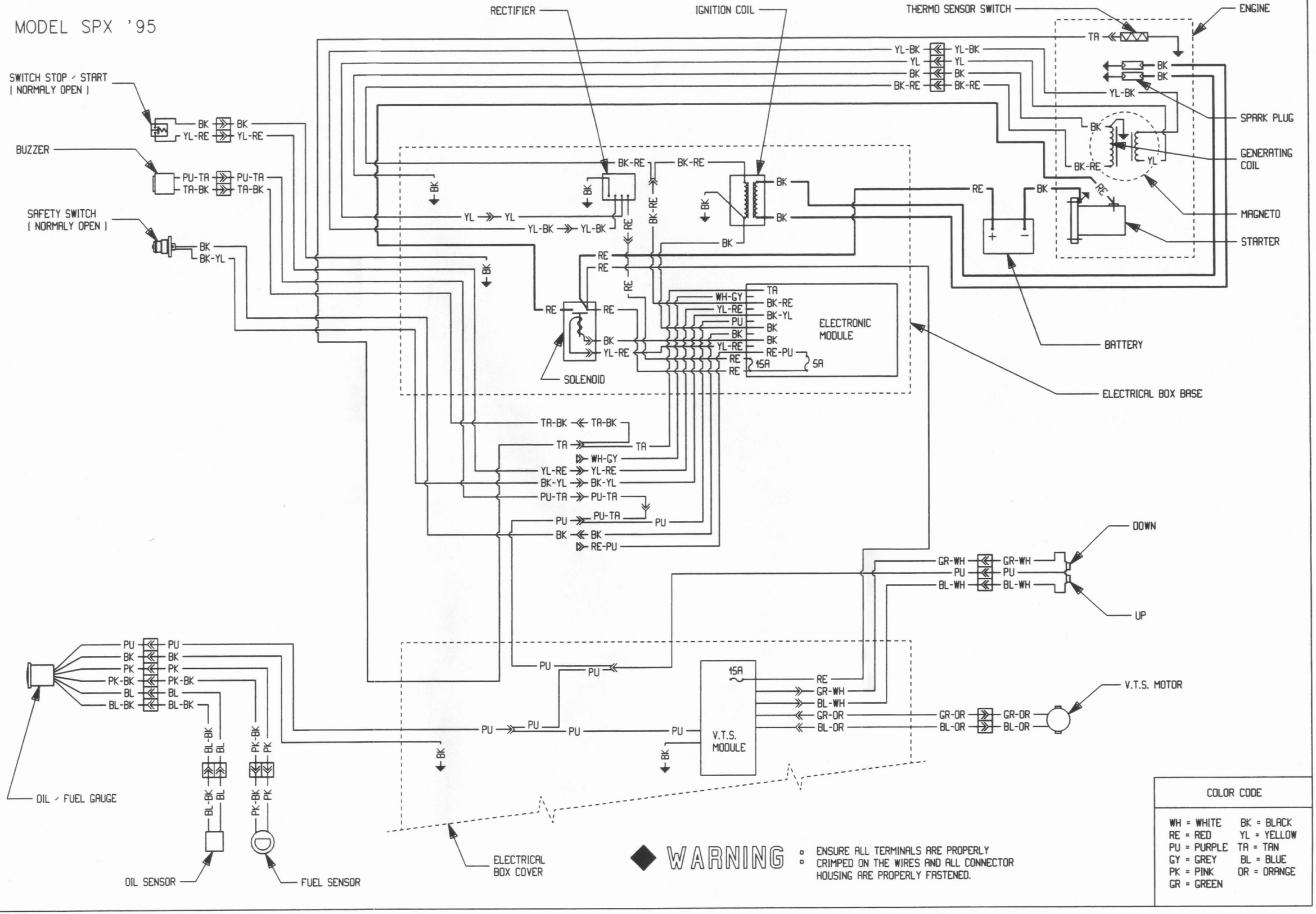
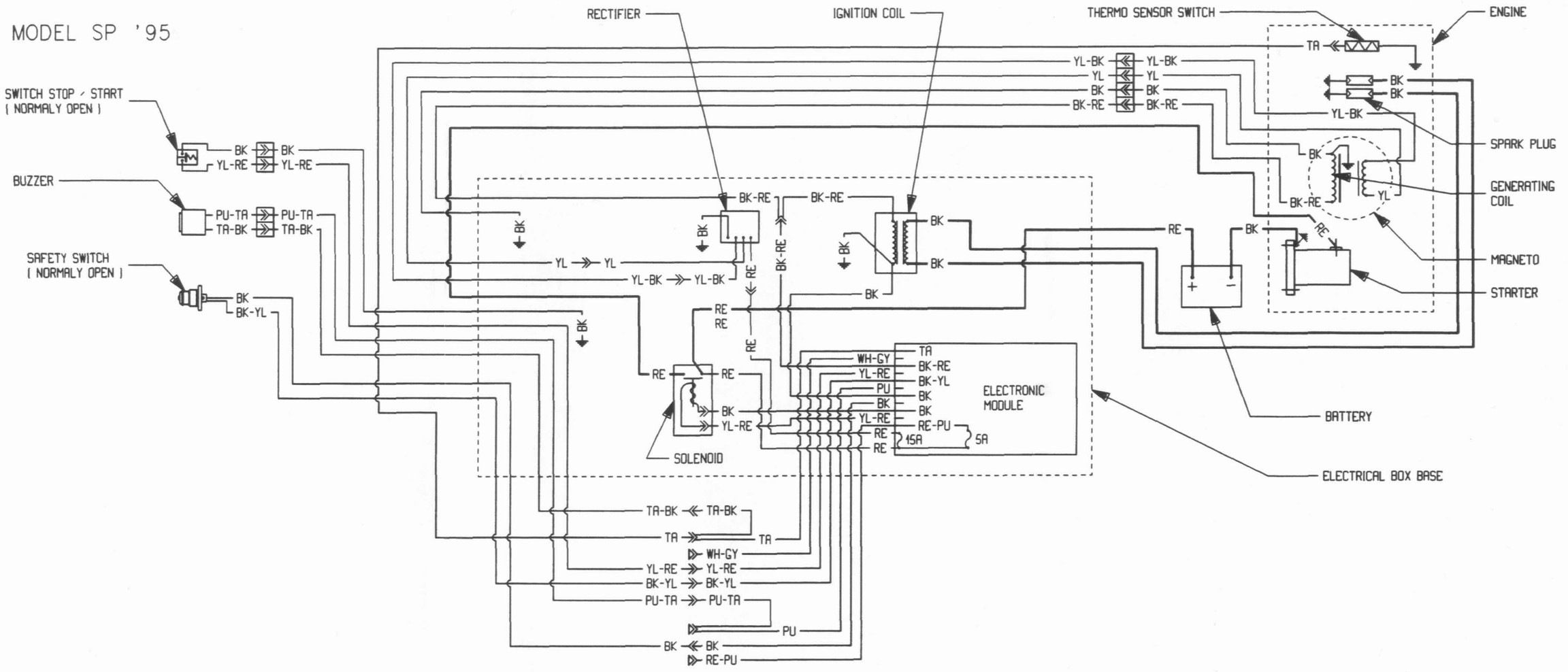
COLOR CODE	
WH = WHITE	BK = BLACK
RE = RED	YL = YELLOW
PU = PURPLE	TA = TAN
GY = GREY	BL = BLUE
PK = PINK	

MODEL SPX '95



MODEL SP '95



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RE = RED	YL = YELLOW
PU = PURPLE	TA = TAN
GY = GREY	

SEA-DOO®

PARTS CATALOG
CATALOGUE DE PIÈCES

XP 5857

BOMBARDIER

219 300 130

PARTS CATALOG
CATALOGUE DE PIÈCES

1995

5857 XP

WARNING : For user safety, Rotax engines designed for watercrafts must not be used to power products other than Sea-Doo watercrafts.

Bombardier Inc. and its subsidiaries denies any responsibility for any usage other than the one prescribed.

Dealers that do not follow this practice may be financially liable should injury occur.

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

AVERTISSEMENT : Pour la sécurité des utilisateurs, les moteurs Rotax conçus pour les motomarines ne doivent pas être utilisés pour des fins autres que de faire fonctionner les motomarines Sea-Doo.

Bombardier Inc. et ses filiales se dégagent de toute responsabilité pouvant découler des utilisations autres que celle prescrite.

Les concessionnaires qui ne se conforment pas à cet avis peuvent être tenus responsables financièrement advenant des blessures.

Bombardier Inc. se réserve le droit d'effectuer des changements dans le dessin et les caractéristiques de ses véhicules et / ou d'y effectuer des apports ou des améliorations, cela sans s'engager d'aucune façon à effectuer lesdites opérations sur les véhicules déjà fabriqués.

PARTS CATALOG

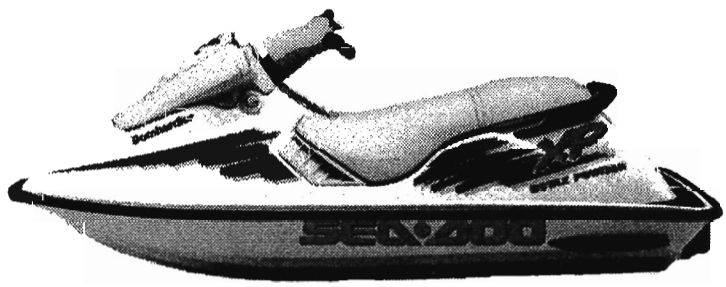
The illustrations figuring in this parts catalog show typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown. However, they represent parts wich have the same or similar function.

SYMBOLS USED IN THIS CATALOG

@ - In «Quantity» column means «Use as Required».
Opt - In «Quantity» column means «Optional».
N - In «Numerical» column means «New Parts».
H.T. - Used with «Adhesive» or «Threadlocker» means those products resist High Temperature.
- A bold description indicates several parts.

M.S. - Used with «Adhesive» or «Threadlocker» means those products are Medium Strength.
H.S. - Used with «Adhesive» or «Threadlocker» means those products are Hight Strength.
G.P. - Used with «Adhesive» or «Threadlocker» means those products are General Purpose.
M / I - Parts marked with an «M» or an «i» indicate they are part of the **«M»** or **«i»** group.

Sea-Doo Model Modèle Sea-Doo	Vehicle Codification Code du véhicule	Rotax Engine Type Type de moteur Rotax
XP	**5857**	**Rotax «717»**



CATALOGUE DE PIÈCES

Les illustrations contenues dans ce catalogue indiquent la disposition des pièces les unes par rapport aux autres. Il est donc possible qu'elles ne rendent pas compte de la forme exacte de ces pièces ainsi que de leurs détails de fabrication. Ces illustrations ont pour but d'identifier des pièces qui remplissent la même fonction ou une fonction identique.

SYMBOLES UTILISÉS DANS CE CATALOGUE

@ - Dans la colonne «Quantité» signifie «Au besoin».
Opt - Dans la colonne «Quantité» signifie «En option».
N - Dans la colonne «Numérique» signifie «Nouvelle pièce».
t.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif résiste aux températures élevées.
- Une description en caractère gras signifie qu'il y a plus d'une pièce.

r.m. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance moyenne.
r.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance élevée.
u.g. - Utilisé avec «Adhésif» signifie que l'adhésif est d'usage général.

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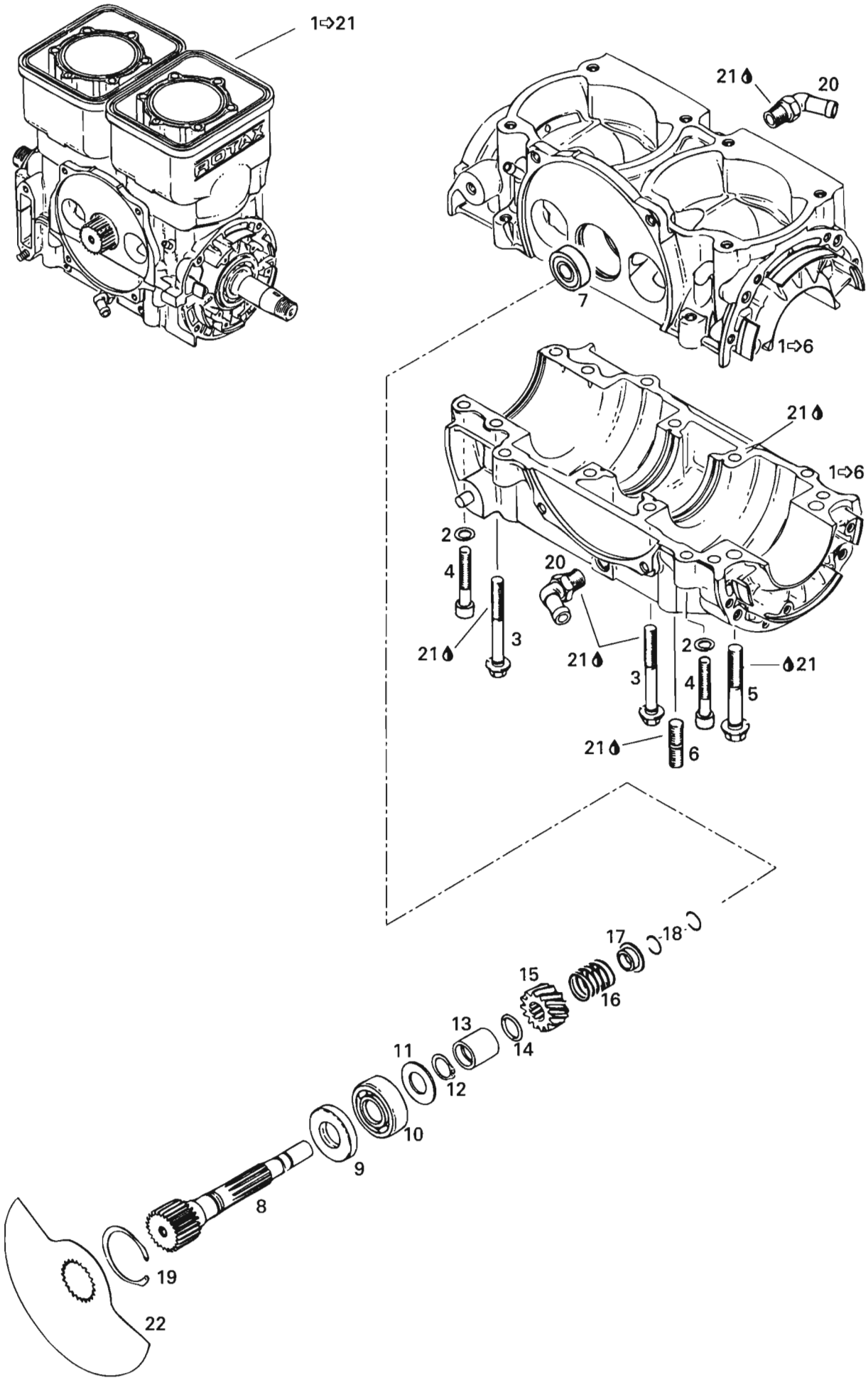

Crankcase, Rotary Valve
Carter, valve rotative

N 1⇨21	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1⇨6	290 887 191	***Crankcase Ass'y*** (White)	***Carter ass.*** (blanc)	1
2	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	6
3	290 841 998	Flanged Screw M8 x 70	Vis à épaulement M8 x 70	6
4	290 841 563	Allen Screw M8 x 45	Vis Allen M8 x 45	6
5	290 941 333	Flanged Screw M10 x 75	Vis à épaulement M10 x 75	2
6	290 940 798	Stud M10 x 25/18	Goujon M10 x 25/18	4
7	290 932 797	Ball Bearing «6201»	Roulement à billes «6201»	1
8	290 837 251	Rotary Valve Shaft	Arbre de valve rotative	1
E **9**	290 930 580	Oil Seal	Anneau d'étanchéité	1
10	290 932 032	Ball Bearing «6203»	Roulement à billes «6203»	1
11	290 227 439	Shim	Cale	1
12	290 845 450	Snap Ring	Bague d'arrêt	1
13	290 847 282	Distance Sleeve	Douille d'écartement	1
E **14**	293 300 024	O–Ring	Joint torique	1
15	290 935 735	Sprocket 14 Teeth	Roue d'engrenage à 14 dents	1
16	290 938 810	Spring	Ressort	1
17	290 827 430	Spring Seat	Siège du ressort	1
18	290 845 160	Circlip	Circlip	2
19	290 845 260	Snap Ring	Bague d'arrêt	1
20	290 922 245	Hose Nipples 90°	Raccord coudé 90°	2
21	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
22	290 924 502	Rotary Valve (159°)	Valve rotative (159°)	1
E N 23	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@

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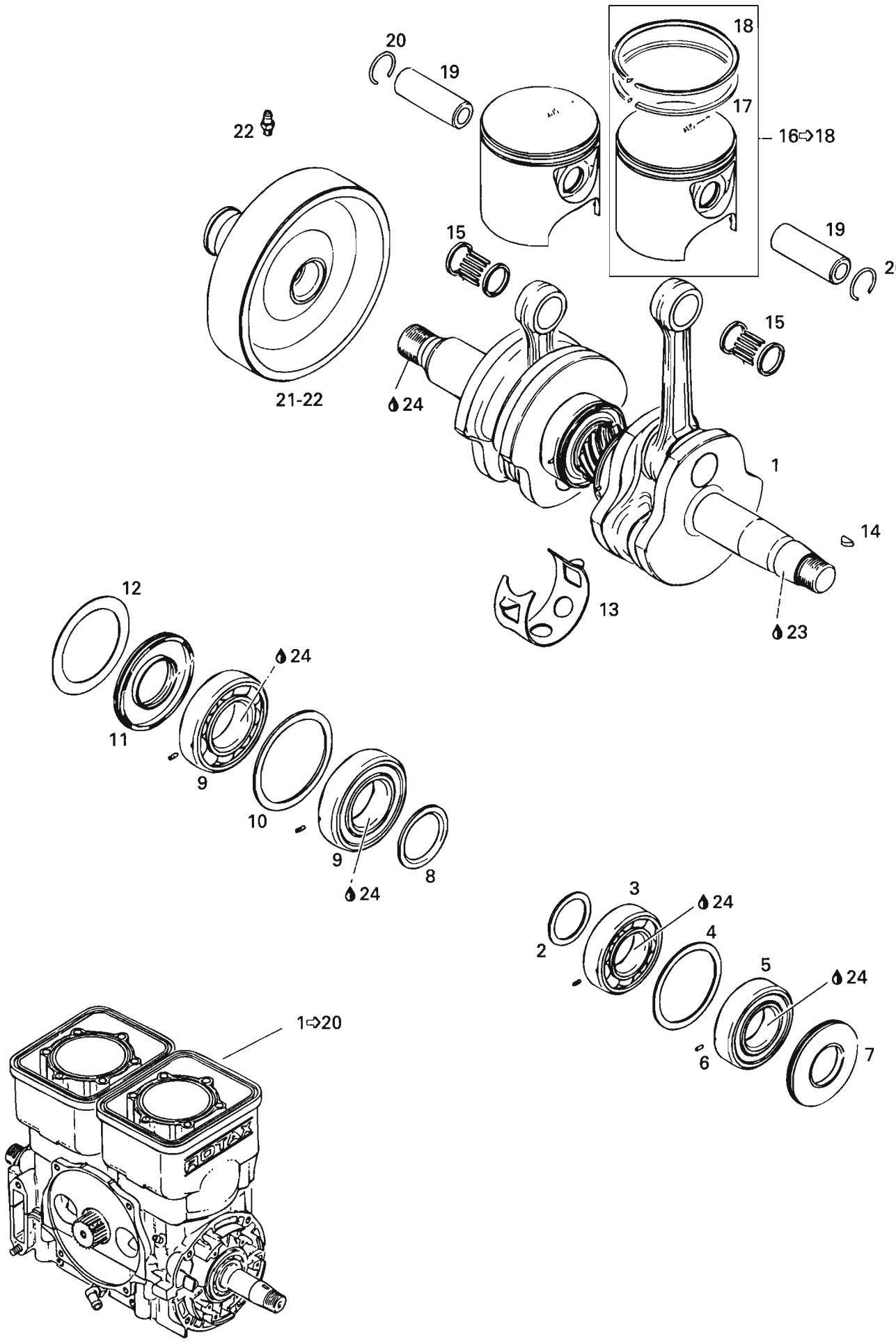

Crankshaft, Pistons
Vilebrequin, pistons

N 1⇨20	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1	290 887 200	***Crankshaft Ass'y***	***Vilebrequin ass.***	1
N 2	290 827 447	Distance Ring	Bague d'écartement	1
N 3	290 932 589	***Ball Bearing «6206» Ass'y***	***Roulement à billes «6206» ass.***	1
N 4	290 827 050	Retaining Disk	Disque de retenue	1
5	290 932 587	Ball Bearing «6206»	Roulement à billes «6206»	1
N 6	290 832 470	Pin–Spring	Goupille–Ressort	1
E **7**	290 830 749	Oil Seal	Anneau d'étanchéité	1
8	290 827 760	Distance Ring	Bague d'écartement	1
N 9	290 832 238	Ball Bearing «6207»	Roulement à billes «6207»	2
N 10	290 927 710	Retaining Disk	Disque de retenue	1
E **11**	290 831 952	Oil Seal P.T.O.	Anneau d'étanchéité PDM	1
12	290 926 060	Retaining Shim	Cale de retenue	1
13	290 926 070	Retaining Ring	Bague de retenue	1
14	290 246 055	Woodruff Key	Clavette Woodruff	1
15	290 832 420	Needle Bearing	Roulement à aiguilles	2
N 16⇨18	290 887 180	***Piston with 2 Rings***, 82.00 mm	***Piston, 2 segm.,*** 82.00 mm	2
N	290 887 181	***Piston with 2 Rings***, 82.25 mm	***Piston surdi., 2 segm.,*** 82.25 mm	Opt
N	290 887 182	***Piston with 2 Rings,*** 82.50 mm	***Piston surdi., 2 segm.,*** 82.50 mm	Opt
N 17	290 815 080	Rectangular Ring 82.00 mm	Segment rectangulaire 82.00 mm	2
N	290 815 081	Rectangular Ring 82.25 mm	Segment rectangulaire 82.25 mm	Opt
N	290 815 082	Rectangular Ring 82.50 mm	Segment rectangulaire 82.50 mm	Opt
N 18	290 815 070	Semi–Trapez Ring 82.00 mm	Segment semi trapézoïdal 82.00 mm .	2
N	290 815 071	Semi–Trapez Ring 82.25 mm	Segment semi trapézoïdal 82.25 mm .	Opt
N	290 815 072	Semi–Trapez Ring 82.50 mm	Segment semi trapézoïdal 82.50 mm .	Opt
N 19	290 916 400	Gudgeon Pin	Axe de piston	2
E C **20**	290 845 100	Circlip	Frein d'axe	4
21⇨22	290 958 011	***Clutch–Flywheel***	***Volant d'inertie***	1
22	290 499 113	Grease Fitting	Graisseur	1
23	293 800 015	Loctite «242», 10mL	Loctite «242», 10 mL	@
24	293 800 023	Anti–Seize Lubricant, 454 g	Lubrifiant anti–grippant, 454 g	@
E N 25	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@
C N 26	290 886 316	***Gasket Cylinder Set (Not Shown)***	***Ens. joint d'étanc. de cylindre (non-ill.)***	@

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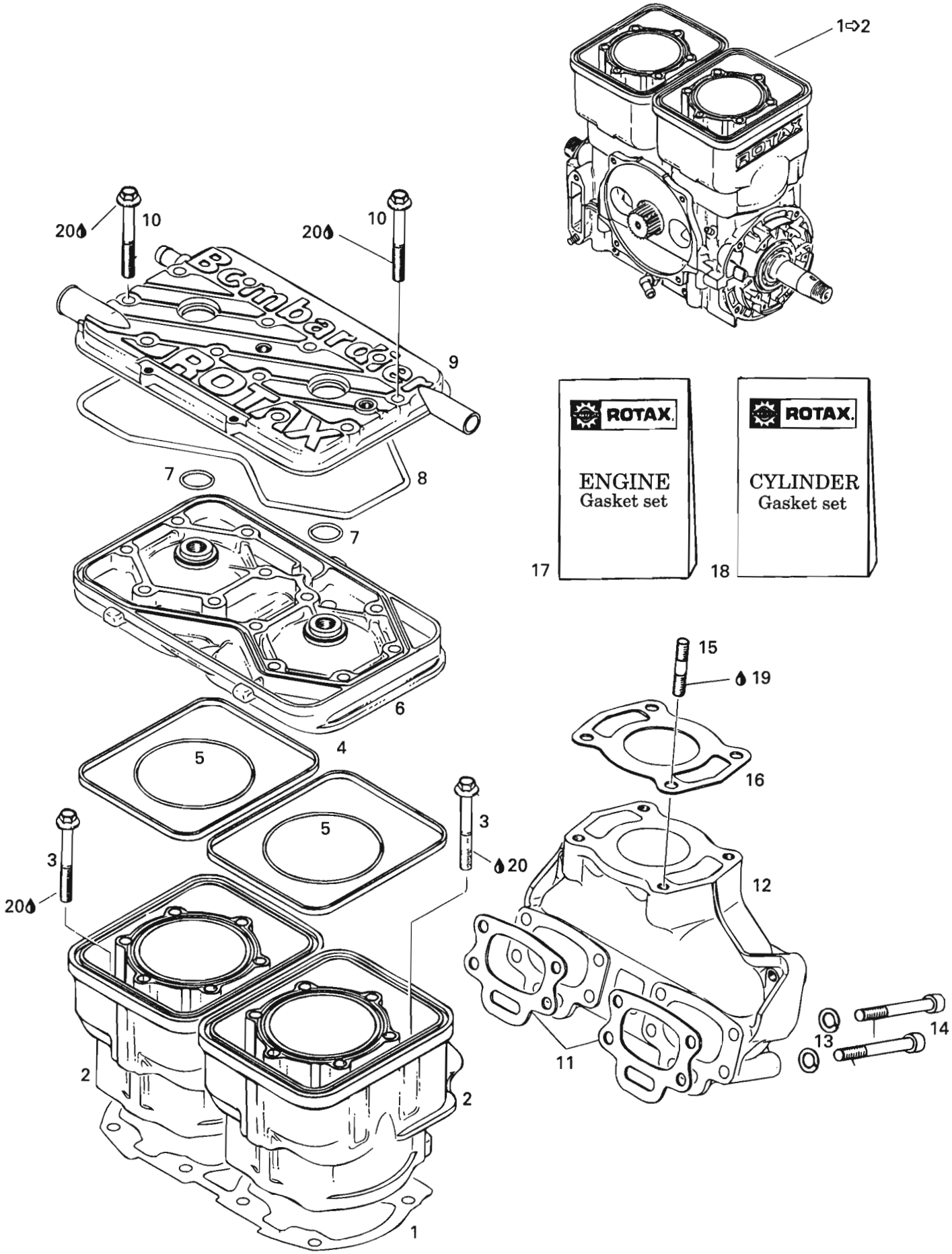

Cylinder, Exhaust Manifold
Cylindre, collecteur d'échappement

N 1⇨2	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
E C **N 1**	290 931 400	Gasket Cylinder 0.3 mm	Joint d'étanchéité du cylindre 0.3 mm	@
E C **N**	290 931 401	Gasket Cylinder 0.4 mm	Joint d'étanchéité de cylindre 0.4 mm	@
E C **N**	290 931 402	Gasket Cylinder 0.5 mm	Joint d'étanchéité de cylindre 0.5 mm	@
E C **N**	290 931 403	Gasket Cylinder 0.6 mm	Joint d'étanchéité de cylindre 0.6 mm	@
E C **N**	290 931 404	Gasket Cylinder 0.8 mm	Joint d'étanchéité de cylindre 0.8 mm	@
N 2	290 923 236	***Cylinder with Sleeve*** (White)	***Cylindre avec chemise*** (blanc)	2
N 3	290 440 368	Flanged Hex. Screw M8 x 90	Vis hex. à épaulement M8 x 90	8
E C **4**	290 850 045	O–Ring	Joint torique	2
E C **N 5**	290 931 410	O–Ring	Joint torique	2
N 6	290 923 251	Head Cylinder (White).....	Culasse (blanc)	1
E C **7**	290 430 782	O–Ring	Joint torique	2
E C **8**	290 950 360	O–Ring	Joint torique	1
N 9	290 923 261	Cylinder Head Cover (White)	Couvercle de culasse (blanc).....	1
10	290 841 998	Flanged Hex. Screw M8 x 70	Vis hex. à épaulement M8 x 70	12
E C **11**	290 850 637	Gasket	Joint d'étanchéité	2
12	290 979 141	Exhaust Manifold (White).....	Collecteur d'échappement (blanc)	1
13	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	8
14	290 841 994	Allen Screw M8 x 70	Vis Allen M8 x 70	8
15	290 941 013	Stud M8 x 26.....	Goujon M8 x 26	1
E C **16**	290 950 251	Gasket	Joint d'étanchéité	1
E N 17	290 886 315	***Engine Gasket Set***	***Ens. de joint d'étanchéité moteur.***	@
C N 18	290 886 316	***Gasket Cylinder Set***	***Ens. joint d'étanchéité de cylindre***	@
19	290 899 788	Loctite «648», 5 gr.....	Loctite «648», 5 gr.	@
20	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@

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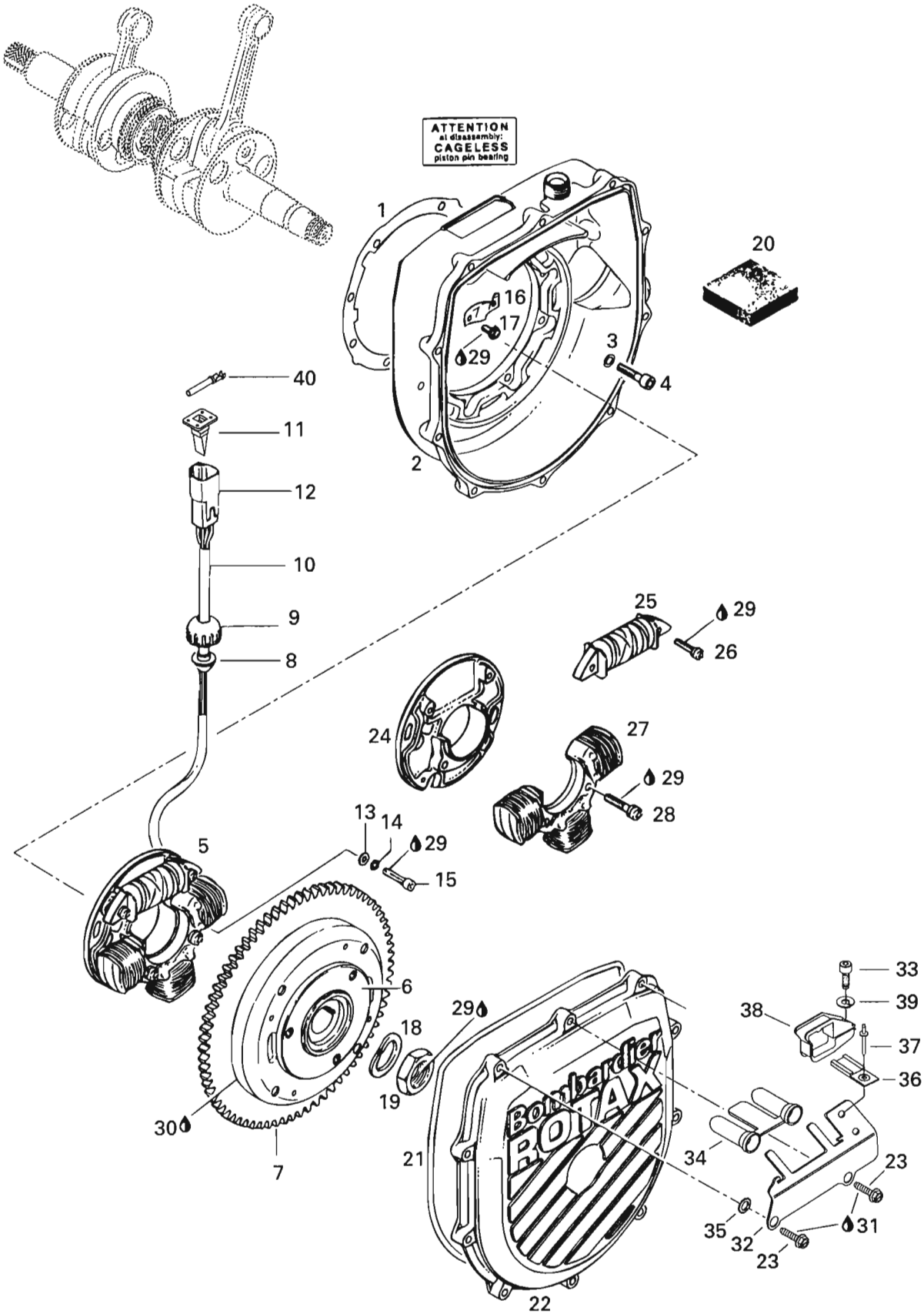

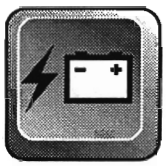

Magneto
Magnéto

E **1**	290 850 605	Gasket	Joint d'étanchéité	1
N 2	290 810 096	Ignition Housing (White)	Boîtier d'allumage (blanc)	1
3	290 945 751	Lock Washer 6 mm	Rondelle–frein 6 mm	8
4	290 840 861	Allen Screw M6 x 25	Vis Allen M6 x 25	8
N 5	290 886 726	***Armature Plate Ass'y***	***Plaque d'armature ass.***	1
6⇨7	290 995 119	***Magneto Flywheel Ass'y***	***Volant magnétique ass.***	1
6	290 995 118	Magneto Flywheel	Volant magnétique	1
7	290 834 060	Starter Gear 77 Teeth	Couronne dentée 77 dents	1
N 8	293 720 034	Grommet	Passe–fils	1
9	278 000 100	Cap	Capuchon	1
N 10	290 260 931	Tubing Isolation	Tube isolant	1
N 11	278 000 636	Wedge Female 4 ways	Cale femelle 4 circuits	1
N 12	278 000 635	Housing Tab Female 4 ways	Bloc femelle 4 circuits	1
13	290 827 800	Washer 5.5 mm	Rondelle 5.5 mm	3
14	290 945 750	Lock Washer 5 mm	Rondelle-frein 5 mm	3
15	290 840 515	Allen Screw M5 x 18	Vis Allen M5 x 18	3
16	290 853 080	Retainer Plate	Plaque de retenue	1
17	215 050 848	Hex. Screw M5 x 8	Vis hex. M5 x 8	2
18	290 945 759	Lock Washer 22 mm	Rondelle-frein 22 mm	1
19	290 842 230	Hex. Nut M22	Écrou Hex. M22	1
20	290 860 680	Protection Mat	Sangle protecteur	1
E **21**	290 831 555	O–Ring	Joint torique	1
N 22	290 810 146	Ignition Cover	Couvercle ignition	1
N 23	290 841 543	Self Tapping Screw M6 x 25	Vis autotaraudeuse M6 x 25	10
24	290 866 657	Armature Plate	Plateau d'armature	1
25	410 915 200	Generating Coil	Bobine génératrice d'allumage	1
26	290 940 810	Combined Screw M5 x 22	Vis combinée M5 x 22	2
27	410 916 200	Lighting Coil	Bobine d'éclairage	1
28	410 913 900	Screw With Washer	Vis avec rondelle	2
29	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
30	290 899 788	Loctite «648», 5 g	Loctite «648», 5 g	@
31	293 800 023	Loctite Antiseize	Loctite anti–grippage	@
N 32	278 000 516	Ground Plate	Plaque de mise à la masse	1

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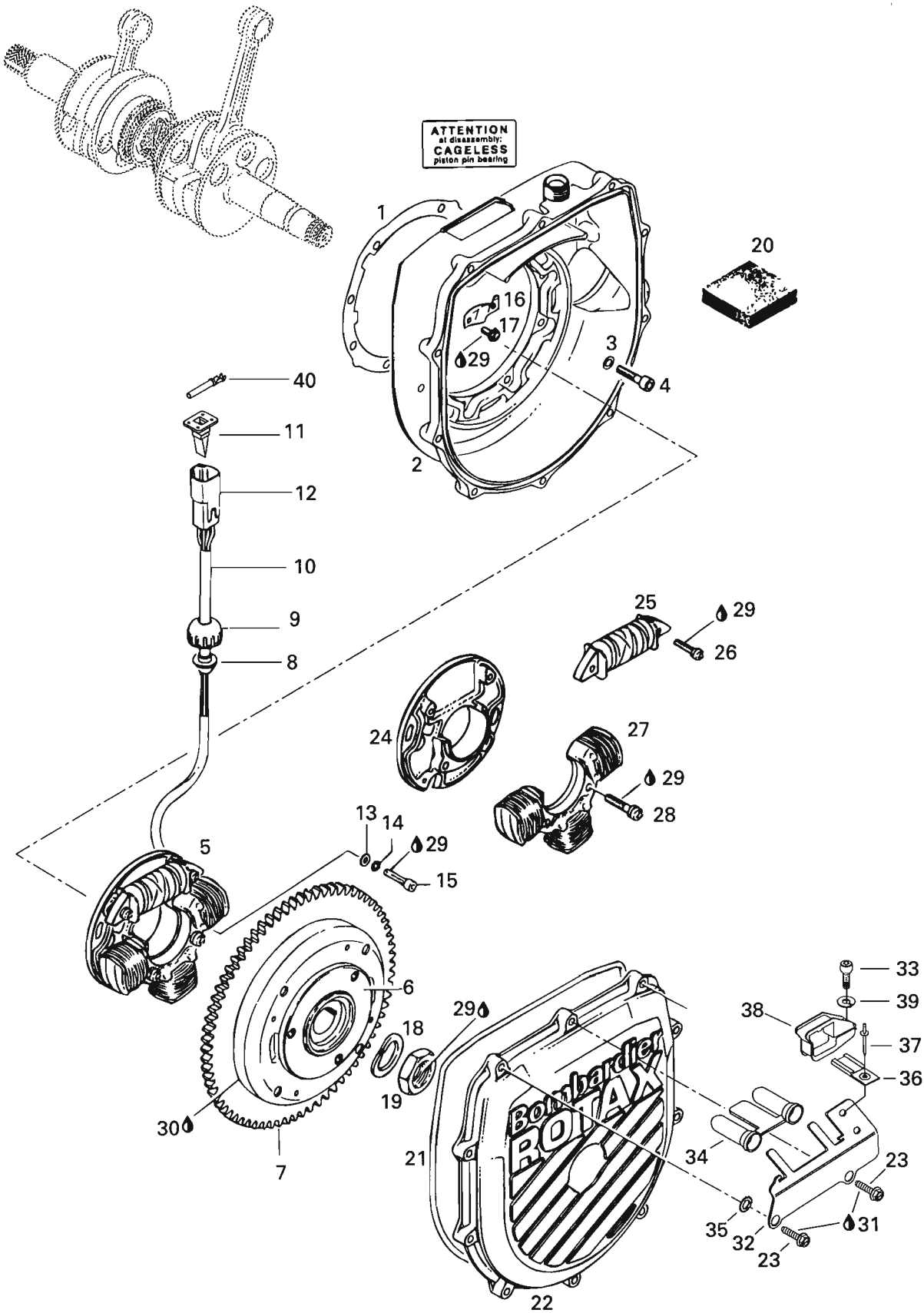
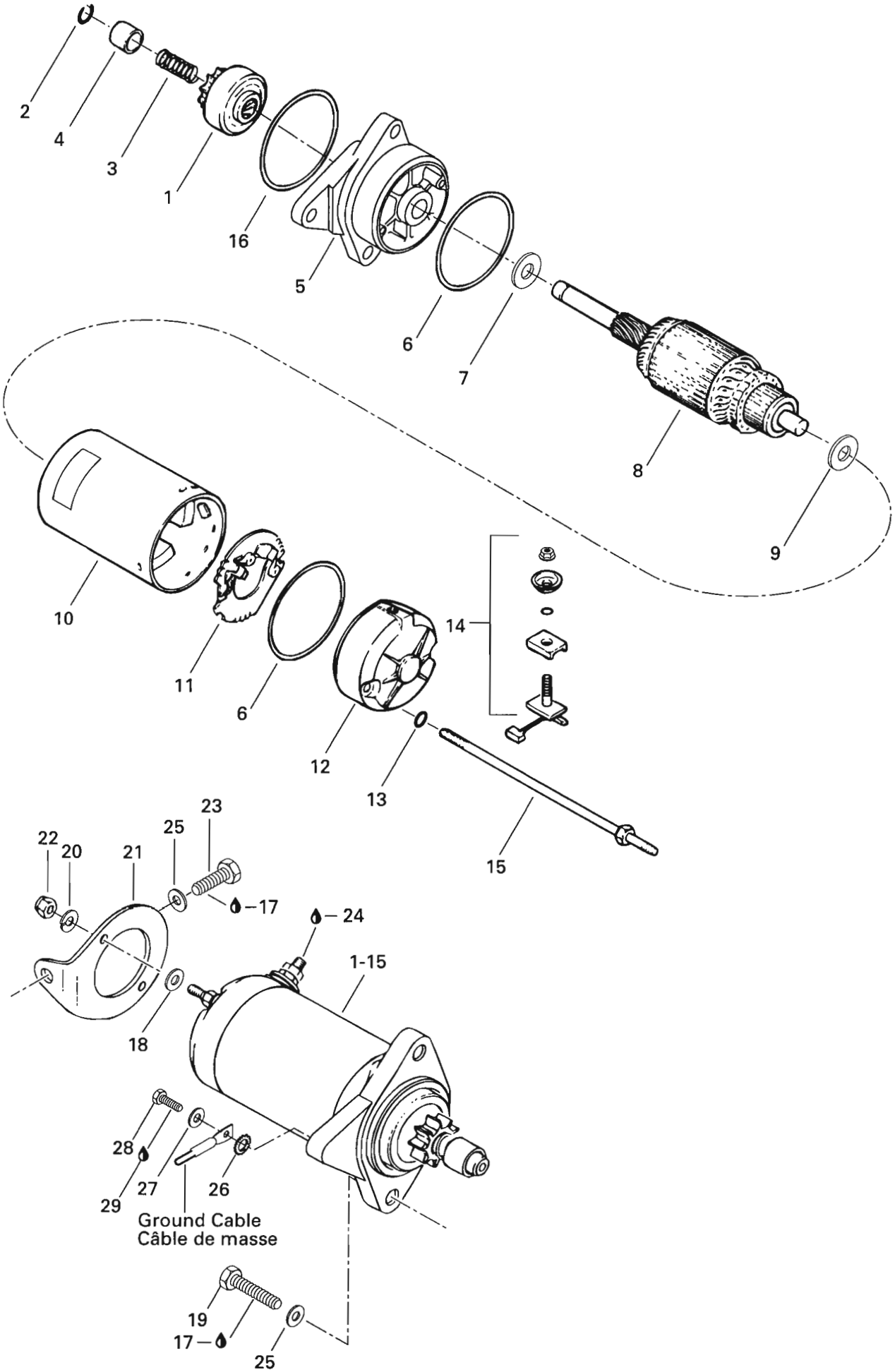
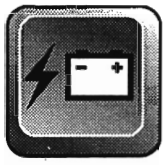


Magneto
Magnéto

5857
XP

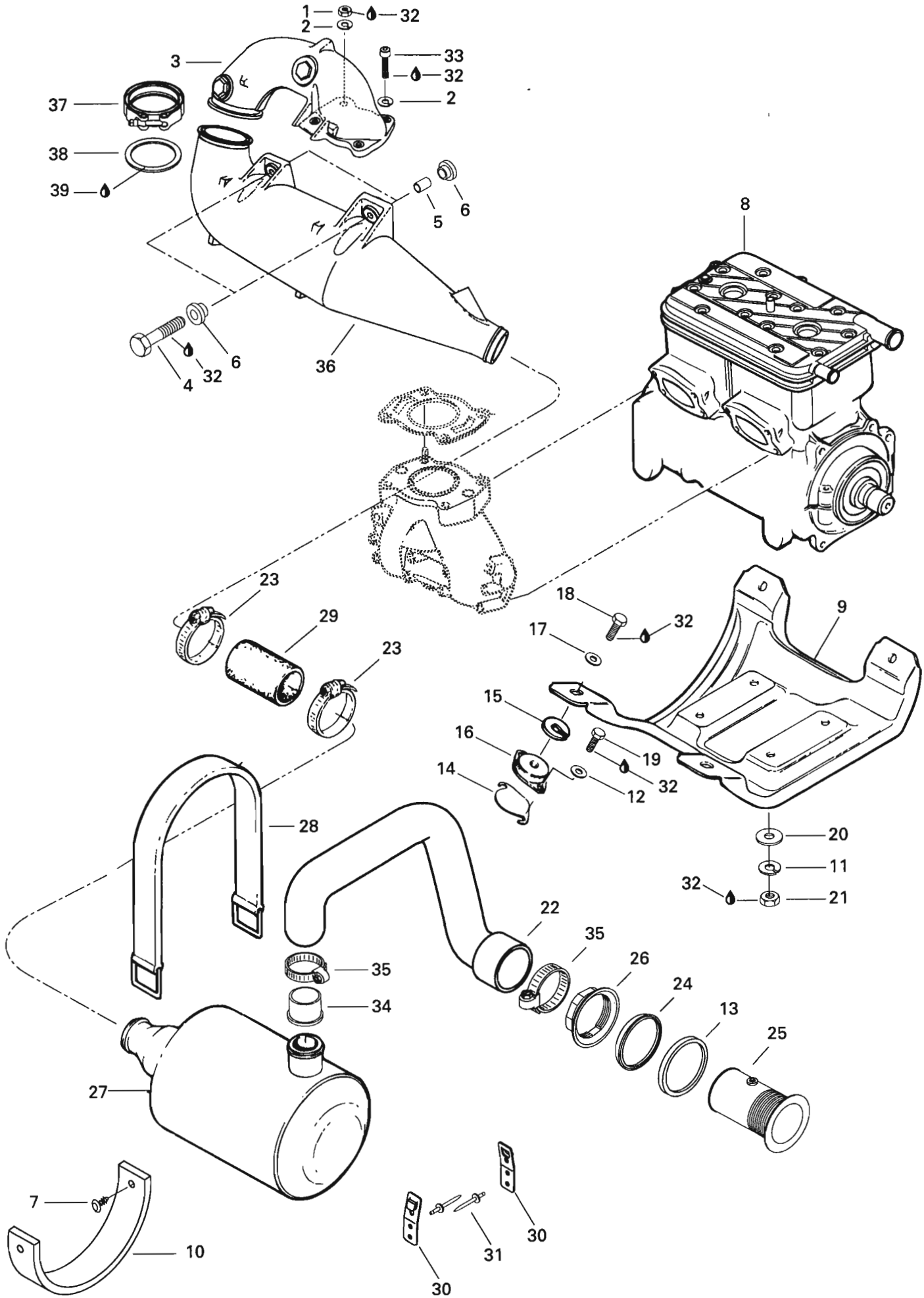
33	215 961 660	Allen Screw M6 x 16	Vis Allen M6 x 16	1
34	278 000 213	Insulator	Isolateur	1
N 35	217 161 600	Washer Star 6 mm	Rondelle éventail 6 mm	2
N 36	270 000 141	Clip	Clip	1
37	204 000 081	Rivet 3/16	Rivet 3/16	1
N 38	270 000 158	Adaptor	Adapteur	1
39	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	1
40	278 000 631	Terminal Male	Cosse mâle	@
E N 41	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@





Starter
Démarreur

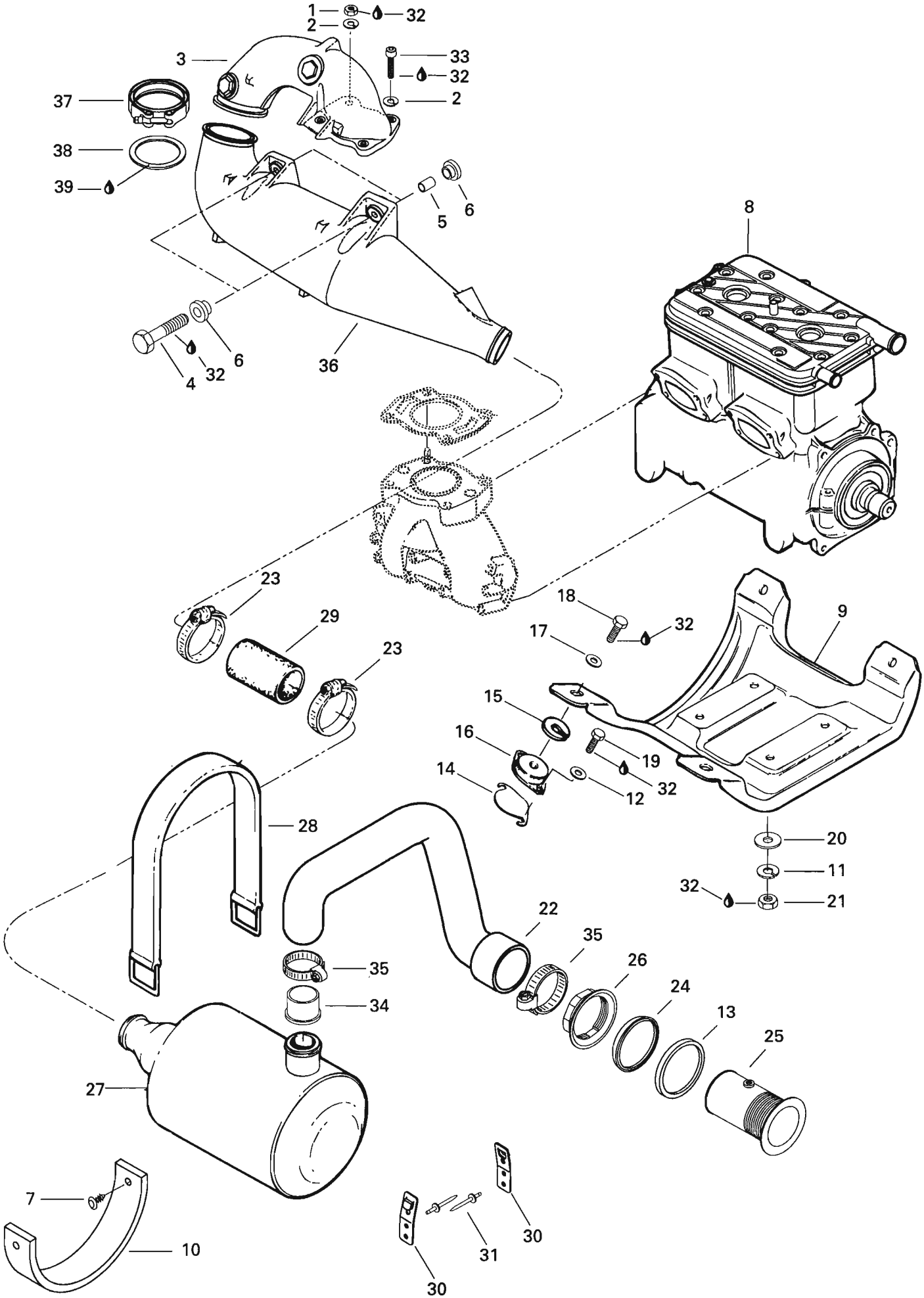
N 1➪15	278 000 485	***Starter Ass'y***	***Démarreur ass.***	1
1	295 500 089	***Starter Clutch Ass'y***	***Embrayage du démarreur ass.***	1
2	278 000 048	Circlip	Circlip	1
3	278 000 168	Spring	Ressort	1
4	278 000 254	Stopper Bushing	Douille d'arrêt	1
N 5	278 000 697	***Housing Ass'y***	***Logement ass.***	1
N 6	278 000 695	O–Ring	Joint torique	2
7	278 000 054	Washer	Rondelle	1
N 8	278 000 699	Armature	Induit	1
9	278 000 056	Thrust Washer	Rondelle de butée	@
10	278 000 057	***Yoke Ass'y***	***Boîtier du démarreur ass.***	1
11	278 000 058	Brush Holder	Porte–balai	1
12	278 000 251	Commutator End Frame	Couvercle du collecteur	1
13	278 000 060	O–Ring	Joint torique	2
14	278 000 252	***Brush Starter Kit***	***Ensemble de balai de démarreur***	1
15	278 000 170	Retainer Stud	Goujon de retenue	2
N 16	278 000 694	O–Ring	Joint torique	1
17	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
18	213 200 004	Washer 5 mm	Rondelle 5 mm	2
19	210 000 007	Hex. Screw M8 x 30	Vis hex. M8 x 30	2
20	217 351 500	Lock Washer 5 mm	Rondelle–frein 5 mm	2
21	270 000 080	Starter Support	Support de démarreur	1
22	218 051 600	Stop Nut M5	Écrou d'arrêt M5	2
23	215 681 660	Hex. Screw M8 x 16	Vis hex. M8 x 16	1
24	293 550 004	Dielectric Grease, 150 g	Graisse diélectrique, 150 g	@
25	213 200 002	Washer 8 mm	Rondelle 8 mm	3
26	213 400 001	Ext. Tooth Lock Washer 8 mm	Rondelle–frein à dents ext. 8 mm	1
N 27	211 200 020	Flat Washer 8 mm	Rondelle plate 8 mm	1
28	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	1
29	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@



Engine Support and Muffler
Support moteur et silencieux

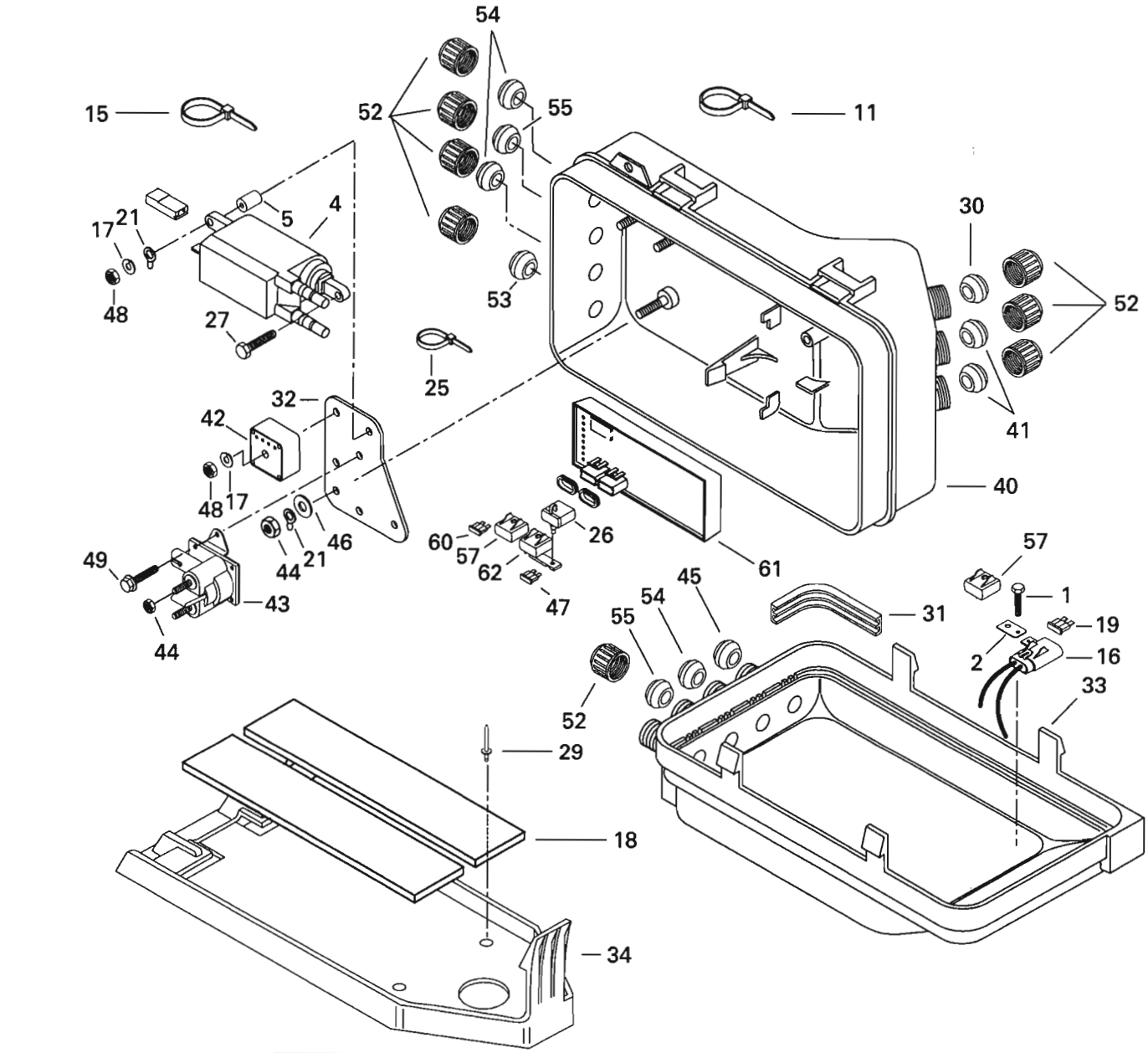
5857
XP

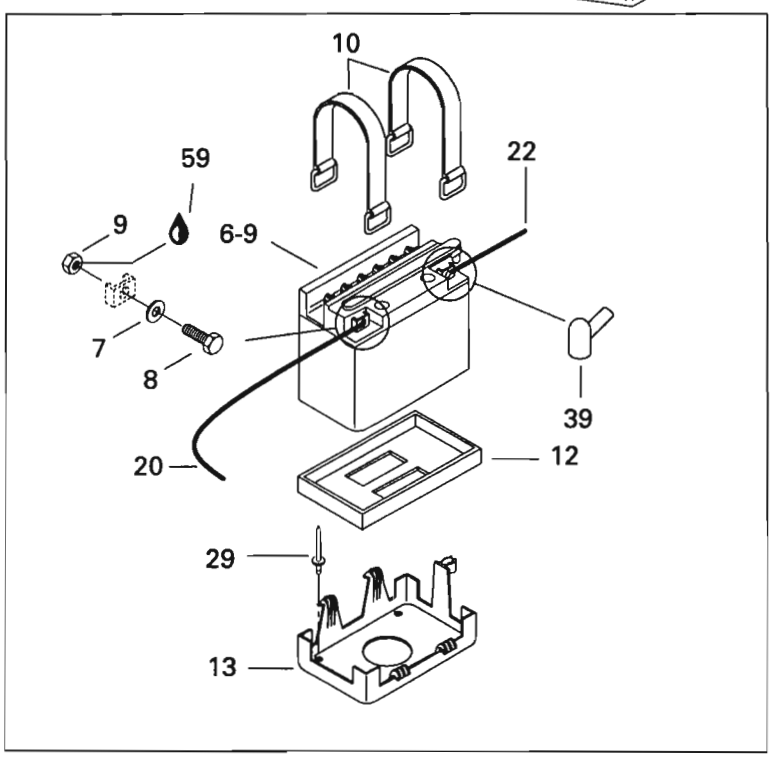
1	212 100 001	Hex. Nut M8	Écrou hex. M8	1
2	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	4
3	274 000 154	***Tuned Pipe Ass'y***	***Tuyau d'échappement ass.***	1
4	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	2
5	274 000 114	Bushing	Douille	2
N 6	293 830 031	Bushing Rubber	Douille de caoutchouc	4
7	293 730 006	Dart black	Dard noir	2
N 8	270 000 135	Rotax Engine 717 (White)	Moteur Rotax 717 (blanc)	1
N 9	270 000 147	Engine Support	Support moteur	1
10	293 830 008	Pad Rubber	Tampon de caoutchouc	1
11	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	4
12	213 200 002	Lock Washer 8 mm	Rondelle-frein 8 mm	8
N 13	274 000 226	Gasket	Joint étanche	1
14	270 000 006	Shim 0.3 mm	Cale 0.3 mm	@
	270 000 007	Shim 1.3 mm	Cale 1.3 mm	@
15	270 000 024	Shim 0.3 mm	Cale 0.3 mm	@
	270 000 025	Shim 1.3 mm	Cale 1.3 mm	@
16	270 000 065	Rubber Mount	Tampon d'ancrage	4
17	213 200 011	Washer 8 mm	Rondelle 8 mm	4
18	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	4
19	210 000 007	Hex. Screw M8 x 30	Vis hex. M8 x 30	8
20	213 200 003	Washer 10 mm	Rondelle 10 mm	4
21	212 100 007	Hex. Elastic Stop Nut M10	Écrou d'arrêt élastique hex. M10	4
N 22	274 000 228	Hose Formed	Boyau formé	1
23	293 650 036	Tridon Clamp	Bride de serrage	2
N 24	274 000 225	Washer	Rondelle	1
N 25	274 000 222	Neck-Filler	Goulot	1
N 26	274 000 224	Nut M72	Écrou M72	1
27	274 000 184	Muffler	Silencieux	1
28	293 850 021	Muffler Strap	Sangle de silencieux	1
29	274 000 170	Exhaust Hose	Boyau d'échappement de raccord	1
30	293 850 024	Strap Clip	Pince de courroie	2
31	293 150 037	Rivet 3/16	Rivet 3/16	4
32	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
33	210 100 008	Allen Screw M8 x 30	Vis Allen M8 x 30	3
N 34	274 000 227	Hose Adaptor	Adapteur de boyau	1
N 35	293 650 061	Tridon Clamp	Bride de serrage	2
N 36	274 000 231	Pipe-Cone	Tuyau conique	1

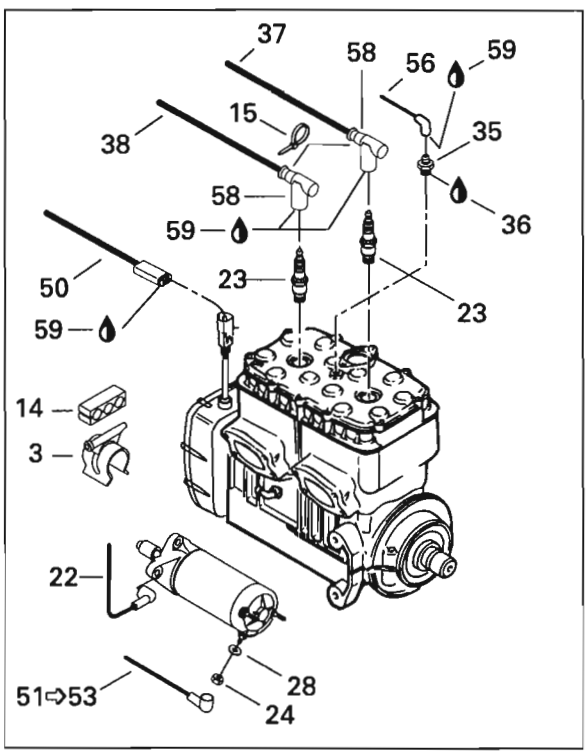


Engine Support and Muffler
Support moteur et silencieux

37	274 000 151	Clamp	Bride de serrage	1
38	274 000 152	Sealing Ring	Bague étanche	1
39	413 710 300	Sealant, 80 mL	Enduit d'étanchéité, 80 mL	@

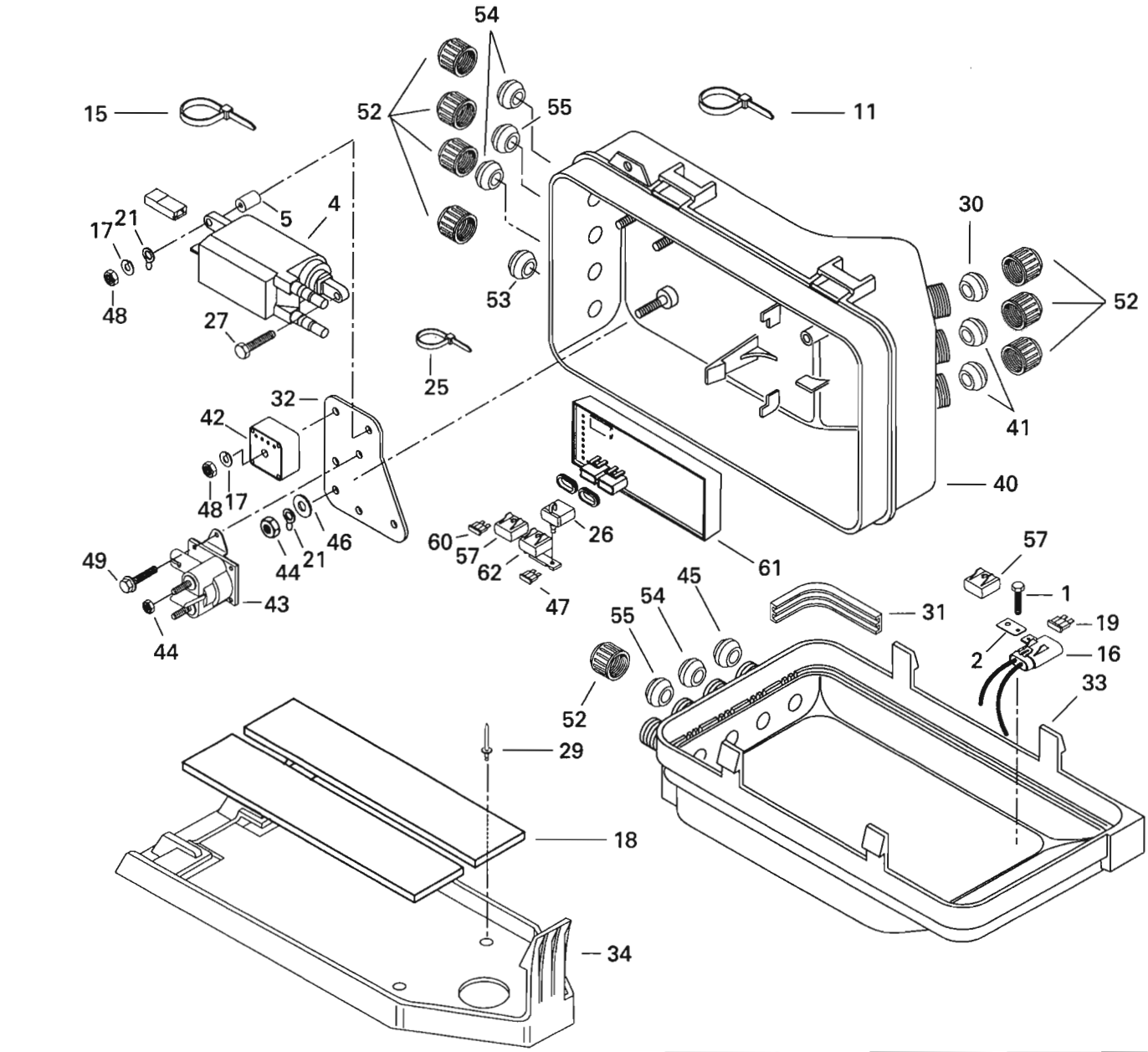


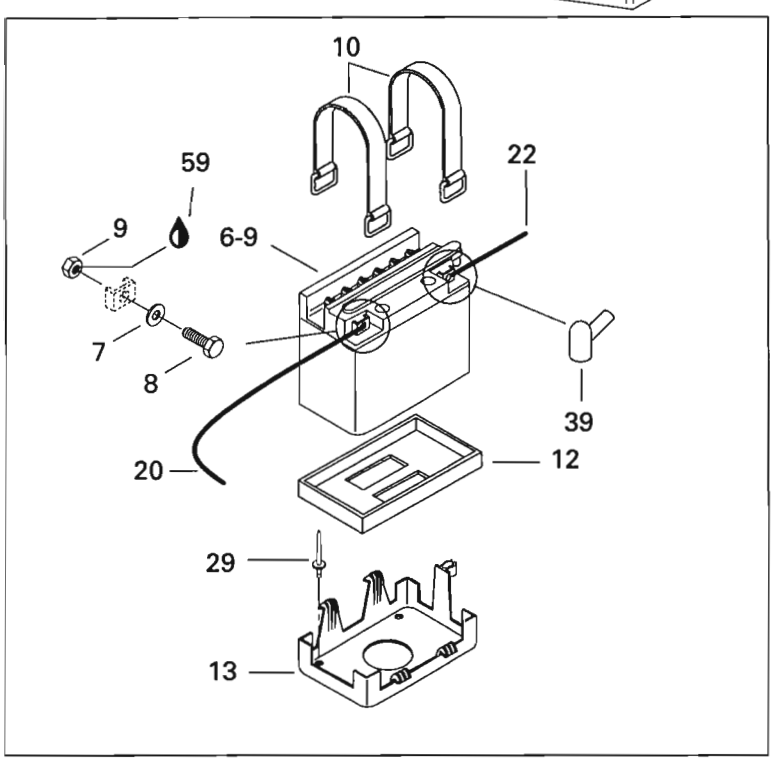


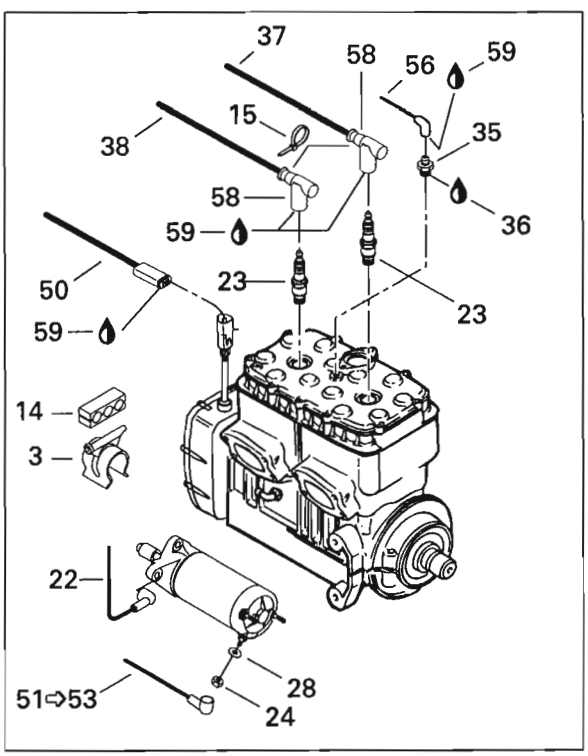


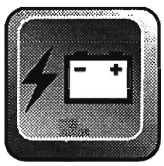
Electrical System
Système électrique

1	211 000 012	Hex. Screw M6.3 x 16	Vis hex. M6.3 x 16	1
N 2	278 000 706	Fuse Holder Support	Support de porte-fusible	1
N 3	278 000 559	Clamp Bracket	Support-collier	1
N 4	278 000 586	Ignition Coil	Bobine d'allumage	1
5	278 000 235	Spacer	Entretoise	1
N 6⇨9	278 000 712	***Battery***	***Batterie***	1
N 7	211 200 018	Flat Washer 6 mm	Rondelle plate 6 mm	2
N 8	211 000 045	Hex. Screw	Vis hex.	2
N 9	211 100 022	Nut M6	Écrou M6	2
10	293 850 021	Strap	Sangle	2
11	293 750 009	Tie Rap	Attache	@
N 12	278 000 492	Battery Lower Pad	Tampon inférieur de batterie	1
N 13	278 000 476	Battery Support	Support de batterie	1
14	278 000 245	3 Wire Support	Support de 3 fils	1
15	293 750 002	Tie Rap	Attache	@
N 16	278 000 705	Fuse Harness 7.5 Amp.	Cablâge de fusible 7.5 amp.	1
17	217 361 500	Lock Washer 6 mm	Rondelle–frein 6 mm	2
18	293 830 012	Strip Rubber	Bande de caoutchouc	2
N 19	278 000 704	7.5 Amp. Fuse	Fusible 7.5 amp.	1
N 20	278 000 514	***Battery Cable (Red)***	***Câble de batterie (rouge)***	1
21	278 000 229	Open Barrel	Cosse à anneau	2
N 22	278 000 711	Battery Ground Cable	Fil de masse batterie	1
N 23	278 000 609	Spark Plug (NGK BR8–ES)	Bougie (NGK BR8–ES)	2
24	212 000 001	Nut Lock M6	Écrou d'arrêt M6	1
25	293 750 001	Tie-Rap	Attache	@
26	278 000 379	Fuse Holder	Porte–fusible	1
27	215 462 550	Tapping Screw M6.3 x 25	Vis autotaraudeuse M6.3 x 25	1
28	213 200 001	Washer 6 mm	Rondelle 6 mm	1
29	293 150 037	Rivet 3/16	Rivet 3/16	@
30	278 000 098	Grommet (black)	Passe–fils (noir)	1
31	278 000 181	Gasket	Joint étanche	1
N 32	278 000 615	Mounting Plate	Plaque de montage	1
N 33	278 000 557	Cover	Couvercle	1
N 34	278 000 491	Box Support	Support de boîte	1
35	278 000 194	Temperature Sensor	Capteur de température	1
36	293 800 007	Loctite "515", 50 mL	Loctite "515", 50 mL	@
37	278 000 321	Wire Spark Plug 650 (PTO)	Câble d'allumage 650 (PDM)	1
38	278 000 322	Wire Spark Plug 530 (MAG)	Câble d'allumage 530 (MAG)	1



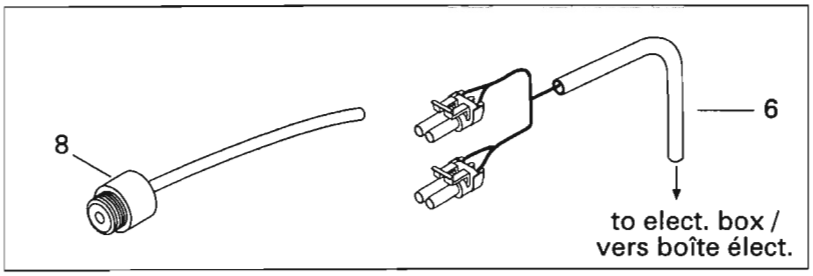


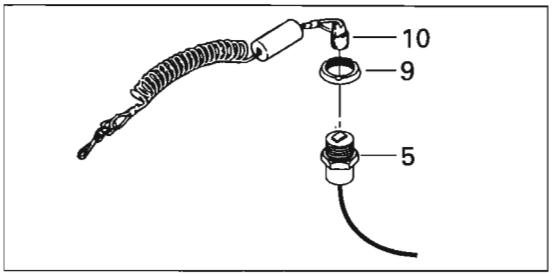


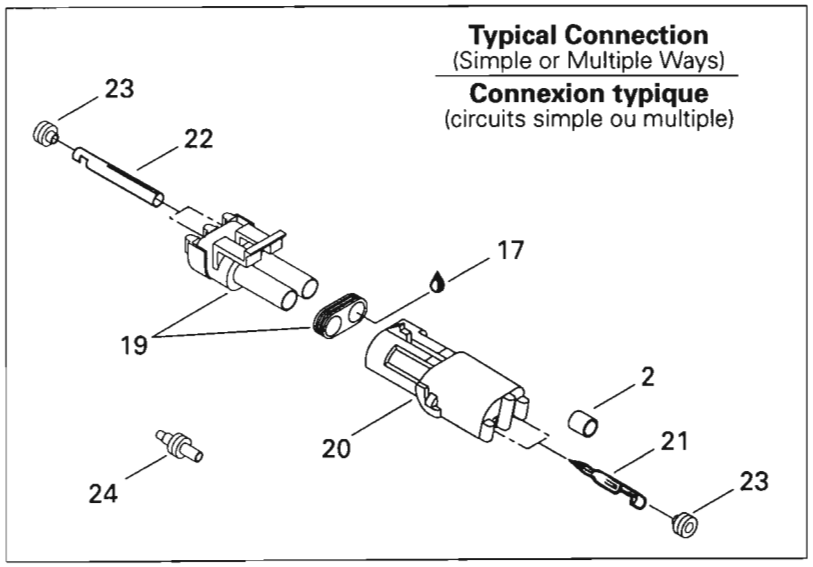


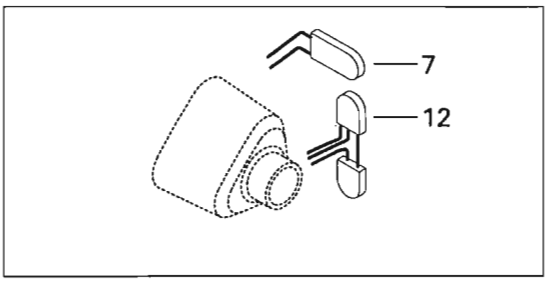
Electrical System
Système électrique

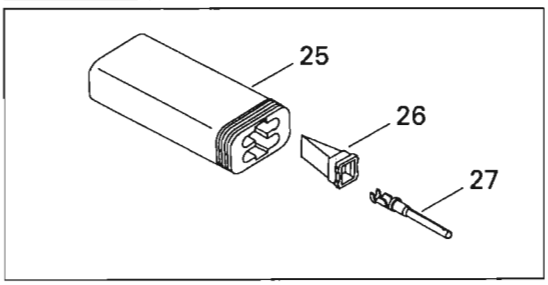
39	278 000 020	Protector Cap	Capuchon protecteur	4
N 40	278 000 486	Box Electric Base	Base de la boîte électrique	1
N 41	278 000 682	Grommet (Gray)	Passe–fils (gris)	2
42	278 000 123	Rectifier	Redresseur	1
N 43	278 000 513	Solenoid	Solénoïde	1
44	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	3
45	293 720 025	Grommet (2 ways)	Passe–fils (2 circuits)	1
46	213 200 001	Washer 6 mm	Rondelle 6 mm	1
47	278 000 344	5 Amp. Fuse	Fusible 5 amp.	2
48	212 100 004	Nut M6	Écrou M6	2
49	211 000 035	Self Tapping Screw M6 x 10	Vis autotaraudeuse M6 x 10	2
N 50	278 000 472	***Engine Harness***	***Câblage de moteur***	1
51⇨53	278 000 192	***Starter Cable***	***Câble de démarreur***	1
52	278 000 100	Electric Cap	Bouchon électrique	@
53	278 000 098	Grommet (black)	Passe–fils (noir)	1
54	570 026 800	Grommet (4 ways)	Passe–fils (4 circuits)	@
55	278 000 193	Grommet (3 ways)	Passe–fils (3 circuits)	3
N 56	278 000 587	***Temperature Wiring Ass'y***	***Câblage de température ass.***	1
57	278 000 378	Fuse Cap	Capuchon à fusible	2
58	278 000 237	Spark Plug Cap	Capuchon de bougie	2
59	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
60	278 000 343	15 Amp. Fuse	Fusible 15 amp.	2
N 61	278 000 423	***Electronic Module Ass'y***	***Module électronique ass.***	1
62	278 000 345	Fuse Cap	Capuchon à fusible	1

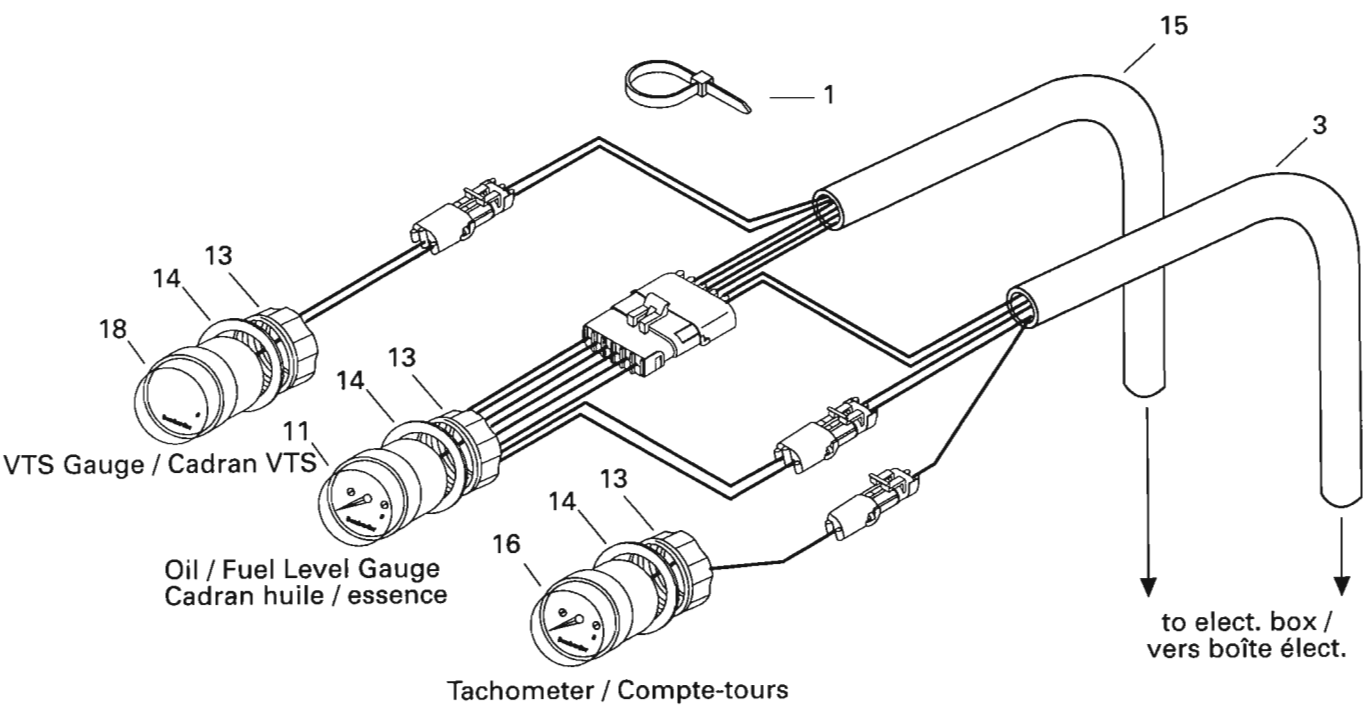


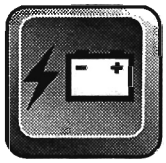






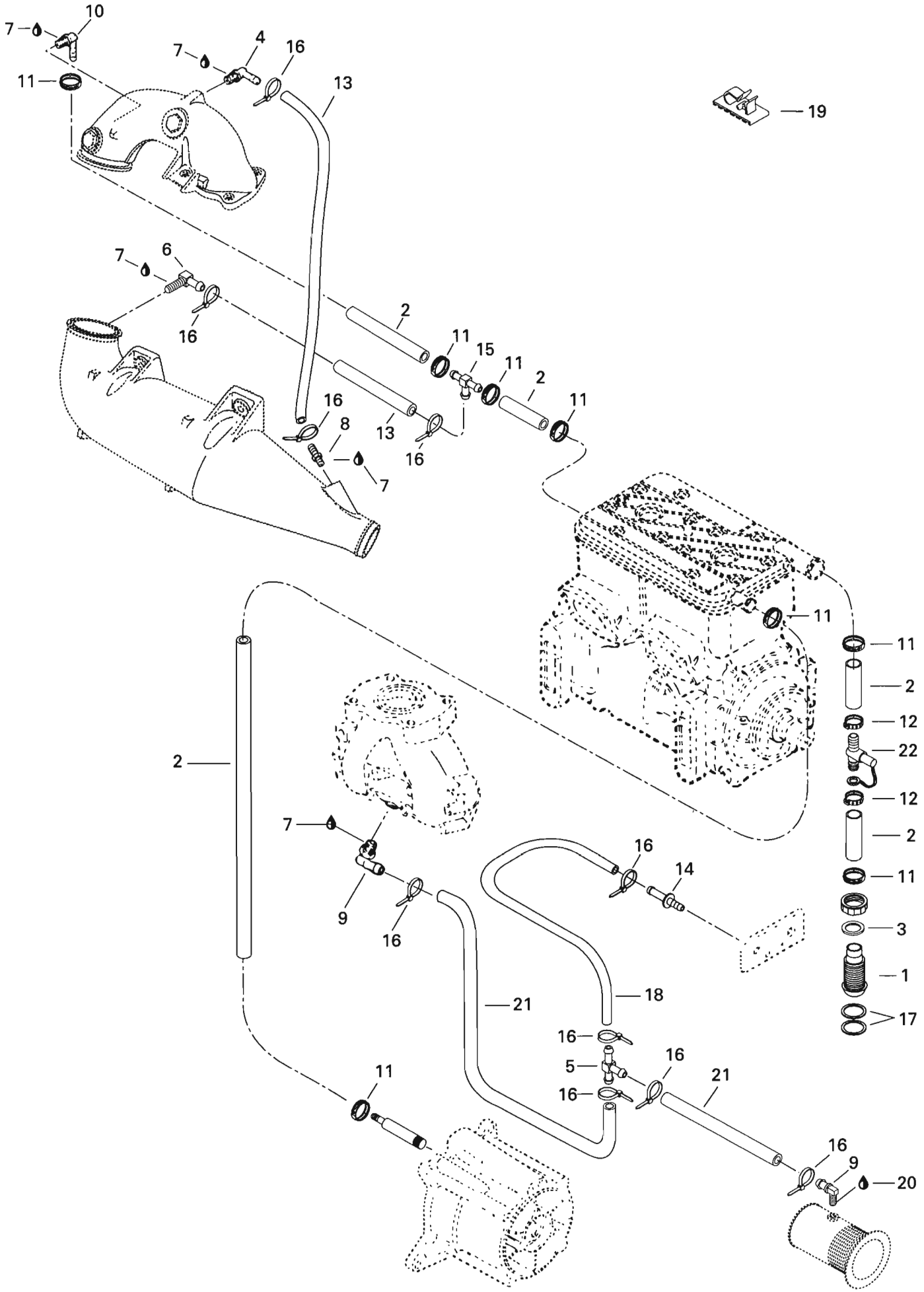






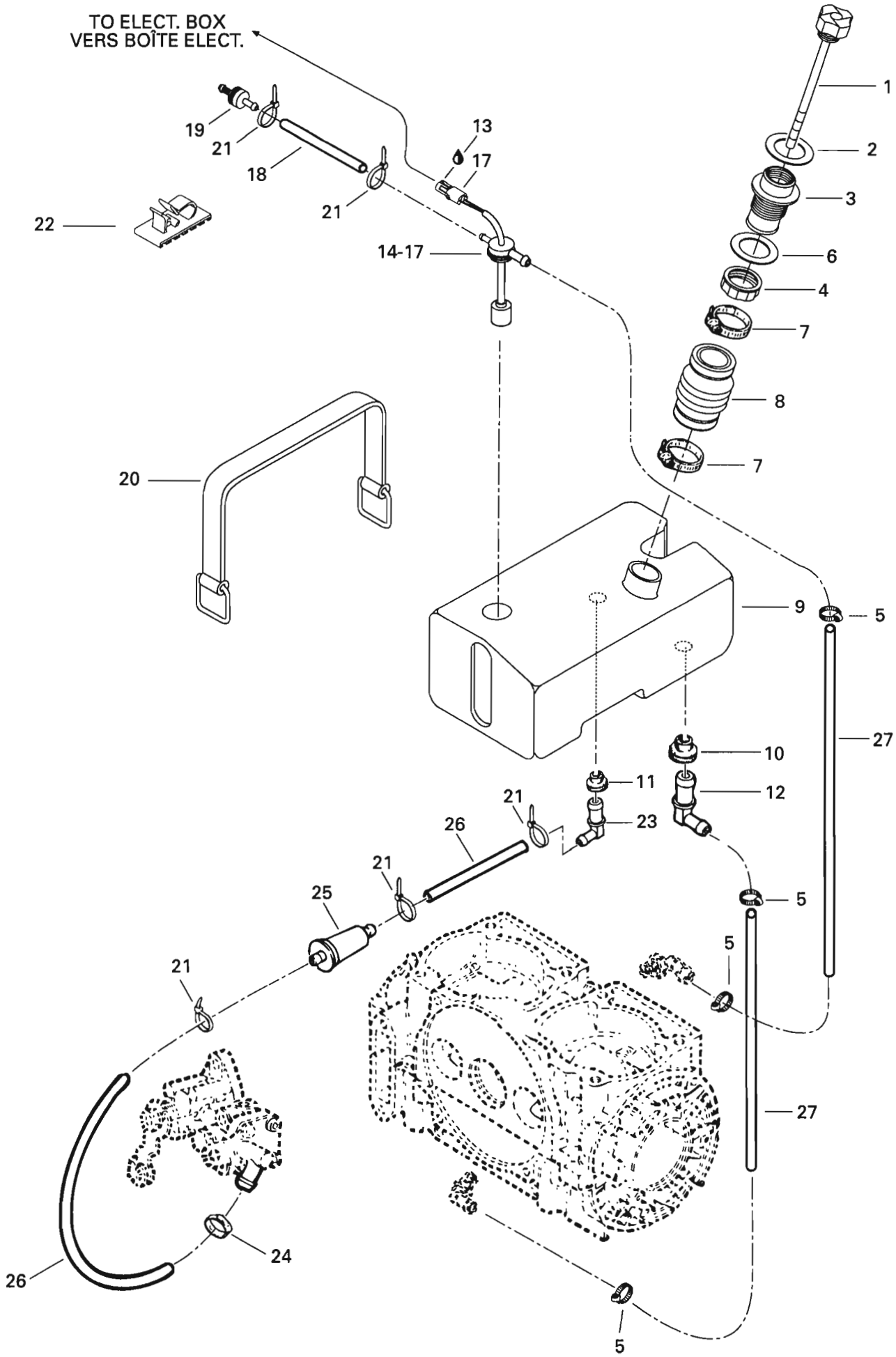
Electrical Accessories
Accessoires électrique

1	293 750 001	Tie–Rap	Attache	@
2	278 000 231	Insulating Sheet	Étui thermique	@
N 3	278 000 558	***Gauge Harness***	***Câblage de jauge***	1
N 4	278 000 588	«Y» Wire (Not Shown)	Fil en «Y» (non-ill.)	1
N 5	278 000 638	***Safety Switch***	***Interrupteur d'urgence***	1
N 6	278 000 420	***Buzzer–On/Off Switch Wiring***	***Câblage avert.– inter. dép./arrêt***	1
N 7	278 000 427	***Stop / Start Switch Assembly***	***Inter. d'arrêt et de marche ass.***	1
N 8	278 000 580	***Buzzer Ass'y***	***Avertisseur ass.***	1
N 9	278 000 508	Safety Switch Nut	Écrou d'interrupteur de sécurité	1
N 10	295 500 179	***Safety Lanyard Ass'y***	***Cordon de sécurité ass.***	1
N 11	278 000 502	***Oil / Fuel Level Gauge***	***Indicateur huile / essence***	1
N 12	278 000 447	***VTS Switch Ass'y***	***Interrupteur VTS ass.***	1
13	278 000 085	Gauge Nut	Écrou de cadran	3
14	278 000 259	Gasket	Joint étanche	3
N 15	278 000 589	***6 Ways Harness***	***Cablâge 6 circuits***	1
N 16	278 000 590	***Tachometer***	***Compte-tours***	1
17	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
N 18	278 000 451	***VTS Gauge***	***Cadran VTS***	1
19	278 000 219	Male Housing (1 way)	Bloc mâle (1 circuit)	@
	278 000 220	Male Housing (2 ways)	Bloc mâle (2 circuits)	@
	278 000 273	Male Housing (3 ways)	Bloc mâle (3 circuits)	@
	278 000 395	Male Housing (4 ways)	Bloc mâle (4 circuits)	@
	278 000 221	Male Housing (6 ways)	Bloc mâle (6 circuits)	@
20	278 000 161	Female Housing (1 way)	Bloc femelle (1 circuit)	@
	278 000 217	Female Housing (2 ways)	Bloc femelle (2 circuits)	@
	278 000 281	Female Housing (3 ways)	Bloc femelle (3 circuits)	@
	278 000 394	Female Housing (4 ways)	Bloc femelle (4 circuits)	@
	278 000 156	Female Housing (6 ways)	Bloc femelle (6 circuits)	@
21	409 004 300	Male Terminal (16 gauge)	Cosse mâle (calibre16)	@
	278 000 222	Male Terminal (18 gauge)	Cosse mâle (calibre18)	@
	278 000 230	Male Terminal (20 gauge)	Cosse mâle (calibre 20)	@
22	409 007 300	Female Terminal (16 gauge)	Cosse femelle (calibre16)	@
	278 000 223	Female Terminal (18 gauge)	Cosse femelle (calibre18)	@
23	278 000 218	Wire Seal (16 and 18 gauge - green)	Joint de fil (16 et 18 calibre - vert)	@
N	278 000 585	Wire Seal (20 gauge - mauve)	Joint de fil (20 gauge - mauve)	@
24	278 000 216	Connection Cap (male and female)	Capuchon de connexion (mâle et fem.)	@
N 25	278 000 739	Housing Tab Male (4 Ways)	Bloc mâle (4 circuits)	1
N 26	278 000 738	Wedge Female (4 Ways)	Cale femelle (4 circuits)	1
27	278 000 632	Terminal Female	Cosse femelle	@



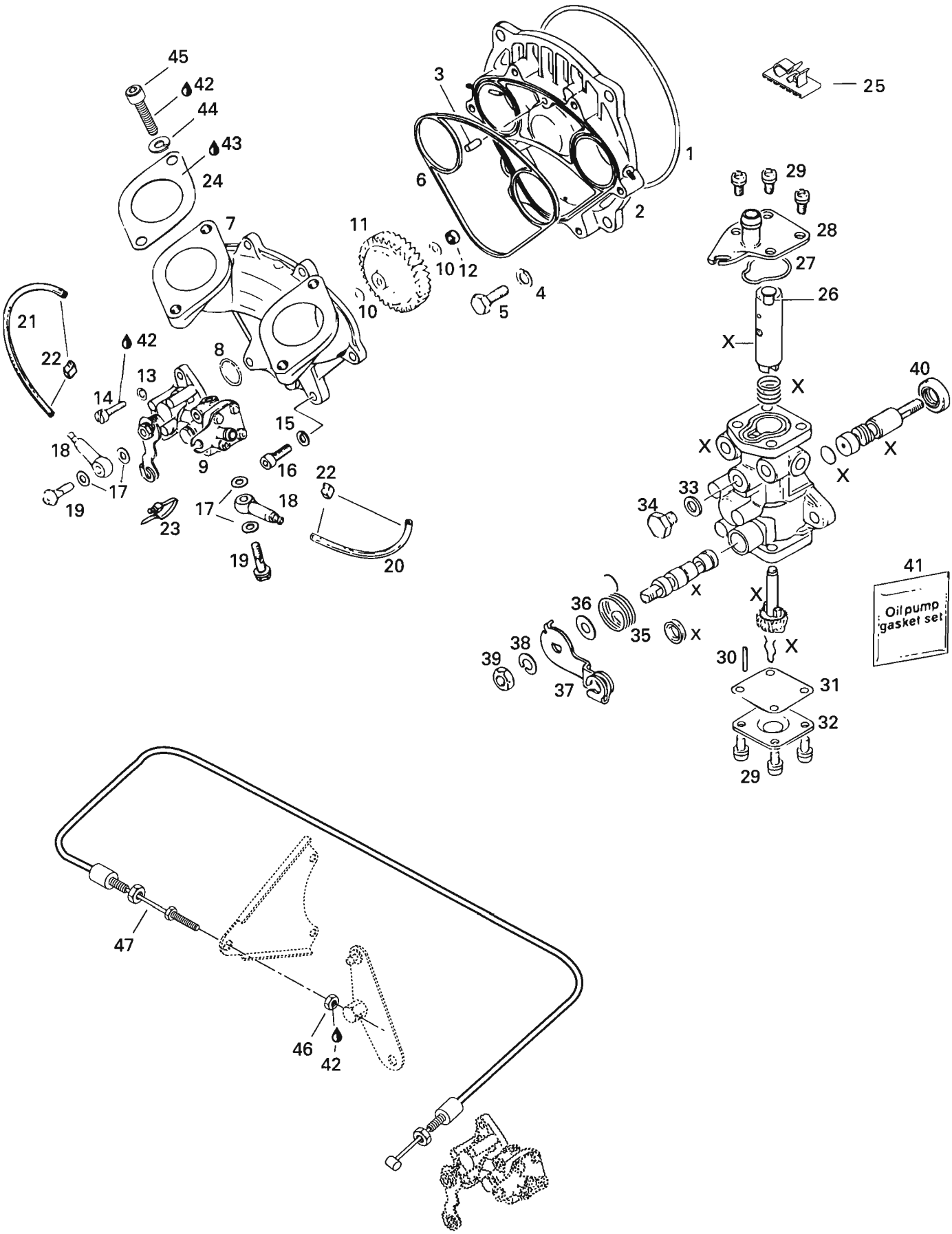
Cooling System
Système de refroidissement

N 1	293 710 043	Perko Fitting	Raccord Perko	1
2	276 000 001	Hose 12.5 mm	Boyau 12.5 mm	@
3	293 050 003	Washer	Rondelle	1
4	293 710 018	Elbow Fitting 90°	Raccord coudé 90°	1
N 5	293 710 042	«T» Fitting	Raccord en «T»	1
N 6	293 710 048	Elbow Fitting 90°	Raccord coudé 90°	1
7	293 800 013	Sealant-Pipe, 250 mL	Enduit de tuyau, 250 mL	@
8	293 710 037	Male Connector	Raccord mâle	1
9	293 700 016	Elbow Fitting 90°	Raccord coudé 90°	2
10	293 700 023	Elbow Fitting 90°	Raccord coudé 90°	1
N 11	293 650 018	Clamp Caillau	Bride de serrage	@
12	293 650 012	Oetiker Clamp	Bride de serrage	2
N 13	276 000 048	Hose 6 mm	Boyau 6 mm	@
14	291 000 306	Bleed Fitting	Raccord de purge	1
N 15	293 710 052	«T» Fitting	Raccord en «T»	1
16	293 750 001	Tie Rap	Attache	@
N 17	293 750 028	Gasket	Joint étanche	2
18	275 500 018	Hose 6 mm	Boyau 6 mm	@
N 19	291 000 678	Tie Clamp	Attache-collier	@
20	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
21	275 000 007	Hose 8 mm	Boyau 8 mm	@
22	295 000 103	«T» Fitting	Raccord en «T»	1



Oil Injection System
Système d'injection d'huile

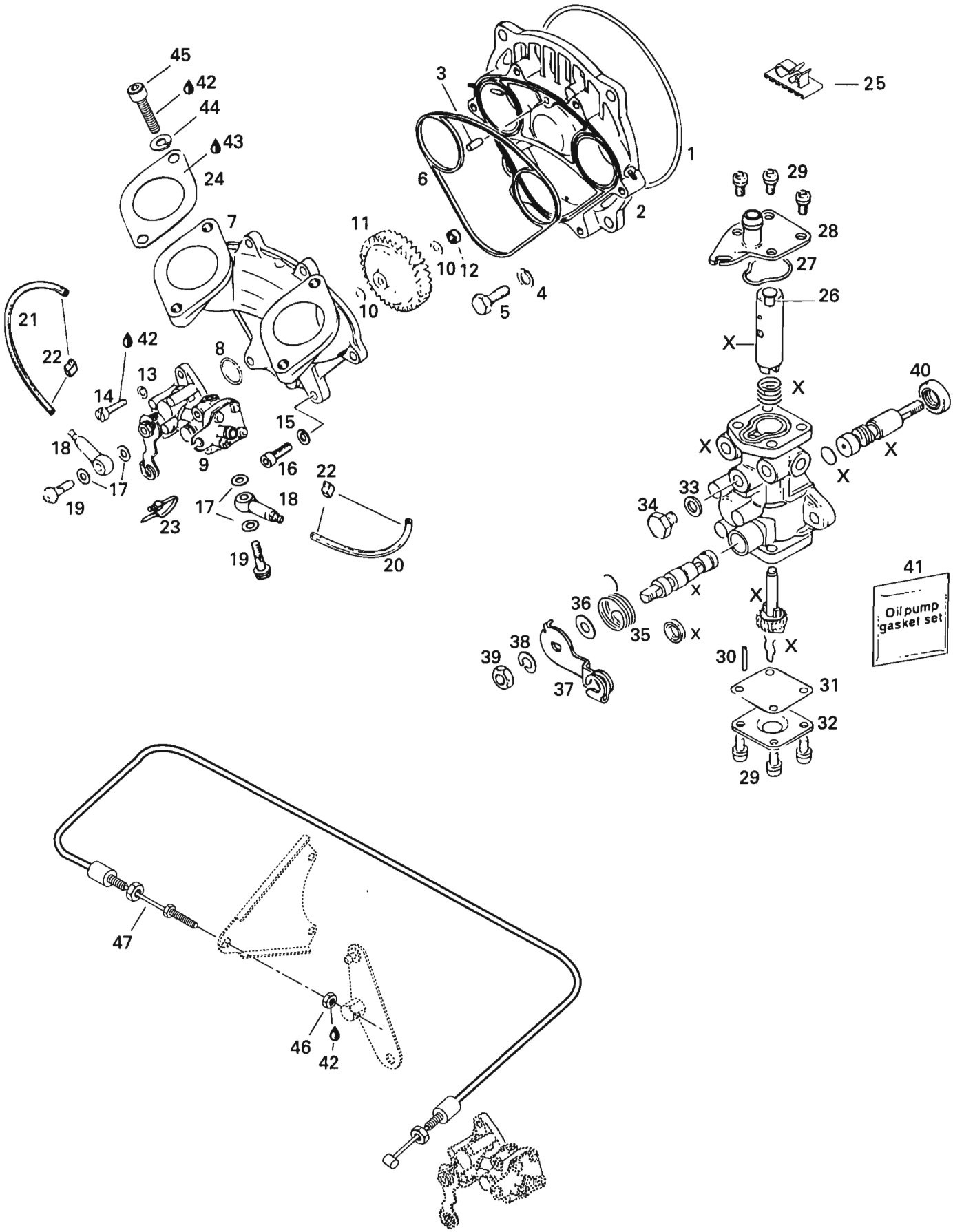
1	275 000 081	***Oil Gauge Ass'y***	***Jauge d'huile ass.***	1
2	293 250 025	O–Ring	Joint torique	1
3	275 000 064	***Filler Neck***	***Goulot de remplissage***	1
4	211 100 013	Nut Filler Neck (Oil)	Écrou du goulot de remp. (huile)	1
5	293 650 038	Tridon Clamp	Bride de serrage	4
6	293 250 016	Gasket	Joint d'étanchéité	1
7	293 650 035	Tridon Clamp	Bride de serrage	2
8	275 000 070	Filler Neck Hose	Boyau de remplissage	1
N 9	275 000 123	Oil Tank	Réservoir d'huile	1
10	293 720 002	Grommet	Passe–fils	1
11	293 720 001	Grommet	Passe–fils	1
12	293 710 002	Elbow Fitting 90°	Raccord coudé 90°	1
13	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
N 14➪17	278 000 478	***Oil Level Senser Ass'y***	***Contacteur de niveau d'huile ass.***	1
15	278 000 218	Wire Seal (Not Shown)	Joint de fil (non illustré)	2
16	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non illustré)	2
17	278 000 217	Female Housing Tab	Bloc de raccord femelle	1
18	275 500 018	Hose 6 mm	Boyau 6 mm	@
19	275 500 087	Check Valve	Soupape de retenue	1
20	293 850 022	Strap	Sangle	1
21	293 750 001	Tie Rap	Attache	@
N 22	291 000 678	Tie–Clamp	Attache collier	@
23	293 710 003	Elbow Fitting 90°	Raccord coudé 90°	1
24	293 650 042	Oetiker Clamp	Bride de serrage	1
25	275 000 051	Oil Filter	Filtre d'huile	1
26	275 000 007	Hose 8 mm	Boyau 8 mm	@
27	275 000 008	Hose 12 mm	Boyau 12 mm	@



Oil Injection Pump
Pompe à injection d'huile

E **1**	293 300 023	O–Ring	Joint torique	1
N 2⇨3	290 810 528	Rotary Valve Cover (Simple Intake)	Couv. valve rotative (collect. simple)	1
3	290 929 650	Dowel Pin	Goupille	1
4	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4
5	290 940 593	Hex. Screw M8 x 20	Vis hexagonale M8 x 20	4
E **6**	290 931 440	O–Ring	Joint torique	1
N 7	290 810 781	Oil Pump Flanged	Épaulement de pompe à huile	1
E **8**	293 300 018	O–Ring	Joint torique	1
N 9	290 996 725	***Oil Pump Ass'y***	***Pompe à huile ass.***	1
10	290 927 945	Washer 6.2 mm	Rondelle 6.2 mm	2
11	290 935 945	Oil Pump Gear 41 Teeth	Roue d'engrenage à 41 dents	1
12	290 842 040	Lock Nut M6	Écrou de blocage M6	1
13	290 845 389	Lock Washer 5 mm	Rondelle–frein 5 mm	2
14	215 951 660	Cylindrical Slotted Screw M5 x 16	Vis cylindrique fendue M5 x 16	2
15	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	6
16	290 240 403	Allen Screw M6 x 20	Vis Allen M6 x 20	6
i E **17**	290 227 500	Oil Banjo Gasket	Joint d'étanchéité de raccord Banjo	4
18	290 956 010	Check Valve	Soupape de retenue	2
19	290 241 830	Valve Bolt M6 x 16	Boulon de soupape M6 x 16	2
i **20**	275 000 039	Oil Line (120 mm – 190 mm)	Conduite d'huile (120 mm – 190 mm).	@
i **21**	275 000 039	Oil Line (120 mm – 190 mm)	Conduite d'huile (120 mm – 190 mm).	@
i **22**	290 853 843	Clamp 3.5 mm	Bride 3.5 mm	4
23	290 866 710	Tie Rap	Attache	1
E **24**	270 000 114	Gasket	Joint d'étanchéité	2
25	291 000 678	Tie-Clamp	Attache-collier	@
26	290 256 085	Retainer	Arrêt	1
i **27**	293 300 019	O–Ring	Joint torique	1
28	290 956 340	Pump Upper Plate	Plateau supérieur de pompe	1
29	290 241 975	Screw with Lock Washer M4 x 8	Vis et rondelle–frein M4 x 8	8
30	290 929 900	Stop Pin	Goupille d'arrêt	1
i **31**	290 850 200	Gasket	Joint d'étanchéité	1
32	290 956 031	Pump Lower Plate	Plateau inférieur de pompe	1
i **33**	290 227 505	Gasket	Joint d'étanchéité	1

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Oil Injection Pump
Pompe à injection d'huile

34	290 841 583	Hex. Screw M6 x 8	Vis hex. M6 x 8	1
35	290 838 114	Spring	Ressort	1
36	290 227 665	Washer 6.2 mm	Rondelle 6.2 mm	1
37	290 848 162	Lever Control	Levier contrôle	1
38	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	1
39	290 242 623	Nut M6	Écrou M6	1
i 40	290 850 230	Seal	Anneau d'étanchéité	1
i 41	290 995 045	***Gasket Set***	***Ens. de joints d'étanchéité***	1
42	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
43	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
44	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4
45	215 987 560	Allen Screw M8 x 75	Vis Allen M8 x 75	4
46	212 100 003	Jam Nut M6	Écrou de blocage M6	1
N 47	270 000 161	Injection Cable	Câble d'injection	1
E N 48	290 886 315	***Engine Gasket Set (Not Shown)***	***Ens. de joint d'étanc. moteur (non-ill.)***	@

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
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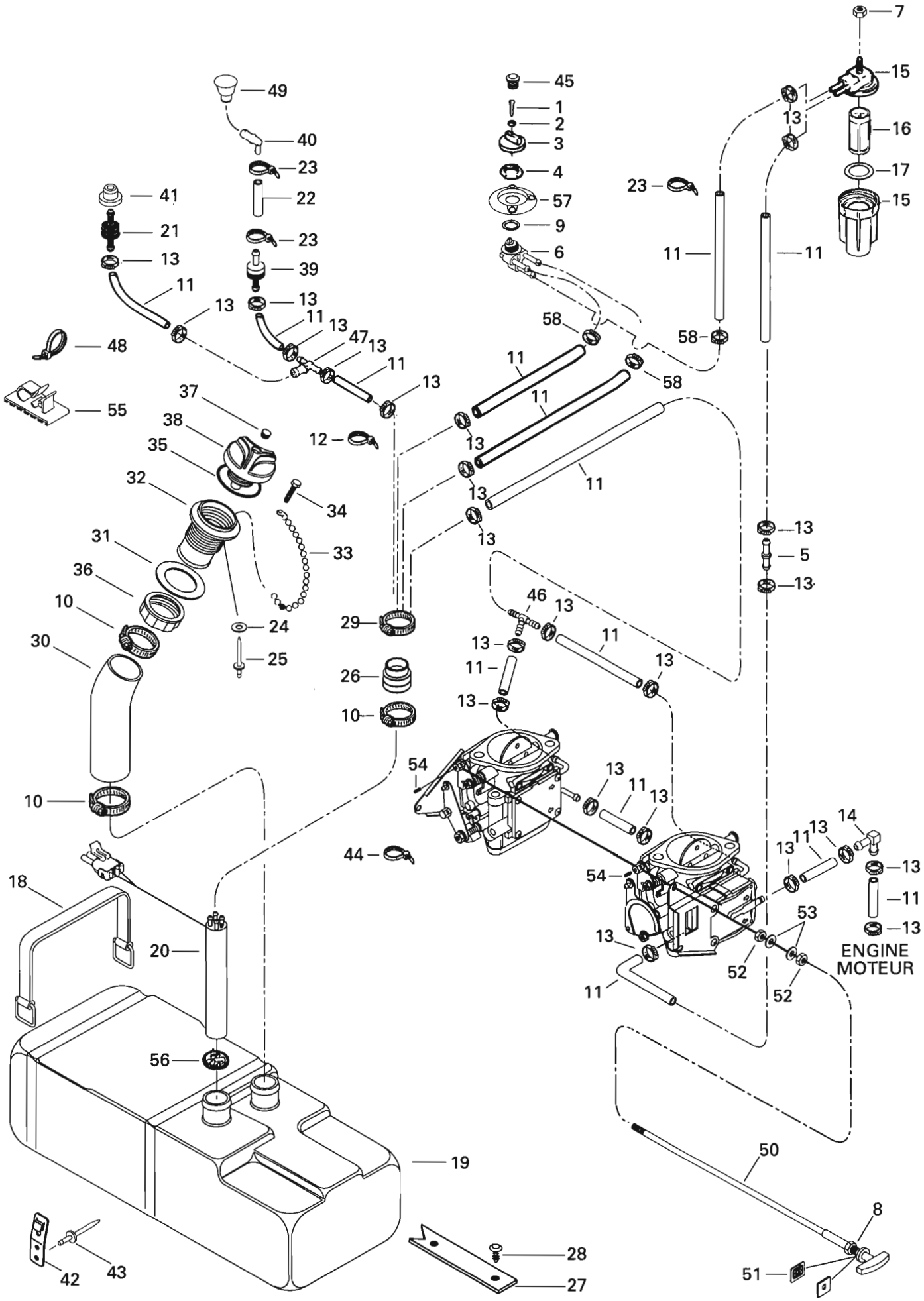
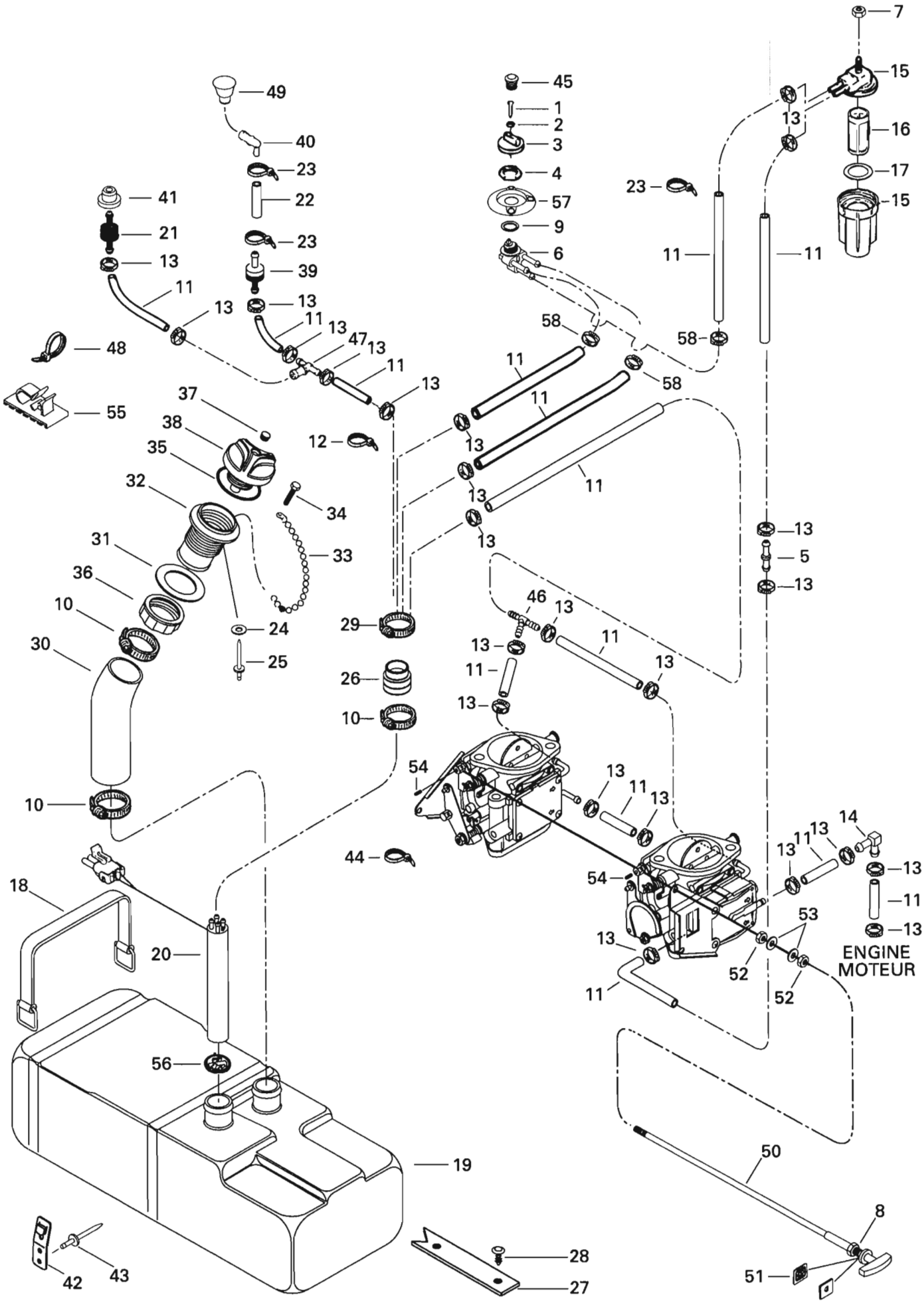


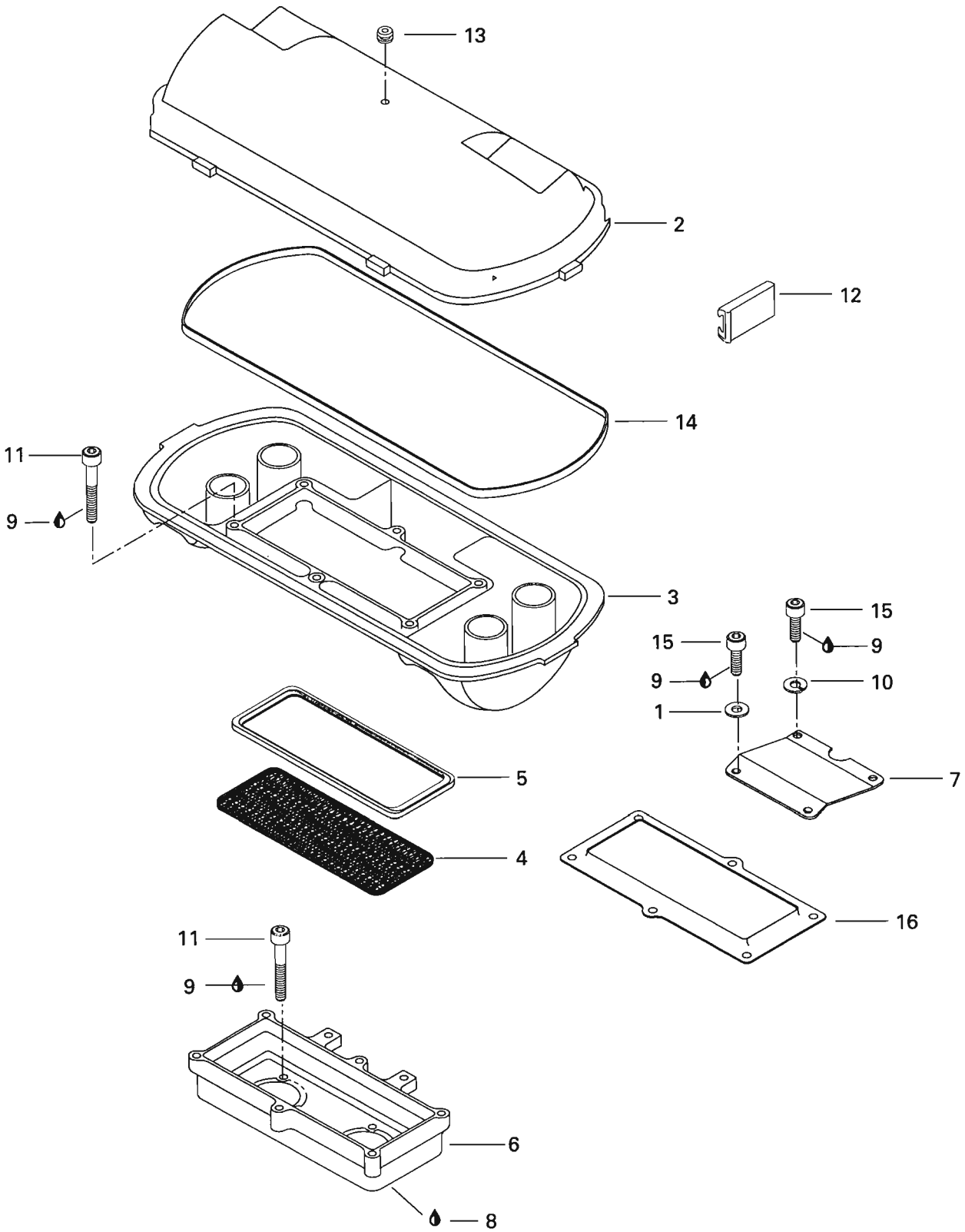
Fuel System
Système d'alimentation

1	212 200 004	Countersunk Phillips Screw M4 x 8	Vis à tête fraisée cruciforme M4 x 8 ..	1
2	213 200 010	Washer 4 mm	Rondelle 4 mm	1
N 3	275 500 214	Fuel Valve Knob (Yellow)	Bouton de soupape à essence (jaune)	1
4	212 100 008	Nut M22	Écrou M22	1
5	293 710 039	Straight Fitting	Raccord droit	1
6	275 500 098	Fuel Valve	Soupape à essence	1
7	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
8	211 100 007	Nut	Écrou	1
9	293 250 004	Valve Gasket	Joint étanche	1
10	293 650 023	Tridon Clamp	Bride de serrage	3
11	275 500 139	Hose 6 mm	Boyau 6 mm	@
12	293 750 008	Tie Rap	Attache	1
13	293 650 050	Oetiker Clamp	Bride de serrage	@
14	293 710 050	90° Fitting	Raccord coudé 90°	1
15➪17	275 500 088	***Fuel Filter Ass'y	***Filtre à essence ass.	1
16	275 500 089	Fuel Filter	Filtre à essence	1
17	275 500 090	O-Ring	Joint torique	1
18	293 850 023	Fuel Tank Strap	Sangle de réservoir à essence	2
19	275 500 109	Fuel Tank	Réservoir à essence	1
N 20	275 500 186	Baffle	Chicane	1
21	275 500 104	Pressure Relief Valve (1.5 P.S.I)	Soupape de sûreté (1.5 P.S.I)	1
22	275 500 018	Hose 6 mm	Boyau 6 mm	@
23	293 750 001	Tie Rap	Attache	@
24	213 200 018	Washer 3 mm	Rondelle 3 mm	1
25	390 407 900	Rivet	Rivet	1
26	275 500 111	Tube Adapter	Adapteur de tube	1
N 27	293 830 033	Pad Rubber	Tampon de caoutchouc	2
28	293 730 006	Dart	Dard	6
29	293 650 035	Tridon Clamp	Bride de serrage	@
30	275 500 110	Filler Neck Hose	Boyau de remplissage	1
N 31	293 250 029	Gasket	Joint d'étanchéité	1
N 32	275 500 231	Filler Neck	Goulot de remplissage	1
33	275 500 168	Chain	Chaîne	1
34	211 000 028	Screw K40 x 10	Vis K40 x 10	1
35	293 250 017	Gasket	Joint d'étanchéité	1
36	211 100 012	Nut Neck Filler Fuel	Écrou du goulot de remp.	1
N 37	293 000 018	Cap Snap	Cap pression	1
N 38	275 500 215	Fuel Tank Cap	Bouchon du réservoir à essence	1



Fuel System
Système d'alimentation

39	275 500 087	Check Valve	Soupape de retenue	1
40	293 710 001	Elbow Fitting 90°	Raccord coudé 90°	1
41	293 720 029	Grommet	Passe-fils	1
42	293 850 024	Strap Clip	Pince de courroie	6
43	293 150 037	Rivet 3/16	Rivet 3/16	12
44	293 750 002	Tie Rap	Attache	@
N 45	275 500 212	Plug (Yellow)	Bouchon (jaune)	1
N 46	293 710 059	«Y» Fitting	Raccord en «Y»	1
47	293 710 024	«Tee» Fitting	Raccord en «T»	1
48	294 000 606	Tie Rap	Attache	@
49	293 830 011	Washer, Rubber	Rondelle isolante	1
N 50	270 500 257	Choke Cable	Câble de l'étrangleur	1
51	291 000 457	Choke Plate	Plaque de l'étrangleur	2
52	212 100 003	Lock Nut M6	Écrou de blocage M6	2
53	213 200 001	Flat Washer 6 mm	Rondelle 6 mm	2
54	210 100 014	Allen Screw M4 x 6	Vis Allen M4 x 6	2
N 55	291 000 678	Tie Clamp	Attache-collier	@
N 56	275 500 249	Fuel Filter	Filtre à essence	1
N 57	275 500 213	Fuel Valve Plate (Yellow)	Plateau de soupape à ess. (jaune)	1
58	293 650 042	Clamp Oetiker	Bride de serrage	3



Air Intake System
Système d'admission d'air

1	213 200 001	Washer 6 mm	Rondelle 6 mm	2
2	273 000 065	Air Silencer Cover	Couvercle du silencieux d'admission	1
3	273 000 074	Air Silencer Base	Base du silencieux d'admission	1
4	273 000 062	Flame Arrester Foam	Mousse coupe–flamme	1
5	273 000 020	Isolator	Isolateur	1
N 6	273 000 022190	Housing Arrester	Carter de flamme	1
N 7	270 000 165	Support	Support	1
8	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
9	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
10	217 361 500	Lock Washer 6 mm	Rondelle –frein 6 mm	2
11	210 100 012	Allen Screw M6 x 25	Vis Allen M6 x 25	10
12	273 000 006	Clip Retainer	Attache de retenue	6
13	293 830 005	Rubber Plug	Bouchon de caoutchouc	1
14	293 250 023	Gasket	Joint étanche	1
15	210 100 009	Allen Screw M6 x 12	Vis Allen M6 x 12	4
16	273 000 059	Holder	Dispositif de retenue	1

Parts in illustration marked with «XXX» are not available as spare part.
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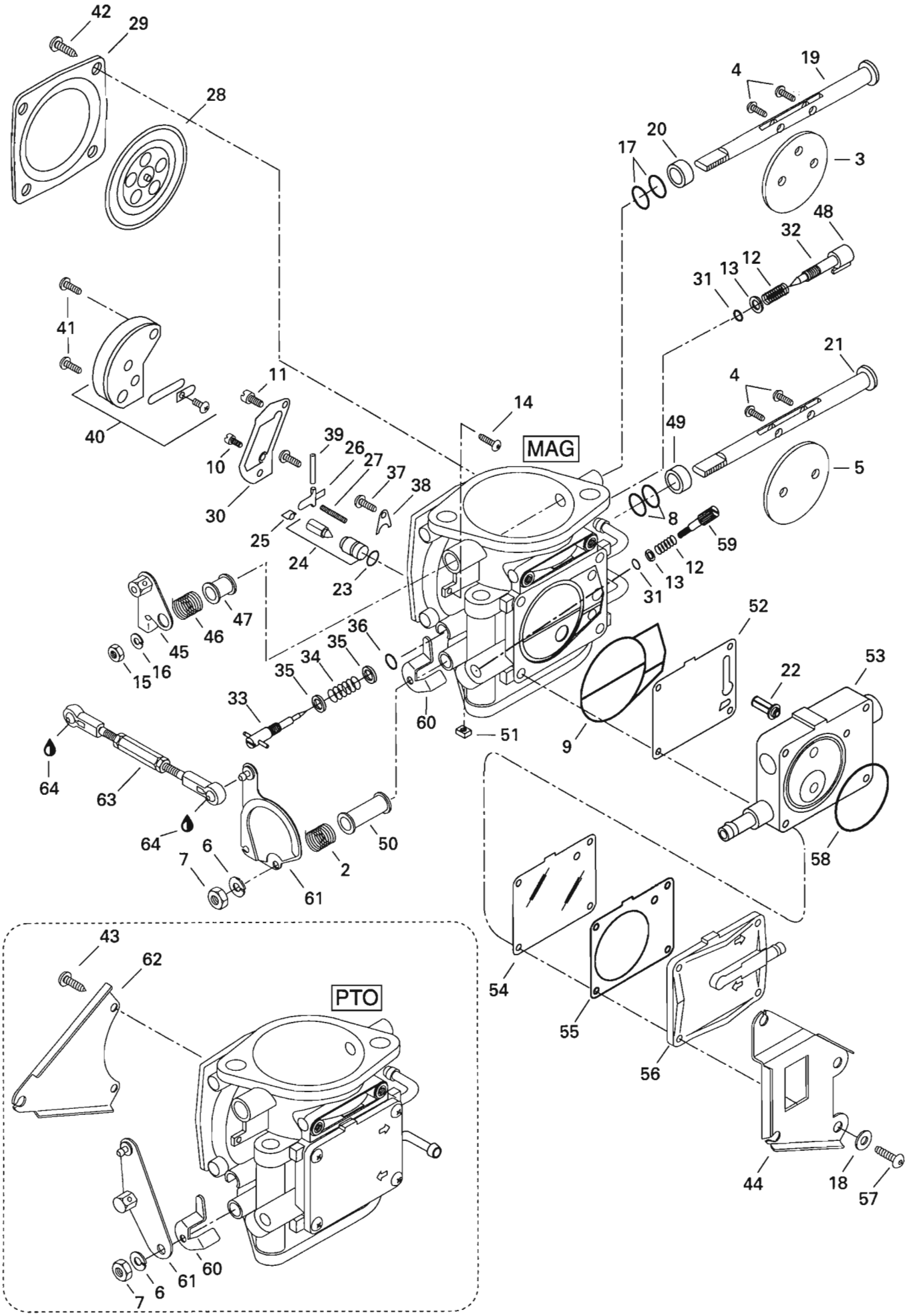

Carburetor
Carburateur

5857 XP

				PTO	MAG
N 1⇒62	270 500 252	***Carburetor Ass'y P.T.O Side***	***Carburateur ass. côté P.T.O***	1	–
N	270 500 250	***Carburetor Ass'y MAG Side***	***Carburateur ass. côté MAG***	–	1
2	270 500 097	Spring	Ressort	1	1
3	— XXX —	Choke Valve	Papillon d'étrangleur	1	1
4	— XXX —	Screw	Vis	5	5
5	— XXX —	Throttle Valve	Papillon d'accélérateur	1	1
6	270 500 011	Spring Washer	Rondelle ressort	1	1
7	270 500 012	Nut	Écrou	1	1
8	270 500 222	Sealing Ring	Bague d'étanchéité	2	2
9	270 500 104	O-Ring	Joint torique	1	1
10	270 500 165	Pilot Jet 67.5	Gicleur de ralenti 67.5	1	1
N 11	270 500 268	Main Jet 137.5	Gicleur principal 137.5	1	1
12	270 500 091	Spring	Ressort	1	2
13	270 500 136	Washer	Rondelle	1	2
14	270 500 228	Screw	Vis	1	1
15	270 500 229	Nut	Écrou	1	1
16	270 500 230	Spring Washer	Rondelle ressort	1	1
17	270 500 234	Sealing Ring	Bague d'étanchéité	2	2
18	270 500 139	Washer	Rondelle	–	4
19	— XXX —	***Choke Shaft Ass'y***	***Arbre de l'étrangleur ass.***	1	1
20	270 500 239	Ring	Bague	1	1
21	— XXX —	***Throttle Shaft Ass'y***	***Arbre d'accélérateur ass.***	1	1
22	270 500 115	Fuel Filter	Filtre-essence	1	1
23	270 500 127	O–Ring	Joint torique	1	1
N 24	270 500 263	Needle Valve 1.2	Pointeau 1.2	1	1
25	270 500 129	Clip	Pince	1	1
26	270 500 128	Needle Valve Lever	Levier du pointeau	1	1
N 27	270 500 267	Spring	Ressort	1	1
28	270 500 132	***Diaphragm Ass'y***	***Diaphragme ass.***	1	1
29	270 500 133	Cover	Couvercle	1	1
30	270 500 131	Gasket	Joint d'étanchéité	1	1
31	270 500 144	O–Ring	Joint torique	1	2
32	270 500 113	Adjuster Screw	Vis d'ajustement	1	1
33	270 500 020	Idle Adjusting Screw	Vis d'ajustement du ralenti	1	1
34	270 500 019	Spring	Ressort	1	1
35	270 500 018	Washer	Rondelle	2	2

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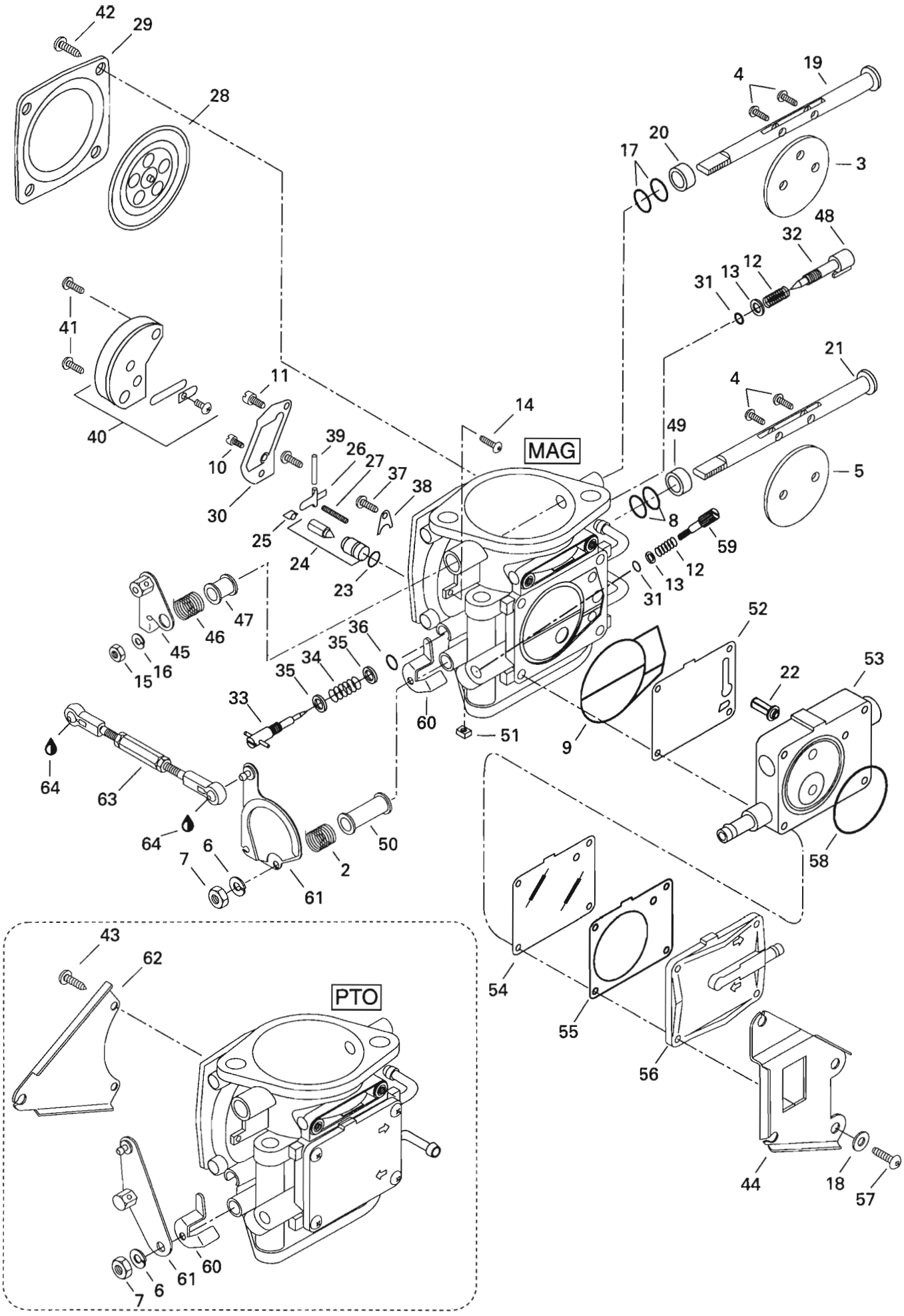
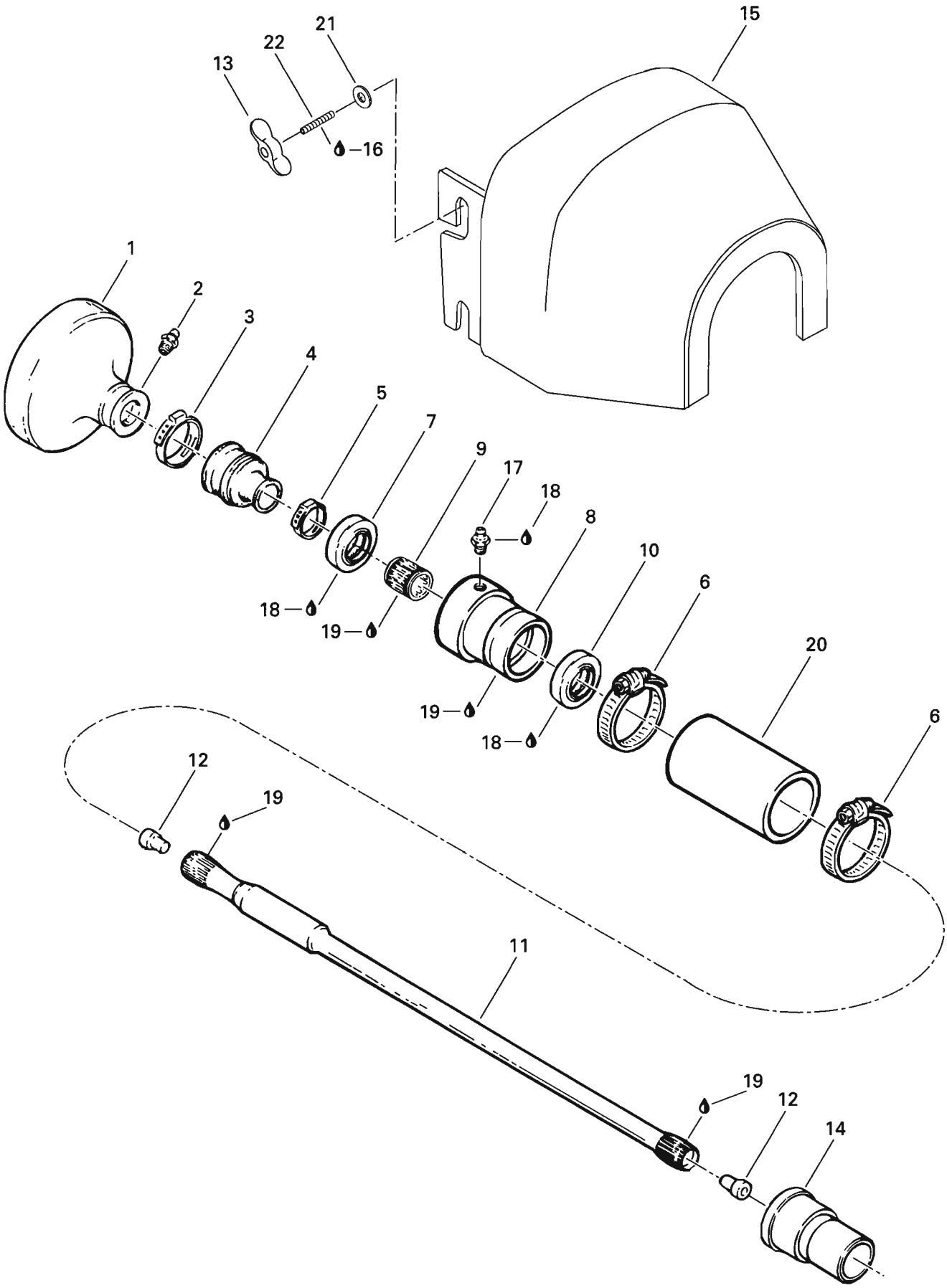


Carburetor
Carburateur

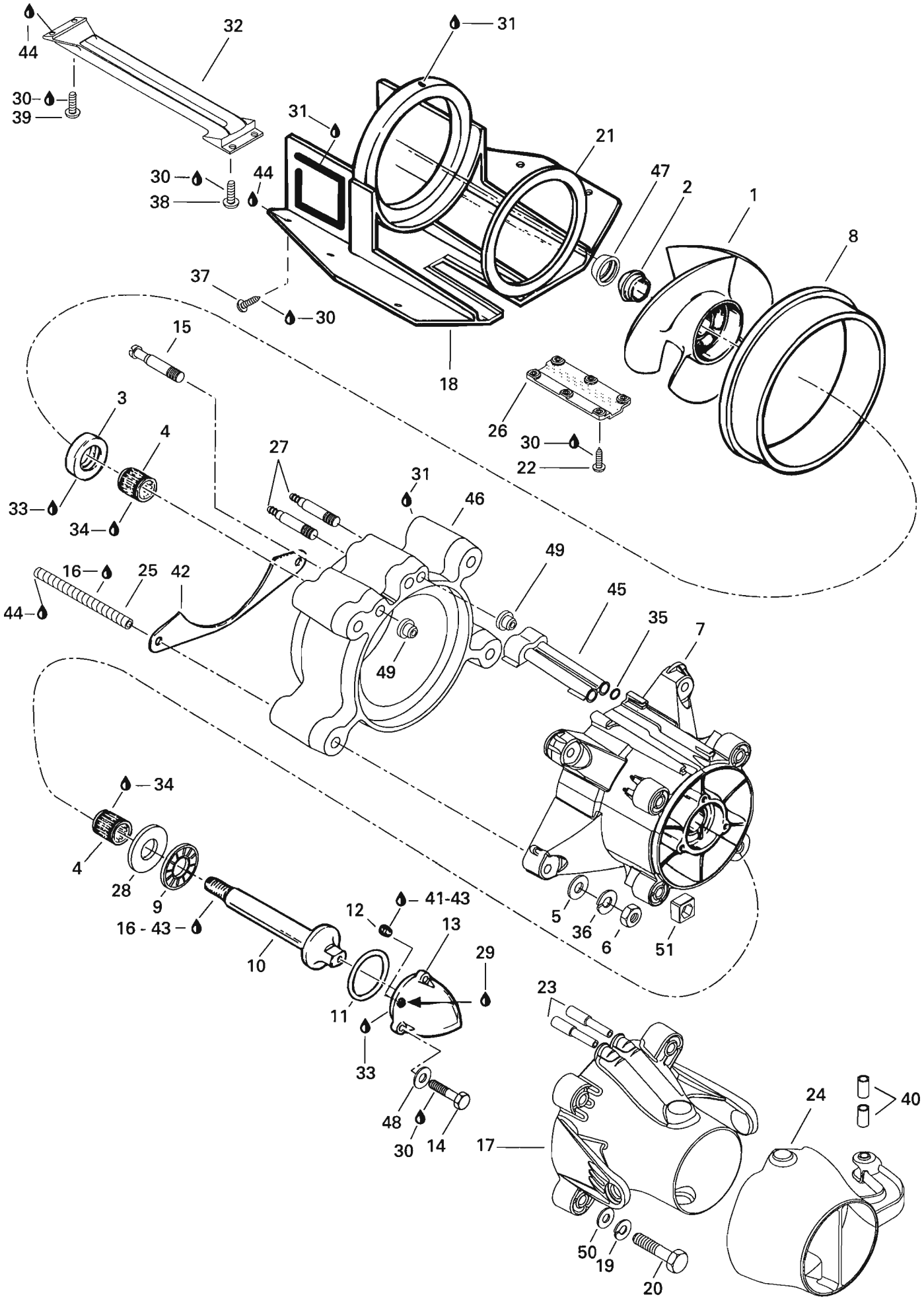
5857 XP

				PTO	MAG
36	270 500 119	O–Ring	Joint torique	1	1
37	270 500 155	Screw and Spring Washer	Vis et rondelle ressort	1	1
38	270 500 125	Plate	Plaque	1	1
39	270 500 038	Pin	Goupille	1	1
40	270 500 124	***Valve Ass'y***	***Soupape ass.***	1	1
41	270 500 123	Screw	Vis	2	2
42	270 500 243	Screw	Vis	2	4
43	270 500 190	Screw	Vis	2	–
N 44	270 500 270	Bracket	Attache	–	1
N 45	270 500 271	Choke lever	Levier d'étrangleur	1	1
46	270 500 248	Spring	Ressort	1	1
47	270 500 110	Ring	Bague	1	1
48	270 500 154	Cap	Capuchon	1	1
49	270 500 221	Ring	Bague	1	1
50	270 500 192	Ring	Bague	1	1
51	270 500 249	Nut	Écrou	–	1
52	270 500 103	Gasket	Joint étanche	–	1
N 53	270 500 269	***Body Pump Ass'y***	***Carter de pompe ass.***	–	1
54	270 500 106	Diaphragm	Diaphragme	–	1
55	270 500 146	Gasket	Joint étanche	–	1
56	270 500 108	Pump Cover	Couvercle de pompe	–	1
	270 500 138	Pump Cover	Couvercle de pompe	1	–
57	270 500 224	Screw	Vis	–	4
	270 500 109	Screw	Vis	4	–
58	270 500 102	O-Ring	Joint torique	–	1
59	270 500 226	Adjuster Screw	Vis d'ajustement	–	1
60	270 500 142	Throttle Lever	Levier d'accélérateur	–	1
N	270 500 272	Throttle Lever	Levier d'accélérateur	1	–
N 61	270 500 266	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	–	1
N	270 500 273	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	1	–
N 62	270 500 274	Bracket	Attache	1	–
N 63	270 500 256	Carburator Linkage	Tige de liaison	1	
64	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@	



Drive System
Système d'entraînement

1⇨2	290 958 011	***Flywheel***, (White)	***Volant moteur***, (blanc)	1
2	290 499 113	Grease Fitting	Raccord de graissage	1
3	293 650 021	Oetiker Clamp	Bride de serrage	1
4	272 000 001	Rubber Boot	Enveloppe de caoutchouc	1
5	293 650 055	Clamp Click	Bride de serrage	1
6	293 650 035	Tridon Clamp	Bride de serrage	2
7	293 200 025	Double Lip Seal	Anneau d'étanchéité	1
8	272 000 024	Seal Carrier	Joint d'étanchéité flottant	1
9	293 350 007	Needle Bearing	Roulement à aiguilles	1
10	293 200 012	Double Lip Seal	Anneau d'étanchéité	1
N 11	272 000 062	***Drive Shaft***	***Arbre de transmission***	1
12	272 000 019	Plug (Bumper)	Bouchon (contre-choc)	2
13	218 681 000	Wing Nut M8	Écrou papillon M8	2
14	292 000 075	Thru Hull Fitting	Passe coque	1
15	272 000 034	Flywheel Guard	Garde volant	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
17	293 550 008	Grease Fitting	Raccord de graissage	1
18	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
19	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
20	271 000 204	Protection Hose	Boyau de protection	1
21	213 200 011	Washer 8 mm	Rondelle 8 mm	2
22	211 300 013	Stud M8 x 15	Goujon M8 x 15	2



Propulsion System
Système de propulsion

N 1	271 000 458	***Stainless Steel Impeller Ass'y***	***Hélice d'acier inoxydable ass.***	1
N 2	271 000 422	Impeller Boot	Protecteur d'hélice	1
3	293 200 025	Double Lip Seal	Anneau d'étanchéité	1
4	293 350 001	Needle Bearing	Roulement à aiguilles	2
5	213 200 003	Washer 10 mm	Rondelle 10 mm	4
6	212 100 007	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	4
N 7	271 000 364 200	***Impeller Housing Ass'y***	***Carter de turbine ass.***	1
8	271 000 290	Wear-Ring	Bague d'usure	1
9	293 350 011	Thrust Bearing	Palier de butée	1
10	271 000 291	Impeller Shaft	Arbre de turbine	1
11	293 300 011	O-Ring	Joint torique	1
12	211 500 001	Pipe Plug Socket 1/8-27 NPT	Bouchon 1/8-27 NPT	1
N 13	271 000 463	Impeller Cover	Couvercle de turbine	1
14	210 000 009	Hex. Screw M5 x 20	Vis hex. M5 x 20	3
15	293 700 019	Fitting Pump	Raccord de pompe	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 17	271 000 446	***Venturi Ass'y***	***Venturi ass.***	1
N 18	271 000 325190	Shoe	Sabot	1
19	213 000 001	Lock-Washer 8 mm	Rondelle-frein 8 mm	4
N 20	215 687 060	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
21	293 200 024	Seal Neoprene	Anneau de néoprène	1
22	216 351 060	Screw M5 x 10	Vis M5 x 10	6
23	— XXX —	Tube Siphon	Tube siphon	2
N 24	271 000 460	Steering Nozzle	Buse de direction	1
N 25	211 300 018	Stud M10	Goujon M10	4
26	291 000 446	Shoe Ride Cap	Obturateur sabot	1
27	293 700 017	Bailer Fitting	Raccord écopeur	2
28	293 350 003	Thrust Washer	Rondelle de butée	1
29	293 600 011	Synthetic Oil	Huile synthétique	@
30	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
31	293 800 028	Sealant «U» Black, "Heavy Body"	Enduit, «U» noir, "Heavy Body"	@
N 32	271 000 282190	Inlet Grate	Grille de pompe	1

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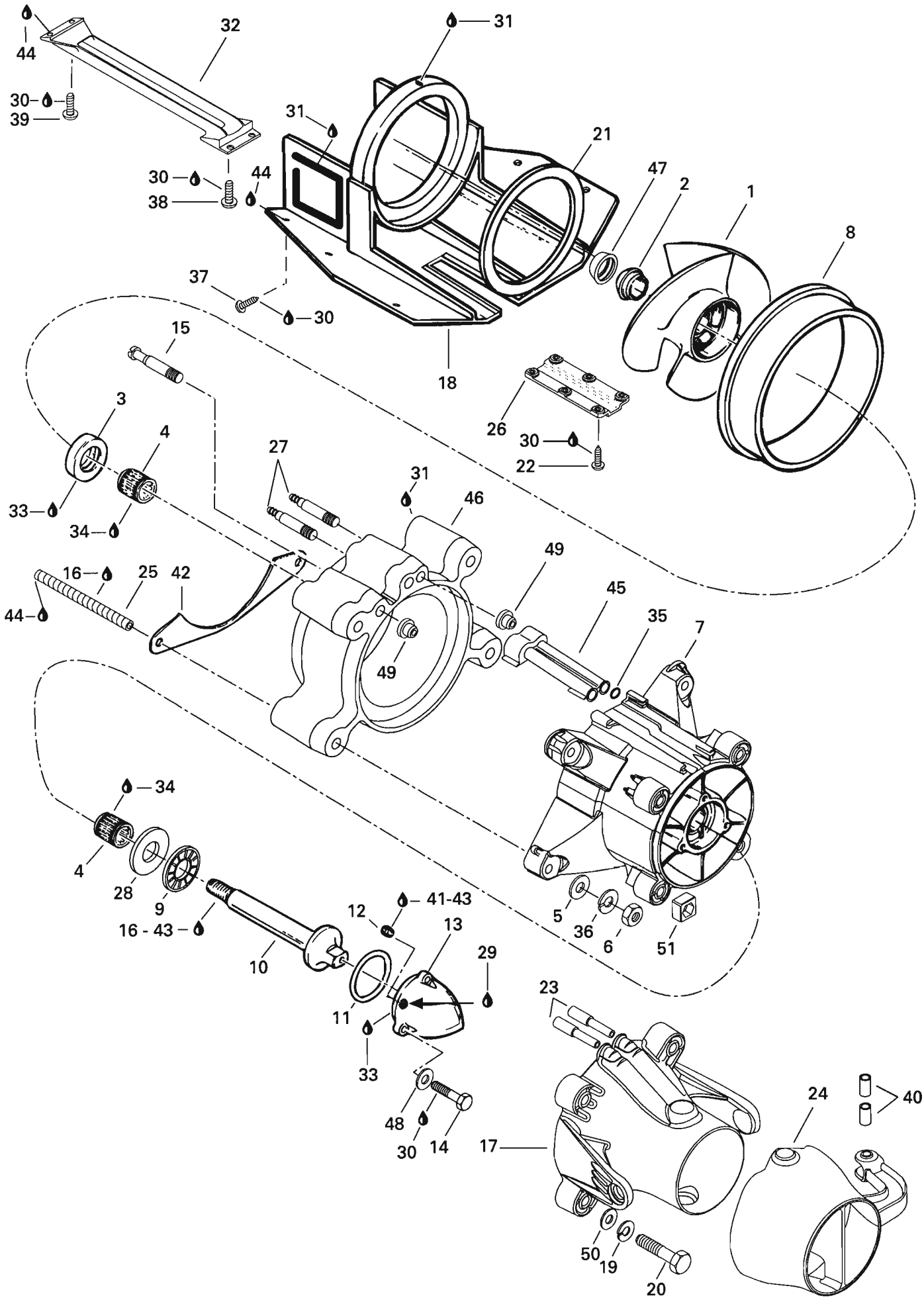
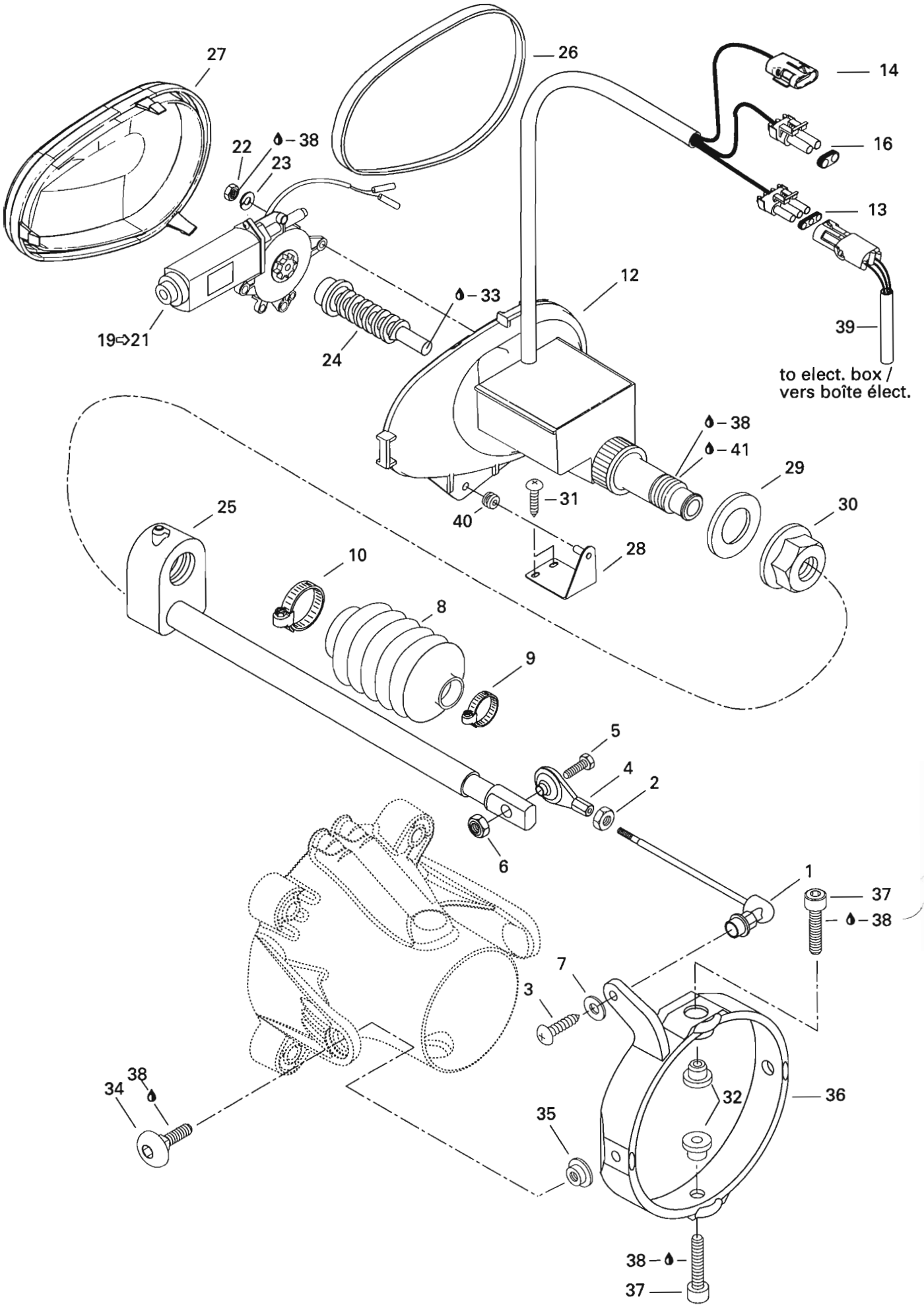


Propulsion System
Système de propulsion

33	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
34	293 550 010	Synthetic Grease 400 g	Graisse synthétique 400 g	@
35	293 300 013	O-Ring	Joint torique	2
36	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	4
37	216 362 560	Countersunk Phillips Screw M6 x 25	Vis fraisée cruciforme M6 x 25	6
N 38	215 861 668	Pan Hd Screw M6 x 16	Vis à tête cyl. M6 x 16	2
39	215 862 068	Pan Hd Screw M6 x 20	Vis à tête cyl. M6 x 20	2
40	291 000 414	Spacer 5 mm	Douille 5 mm	2
41	293 800 018	Loctite «PST 592», 250 mL	Loctite «PST 592», 250 mL	@
42	271 000 070	Shim	Cale	@
43	293 600 013	Primer «N»	Apprêt à carter	@
44	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@
N 45	271 000 366	Water Outlet	Sortie d'eau	1
N 46	271 000 462190	Pump Extension	Extension de pompe	1
N 47	271 000 434	Ring	Bague	1
48	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	3
N 49	293 300 014	O-Ring	Joint torique	3
50	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4
N 51	271 000 399	Nut Housing	Logement-écrou	4



Trim
Correcteur d'assiette

N 1	271 000 329	Moulding Rod	Tige enrobée	1
2	212 100 005	Hex. Nut	Écrou hex.	1
N 3	211 000 062	Plastic Screw K50 x 12	Vis à plastique K50 x 12	1
4	277 000 153	Ball Joint	Joint à rotule	1
5	215 663 560	Hex. Screw M6 x 35	Vis hex. M6 x 35	1
6	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
7	213 200 015	Flat Washer 5 mm	Rondelle plate 5 mm	1
N 8	271 000 459	Protector Hose	Boyau de protection	1
9	293 650 050	Clamp Tridon	Bride Tridon	1
N 10	293 650 018	Clamp Tridon	Bride Tridon	1
N 11⇨18	278 000 509	***VTS Housing Ass'y***	***Boîtier VTS ass.***	1
N 12	— XXX —	VTS Box	Boîtier VTS	1
13	278 000 273	Male Housing Tab (3 Ways)	Bloc de raccord mâle (3 circuits)	1
14	278 000 281	Female Housing Tab (3 Ways)	Bloc de raccord femelle (3 circuits)	1
15	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non-ill.)	3
16	278 000 220	Male Housing Tab (2 Ways)	Bloc de raccord mâle (2 circuits)	1
17	278 000 223	Female Terminal (Not Shown)	Cosse femelle (non-ill.)	5
18	278 000 218	Seal Wire (Not Shown)	Joint de fil (non-ill.)	10
N 19⇨21	278 000 616	***VTS Motor Ass'y***	***Moteur VTS ass.***	1
20	278 000 231	Insulating Sheet (Not Shown)	Étui thermique (non-ill.)	1
21	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non-ill.)	1
22	212 100 004	Hex. Nut M6	Écrou hex. M6	4
23	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	4
N 24	278 000 428	Worm Screw	Vis sans fin	1
N 25	278 000 429	Sliding Block	Bloc coulissant	1
N 26	293 200 027	Gasket	Joint étanche	1
N 27	278 000 595	VTS Cover	Couvercle VTS	1
N 28	292 000 250	VTS Support Ass'y	Support de VTS ass.	1
N 29	293 830 027	Seal Washer	Rondelle d'étanchéité	1
N 30	211 100 020	Special Nut M27	Écrou spécial M27	1
31	211 000 021	Plastic Screw	Vis à plastique	2
32	293 900 007	Plastic Bushing	Douille de plastique	2
33	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
34	211 000 007	Screw	Vis	2
35	271 000 321	Plastic Bushing	Douille de plastique	2

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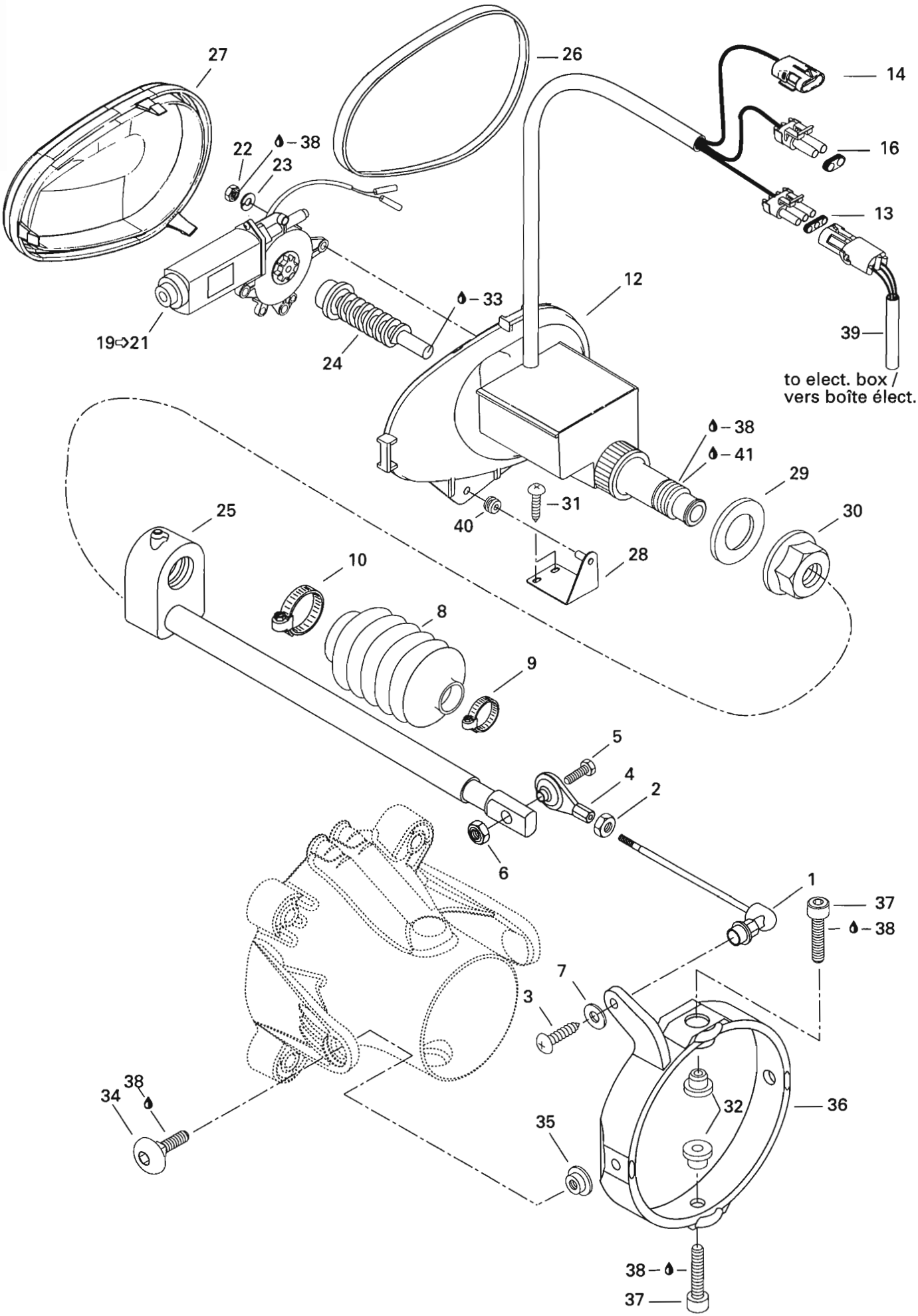
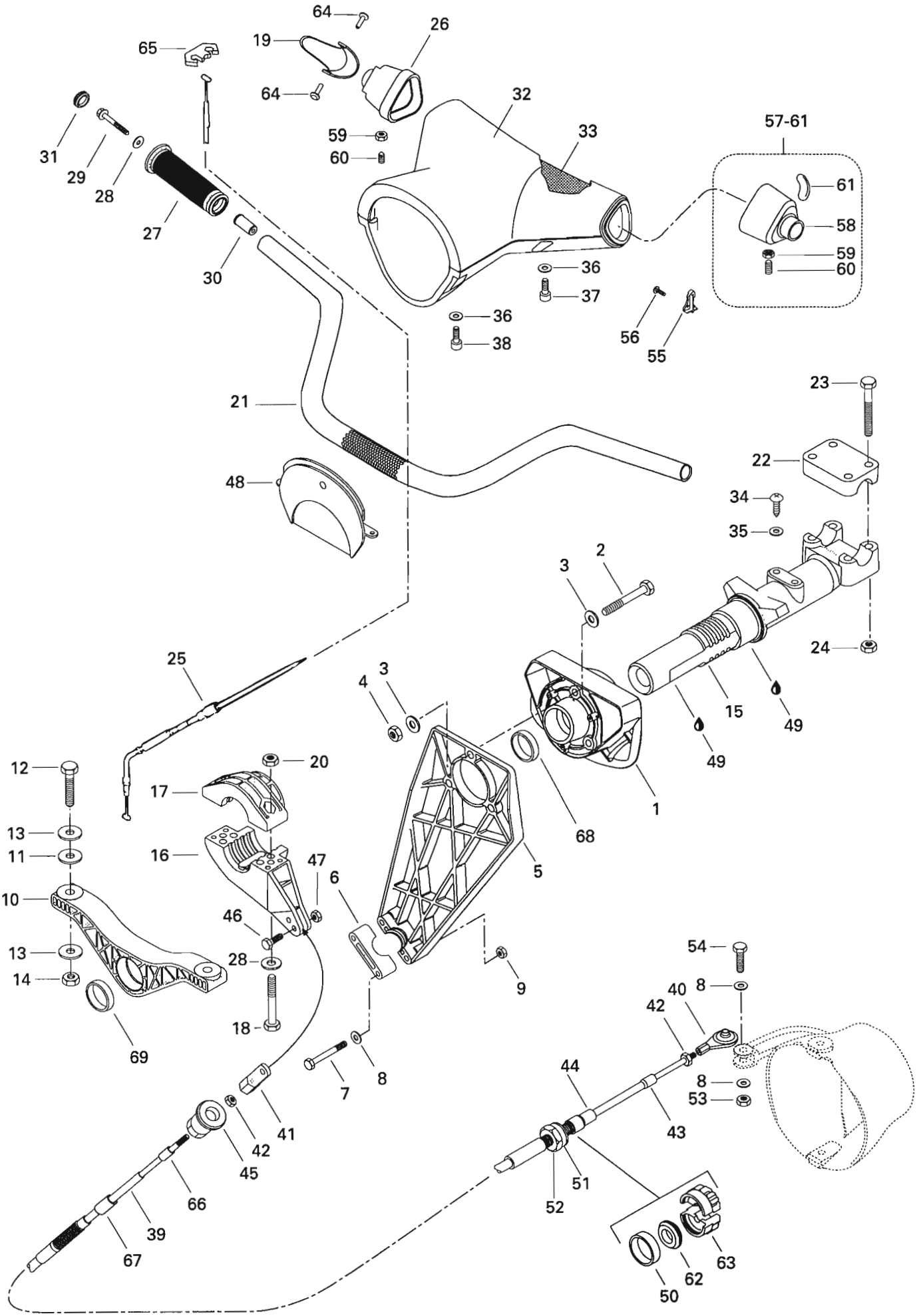


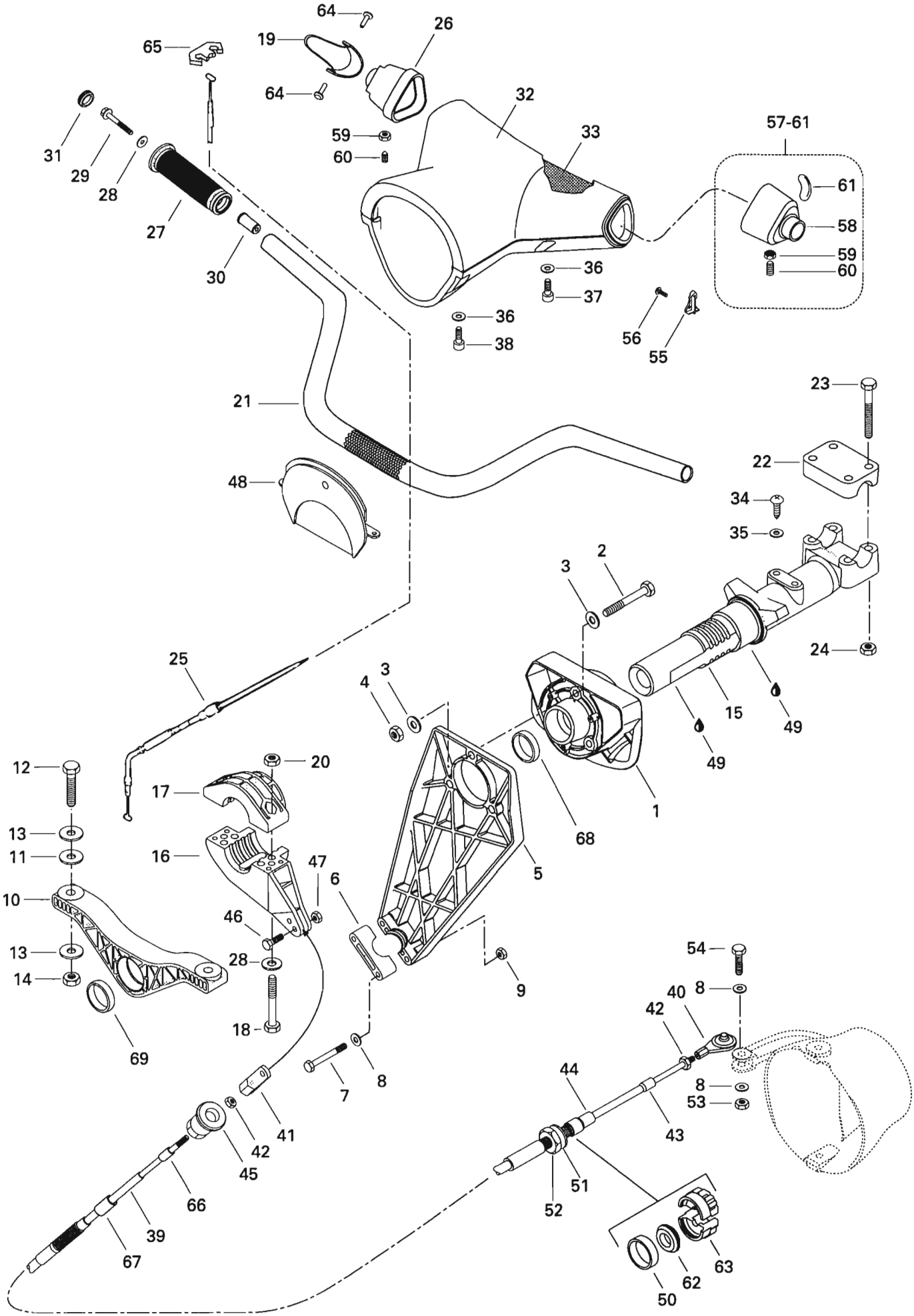
Trim
Correcteur d'assiette

N 36	271 000 461190	Trimming Ring	Bague d'assiette	1
37	215 981 060	Allen Screw M8 x 10	Vis Allen M8 x 10	2
38	293 800 015	Loctite «242«, 10 mL	Loctite «242«, 10 mL	@
N 39	278 000 448	***VTS Engine Harness	***Câblage de moteur VTS	1
40	293 720 017	Grommet	Passe-fil	1
41	293 600 013	Primer, 170 mL	Apprêt, 170 mL	@



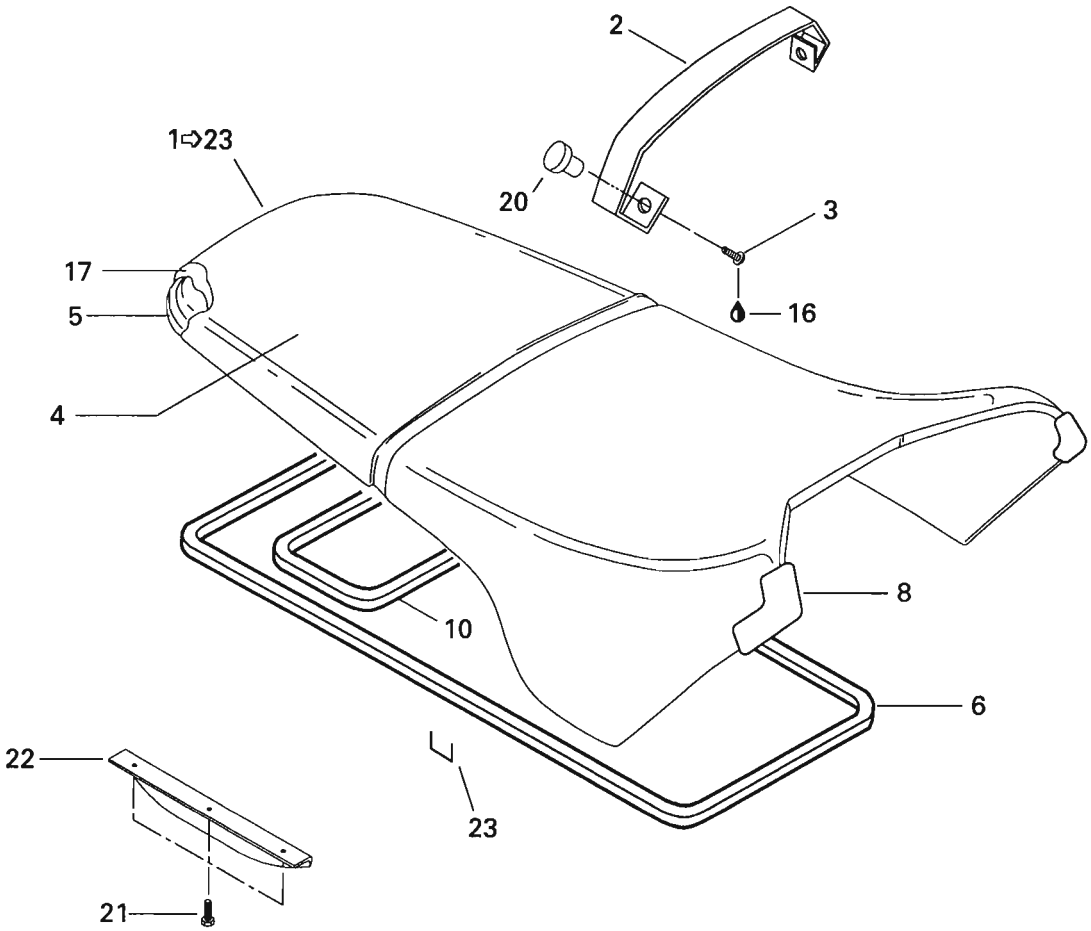
Steering
Direction

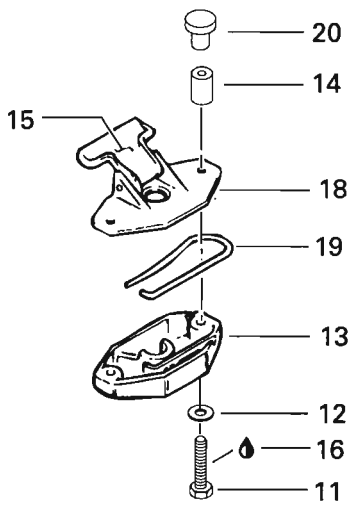
N 1	277 000 106	Rear Support	Support arrière	1
2	215 686 560	Hex. Screw M8 x 65	Vis hex. M8 x 65	3
3	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	6
4	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	3
5	277 000 161	Cable Support	Support de câble	1
6	277 000 162	Thrust Support	Support de palier	1
7	215 665 060	Hex. Screw M6 x 50	Vis hex. M6 x 50	2
8	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	4
9	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
N 10	277 000 291	Front Support	Support avant	1
11	277 000 100	Plastic Washer	Rondelle de plastique	2
12	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	2
13	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4
14	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	2
N 15	277 000 375400	Steering Stem	Tige de direction	1
16	277 000 165	Steering Stem Arm	Bras de tige de direction	1
17	277 000 166	Thrust Arm	Bras de palier	1
18	210 000 005	Hex. Screw M6 x 25	Vis hex. M6 x 25	2
19	277 000 214	Throttle Handle	Manette d'accélérateur	1
20	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
N 21	277 000 305	Handlebar	Guidon	1
22	277 000 142	Steering Clamp	Bride de direction	1
23	215 685 060	Hex. Screw M8 x 50	Vis hex. M8 x 50	4
24	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	4
N 25	277 000 468	Throttle Cable	Câble d'accélérateur	1
26	277 000 285	Throttle Handle Housing	Logement de manette d'accélérateur	1
N 27	295 500 246	Handle Grip (Violet)	Gaine du guidon (violet)	2
28	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	4
29	211 000 031	Screw M6.8 x 45	Vis M6.8 x 45	2
N 30	277 000 307	Grip Insert	Ajout gaine	2
N 31	277 000 310	Grip Cap (Violet)	Capuchon de gaine (violet)	2
N 32	277 000 333	Steering Cover (Yellow)	Couvre -guidon (jaune)	1
33	277 000 187	Foam (Top)	Mousse (haut)	1
34	211 000 036	Screw Taptite	Vis autotaraudeuse	2
35	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	2
36	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	4
37	211 000 021	Screw	Vis	2
38	211 000 037	Screw	Vis	2
N 39	277 000 467	Steering Cable	Câble de direction	1

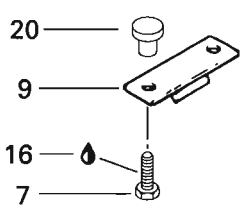


Steering
Direction

40	277 000 153	Ball Joint	Joint à rotule	1
41	277 000 174	Rotule	Joint	1
42	212 100 005	Hex. Nut	Écrou hex.	2
43	277 000 038	Small Boot	Petit embout	1
44	277 000 039	Large Boot	Grand embout	1
45	277 000 167	Ajust. Knob	Bouton ajust.	1
46	211 000 022	Hex. Screw M6 x 25	Vis hex. M6 x 25	1
47	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
N 48	277 000 334	Plate (Yellow)	Plaque (jaune)	1
49	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
50	211 100 010	Retaining Ring	Bague de retenue	1
51	211 200 006	Flat Washer	Rondelle plate	1
52	211 100 011	Hex. Nut	Écrou hex.	1
53	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
54	215 664 060	Hex. Screw M6 x 40	Vis hex. M6 x 40	1
55	277 000 219	Retainer Plate	Plaque de retenue	1
56	211 000 032	Screw	Vis	1
N 57⇨61	277 000 299	***Left Housing Ass'y***	***Logement gauche ass.***	1
N 58	277 000 378	Left Housing	Logement gauche	1
59	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
60	211 000 039	Screw Set M6 x 12	Vis à pression M6 x 12	2
61	277 000 217	VTS Knob	Bouton VTS	1
62	211 100 009	Washer Rubber	Rondelle caoutchouc	1
63	277 000 168	Half Ring	Demie–bague	2
N 64	277 000 381	Pin	Goupille	2
65	277 000 279	Lock-Tab	Patte vérouillage	1
66	277 000 278	Boot Small	Embout petit	1
67	277 000 277	Boot Large	Embout grand	1
N 68	293 900 008	Spherical Cushion	Coussinet sphérique	1
N 69	293 900 009	Spherical Cushion	Coussinet sphérique	1

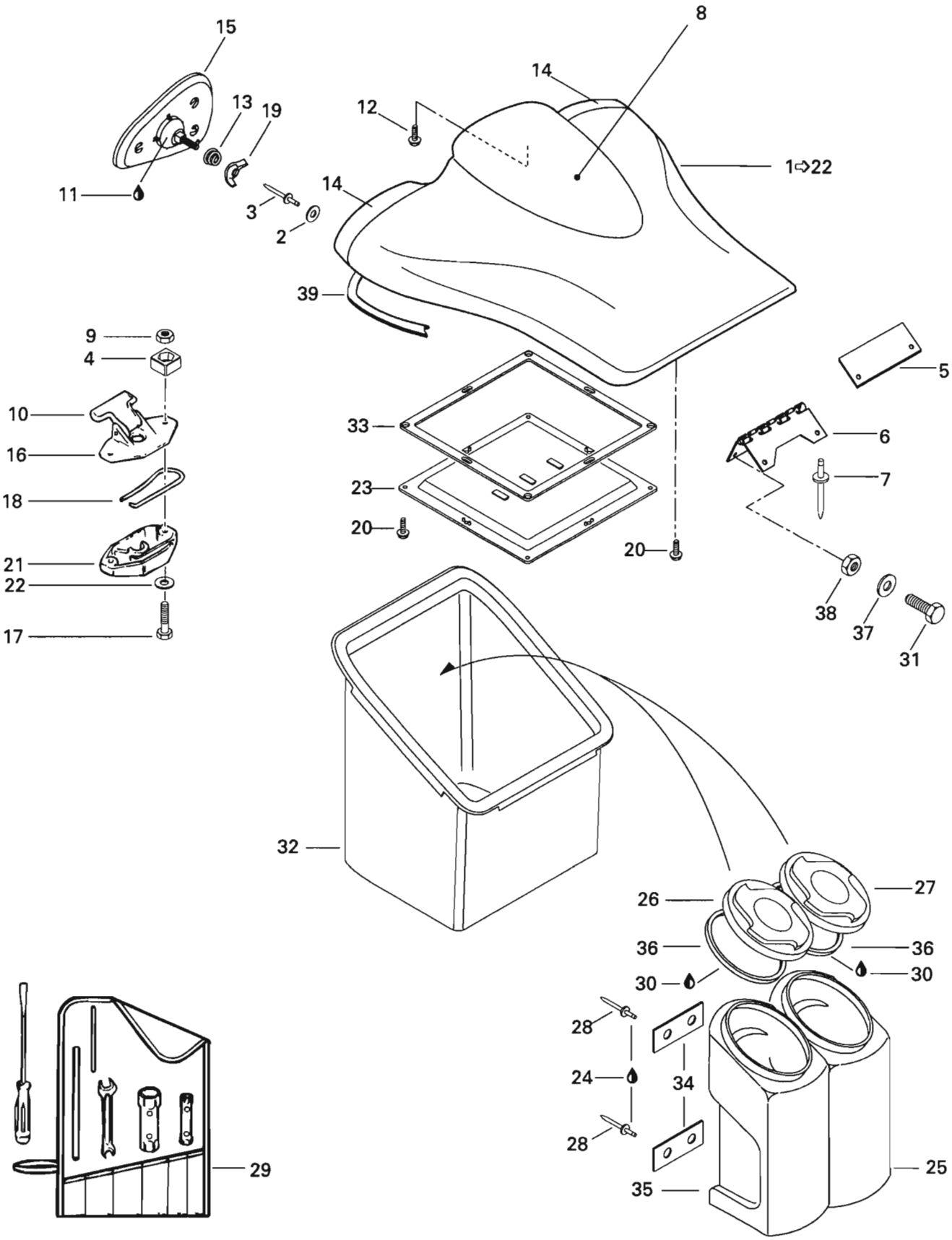






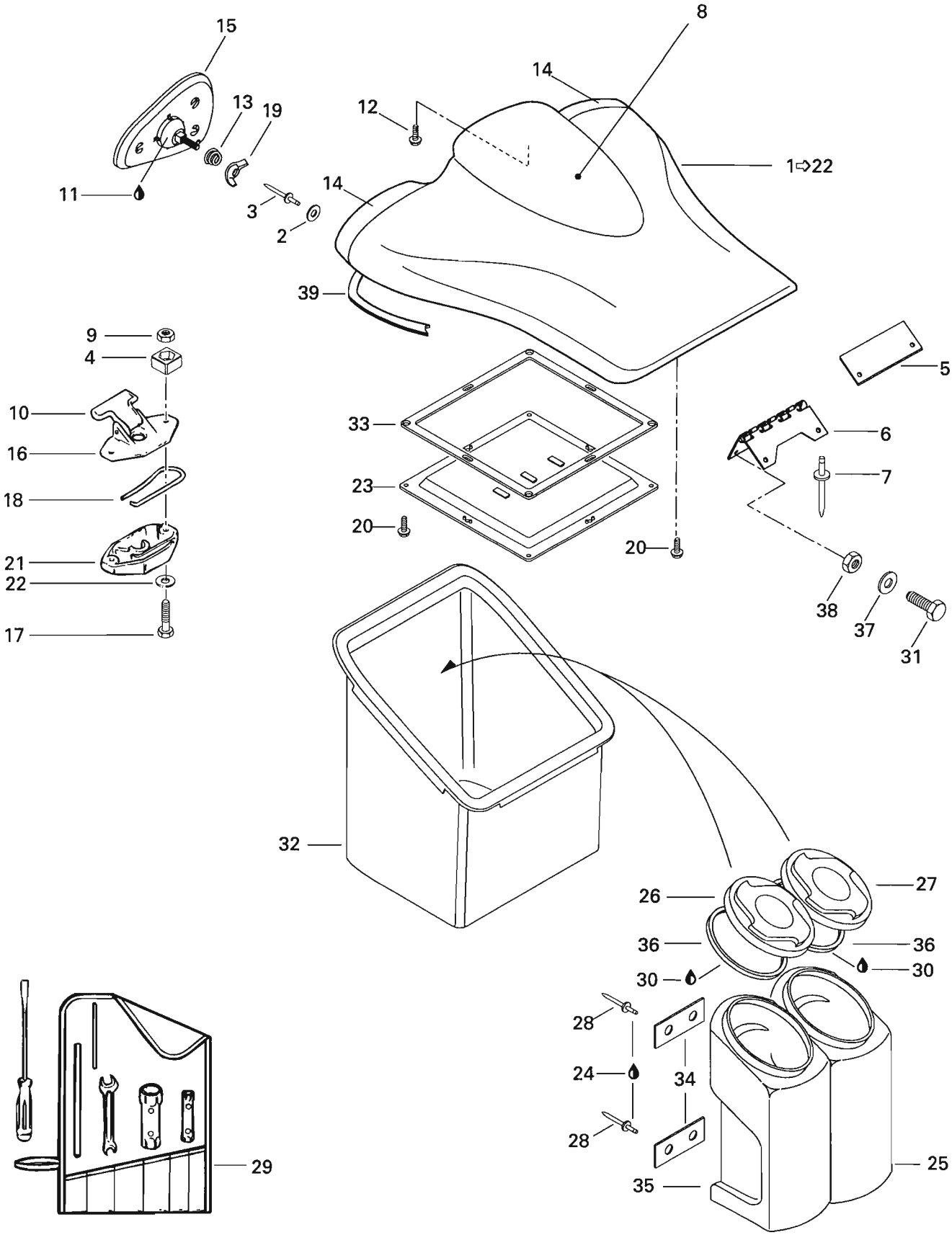
Engine Cover and Seat
Couvercle du moteur et siège

N 1⇨23	269 000 149	***Seat Ass'y (Yellow)***	***Siège ass. (jaune)***	1
N 2	269 000 191	Seat Strap (Yellow)	Courroie de siège (jaune)	1
3	210 100 007	Allen Screw M6 x 10	Vis Allen M6 x 10	2
N 4	269 000 190	Seat Cover (Yellow)	Housse de siège (jaune)	1
5	295 500 169	***Seat Base***	***Base de siège***	1
6	293 200 017	«D» Neoprene Seal	Anneau de néoprène en «D»	@
7	210 000 011	Hexagonal Screw M6 x 12	Vis hexagonale M6 x 12	2
N 8	269 000 174	RH Corner Seat (Yellow)	Coin de siège droit (jaune)	1
N	269 000 175	LH Corner Seat (Yellow)	Coin de siège gauche (jaune)	1
9	291 000 174	Base Keeper	Reteneur base	1
10	293 200 017	«D» Neoprene Seal	Anneau de néoprène en «D»	@
11	210 000 014	Hex. Screw M6 x 35	Vis hex. M6 x 35	2
12	213 200 001	Washer 6 mm	Rondelle 6 mm	2
13	269 000 015	Latch Base	Base de loquet	1
14	291 000 532	Spacer	Entretoise	2
15	269 000 016	Latch Lever	Levier de loquet	1
16	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 17	269 000 168	Seat Foam	Mousse de siège	1
N 18	269 700 020	Latch Cover	Couvert de loquet	1
19	269 000 017	Spring	Ressort	1
20	293 100 003	Nut weld	Écrou soudé	6
21	211 000 034	Screw KB35 x 10	Vis KB35 x 10	6
22	269 000 092	Protect Plate	Plaque de protection	2
23	293 730 005	Staples (Seat Cover)	Agrafe (housse de siège)	@



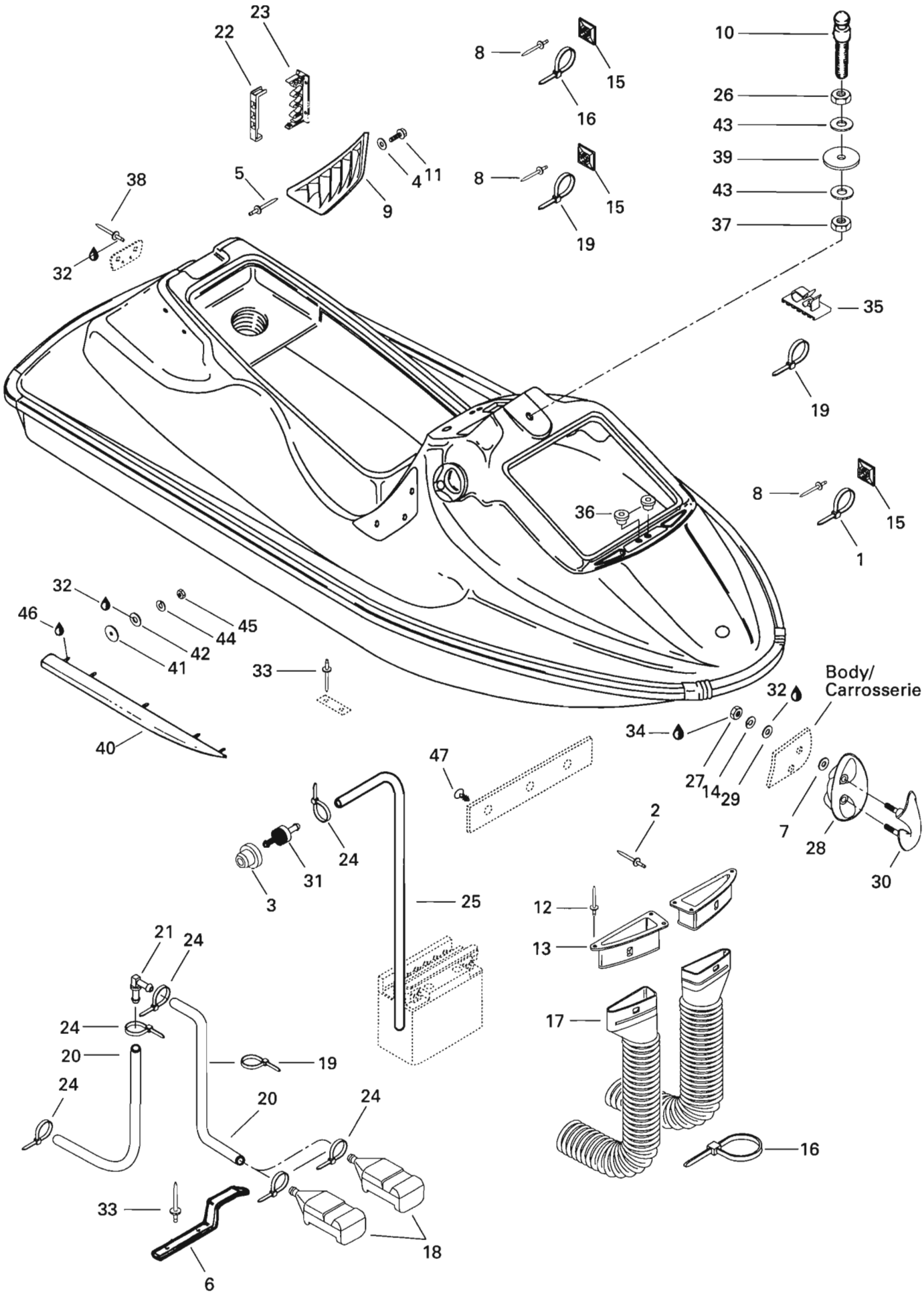
Front Storage Compartment
Compartiment à bagages avant

N 1⇨22	295 500 244	***Storage Cover Kit (Yellow)***	***Ens. de couvercle à bagages (jaune)***	1
2	213 200 016	Washer	Rondelle	10
3	293 150 008	Rivet 3/16	Rivet 3/16	10
4	269 500 108	Housing Nut	Logement écrou	2
5	269 500 107	Retaining Plate	Plaque de retenue	1
6	269 500 112	Stainless Hinge	Charnière en acier inoxydable	1
7	293 150 039	Rivet 3/16	Rivet 3/16	6
N 8	269 500 171	Deflector (Yellow)	Déflecteur (jaune)	1
9	212 000 001	Elastic Nut M6	Écrou élastique M6	2
10	269 000 016	Latch Lever	Levier de loquet	1
11	293 550 010	Grease Synthetic	Graisse synthétique	@
12	211 000 028	Screw	Vis	7
13	269 500 082	Spring Mirror	Ressort miroir	2
N 14	269 500 172	Housing Right Mirror (Yellow)	Boîtier du miroir droit (jaune)	1
N	269 500 173	Housing Left Mirror (Yellow)	Boîtier du miroir gauche (jaune)	1
15	269 500 055	Right Mirror	Miroir droit	1
	269 500 056	Left Mirror	Miroir gauche	1
N 16	269 700 020	Latch Cover	Couvert de loquet	1
17	210 000 014	Hex. Screw M6 x 35	Vis hex. M6 x 35	2
18	269 000 017	Spring	Ressort	1
19	218 661 600	Nut Wing M6	Écrou-papillon M6	2
20	211 000 033	Screw K40 x 16	Vis K40 x 16	20
21	269 000 015	Latch Base	Base de loquet	1
22	213 200 001	Washer 6 mm	Rondelle 6 mm	2
N 23	269 500 167	***Access Cover Ass'y***	***Couvercle d'accès. ass.***	1
24	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@
N 25	269 500 180	Housing Strorage	Boîtier de rangement	1
N 26	269 500 181	Extinguisher Housing Cover	Couvercle de boîtier d'extinction	1
N 27	269 500 184	Storage Housing Cover	Couvercle de boîtier de rangement	1
28	293 150 017	Rivet Advel 5/32	Rivet Advel 5/32	8
29	295 000 066	***Tools Kit***	***Ensemble d'outils***	1
30	293 550 014	Grease	Graisse	@
31	215 051 660	Screw Hex. M5 x 16	Vis hex. M5 x 16	6
N 32	269 500 150	Storage Tray	Coffre à bagage	1
33	293 200 023	Seal	Anneau étanche	1



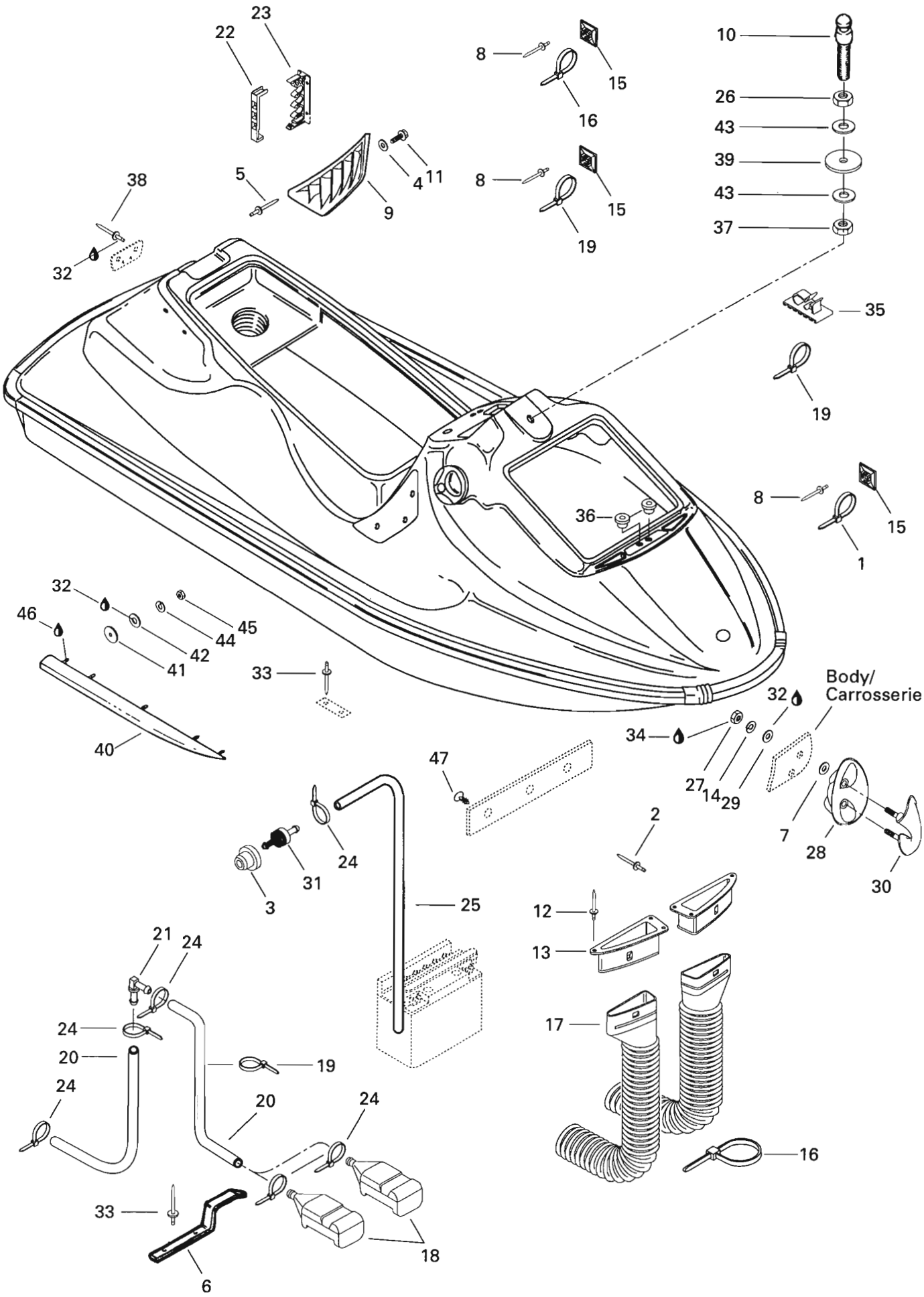
Front Storage Compartment
Compartiment à bagages avant

N 34	293 250 037	Gasket	Joint étanche	4
N 35	269 500 151	Extinguisher Housing	Boîtier d'extincteur	1
N 36	293 250 031	O-Ring	Joint torique	2
37	213 200 004	Washer 5 mm	Rondelle 5 mm	6
38	212 000 004	Stop Nut M5	Écrou d'arrêt M5	6
39	293 200 020	Seal	Anneau étanche	1



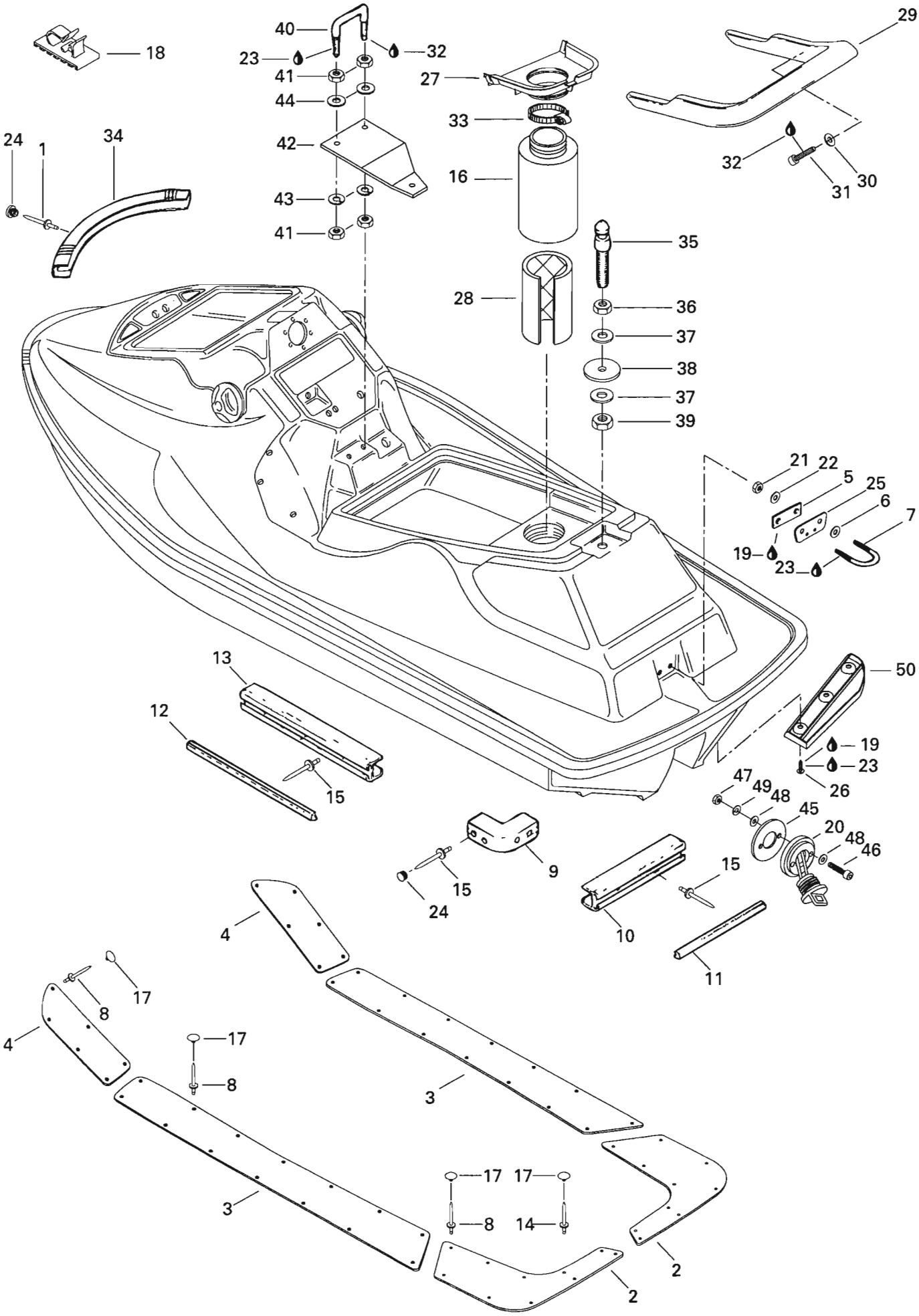
Body
Carrosserie

1	294 000 606	Tie Rap	Attache	@
2	293 150 034	Rivet 5/32	Rivet 5/32	2
3	293 720 029	Grommet	Passe-fils	1
4	217 042 600	Flat Washer 4 mm	Rondelle plate 4 mm	4
5	293 150 041	Rivet 1/8	Rivet 1/8	4
6	292 000 045	Spring Clip	Pince à ressort	2
7	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	2
8	293 150 016	Rivet 1/8	Rivet 1/8	@
N 9	291 000 629	R.H. Intake Grill (Yellow)	Grille d'admission droite (jaune)	1
N	291 000 630	L.H. Intake Grill (Yellow)	Grille d'admission gauche (jaune)	1
N 10	291 000 689	Latch Stud	Ergot d'encrage	1
11	211 000 033	Screw K40 x 16	Vis K40 x 16	4
N 12	293 150 019	Rivet 1/8	Rivet 1/8	6
13	291 000 380	L.H. Adapter Vent	Adaptateur de ventilateur gauche	1
	291 000 381	R.H. Adapter Vent	Adaptateur de ventilateur droit	1
14	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2
15	293 750 015	Tie Rap Mount	Ancrage d'attache	@
16	293 750 008	Tie Rap	Attache	5
17	291 000 382	L.H. Tube Vent	Tuyau du ventilateur gauche	1
	291 000 383	R.H. Tube Vent	Tuyau du ventilateur droit	1
18	292 000 079	Screen Bailer	Tamis de déclenchement	2
19	293 750 002	Tie Rap	Attache	@
20	275 000 007	Hose 8 mm	Boyau 8 mm	@
21	293 710 028	Elbow Fitting 90°	Raccord coudé 90°	2
22	293 750 012	Top Mount	Couv. attache	1
23	293 750 013	Tie Rap Mount	Ancrage d'attache	1
24	293 750 001	Tie Rap	Attache	@
25	275 500 018	Hose Vent 6 mm	Boyau de ventilation 6 mm	@
26	218 300 600	Nut M10	Écrou M10	1
27	212 100 001	Hex. Nut M8	Écrou hex. M8	2
N 28	292 000 223	Shell (Yellow)	Coquille (jaune)	1
29	213 200 011	Washer 8 mm	Rondelle 8 mm	2
N 30	292 000 222	Bow-Eye	Amarre	1
31	275 500 167	Check Valve	Soupape de retenue	1
32	293 800 033	Silicone Sealant, 4.5 mL	Silicone scellant, 4.5 mL	@
33	293 150 037	Rivet 3/16	Rivet 3/16	8
34	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 35	291 000 678	Tie-Clamp	Attache-collier	@
36	293 720 017	Grommet	Passe-fils	2



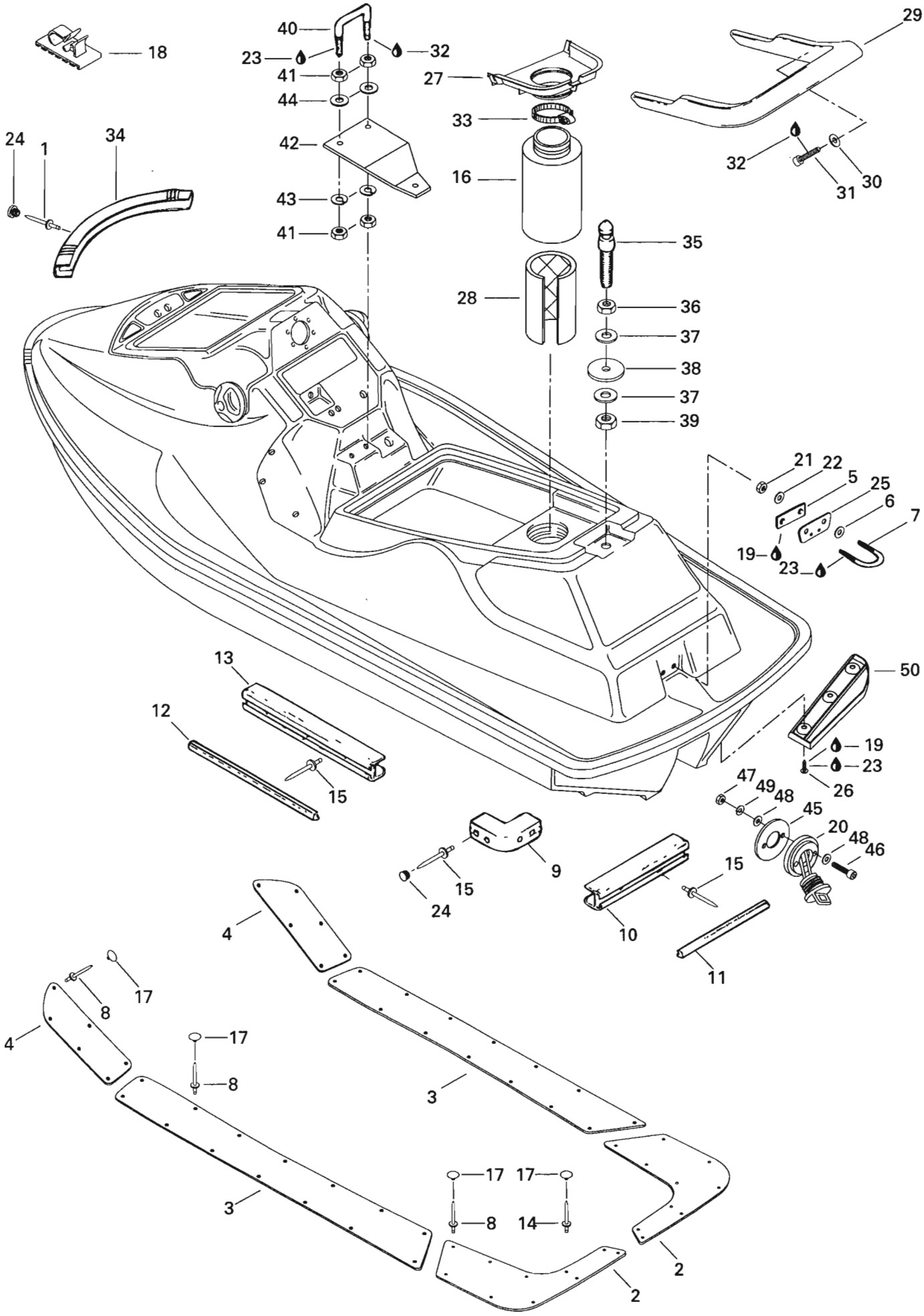
Body
Carrosserie

37	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1
38	293 150 033	Rivet 1/8 (Serial Plate)	Rivet 1/8 (plaque de série)	2
39	291 000 628	Rubber Washer	Rondelle de caoutchouc	1
N 40	292 000 199	R.H. Sponson (Violet)	Stabilisateur droit (violet)	1
N	292 000 200	L.H. Sponson (Violet)	Stabilisateur gauche (violet)	1
41	293 250 026	Gasket	Joint étanche	6
42	213 200 007	Washer 6 mm	Rondelle 6 mm	6
43	217 002 600	Washer 10 mm	Rondelle 10 mm	2
44	217 361 500	Washer Lock 6 mm	Rondelle-frein 6 mm	6
45	212 100 004	Nut M6	Écrou M6	6
46	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
47	293 730 006	Dart (black)	Dard (noir)	3



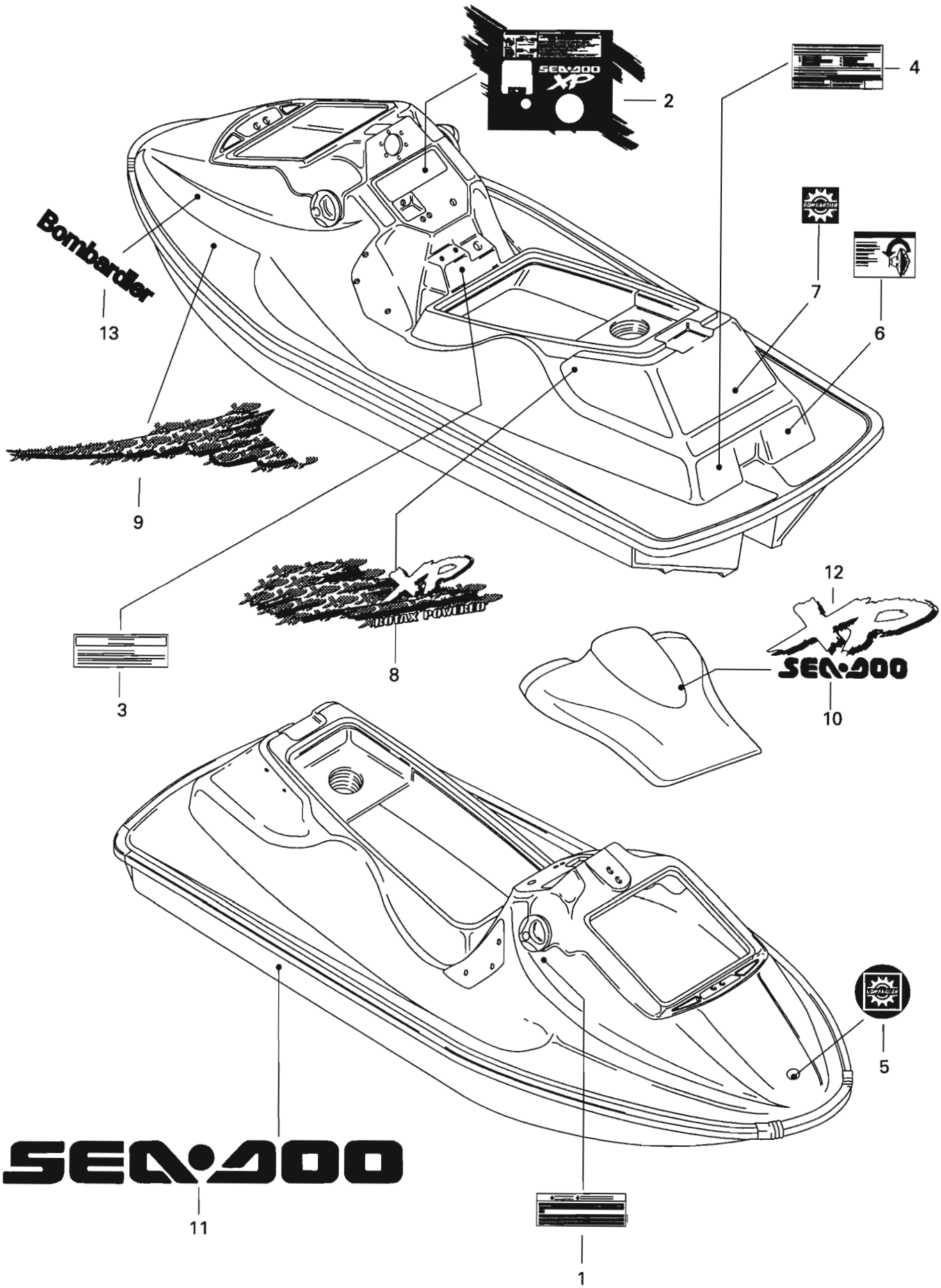
Body
Carrosserie

1	293 150 013	Rivet 3/16	Rivet 3/16	4
2	291 000 396	Right Rear Carpet (Violet)	Tapis arrière droit (violet)	1
	291 000 402	Left Rear Carpet (Violet)	Tapis arrière gauche (violet)	1
3	291 000 424	Right Lateral Carpet (Violet)	Tapis latéral droit (violet)	1
	291 000 425	Left Lateral Carpet (Violet)	Tapis latéral gauche (violet)	1
4	291 000 422	Right Front Carpet (Violet)	Tapis avant droit (violet)	1
	291 000 423	Left Front Carpet (Violet)	Tapis avant gauche (violet)	1
5	291 000 307	Retainer Plate	Plaque de retenue	1
6	293 050 001	Washer 8 mm	Rondelle 8 mm	2
7	292 000 011	«U» Clamp	Bride en «U»	1
8	293 150 036	Rivet 1/8	Rivet 1 /8	@
9	291 000 394	Bumper Corner (Violet)	Coin de pare-chocs (violet)	2
10	291 000 419	Rear Bumper (Violet)	Pare-chocs arrière (violet)	1
N 11	291 000 585	Rear Bumper Trim (Violet)	Moulure de pare-chocs arrière (violet)	1
N 12	291 000 583	Side Bumper Trim (Violet)	Moulure de pare-chocs latérale (violet)	2
13	291 000 417	Side Bumper (Violet)	Pare-chocs latéral (violet)	2
14	293 150 016	Rivet 1/8	Rivet 1/8	4
15	293 150 014	Rivet 3/16	Rivet 3/16	@
16	291 000 376	Rear Vent Hose	Boyau de ventilation arrière	1
17	293 000 023	Cap (Violet)	Capuchon (violet)	@
N 18	291 000 678	Tie Clamp	Attache-collier	@
19	293 800 033	Silicone Sealant, 5 mL	Enduit de silicone, 5 mL	@
20	292 000 187	Drain Plug	Bouchon de purge	1
21	212 100 001	Stop Nut M8	Écrou d'arrêt M8	2
22	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2
23	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
24	291 000 421	Bumper Plug (Violet)	Bouchon de pare-chocs (violet)	10
25	291 000 426	Finition Plate (Violet)	Plaque de finition (violet)	1
N 26	211 000 059	Screw M6.3 x 20	Vis M6.3 x 20	6
27	291 000 377	Hose Support	Support boyau	1
28	291 000 400	Damping Sound	Assourdisseur	1
N 29	269 000 170	***Grab Handle (Violet)***	***Poignée de maintien (violet)***	1
30	213 200 011	Washer 8 mm	Rondelle 8 mm	4
31	215 981 660	Screw Socket M8 x 16	Vis M8 x 16	4
32	293 800 015	Loctite «242«, 10 mL	Loctite «242«, 10 mL	@
33	293 650 054	Tridon Clamp	Bride de serrage	1



Body
Carrosserie

34	291 000 393	Nose Bumper (Violet)	Nez de pare-chocs (violet)	1
N 35	291 000 691	Latch Stud	Ergot d'ancrage	1
36	218 300 600	Nut M10	Écrou M10	1
37	217 002 600	Washer 10 mm	Rondelle 10 mm	2
38	291 000 628	Rubber Washer	Rondelle de caoutchouc	1
39	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1
40	291 000 468	Hook	Crochet	1
41	212 000 004	Nut M6	Écrou M6	4
42	275 500 113	Fuel Filter Support	Support de filtre à essence	1
43	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	2
44	213 200 007	Washer 6 mm	Rondelle 6 mm	2
N 45	293 250 030	Gasket	Joint étanche	1
N 46	215 942 560	Allen Screw M4 x 25	Vis Allen M4 x 25	2
47	211 100 025	Hex. Nut M4	Écrou hex. M4	2
48	213 200 010	Flat Washer 4 mm	Rondelle plate 4 mm	4
N 49	217 341 500	Lock Washer 4 mm	Rondelle-frein 4 mm	2
N 50	292 000 231	R.H. Stabilizer Plate	Plaque stabilisatrice droite	1
N	292 000 232	L.H. Stabilizer Plate	Plaque stabilisatrice gauche	1



Decal
Décalcomanie

1	219 900 177	«FUEL» Decal	Décalque «ESSENCE»	1
N 2	219 900 464	Dash Decal	Décalque du tableau de bord	1
3	219 900 270	Warning Decal (Battery)	Décalque d'avertissement (batterie)	1
N 4	219 900 383	«EXEMPTION» Decal	Décalque «EXEMPTION»	1
5	291 000 325	«BOMBARDIER» Plastic Logo	Logo «BOMBARDIER» de plastique	1
6	219 900 191	«TIP OVER» Decal	Décalque «RENVERSEMENT»	1
7	219 900 049	«BOMBARDIER» Logo Decal	Décalque du logo «BOMBARDIER»	1
N 8	219 900 459	R.H. Lateral Rear Decal	Décalque latéral arrière droit	1
N	219 900 460	L.H. Lateral Rear Decal	Décalque latéral arrière gauche	1
N 9	219 900 457	R.H. Lateral Front Decal	Décalque latéral avant droit	1
N	219 900 458	L.H. Lateral Front Decal	Décalque latéral avant gauche	1
10	219 900 225	«SEA-DOO» Decal	Décalque «SEA-DOO»	1
11	219 900 331	Hull Decal	Décalque de coque	2
N 12	219 900 463	«XP» Idendification Decal	Décalque d'identification «XP»	1
N 13	219 900 462	«BOMBARDIER» Decal	Décalque «BOMBARDIER»	2

Accessories
Accessoires

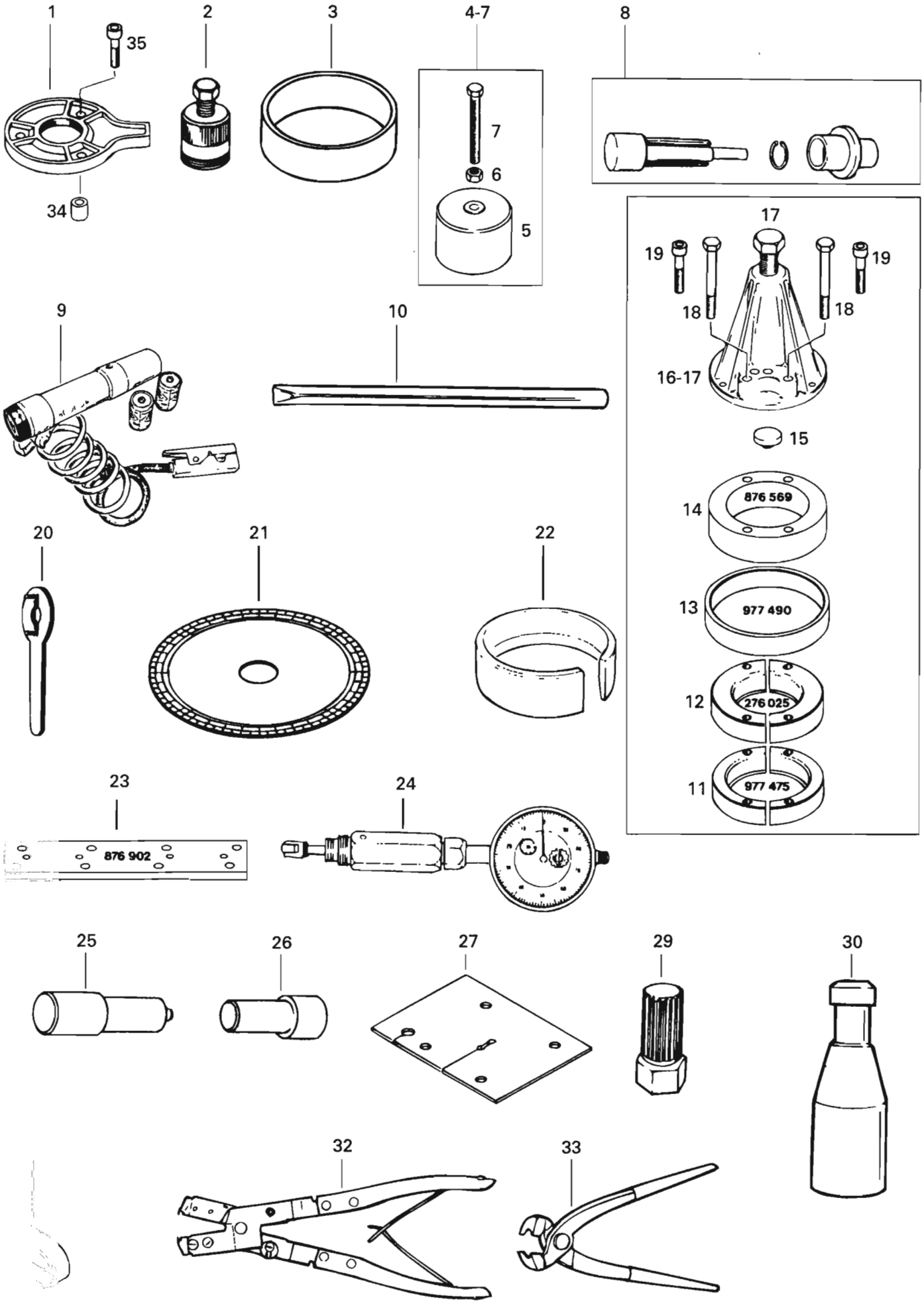
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	295 100 001	Seat Pouch	Pochette de siège	@
2	295 100 002	Saddle Bag	Sac de selle	@
N 3	295 500 218	Telescopic Paddle	Aviron télescopique	@
4	295 100 006	Survival Klt	Trousse de survie	@
5	295 100 007	First Aid Kit	Trousse de premiers soins	@
6	295 100 004	Fire Extinguisher U.S.	Extincteur U.S.	@
7	295 100 005	Fire Extinguisher Can.	Extincteur Can.	@
8	295 100 008	Mooring Line	Corde d'amarrage	@
N 9	295 500 213	Sand Bag Anchor	Sac de sable d'ancrage	@
N 10	295 500 230	Kneeboard	Planche à genoux	@
N 11	295 500 220	Combo Skis	Ens. de ski combo	@
N 12	295 500 219	Trainer Skis	Ens. de ski de traîne	@
13	295 100 009	Ski Rope	Corde de ski	@
N 14	295 500 214	Skock Tube Kit	Ens. de protège corde	@
N 15	295 500 212	Touring Seat Kit (GT Series)-Teal	Ens. siège de randonnée (série GT) - aqua	@
16	295 100 012	Lift Kit (SP Series)	Ens. de harnais de levage (série SP)	@
17	295 100 013	Lift Kit (GT Series)	Ens. de harnais de levage (série GT)	@
18	295 100 010	Tie-Down (Cam Buckle)-Purple	Sangle à came-violet	@
19	295 100 011	Tie-Down (Ratchet Buckle)-Purple	Sangle à cliquet-violet	@
N 20	295 500 208	Bilge Pump Kit (All Models)	Ens. de bilge à pompe (tous les modèles)	@
N 21	295 500 231	LCD Gauge Kit (HX-GTS-SP Series 95)	Ens. de cadran LCD (HX-GTS-série SP 95) (HX-GTS-série SP 95)	@
N 22	295 500 211	Security System Kit D.E.S.S (HX-GTS-SP Series 95)	Ens. de système de sécurité D.E.S.S (HX-GTS-série SP 95)	@
N 23	295 500 210	Large Fuel Tank (90-94 GT Series)	Réservoir à essence large (série GT 90-94)	@
24	295 500 204	Vent Water Block Kit (93-95 XP) (94-95 SP Series)	Ens. de mousse hydrofuge (XP 93-95) (série SP 94-95)	@ @
N 25	295 500 282	R.H. Mirror (90-95 GT Series)	Mirroir droit (série GT 90-95)	@
N 26	295 500 283	L.H. Mirror (90-95 GT Series)	Mirroir gauche (série GT 90-95)	@
N 27	295 500 248	Sponson Kit (Blue-Violet)	Ens de stabilisateur (bleu-violet)	@
28	295 500 201	V-Hull Add-On Kit (White)	Ens de quilles (blanc)	@
N 29	295 500 221	Windows Graphics-Sea-Doo Watercrafts	Graphique de vitre-Sea-Doo Watercrafts	@
N 30	295 500 222	Windows Graphics-Team Sea-Doo US/CAN	Graphique de vitre-Team Sea-Doo US/CAN	@
N 31	295 500 223	Windows Graphics-Team Sea-Doo	Graphique de vitre-Team Sea-Doo	@
N 32	295 500 224	Windows Graphics-Sea-Doo Everybody	Graphique de vitre-Sea-Doo Everybody	@
N 33	295 500 225	Decal For Trailer (Teal)	Décalque de remorque (aqua)	@

Accessories
Accessoires

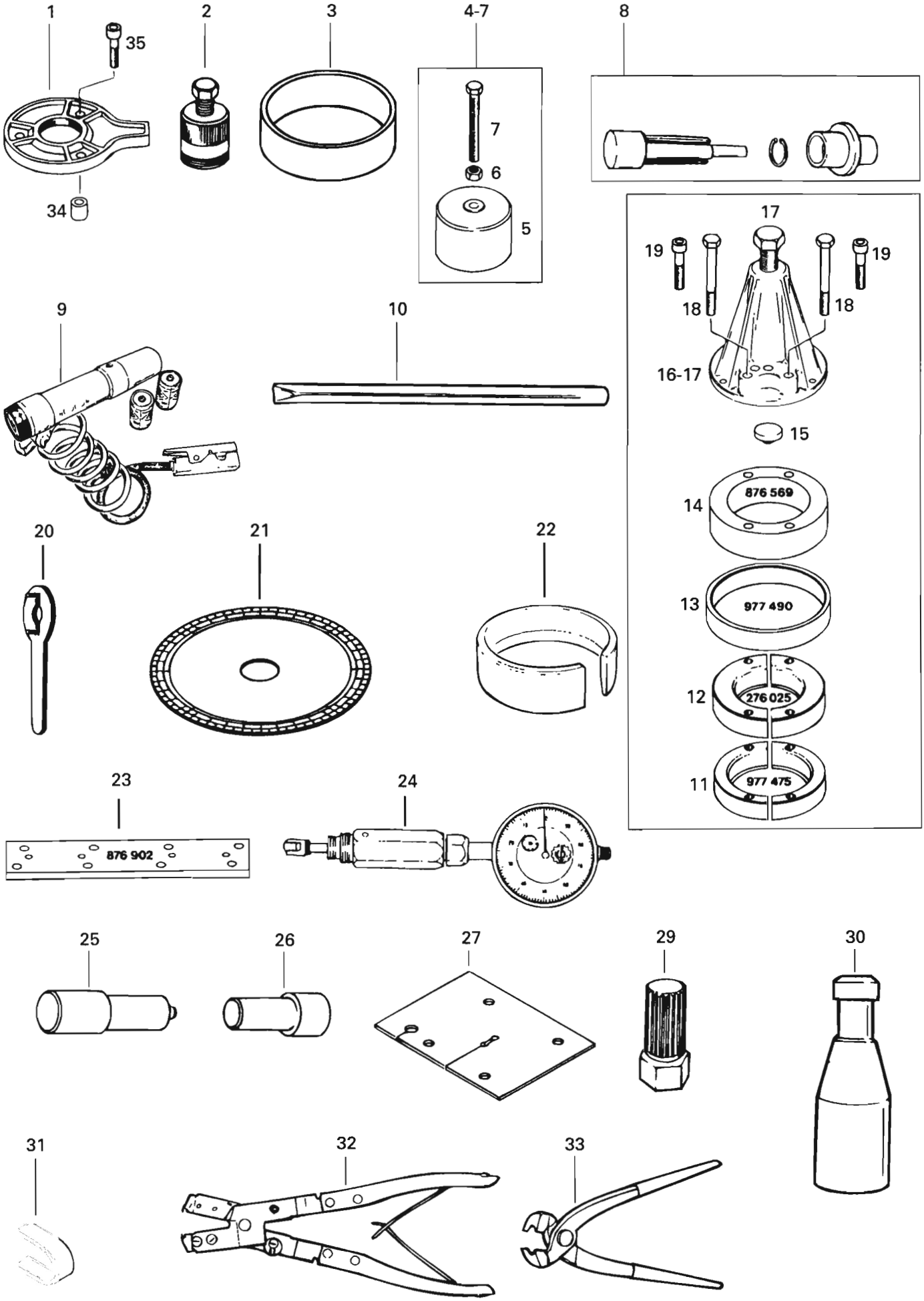
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

N 34	295 500 226	Decal For Trailer (Yellow)	Décalque de remorque (jaune)	@
N 35	295 500 227	Decal For Trailer (Rhodamine)	Décalque de remorque (rhodamine) ...	@
N 36	291 000 312	Convex Mirror (White)	Mirroir convexe (blanc)	@



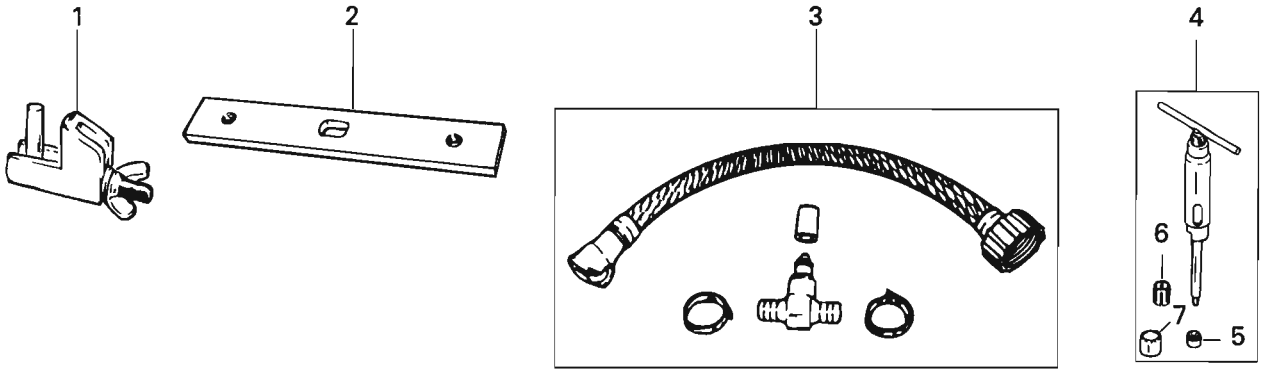
Tools and Accessories
Outils et accessoires

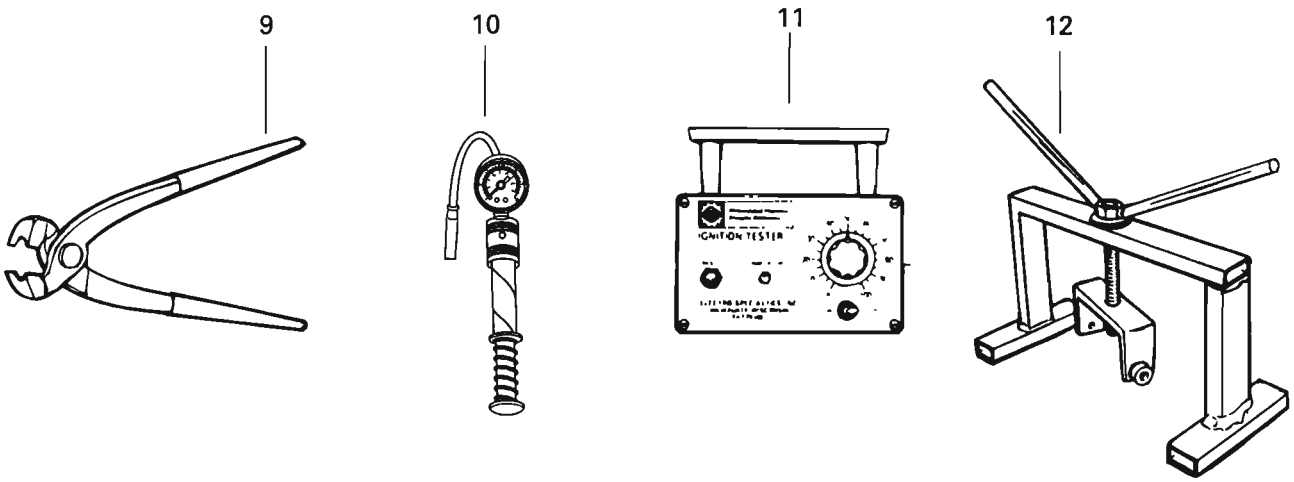
1	290 876 080	Wrench Holder	Clé de retenue	@
2	295 000 106	Puller Assembly	Extracteur assemblé	@
3	290 876 922	Ring Holder	Bague de retenue	@
4⇨7	290 876 487	***Puller Ass'y***	***Extracteur ass.***	1
5	290 876 482	Puller	Extracteur	1
6	290 242 210	Nut M6	Écrou M6	1
7	290 241 475	Hex. Screw M6 x 50	Vis hex. M6 x 50	1
8	295 000 077	Circlip Installer (587 Engine)	Pose circlip (moteur 587)	@
	290 877 016	Circlip Installer (657 Engine) Ass'y	Pose circlip (moteur 657)	@
9	295 000 078	Timing Lamp	Lampe stroboscopique	@
10	295 000 111	Flywheel Holder	Barre de force	@
11	290 977 475	Half Ring (PTO Side)	Demi-anneau (côté PDM)	@
12	290 276 025	Half Ring (MAG Side)	Demi-anneau (côté MAG)	@
13	290 977 490	Ring Holder	Bague de retenue	@
14	290 876 569	Distance Ring	Bague d'écartement	@
15	290 876 557	Protector Cap	Capuchon protecteur	@
16⇨17	290 876 298	***Puller Ass'y***	***Extracteur ass.***	1
17	290 940 755	Hex. Screw M16 x 150	Vis hex. M16 x 150	1
18	290 841 201	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
19	290 840 681	Allen Screw M8 x 40	Vis allen M8 x 40	4
20	290 277 905	Wrench Holder	Clé de retenue	@
21	295 000 007	Degree Disk	Disque de degré	@
22	290 876 972	Compress Ring (587 Engine)	Compresseur de segments (moteur 587)	@
	295 000 112	Compress Ring (657 Engine)	Compresseur de segments (moteur 657)	@
N	290 876 979	Compress Ring (82.00 mm)	Compresseur de segments (82.00 mm)	@
23	290 876 902	Aligning Tool (Not Shown)	Outil d'alignement (non-ill.)	@
24	295 000 065	Dial Indicator (TDC Gauge)	Micromètre (indicateur de PMH)	@
25	290 876 500	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@
26	290 876 605	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@
27	295 000 101	Protection Carpet	Tapis de protection	@
28	295 000 107	Impeller Installation Tool (Not Shown)	Outil d'inst. de la turbine (non-ill.)	@
29	295 000 001	Puller Tool	Outil extracteur	@
30	295 000 002	Impeller Guide Tool	Outil guide de turbine	@
31	290 876 826	Distance Gauge	Jauge d'écartement	@
32	295 000 069	Oetiker Pliers «1090»	Pince Oetiker «1090»	@

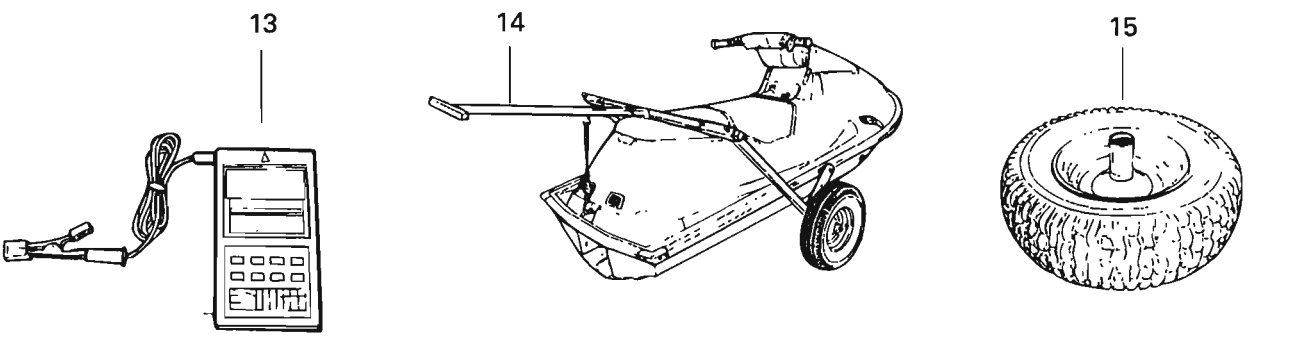


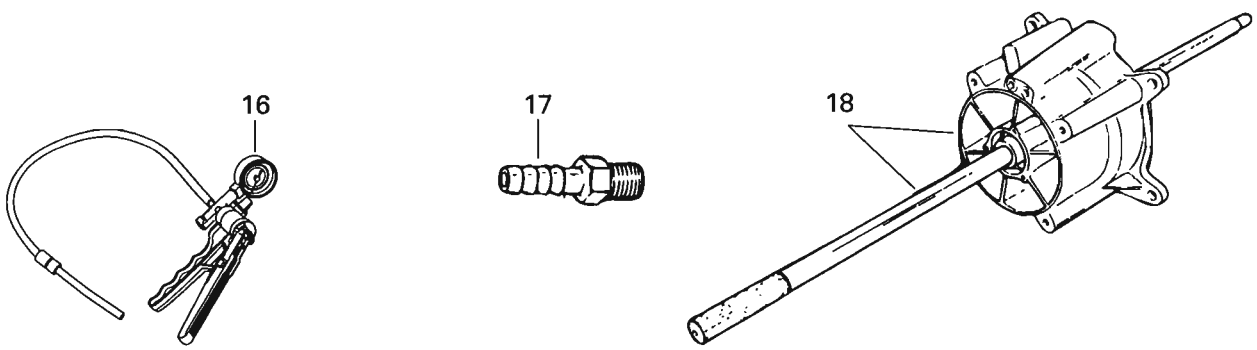
Tools and Accessories
Outils et accessoires

33	295 000 070	Oetiker Pliers «1099»	Pince Oetiker «1099»	@
34	290 847 220	Sleeve	Douille	3
35	290 841 591	Screw (M8 x 35)	Vis (M8 x 35)	3
36	290 877 021	Sleeve (290 877 016) (Not Shown)	Manchon (290 877 016) (non-ill.)	1
37	290 877 011	Pusher (290 877 016) (Not Shown)	Poussoir (290 877 016) (non-ill.)	1









Tools and Accessories
Outils et accessoires

1	295 000 076	Hose Pincher	Serre boyau	@
2	295 000 082	Impeller Shaft Holder	Outil de retenue arbre d'hélice	@
3	295 500 068	***Flush Kit***	***Ensemble de renvoi***	@
4⇨7	295 000 105	***Extractor Ass'y (587 Engine)***	***Extracteur ass. (moteur 587)***	@
	290 877 092	***Extractor Ass'y (657 Engine)***	***Extracteur ass.(moteur 657)***	@
5	295 000 115	Extracting Nut (587)	Écrou extracteur (587)	1
	290 877 155	Extracting Nut (657)	Écrou extracteur (657)	1
6	295 000 117	Sleeve (587)	Manchon (587)	2
	290 877 041	Sleeve (657)	Manchon (657)	2
7	295 000 118	Bushing (587)	Douille (587)	2
	290 877 181	Bushing (657)	Douille (657)	2
N 8	295 000 128	Protective Mat (Not Shown)	Tablier de protection (non-ill.)	@
9	295 000 054	Pliers for Clic Clamp (Caillau)	Pince (Caillau)	@
10	295 000 114	Tool-Leakage	Outil de fuite	@
11	295 000 008	Ignition Tester	Vérificateur d'allumage	@
12	295 000 113	Extractor Pump	Extracteur de pompe	@
13	295 000 100	Shop Tachometer	Tachymètre d'atelier	@
14⇨15	295 000 126	***Dolly Kit*** (Incl. Wheels)	***Ensemble remorque*** (avec roues)	@
15	295 000 005	Beach Wheel Set	Ensemble de roues de plage	@
16	295 000 085	Pump Gauge Tester	Pompe à air	@
17	295 000 086	Male Connector	Raccord mâle	@
18	295 000 089	Alignment Tool (Engine / Jet Pump)	Outil d'alignement (moteur / turbine)	@
N 19	295 000 130	Timing Gauge (Not Shown)	Jauge du rég. d'allumage (non-ill.)	@
N 20	295 000 127	MPEM Programmer (Not Shown)	Programmeur MEM (non-ill.)	@
N 21	529 0220 00	Multimètre (Not Shown)	Multimètre (non-ill.)	@

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 300 061	Predelivery Check List 5870, 1994	Liste de prélivraison 5870, 1994 .....
	219 300 062	Predelivery Check List 5871, 1994	Liste de prélivraison 5871, 1994 .....
	219 300 063	Predelivery Check List 5872, 1994	Liste de prélivraison 5872, 1994 .....
	219 300 064	Predelivery Check List 5854, 1994	Liste de prélivraison 5854, 1994 .....
	219 300 065	Predelivery Check List 5814, 1994	Liste de prélivraison 5814, 1994 .....
	219 300 066	Predelivery Check List 5862, 1994	Liste de prélivraison 5862, 1994 .....
	219 300 071	Predelivery Check List 5855, 1994	Liste de prélivraison 5855, 1994 .....
	219 300 072	Predelivery Check List 5821, 1994	Liste de prélivraison 5821, 1994 .....
N	219 300 087	Predelivery Check List All Models 1995	Liste de prélivraison tous les modèles 1995
	291 000 170	Operator's Manual 1989	Manuel du conducteur 1989 .....
	219 000 001	Operator's Manual 1990	Manuel du conducteur 1990 .....
	219 000 002	Operator's Manual 1991, SP-XP	Manuel du conducteur 1991, SP-XP ...
	219 000 000	Operator's Manual 1990, GT	Manuel du conducteur 1990, GT
	219 000 004	Operator's Manual 1992, SP-XP	Manuel du conducteur 1992, SP-XP
	219 000 003	Operator's Manual 1991, GT	Manuel du conducteur 1991, GT
	219 000 005	Operator's Manual 1992, GTS-GTX	Manuel du conducteur 1992, GTS-GTX
	219 000 006	Operator's Manual 1993, SP-SPI-SPX	Manuel du conducteur 1993, SP-SPI-SPX
	219 000 007	Operator's Manual 1993, GTS-GTX	Manuel du conducteur 1993, GTS-GTX
	219 000 009	Operator's Manual 1993, Explorer	Manuel du conducteur 1993, Explorer
	219 000 010	Operator's Manual 1993, XP	Manuel du conducteur 1993, XP
	219 000 012	Operator's Manual 1994, English	Manuel du conducteur 1994, anglais
	219 000 013	Operator's Manual 1994, French	Manuel du conducteur 1994, français
	219 000 014	Operator's Manual 1994, Explorer French .	Manuel du conducteur 1994, Explorer français
	219 000 017	Operator's Manual 1994, Explorer English .	Manuel du conducteur 1994, Explorer anglais
N	219 000 018	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 029	Operator's Manual 1995, French	Manuel du conducteur 1995, French
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 031	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 028	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		HX, XP(785)	HX, XPi
N	219 000 030	Operator's Manual 1995, French	Manuel du conducteur 1995, français
		HX, XPi	HX, XPi
N	219 000 032	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		HX, XPi	HX, XPi

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 000 016	Racing Manual 1993	Manuel course 1993
	219 000 019	Racing Manual 1994	Manuel course 1994
	219 000 027	Racing Manual 1995	Manuel course 1995
	219 700 022	PDI Video 5803-5810 (English Only) ...	Vidéo prélivraison 5803-5810 (ang.seul.)
	219 700 002	Warranty Video (English Only).....	Vidéo sur garantie (anglais seul.)
	219 700 023	Operator's Video (English)	Vidéo du conducteur (anglais)
	219 700 004	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 036	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 024	Operator's Video (English)	Vidéo du conducteur (anglais).....
	219 700 005	Trouble Shooting Video 1990 (Eng.) ...	Vidéo de problème de démarrage 1990 (ang.)
	295 000 059	Shop Manual 1989 (French).....	Manuel de réparation 1989 (français)
	295 000 060	Shop Manual 1989 (English).....	Manuel de réparation 1989 (anglais)
	219 100 001	Shop Manual 1990 (French).....	Manuel de réparation 1990 (français)
	219 100 002	Shop Manual 1990 (English).....	Manuel de réparation 1990 (anglais)
	219 100 003	Shop Manual 1991 (French).....	Manuel de réparation 1991 (français)
	219 100 004	Shop Manual 1991 (English).....	Manuel de réparation 1991 (anglais)
	219 100 005	Shop Manual 1992 (French).....	Manuel de réparation 1992 (français)
	219 100 006	Shop Manual 1992 (English).....	Manuel de réparation 1992 (anglais)
	219 100 007	Shop Manual 1993 (French).....	Manuel de réparation 1993 (français)
	219 100 008	Shop Manual 1993 (English).....	Manuel de réparation 1993 (anglais)
	219 100 009	Shop Manual 1994 (French).....	Manuel de réparation 1994 (français)
	219 100 010	Shop Manual 1994 (English).....	Manuel de réparation 1994 (anglais) .
N	219 100 013	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 012	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 018	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 019	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		HX, XPi	HX, XPi .....
N	219 100 020	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		HX, XPi	HX, XPi .....
N	219 100 021	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		HX, XPi	HX, XPi .....
N	219 000 026	Poster 1995-Parts and Accessories	Affiche 1995-Pièces et accessoires
	295 000 062	Parts Catalog 5802, 1989	Catalogue de pièces 5802, 1989

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 800 001	Parts Catalog 5803, 1990	Catalogue de pièces 5803, 1990
	219 800 002	Parts Catalog 5810 (GT) 1990	Catalogue de pièces 5810 (GT) 1990
	219 800 003	Parts Catalog 5804-5850 (SP-XP) 1991 ..	Catalogue de pièces 5804-5850 (SP-XP) 1991
	219 800 004	Parts Catalog 5811 (GT) 1991	Catalogue de pièces 5811 (GT) 1991
	219 800 005	Parts Catalog 5805-5851 (SP-XP) 93 ..	Catalogue de pièces 5805-5851 (SP-XP) 93
	219 800 006	Parts Catalog 5812-5860 (GTS-GTX) 92 .	Catalogue de pièces 5812-5860 (GTS-GTX) 92
	219 800 007	Parts Catalog 5806-07-08 (SP-SPX-SPI) 93	Catalogue de pièces 5806-07-08 (SP-SPX-SPI) 93
	219 800 008	Parts Catalog 5852 (XP) 1993	Catalogue de pièces 5852 (XP) 1993
	219 800 009	Parts Catalog 5813-5861 (GTS-GTX) 93	Catalogue de pièces 5813-5861 (GTS-GTX) 93
	219 800 010	Parts Catalog 5820 (Explorer) 1993	Catalogue de pièces 5820 (Explorer) 1993
	219 800 011	Parts Catalog 5870-71-72 (SP-SPX-SPI) 94	Catalogue de pièces 5870-71-72 (SP-SPX-SPI) 94
	219 800 012	Parts Catalog 5854-5855 (XP-XPI) 94 .	Catalogue de pièces 5854-5855 (XP-XPI) 94
	219 800 013	Parts Catalog 5814-5862 (GTS-GTX) 94	Catalogue de pièces 5814-5862 (GTS-GTX) 94
	219 800 014	Parts Catalog 5821 (Explorer) 1994	Catalogue de pièces 5821 (Explorer) 1994
N	295 500 265	Parts Catalogue Kit, 1989-1995	Ens. de catalogues de pièces,1989-1995
N	219 300 110	Parts Catalog	Catalogue de pièces .....
		5873 / 74 / 75 (SP-SPI-SPX) 1995	5873 / 74 / 75 (SP-SPI-SPX) 1995 .....
N	219 300 120	Parts Catalog 5880 (HX) 1995	Catalogue de pièces 5580 (HX) 1995 ..
N	219 300 130	Parts Catalog 5856 (XP 717) 1995	Catalogue de pièces 5856 (XP 717) 1995
N	219 300 140	Parts Catalog	Catalogue de pièces .....
		5815 / 5863 (GTS-GTX) 1995	5815 / 5863 (GTS-GTX) 1995 .....
	219 200 015	Microfiche 1988 (5801)	Microfiche 1988 (5801) .....
	219 200 016	Microfiche 1989 (5802)	Microfiche 1988 (5802) .....
	219 200 000	Microfiche 1990 (5803)	Microfiche 1990 (5803) .....
	219 200 001	Microfiche 1990 (5810)	Microfiche 1990 (5810) .....
	219 200 002	Microfiche 1991 (5804-5850)	Microfiche 1991 (5804-5850) .....
	219 200 003	Microfiche 1991 (5811)	Microfiche 1991 (5811) .....
	219 200 004	Microfiche 1992 (5805-5851)	Microfiche 1992 (5805-5851) .....
	219 200 005	Microfiche 1992 (5812-5860)	Microfiche 1992 (5812-5860) .....
	219 200 006	Microfiche 1993 (5806-5807)	Microfiche 1993 (5806-5807) .....
	219 200 007	Microfiche 1993 (5813-5861)	Microfiche 1993 (5813-5861) .....
	219 200 008	Microfiche 1993 (5852)	Microfiche 1993 (5852) .....
	219 200 009	Microfiche 1993 (5820)	Microfiche 1993 (5820) .....
	219 200 010	Microfiche 1994 (5870 / 5871)	Microfiche 1994 (5870 / 5871) .....
	219 200 011	Microfiche 1994 (5814 / 5862)	Microfiche 1994 (5814 / 5862) .....
	219 200 013	Microfiche 1994 (5821)	Microfiche 1993 (5821) .....

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

N	295 500 267	Microfiche Kit, 1988-1995	Ens. de microfiches,1988-1995
N	219 300 111	Microfiche 1995 (5873 / 74 / 75)	Microfiche 1995 (5873 / 74 / 75)
N	219 300 121	Microfiche 1995 (5880)	Microfiche 1995 (5880)
N	219 300 131	Microfiche 1995 (5857)	Microfiche 1995 (5857)
N	219 300 171	Microfiche 1995 (5856)	Microfiche 1995 (5856)
N	219 300 141	Microfiche 1995 (5815 / 5863)	Microfiche 1995 (5815 / 5863)
	295 000 063	Service Guide (French)	Guide de service (français)
	295 000 064	Service Guide (English)	Guide de service (anglais)
N	295 500 232	***Document Kit (French)***	***Ens. de documents (français)***
		(Incl. parts from 219 900 569 to 219 000 030)	(Incl. pièces 219 900 569 à 219 000 030)
N	219 900 569	Navigation Warning Label (XP)	Étiquette d'avert. de navigation (XP)
N	219 900 570	Navigation Warning Label (SP-SPI-SPX)	Étiquette d'avert. de navigation (SP-SPI-SPX)
N	219 900 571	Navigation Warning Label (GTS - GTX)	Étiquette d'avert. de navigation (GTS - GTX)
N	219 900 572	Navigation Warning Label (HX)	Étiquette d'avert. de navigation (HX)
N	219 900 574	Navigation Warning Label (XPI)	Étiquette d'avert. de navigation (XPI)
	219 900 252	Tipover Warning Label Short Models	Étiquette d'avert. de renversement Modèles courts
	219 900 264	Tipover Warning Label Long Models	Étiquette d'avert. de renversement Modèles longs
	219 900 265	Fuel Warning Label	Étiquette d'avert. d'essence
	219 900 271	Battery Warning Label	Étiquette d'avert. de batterie
	219 900 297	Reverse - (GTS - GTX)	Étiquette de renverse - (GTS - GTX)
N	219 700 036	Owner's Video	Vidéo du propriétaire
N	219 000 029	Owner's Manual	Manuel du conducteur
N	219 000 030	Owner's Manual (XPI - HX)	Manuel du conducteur (XP - HX)
	295 500 025	***Warranty Kit*** (US)	***Ensemble de garantie*** (É.-U.)
	295 500 026	***Warranty Kit*** (CDN)	***Ensemble de garantie*** (Can.)
	219 400 006	Warranty Registration Form	Enregistrement de garantie
	219 400 005	Warranty Claim Forms, (CDN)	Form. de réclamation sous garantie (Can)
	219 400 004	Warranty Claim Forms, (US)	Form. de réclamation sous garantie (É-U.)
	219 400 011	Warranty Claim Forms	Form. de réclamation sous garantie
	295 000 012	Warranty Claim Envelops	Enveloppes de réclamation de garantie
	295 000 013	Warranty Parts Decal	Décalques «Pièces sous garantie»
	295 000 015	Warranry Claim Dispatch List	Liste d'expédition de récl.de garantie
	219 600 000	Return Form Merch	Formule de retour de marchandise

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	295 000 018	Vehicucle Record Files (English)	Chemises dossiers véhicules (anglais)
	295 000 019	Vehicucle Record Files (French)	Chemises dossiers véhicules (français)
	295 000 016	Parts Identification Tag	Décalques d'identification des pièces
	219 400 012	Binder 3"	Cartable 3" .....
	219 300 046	1992 Cooling Syst Poster (English)	Affiche «Syst.de refroidissement 1992» (anglais)
	219 300 068	Safety Hand Book (English) 1994	Brochure de sécurité (anglais) 1994 ...
	297 000 020	Safety Hand Book (French)	Brochure de sécurité (français) .....
N	219 300 085	Safety Hand Book (English)	Brochure de sécurité (anglais) .....

Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	290 899 788	Loctite «648», Green, 5 g	Loctite «648», vert, 5 g	@
2	293 110 001	Sea-Doo Cleaner, 400 g	Nettoyeur Sea-Doo, 400 g	@
3	293 110 002	Sea-Doo Cleaner, 4 L	Nettoyeur Sea-Doo, 4 L	@
4	293 500 008	Paint for metal,140 g, Yellow	Peinture à métal en aérosol, 140 g, jaune	@
5	293 500 009	Paint for metal,140 g, Grey	Peinture à métal en aérosol, 140 g, gris	@
6	293 500 014	Paint for metal,140 g, Blue	Peinture à métal en aérosol, 140 g, bleu	@
7	293 500 020	Paint for metal,140 g, Purple	Peinture à métal en aérosol, 140 g, violet	@
8	293 500 029	Paint for metal,140 g, White	Peinture à métal en aérosol, 140 g, blanc	@
9	293 500 030	Paint for metal,140 g, Charcoal	Peinture à métal en aérosol, 140 g, charbon	@
10	293 500 016	Gelcoat, 10 oz., White	Gelcoat, 10 oz., blanc	@
11	293 500 033	Gelcoat Liquid, 1 liter, White	Gelcoat liquide, 1 litre, blanc	@
12	293 500 034	Gelcoat liquid, 1 liter, Purple	Gelcoat liquide, 1 litre, violet	@
13	293 500 035	Gelcoat liquid, 1 liter, Grey	Gelcoat liquide, 1 litre, gris	@
14	293 500 037	Gelcoat liquid, 1 liter, Light-Grey	Gelcoat liquide, 1 litre, gris-pâle	@
15	293 500 038	Gelcoat liquid, 1 liter, Green	Gelcoat liquide, 1 litre, vert	@
16	293 500 039	Gelcoat liquid, 1 liter, Turquoise	Gelcoat liquide, 1 litre, Turquoise	@
17	293 500 069	Gelcoat liquid, 1 liter, Teal	Gelcoat liquide, 1 litre, aqua	@
18	293 500 075	Gelcoat liquid, 1 liter, Super White	Gelcoat liquide, 1 litre, super blanc	@
N 19	293 500 081	Gelcoat liquid, 1 liter, Yellow	Gelcoat liquide, 1 litre, jaune	@
20	293 500 040	Spay Paint Gelcoat, 140 g, Grey	Gelcoat en aérosol, 140 g, gris	@
21	293 500 041	Spay Paint Gelcoat, 140 g, White	Gelcoat en aérosol, 140 g, blanc	@
22	293 500 042	Spay Paint Gelcoat, 140 g, Purple	Gelcoat en aérosol, 140 g, violet	@
23	293 500 059	Spay Paint Gelcoat, 140 g, Lavender	Gelcoat en aérosol, 140 g, lavende	@
24	293 500 060	Spay Paint Gelcoat, 140 g, Magenta	Gelcoat en aérosol, 140 g, magenta	@
25	293 500 061	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
26	293 500 062	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
27	293 500 063	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
28	293 500 066	Spay Paint Gelcoat, 140 g, Turquoise	Gelcoat en aérosol, 140 g, turquoise	@
29	293 500 067	Spay Paint Gelcoat, 140 g, Light Grey	Gelcoat en aérosol, 140 g, gris pâle	@
30	293 500 068	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
31	293 500 073	Spay Paint Gelcoat, 140 g, Blue	Gelcoat en aérosol, 140 g, bleu	@
32	293 500 074	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
N 33	293 500 078	Spay Paint Gelcoat, 140 g, Yellow	Gelcoat en aérosol, 140 g, jaune	@
34	295 500 009	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
35	295 500 010	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
N 36	295 500 216	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@

Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

37	295 530 011	Sealant Adhesif «221», 350 mL, Grey	Adhésif «221», 350 mL, gris	@
38	293 530 012	Prime «449», 475 mL	Apprêt «449», 475 mL	@
39	293 530 032	Glue, 25 g	Colle, 25 g	@
N 40	414 837 300	Flexible Spout (Oil)	Bec flexible (huile)	@
41	293 530 036	Primer , 250 mL	Apprêt, 250 mL	@
42	293 550 004	Grease Dielectric, 150 g	Graisse diélectrique, 150 g	@
43	293 550 005	Grease, 400 g	Graisse, 400 g	@
44	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
45	293 550 014	Superlube Grease,	Graisse Superlube	@
46	413 803 000	Sea-Doo Inj. Oil, (3 x 4 liter)	Huile à inj. Sea-Doo, (3 x 4 litre)	@
47	413 802 900	Sea-Doo Inj. Oil, (12 x 1 liter)	Huile à inj. Sea-Doo, (12 x 1 litre)	@
48	293 600 011	Pump Synthetic Oil, (12 x 6 oz)	Huile de pompe, (12 x 6 oz)	@
49	293 600 012	Primer, 4 oz	Apprêt à carter, 4 oz	@
50	293 600 016	Sea-Doo Lube, (12 x 14 oz)	Lubrifiant en aérosol, (12 x 14 oz)	@
51	293 800 001	Hylomar Sealant, 100 g	Enduit d'étanchéité Hylomar, 100 g	@
52	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
53	293 800 006	Silicone, 90 mL	Silicone, 90 mL	@
54	293 800 007	Loctite «515», 50 cc	Loctite «515», 50 cc	@
55	293 800 013	Loctite «567», 250 mL	Loctite «567», 250 mL	@
56	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 57	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
58	293 800 019	Safety Solvent, 12 oz	Solvant de sureté, 12 oz	@
59	293 800 021	Loctite «495», 3 g	Loctite «495», 3 g	@
60	293 800 023	Loctite «767», 454 g	Loctite «767», 454 g	@
61	293 800 028	Loctite «Heavy Body», 300 mL	Loctite «Heavy Body», 300 mL	@
N 62	293 800 030	Loctite «587», 300 mL	Loctite «587», 300 mL	@
63	295 000 110	Remover «157», 4 oz	Dissolvant «157», 4 oz	@
N 64	413 408 600	Sea-Doo Fuel Stabilizer	Préservateur de carburant Sea-Doo	@
65	413 703 100	Loctite «609»	Loctite «609»	@
66	413 803 200	Oil Injection Drum, 205 L	Baril d'huile à injection, 205 L	@
N 67	293 500 082	Spay Paint, 140 g, White	Peinture en aérosol, 140 g, blanc	@

SEA-DOO®

PARTS CATALOG
CATALOGUE DE PIÈCES

XP 800 5856

BOMBARDIER

219 300 170

PARTS CATALOG
CATALOGUE DE PIÈCES

1995

5856
XP 800

WARNING : For user safety, Rotax engines designed for watercrafts must not be used to power products other than Sea-Doo watercrafts.

Bombardier Inc and its subsidiaries denies any responsibility for any usage other than the one prescribed

Dealers that do not follow this practice may be financially liable should injury occur

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

AVERTISSEMENT : Pour la sécurité des utilisateurs, les moteurs Rotax conçus pour les motomarines ne doivent pas être utilisés pour des fins autres que de faire fonctionner les motomarines Sea-Doo.

Bombardier Inc et ses filiales se dégagent de toute responsabilité pouvant découler des utilisations autres que celle prescrite.

Les concessionnaires qui ne se conforment pas à cet avis peuvent être tenus responsables financièrement advenant des blessures

Bombardier Inc se réserve le droit d'effectuer des changements dans le dessin et les caractéristiques de ses véhicules et / ou d'y effectuer des apports ou des améliorations, cela sans s'engager d'aucune façon à effectuer lesdites opérations sor les véhicules déjà fabriqués

PARTS CATALOG

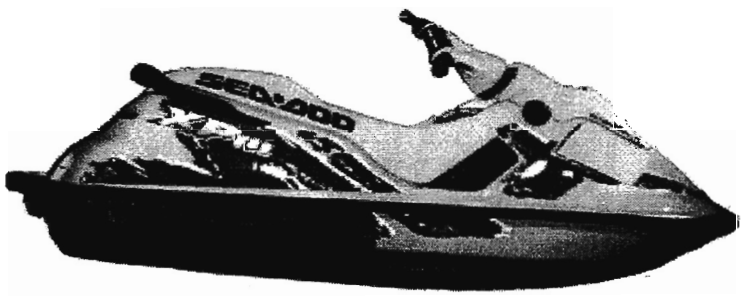
The illustrations figuring in this parts catalog show typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown. However, they represent parts wich have the same or similar function.

SYMBOLS USED IN THIS CATALOG

@ - In «Quantity» column means «Use as Required».
Opt - In «Quantity» column means «Optional».
N - In «Numerical» column means «New Parts».
H.T. - Used with «Adhesive» or «Threadlocker» means those products resist High Temperature.
- A bold description indicates several parts.

M.S. - Used with «Adhesive» or «Threadlocker» means those products are Medium Strength.
H.S. - Used with «Adhesive» or «Threadlocker» means those products are Hight Strength.
G.P. - Used with «Adhesive» or «Threadlocker» means those products are General Purpose.
M / I - Parts marked with an «M» or an «i» indicate they are part of the **«M»** or **«i»** group.

Sea-Doo Model Modèle Sea-Doo	Vehicle Codification Code du véhicule	Rotax Engine Type Type de moteur Rotax	Carburetor MIKUNI Carburateur MIKUNI PTO/MAG
XP 800	**5856**	**«787» (270 000 119)**	**270 500 216 (40 mm)/ 270 500 215 (40 mm)**



CATALOGUE DE PIÈCES

Les illustrations contenues dans ce catalogue indiquent la disposition des pièces les unes par rapport aux autres. Il est donc possible qu'elles ne rendent pas compte de la forme exacte de ces pièces ainsi que de leurs détails de fabrication. Ces illustrations ont pour but d'identifier des pièces qui remplissent la même fonction ou une fonction identique.

SYMBOLES UTILISÉS DANS CE CATALOGUE

@ - Dans la colonne «Quantité» signifie «Au besoin».
Opt - Dans la colonne «Quantité» signifie «En option».
N - Dans la colonne «Numérique» signifie «Nouvelle pièce».
t.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif résiste aux températures élevées.
- Une description en caractère gras signifie qu'il y a plus d'une pièce.

r.m. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance moyenne.
r.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance élevée.
u.g. - Utilisé avec «Adhésif» signifie que l'adhésif est d'usage général.

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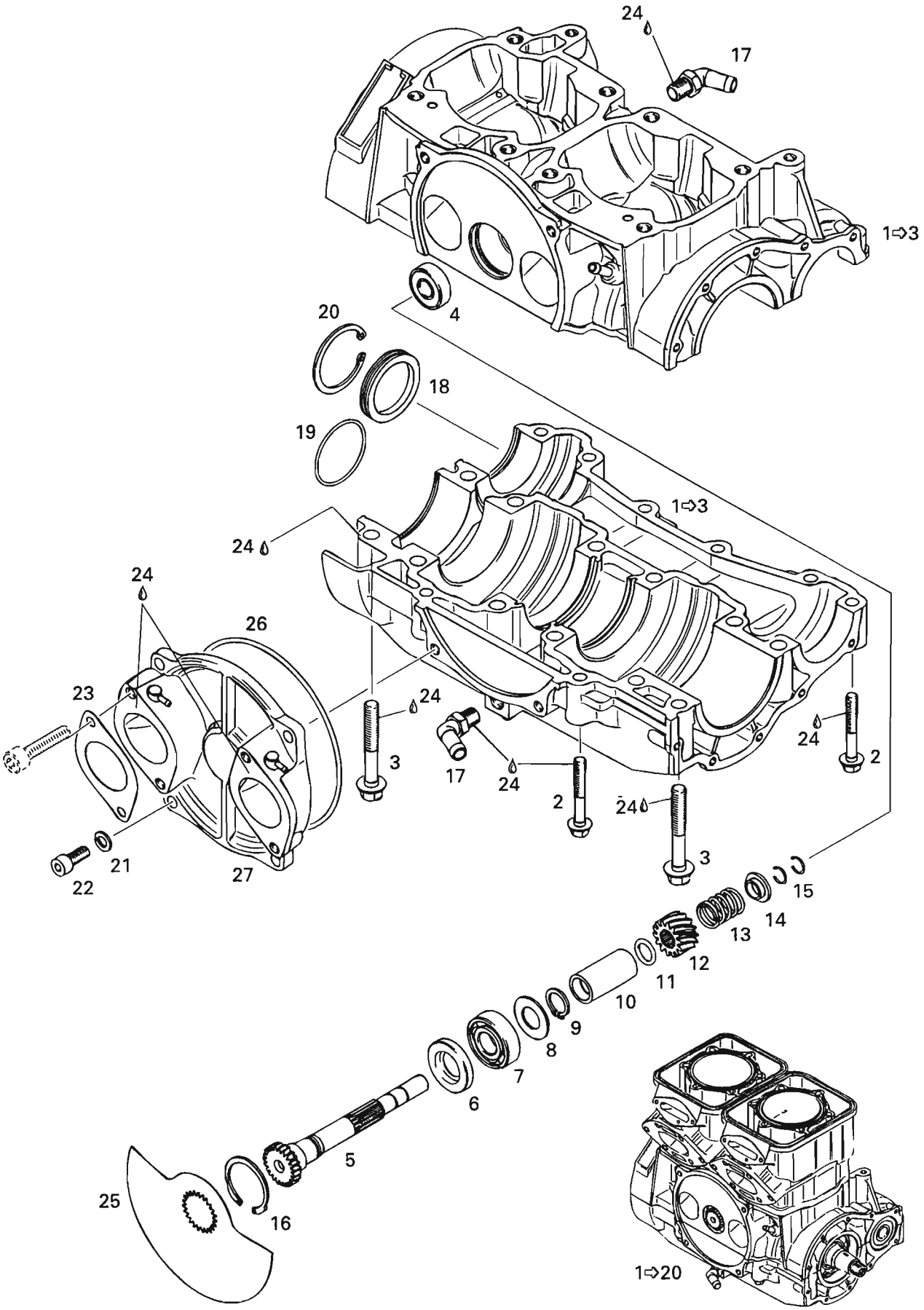

Crankcase, Rotary Valve
Carter, valve rotative

N 1⇨20	290 881 526	***Short Block Overbored Ass'y***	***Ens. carter / cyl. suralésé ass.***	@
N 1⇨20	290 881 525	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1⇨3	290 887 231	***Crankcase Ass'y*** (White)	***Carter ass.*** (blanc)	1
2	290 841 328	Flanged Screw M8 x 55	Vis à épaulement M8 x 55	10
3	290 941 333	Flanged Screw M10 x 75	Vis à épaulement M10 x 75	12
4	290 932 797	Ball Bearing «6201»	Roulement à billes «6201»	1
N 5	290 837 350	Rotary Valve Shaft	Arbre de valve rotative	1
E **6**	290 930 580	Oil Seal	Anneau d'étanchéité	1
7	290 932 032	Ball Bearing «6203»	Roulement à billes «6203»	1
8	290 227 439	Shim	Cale	1
9	290 845 450	Snap Ring	Bague d'arrêt	1
10	290 847 287	Distance Sleeve	Douille d'écartement	1
E **11**	293 300 024	O–Ring	Joint torique	1
12	290 935 735	Sprocket 14 Teeth	Roue d'engrenage à 14 dents	1
13	290 938 810	Spring	Ressort	1
14	290 827 430	Spring Seat	Siège du ressort	1
15	290 845 160	Circlip	Circlip	2
16	290 845 260	Snap Ring	Bague d'arrêt	1
17	290 922 245	Hose Nipples 90°	Raccord coudé 90°	2
N 18	290 810 740	Cover Bearing	Couvercle du roulement	1
N 19	290 230 300	O-Ring	Joint torique	1
N 20	290 945 823	Ring Snap	Bague d'arrêt	1
21	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4
N 22	290 240 073	Allen Screw M8 x 20	Vis Allen M8 x 20	4
N 23	293 250 042	Gasket	Joint étanche	2
24	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
25	290 924 502	Rotary Valve (159°)	Valve rotative (159°)	1
E **N 26**	290 831 765	O-Ring	Joint torique	1
N 27	290 810 731	Cover Rotary Valve	Couvercle valve rotative	1
E N 28	290 886 390	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@

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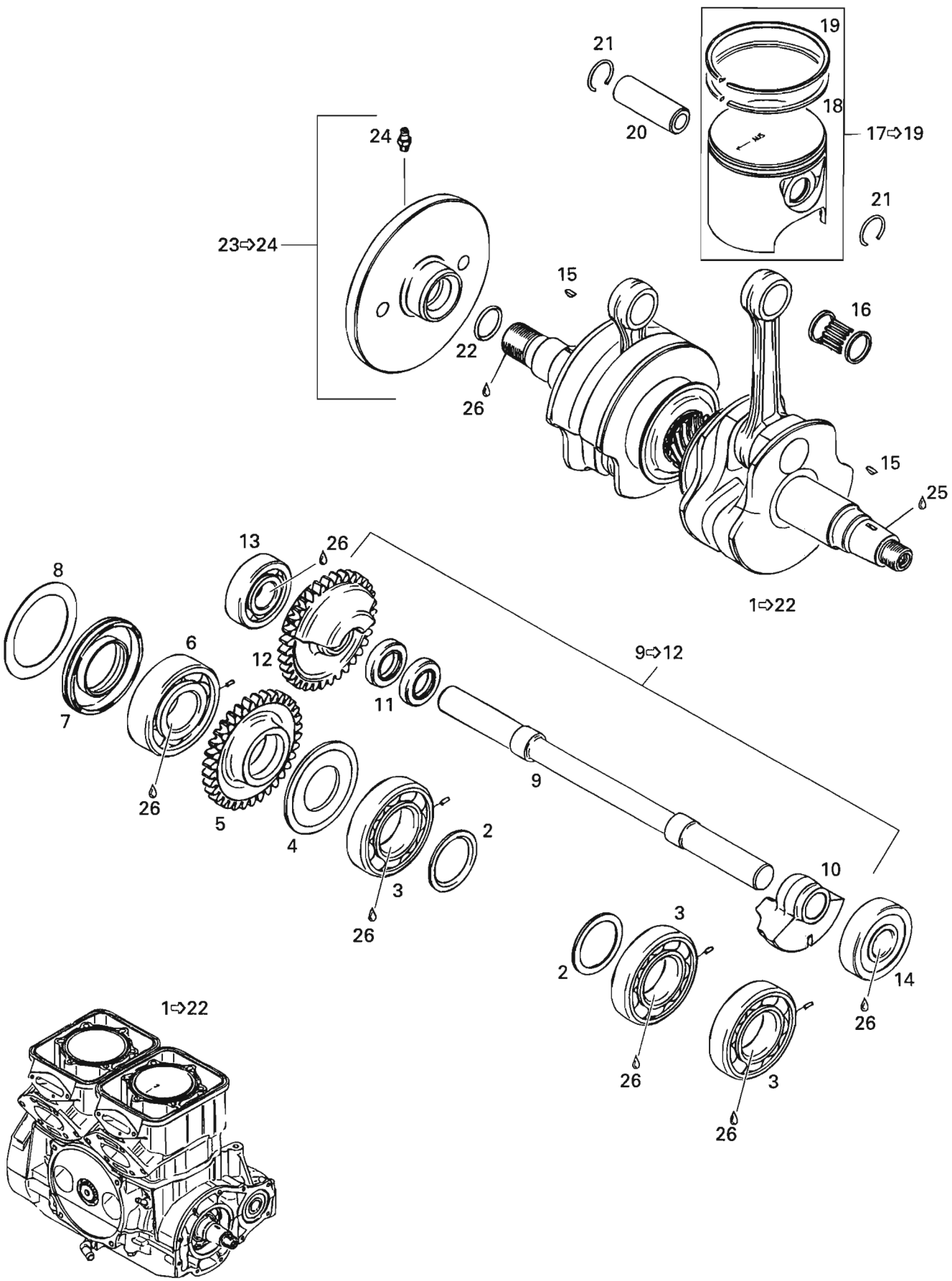

Crankshaft, Pistons
Vilebrequin, pistons

N 1⇨22	290 881 526	***Short Block Overbored Ass'y***	***Ens. carter / cyl. suralésé ass.***	@
N 1⇨22	290 881 525	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1	290 887 310	***Crankshaft Ass'y***	***Vilebrequin ass.***	1
2	290 827 760	Distance Ring	Bague d'écartement	2
N 3	290 832 238	***Ball Bearing «6207» Ass'y***	***Roulement à billes «6207» ass.***	3
N 4	290 926 140	Washer Labyrinth	Rondelle labyrinthe	1
N 5	290 834 311	Gaer 43 Teeth	Engrnage 43 dents	1
N 6	290 932 577	Ball Bearing «6306»	Roulement à billes «6306»	1
E **N 7**	290 830 638	Oil Seal P.T.O.	Anneau d'étanchéité PDM	1
8	290 926 060	Retaining Shim	Cale de retenue	1
N 9⇨12	290 837 345	***Shaft Balance Ass'y***	***Arbre balancement ass.***	1
N 9	290 837 340	Shaft Balance	Arbre balancement	1
N 10	290 818 800	Mass Balance	Masse balancement	1
N 11	290 930 390	Seal Oil	Anneau étanche	2
N 12	290 834 301	Gear Balance, 43 Teeth	Engrenage balancement, 43 dents	1
N 13	290 932 095	Ball Bearing «6304E»	Roulement à bille «6304E»	1
N 14	290 932 098	Ball Bearing «6304»	Ball Bearing «6304»	1
15	290 246 055	Woodruff Key	Clavette Woodruff	2
16	290 832 420	Needle Bearing	Roulement à aiguilles	2
N 17⇨19	290 887 300	***Piston with 2 Rings***, 82.00 mm	***Piston, 2 segm.***, 82.00 mm	2
N	290 887 301	***Piston Oversize, 2 Rings***, 82.25 mm	***Piston surdimen., 2 seg.***, 82.25 mm	Opt
N	290 887 301	***Piston (Overbored) 2 Rings*** 82.25mm	***Piston (suralésé) 2 segm*** 82.25mm	2
N 18	290 815 080	Rectangular Ring 82.00 mm	Seg. rectangulaire 82.00 mm	2
N	290 815 081	Rectangular Ring 82.25 mm	Seg. rectangulaire 82.25 mm	Opt
N	290 815 081	Rectangular Ring (Overbored) 82.25 mm	Seg. rectangulaire (suralésé) 82.25 mm	2
N 19	290 815 100	Semi–Trapez Ring 82.00 mm	Seg. semi trapézoïdal 82.00 mm	2
N	290 815 101	Semi–Trapez Ring 82.25 mm	Seg. semi trapézoïdal 82.25 mm	Opt
N	290 815 101	Semi–Trapez Ring (Overbored) 82.25 mm ..	Seg. semi trapézoïdal (suralésé) 82.25 mm	2
N 20	290 916 401	Gudgeon Pin	Axe de piston	2
E **21**	290 845 100	Circlip	Frein d'axe	4
C **22**	290 430 782	O-Ring	Joint torique	1
N 23⇨24	290 958 051	***Clutch-Flywheel***	***Volant d'inertie***	1
24	290 499 113	Grease Fitting	Graisseur	1
25	293 800 015	Loctite «242», 10mL	Loctite «242», 10 mL	@
26	293 800 023	Anti-Seize Lubricant, 454 g	Lubrifiant anti–grippant, 454 g	@
E N 27	290 886 390	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@
C N 28	290 886 395	***Cylinder Gasket Set (Not Shown)***	***Ens. joint d'étanc. de cylindre (non-ill.)***	@

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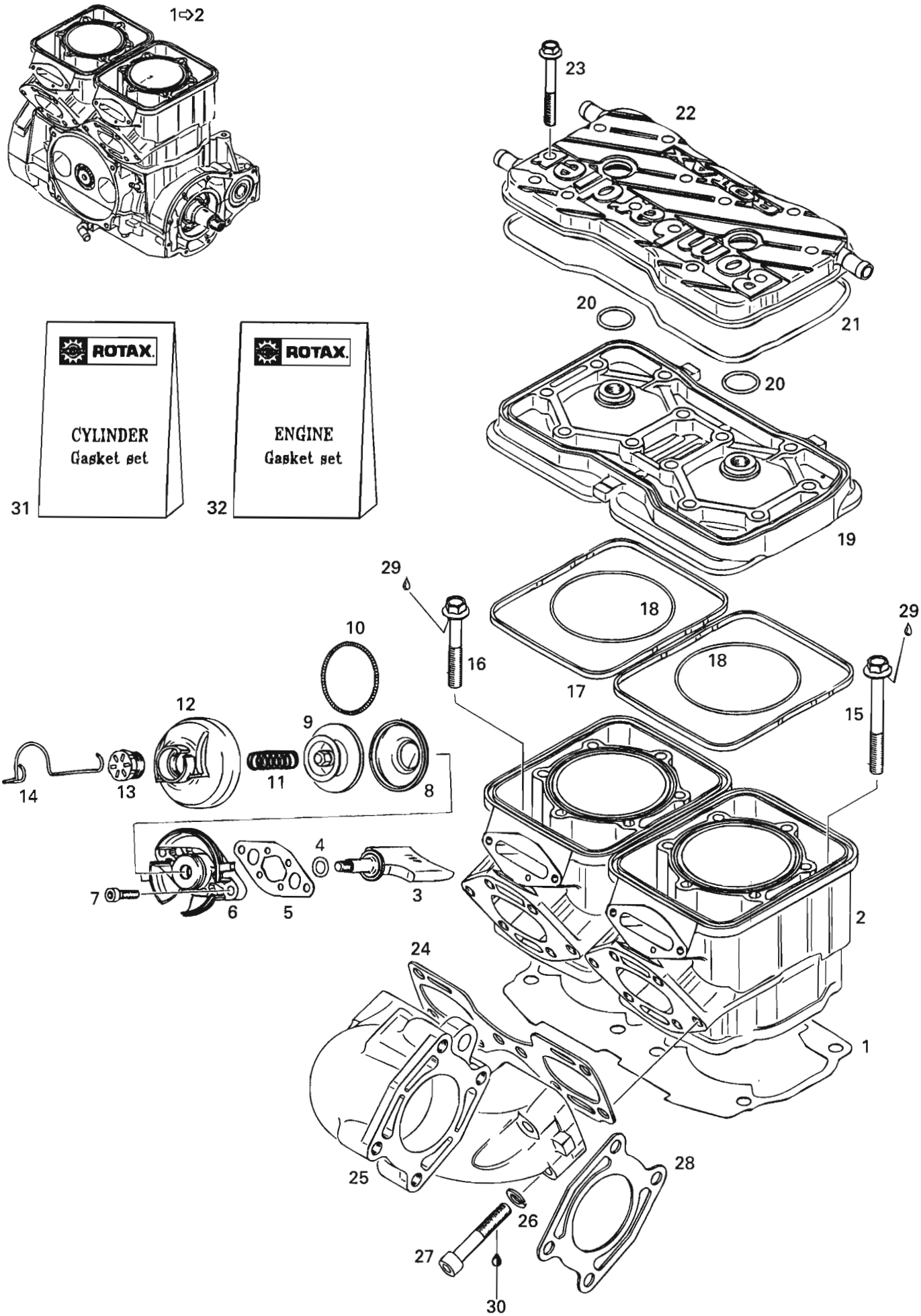

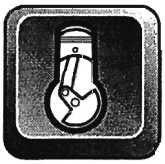

Cylinder, Exhaust Manifold
Cylindre, collecteur d'échappement

N 1⇨2	290 881 526	***Short Block Overbored Ass'y***	***Ens. carter / cyl. suralésé ass.***	@
N 1⇨2	290 881 525	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
E C **N 1**	290 931 460	Gasket Cylinder 0.3 mm	Joint d'étanchéité du cylindre 0.3 mm	@
E C **N**	290 931 461	Gasket Cylinder 0.4 mm	Joint d'étanchéité de cylindre 0.4 mm	@
E C **N**	290 931 462	Gasket Cylinder 0.5 mm	Joint d'étanchéité de cylindre 0.5 mm	@
E C **N**	290 931 463	Gasket Cylinder 0.6 mm	Joint d'étanchéité de cylindre 0.6 mm	@
E C **N**	290 931 464	Gasket Cylinder 0.8 mm	Joint d'étanchéité de cylindre 0.8 mm	@
N 2	290 923 219	***Cylinder with Sleeve*** (White)	***Cylindre avec chemise*** (blanc)	2
N	290 923 216	***Cylinder with Sleeve (Overbored)*** (White)	***Cylindre avec chemise (sualésé)*** (blanc)..	2
N 3	290 854 350	Valve Exhaust	Soupape d'échappement	2
E **4**	290 430 110	O-Ring	Joint torique	2
E C **N 5**	290 931 540	Gasket	Joint étanche	2
N 6	290 854 360	Valve Housing	Boîtier de soupape	2
7	210 100 012	Screw Allen M6 x 25	Vis Allen M6 x 25	4
N 8	290 260 728	Bellow	Manchon	2
N 9	290 253 257	Piston Exhaust	Piston d'échappement	2
N 10	290 239 043	Spring	Ressort	2
N 11	290 939 136	Spring Compression	Ressort de compression	2
N 12	290 911 555	Cover Valve	Couvercle de valve	2
N 13	290 241 220	Screw Adjustment	Vis d'ajustement	2
N 14	290 838 082	Clip Spring	Pince ressort	2
N 15	290 440 258	Screw Hex. Flange M10 x 100	Vis hex. flasque M10 x 100	4
16	290 941 333	Screw Hex. Flange M10 x 75	Vis hex. flasque M10 x 75	4
E C **N 17**	290 931 420	O–Ring	Joint torique	2
E C **N 18**	290 931 410	O–Ring	Joint torique	2
N 19	290 923 301	Head Cylinder (White)	Culasse (blanc)	1
E C **20**	290 430 782	O–Ring	Joint torique	2
E C **N 21**	290 831 550	O–Ring	Joint torique	1
N 22	290 923 311	Cylinder Head Cover (White)	Couvercle de culasse (blanc)	1
23	290 841 998	Flanged Hex. Screw M8 x 70	Vis hex. à épaulement M8 x 70	12
E C **N 24**	290 931 480	Gasket	Joint d'étanchéité	1
N 25	290 979 481	Exhaust Manifold	Collecteur d'échappement	1
26	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	8
N 27	215 906 060	Allen Screw M10 x 60	Vis Allen M10 x 60	8
E C **N 28**	290 931 500	Gasket	Joint d'étanchéité	1

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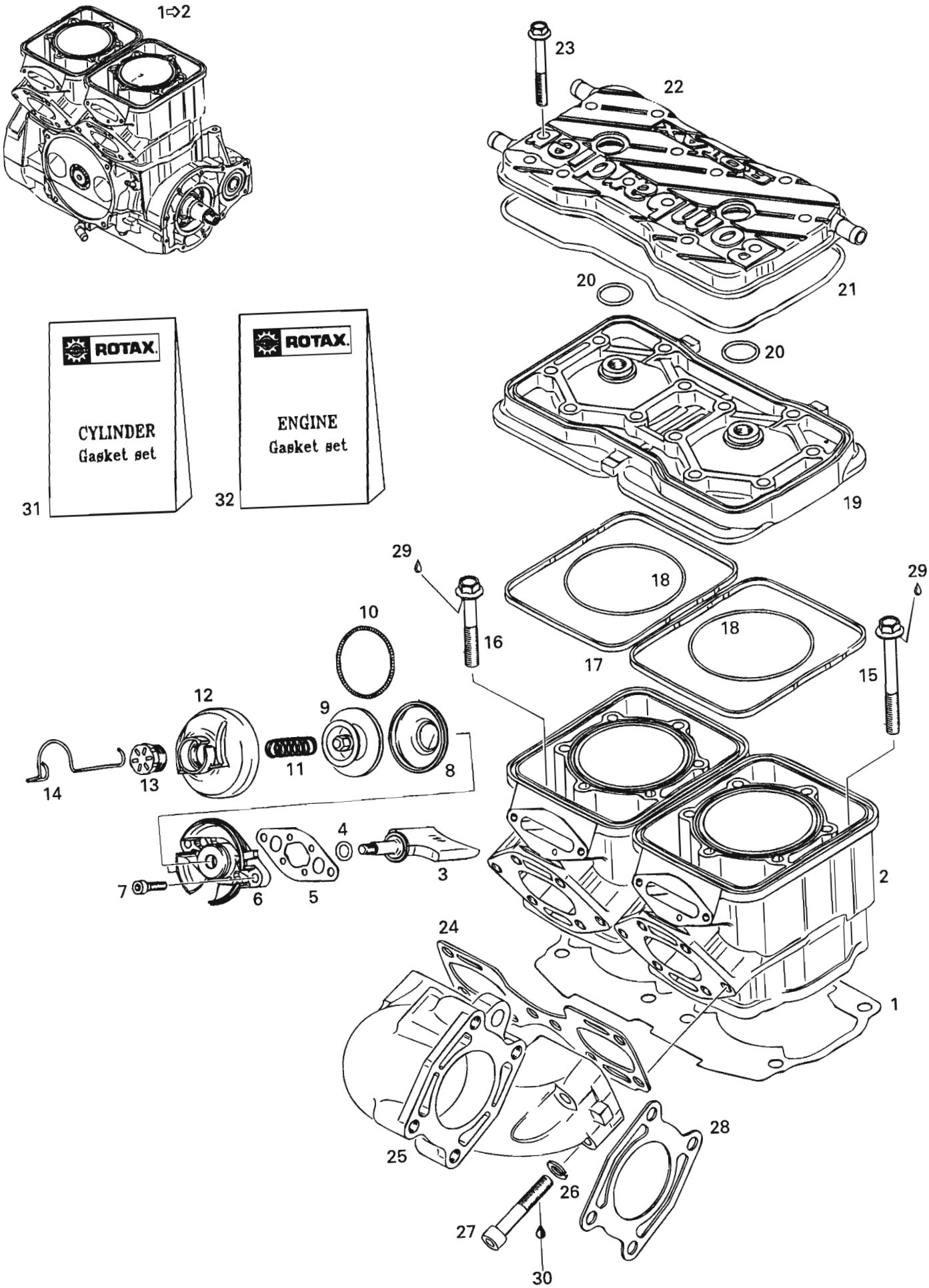

Cylinder, Exhaust Manifold
Cylindre, collecteur d'échappement

29	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
30	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
C N 31	290 886 395	***Cylinder Gasket Set***	***Ens. joint d'étanchéité de cylindre***	@
E N 32	290 886 390	***Engine Gasket Set***	***Ens. de joint d'étanchéité moteur.***	@

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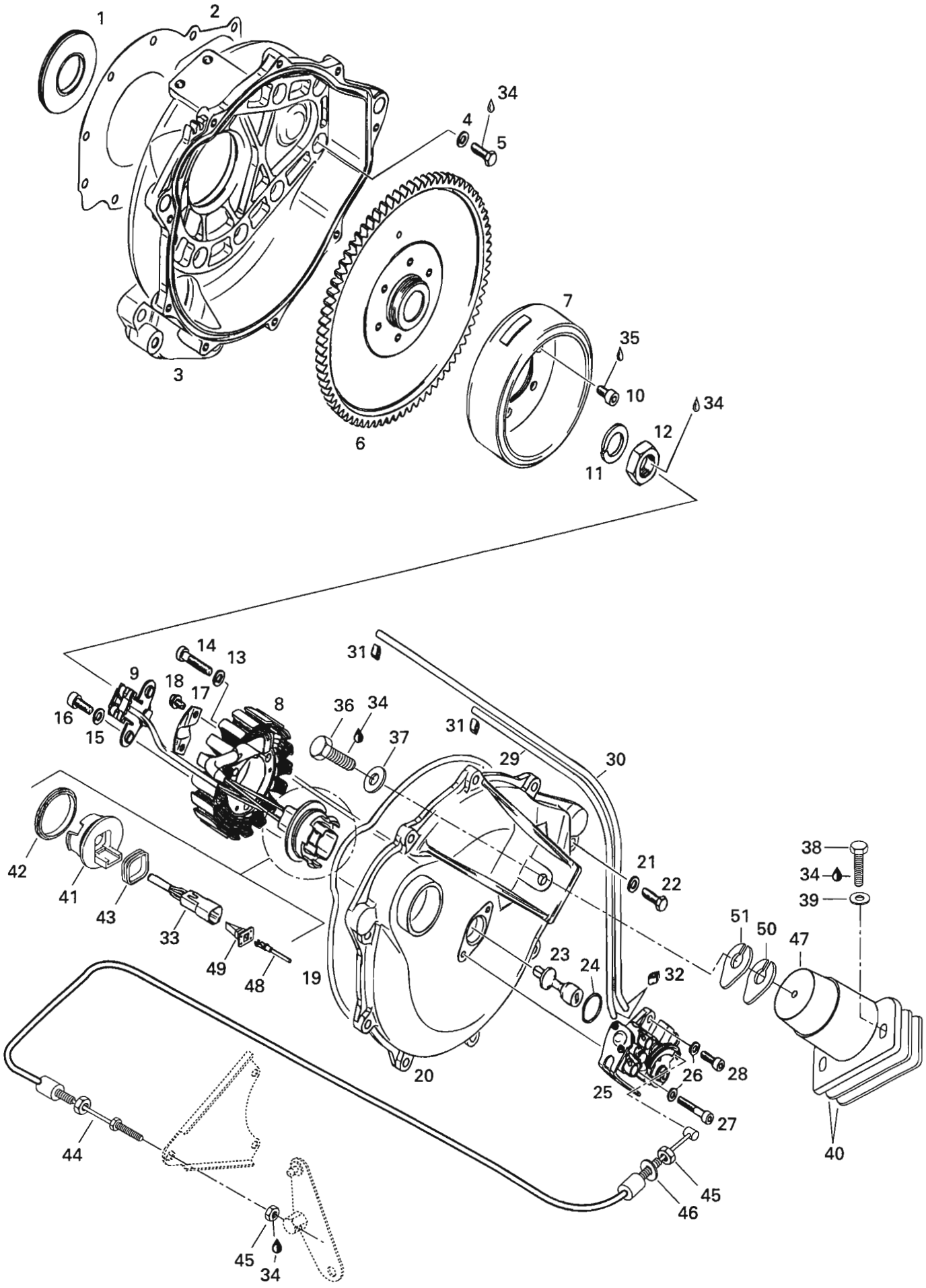

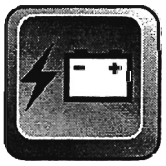

Magneto
Magnéto

E **1**	290 830 749	Oil Seal	Anneau d'étanchéité	1
E C **N 2**	290 931 470	Gasket	Joint étanche	1
N 3	290 810 711	Ignition Housing (White)	Boîtier d'allumage (blanc)	1
4	290 945 751	Lock Washer 6 mm	Rondelle-frein 6 mm	10
N 5	290 240 036	Screw Hex. M6 x 25	Vis hex. M6 x 25	10
N 6	290 966 440	Hub Flywheel	Moyeu d'engrenage	1
N 7	290 886 598	Magneto Flywheel	Volant magnétique	1
N 8	290 886 588	***Stator Plate Ass'y***	***Plaque réacteur ass.***	1
N 9	290 965 648	***Pick Up Ass'y***	***Capteur ass.***	1
N 10	290 841 331	Allen Screw M6 x 12	Vis Allen M6 x 12	6
N 11	290 945 757	Lock Washer 18 mm	Rondelle-frein 18 mm	1
N 12	290 942 220	Hex. Nut M18	Écrou Hex. M18	1
N 13	290 445 330	Washer Lock	Rondelle-frein	3
N 14	290 840 886	Allen Screw M6 x 30	Vis Allen M6 x 30	3
15	290 945 751	Lock Washer 6 mm	Rondelle-frein 6 mm	2
N 16	290 241 236	Hex. Screw M6 x 16	Vis hex. M6 x 16	2
N 17	290 853 080	Retainer Plate	Plaque de retenue	1
18	215 050 848	Hex. Screw M5 x 8	Vis hex. M5 x 8	2
E **19**	290 950 360	O-Ring	Joint torique	1
N 20	290 810 721	Ignition Cover	Couvercle ignition	1
21	290 845 381	Washer Lock 6 mm	Rondelle-frein 6 mm	9
22	290 240 038	Hex. Screw M6 x 25	Vis hex. M6 x 25	9
N 23	290 837 330	Shaft Oil Pump	Arbre de pompe à l'huile	1
E **24**	293 300 018	O-Ring 18.5 mm	Joint torique 18.5 mm	1
N 25	290 887 330	***Oil Pump Ass'y***	***Pompe à l'huile ass.***	1
26	290 845 389	Washer Lock 5 mm	Rondelle-frein 5 mm	2
N 27	290 940 883	Screw Allen M5 x 30	Vis Allen M5 x 30	1
28	215 951 660	Screw Allen M5 x 16	Vis Allen M5 x 16	1
N 29	290 960 568	Hose Oil, 300 mm	Boyau d'huile, 300 mm	1
N 30	290 860 236	Hose Oil, 420 mm	Boyau d'huile, 420 mm	1
N 31	290 256 408	Clamp	Bride de serrage	2
N 32	290 256 403	Clamp	Bride de srrage	2
N 33	270 000 137	Housing Tab Female 6 ways	Bloc femelle 6 circuits	1
34	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
35	290 899 788	Loctite «648», 5 g	Loctite «648», 5 g	@

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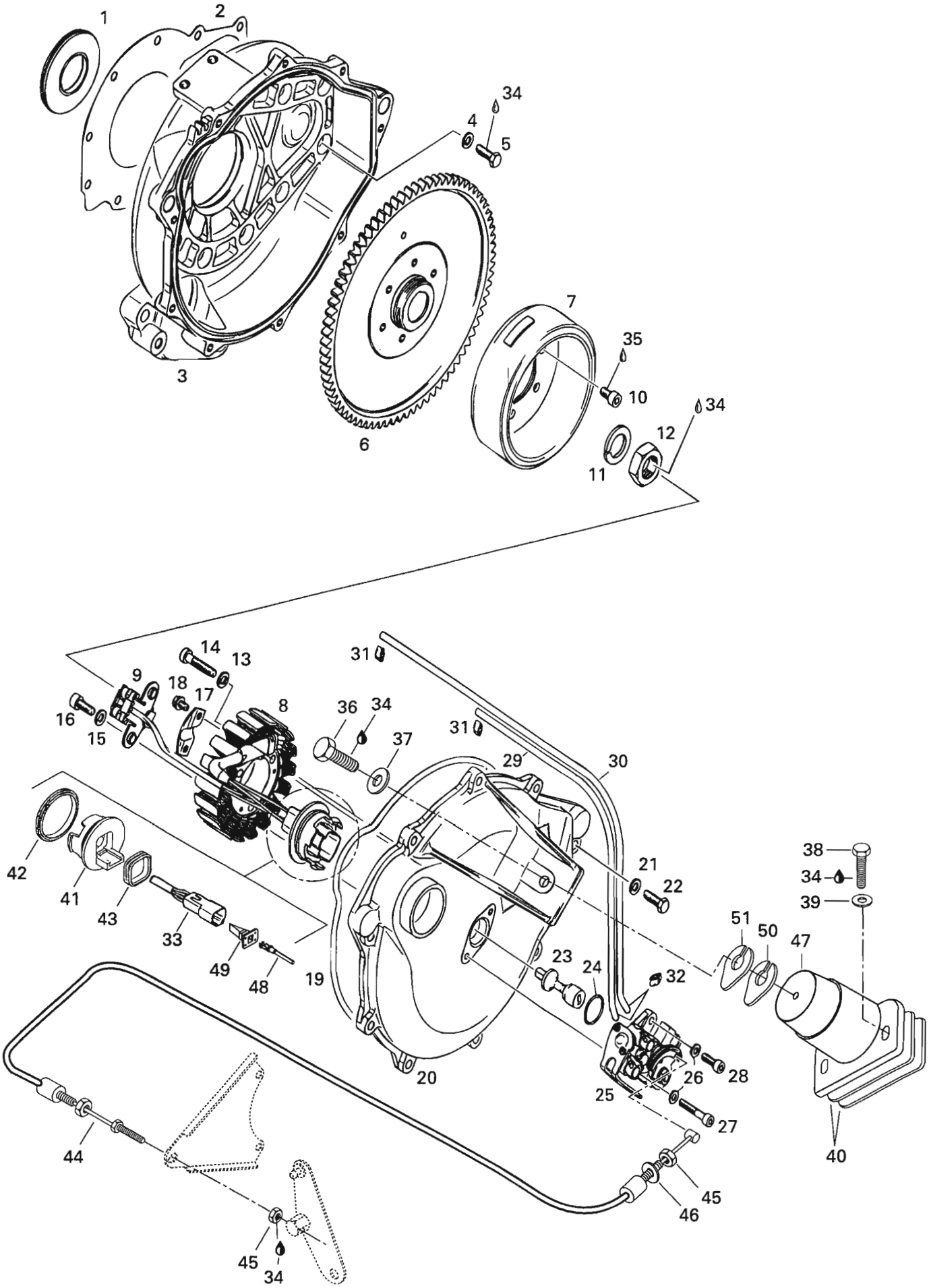

Magneto
Magnéto

36	215 681 660	Screw Hex. M8 x 16	Vis hex. M8 x 16	1
37	213 200 011	Washer 8 mm	Rondelle 8 mm	1
38	210 000 007	Screw Hex. M8 x 30	Vis hex. M8 x 30	2
39	213 200 002	Washer 8 mm	Rondelle 8 mm	2
40	270 000 006	Shim 0.4 mm	Cale 0.4 mm	@
	270 000 007	Shim 1.3 mm	Cale 1.3 mm	@
N 41	270 000 138	Adaptor	Adapteur	1
N 42	293 300 033	Gasket	Joint étanche	1
N 43	293 200 030	Gasket	Joint étanche	1
N 44	270 000 151	Injection Cable	Câble d'injection	1
45	212 100 003	Nut Hex. M6	Écrou hex. M6	2
46	217 361 500	Washer Lock 6 mm	Rondelle-frein 6 mm	1
N 47	270 000 160 148	Mount Rubber	Tampon d'ancrage	1
48	278 000 631	Terminal Male	Cosse mâle	@
49	278 000 636	Wedge Female 6 ways	Cale femelle 6 circuits	1
50	270 000 024	Shim 0.4 mm	Cale 0.4 mm	@
51	270 000 025	Shim 1.3 mm	Cale 1.3 mm	@
C N 52	290 886 395	***Cylinder Gasket Set (Not Shown)***	***Ens. joint d'étanc. cylindre (non-ill.).***	@
E N 53	290 886 390	***Engine Gasket Set (Not Shown)...***	***Ens. de joint d'étanc. moteur (non-ill.)***	@

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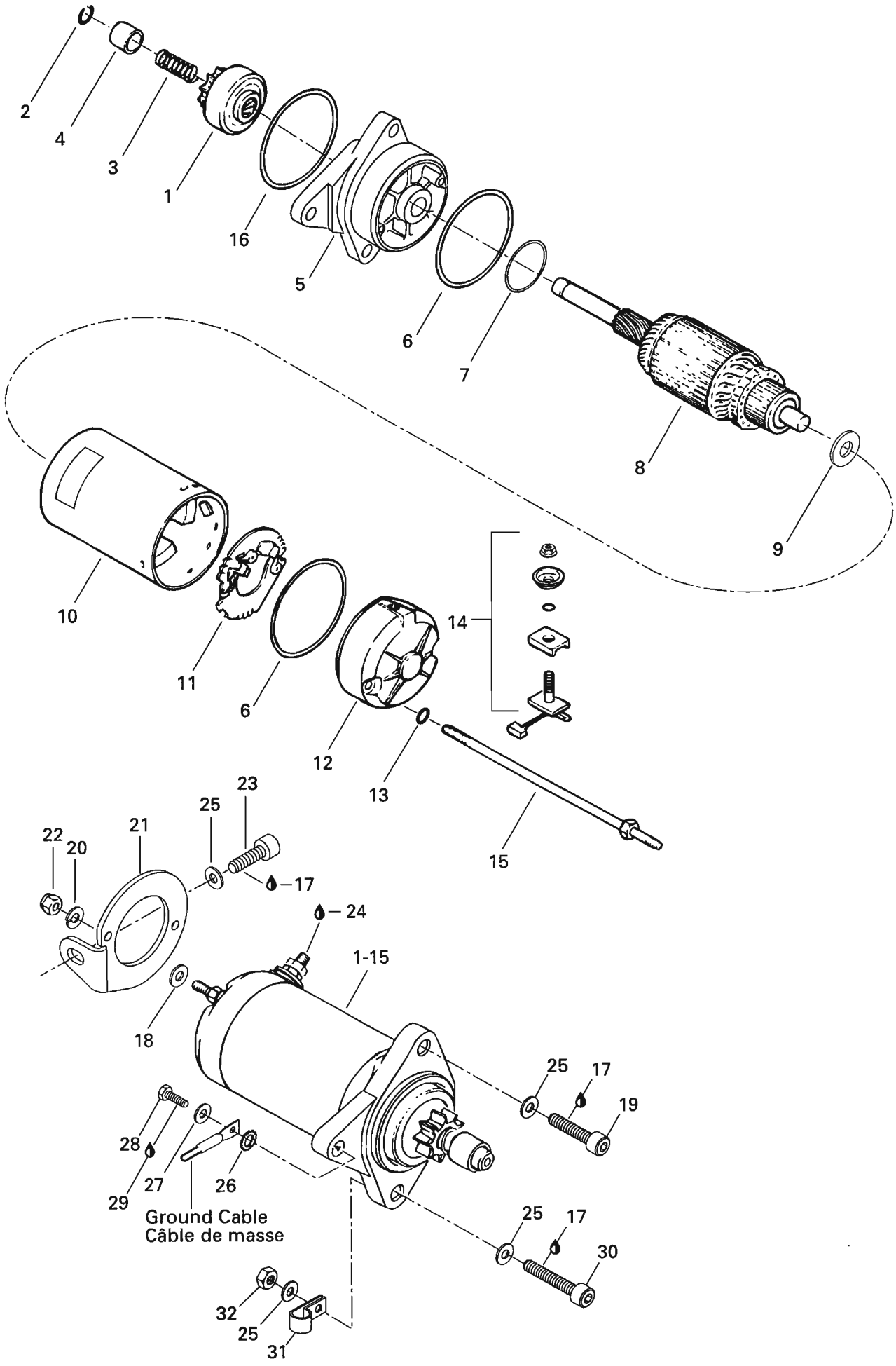
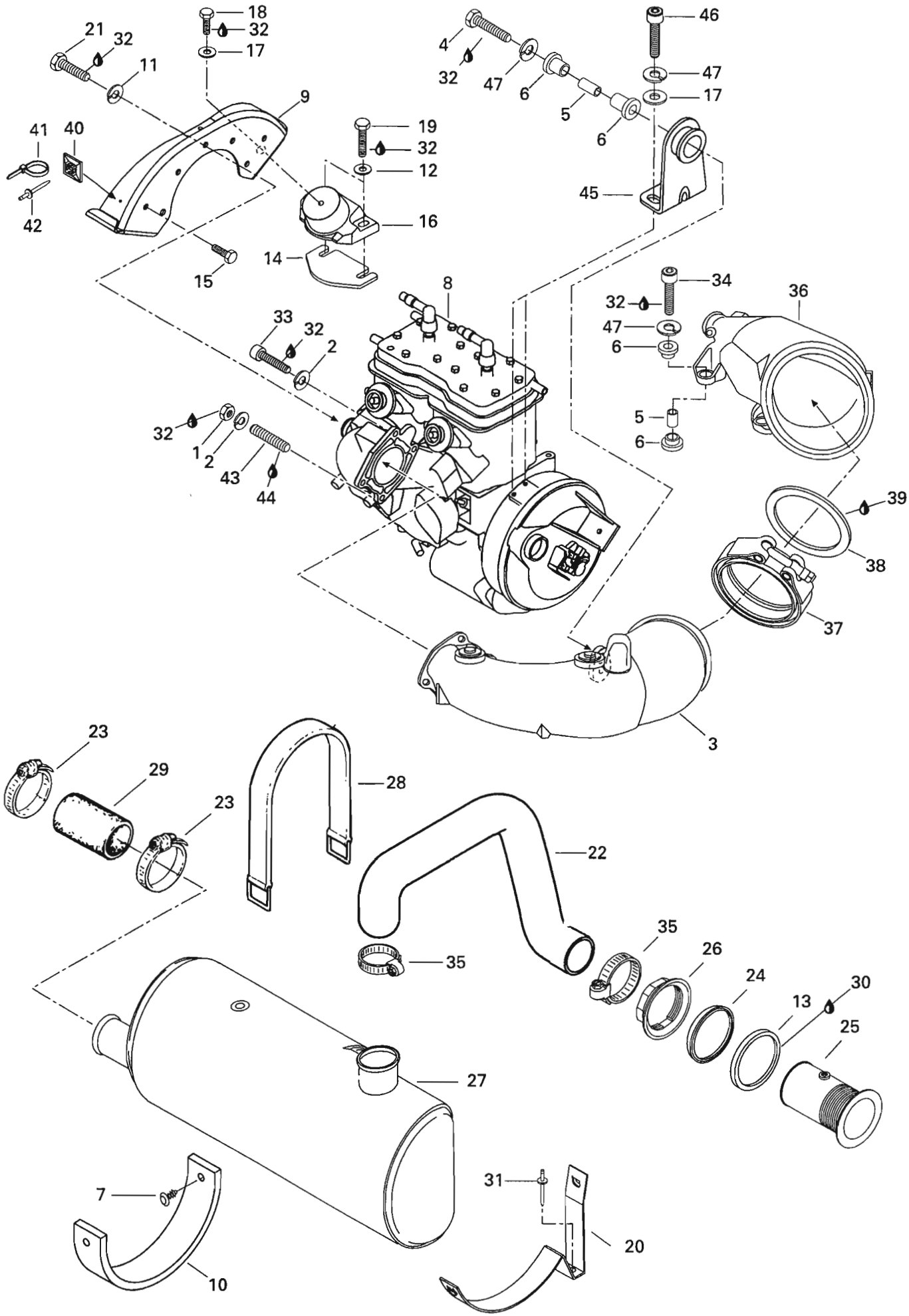


Starter
Démarreur

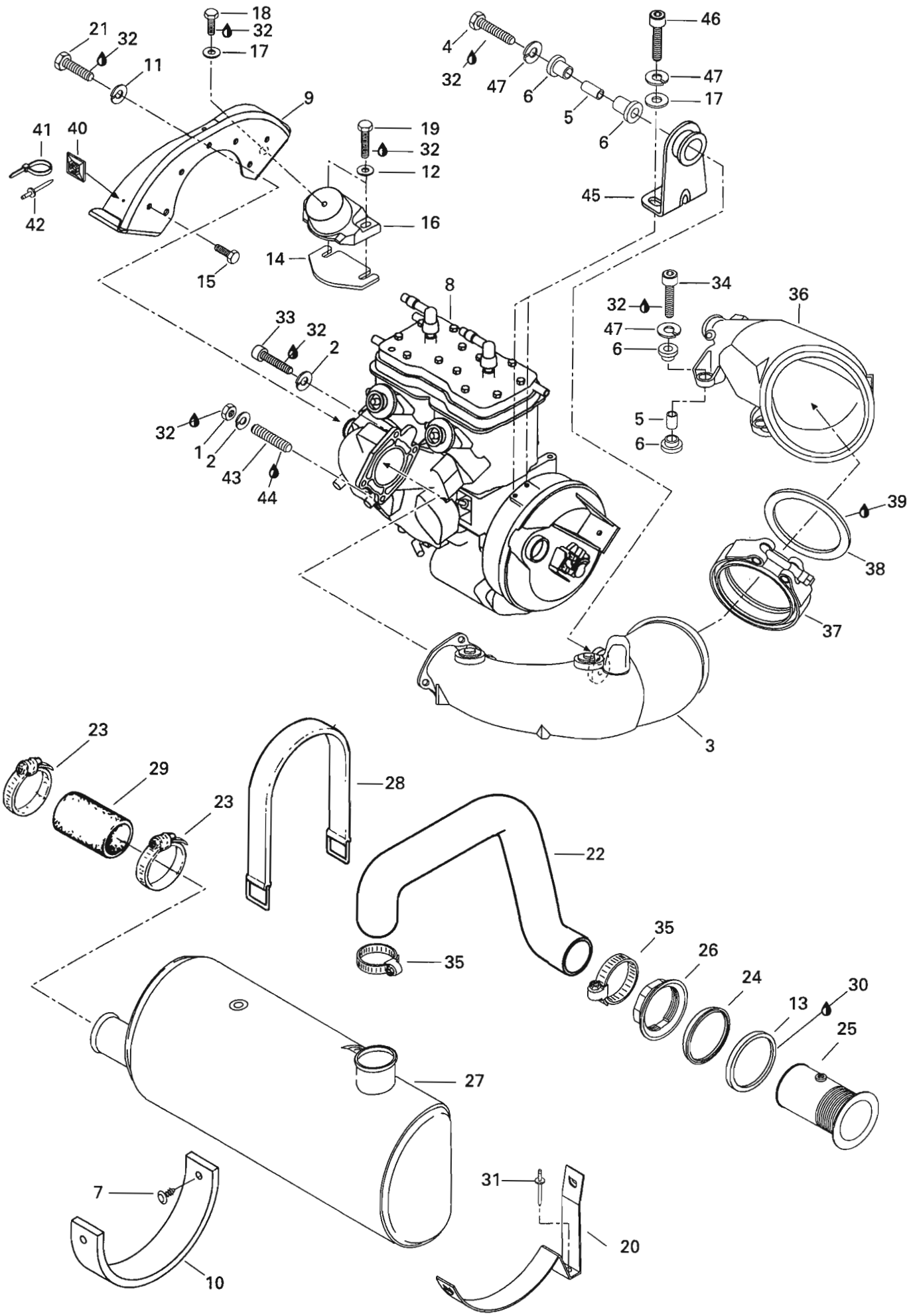
N 1⇨15	278 000 577	***Starter Ass'y***	***Démarreur ass.***	1
1	295 500 089	***Starter Clutch Ass'y***	***Embrayage du démarreur ass.***	1
2	278 000 048	Circlip	Circlip	1
3	278 000 168	Spring	Ressort	1
4	278 000 254	Stopper Bushing	Douille d'arrêt	1
N 5	278 000 698	***Housing Ass'y***	***Logement ass.***	1
N 6	278 000 695	O–Ring	Joint torique	2
N 7	278 000 696	O-Ring	Joint torique	1
N 8	278 000 700	Armature	Induit	1
9	278 000 056	Thrust Washer	Rondelle de butée	@
10	278 000 057	***Yoke Ass'y***	***Boîtier du démarreur ass.***	1
11	278 000 058	Brush Holder	Porte–balai	1
12	278 000 251	Commutator End Frame	Couvercle du collecteur	1
13	278 000 060	O–Ring	Joint torique	2
14	278 000 252	***Brush Starter Kit***	***Ensemble de balai de démarreur***	1
15	278 000 170	Retainer Stud	Goujon de retenue	2
N 16	278 000 694	O–Ring	Joint torique	1
17	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
18	213 200 004	Washer 5 mm	Rondelle 5 mm	2
19	210 100 008	Allen Screw M8 x 30	Vis Allen M8 x 30	1
20	217 351 500	Lock Washer 5 mm	Rondelle–frein 5 mm	2
N 21	270 000 120	Starter Support	Support de démarreur	1
22	218 051 600	Stop Nut M5	Écrou d'arrêt M5	2
23	215 981 660	Allen Screw M8 x 16	Vis Allen M8 x 16	1
24	293 550 004	Dielectric Grease, 150 g	Graisse diélectrique, 150 g	@
25	213 200 002	Washer 8 mm	Rondelle 8 mm	4
26	213 400 001	Ext. Tooth Lock Washer 8 mm	Rondelle–frein à dents ext. 8 mm	1
N 27	211 200 020	Flat Washer 8 mm	Rondelle plate 8 mm	1
28	215 681 660	Hex. Screw M8 x 16	Vis hex. M8 x 16	1
29	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
30	215 984 060	Allen Screw M8 x 40	Vis Allen M8 x 40	1
31	293 850 018	Clip	Pince	1
32	210 100 001	Nut Hex. M8	Écrou hex. M8	1



Engine Support and Muffler
Support moteur et silencieux

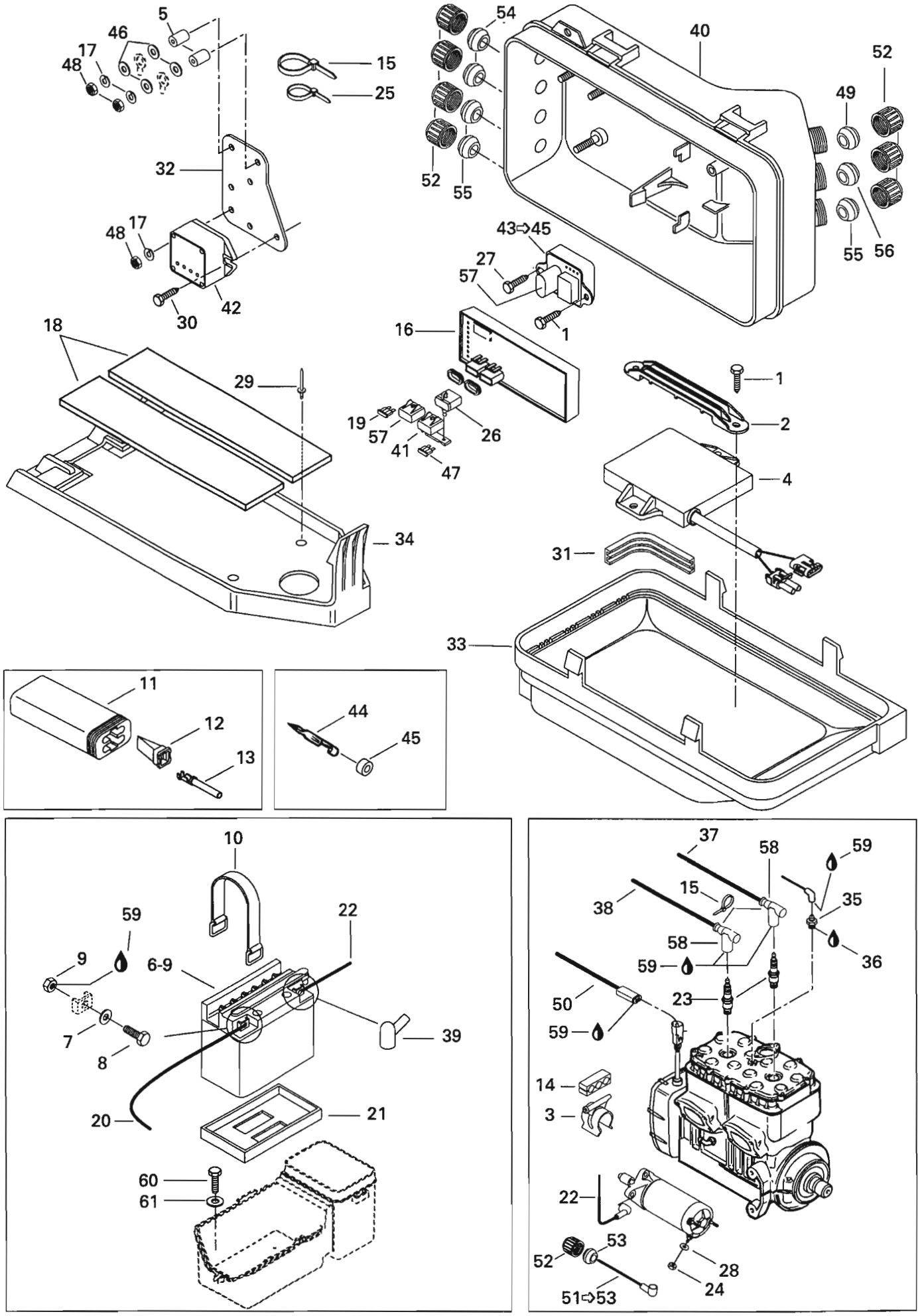
5856
XP 800

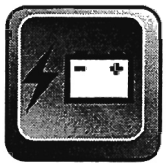
1	212 100 007	Hex. Nut M10	Écrou hex. M10	1
2	224 701 188	Lock Washer 10 mm	Rondelle-frein 10 mm	4
N 3	274 000 161	***Head Pipe Ass'y***	***Tuyau collecteur ass.***	1
4	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	2
N 5	274 000 254	Bushing	Douille	3
N 6	293 830 036	Bushing Rubber	Douille de caoutchouc	6
N 7	293 730 011	Dart black	Dard noir	2
N 8	270 000 119	Rotax Engine 787 (White)	Moteur Rotax 787 (blanc)	1
N 9	270 000 139 148	Engine Support (B. Violet)	Support moteur (b. violet)	1
10	293 830 008	Pad Rubber	Tampon de caoutchouc	1
11	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	5
12	213 200 002	Washer 8 mm	Rondelle 8 mm	4
N 13	274 000 226	Gasket	Joint étanche	1
N 14	270 000 122	Shim 0.3 mm	Cale 0.3 mm	@
N	270 000 123	Shim 1.3 mm	Cale 1.3 mm	@
15	210 000 002	Screw Hex. M8 x 25	Vis hex. M8 x 25	2
N 16	270 000 121 148	Rubber Mount	Tampon d'ancrage	2
17	213 200 011	Washer 8 mm	Rondelle 8 mm	4
N 18	215 081 260	Hex. Screw M8 x 12	Vis hex. M8 x 12	2
N 19	215 084 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	4
N 20	274 000 234	Muffler Support	Support de silencieux	1
21	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	5
N 22	274 000 177	Hose Formed	Boyau formé	1
23	293 650 036	Tridon Clamp	Bride de serrage	2
N 24	274 000 225	Washer	Rondelle	1
N 25	274 000 222	Neck-Filler	Goulot	1
N 26	274 000 224	Nut M72	Écrou M72	1
N 27	274 000 196	Muffler	Silencieux	1
28	293 850 021	Strap	Sangle	1
N 29	274 000 272	Exhaust Hose	Boyau d'échappement de raccord	1
30	293 800 033	Sealant Silicone	Scellant silicone	@
31	293 150 037	Rivet 3/16	Rivet 3/16	@
32	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
N 33	215 903 060	Allen Screw M10 x 30	Vis Allen M10 x 30	3
N 34	215 984 060	Allen Screw M8 x 40	Vis Allen M8 x 40	2
N 35	293 650 061	Tridon Clamp	Bride de serrage	2
N 36	274 000 210	Pipe-Cone	Tuyau conique	1



Engine Support and Muffler
Support moteur et silencieux

N 37	274 000 168	Clamp	Bride de serrage	1
N 38	274 000 169	Washer Brass	Rondelle cuivre	1
39	413 710 300	Sealant, 80 mL	Enduit d'étanchéité, 80 mL	@
40	293 750 015	Mount Tie Rap	Ancrage d'attache	1
41	293 750 001	Tie Rap	Attache	1
42	293 150 016	Rivet 1/8 x .640	Rivet 1/8 x .640	1
N 43	211 300 017	Stud M10	Goujon M10	1
44	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 45	274 000 240	Support Pipe	Support de tuyau	1
N 46	215 982 060	Screw Allen M8 x 20	Vis Allen M8 x 20	2
47	213 000 001	Washer Lock 8 mm	Rondelle-frein 8 mm	5

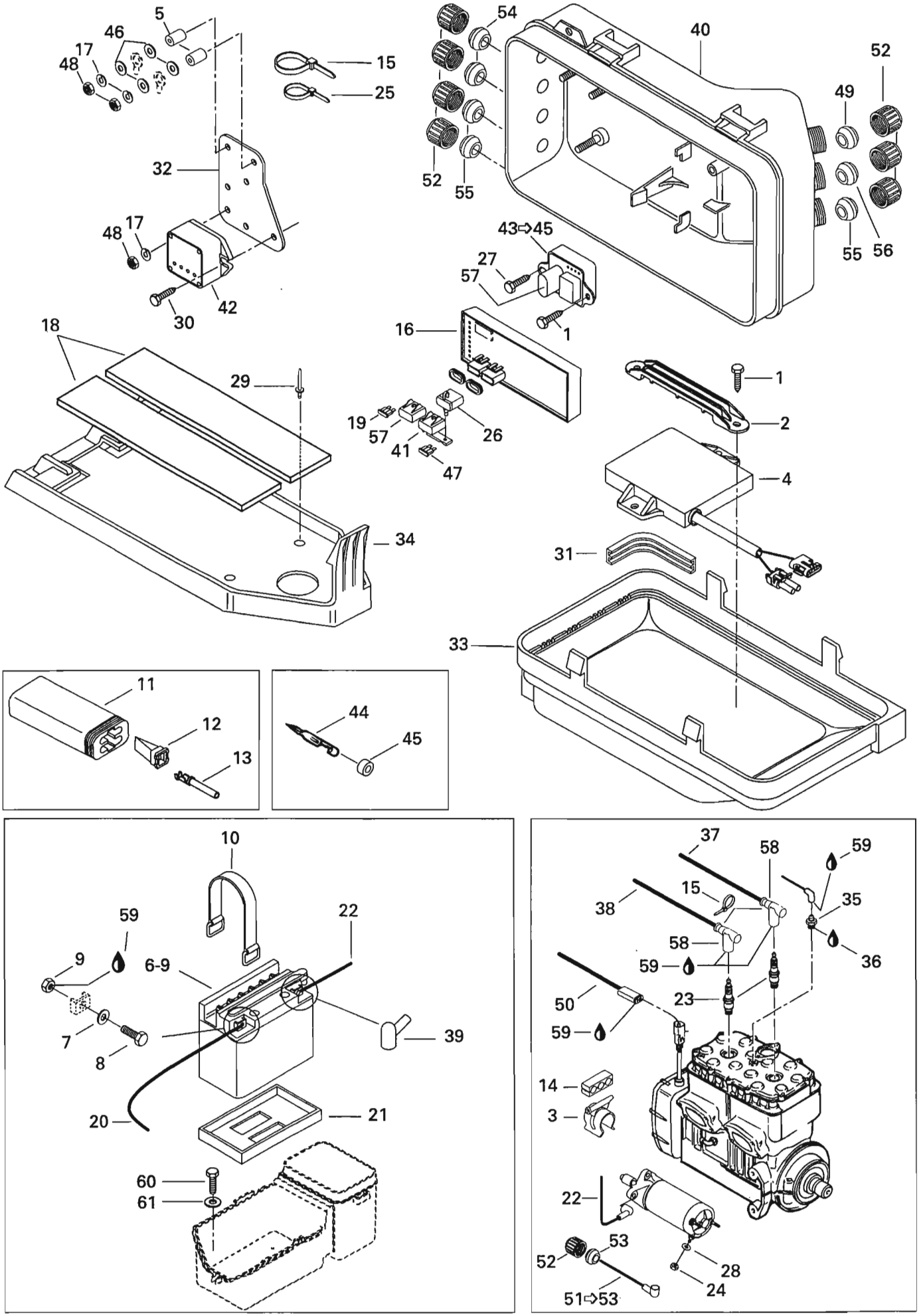


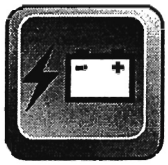


Electrical System
Système électrique

5856
XP 800

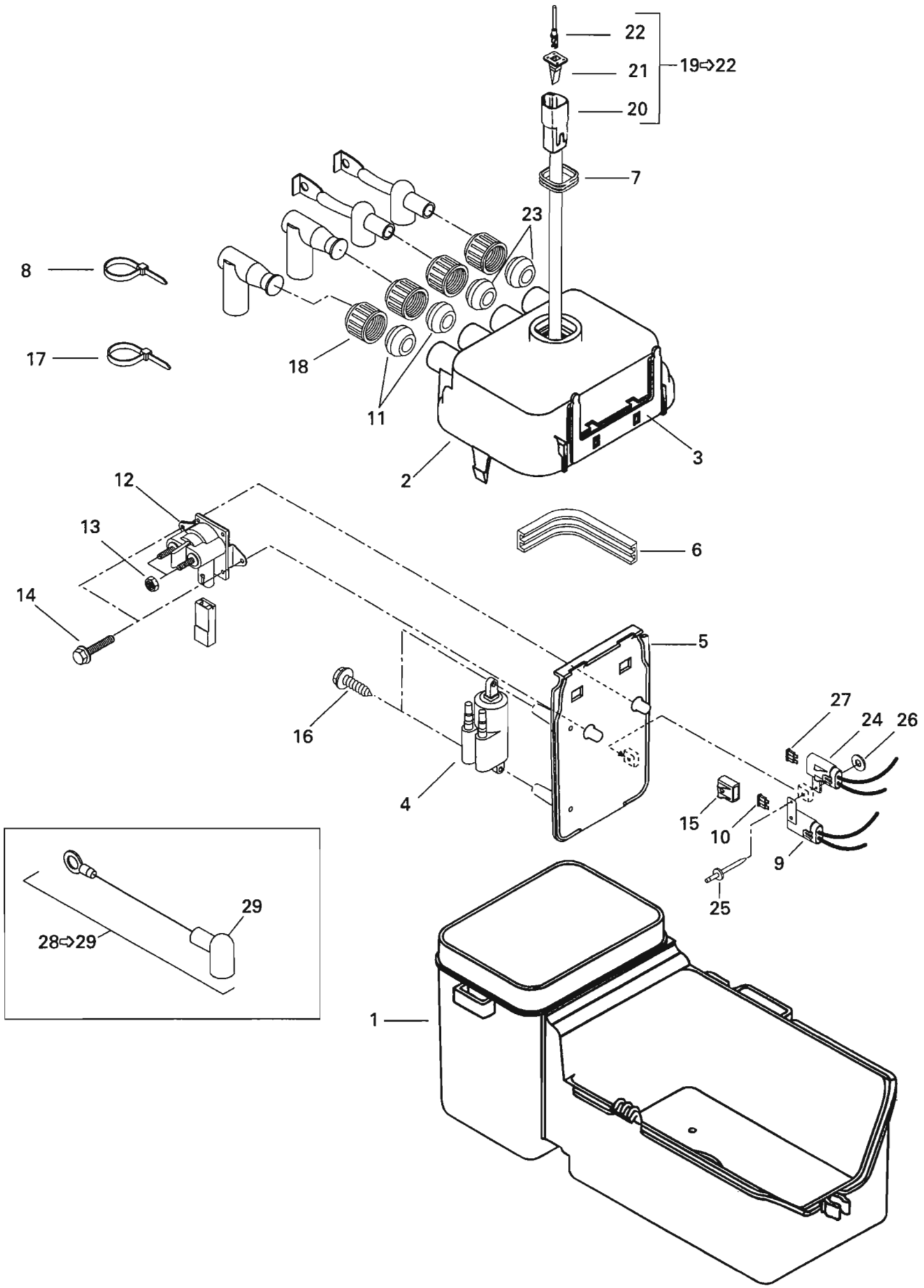
1	211 000 012	Hex. Screw M6.3 x 16	Vis hex. M6.3 x 16	3
N 2	278 000 611	Support Module	Support module	1
N 3	278 000 559	Clamp Bracket	Support-collier	1
N 4	278 000 445	***Electronic Module Ass'y*** *(Cover)*	***Module électronique ass.*** *(couvercle)*	1
N 5	278 000 644	Spacer 13 mm	Entretoise 13 mm	2
N 6⇨9	278 000 712	***Battery***	***Batterie***	1
N 7	211 200 018	Flat Washer 6 mm	Rondelle plate 6 mm	2
N 8	211 000 045	Hex. Screw	Vis hex.	2
N 9	211 100 022	Nut M6	Écrou M6	2
N 10	293 850 031	Strap	Sangle	1
N 11	278 000 736	Housing Tab Male (6Ways)	Bloc d'attache mâle (6 circuits)	1
N 12	278 000 737	Wedge Male (6 Ways)	Cale mâle (6 circuits)	1
13	278 000 632	Terminal Female	Cosse femelle	@
14	278 000 245	3 Wire Support	Support de 3 fils	1
15	293 750 002	Tie Rap	Attache	@
N 16	278 000 510	***Electronic Module Ass'y*** *(Base)*	***Module électronique ass.*** *(base)*	1
		(Including 19,26,41,47,57)	(Incluant 19,26,41,47,57)	
17	217 361 500	Lock Washer 6 mm	Rondelle–frein 6 mm	3
18	293 830 012	Strip Rubber	Bande de caoutchouc	2
19	278 000 343	Fuse 15 Amp.	Fusible 15 amp.	2
N 20	278 000 511	***Battery Cable (Red)*** *(Includ. 52,53)*	***Câble batterie (rouge)*** *(inclu. 52,53)*	1
N 21	278 000 776	Battery Lower Pad	Tampon inférieur de batterie	1
N 22	278 000 512	Battery Ground Cable	Fil de masse batterie	1
N 23	278 000 609	Spark Plug (NGK BR8–ES)	Bougie (NGK BR8–ES)	2
24	212 000 001	Nut Lock M6	Écrou d'arrêt M6	1
25	293 750 001	Tie-Rap	Attache	@
26	278 000 379	Fuse Holder	Porte–fusible	1
27	215 462 550	Tapping Screw M6.3 x 25	Vis autotaraudeuse M6.3 x 25	1
28	213 200 001	Washer 6 mm	Rondelle 6 mm	1
29	293 150 037	Rivet 3/16	Rivet 3/16	@
30	211 000 036	Screw Taptite	Vis autotaraudeuse	1
31	278 000 181	Gasket	Joint étanche	1
N 32	278 000 615	Mounting Plate	Plaque de montage	1
N 33	278 000 755	Cover	Couvercle	1
N 34	278 000 491	Box Support	Support de boîte	1
35	278 000 194	Temperature Sensor	Capteur de température	1
36	293 800 007	Loctite "515", 50 mL	Loctite "515", 50 mL	@
37	278 000 321	Wire Spark Plug 650 (PTO)	Câble d'allumage 650 (PDM)	1
38	278 000 322	Wire Spark Plug 530 (MAG)	Câble d'allumage 530 (MAG)	1

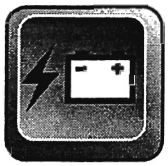




Electrical System
Système électrique

39	278 000 020	Protector Cap	Capuchon protecteur	4
N 40	278 000 486	Box Electric Base	Base de la boîte électrique	1
41	278 000 345	Fuse Cap	Capuchon à fusible	1
N 42	278 000 443	***Rectifier Ass'y***	***Redresseur ass.***	1
N 43⇨45	278 000 656	***Relay Ass'y*** *(Including 57)*	***Relais ass.*** *(incluant 57)*	1
44	278 000 230	Terminal Male	Cosse mâle	1
45	278 000 231	Insolating Sheet	Étui thermique	1
46	213 200 001	Washer 6 mm	Rondelle 6 mm	4
47	278 000 344	Fuse 5 Amp.	Fusible 5 amp.	2
48	212 100 004	Nut M6	Écrou M6	3
49	293 720 034	Grommet (4 Ways)	Passe-fils (4 circuits)	@
N 50	278 000 449	***Engine Harness*** *(Inclu. 11,12,13,52,55)*	***Câblage moteur*** *(Inclu. 11,12,13,52,55)*	1
N 51⇨53	278 000 444	***Starter Red Cable***	***Câble de démarreur rouge***	1
52	278 000 100	Electric Cap	Bouchon électrique	@
53	278 000 098	Grommet (black)	Passe-fils (noir)	2
54	278 026 800	Grommet (4 Ways)	Passe-fils (4 circuits)	1
55	278 000 193	Grommet (3 Ways)	Passe-fils (3 circuits)	2
56	293 720 030	Grommet (1 Way)	Passe-fils (1 circuit)	1
57	278 000 378	Fuse Cap	Capuchon à fusible	2
58	278 000 237	Spark Plug Cap	Capuchon de bougie	2
59	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
60	211 000 074	Screw Hex. M4.8 x 16	Vis hex. M4.8 x 16	4
61	213 200 015	Washer 5 mm	Rondelle 5 mm	4

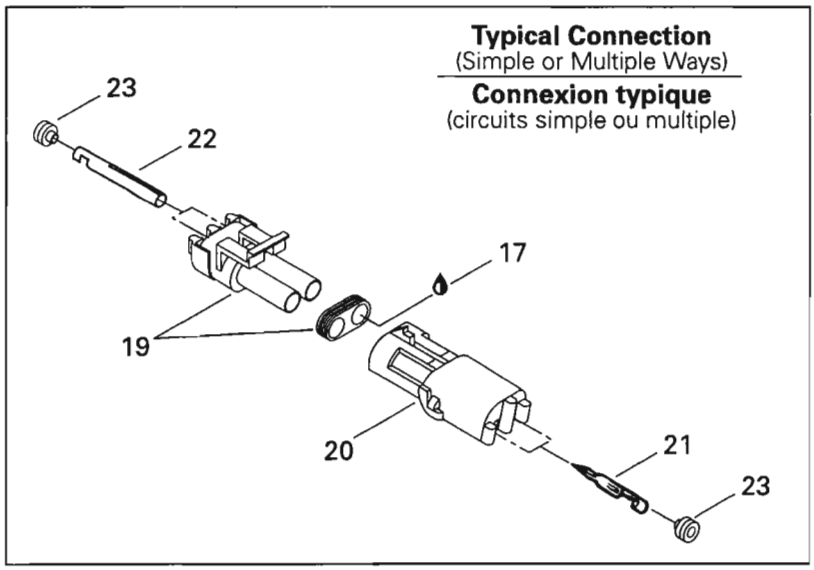


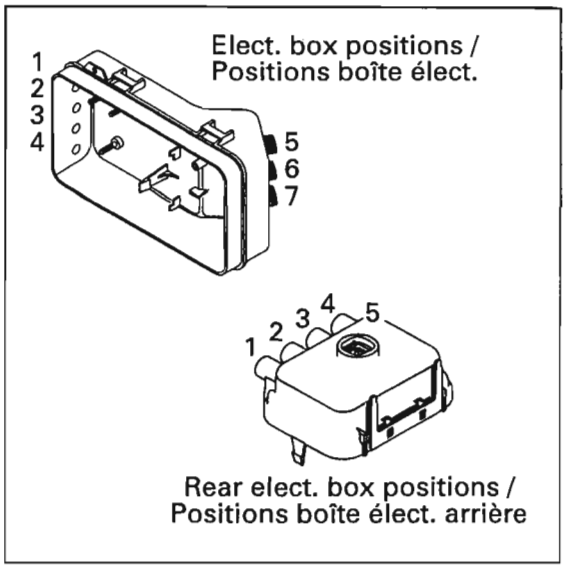


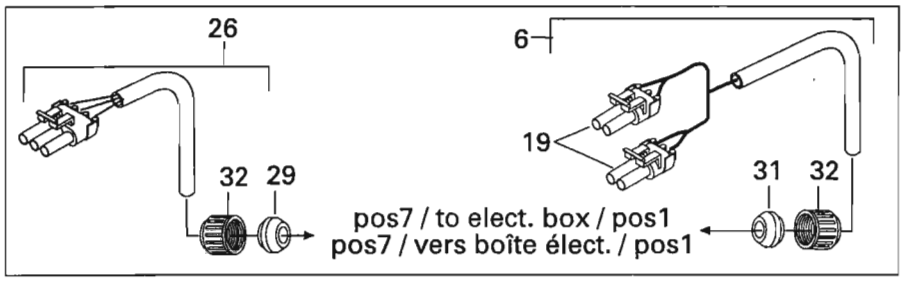
Rear Electrical Box
Boîte électrique arrière

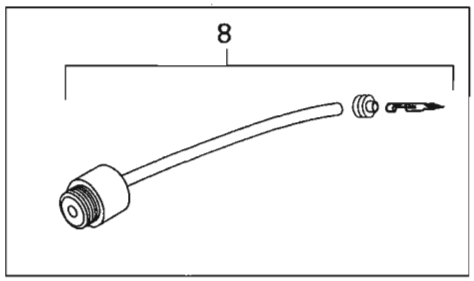
5856
XP 800

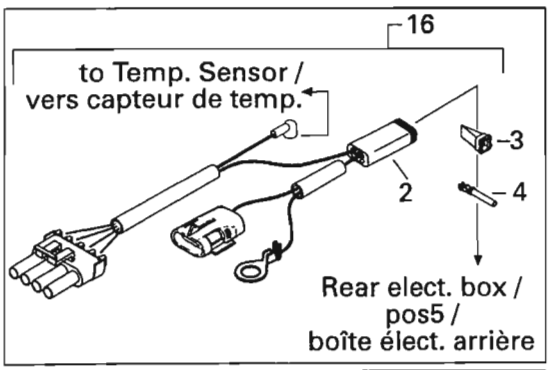
N 1	278 000 438	Base	Base	1
N 2	278 000 439	Cover	Couvercle	1
N 3	278 000 732	Ground Plate	Plaque de mise à la masse	1
N 4	278 000 383	Ignition Coil	Bobine d'allumage	1
N 5	278 000 733	Mounting Plate	Plaque de montage	1
N 6	278 000 440	Gasket	Joint étanche	1
N 7	293 200 030	Gasket	Joint étanche	1
8	293 750 002	Tie Rap	Attache	@
N 9	278 000 666	***Fuse Harness 7.5 Amp.*** (Inclu. 10,15)	***Cablâge fusible 7.5 amp.***(inclu. 10,15)	1
N 10	278 000 704	7.5 Amp. Fuse	Fusible 7.5 amp.	1
N 11	278 000 682	Grommet (Gray)	Passe–fils (gris)	2
N 12	278 000 513	Starter Relay	Solénoïde démarreur	1
13	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
14	211 000 035	Self Tapping Screw M6 x 10	Vis autotaraudeuse M6 x 10	2
15	278 000 345	Fuse Cap	Capuchon à fusible	2
16	215 462 550	Tapping Screw M6.3 x 25	Vis autotaraudeuse M6.3 x 25	2
17	293 750 001	Tie Rap	Attache	@
18	278 000 100	Electric Cap	Bouchon électrique	4
N 19⇨22	278 000 663	***Harness Rear Electric Box***	***Câbalage boîte électrique arrière***	1
N 20	270 000 137	Housing Tab Female (6 Ways)	Bloc d'attache (6 circuits)	1
N 21	278 000 735	Wedge (6 Ways)	Cale (circuits)	1
22	278 000 631	Terminal Male	Cosse mâle	@
23	278 000 098	Grommet Black	Passe-fils noir	2
24	278 000 665	***Harness Fuse 15 Amp.*** *(Inclu. 15,27)*	***Câbalage fusible 15 amp.****(Inclu. 15,27)*	1
25	293 150 014	Rivet 3/16 x .940	Rivet 3/16 x .940	1
26	213 200 016	Washer	Rondelle	1
27	278 000 343	Fuse 15 Amp.	Fusible 15 amp.	1
N 28⇨29	278 000 664	***Harness Ground***	***Câbalage de masse***	1
29	278 000 228	Connector	Connecteur	1

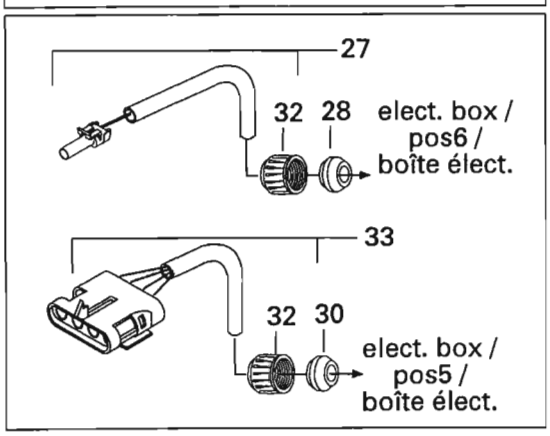


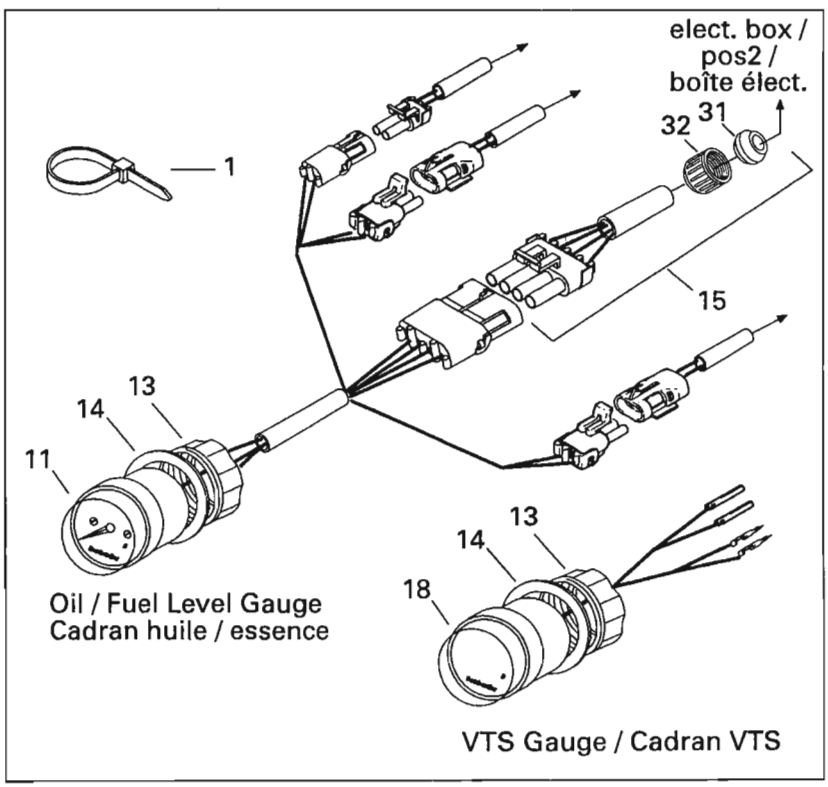


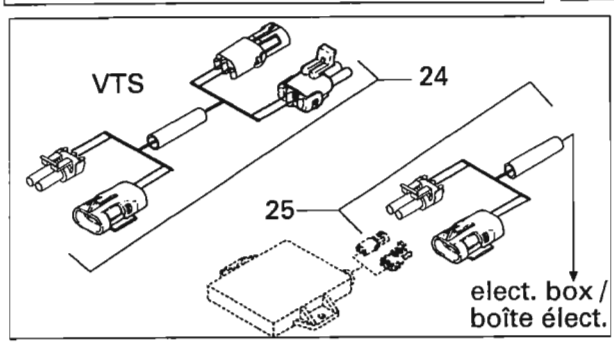


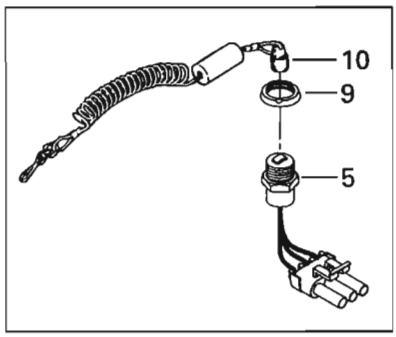


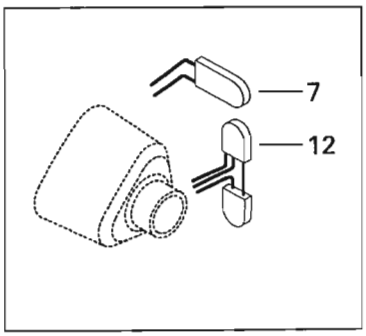


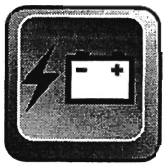










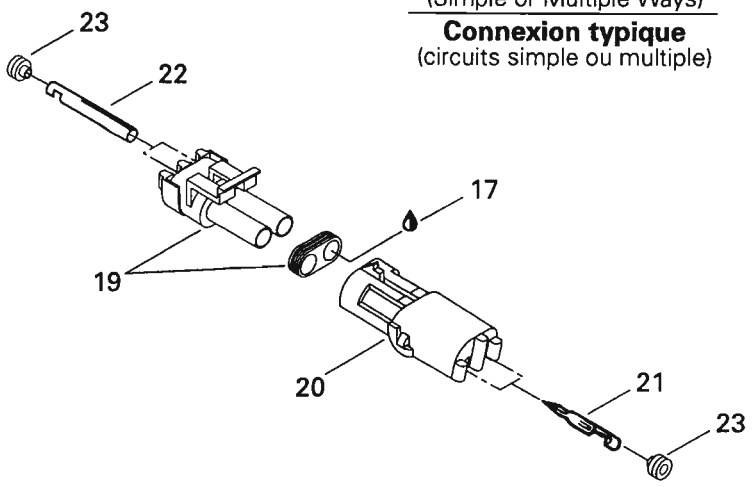


Electrical Accessories
Accessoires électrique

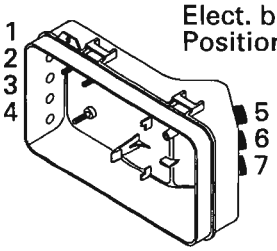
1	293 750 001	Tie-Rap	Attache	@
N 2	278 000 736	Housing Tab Male (6 Ways)	Bloc mâle (6 circuits)	1
N 3	278 000 737	Wedge Female (6 Ways)	Cale femelle (6 circuits)	1
4	278 000 632	Terminal Female	Cosse femelle	@
N 5	278 000 646	***Safety Switch*** (Incl. 19c,22b,23a)	***Interrup. d'urgence*** (Incl. 19c,22b,23a)	1
N 6	278 000 659	***Buzzer–On/Off Switch Wiring*** (Including 19b,22b,23a,31,32)	***Câblage avert.– inter. dép./arrêt*** (Incluant 19b,22b,23a,31,32)	1
N 7	278 000 427	***Stop / Start Switch Ass'y***	***Inter. d'arrêt et de marche ass.***	1
N 8	278 000 580	***Buzzer Ass'y*** (Incl. 21b,23a)	***Avertisseur ass.*** (Incl. 21b,23a)	1
N 9	278 000 508	Safety Switch Nut	Écrou d'interrupteur de sécurité	1
N 10	278 000 730	***Safety Lanyard Ass'y***	***Cordon de sécurité ass.***	1
N 11	278 000 684	***Oil / Fuel Level Gauge*** (Including 19b,20b,20d,21b,22b,23a)	***Indicateur huile / essence*** (Incluant 19b,20b,20d,21b,22b,23a)	1
N 12	278 000 447	***VTS Switch Ass'y***	***Interrupteur VTS ass.***	1
13	278 000 085	Gauge Nut	Écrou de cadran	2
14	278 000 259	Gasket	Joint étanche	2
N 15	278 000 683	***4 Ways Harness*** (Oil/Fuel Gauge) (Including 19d,22b,23a,31,32)	***Cablâge 4 circ.*** (cadran ess./huile) (Incluant 19d,22b,23a,31,32)	1
16	278 000 662	***Harness Intermediate*** (Including 2,3,4,19d,20b,21b,22b,23a)	***Câbalage intermédiaire*** (Incluant 2,3,4,19d,20b,21b,22b,23a)	1
17	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
N 18	278 000 752	***VTS Gauge*** (Including 21b,22b,23a)	***Cadran VTS*** (Incluant 21b,22b,23a)	1
19 a	278 000 219	Male Housing (1 way)	Bloc mâle (1 circuit)	@
b	278 000 220	Male Housing (2 ways)	Bloc mâle (2 circuits)	@
c	278 000 273	Male Housing (3 ways)	Bloc mâle (3 circuits)	@
d	278 000 395	Male Housing (4 ways)	Bloc mâle (4 circuits)	@
e	278 000 221	Male Housing (6 ways)	Bloc mâle (6 circuits)	@
20 a	278 000 161	Female Housing (1 way)	Bloc femelle (1 circuit)	@
b	278 000 217	Female Housing (2 ways)	Bloc femelle (2 circuits)	@
c	278 000 281	Female Housing (3 ways)	Bloc femelle (3 circuits)	@
d	278 000 394	Female Housing (4 ways)	Bloc femelle (4 circuits)	@
e	278 000 156	Female Housing (6 ways)	Bloc femelle (6 circuits)	@
21 a	409 004 300	Male Terminal (16 gauge)	Cosse mâle (calibre16)	@
b	278 000 222	Male Terminal (18 gauge)	Cosse mâle (calibre18)	@
c	278 000 230	Male Terminal (20 gauge)	Cosse mâle (calibre 20)	@
22 a	409 007 300	Female Terminal (16 gauge)	Cosse femelle (calibre16)	@
b	278 000 223	Female Terminal (18 gauge)	Cosse femelle (calibre18)	@
23 a	278 000 218	Wire Seal (16 and 18 gauge - green)	Joint de fil (16 et 18 calibre - vert)	@
N b	278 000 585	Wire Seal (20 gauge - mauve)	Joint de fil (20 gauge - mauve)	@

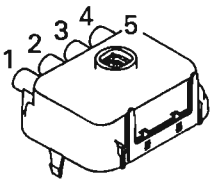
Typical Connection
(Simple or Multiple Ways)

Connexion typique
(circuits simple ou multiple)

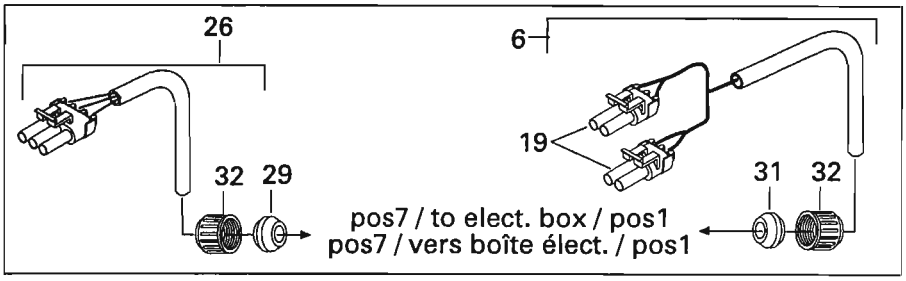


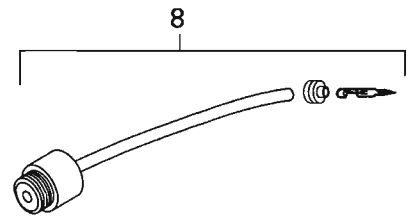
Elect. box positions /
Positions boîte élect.

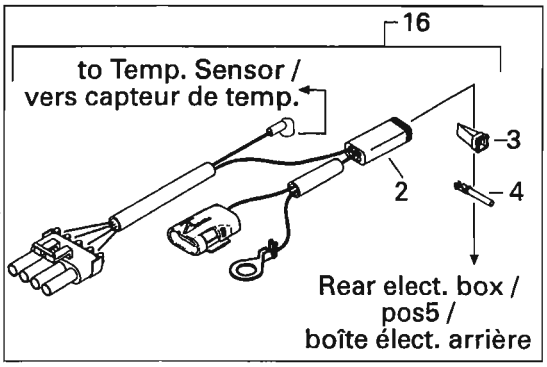


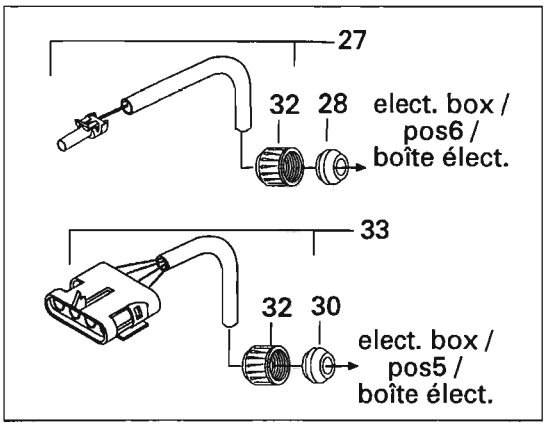


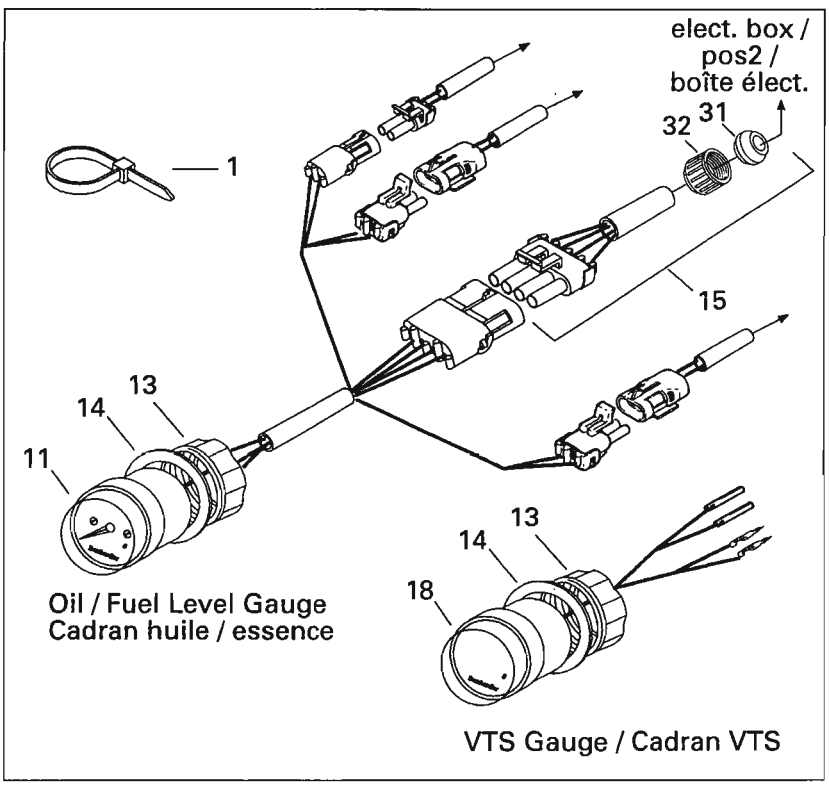
Rear elect. box positions /
Positions boîte élect. arrière

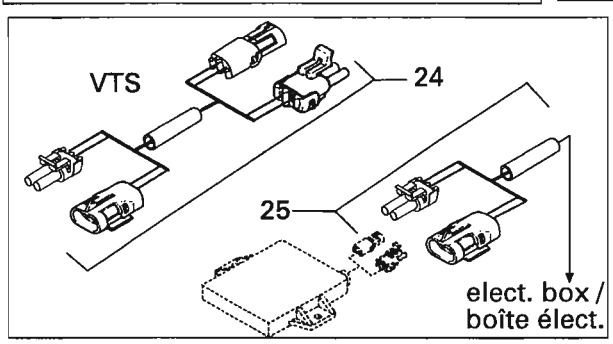


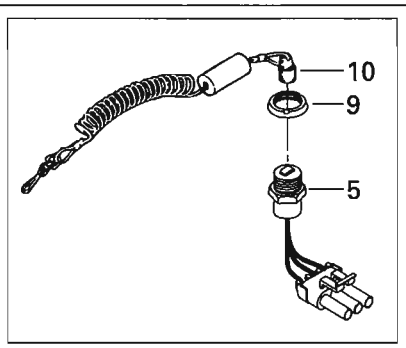


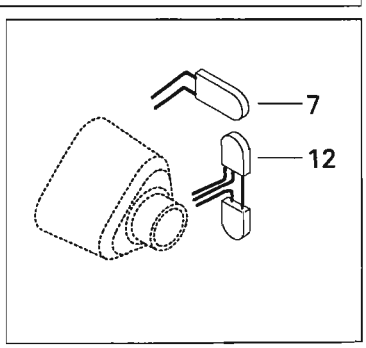






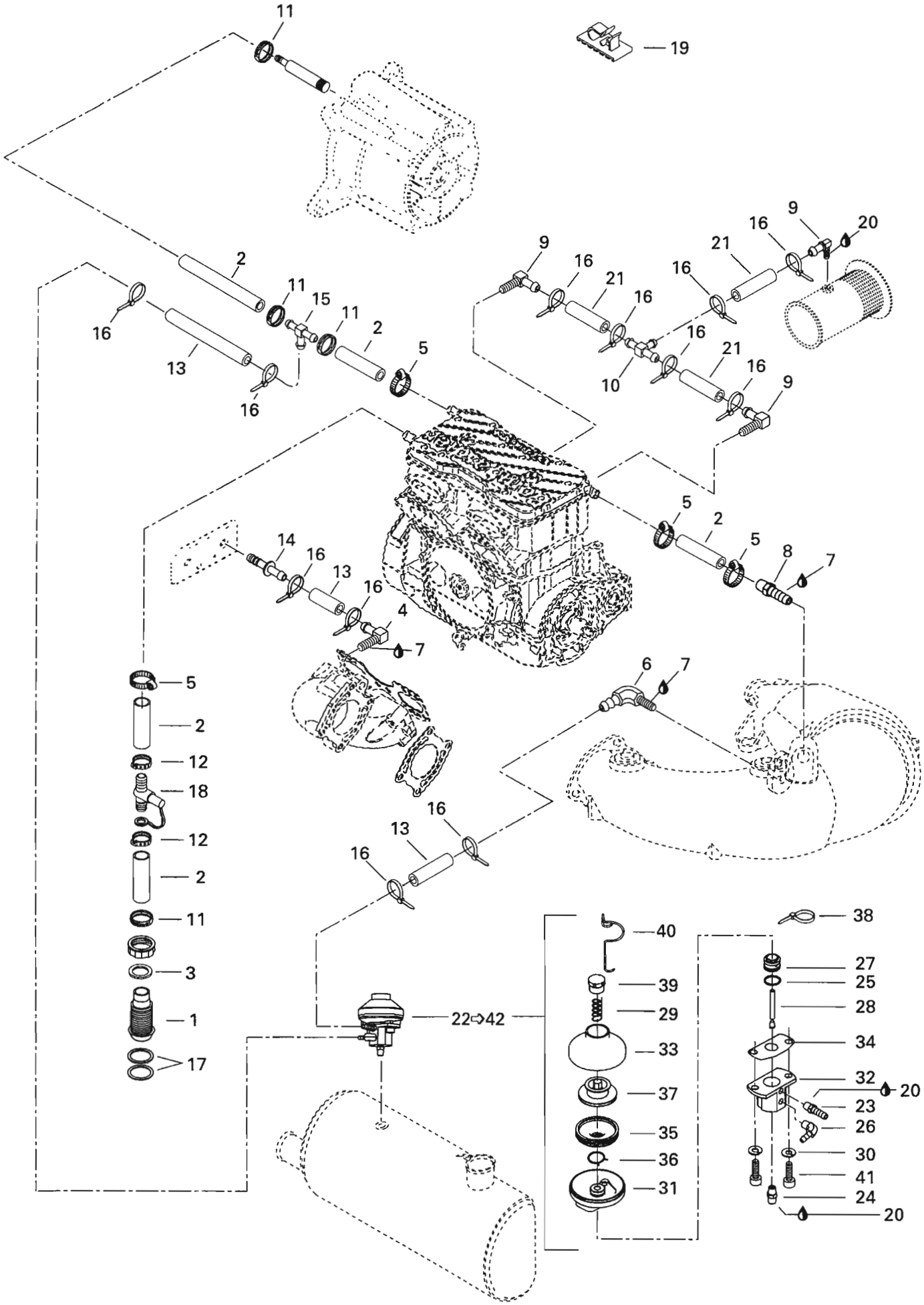


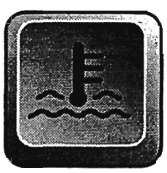




Electrical Accessories
Accessoires électrique

N 24	278 000 669	***VTS Harness 4 Ways***	***Câblage VTS 4 circuits***	1
		(Including 19b,20b,21b,22b,23a)	(Incluant 19b,20b,21b,22b,23a)	
N 25	278 000 660	***Harness 2 Ways***	***Câblage 2 circuits***	1
N 26	278 000 658	***Harness Anti-Theft***	***Câblage antivol***	1
		(Including 20c,21b,21c,23a,29,32)	(Incluant 20c,21b,21c,23a,29,32)	
N 27	278 000 671	***Harness 1 Way***	***Câblage 1 circuit***	1
		(Including 19a,22b,23a,28,32)	(Incluant 19a,22b,23a,28,32)	
28	293 720 030	Grommet (1 Ways)	Passe-fils (1 circuits)	@
29	278 000 193	Grommet (3 Ways)	Passe-fils (3 circuits)	@
30	293 720 034	Grommet (4 Ways)	Passe-fils (4 circuits)	@
31	570 026 800	Grommet (4 Ways)	Passe-fils (4 circuits)	@
32	278 000 100	Cap Electric	Bouchon électrique	@
N 33	278 000 661	***Rear Harness 4 Ways***	***Câblage arrière 4 circuits***	1
		(Including 20d,21a,21b,23a,30,32)	(Incluant 20d,21a,21b,23a,30,32)	

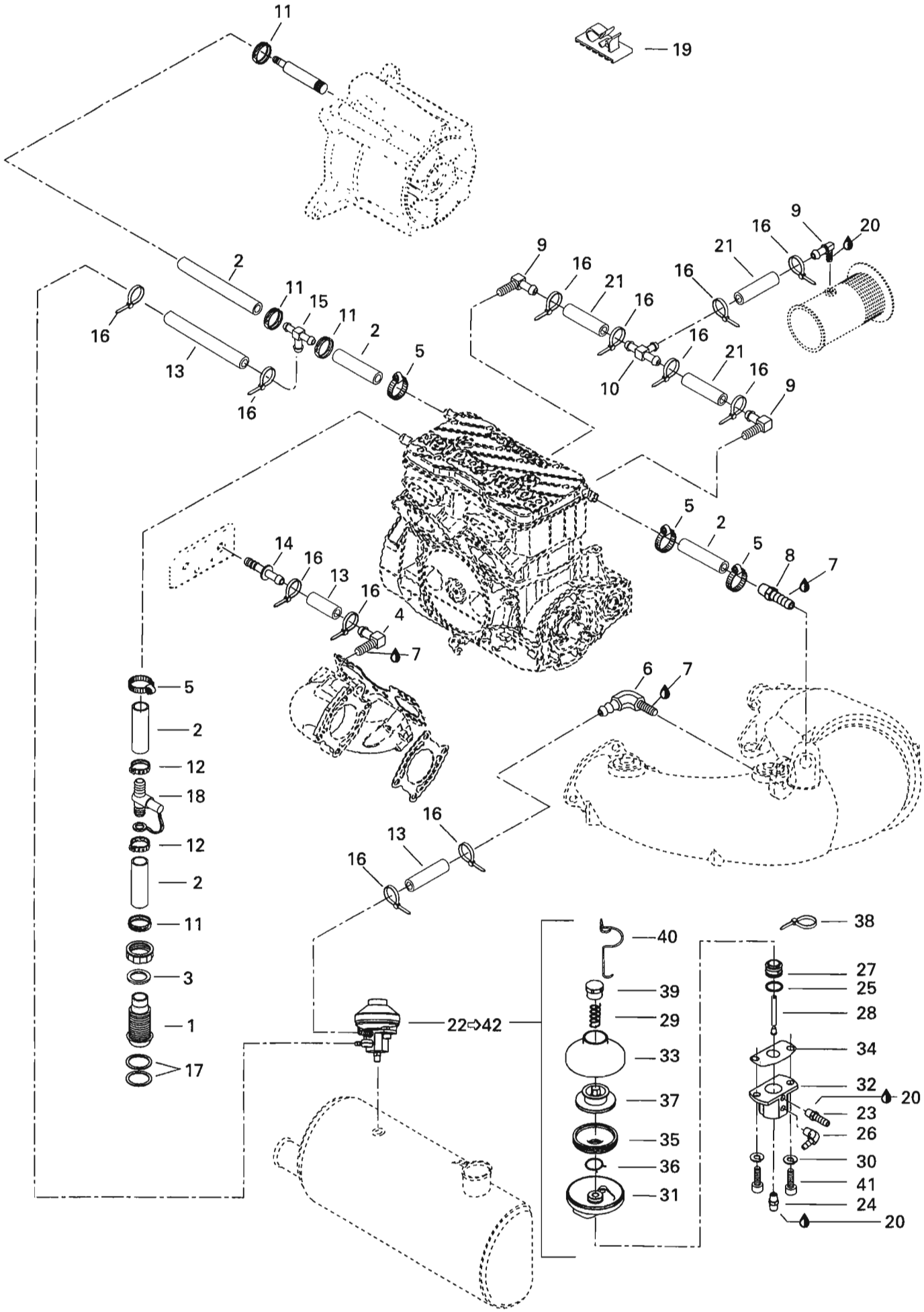


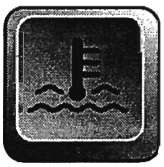


Cooling System
Système de refroidissement

N 1	293 710 043	Perko Fitting	Raccord Perko	1
2	276 000 001	Hose 12.5 mm	Boyau 12.5 mm	@
3	293 050 003	Washer	Rondelle	1
4	293 710 018	Elbow Fitting 90°	Raccord coudé 90°	1
5	293 650 037	Clamp Tridon	Bride de serrage	@
N 6	293 710 048	Elbow Fitting 90°	Raccord coudé 90°	1
7	293 800 013	Sealant-Pipe, 250 mL	Enduit de tuyau, 250 mL	@
8	293 710 021	Male Connector	Raccord mâle	1
9	293 700 016	Elbow Fitting 90°	Raccord coudé 90°	3
N 10	293 710 061	«T» Fitting	Raccord en «T»	1
N 11	293 650 018	Clamp Caillau	Bride de serrage	@
12	293 650 012	Oetiker Clamp	Bride de serrage	2
N 13	276 000 048	Hose 6 mm	Boyau 6 mm	@
14	291 000 306	Bleed Fitting	Raccord de purge	1
N 15	293 710 052	«T» Fitting	Raccord en «T»	1
16	293 750 001	Tie Rap	Attache	@
N 17	293 750 028	Gasket	Joint étanche	2
18	295 000 103	«T» Fitting	Raccord en «T»	1
N 19	293 750 005	Tie Clamp	Attache-collier	@
20	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
21	275 000 007	Hose 8 mm	Boyau 8 mm	@
N 22⇨42	274 000 262	***Presure Regulator Ass'y***	***Régulateur de pression ass.***	1
N 23	293 710 037	Connector Male	Raccord mâle	1
N 24	293 700 010	Fitting Male	Raccord mâle	1
N 25	293 300 039	O-Ring	Joint torique	1
N 26	293 700 022	Fitting Elbow 90°	Raccord coudé 90°	1
N 27	274 000 257	Block Feeding	Bloc de débit	1
N 28	274 000 258	Rod Feeding	Tige de débit	1
N 29	274 000 259	Spring	Ressort	1
30	213 000 001	Washer Lock 8 mm	Rondelle-frein 8 mm	2
N 31	290 253 274	Valve Base	Base valve	1
N 32	— XXX —	Housing	Boîtier	1
33	420 911 550	Cover Valve	Couvercle de valve	1
N 34	293 250 043	Gasket	Joint	1
35	420 260 721	Bellows	Manchon	1
36	420 838 190	Clamp	Bride	1

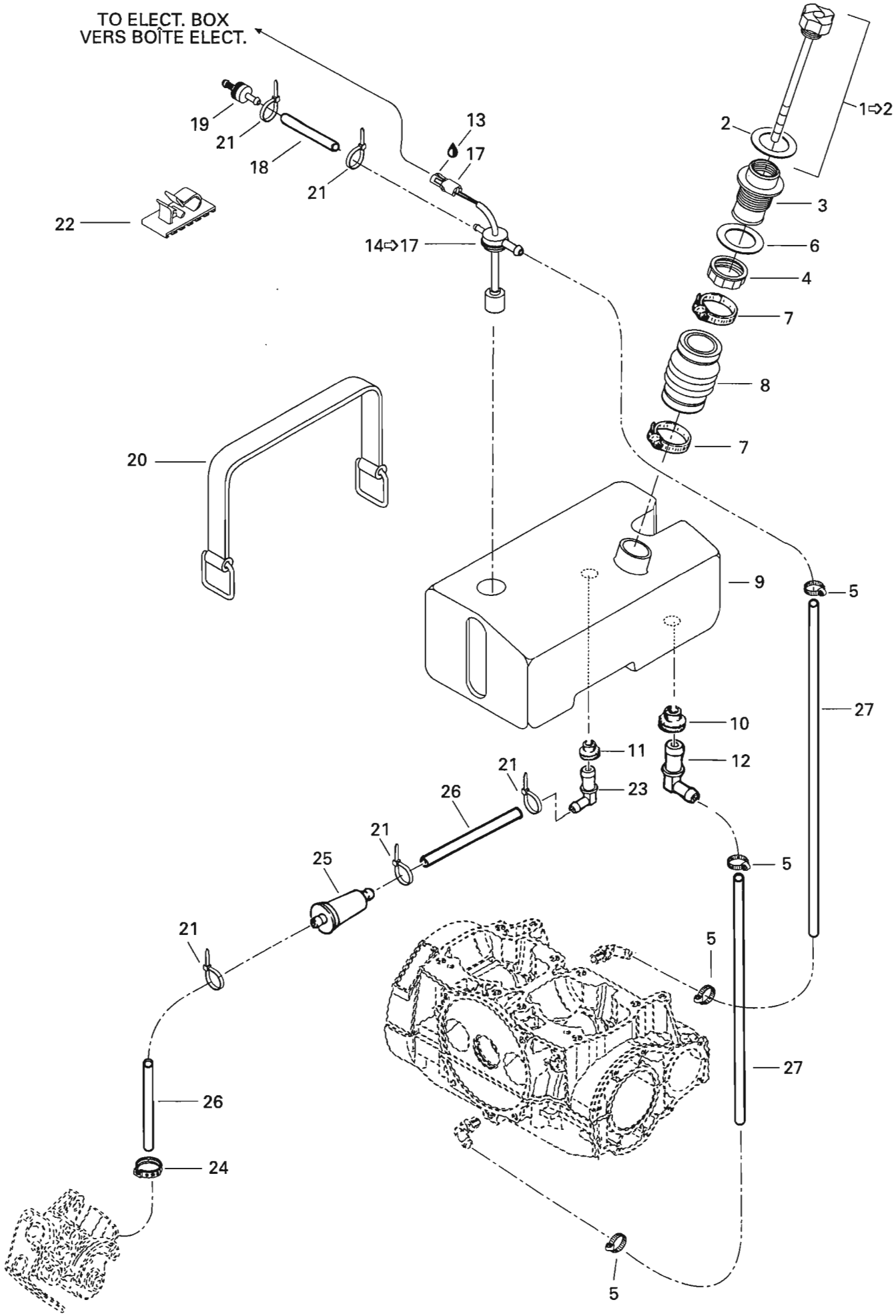
Parts marked with «XXX» are not available as spare parts.
Les articles marqués d'un «XXX» ne sont pas disponibles comme pièces de remplacement.

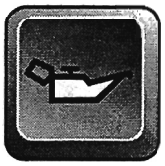




Cooling System
Système de refroidissement

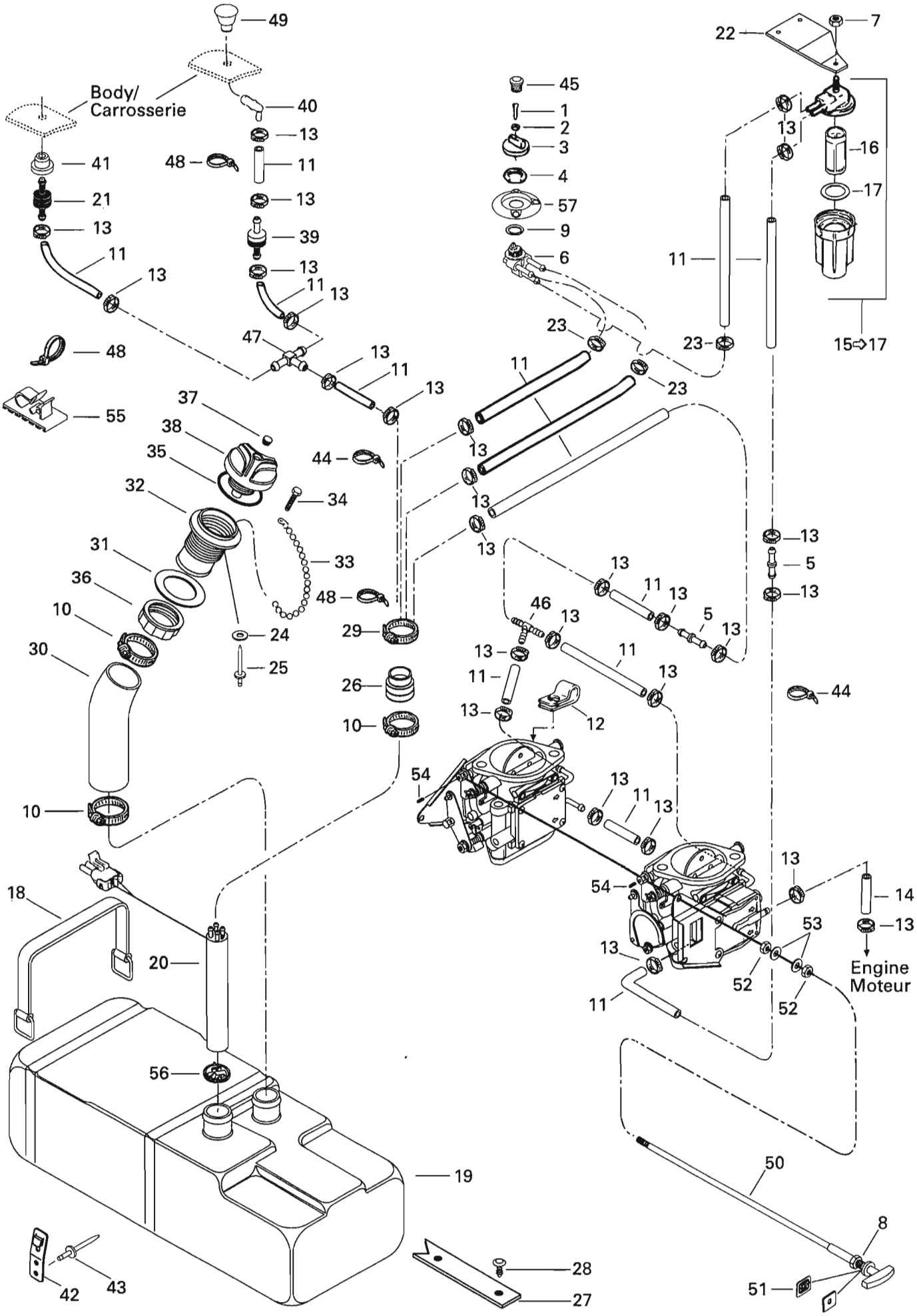
37	420 253 255	Valve Exhaust	Soupape échappement	1
38	420 251 920	Tie Rap	Attache	1
N 39	290 241 220	Screw Adjustment	Vis ajustement	1
N 40	420 838 082	Clamp Spring	Bride à ressort	1
41	215 981 660	Screw Allen M8 x 16	Vis Allen M8 x 16	2

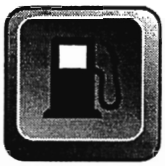




Oil Injection System
Système d'injection d'huile

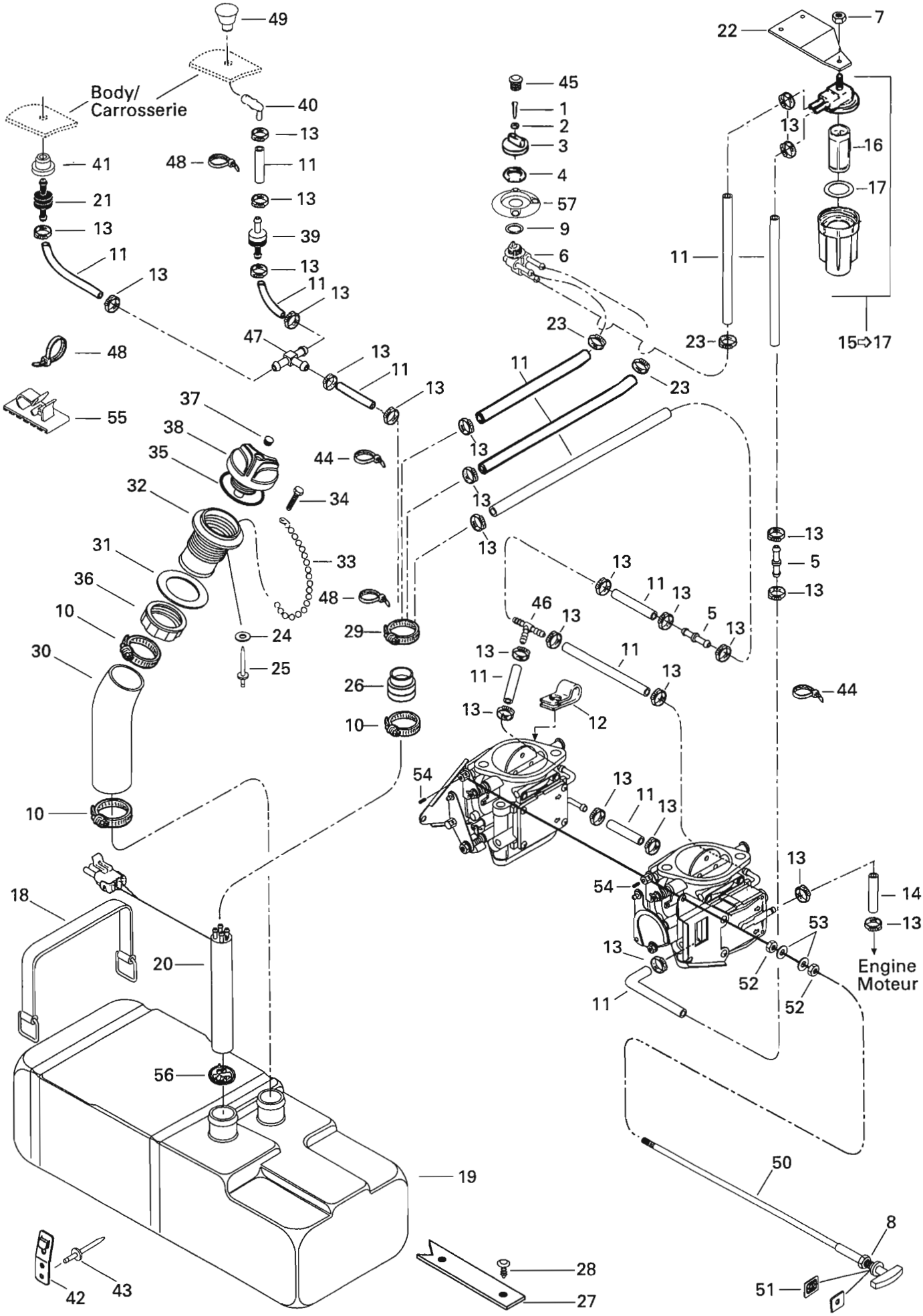
1➪2	275 000 081	***Oil Gauge Ass'y***	***Jauge d'huile ass.***	1
2	293 250 025	O–Ring	Joint torique	1
3	275 000 064	Filler Neck	Goulot de remplissage	1
4	211 100 013	Nut Filler Neck (Oil)	Écrou du goulot de remp. (huile)	1
5	293 650 038	Tridon Clamp	Bride de serrage	4
6	293 250 016	Gasket	Joint d'étanchéité	1
7	293 650 035	Tridon Clamp	Bride de serrage	2
8	275 000 070	Filler Neck Hose	Boyau de remplissage	1
N 9	275 000 123	Oil Tank	Réservoir d'huile	1
10	293 720 002	Grommet	Passe–fils	1
11	293 720 001	Grommet	Passe–fils	1
12	293 710 002	Elbow Fitting 90°	Raccord coudé 90°	1
13	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
N 14➪17	278 000 478	***Oil Level Senser Ass'y***	***Contacteur de niveau d'huile ass.***	1
15	278 000 218	Wire Seal (Not Shown)	Joint de fil (non illustré)	2
16	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non illustré)	2
17	278 000 217	Female Housing Tab (2 Ways)	Bloc de raccord femelle (2 circuits)	1
18	275 500 018	Hose 6 mm	Boyau 6 mm	@
19	275 500 087	Check Valve	Soupape de retenue	1
20	293 850 022	Strap	Sangle	1
21	293 750 001	Tie Rap	Attache	@
N 22	293 750 005	Tie–Clamp	Attache collier	@
23	293 710 003	Elbow Fitting 90°	Raccord coudé 90°	1
24	293 650 042	Oetiker Clamp	Bride de serrage	1
25	275 000 051	Oil Filter	Filtre d'huile	1
26	275 000 007	Hose 8 mm	Boyau 8 mm	@
27	275 000 008	Hose 12 mm	Boyau 12 mm	@

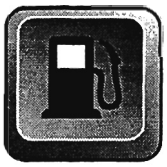




Fuel System
Système d'alimentation

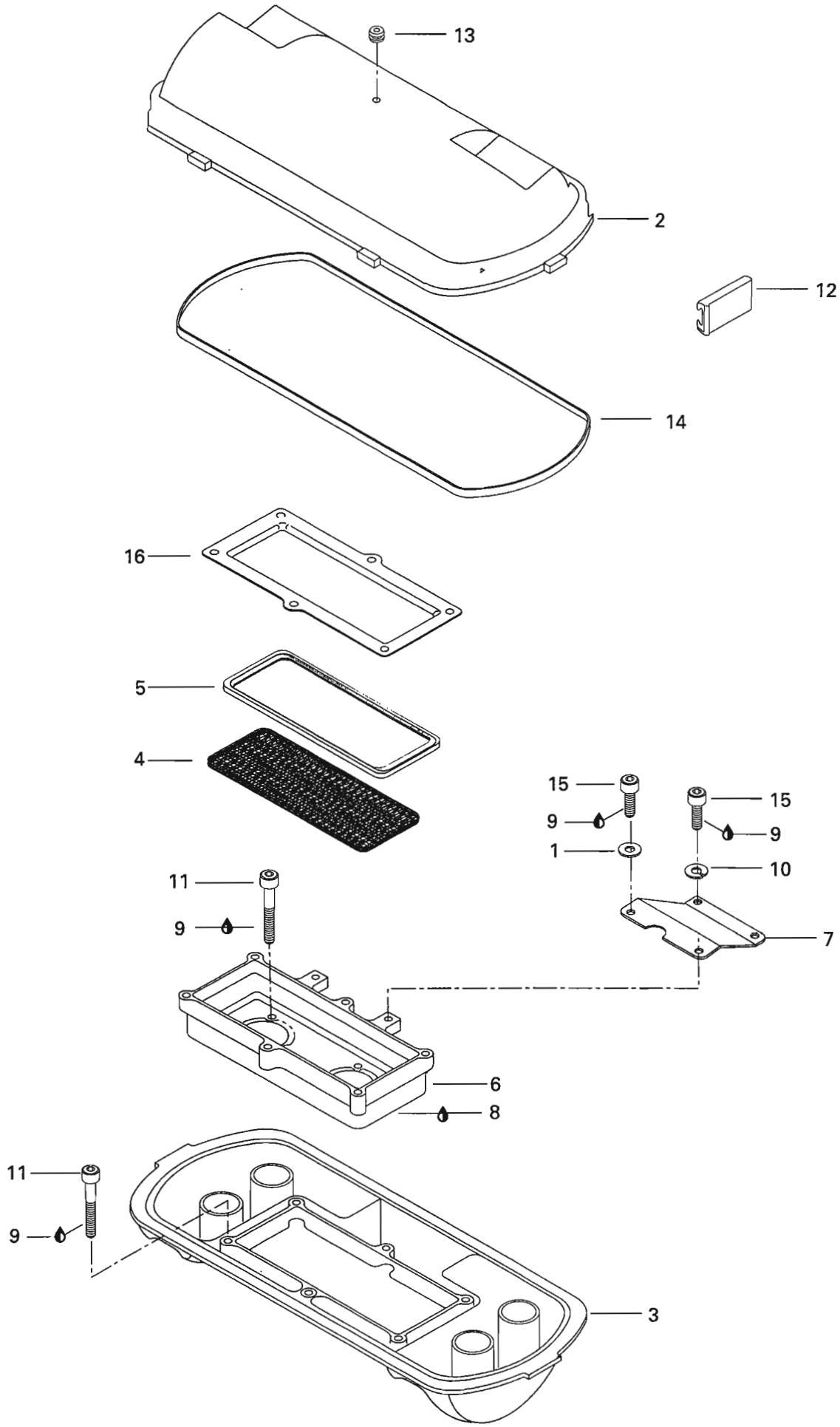
1	212 200 004	Countersunk Phillips Screw M4 x 8	Vis à tête fraisée cruciforme M4 x 8 ..	1
2	213 200 010	Washer 4 mm	Rondelle 4 mm	1
3	275 500 224	Fuel Valve Knob (Balck)	Bouton de soupape à essence (noir) ...	1
4	212 100 008	Nut M22	Écrou M22	1
5	293 710 039	Straight Fitting	Raccord droit	2
6	275 500 098	Fuel Valve	Soupape à essence	1
7	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
8	211 100 007	Nut	Écrou	1
9	293 250 004	Valve Gasket	Joint étanche	1
10	293 650 023	Tridon Clamp	Bride de serrage	3
11	275 500 139	Hose 6 mm	Boyau 6 mm	@
N 12	293 850 018	Clip	Pince	1
13	293 650 050	Oetiker Clamp	Bride de serrage	@
N 14	275 500 270	Hose Formed	Boyau formé	1
15⇨17	275 500 088	***Fuel Filter Ass'y	***Filtre à essence ass.	1
16	275 500 089	Fuel Filter	Filtre à essence	1
17	275 500 090	O-Ring	Joint torique	1
18	293 850 023	Strap	Sangle	2
19	275 500 109	Fuel Tank	Réservoir à essence	1
N 20	275 500 186	Baffle	Chicane	1
21	275 500 104	Pressure Relief Valve (1.5 P.S.I)	Soupape de sûreté (1.5 P.S.I)	1
22	275 500 113	Fuel Filter Support	Support filtre à essence	1
23	293 650 042	Clamp Oetiker	Bride de serrage	3
24	213 200 018	Washer 3 mm	Rondelle 3 mm	1
25	390 407 900	Rivet	Rivet	1
26	275 500 111	Tube Adapter	Adapteur de tube	1
N 27	293 830 033	Pad Rubber	Tampon de caoutchouc	2
28	293 730 006	Dart Black	Dard noir	6
29	293 650 035	Tridon Clamp	Bride de serrage	@
30	275 500 110	Filler Neck Hose	Boyau de remplissage	1
N 31	293 250 029	Gasket	Joint d'étanchéité	1
N 32	275 500 231	Filler Neck	Goulot de remplissage	1
33	275 500 168	Chain	Chaîne	1
34	211 000 028	Screw K40 x 10	Vis K40 x 10	1
35	293 250 017	Gasket	Joint d'étanchéité	1
36	211 100 012	Nut Neck Filler Fuel	Écrou du goulot de remp.	1
37	293 000 034	Cap Snap	Cap pression	1
38	275 500 153	Fuel Tank Cap	Bouchon du réservoir à essence	1

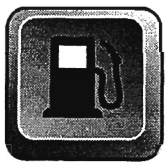




Fuel System
Système d'alimentation

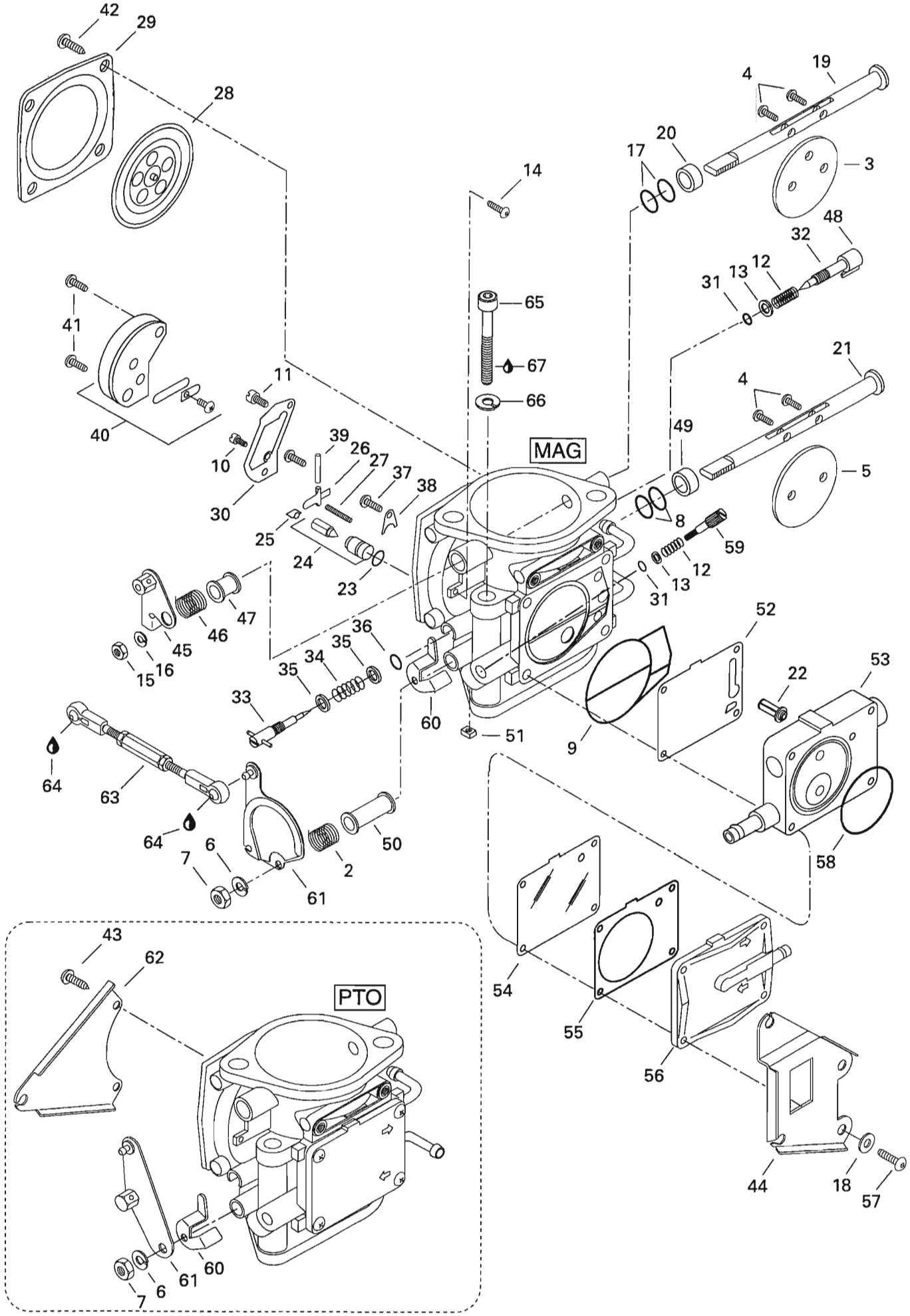
39	275 500 087	Check Valve	Soupape de retenue	1
40	293 710 001	Elbow Fitting 90°	Raccord coudé 90°	1
41	293 720 029	Grommet	Passe-fils	1
42	293 850 024	Strap Clip	Pince de courroie	6
43	293 150 037	Rivet 3/16	Rivet 3/16	12
44	293 750 002	Tie Rap	Attache	2
N 45	275 500 241	Plug (Black)	Bouchon (noir)	1
N 46	293 710 059	«Y» Fitting	Raccord en «Y»	1
47	293 710 024	«Tee» Fitting	Raccord en «T»	1
48	294 000 606	Tie Rap	Attache	@
49	293 830 011	Washer, Rubber	Rondelle isolante	1
N 50	270 500 257	Choke Cable	Câble de l'étrangleur	1
51	291 000 457	Choke Plate	Plaque de l'étrangleur	2
52	212 100 003	Lock Nut M6	Écrou de blocage M6	2
53	213 200 001	Flat Washer 6 mm	Rondelle 6 mm	2
54	210 100 014	Allen Screw M4 x 6	Vis Allen M4 x 6	2
N 55	293 750 005	Tie Clamp	Attache-collier	@
N 56	275 500 249	Fuel Filter	Filtre à essence	1
N 57	275 500 240	Fuel Valve Plate (Black)	Plateau de soupape à ess. (noir)	1

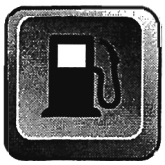




Air Intake System
Système d'admission d'air

1	213 200 001	Washer 6 mm	Rondelle 6 mm	2
2	273 000 065	Air Silencer Cover	Couvercle du silencieux d'admission	1
3	273 000 074	Air Silencer Base	Base du silencieux d'admission	1
N 4	273 000 077	Flame Arrester Foam	Mousse coupe–flamme	1
5	273 000 020	Isolator	Isolateur	1
N 6	273 000 022 190	Housing Arrester	Carter de flamme	1
N 7	270 000 140	Support	Support	1
8	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
9	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
10	217 361 500	Lock Washer 6 mm	Rondelle –frein 6 mm	2
11	210 100 012	Allen Screw M6 x 25	Vis Allen M6 x 25	10
12	273 000 006	Clip Retainer	Attache de retenue	6
13	293 830 005	Rubber Plug	Bouchon de caoutchouc	1
14	293 250 023	Gasket	Joint étanche	1
15	210 100 009	Allen Screw M6 x 12	Vis Allen M6 x 12	4
16	273 000 059	Holder	Dispositif de retenue	1





Carburetor
Carburateur

5856
XP 800

				PTO	MAG
N 1➪62	270 500 216	***Carburetor Ass'y P.T.O Side***	***Carburateur ass. côté P.T.O***	1	–
N	270 500 215	***Carburetor Ass'y MAG Side***	***Carburateur ass. côté MAG***	–	1
2	270 500 097	Spring	Ressort	1	1
3	— XXX —	Choke Valve	Papillon d'étrangleur	1	1
4	— XXX —	Screw	Vis	5	5
5	— XXX —	Throttle Valve	Papillon d'accélérateur	1	1
6	270 500 011	Spring Washer	Rondelle ressort	1	1
7	270 500 012	Nut	Écrou	1	1
8	270 500 222	Sealing Ring	Bague d'étanchéité	2	2
9	270 500 104	O-Ring	Joint torique	1	1
10	270 500 175	Pilot Jet 70.0	Gicleur de ralenti 70.0	1	1
N 11	270 500 276	Main Jet 145.0	Gicleur principal 145.0	1	1
12	270 500 091	Spring	Ressort	1	2
13	270 500 136	Washer	Rondelle	1	2
14	270 500 228	Screw	Vis	1	1
15	270 500 229	Nut	Écrou	1	1
16	270 500 230	Spring Washer	Rondelle ressort	1	1
17	270 500 234	Sealing Ring	Bague d'étanchéité	2	2
18	270 500 139	Washer	Rondelle	–	4
19	— XXX —	***Choke Shaft Ass'y***	***Arbre de l'étrangleur ass.***	1	1
20	270 500 239	Ring	Bague	1	1
21	— XXX —	***Throttle Shaft Ass'y***	***Arbre d'accélérateur ass.***	1	1
22	270 500 115	Fuel Filter	Filtre-essence	1	1
23	270 500 127	O–Ring	Joint torique	1	1
24	270 500 241	Needle Valve 1.5	Pointeau 1.5	1	1
25	270 500 129	Clip	Pince	1	1
26	270 500 128	Needle Valve Lever	Levier du pointeau	1	1
N 27	270 500 267	Spring	Ressort	1	1
28	270 500 132	***Diaphragm Ass'y***	***Diaphragme ass.***	1	1
29	270 500 133	Cover	Couvercle	1	1
30	270 500 131	Gasket	Joint d'étanchéité	1	1
31	270 500 144	O–Ring	Joint torique	1	2
32	270 500 113	Adjuster Screw	Vis d'ajustement	1	1
33	270 500 020	Idle Adjusting Screw	Vis d'ajustement du ralenti	1	1
34	270 500 019	Spring	Ressort	1	1
35	270 500 018	Washer	Rondelle	2	2

Parts marked with «XXX» are not available as spare parts.
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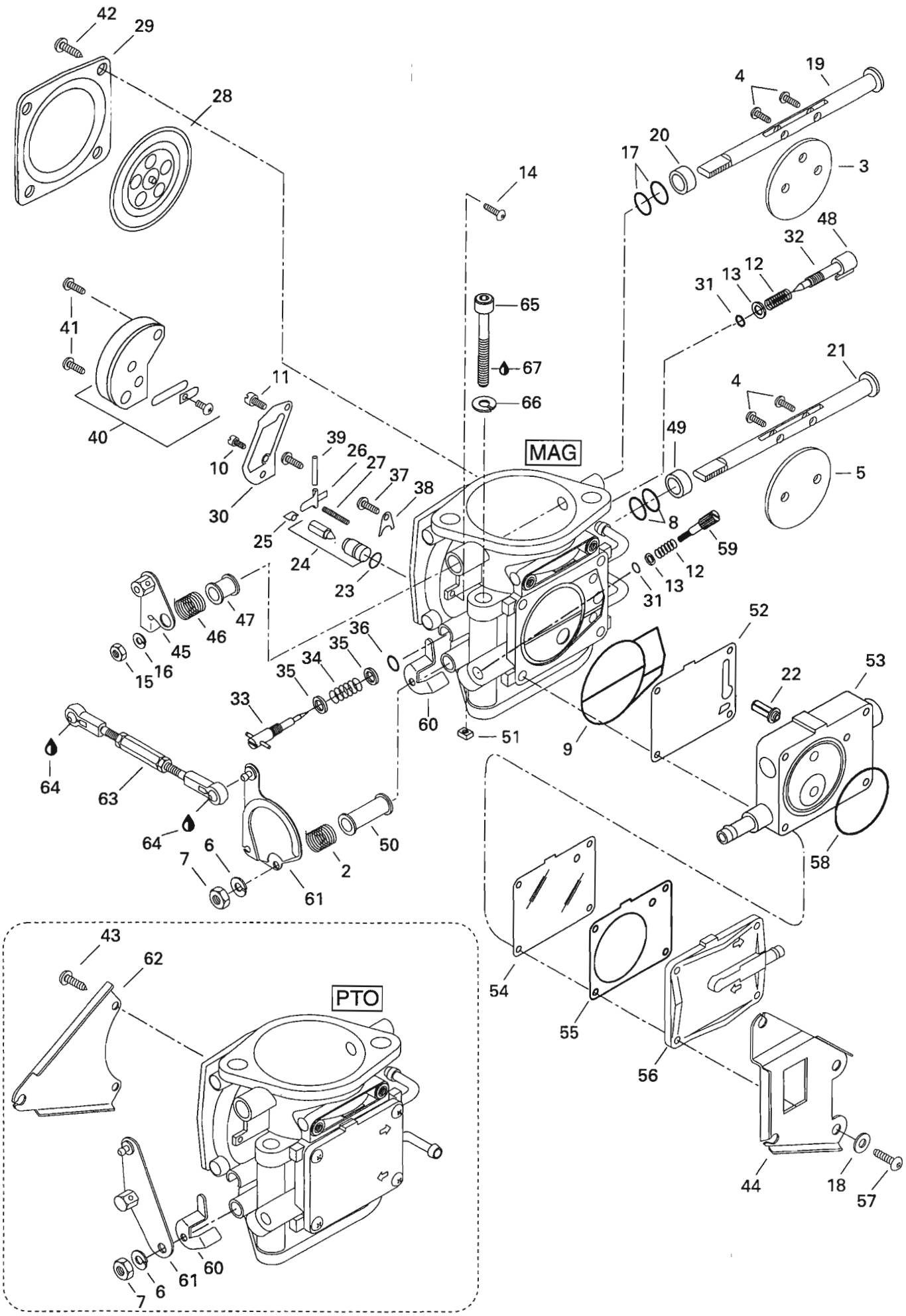
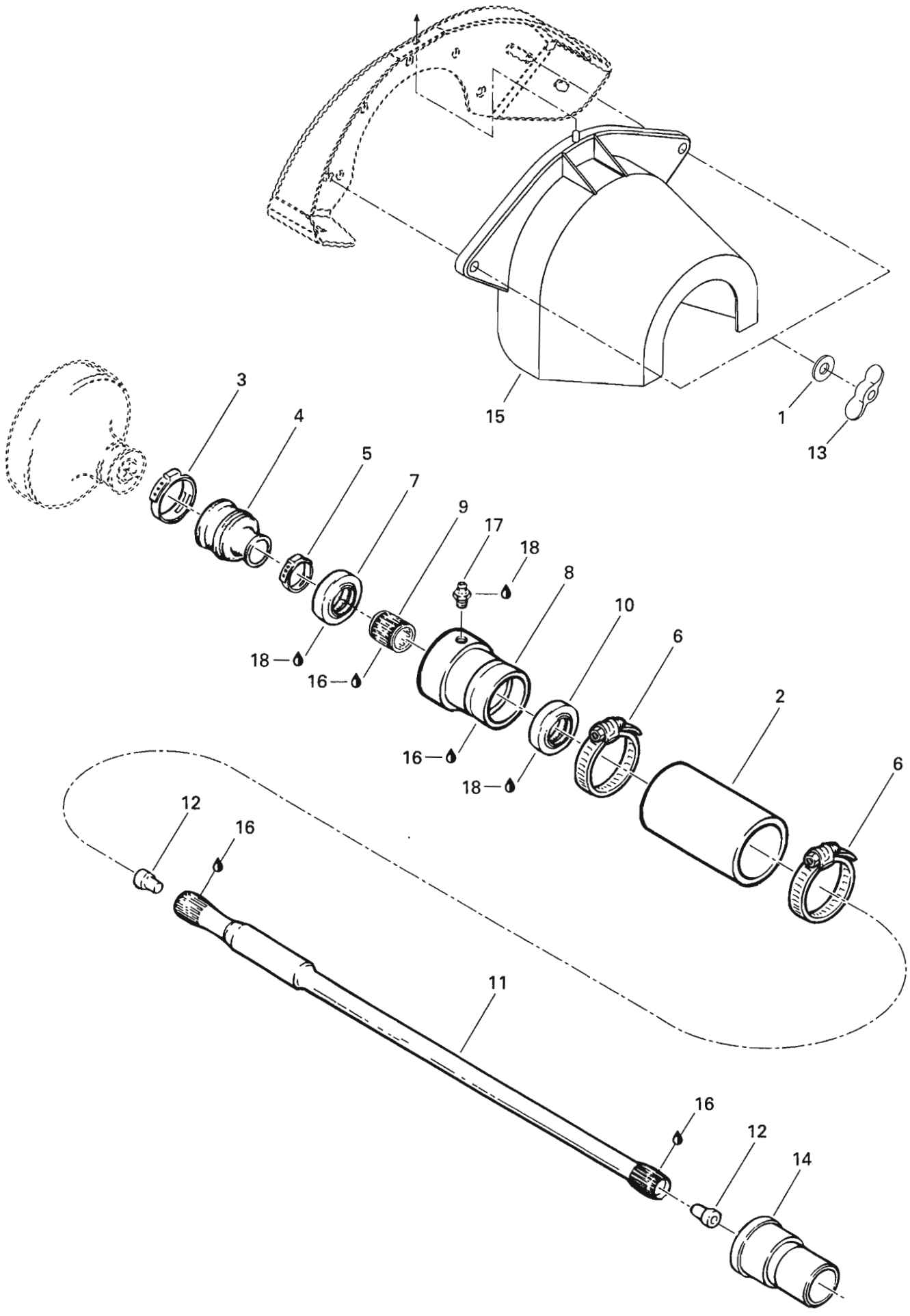


Carburetor
Carburateur

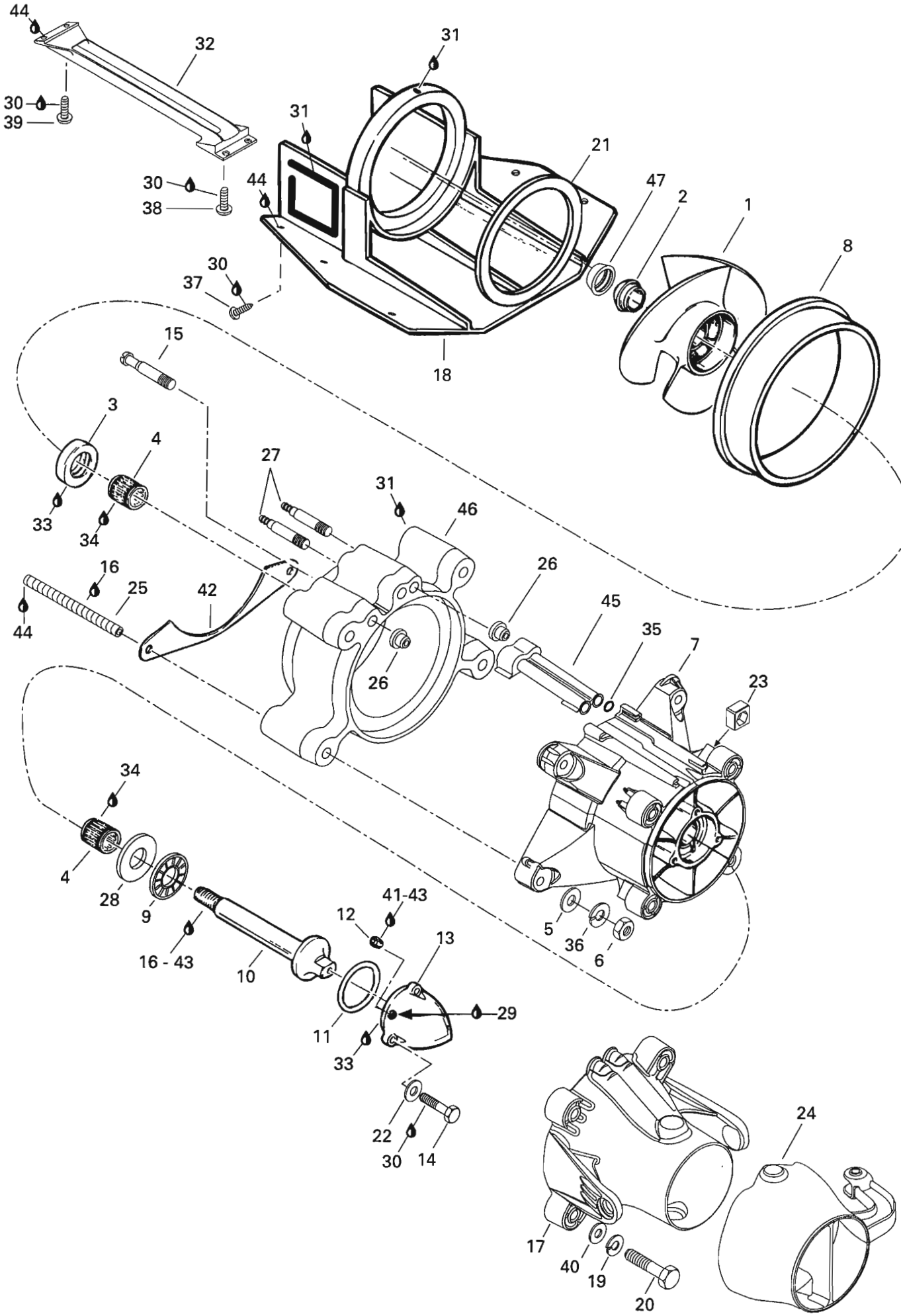
5856
XP 800

				PTO	MAG
36	270 500 119	O–Ring	Joint torique	1	1
37	270 500 155	Screw and Spring Washer	Vis et rondelle ressort	1	1
38	270 500 125	Plate	Plaque	1	1
39	270 500 038	Pin	Goupille	1	1
40	270 500 124	***Valve Ass'y***	***Soupape ass.***	1	1
41	270 500 123	Screw	Vis	2	2
42	270 500 243	Screw	Vis	2	4
43	270 500 190	Screw	Vis	2	–
N 44	270 500 270	Bracket	Attache	–	1
N 45	270 500 271	Choke lever	Levier d'étrangleur	1	1
46	270 500 248	Spring	Ressort	1	1
47	270 500 110	Ring	Bague	1	1
48	270 500 154	Cap	Capuchon	1	1
49	270 500 221	Ring	Bague	1	1
50	270 500 192	Ring	Bague	1	1
51	270 500 249	Nut	Écrou	–	1
52	270 500 103	Gasket	Joint étanche	–	1
N 53	270 500 269	***Body Pump Ass'y***	***Carter de pompe ass.***	–	1
54	270 500 106	Diaphragm	Diaphragme	–	1
55	270 500 146	Gasket	Joint étanche	–	1
56	270 500 108	Pump Cover	Couvercle de pompe	–	1
	270 500 138	Pump Cover	Couvercle de pompe	1	–
57	270 500 224	Screw	Vis	–	4
	270 500 109	Screw	Vis	4	–
58	270 500 102	O-Ring	Joint torique	–	1
59	270 500 226	Adjuster Screw	Vis d'ajustement	–	1
60	270 500 142	Throttle Lever	Levier d'accélérateur	–	1
N	270 500 272	Throttle Lever	Levier d'accélérateur	1	–
N 61	270 500 266	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	–	1
N	270 500 273	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	1	–
N 62	270 500 274	Bracket	Attache	1	–
N 63	270 500 256	Carburator Linkage	Tige de liaison	1	
64	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@	
65	215 987 560	Screw Allen M8 x 75	Vis Allen M8 x 75	4	
66	290 845 382	Washer Lock 8 mm	Rondelle-frein 8 mm	4	
67	293 800 015	Loctite «242», 50 mL	Loctite «242», 50 mL	@	



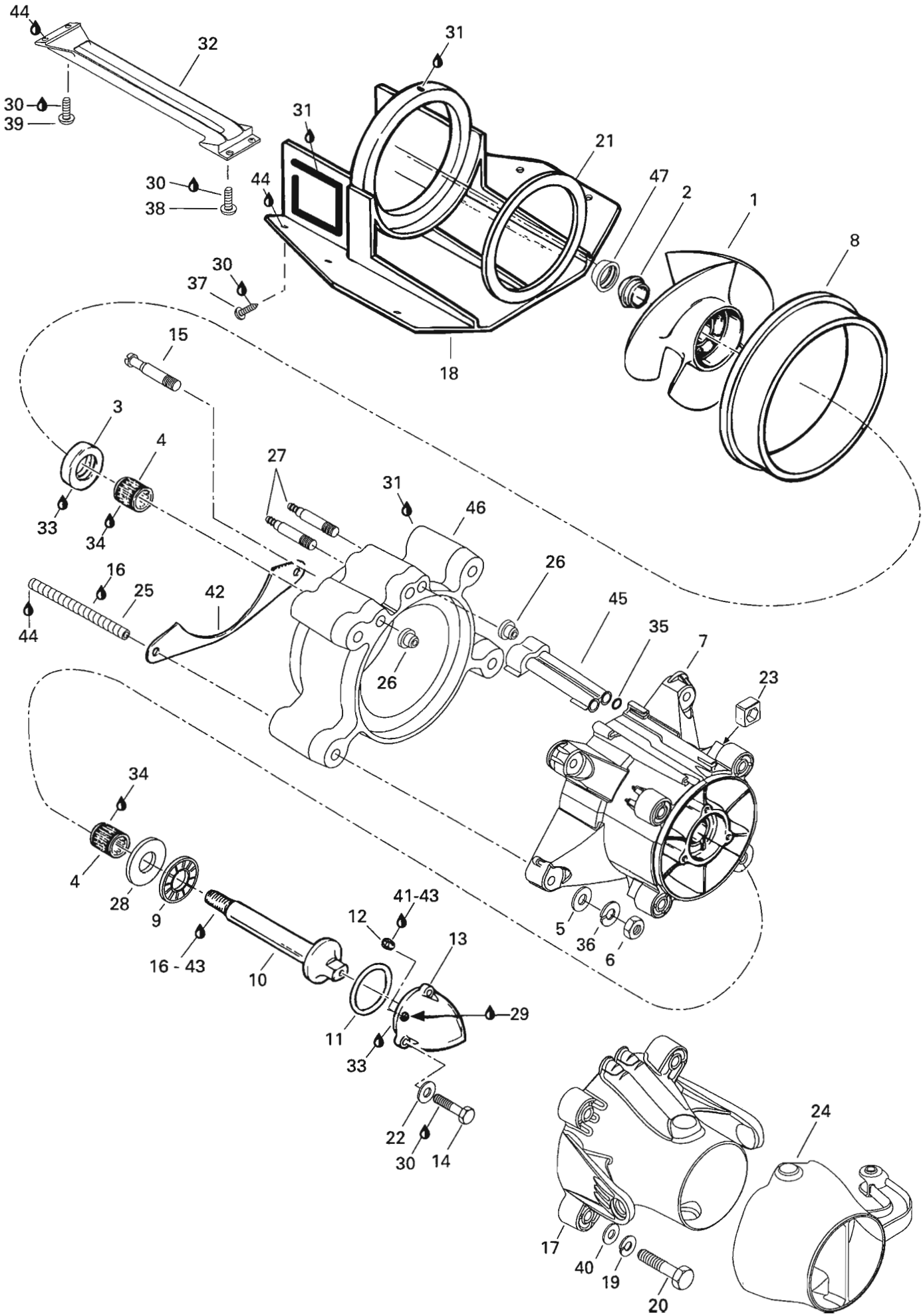
Drive System
Système d'entraînement

1	213 200 011	Washer 8 mm	Rondelle 8 mm	2
2	271 000 204	Protection Hose	Boyau de protection	1
3	293 650 021	Oetiker Clamp	Bride de serrage	1
4	272 000 001	Rubber Boot	Enveloppe de caoutchouc	1
5	293 650 055	Clamp Click Caillau	Bride de serrage	1
6	293 650 035	Tridon Clamp	Bride de serrage	2
7	293 200 025	Double Lip Seal	Anneau d'étanchéité	1
8	272 000 024	Seal Carrier	Joint d'étanchéité flottant	1
9	293 350 007	Needle Bearing	Roulement à aiguilles	1
10	293 200 012	Double Lip Seal	Anneau d'étanchéité	1
N 11	272 000 021	***Drive Shaft***	***Arbre de transmission***	1
12	272 000 019	Plug (Bumper)	Bouchon (contre-choc)	2
13	218 681 000	Wing Nut M8	Écrou papillon M8	2
14	292 000 075	Thru Hull Fitting	Passe coque	1
N 15	272 000 038	Flywheel Guard	Garde volant	1
16	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
17	293 550 008	Grease Fitting	Raccord de graissage	1
18	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@



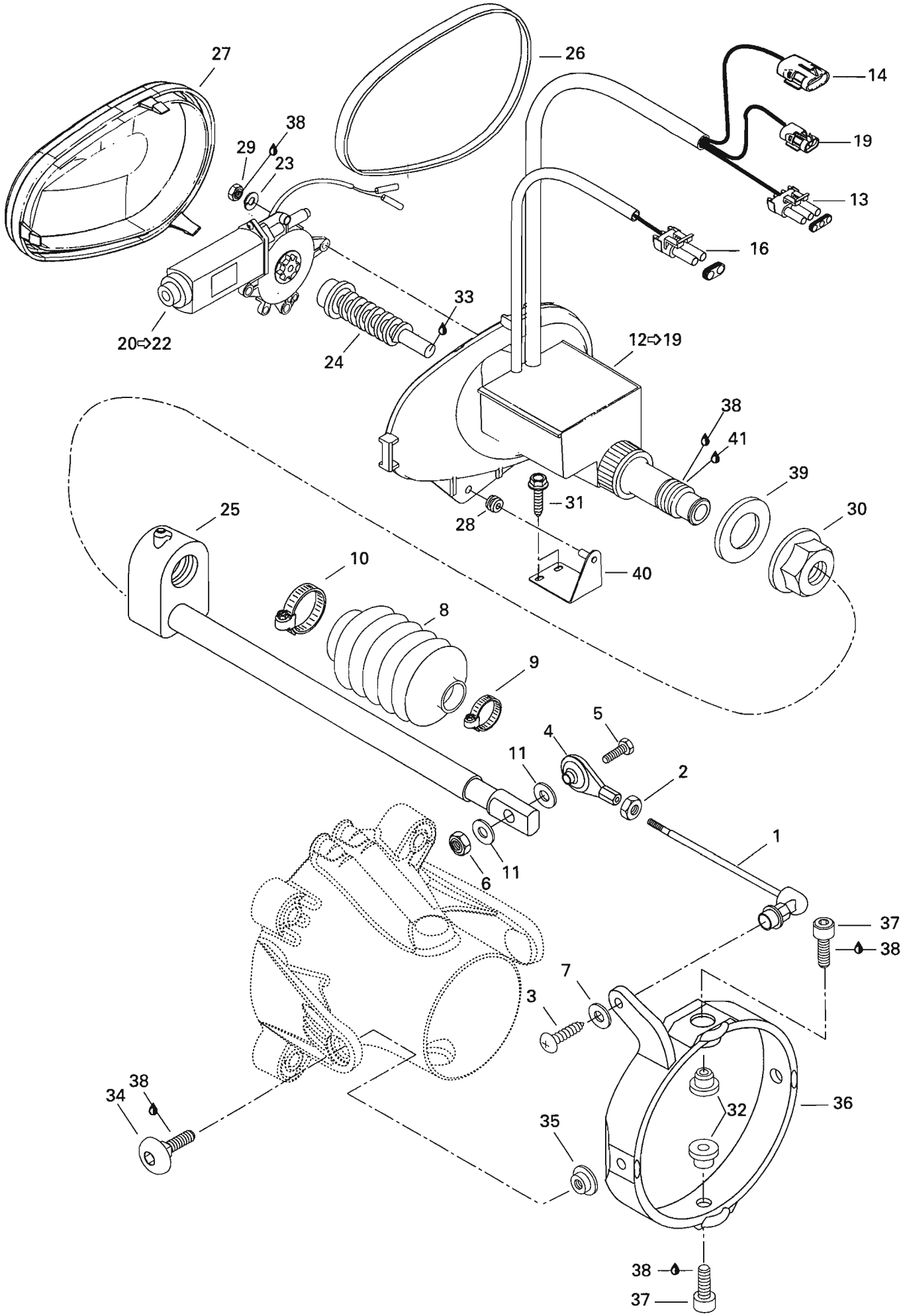
Propulsion System
Système de propulsion

N 1	271 000 331	***Stainless Steel Impeller Ass'y***	***Hélice d'acier inoxydable ass.***	1
N 2	271 000 422	Impeller Boot	Protecteur d'hélice	1
3	293 200 025	Double Lip Seal	Anneau d'étanchéité	1
4	293 350 001	Needle Bearing	Roulement à aiguilles	2
5	213 200 003	Washer 10 mm	Rondelle 10 mm	4
6	212 100 007	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	4
N 7	295 500 290	***Impeller Housing Ass'y***	***Carter de turbine ass.***	1
8	271 000 290	Wear-Ring	Bague d'usure	1
9	293 350 011	Thrust Bearing	Palier de butée	1
10	271 000 291	Impeller Shaft	Arbre de turbine	1
11	293 300 011	O-Ring	Joint torique	1
12	211 500 001	Pipe Plug Socket 1/8-27 NPT	Bouchon 1/8-27 NPT	1
N 13	271 000 463	Impeller Cover	Couvercle de turbine	1
14	210 000 009	Hex. Screw M5 x 20	Vis hex. M5 x 20	3
15	293 700 019	Fitting Pump	Raccord de pompe	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 17	271 000 512	***Venturi Ass'y***	***Venturi ass.***	1
N 18	271 000 547	Shoe (Black)	Sabot (noir)	1
19	213 000 001	Lock-Washer 8 mm	Rondelle-frein 8 mm	4
N 20	215 687 060	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
21	293 200 024	Seal Neoprene	Anneau de néoprène	1
22	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	3
N 23	271 000 399	Nut Housing	Logement-écrou	4
N 24	271 000 502	Steering Nozzle	Buse de direction	1
N 25	211 300 018	Stud M10	Goujon M10	4
N 26	293 300 014	O-Ring	Joint torique	3
27	293 700 017	Bailer Fitting	Raccord écopeur	2
28	293 350 003	Thrust Washer	Rondelle de butée	1
29	293 600 011	Synthetic Oil	Huile synthétique	@
30	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
31	293 800 028	Sealant «U» Black, "Heavy Body"	Enduit, «U» noir, "Heavy Body"	@
N 32	271 000 282190	Inlet Grate	Grille de pompe	1
33	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
34	293 550 010	Synthetic Grease 400 g	Graisse synthétique 400 g	@
35	293 300 013	O-Ring	Joint torique	2
36	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	4
37	216 362 560	Countersunk Phillips Screw M6 x 25	Vis fraisée cruciforme M6 x 25	6
N 38	215 861 668	Pan Hd Screw M6 x 16	Vis à tête cyl. M6 x 16	2



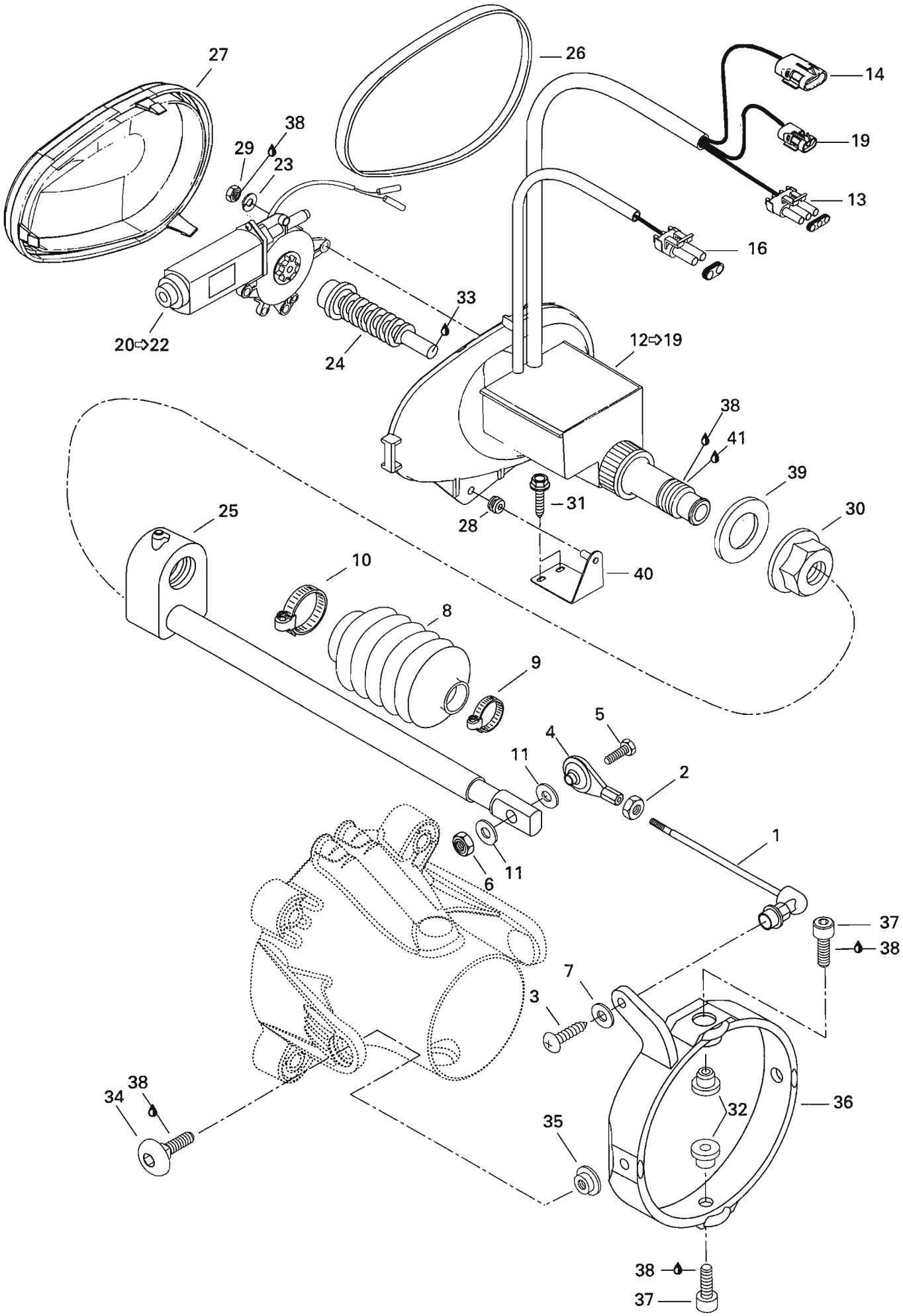
Propulsion System
Système de propulsion

N 39	215 862 068	Pan Hd Screw M6.3 x 20	Vis à tête cyl. M6.3 x 20	2
40	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4
41	293 800 018	Loctite «PST 592», 250 mL	Loctite «PST 592», 250 mL	@
42	271 000 070	Shim	Cale	@
43	293 600 013	Primer «N»	Apprêt à carter	@
44	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@
N 45	271 000 366	Water Outlet	Sortie d'eau	1
N 46	271 000 474	Pump Extension	Extension de pompe	1
N 47	271 000 434	Ring	Bague	1



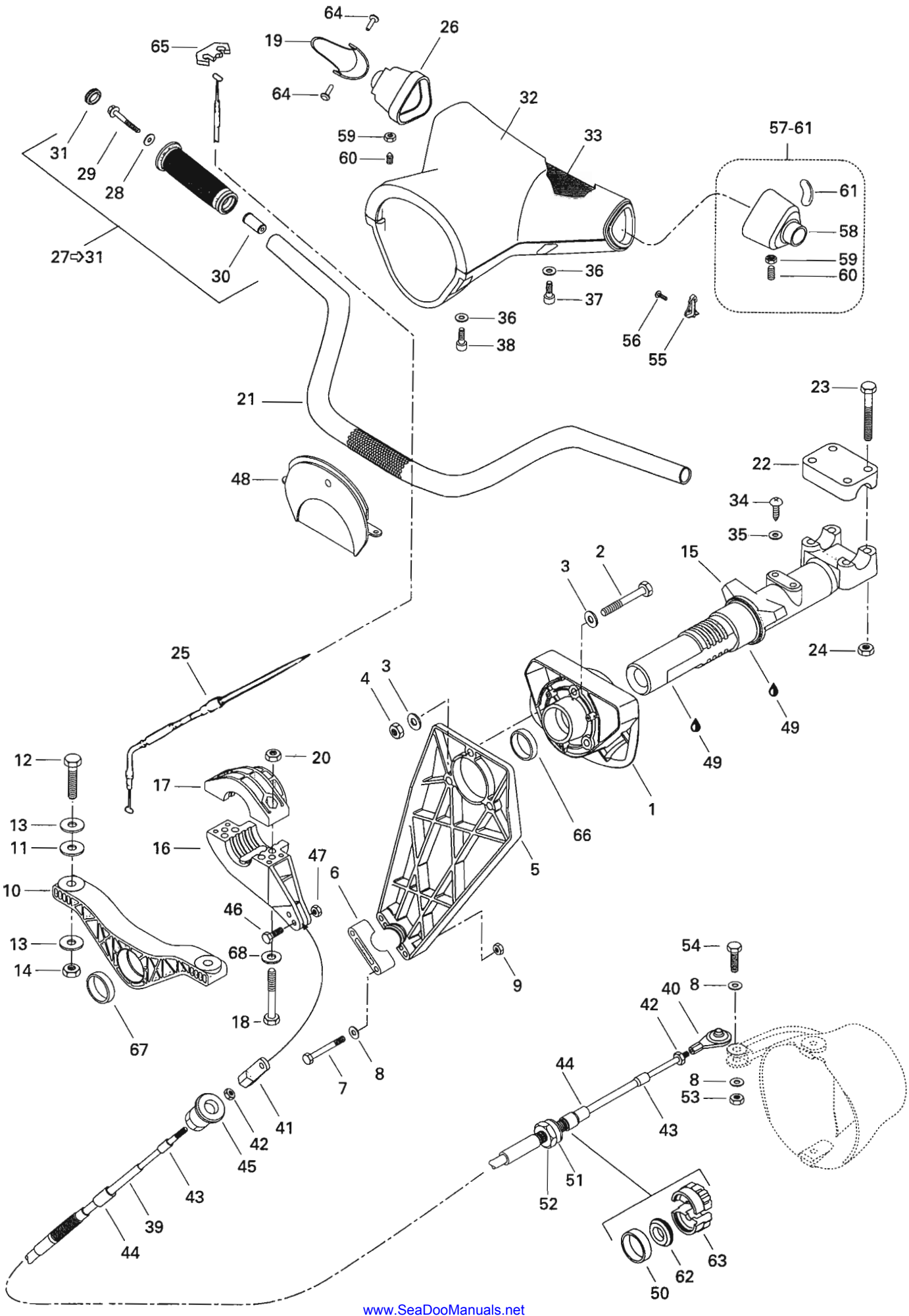
Trim
Correcteur d'assiette

N 1	271 000 329	Moulding Rod	Tige enrobée	1
2	212 100 005	Hex. Nut	Écrou hex.	1
3	211 000 021	Plastic Screw 10-14 x 5/8	Vis à plastique 10-14 x 5/8	1
4	277 000 153	Ball Joint	Joint à rotule	1
5	215 663 560	Hex. Screw M6 x 35	Vis hex. M6 x 35	1
6	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
7	213 200 015	Flat Washer 5 mm	Rondelle plate 5 mm	1
N 8	271 000 459	Protector Hose	Boyau de protection	1
9	293 650 027	Clamp Tridon	Bride Tridon	1
10	293 650 051	Clamp Tridon	Bride Tridon	1
11	213 200 001	Washer Flat 6 mm	Rondelle plate 6 mm	2
N 12⇨19	278 000 668	***VTS Housing Ass'y***	***Boîtier VTS ass.***	1
13	278 000 273	Male Housing Tab (3 Ways)	Bloc de raccord mâle (3 circuits)	1
14	278 000 217	Female Housing Tab (2 Ways)	Bloc de raccord femelle (2 circuits)	1
15	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non-ill.)	3
16	278 000 220	Male Housing Tab (2 Ways)	Bloc de raccord mâle (2 circuits)	1
17	278 000 223	Female Terminal (Not Shown)	Cosse femelle (non-ill.)	5
18	278 000 218	Seal Wire (Not Shown)	Joint de fil (non-ill.)	10
19	278 000 161	Female Housing Tab (1 Way)	Bloc de raccord femelle (1 circuit)	1
N 20⇨22	278 000 616	***VTS Motor Ass'y***	***Moteur VTS ass.***	1
21	278 000 231	Insulating Sheet (Not Shown)	Étui thermique (non-ill.)	1
22	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non-ill.)	1
23	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	4
N 24	278 000 428	Worm Screw	Vis sans fin	1
N 25	278 000 429	Sliding Block	Bloc coulissant	1
N 26	293 200 027	Gasket	Joint étanche	1
N 27	278 000 595	VTS Cover	Couvercle VTS	1
28	293 720 015	Grommet	Passe-fil	1
29	212 100 004	Hex. Nut M6	Écrou hex. M6	4
N 30	211 100 020	Special Nut M27	Écrou spécial M27	1
N 31	211 000 074	Plastic Screw Hex. M4.8 x 16	Vis à plastique hex. M4.8 x 16	2
32	293 900 007	Plastic Bushing	Douille de plastique	2
33	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
34	211 000 007	Screw	Vis	2
35	271 000 321	Plastic Bushing	Douille de plastique	2
N 36	271 000 461 190	Trimming Ring	Bague d'assiette	1
37	215 981 060	Allen Screw M8 x 10	Vis Allen M8 x 10	2
38	293 800 015	Loctite «242«, 10 mL	Loctite «242«, 10 mL	@



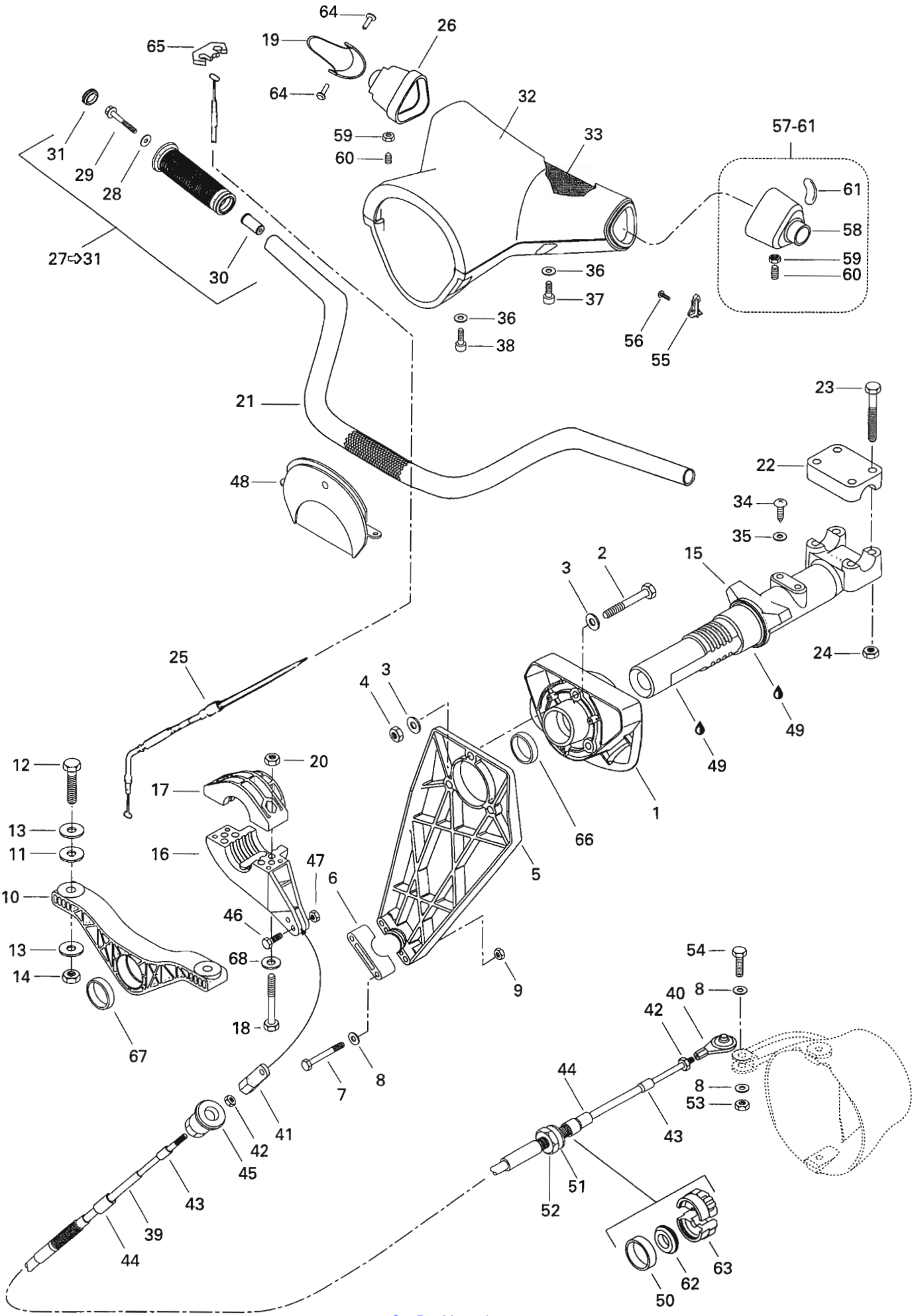
Trim
Correcteur d'assiette

N 39	293 830 027	Seal Washer	Rondelle d'étanchéité	1
N 40	292 000 250	***VTS Support Ass'y***	***Support de VTS ass.***	1
41	293 600 013	Primer, 170 mL	Apprêt, 170 mL	@



Steering
Direction

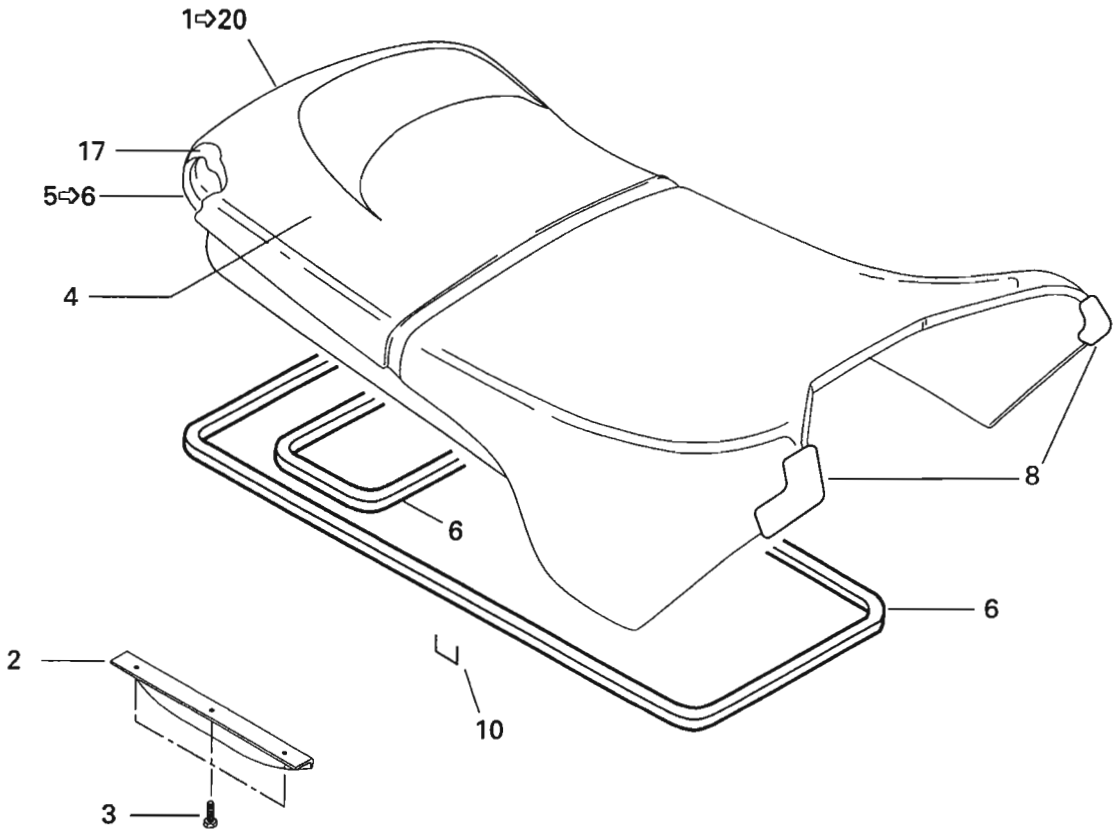
N 1	277 000 106	Rear Support	Support arrière	1
2	215 686 560	Hex. Screw M8 x 65	Vis hex. M8 x 65	3
3	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	6
4	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	3
5	277 000 161	Cable Support	Support de câble	1
6	277 000 162	Thrust Support	Support de palier	1
7	215 665 060	Hex. Screw M6 x 50	Vis hex. M6 x 50	2
8	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	4
9	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
N 10	277 000 291	Front Support	Support avant	1
11	277 000 100	Plastic Washer	Rondelle de plastique	2
12	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	2
13	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4
14	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	2
N 15	277 000 375 400	Steering Stem	Tige de direction	1
16	277 000 165	Steering Stem Arm	Bras de tige de direction	1
17	277 000 166	Thrust Arm	Bras de palier	1
18	210 000 005	Hex. Screw M6 x 25	Vis hex. M6 x 25	2
19	277 000 214	Throttle Handle	Manette d'accélérateur	1
20	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
N 21	277 000 305	Handlebar	Guidon	1
22	277 000 142	Steering Clamp	Bride de direction	1
23	215 685 060	Hex. Screw M8 x 50	Vis hex. M8 x 50	4
24	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	4
N 25	277 000 468	Throttle Cable	Câble d'accélérateur	1
26	277 000 285	Throttle Handle Housing	Logement de manette d'accélérateur	1
27-31	295 500 110	***Handle Grip Kit (Black)***	***Ens. gaine du guidon (noir)***	1
28	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	2
29	211 000 031	Screw M6.8 x 45	Vis M6.8 x 45	2
N 30	277 000 307	Grip Insert	Ajout gaine	2
31	277 000 203	Grip Cap (Black)	Capuchon de gaine (noir)	2
N 32	277 000 333	Steering Cover (Yellow)	Couvre -guidon (jaune)	1
33	277 000 187	Foam (Top)	Mousse (haut)	1
34	211 000 036	Screw Taptite 1/4-20 x 1/2"	Vis autotaraudeuse 1/4-20 x 1/2"	2
35	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	2
36	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	4
37	211 000 021	Screw	Vis	2
38	211 000 037	Screw	Vis	2
N 39	277 000 491	Steering Cable	Câble de direction	1

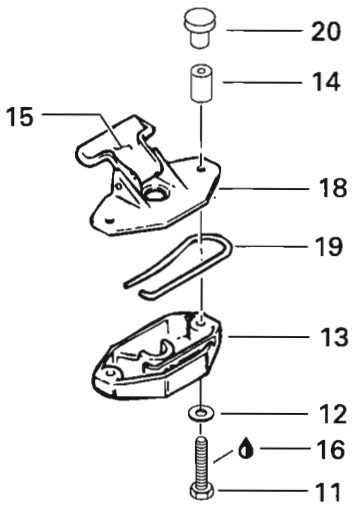


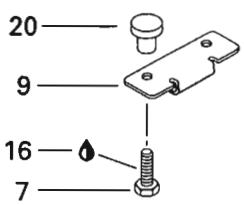
Steering
Direction

40	277 000 153	Ball Joint	Joint à rotule	1
41	277 000 174	Rotule	Joint	1
42	212 100 005	Hex. Nut	Écrou hex.	2
N 43	277 000 466	Small Boot	Petit embout	2
N 44	277 000 473	Large Boot	Grand embout	2
45	277 000 167	Ajust. Knob	Bouton ajust.	1
46	211 000 022	Hex. Screw M6 x 25	Vis hex. M6 x 25	1
47	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
N 48	277 000 334	Plate (Yellow)	Plaque (jaune)	1
49	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
50	211 100 010	Retaining Ring	Bague de retenue	1
51	211 200 006	Flat Washer	Rondelle plate	1
52	211 100 011	Hex. Nut	Écrou hex.	1
53	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
54	210 000 006	Hex. Screw M6 x 30	Vis hex. M6 x 30	1
55	277 000 219	Retainer Plate	Plaque de retenue	1
56	211 000 032	Screw	Vis	1
N 57⇨61	277 000 299	***Left Handle Housing Ass'y***	***Logement de manette gauche ass.***	1
N 58	— XXX —	Left Housing	Logement gauche	1
59	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
60	211 000 039	Screw Set M6 x 12	Vis à pression M6 x 12	2
61	277 000 217	VTS Knob	Bouton VTS	1
62	211 100 009	Washer Rubber	Rondelle caoutchouc	1
63	277 000 168	Half Ring	Demie–bague	2
N 64	277 000 381	Pin	Goupille	2
65	277 000 279	Lock-Tab	Patte vérouillage	1
N 66	293 900 008	Spherical Cushion	Coussinet sphérique	1
N 67	293 900 009	Spherical Cushion	Coussinet sphérique	1
68	213 200 007	Washer 6 mm	Rondelle 6 mm	2

Parts marked with «XXX» are not available as spare parts.
Les articles marqués d'un «XXX» ne sont pas disponibles comme pièces de remplacement.

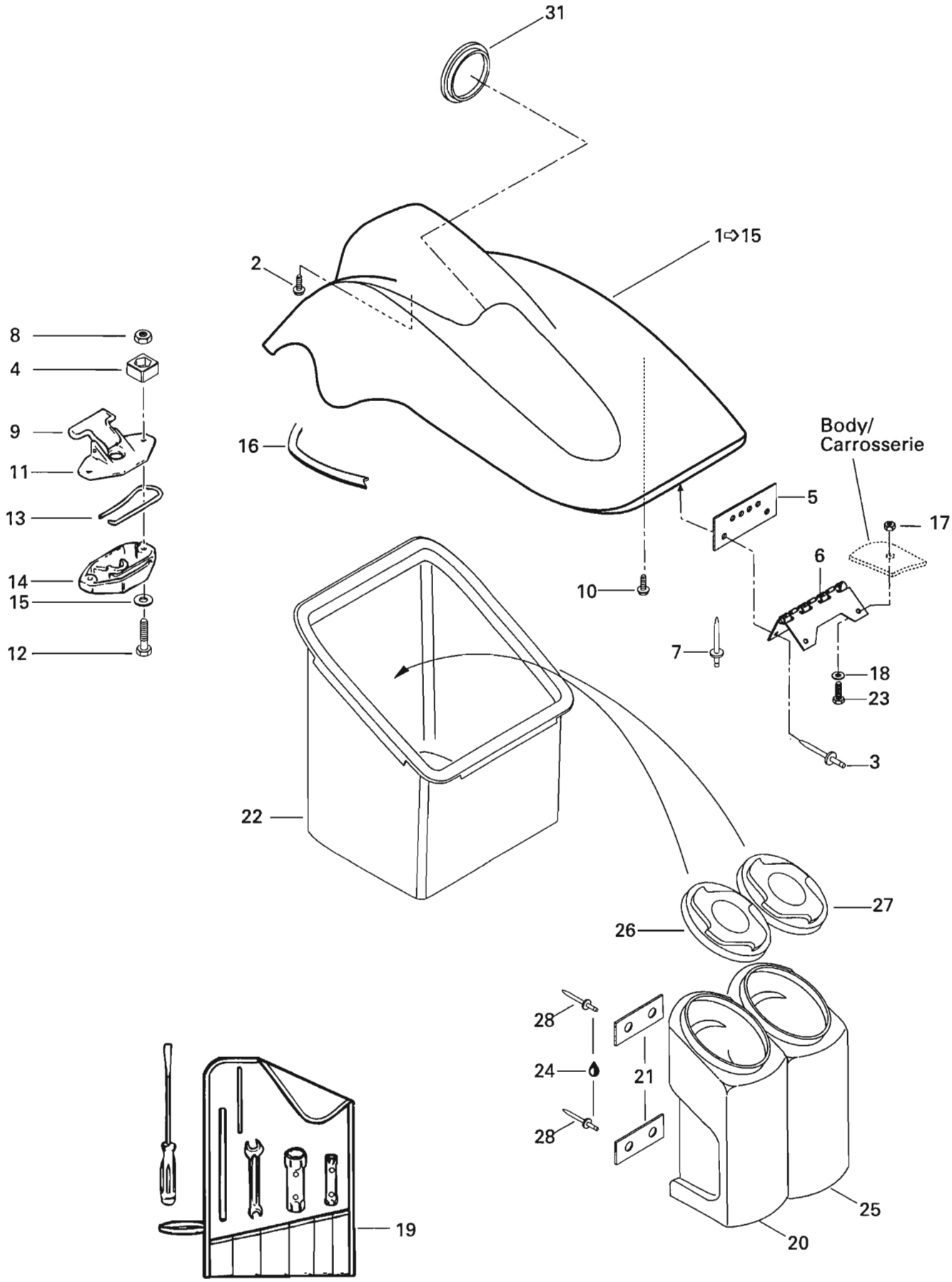






Seat and Engine Cover
Siège et couvercle du moteur

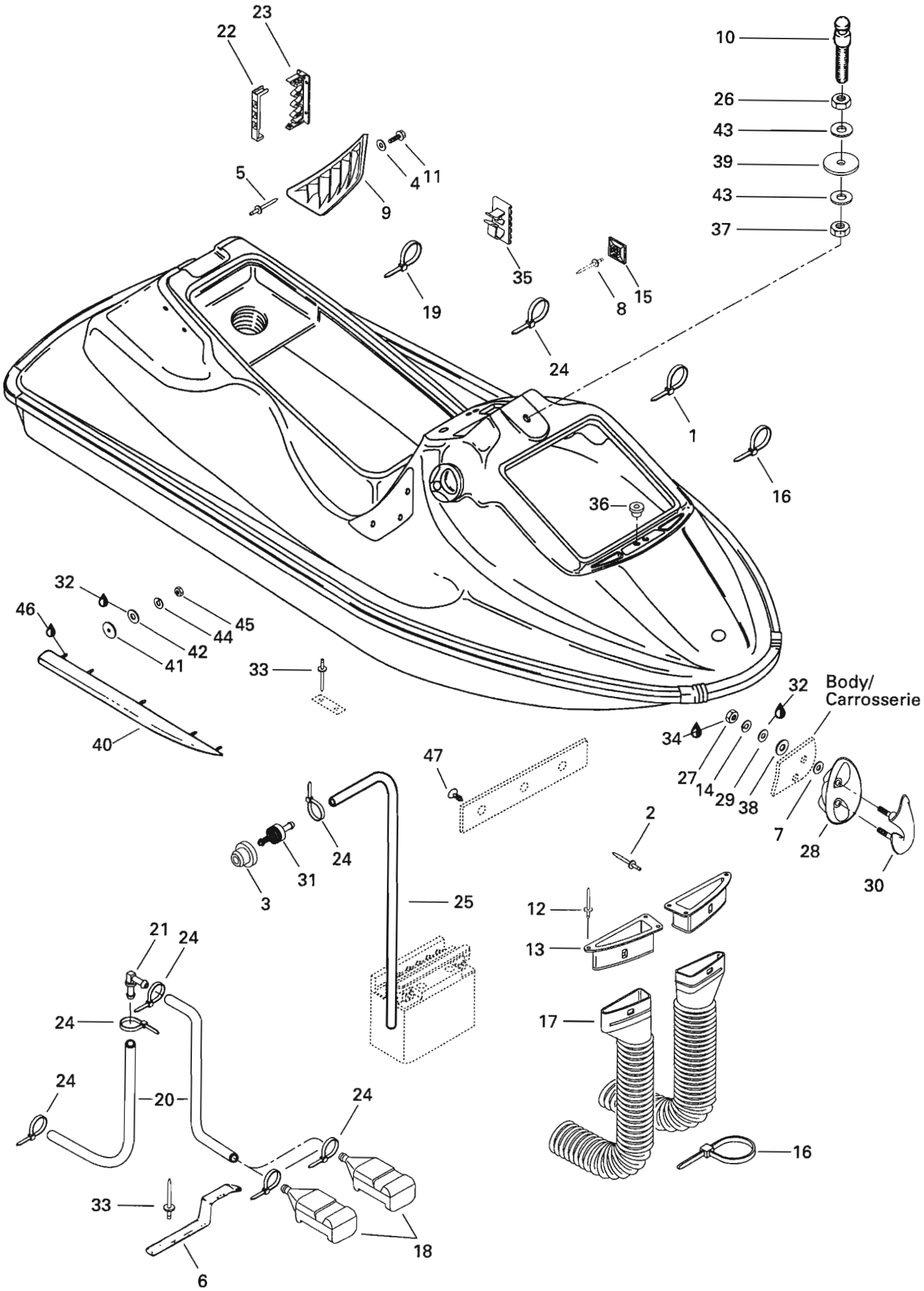
N 1⇨20	269 000 140	***Seat Ass'y (Yellow)***	***Siège ass. (jaune)***	1
N 2	269 000 173	Protect Plate (Yellow)	Plaque de protection (jaune)	2
3	211 000 034	Screw KB35 x 10	Vis KB35 x 10	6
N 4	269 000 218	Seat Cover (Yellow)	Housse de siège (jaune)	1
N 5⇨6	295 500 301	***Seat Base Ass'y***	***Base de siège ass.***	1
6	293 200 017	«D» Neoprene Seal	Anneau de néoprène en «D»	@
7	210 000 011	Hexagonal Screw M6 x 12	Vis hexagonale M6 x 12	2
N 8	269 000 174	RH Corner Seat (Yellow)	Coin de siège droit (jaune)	1
N	269 000 175	LH Corner Seat (Yellow)	Coin de siège gauche (jaune)	1
9	291 000 174	Base Keeper	Reteneur base	1
10	293 730 005	Staples (Seat Cover)	Agrafe (housse de siège)	@
11	210 000 014	Hex. Screw M6 x 35	Vis hex. M6 x 35	2
12	213 200 001	Washer 6 mm	Rondelle 6 mm	2
13	269 000 015	Latch Base	Base de loquet	1
14	291 000 532	Spacer	Entretoise	2
15	269 000 016	Latch Lever	Levier de loquet	1
16	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 17	269 000 168	Seat Foam	Mousse de siège	1
N 18	269 700 020	Latch Cover	Couvercle de loquet	1
19	269 000 017	Spring	Ressort	1
20	293 100 003	Nut weld	Écrou soudé	4

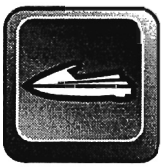


Front Storage Compartment
Compartiment à bagages avant

5856
XP 800

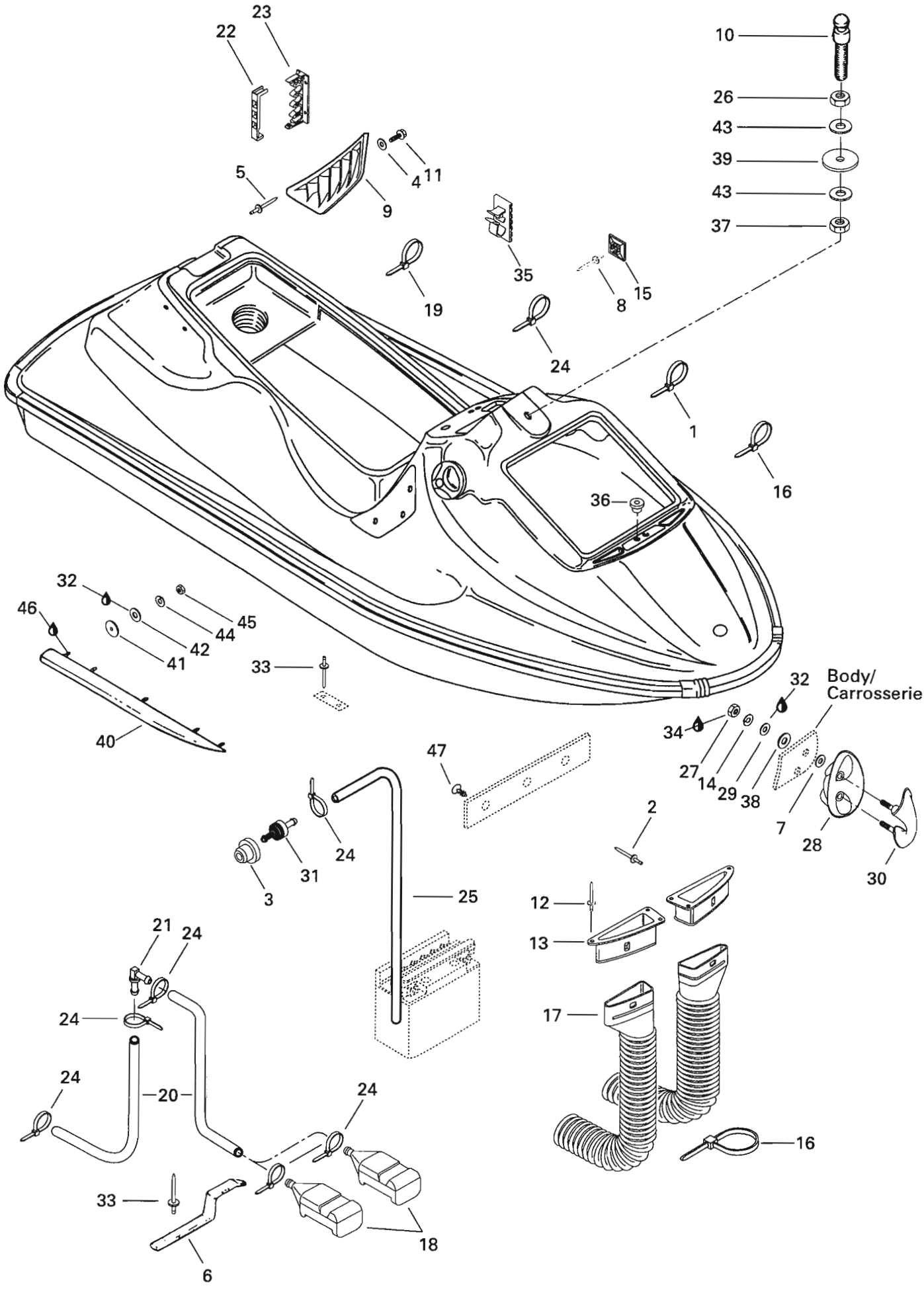
N 1⇨15	295 500 302	***Storage Cover Kit (Yellow)***	***Ens. de couvercle à bagages (jaune)***	1
2	211 000 033	Screw K40 x 16	Vis K40 x 16	10
N 3	293 150 046	Rivet 3/16	Rivet 3/16	6
4	269 500 108	Housing Nut	Logement écrou	2
5	269 500 107	Retaining Plate	Plaque de retenue	1
6	269 500 112	Stainless Hinge	Charnière en acier inoxydable	1
7	293 150 039	Rivet 3/16 x .565	Rivet 3/16 x .565	1
8	212 000 001	Elastic Nut M6	Écrou élastique M6	2
9	269 000 016	Latch Lever	Levier de loquet	1
10	211 000 028	Screw	Vis	4
N 11	269 700 020	Latch Cover	Couvert de loquet	1
12	210 000 005	Hex. Screw M6 x 25	Vis hex. M6 x 25	2
13	269 000 017	Spring (Latch)	Ressort (loquet)	1
14	269 000 015	Latch Base	Base de loquet	1
15	213 200 001	Washer 6 mm	Rondelle 6 mm	2
16	293 200 020	Seal	Anneau étanche	@
17	212 000 004	Stop Nut M5	Écrou d'arrêt M5	6
18	213 200 004	Washer 5 mm	Rondelle 5 mm	6
19	295 000 066	***Tools Kit***	***Ensemble d'outils***	1
N 20	269 500 151	Extinguisher Housing	Boîtier d'extincteur	1
N 21	293 250 037	Gasket	Joint étanche	4
N 22	269 500 150	Storage Tray	Coffre à bagage	1
23	215 051 660	Screw Hex. M5 x 16	Vis hex. M5 x 16	6
24	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@
N 25	269 500 180	Housing Strorage	Boîtier de rangement	1
N 26	269 500 236	Extinguisher Housing Cover	Couvercle de boîtier d'extinction	1
N 27	269 500 237	Storage Housing Cover	Couvercle de boîtier de rangement	1
28	293 150 017	Rivet Advel 5/32	Rivet Advel 5/32	8

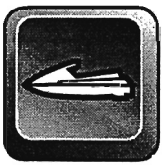




Body
Carrosserie

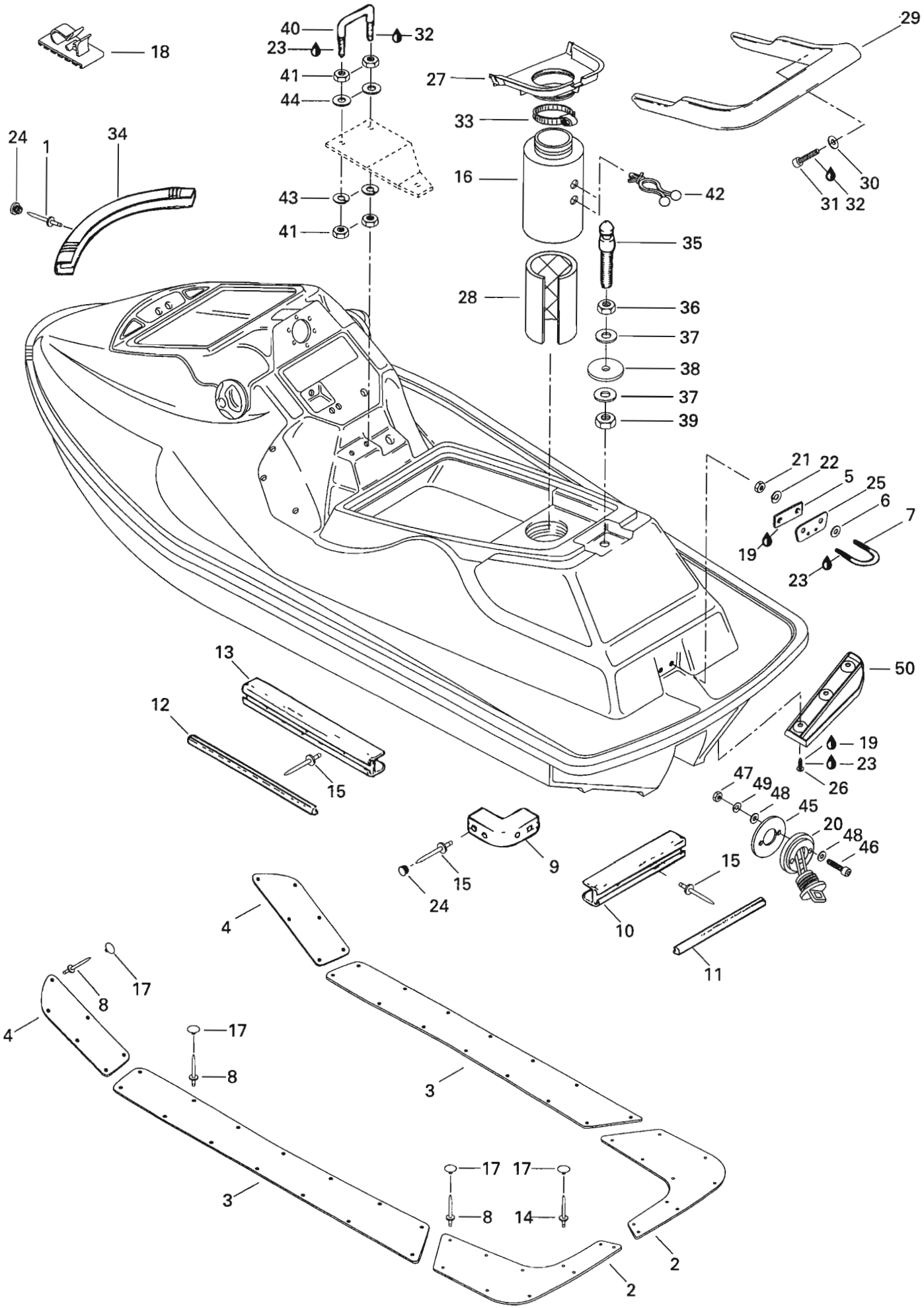
1	294 000 606	Tie Rap	Attache	@
2	293 150 034	Rivet 5/32	Rivet 5/32	2
3	293 720 029	Grommet	Passe-fils	1
4	217 042 600	Flat Washer 4 mm	Rondelle plate 4 mm	4
5	293 150 041	Rivet 1/8	Rivet 1/8	4
N 6	292 000 227	R.H. Spring Clip	Pince à ressort DR	1
N	292 000 228	L.H. Spring Clip	Pince à ressort GA	1
7	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	2
8	293 150 016	Rivet 1/8 x .640	Rivet 1/8 x .640	@
N 9	291 000 700	R.H. Intake Grill (Black)	Grille d'admission droite (noir)	1
N	291 000 701	L.H. Intake Grill (black)	Grille d'admission gauche (noir)	1
N 10	291 000 689	Latch Stud	Ergot d'encrage	1
11	211 000 033	Screw K40 x 16	Vis K40 x 16	4
N 12	293 150 019	Rivet 1/8 x .515	Rivet 1/8 x .515	6
13	291 000 380	L.H. Adapter Vent	Adaptateur de ventilateur gauche	1
	291 000 381	R.H. Adapter Vent	Adaptateur de ventilateur droit	1
14	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2
15	293 750 015	Tie Rap Mount	Ancrage d'attache	@
16	293 750 008	Tie Rap	Attache	@
17	291 000 382	L.H. Tube Vent	Tuyau du ventilateur gauche	1
	291 000 383	R.H. Tube Vent	Tuyau du ventilateur droit	1
18	292 000 079	Screen Bailer	Tamis de déclenchement	2
19	293 750 002	Tie Rap	Attache	@
20	275 000 007	Hose 8 mm	Boyau 8 mm	@
N 21	293 710 057	Elbow Fitting 90°	Raccord coudé 90°	2
22	293 750 012	Top Mount	Couv. attache	1
23	293 750 013	Tie Rap Mount	Ancrage d'attache	1
24	293 750 001	Tie Rap	Attache	@
25	275 500 018	Hose Vent 6 mm	Boyau de ventilation 6 mm	@
26	218 300 600	Nut M10	Écrou M10	1
27	212 100 001	Hex. Nut M8	Écrou hex. M8	2
N 28	292 000 223	Shell (Yellow)	Coquille (jaune)	1
29	213 200 011	Washer 8 mm	Rondelle 8 mm	2
N 30	292 000 222	Bow-Eye	Amarre	1
31	275 500 167	Check Valve	Soupape de retenue	1
32	293 800 033	Silicone Sealant, 4.5 mL	Silicone scellant, 4.5 mL	@
33	293 150 037	Rivet 3/16	Rivet 3/16	@
34	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 35	293 750 005	Tie-Clamp	Attache-collier	@

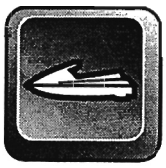




Body
Carrosserie

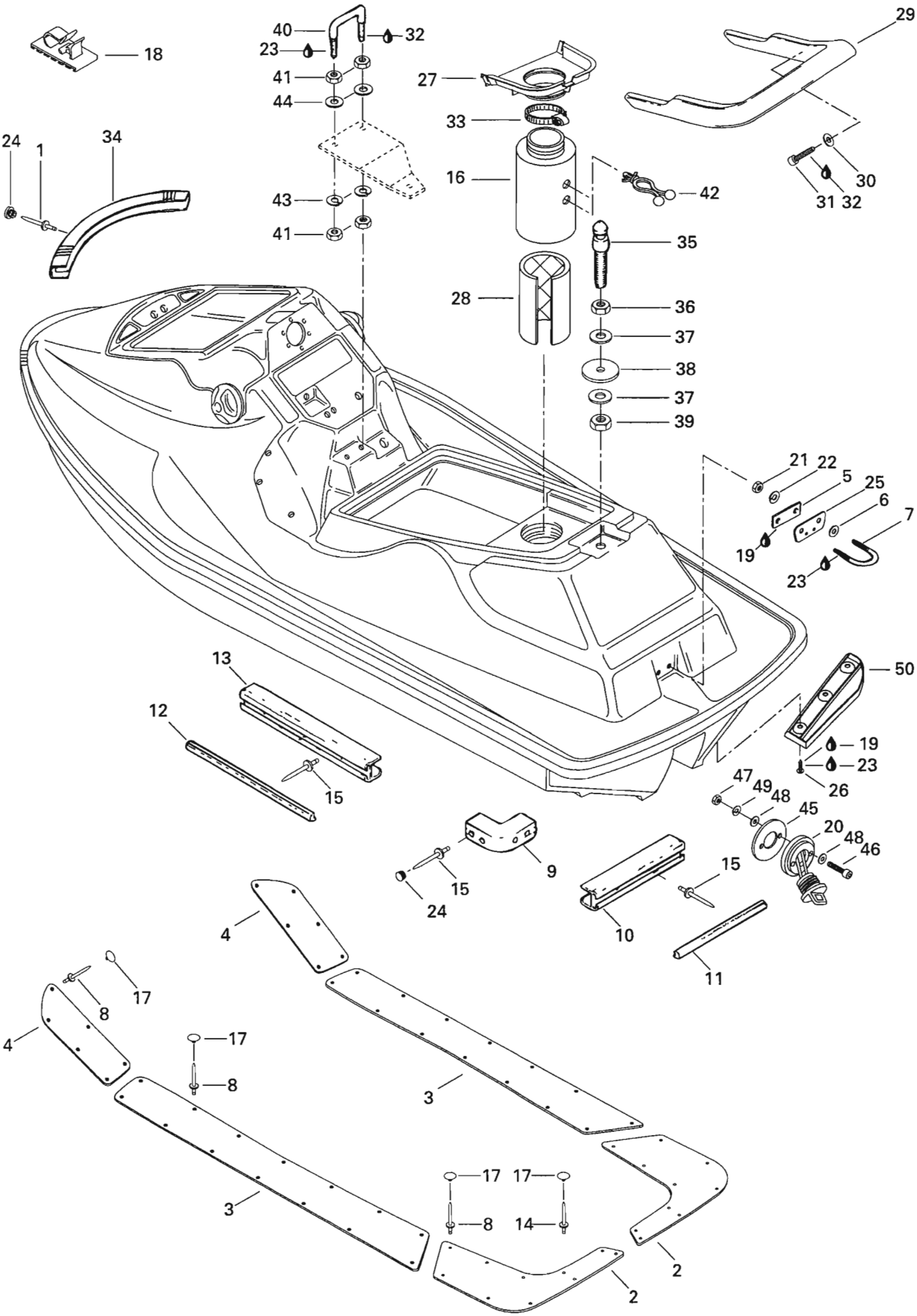
36	293 720 017	Grommet	Passe-fils	1
37	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1
N 38	293 830 037	Washer Rubber	Rondelle caoutchouc	2
39	291 000 628	Rubber Washer	Rondelle de caoutchouc	1
N 40	292 000 229	R.H. Sponson (Black)	Stabilisateur droit (noir)	1
N	292 000 230	L.H. Sponson (Black)	Stabilisateur gauche (noir)	1
41	293 250 026	Gasket	Joint étanche	6
42	213 200 007	Washer 6 mm	Rondelle 6 mm	6
43	217 002 600	Washer 10 mm	Rondelle 10 mm	2
44	217 361 500	Washer Lock 6 mm	Rondelle-frein 6 mm	6
45	212 100 004	Nut M6	Écrou M6	6
46	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
47	293 730 006	Dart (black)	Dard (noir)	3

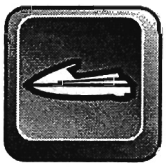




Body
Carrosserie

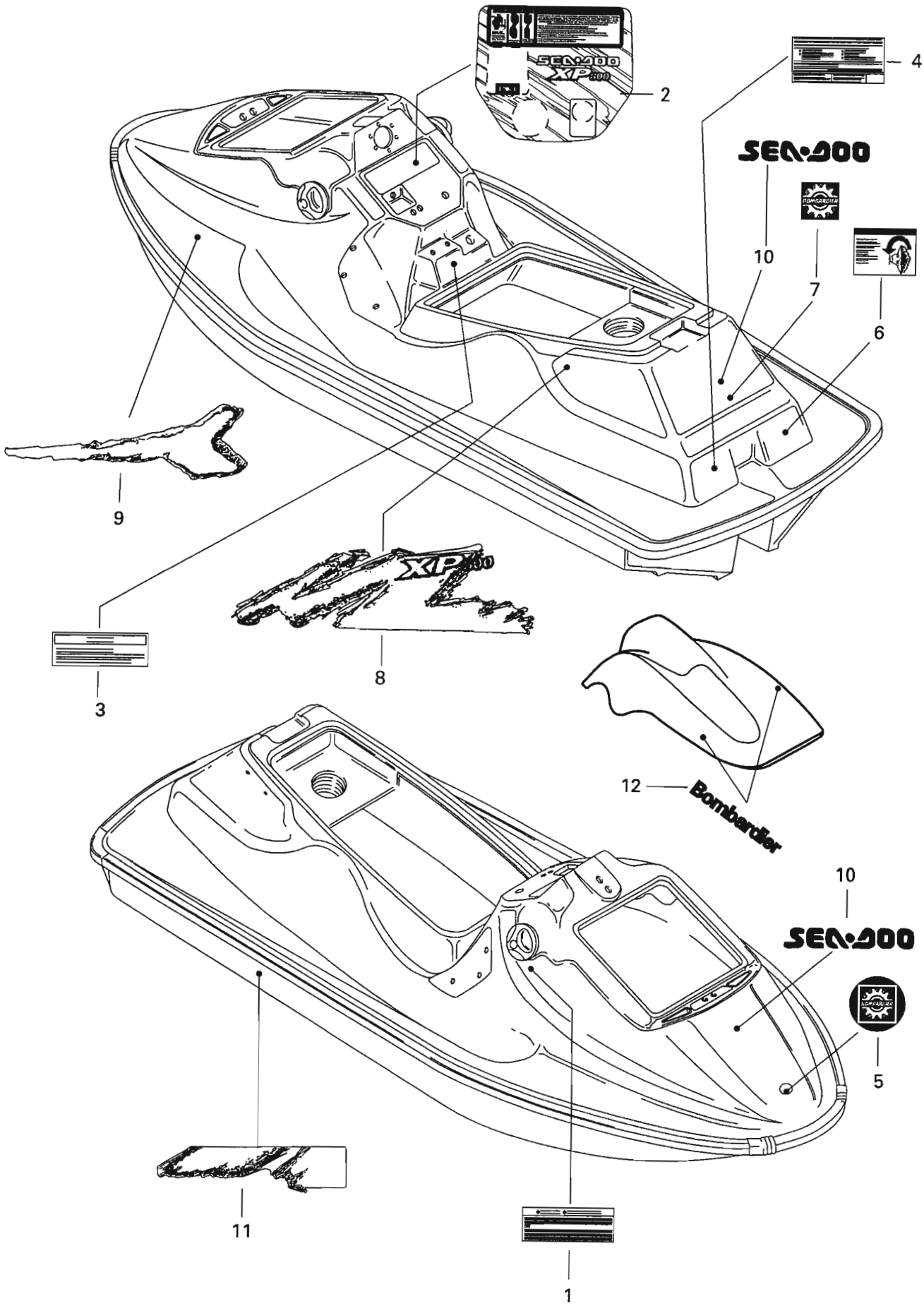
1	293 150 013	Rivet 3/16 x 1.190	Rivet 3/16 x 1.190	4
2	291 000 549	R.H. Rear Carpet (Black)	Tapis arrière DR (noir)	1
	291 000 550	L.H. Rear Carpet (Black)	Tapis arrière GA (noir)	1
3	291 000 513	R.H. Lateral Carpet (Black)	Tapis latéral DR (noir)	1
	291 000 514	L.H. Lateral Carpet (Black)	Tapis latéral GA (noir)	1
4	291 000 511	R.H. Front Carpet (Black)	Tapis avant DR (noir)	1
	291 000 512	L.H. Front Carpet (Black)	Tapis avant GA (noir)	1
5	291 000 307	Retainer Plate	Plaque de retenue	1
6	293 050 001	Washer 8 mm	Rondelle 8 mm	2
7	292 000 011	«U» Clamp	Bride en «U»	1
8	293 150 036	Rivet 1/8 x .765	Rivet 1 /8 x .765	@
9	291 000 220	Bumper Corner (Black)	Coin de pare-chocs (noir)	2
10	291 000 498	Rear Bumper (Black)	Pare-chocs arrière (noir)	1
N 11	291 000 698	Rear Bumper Trim (Black)	Moulure de pare-chocs arrière (noir)	1
N 12	291 000 697	Side Bumper Trim (Black)	Moulure de pare-chocs latérale (noir)	2
13	291 000 495	Side Bumper (Black)	Pare-chocs latéral (noir)	2
14	293 150 016	Rivet 1/8 x .640	Rivet 1/8 x .640	4
15	293 150 014	Rivet 3/16 x .940	Rivet 3/16 x .940	@
N 16	291 000 770	Rear Vent Hose	Boyau de ventilation arrière	1
17	293 000 014	Cap (Black)	Capuchon (noir)	@
N 18	293 750 005	Tie Clamp	Attache-collier	@
19	293 800 033	Silicone Sealant, 5 mL	Enduit de silicone, 5 mL	@
20	292 000 187	Drain Plug	Bouchon de purge	1
21	212 100 001	Stop Nut M8	Écrou d'arrêt M8	2
22	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2
23	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
24	291 000 339	Bumper Plug (Black)	Bouchon de pare-chocs (noir)	10
25	291 000 544	Finition Plate (Black)	Plaque de finition (noir)	1
N 26	211 000 059	Screw M6.3 x 20	Vis M6.3 x 20	6
27	291 000 377	Hose Support	Support boyau	1
28	291 000 400	Damping Sound	Assourdisseur	1
N 29	269 000 242	***Grab Handle (Black)***	***Poignée de maintien (noir)***	1
30	213 200 011	Washer 8 mm	Rondelle 8 mm	4
31	215 981 660	Allen Screw M8 x 16	Vis Allen M8 x 16	4
32	293 800 015	Loctite «242«, 10 mL	Loctite «242«, 10 mL	@
33	293 650 054	Tridon Clamp	Bride de serrage	1

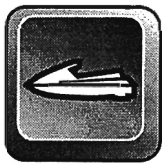




Body
Carrosserie

34	291 000 494	Nose Bumper (Black)	Nez de pare-chocs (noir)	1
N 35	291 000 691	Latch Stud	Ergot d'ancrage	1
36	218 300 600	Nut M10	Écrou M10	1
37	217 002 600	Washer 10 mm	Rondelle 10 mm	2
38	291 000 628	Rubber Washer	Rondelle de caoutchouc	1
39	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1
40	291 000 468	Hook	Crochet	1
41	212 100 004	Nut M6	Écrou M6	4
N 42	291 000 714	Bracket	Attache	2
43	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	2
44	213 200 007	Washer 6 mm	Rondelle 6 mm	2
N 45	293 250 030	Gasket	Joint étanche	1
N 46	215 942 560	Allen Screw M4 x 25	Vis Allen M4 x 25	2
N 47	211 100 025	Hex. Nut M4	Écrou hex. M4	2
48	213 200 010	Flat Washer 4 mm	Rondelle plate 4 mm	4
N 49	217 341 500	Lock Washer 4 mm	Rondelle-frein 4 mm	2
N 50	292 000 231	R.H. Stabilizer Plate	Plaque stabilisatrice droite	1
N	292 000 232	L.H. Stabilizer Plate	Plaque stabilisatrice gauche	1





Decal
Décalcomanie

N 1	219 900 535	«FUEL» Decal	Décalque «ESSENCE»	1
N 2	219 900 530	Dash Decal	Décalque du tableau de bord	1
3	219 900 270	Warning Decal (Battery)	Décalque d'avertissement (batterie)	1
N 4	219 900 371	«EXEMPTION» Decal	Décalque «EXEMPTION»	1
5	291 000 325	«BOMBARDIER» Plastic Logo	Logo «BOMBARDIER» de plastique	1
N 6	219 900 536	«TIP OVER» Decal	Décalque «RENVERSEMENT»	1
7	219 900 049	«BOMBARDIER» Logo Decal	Décalque du logo «BOMBARDIER»	1
N 8	219 900 525	R.H. Lateral Rear Decal	Décalque latéral arrière DR	1
N	219 900 526	L.H. Lateral Rear Decal	Décalque latéral arrière GA	1
N 9	219 900 521	R.H. Lateral Front Decal	Décalque latéral avant DR	1
N	219 900 522	L.H. Lateral Front Decal	Décalque latéral avant GA	1
N 10	219 900 547	«SEA-DOO» Decal	Décalque «SEA-DOO»	2
N 11	219 900 528	R.H. Hull Decal	Décalque de coque DR	1
N	219 900 529	L.H. Hull Decal	Décalque de coque GA	1
N 12	219 900 527	«BOMBARDIER» Decal	Décalque «BOMBARDIER»	2

Accessories
Accessoires

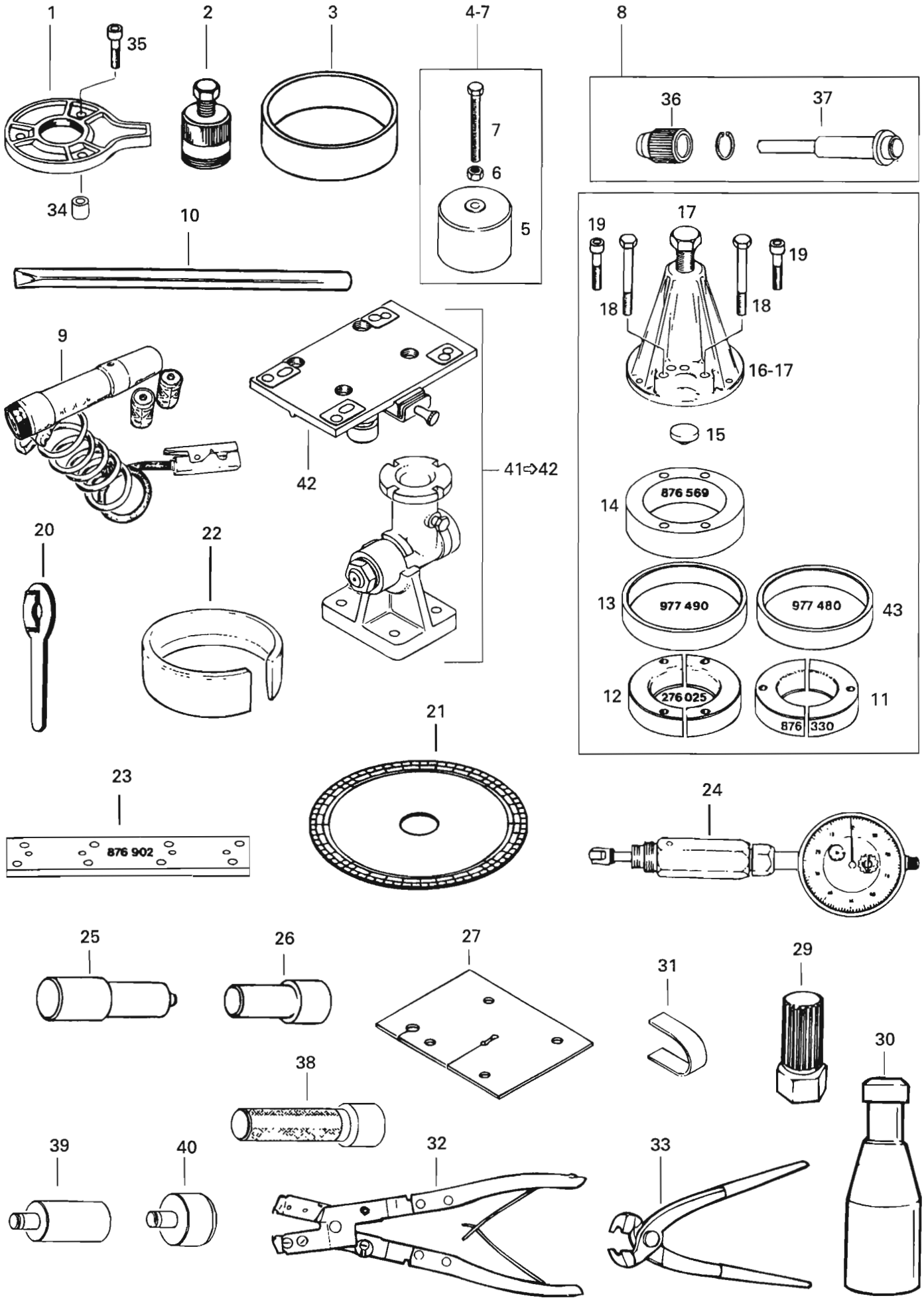
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	295 100 001	Seat Pouch	Pochette de siège	@
2	295 100 002	Saddle Bag	Sac de selle	@
N 3	295 500 218	Telescopic Paddle	Aviron télescopique	@
4	295 100 006	Survival Kit	Trousse de survie	@
5	295 100 007	First Aid Kit	Trousse de premiers soins	@
6	295 100 004	Fire Extinguisher U.S.	Extincteur U.S.	@
7	295 100 005	Fire Extinguisher Can.	Extincteur Can.	@
8	295 100 008	Mooring Line	Corde d'amarrage	@
N 9	295 500 213	Sand Bag Anchor	Sac de sable d'ancrage	@
N 10	295 500 230	Kneeboard	Planche à genoux	@
N 11	295 500 220	Combo Skis	Ens. de ski combo	@
N 12	295 500 219	Trainer Skis	Ens. de ski de traîne	@
13	295 100 009	Ski Rope	Corde de ski	@
N 14	295 500 214	Skock Tube Kit	Ens. de protège corde	@
N 15	295 500 212	Touring Seat Kit (GT Series)-Teal	Ens. siège de randonnée (série GT) - aqua	@
16	295 100 012	Lift Kit (SP Series)	Ens. de harnais de levage (série SP)	@
17	295 100 013	Lift Kit (GT Series)	Ens. de harnais de levage (série GT)	@
18	295 100 010	Tie-Down (Cam Buckle)-Purple	Sangle à came-violet	@
19	295 100 011	Tie-Down (Ratchet Buckle)-Purple	Sangle à cliquet-violet	@
N 20	295 500 208	Bilge Pump Kit (All Models)	Ens. de bilge à pompe (tous les modèles)	@
N 21	295 500 231	LCD Gauge Kit (HX-GTS-SP Series 95)	Ens. de cadran LCD (HX-GTS-série SP 95) (HX-GTS-série SP 95)	@
N 22	295 500 211	Security System Kit D.E.S.S (HX-GTS-SP Series 95)	Ens. de système de sécurité D.E.S.S (HX-GTS-série SP 95)	@
N 23	295 500 210	Large Fuel Tank (90-94 GT Series)	Réservoir à essence large (série GT 90-94)	@
24	295 500 204	Vent Water Block Kit (93-95 XP) (94-95 SP Series)	Ens. de mousse hydrofuge (XP 93-95) (série SP 94-95)	@
N 25	295 500 282	R.H. Mirror (90-95 GT Series)	Mirroir droit (série GT 90-95)	@
N 26	295 500 283	L.H. Mirror (90-95 GT Series)	Mirroir gauche (série GT 90-95)	@
N 27	295 500 248	Sponson Kit (Blue-Violet)	Ens de stabilisateur (bleu-violet)	@
28	295 500 201	V-Hull Add-On Kit (White)	Ens de quilles (blanc)	@
N 29	295 500 221	Windows Graphics-Sea-Doo Watercrafts	Graphique de vitre-Sea-Doo Watercrafts	@
N 30	295 500 222	Windows Graphics-Team Sea-Doo US/CAN	Graphique de vitre-Team Sea-Doo US/CAN	@
N 31	295 500 223	Windows Graphics-Team Sea-Doo	Graphique de vitre-Team Sea-Doo	@
N 32	295 500 224	Windows Graphics-Sea-Doo Everybody	Graphique de vitre-Sea-Doo Everybody	@
N 33	295 500 225	Decal For Trailer (Teal)	Décalque de remorque (aqua)	@

Accessories
Accessoires

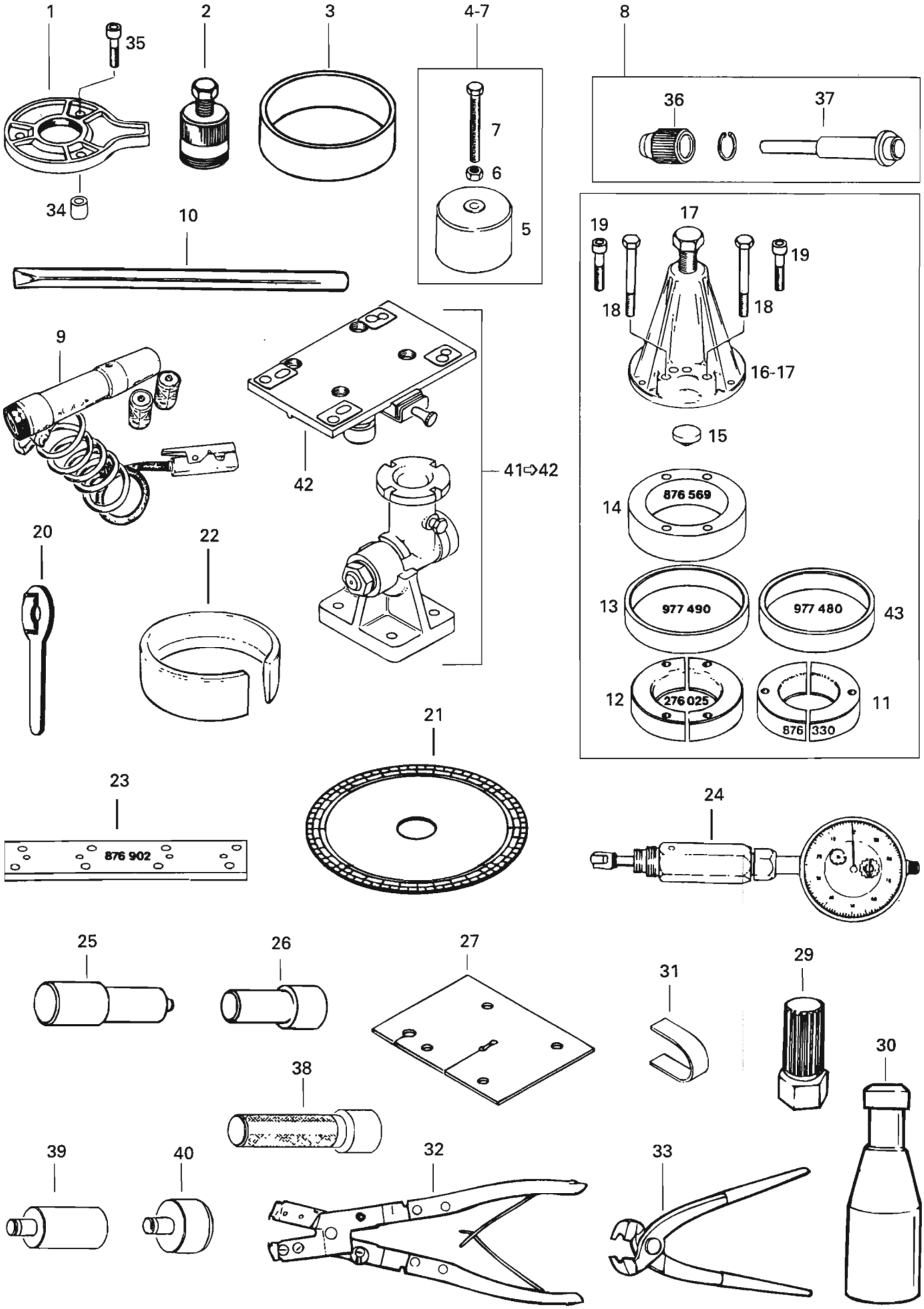
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

N 34	295 500 226	Decal For Trailer (Yellow)	Décalque de remorque (jaune)	@
N 35	295 500 227	Decal For Trailer (Rhodamine)	Décalque de remorque (rhodamine) ...	@
N 36	291 000 312	Convex Mirror (White)	Mirroir convexe (blanc)	@
37	295 500 311	Window Graphic «Sea-Doo Racing» ..	Graphique de vitre «Sea-Doo Racing»	@
38	295 500 312	Window Graphic «Sea-Doo Power» ...	Graphique de vitre «Sea-Doo Power» .	@
39	295 500 313	Window Graphic «XP 800 Power»	Graphique de vitre «XP 800 Power» ...	@
40	295 500 108	Paddle Wheel Kit	Ens. roue à aube	@



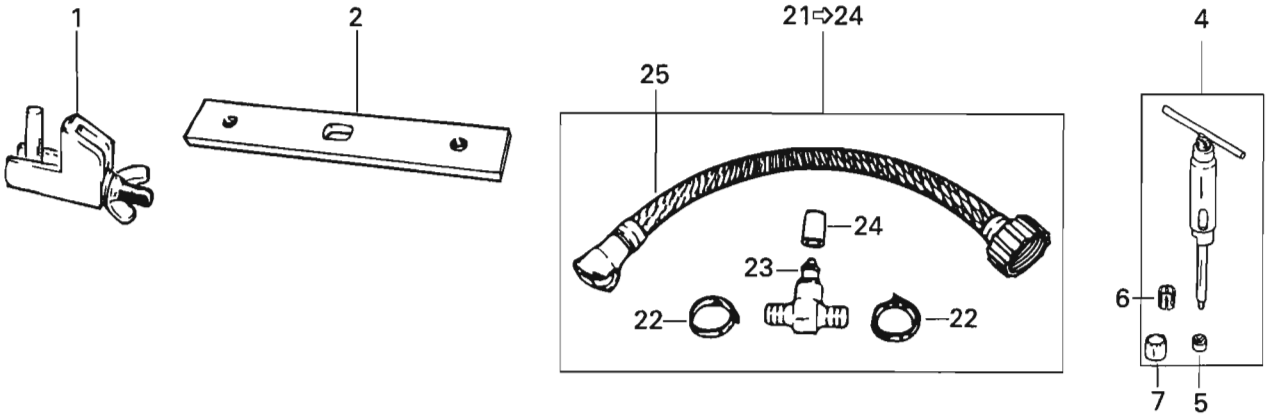
Tools and Accessories
Outils et accessoires

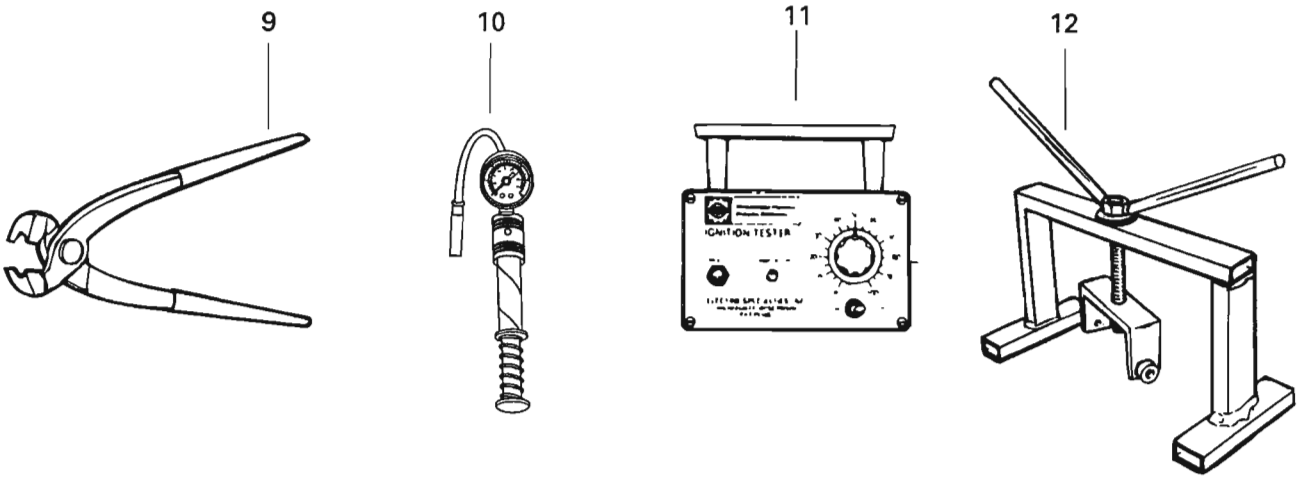
1	290 876 080	Wrench Holder	Clé de retenue	@
2	295 000 106	***Puller Ass'y***	***Extracteur ass.***	@
3	290 876 922	Ring Holder	Bague de retenue	@
N 4⇨7	290 876 488	***Puller Ass'y***	***Extracteur ass.***	2
5	290 876 482	Puller	Extracteur	2
6	290 242 211	Nut M6	Écrou M6	2
N 7	290 241 455	Hex. Screw M6 x 78	Vis hex. M6 x 78	2
8	295 000 077	Circlip Installer (587,787 Engine)	Pose circlip (moteur 587,787)	@
	290 877 016	***Circlip Installer Ass'y (657)***	***Pose circlip ass. (moteur 657)***	@
		(Including 36,37)	(Including 36,37)	
9	295 000 078	Timing Lamp	Lampe stroboscopique	@
10	295 000 111	Flywheel Holder	Barre de force	@
N	295 000 125	Flywheel Holder (787) (Not Shown)	Barre de force (787) (non illust.)	@
N 11	290 876 330	Half Ring (Balanceshaft)	Demi-anneau (moteur 787)	@
12	290 276 025	Half Ring (Crankshaft MAG,PTO Side)	Demi-anneau (vilbrequin MAG,PDM)	@
13	290 977 490	Ring Holder	Bague de retenue	@
N	290 977 480	Ring Holder (787 Engine)	Bague de retenue (moteur 787)	@
14	290 876 569	Distance Ring	Bague d'écartement	@
15	290 876 557	Protector Cap	Capuchon protecteur	@
16⇨17	290 876 298	***Puller Ass'y***	***Extracteur ass.***	1
17	290 940 755	Hex. Screw M16 x 150	Vis hex. M16 x 150	1
18	290 841 201	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
19	290 840 681	Allen Screw M8 x 40	Vis allen M8 x 40	4
20	290 277 905	Wrench Holder	Clé de retenue	@
21	295 000 007	Degree Disk	Disque de degré	@
22	290 876 972	Compress Ring (587 Engine)	Compresseur de segments (moteur 587)	@
	295 000 112	Compress Ring (657 Engine)	Compresseur de segments (moteur 657)	@
N	290 876 979	Compress Ring (82.00 mm)	Compresseur de segments (82.00 mm)	@
23	290 876 902	Aligning Tool	Outil d'alignement	@
24	295 000 065	Dial Indicator (TDC Gauge)	Micromètre (indicateur de PMH)	@
25	290 876 500	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@
26	290 876 605	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@
27	295 000 101	Protection Carpet	Tapis de protection	@
28	295 000 107	Impeller Installation Tool (Not Shown)	Outil d'inst. de la turbine (non-ill.)	@
29	295 000 001	Puller Tool	Outil extracteur	@
30	295 000 002	Impeller Guide Tool	Outil guide de turbine	@
N 31	290 876 828	Distance Gauge	Jauge d'écartement	@
32	295 000 069	Oetiker Pliers «1090»	Pince Oetiker «1090»	@

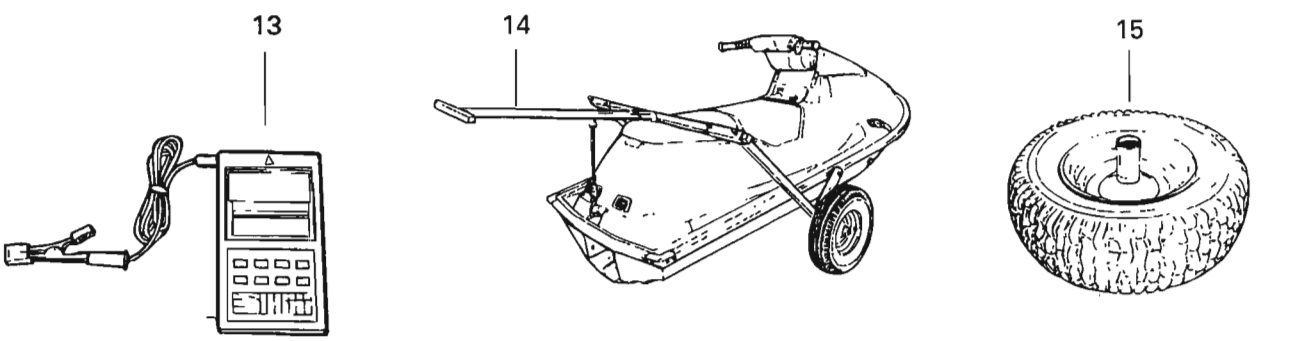


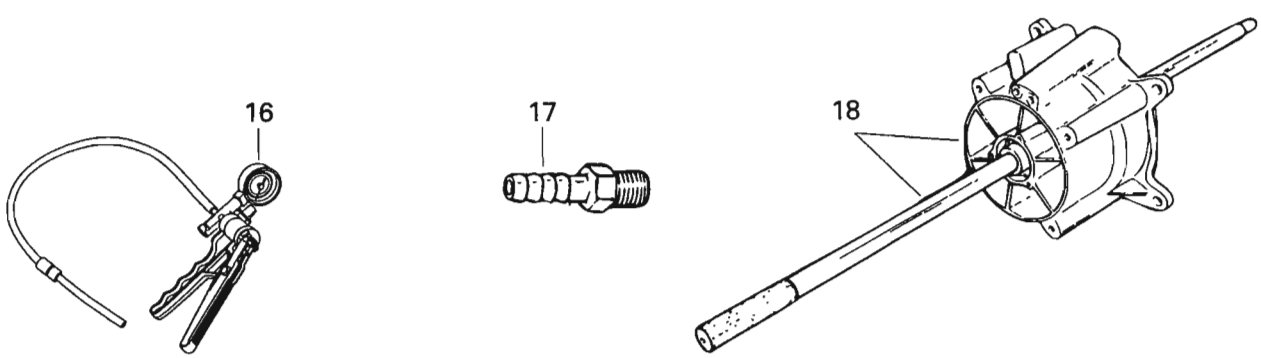
Tools and Accessories
Outils et accessoires

33	295 000 070	Oetiker Pliers «1099»	Pince Oetiker «1099»	@
34	290 847 220	Sleeve Spacer	Douille d'écartement	3
35	290 841 591	Screw M8 x 35	Vis M8 x 35	3
36	290 877 021	Sleeve	Manchon	1
37	290 877 011	Pusher	Poussoir	1
N 38	290 877 650	Handle Insertion	Poignée insertion	1
N 39	290 876 609	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	1
N 40	290 877 740	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	1
41⇨42	290 876 740	***Trestle Ass'y***	***Tréteau ass.***	1
42	290 876 745	Plate Mounting	Plaque de montage	1
N 43	290 977 480	Ring Holder	Bague de retenue	@
N 44	295 000 134	Holder Flywheel (Not Shown)	Reteneur de courronne (non illust.)	1
N 45	295 000 135	Gauge Timing (787) (Not Shown)	Jauge régulateur (787) (non illust.)	1
N	295 000 130	Gauge Timing (717) (Not Shown)	Jauge régulateur (717) (non illust.)	1
N 46	295 000 132	Socket Exhaust (Not Shown)	Douille échappement (non illust.)	1
N 47	295 000 133	VTS Socket (Not Shown)	Douille VTS (non illust.)	1
N 48	295 000 136	Harness MAG, 6 Ways (Not Shown)	Câblage MAG, 6 circuits (non illust.)	1
N 50	295 000 142	Puller, Flywheel (Not Shown)	Extracteur courronne (non illust.)	1
N 51	295 000 137	Puller Gear (Not Shown)	Extracteur courronne (non illust.)	1









Tools and Accessories
Outils et accessoires

1	295 000 076	Hose Pincher	Serre boyau	@
2	295 000 082	Impeller Shaft Holder	Outil de retenue arbre d'hélice	@
N 3	529 022 000	Multimètre (Not Shown)	Multimètre (non-ill.)	@
4⇨7	295 000 105	***Extractor Ass'y (587 Engine)***	***Extracteur ass. (moteur 587)***	@
	290 877 092	***Extractor Ass'y (657,787 Engine)*** ...	***Extracteur ass.(moteur 657,787)***	@
5	295 000 115	Extracting Nut (587)	Écrou extracteur (587)	1
	290 877 155	Extracting Nut (657,787)	Écrou extracteur (657,787)	1
6	295 000 117	Sleeve (587)	Manchon (587)	2
	290 877 041	Sleeve (657,787)	Manchon (657,787)	2
7	295 000 118	Bushing (587)	Douille (587)	2
	290 877 181	Bushing (657,787)	Douille (657,787)	2
N 8	295 000 128	Protective Mat (Not Shown)	Tablier de protection (non-ill.)	@
9	295 000 054	Pliers for Clic Clamp (Caillau)	Pince (Caillau)	@
10	295 000 114	Tool-Leakage	Outil de fuite	@
11	295 000 008	Ignition Tester	Vérificateur d'allumage	@
12	295 000 113	Extractor Pump	Extracteur de pompe	@
13	295 000 100	Shop Tachometer	Tachymètre d'atelier	@
14⇨15	295 000 126	***Dolly Kit*** (Incl. Wheels)	***Ensemble remorque*** (avec roues)	@
15	295 000 005	Beach Wheel Set	Ensemble de roues de plage	@
16	295 000 085	Pump Gauge Tester	Pompe à air	@
17	295 000 086	Male Connector	Raccord mâle	@
18	295 000 089	Alignment Tool (Engine / Jet Pump) ...	Outil d'alignement (moteur / turbine) .	@
N 19	295 000 130	Timing Gauge (Not Shown)	Jauge du rég. d'allumage (non-ill.)	@
N 20	295 000 127	MPEM Programmer (Not Shown)	Programmeur MEM (non-ill.)	@
21⇨24	295 500 068	***Flush Kit***	***Ensemble de renvoi***	@
22	295 500 080	Clamp Gear 1"Dia.	Bride de serrage 1"dia.	2
23	295 000 036	«T» Fitting	Raccord en «T»	1
24	295 000 074	Cap-Dust	Capuchon	1
N 25	295 500 258	Hose 16" (Flush Kit)	Boyau 16" (ens. de renvoi)	1

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 300 061	Predelivery Check List 5870, 1994	Liste de prélivraison 5870, 1994 .....
	219 300 062	Predelivery Check List 5871, 1994	Liste de prélivraison 5871, 1994 .....
	219 300 063	Predelivery Check List 5872, 1994	Liste de prélivraison 5872, 1994 .....
	219 300 064	Predelivery Check List 5854, 1994	Liste de prélivraison 5854, 1994 .....
	219 300 065	Predelivery Check List 5814, 1994	Liste de prélivraison 5814, 1994 .....
	219 300 066	Predelivery Check List 5862, 1994	Liste de prélivraison 5862, 1994 .....
	219 300 071	Predelivery Check List 5855, 1994	Liste de prélivraison 5855, 1994 .....
	219 300 072	Predelivery Check List 5821, 1994	Liste de prélivraison 5821, 1994 .....
N	219 300 087	Predelivery Check List All Models 1995	Liste de prélivraison tous les modèles 1995
	291 000 170	Operator's Manual 1989	Manuel du conducteur 1989 .....
	219 000 001	Operator's Manual 1990	Manuel du conducteur 1990 .....
	219 000 002	Operator's Manual 1991, SP-XP	Manuel du conducteur 1991, SP-XP ...
	219 000 000	Operator's Manual 1990, GT	Manuel du conducteur 1990, GT
	219 000 004	Operator's Manual 1992, SP-XP	Manuel du conducteur 1992, SP-XP
	219 000 003	Operator's Manual 1991, GT	Manuel du conducteur 1991, GT
	219 000 005	Operator's Manual 1992, GTS-GTX	Manuel du conducteur 1992, GTS-GTX
	219 000 006	Operator's Manual 1993, SP-SPI-SPX	Manuel du conducteur 1993, SP-SPI-SPX
	219 000 007	Operator's Manual 1993, GTS-GTX	Manuel du conducteur 1993, GTS-GTX
	219 000 009	Operator's Manual 1993, Explorer	Manuel du conducteur 1993, Explorer
	219 000 010	Operator's Manual 1993, XP	Manuel du conducteur 1993, XP
	219 000 012	Operator's Manual 1994, English	Manuel du conducteur 1994, anglais
	219 000 013	Operator's Manual 1994, French	Manuel du conducteur 1994, français
	219 000 014	Operator's Manual 1994, Explorer French .	Manuel du conducteur 1994, Explorer français
	219 000 017	Operator's Manual 1994, Explorer English.	Manuel du conducteur 1994, Explorer anglais
N	219 000 018	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 029	Operator's Manual 1995, French	Manuel du conducteur 1995, French
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 031	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 028	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		HX, XP 800	HX, XP 800
N	219 000 030	Operator's Manual 1995, French	Manuel du conducteur 1995, français
		HX, XP 800	HX, XP 800
N	219 000 032	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		HX, XP 800	HX, XP 800

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.

Les pièces ci-dessous ne sont pas illustrées.

	219 000 016	Racing Manual 1993	Manuel course 1993
	219 000 019	Racing Manual 1994	Manuel course 1994
	219 000 027	Racing Manual 1995	Manuel course 1995
	219 700 022	PDI Video 5803-5810 (English Only) ...	Vidéo prélivraison 5803-5810 (ang.seul.)
	219 700 002	Warranty Video (English Only)	Vidéo sur garantie (anglais seul.)
	219 700 023	Operator's Video (English)	Vidéo du conducteur (anglais)
	219 700 004	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 036	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 024	Operator's Video (English)	Vidéo du conducteur (anglais).....
	219 700 005	Trouble Shooting Video 1990 (Eng.) ...	Vidéo de problème de démarrage 1990 (ang.)
	295 000 059	Shop Manual 1989 (French).....	Manuel de réparation 1989 (français)
	295 000 060	Shop Manual 1989 (English).....	Manuel de réparation 1989 (anglais)
	219 100 001	Shop Manual 1990 (French).....	Manuel de réparation 1990 (français)
	219 100 002	Shop Manual 1990 (English).....	Manuel de réparation 1990 (anglais)
	219 100 003	Shop Manual 1991 (French).....	Manuel de réparation 1991 (français)
	219 100 004	Shop Manual 1991 (English).....	Manuel de réparation 1991 (anglais)
	219 100 005	Shop Manual 1992 (French).....	Manuel de réparation 1992 (français)
	219 100 006	Shop Manual 1992 (English).....	Manuel de réparation 1992 (anglais)
	219 100 007	Shop Manual 1993 (French).....	Manuel de réparation 1993 (français)
	219 100 008	Shop Manual 1993 (English).....	Manuel de réparation 1993 (anglais)
	219 100 009	Shop Manual 1994 (French).....	Manuel de réparation 1994 (français)
	219 100 010	Shop Manual 1994 (English).....	Manuel de réparation 1994 (anglais) .
N	219 100 013	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		SP, SPI, SPX, GTS, GTX, XP, XP 800 ...	SP, SPI, SPX, GTS, GTX, XP, XP 800
N	219 100 012	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		SP, SPI, SPX, GTS, GTX, XP, XP 800 ...	SP, SPI, SPX, GTS, GTX, XP, XP 800
N	219 100 018	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 019	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		HX, XP 800	HX, XP 800.....
N	219 100 020	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		HX, XP 800	HX, XP 800.....
N	219 100 021	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		HX, XP 800	HX, XP 800.....
N	219 000 026	Poster 1995-Parts and Accessories	Affiche 1995-Pièces et accessoires
	295 000 062	Parts Catalog 5802, 1989	Catalogue de pièces 5802, 1989

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.

Les pièces ci-dessous ne sont pas illustrées.

	219 800 001	Parts Catalog 5803, 1990	Catalogue de pièces 5803, 1990
	219 800 002	Parts Catalog 5810 (GT) 1990	Catalogue de pièces 5810 (GT) 1990
	219 800 003	Parts Catalog 5804-5850 (SP-XP) 1991 ..	Catalogue de pièces 5804-5850 (SP-XP) 1991
	219 800 004	Parts Catalog 5811 (GT) 1991	Catalogue de pièces 5811 (GT) 1991
	219 800 005	Parts Catalog 5805-5851 (SP-XP) 93 ..	Catalogue de pièces 5805-5851 (SP-XP) 93
	219 800 006	Parts Catalog 5812-5860 (GTS-GTX) 92.	Catalogue de pièces 5812-5860 (GTS-GTX) 92
	219 800 007	Parts Catalog 5806-07-08 (SP-SPX-SPI) 93	Catalogue de pièces 5806-07-08 (SP-SPX-SPI) 93
	219 800 008	Parts Catalog 5852 (XP) 1993	Catalogue de pièces 5852 (XP) 1993
	219 800 009	Parts Catalog 5813-5861 (GTS-GTX) 93	Catalogue de pièces 5813-5861 (GTS-GTX) 93
	219 800 010	Parts Catalog 5820 (Explorer) 1993	Catalogue de pièces 5820 (Explorer) 1993
	219 800 011	Parts Catalog 5870-71-72 (SP-SPX-SPI) 94	Catalogue de pièces 5870-71-72 (SP-SPX-SPI) 94
	219 800 012	Parts Catalog 5854-5855 (XP-XPI) 94 .	Catalogue de pièces 5854-5855 (XP-XPI) 94
	219 800 013	Parts Catalog 5814-5862 (GTS-GTX) 94	Catalogue de pièces 5814-5862 (GTS-GTX) 94
	219 800 014	Parts Catalog 5821 (Explorer) 1994	Catalogue de pièces 5821 (Explorer) 1994
N	295 500 265	Parts Catalogue Kit, 1989-1995	Ens. de catalogues de pièces,1989-1995
N	219 300 110	Parts Catalog	Catalogue de pièces .....
		5873 / 74 / 75 (SP-SPI-SPX) 1995	5873 / 74 / 75 (SP-SPI-SPX) 1995 .....
N	219 300 120	Parts Catalog 5880 (HX) 1995	Catalogue de pièces 5580 (HX) 1995 ..
N	219 300 130	Parts Catalog 5857 (XP 717) 1995	Catalogue de pièces 5857 (XP 717) 1995
N	219 300 140	Parts Catalog	Catalogue de pièces .....
		5815 / 5863 (GTS-GTX) 1995	5815 / 5863 (GTS-GTX) 1995 .....
N	219 300 170	Parts Catalog 5856 (XP 800) 1995	Cat. de pièces 5856 (XP 800) 1995 ....
	219 200 015	Microfiche 1988 (5801)	Microfiche 1988 (5801) .....
	219 200 016	Microfiche 1989 (5802)	Microfiche 1988 (5802) .....
	219 200 000	Microfiche 1990 (5803)	Microfiche 1990 (5803) .....
	219 200 001	Microfiche 1990 (5810)	Microfiche 1990 (5810) .....
	219 200 002	Microfiche 1991 (5804-5850)	Microfiche 1991 (5804-5850) .....
	219 200 003	Microfiche 1991 (5811)	Microfiche 1991 (5811) .....
	219 200 004	Microfiche 1992 (5805-5851)	Microfiche 1992 (5805-5851) .....
	219 200 005	Microfiche 1992 (5812-5860)	Microfiche 1992 (5812-5860) .....
	219 200 006	Microfiche 1993 (5806-5807)	Microfiche 1993 (5806-5807) .....
	219 200 007	Microfiche 1993 (5813-5861)	Microfiche 1993 (5813-5861) .....
	219 200 008	Microfiche 1993 (5852)	Microfiche 1993 (5852) .....
	219 200 009	Microfiche 1993 (5820)	Microfiche 1993 (5820) .....
	219 200 010	Microfiche 1994 (5870 / 5871)	Microfiche 1994 (5870 / 5871) .....
	219 200 011	Microfiche 1994 (5814 / 5862)	Microfiche 1994 (5814 / 5862) .....
	219 200 013	Microfiche 1994 (5821)	Microfiche 1993 (5821) .....

Service and Warranty Printed Matters
Documentation, service et garantie

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N	295 500 267	Microfiche Kit, 1988-1995	Ens. de microfiches,1988-1995
N	219 300 111	Microfiche 1995 (5873 / 74 / 75)	Microfiche 1995 (5873 / 74 / 75)
N	219 300 121	Microfiche 1995 (5880)	Microfiche 1995 (5880)
N	219 300 131	Microfiche 1995 (5857)	Microfiche 1995 (5857)
N	219 300 171	Microfiche 1995 (5856)	Microfiche 1995 (5856)
N	219 300 141	Microfiche 1995 (5815 / 5863)	Microfiche 1995 (5815 / 5863)
	295 000 063	Service Guide (French)	Guide de service (français)
	295 000 064	Service Guide (English)	Guide de service (anglais)
N	295 500 232	***Document Kit (French)***	***Ens. de documents (français)***
		(Incl. parts from 219 900 569 to 219 000 030)	(Incl. pièces 219 900 569 à 219 000 030)
N	219 900 569	Navigation Warning Label (XP)	Étiquette d'avert. de navigation (XP)
N	219 900 570	Navigation Warning Label (SP-SPI-SPX)	Étiquette d'avert. de navigation (SP-SPI-SPX)
N	219 900 571	Navigation Warning Label (GTS - GTX)	Étiquette d'avert. de navigation (GTS - GTX)
N	219 900 572	Navigation Warning Label (HX)	Étiquette d'avert. de navigation (HX)
N	219 900 574	Navigation Warning Label (XP 800)	Étiquette d'avert. de navigation (XP 800)
	219 900 252	Tipover Warning Label Short Models	Étiquette d'avert. de renversement Modèles courts
N	219 900 536	Tipover Warning Label (XP 800)	Étiquette d'avert. de renversement (XP 800)
	219 900 264	Tipover Warning Label Long Models	Étiquette d'avert. de renversement Modèles longs
	219 900 265	Fuel Warning Label	Étiquette d'avert. d'essence
N	219 900 535	Fuel Warning Label (XP 800)	Étiquette d'avert. d'essence (XP 800)
	219 900 271	Battery Warning Label	Étiquette d'avert. de batterie
N	219 900 270	Battery Warning Label (XP 800)	Étiquette d'avert. de batterie (XP 800)
	219 900 297	Reverse - (GTS - GTX)	Étiquette de renverse - (GTS - GTX)
N	219 700 024	Owner's Video (English)	Vidéo du propriétaire (anglais)
N	219 700 036	Owner's Video	Vidéo du propriétaire
N	219 000 028	Owner's Manual (XP 800)	Manuel du conducteur (XP 800)
N	219 000 029	Owner's Manual	Manuel du conducteur
N	219 000 030	Owner's Manual (XP - HX)	Manuel du conducteur (XP - HX)
	295 500 025	***Warranty Kit*** (US)	***Ensemble de garantie*** (É.-U.)
	295 500 026	***Warranty Kit*** (CDN)	***Ensemble de garantie*** (Can.)
	219 400 006	Warranty Registration Form	Enregistrement de garantie
	219 400 005	Warranty Claim Forms, (CDN)	Form. de réclamation sous garantie (Can)
	219 400 004	Warranty Claim Forms, (US)	Form. de réclamation sous garantie (É-U.)

Service and Warranty Printed Matters
Documentation, service et garantie

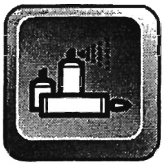
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 400 010	Warranty Card	Carte de garantie .....
	219 400 011	Warranty Claim Forms	Form. de réclamation sous garantie ...
	295 000 012	Warranty Claim Envelops	Enveloppes de réclamation de garantie
	295 000 013	Warranty Parts Decal	Décalques «Pièces sous garantie» .....
	295 000 015	Warranry Claim Dispatch List	Liste d'expédition de récl.de garantie
	219 600 000	Return Form Merch	Formule de retour de marchandise
	295 000 018	Vehicucle Record Files (English)	Chemises dossiers véhicules (anglais)
	295 000 019	Vehicucle Record Files (French)	Chemises dossiers véhicules (français)
	295 000 016	Parts Identification Tag	Décalques d'identification des pièces
	219 400 012	Binder 3"	Cartable 3" .....
	219 300 046	1992 Cooling Syst Poster (English)	Affiche «Syst.de refroidissement 1992» (anglais)
	219 300 068	Safety Hand Book (English) 1994	Brochure de sécurité (anglais) 1994 ...
	297 000 020	Safety Hand Book (French)	Brochure de sécurité (français) .....
N	219 300 085	Safety Hand Book (English)	Brochure de sécurité (anglais) .....
	295 000 037	Sheet Instruction (Flush Kit)	Feuille d'instruction (ens. de renvoi) ...

Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	290 899 788	Loctite «648», Green, 5 g	Loctite «648», vert, 5 g	@
2	293 110 001	Sea-Doo Cleaner, 400 g	Nettoyeur Sea-Doo, 400 g	@
3	293 110 002	Sea-Doo Cleaner, 4 L	Nettoyeur Sea-Doo, 4 L	@
4	293 500 008	Paint for metal,140 g, Yellow	Peinture à métal en aérosol, 140 g, jaune	@
5	293 500 009	Paint for metal,140 g, Grey	Peinture à métal en aérosol, 140 g, gris	@
6	293 500 014	Paint for metal,140 g, Blue	Peinture à métal en aérosol, 140 g, bleu	@
7	293 500 020	Paint for metal,140 g, Purple	Peinture à métal en aérosol, 140 g, violet	@
8	293 500 029	Paint for metal,140 g, White	Peinture à métal en aérosol, 140 g, blanc	@
9	293 500 030	Paint for metal,140 g, Charcoal	Peinture à métal en aérosol, 140 g, charbon	@
10	293 500 016	Gelcoat, 10 oz., White	Gelcoat, 10 oz., blanc	@
11	293 500 033	Gelcoat Liquid, 1 liter, White	Gelcoat liquide, 1 litre, blanc	@
12	293 500 034	Gelcoat liquid, 1 liter, Purple	Gelcoat liquide, 1 litre, violet	@
13	293 500 035	Gelcoat liquid, 1 liter, Grey	Gelcoat liquide, 1 litre, gris	@
14	293 500 037	Gelcoat liquid, 1 liter, Light-Grey	Gelcoat liquide, 1 litre, gris-pâle	@
15	293 500 038	Gelcoat liquid, 1 liter, Green	Gelcoat liquide, 1 litre, vert	@
16	293 500 039	Gelcoat liquid, 1 liter, Turquoise	Gelcoat liquide, 1 litre, Turquoise	@
17	293 500 069	Gelcoat liquid, 1 liter, Teal	Gelcoat liquide, 1 litre, aqua	@
18	293 500 075	Gelcoat liquid, 1 liter, Super White	Gelcoat liquide, 1 litre, super blanc	@
N 19	293 500 081	Gelcoat liquid, 1 liter, Yellow	Gelcoat liquide, 1 litre, jaune	@
20	293 500 040	Spay Paint Gelcoat, 140 g, Grey	Gelcoat en aérosol, 140 g, gris	@
21	293 500 041	Spay Paint Gelcoat, 140 g, White	Gelcoat en aérosol, 140 g, blanc	@
22	293 500 042	Spay Paint Gelcoat, 140 g, Purple	Gelcoat en aérosol, 140 g, violet	@
23	293 500 059	Spay Paint Gelcoat, 140 g, Lavender ..	Gelcoat en aérosol, 140 g, lavende	@
24	293 500 060	Spay Paint Gelcoat, 140 g, Magenta ..	Gelcoat en aérosol, 140 g, magenta ...	@
25	293 500 061	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
26	293 500 062	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
27	293 500 063	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
28	293 500 066	Spay Paint Gelcoat, 140 g, Turquoise	Gelcoat en aérosol, 140 g, turquoise ..	@
29	293 500 067	Spay Paint Gelcoat, 140 g, Light Grey	Gelcoat en aérosol, 140 g, gris pâle ...	@
30	293 500 068	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
31	293 500 073	Spay Paint Gelcoat, 140 g, Blue	Gelcoat en aérosol, 140 g, bleu	@
32	293 500 074	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
N 33	293 500 078	Spay Paint Gelcoat, 140 g, Yellow	Gelcoat en aérosol, 140 g, jaune	@
N 34	293 500 082	Spay Paint, 140 g, White	Peinture en aérosol, 140 g, blanc	@
N 35	293 500 077	Spay Paint, 140 g, Blue Violet	Peinture en aérosol, 140 g, bleu violet	@



Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

36	295 500 009	Gelcoat Repair Kit	Ens.de rép. Gelcoat	@
37	295 500 010	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
N 38	295 500 216	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
39	293 530 032	Glue, 25 g	Colle, 25 g	@
N 40	414 837 300	Flexible Spout (Oil)	Bec flexible (huile)	@
41	293 530 036	Primer , 250 mL	Apprêt, 250 mL	@
42	293 550 004	Grease Dielectric, 150 g	Graisse diélectrique, 150 g	@
43	293 550 005	Grease, 400 g	Graisse, 400 g	@
44	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
45	293 550 014	Superlube Grease,	Graisse Superlube	@
46	413 803 000	Sea-Doo Inj. Oil, (3 x 4 liter)	Huile à inj. Sea-Doo, (3 x 4 litre)	@
47	413 802 900	Sea-Doo Inj. Oil, (12 x 1 liter)	Huile à inj. Sea-Doo, (12 x 1 litre)	@
48	293 600 011	Pump Synthetic Oil, (12 x 6 oz)	Huile de pompe, (12 x 6 oz)	@
49	293 600 012	Primer, 4 oz	Apprêt à carter, 4 oz	@
50	293 600 016	Sea-Doo Lube, (12 x 14 oz)	Lubrifiant en aérosol, (12 x 14 oz)	@
51	293 800 001	Hylomar Sealant, 100 g	Enduit d'étanchéité Hylomar, 100 g	@
52	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
53	293 800 006	Silicone, 90 mL	Silicone, 90 mL	@
54	293 800 007	Loctite «515», 50 cc	Loctite «515», 50 cc	@
55	293 800 013	Loctite «567», 250 mL	Loctite «567», 250 mL	@
56	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 57	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
58	293 800 019	Safety Solvent, 12 oz	Solvant de sureté, 12 oz	@
59	293 800 021	Loctite «495», 3 g	Loctite «495», 3 g	@
60	293 800 023	Loctite «767», 454 g	Loctite «767», 454 g	@
61	293 800 028	Loctite «Heavy Body», 300 mL	Loctite «Heavy Body», 300 mL	@
N 62	293 800 030	Loctite «587», 300 mL	Loctite «587», 300 mL	@
63	295 000 110	Remover «157», 4 oz	Dissolvant «157», 4 oz	@
N 64	413 408 600	Sea-Doo Fuel Stabilizer	Préservateur de carburant Sea-Doo	@
65	413 703 100	Loctite «609»	Loctite «609»	@
66	413 803 200	Oil Injection Drum, 205 L	Baril d'huile à injection, 205 L	@
67	295 530 011	Sealant Adhesif «221», 350 mL, Grey	Adhésif «221», 350 mL, gris	@
68	290 899 788	Loctite «648», 5 g	Loctite «648», 5 g	@
69	293 530 012	Prime «449», 475 mL	Apprêt «449», 475 mL	@

SEA-DOO®

PARTS CATALOG
CATALOGUE DE PIÈCES

SP 5873
SPX 5874
SPI 5875

BOMBARDIER

219 300 110

PARTS CATALOG
CATALOGUE DE PIÈCES

1995

5873 SP
5874 SPX
5875 SPI

◆ WARNING : For user safety, Rotax engines designed for watercrafts must not be used to power products other than Sea–Doo watercrafts.

Bombardier Inc. and its subsidiaries denies any responsibility for any usage other than the one prescribed.

Dealers that do not follow this practice may be financially liable should injury occur.

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

◆ AVERTISSEMENT : Pour la sécurité des utilisateurs, les moteurs Rotax conçus pour les motomarines ne doivent pas être utilisés pour des fins autres que de faire fonctionner les motomarines Sea–Doo.

Bombardier Inc. et ses filiales se dégagent de toute responsabilité pouvant découler des utilisations autres que celle prescrite.

Les concessionnaires qui ne se conforment pas à cet avis peuvent être tenus responsables financièrement advenant des blessures.

Bombardier Inc. se réserve le droit d'effectuer des changements dans le dessin et les caractéristiques de ses véhicules et / ou d'y effectuer des apports ou des améliorations, cela sans s'engager d'aucune façon à effectuer lesdites opérations sur les véhicules déjà fabriqués.

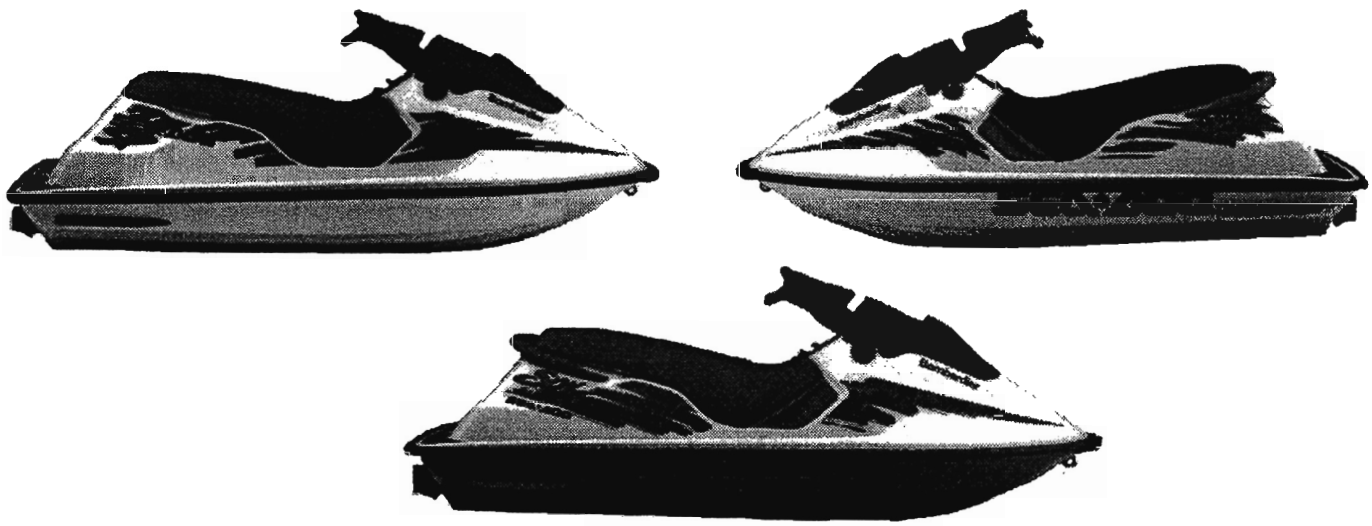
PARTS CATALOG

The illustrations figuring in this parts catalog show typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown. However, they represent parts wich have the same or similar function.

SYMBOLS USED IN THIS CATALOG

@ –In «Quantity» column means «Use as Required».
Opt –In «Quantity» column means «Optional».
N –In «Numerical» column means «New Parts».
H.T. –Used with «Adhesive» or «Threadlocker» means those products resist High Temperature.
–A bold description indicates several parts.
M.S. –Used with «Adhesive» or «Threadlocker» means those products are Medium Strength.
H.S. –Used with «Adhesive» or «Threadlocker» means those products are Higth Strength.
G.P. – Used with «Adhesive» or «Threadlocker» means those products are General Purpose.

Sea–Doo Model Modèle Sea–Doo	Vehicle Codification Code du véhicule	Rotax Engine Type Type de moteur Rotax
SP / SPI **SPX**	**5873 / 5875** **5874**	**Rotax «587»** **Rotax «657»**



CATALOGUE DE PIÈCES

Les illustrations contenues dans ce catalogue indiquent la disposition des pièces les unes par rapport aux autres. Il est donc possible qu'elles ne rendent pas compte de la forme exacte de ces pièces ainsi que de leurs détails de fabrication. Ces illustrations ont pour but d'identifier des pièces qui remplissent la même fonction ou une fonction identique.

SYMBOLES UTILISÉS DANS CE CATALOGUE

@ –Dans la colonne «Quantité» signifie «Au besoin».
Opt –Dans la colonne «Quantité» signifie «En option».
N –Dans la colonne «Numérique» signifie «Nouvelle pièce».
t.é. –Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif résiste aux températures élevées.
–Une description en caractère gras signifie qu'il y a plus d'une pièce.
r.m. –Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance moyenne.
r.é. –Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance élevée.
u.g. –Utilisé avec «Adhésif» signifie que l'adhésif est d'usage général.

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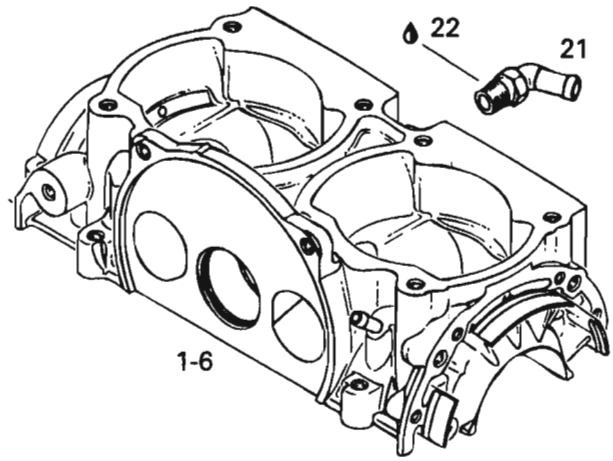

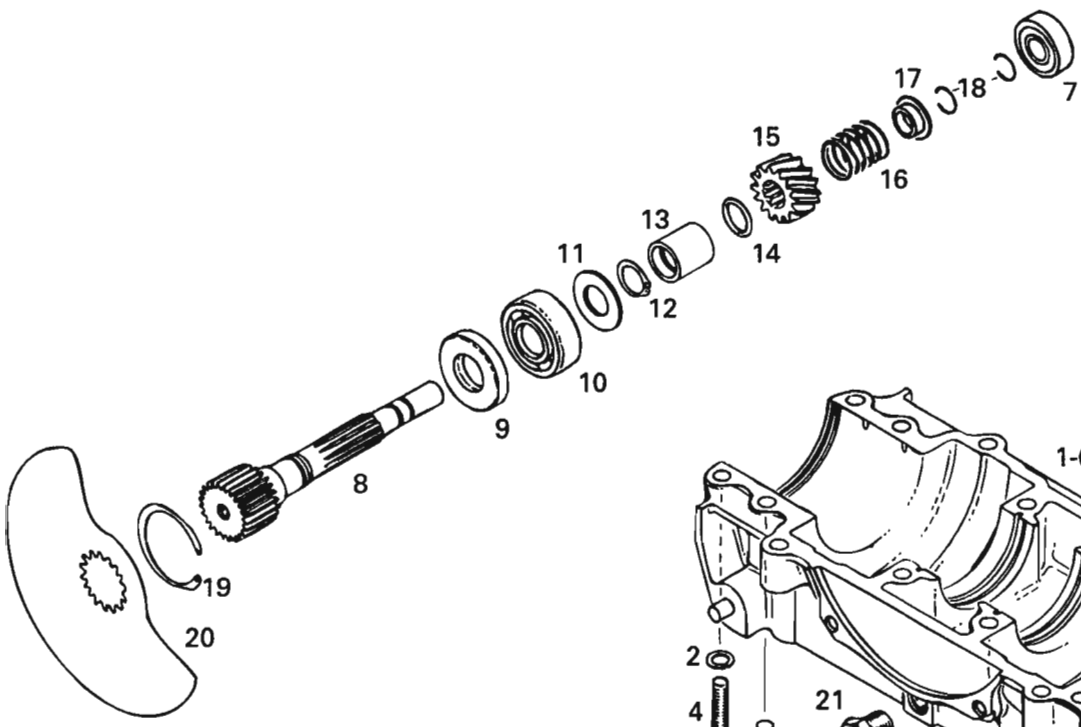

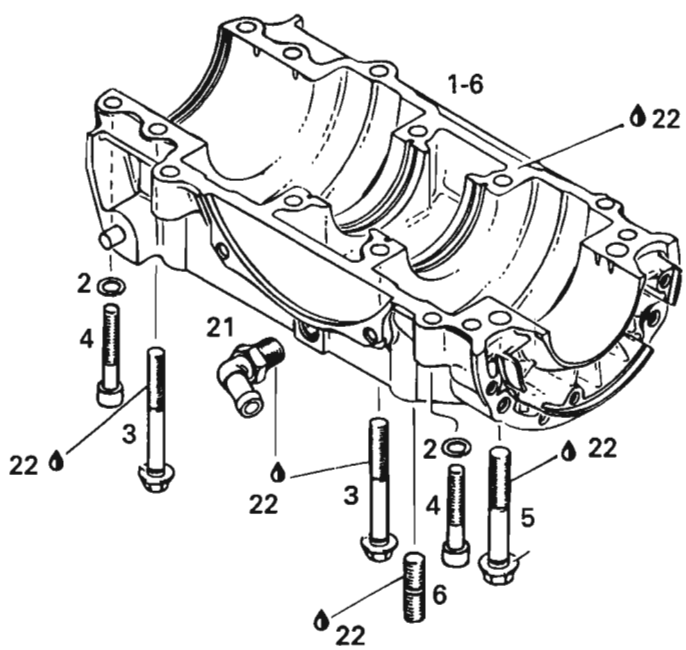

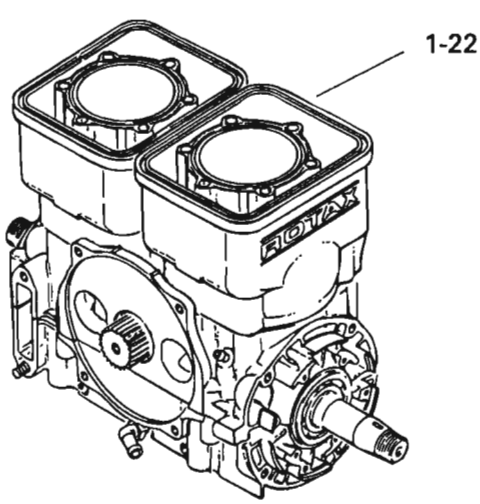

Crankcase, Rotary Valve
Carter, valve rotative

				SP 5873	SPX 5874	SPI 5875
N 1⇨22	290 881 444	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@	–	@
N	290 881 449	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	–	@	–
N 1⇨6	290 886 155	***Crankcase Ass'y*** (White)	***Carter ass.*** (blanc)	1	–	1
N	290 887 222	***Crankcase Ass'y*** (White)	***Carter ass.*** (blanc)	–	1	–
2	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	6	6	6
3	290 841 998	Flanged Screw M8 x 68.5	Vis à épaulement M8 x 68.5	6	6	6
4	290 841 563	Allen Screw M8 x 45	Vis Allen M8 x 45	6	6	6
5	290 941 333	Flanged Screw M10 x 73.5	Vis à épaulement M10 x 73.5	2	2	2
6	290 940 798	Stud M10 x 25/18	Goujon M10 x 25/18	4	4	4
7	290 932 797	Ball Bearing «6201»	Roulement à billes «6201»	1	1	1
8	290 837 251	Rotary Valve Shaft	Arbre de valve rotative	1	1	1
E 9	290 930 580	Oil Seal	Anneau d'étanchéité	1	1	1
10	290 932 032	Ball Bearing «6203»	Roulement à billes «6203»	1	1	1
11	290 227 439	Shim	Cale	1	1	1
12	290 845 450	Snap Ring	Bague d'arrêt	1	1	1
13	290 847 282	Distance Sleeve	Douille d'écartement	1	1	1
E 14	293 300 024	O–Ring	Joint torique	1	1	1
15	290 935 735	Sprocket 14 Teeth	Roue d'engrenage à 14 dents	1	1	1
16	290 938 810	Spring	Ressort	1	1	1
17	290 827 430	Spring Seat	Siège du ressort	1	1	1
18	290 845 160	Circlip	Circlip	2	2	2
19	290 845 260	Snap Ring	Bague d'arrêt	1	1	1
20	290 924 508	Rotary Valve (147°)	Valve rotative (147°)	1	–	1
	290 924 502	Rotary Valve (159°)	Valve rotative (159°)	–	1	–
21	290 922 245	Hose Nipples 90°	Raccord coudé 90°	2	2	2
22	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@	@	@
E 23	290 993 878	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanch. moteur (non-ill.)***	@	–	@
E 24	290 886 653	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanch. moteur (non-ill.)***	–	@	–

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
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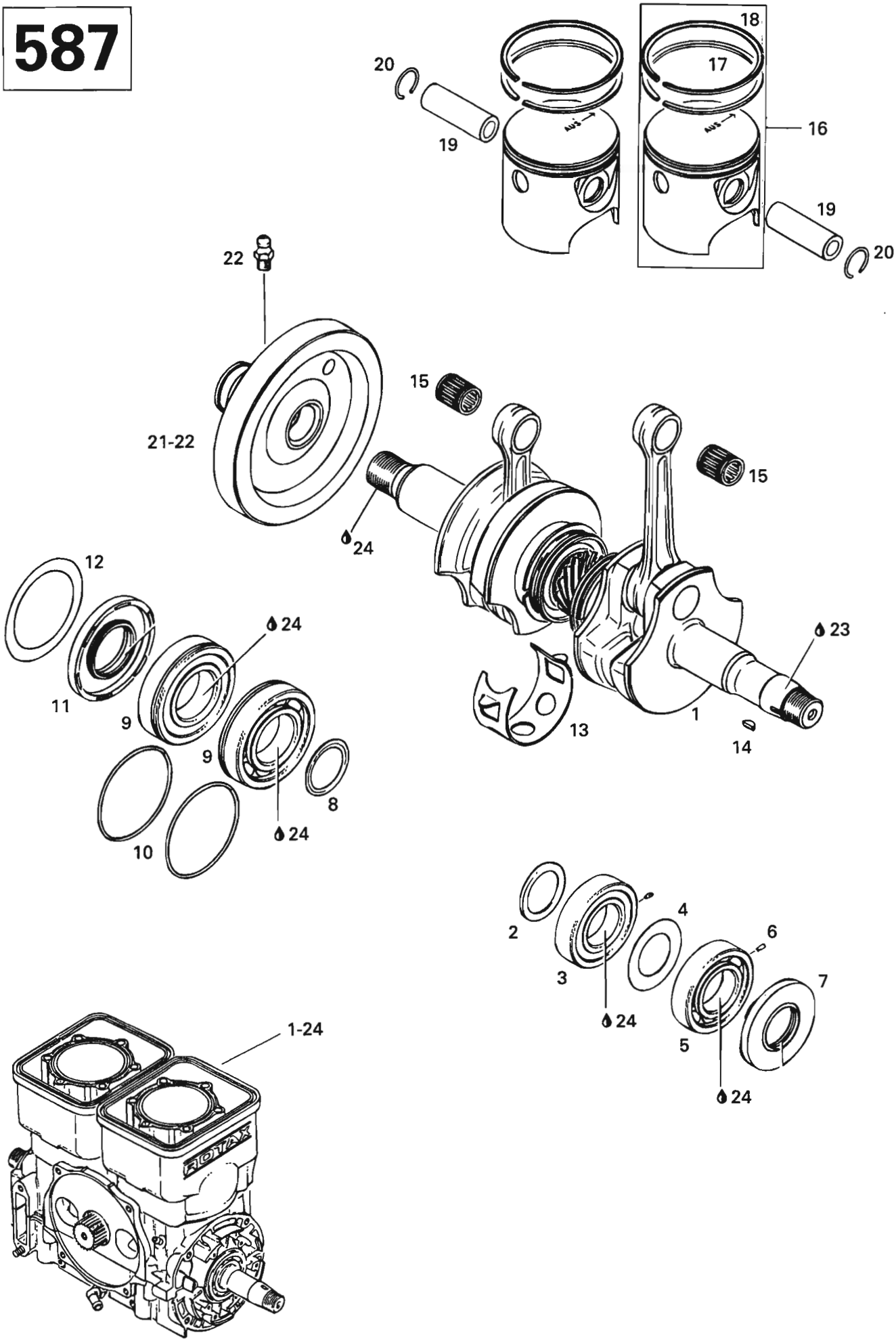
587



Crankshaft, Pistons (587)
Vilebrequin, pistons (587)

				SP 5873	SPX 5874	SPI 5875
N 1⇨24	290 881 444	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@	–	@
N 1	290 886 793	***Crankshaft Ass'y***	***Vilebrequin ass.***	1	–	1
2	290 827 440	Distance Ring	Bague d'écartement	1	–	1
N 3	290 932 589	***Ball Bearing «6206» Ass'y***	***Roulement à billes «6206» ass.***	1	–	1
4	290 827 715	Shim 30.4 / 51 / 1	Cale 30.4 / 51 / 1	1	–	1
5	290 932 587	Ball Bearing «6206»	Roulement à billes «6206»	1	–	1
N 6	290 832 470	Pin–Spring	Goupille–Ressort	1	–	1
E 7	290 830 749	Oil Seal	Anneau d'étanchéité	1	–	1
8	290 827 760	Distance Ring	Bague d'écartement	1	–	1
9	290 832 231	Ball Bearing «6207»	Roulement à billes «6207»	2	–	2
E 10	293 300 022	O–Ring 64.0 mm x 2.0 mm	Joint torique 64.0 mm x 2.0 mm	2	–	2
E 11	290 831 952	Oil Seal P.T.O.	Anneau d'étanchéité PDM	1	–	1
12	290 926 060	Retaining Shim	Cale de retenue	1	–	1
13	290 926 070	Retaining Ring	Bague de retenue	1	–	1
14	290 246 055	Woodruff Key	Clavette Woodruff	1	–	1
N 15	290 932 904	Needle Bearing	Roulement à aiguilles	2	–	2
16⇨18	290 886 270	***Piston with 2 Rings*** 76.0 mm	***Piston, 2 segm.,*** 76.0 mm	2	–	2
	290 886 271	***Piston with 2 Rings*** 76.25 mm	***Piston surdi., 2 segm.,*** 76.25 mm	Opt	–	Opt
	290 886 272	***Piston with 2 Rings*** 76.5 mm	***Piston surdi., 2 segm.,*** 76.5 mm	Opt	–	Opt
17	290 215 200	Rectangular Ring 76.0 mm	Segment rectangulaire 76.0 mm	2	–	2
	290 215 201	Rectangular Ring 76.25 mm	Segment rectangulaire 76.25 mm	Opt	–	Opt
	290 215 202	Rectangular Ring 76.5 mm	Segment rectangulaire 76.5 mm	Opt	–	Opt
18	290 915 820	Semi–Trapez Ring 76.0 mm	Segment semi trapézoïdal 76.0 mm	2	–	2
	290 915 821	Semi–Trapez Ring 76.25 mm	Segment semi trapézoïdal 76.25 mm	Opt	–	Opt
	290 915 822	Semi–Trapez Ring 76.5 mm	Segment semi trapézoïdal 76.5 mm	Opt	–	Opt
19	290 916 136	Gudgeon Pin	Axe de piston	2	–	2
E C 20	290 945 735	Circlip	Frein d'axe	4	–	4
21⇨22	290 958 873	***Clutch–Flywheel***	***Volant d'inertie***	1	–	1
22	290 499 113	Grease Fitting	Graisseur	1	–	1
23	293 800 015	Loctite «242», 10mL	Loctite «242», 10 mL	@	–	@
24	293 800 023	Anti–Seize Lubricant, 454 g	Lubrifiant anti–grippant, 454 g	@	–	@
E 25	290 993 878	***Engine Gasket Set (Not Shown)***	***Ens. de joint d'étanch. moteur (non-ill.)***	@	–	@
C 26	290 993 877	***Cyl. Gasket Set (Not Shown)***	***Ens. joint d'étanch. de cyl. (non-ill.)***	@	–	@

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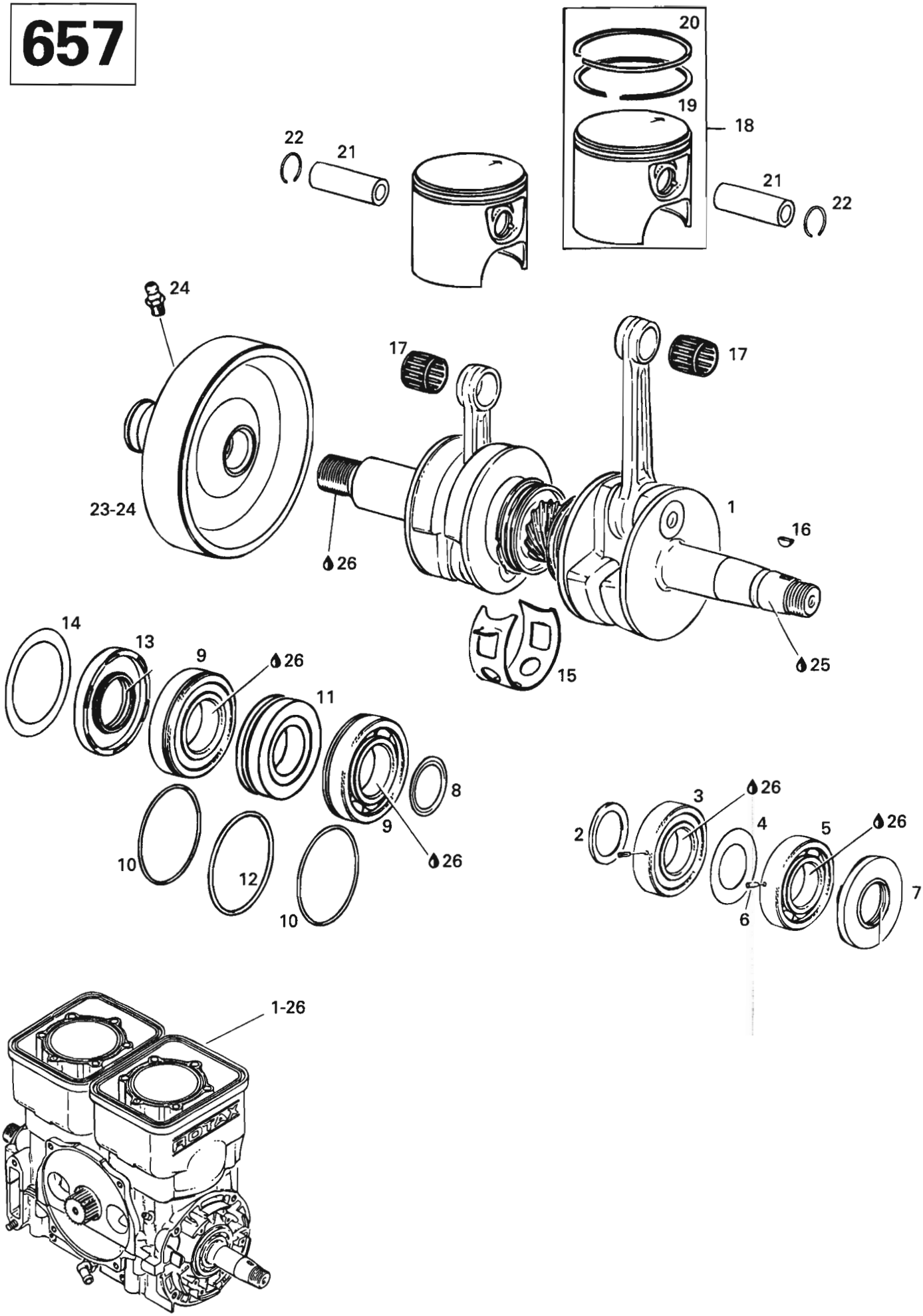

Crankshaft, Pistons (657)
Vilebrequin, pistons (657)

				SP 5873	SPX 5874	SPI 5875
N 1⇨26	290 881 449	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	–	@	–
N 1	290 886 557	***Crankshaft Ass'y***	***Vilebrequin ass.***	–	1	–
2	290 827 440	Distance Ring	Bague d'écartement	–	1	–
N 3	290 932 589	***Ball Bearing «6206» Ass'y***	***Roulement à billes «6206» ass.***	–	1	–
4	290 827 715	Shim 30.4 / 51 / 1	Cale 30.4 / 51 / 1	–	1	–
5	290 932 587	Ball Bearing «6206»	Roulement à billes «6206»	–	1	–
N 6	290 832 470	Pin–Spring	Goupille Ressort	–	2	–
E **7**	290 830 749	Oil Seal	Anneau d'étanchéité	–	1	–
8	290 827 760	Distance Ring	Bague d'écartement	–	1	–
9	290 832 231	Ball Bearing «6207»	Roulement à billes «6207»	–	2	–
E **10**	293 300 022	O–Ring 64.0 mm x 2.0 mm	Joint torique 64.0 mm x 2.0 mm	–	2	–
11	290 830 292	Labyrinth Sleeve	Manchon de labyrinthe	–	1	–
E **12**	290 830 370	O–Ring	Join torique	–	1	–
E **13**	290 831 952	Oil Seal	Anneau d'étanchéité	–	1	–
14	290 926 060	Retaining Shim	Cale de retenue	–	1	–
15	290 926 070	Retaining Ring	Bague de retenue	–	1	–
16	290 246 055	Woodruff Key	Clavette Woodruff	–	1	–
17	290 832 440	Needle	Roulement à aiguilles	–	2	–
18⇨20	290 887 060	***Piston with 2 Rings*** 78 mm	***Piston, 2 segm.,*** 78 mm	–	2	–
N	290 887 061	***Piston with 2 Rings*** 78.25 mm	***Piston surdi, 2 segm.,*** 78.25mm	–	Opt	–
N	290 887 062	***Piston with 2 Rings*** 78.5 mm	***Piston surdi, 2 segm.,*** 78.5 mm	–	Opt	–
19	290 815 025	Rectangular Ring 78 mm	Segment rectangulaire 78 mm	–	2	–
N	290 815 026	Rectangular Ring 78.25 mm	Segment rectangulaire 78.25 mm	–	Opt	–
N	290 815 027	Rectangular Ring 78.5 mm	Segment rectangulaire 78.5 mm	–	Opt	–
20	290 815 035	Semi–Trapez Ring 78 mm	Segment semi trapézoïdal 78 mm	–	2	–
N	290 815 036	Semi–Trapez Ring 78.25 mm	Segment semi trapézoïdal 78.25 mm .	–	Opt	–
N	290 815 037	Semi–Trapez Ring 78.5 mm	Segment semi trapézoïdal 78.5 mm ...	–	Opt	–
21	290 916 360	Gudgeon Pin	Axe de piston	–	2	–
E C **22**	290 845 100	Circlip	Frein d'axe	–	4	–
23⇨24	290 958 011	***Clutch–Flywheel***	***Volant d'inertie***	–	1	–
24	290 499 113	Grease Fitting	Graisseur	–	1	–
25	293 800 015	Loctite «242», 10mL	Loctite «242», 10 mL	–	@	–
26	293 800 023	Anti–Seize Lubricant, 355 mL	Lubrifiant anti–grippant, 355 mL	–	@	–
E 27	290 886 653	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanch. moteur (non-ill.)***	–	@	–
C 28	290 886 656	***Cyl. Gasket Set (Not Shown)***	***Ens. joint d'étanch.de cylindre (non-ill.)***	–	@	–

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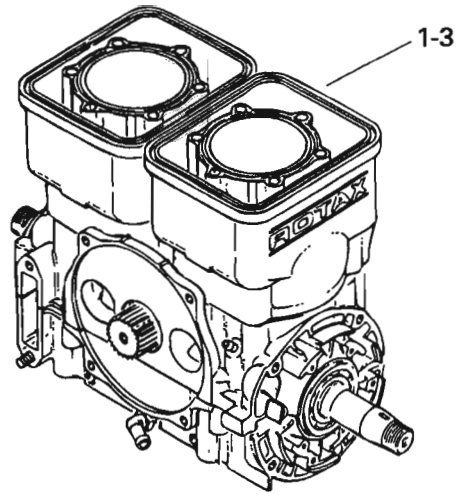
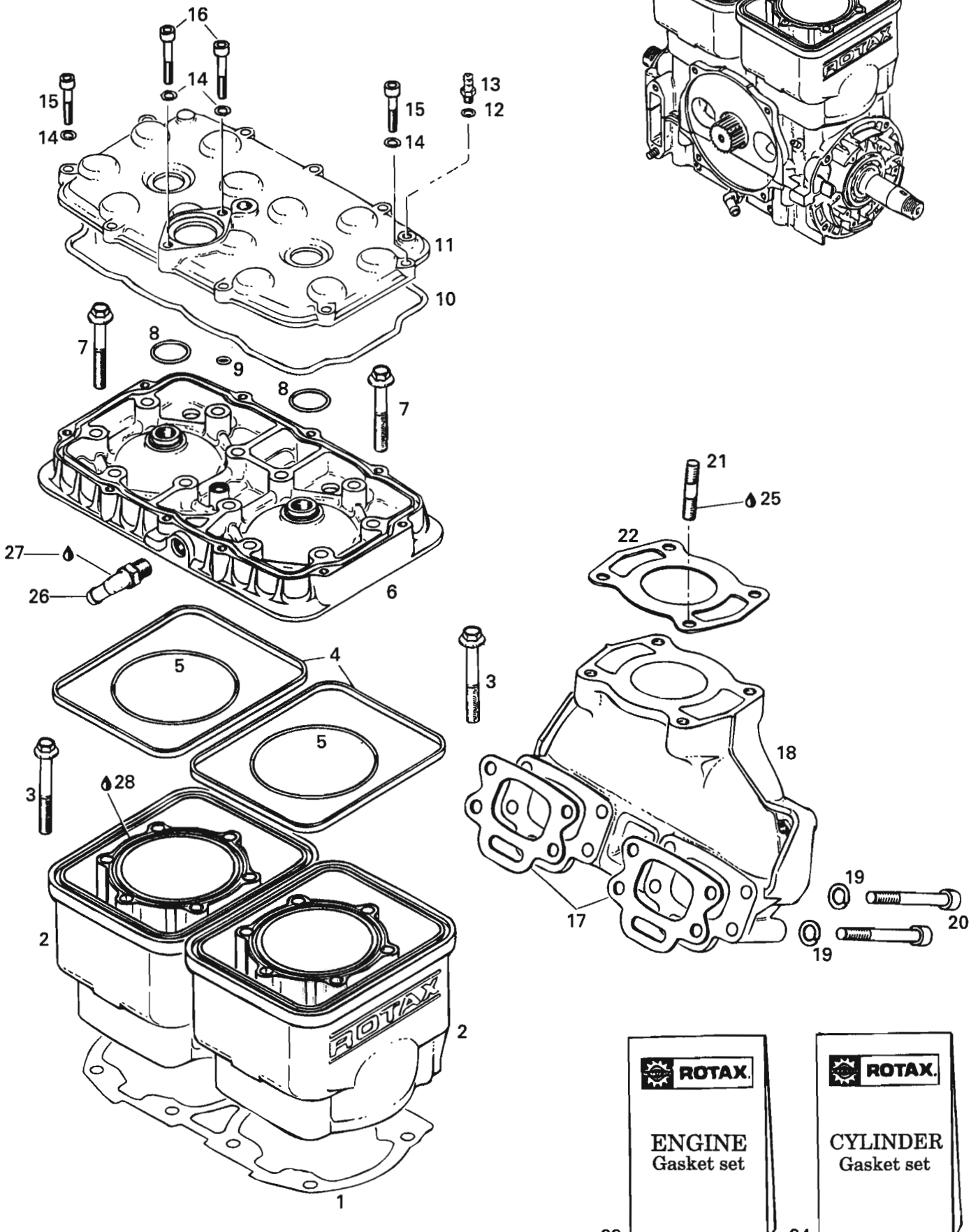
587





Cylinder, Exhaust Manifold (587)
Cylindre, collecteur d'échap. (587)

				SP 5873	SPX 5874	SPI 5875
N 1➪3	290 881 444	***Short Block Ass'y***	***Ens. carter / cylindre ass.***	@	–	@
E C **1**	290 931 161	Cylinder Gasket 0.5 mm	Joint d'étanchéité du cylindre 0.5 mm	1	–	1
2	290 913 376	***Cylinder with Sleeve*** (White)	***Cylindre avec chemise*** (blanc)	2	–	2
3	290 841 998	Flanged Hex. Screw M8 x 70	Vis hex. à épaulement M8 x 70	8	–	8
E C **4**	290 850 040	O–Ring	Joint torique	2	–	2
E **5**	293 300 026	O–Ring	Joint torique	2	–	2
6	290 913 352	Head Cylinder (White)	Culasse (blanc)	1	–	1
7	290 240 328	Flanged Hex. Screw M8 x 53.5	Vis hex. à épaulement M8 x 53.5	12	–	12
E C **8**	290 430 782	O–Ring	Joint torique	2	–	2
E C **9**	290 430 200	O–Ring	Joint torique	1	–	1
E C **10**	290 950 360	O–Ring	Joint torique	1	–	1
11	290 913 362	Cylinder Head Cover (White)	Couvercle de culasse (blanc)	1	–	1
E C **12**	290 830 890	Sealing Ring	Bague étanche	1	–	1
13	290 940 557	Hose Fitting 6 mm	Raccord de boyau 6 mm	1	–	1
14	290 845 381	Lock Washer M6	Rondelle–frein M6	11	–	11
15	210 100 012	Allen Screw M6 x 25	Vis Allen M6 x 25	9	–	9
16	290 241 813	Allen Screw M6 x 35	Vis Allen M6 x 35	2	–	2
E C **17**	290 850 635	Gasket	Joint d'étanchéité	2	–	2
18	290 978 348	Exhaust Manifold (White)	Collecteur d'échappement (blanc)	1	–	1
19	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	8	–	8
20	290 841 833	Allen Screw M8 x 75	Vis Allen M8 x 75	8	–	8
21	290 941 013	Stud M8 x 26	Goujon M8 x 26	1	–	1
E C **22**	290 950 251	Gasket	Joint d'étanchéité	1	–	1
E 23	290 993 878	***Engine Gasket Set***	***Ens. de joint d'étanchéité moteur.***	@	–	@
C 24	290 993 877	***Cylinder Gasket Set***	***Ens. joint d'étanch. de cylindre ....***	@	–	@
25	293 899 788	Loctite «648», 5 gr.	Loctite «648», 5 gr.	@	–	@
26	293 700 023	Hose Nipple 90°	Raccord coudé 90°	1	–	1
27	293 800 013	Sealant-Pipe, 250 mL	Enduit d'étanchéité de tuyau, 250 mL	@	–	@
28	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@	–	@

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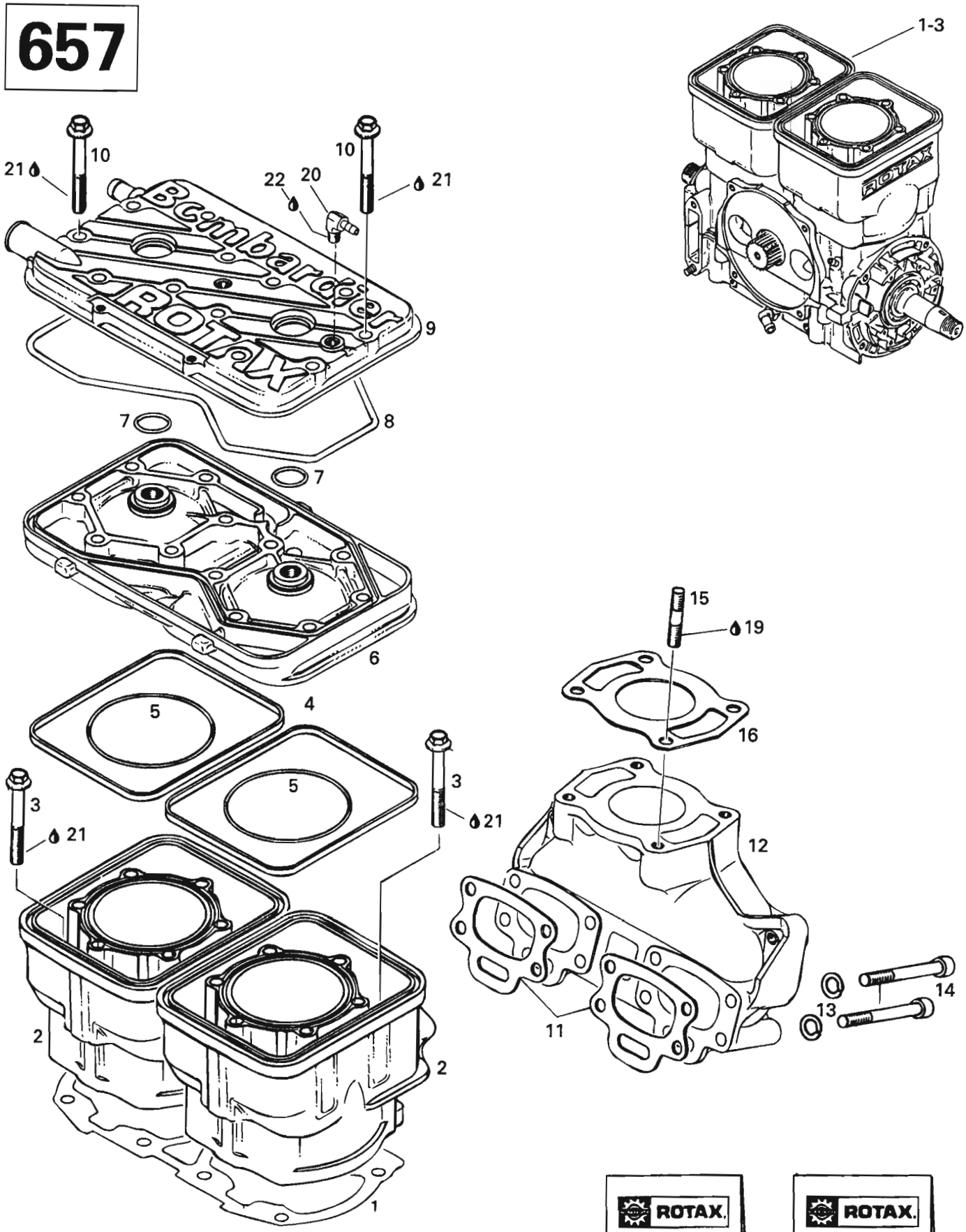

17 ROTAX. ENGINE Gasket set

18 ROTAX. CYLINDER Gasket set

Cylinder, Exhaust Manifold (657)
Cylindre, collecteur d'échap. (657)

				SP 5873	SPX 5874	SPI 5875
N 1⇨3	290 881 449	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	–	@	–
E C **1**	290 931 161	Gasket Cylinder 0.5 mm	Joint d'étanchéïté du cylindre 0.5 mm	–	@	–
E C	290 931 162	Gasket Cylinder 0.3 mm	Joint d'étanchéité de cylindre 0.3 mm	–	@	–
E C	290 931 163	Gasket Cylinder 0.6 mm	Joint d'étanchéité de cylindre 0.6 mm	–	@	–
E C	290 931 164	Gasket Cylinder 0.8 mm	Joint d'étanchéité de cylindre 0.8 mm	–	@	–
E C	290 931 165	Gasket Cylinder 0.4 mm	Joint d'étanchéité de cylindre 0.4 mm	–	@	–
2	290 913 388	***Cylinder with Sleeve*** (White)	***Cylindre avec chemise*** (blanc)	–	2	–
3	290 841 998	Flanged Hex. Screw M8 x 68.5	Vis hex. à épaulement M8 x 68.5	–	8	–
E C **4**	290 850 045	O–Ring	Joint torique	–	2	–
E C **5**	290 931 220	O–Ring	Joint torique	–	2	–
6	290 913 706	Head Cylinder (White)	Culasse (blanc)	–	1	–
E C **7**	290 430 782	O–Ring	Joint torique	–	2	–
E C **8**	290 950 320	O–Ring	Joint torique	–	1	–
9	290 913 711	Cylinder Head Cover (White)	Couvercle de culasse (blanc)	–	1	–
10	290 841 998	Flanged Hex. Screw M8 x 68.5	Vis hex. à épaulement M8 x 68.5	–	12	–
E C **11**	290 850 637	Gasket	Joint d'étanchéité	–	2	–
12	290 979 141	Exhaust Manifold (White)	Collecteur d'échappement (blanc)	–	1	–
13	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	–	8	–
14	290 841 994	Allen Screw M8 x 70	Vis Allen M8 x 70	–	8	–
15	290 941 013	Stud M8 x 26	Goujon M8 x 26	–	1	–
E C **16**	290 950 251	Gasket	Joint d'étanchéité	–	1	–
E 17	290 886 653	***Engine Gasket Set***	***Ens. de joint d'étanchéité moteur.***	–	@	–
C 18	290 886 656	***Cylinder Gasket Set***	***Ens. joint d'étanchéité de cylindre***	–	@	–
19	290 899 788	Loctite «648», 5 gr.	Loctite «648», 5 gr.	–	@	–
20	293 710 018	Elbow Fitting	Raccord coudé	–	1	–
21	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	–	@	–
22	293 800 013	Sealant-Pipe, 250 mL	Enduit d'étanchéité de tuyau, 250 mL	–	@	–

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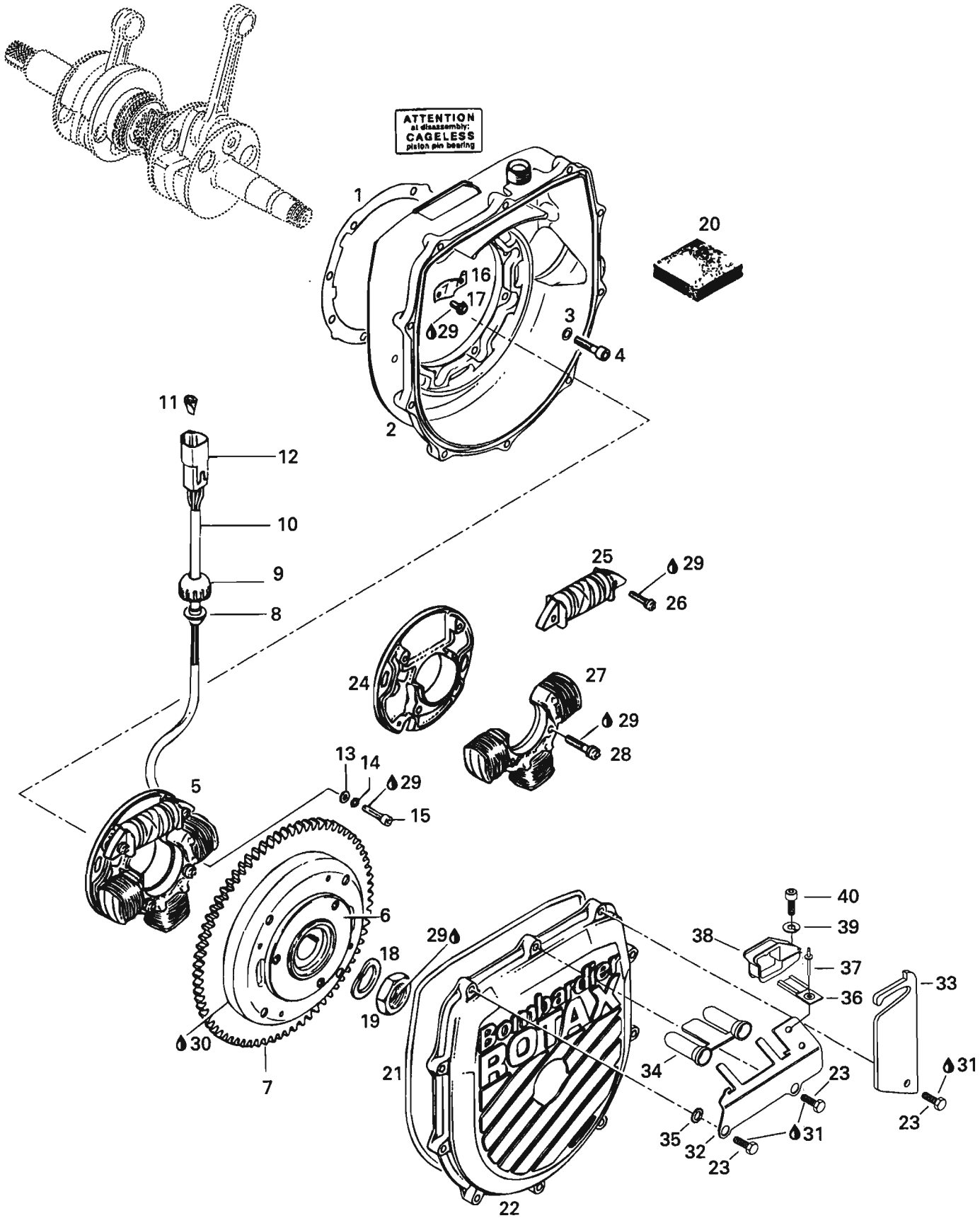
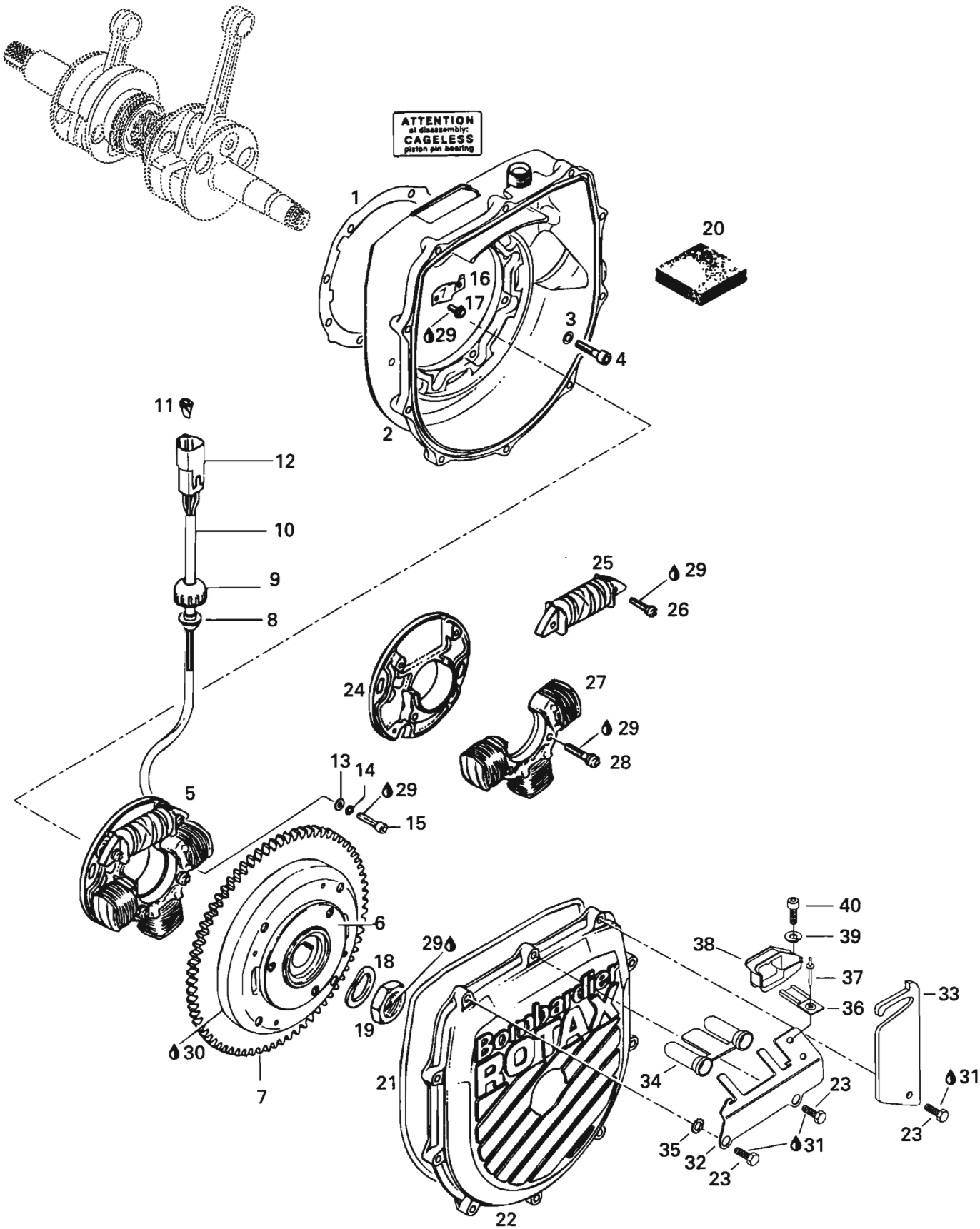


Magneto
Magnéto

				SP 5873	SPX 5874	SPI 5875
E 1	290 850 605	Gasket	Joint d'étanchéité	1	1	1
N 2	290 810 096	Ignition Housing (White)	Boîtier d'allumage (blanc)	1	1	1
3	290 945 751	Lock Washer 6 mm	Rondelle–frein 6 mm	8	8	8
4	290 840 861	Allen Screw M6 x 25	Vis Allen M6 x 25	8	8	8
N 5	290 886 726	***Armature Plate Ass'y***	***Plaque d'armature ass.***	1	1	1
6⇨7	290 995 119	***Magneto Flywheel Ass'y***	***Volant magnétique ass.***	1	1	1
6	290 995 118	Magneto Flywheel	Volant magnétique	1	1	1
7	290 834 060	Starter Gear 77 Teeth	Couronne dentée 77 dents	1	1	1
N 8	293 720 034	Grommet	Passe–fils	1	1	1
9	278 000 100	Cap	Capuchon	1	1	1
N 10	290 260 931	Tubing Isolation	Tube isolant	1	1	1
N 11	278 000 636	Female Cap Tubing Housing 4 ways	Capuchon femelle 4 circuits	1	1	1
N 12	278 000 635	Female Housing Tab 4 ways	Bloc femelle 4 circuits	1	1	1
13	290 827 800	Washer 5.5 mm	Rondelle 5.5 mm	3	3	3
14	290 945 750	Lock Washer 5 mm	Rondelle–frein 5 mm	3	3	3
15	290 840 515	Allen Screw M5 x 18	Vis Allen M5 x 18	3	3	3
16	290 853 080	Retainer Plate	Plaque de retenue	1	1	1
17	215 050 848	Hex. Screw M5 x 8	Vis hex. M5 x 8	2	2	2
18	290 945 759	Lock Washer 22 mm	Rondelle–frein 22 mm	1	1	1
19	290 842 230	Hex. Nut M22	Écrou hex. M22	1	1	1
20	290 860 680	Protection Mat	Sangle protecteur	1	1	1
E 21	290 831 555	O–Ring	Joint torique	1	1	1
N 22	290 810 146	Ignition Cover	Couvercle ignition	1	1	1
N 23	290 841 543	Self Tapping Screw M6 x 25	Vis autotaraudeuse M6 x 25	10	10	10
24	290 866 657	Armature Plate	Plateau d'armature	1	1	1
25	410 915 200	Generating Coil	Bobine génératrice d'allumage	1	1	1
26	290 940 810	Combined Screw M5 x 22	Vis combinée M5 x 22	2	2	2
27	410 916 200	Lighting Coil	Bobine d'éclairage	1	1	1
28	410 913 900	Screw With Washer	Vis avec rondelle	2	2	2
29	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
30	290 899 788	Loctite «648», 5 g	Loctite «648», 5 g	@	@	@
31	293 800 023	Loctite Antiseize	Loctite anti–grippage	@	@	@
N 32	278 000 516	Ground Plate	Plaque de mise à la masse	1	1	1

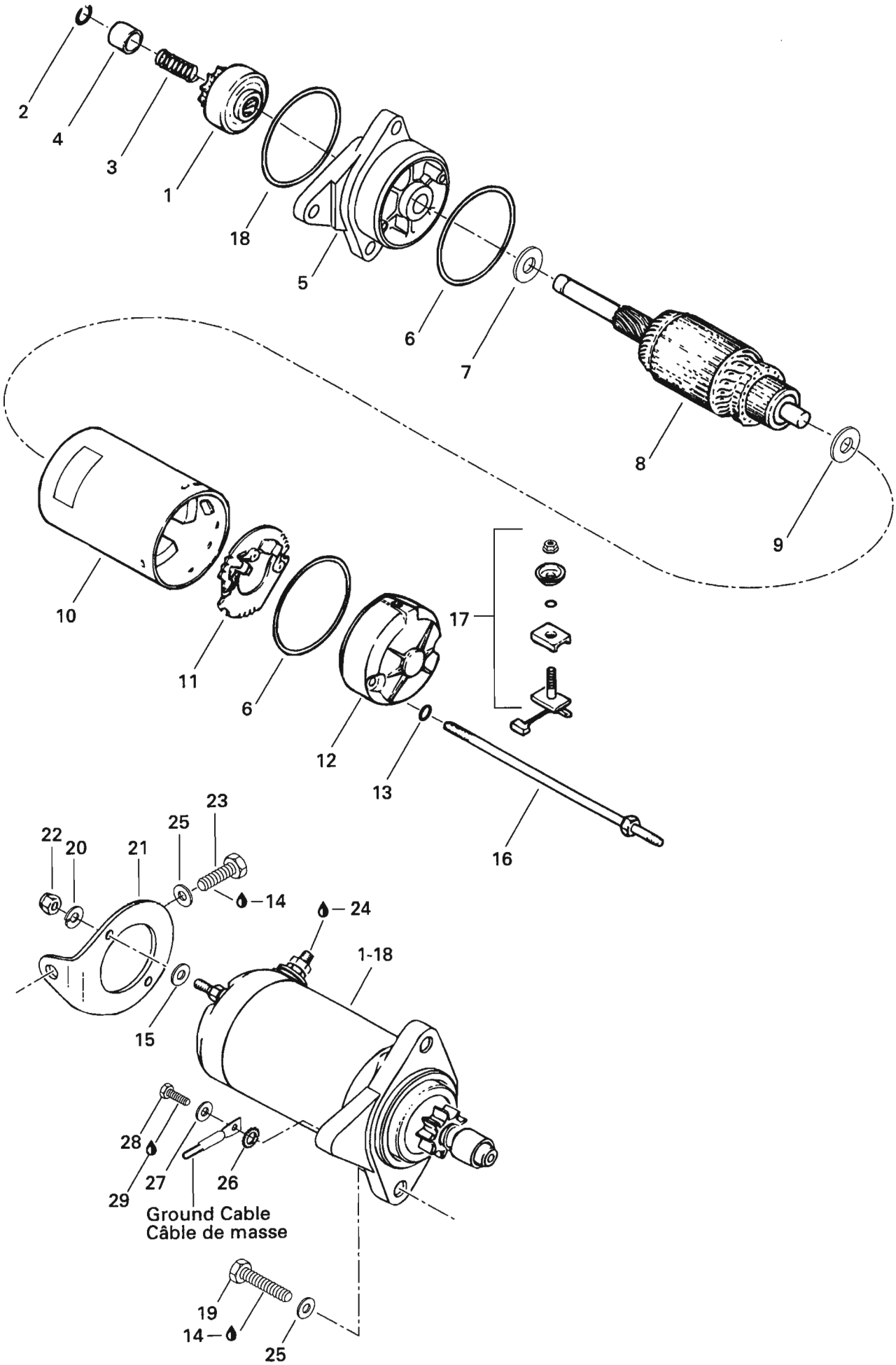
Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Magneto
Magnéto

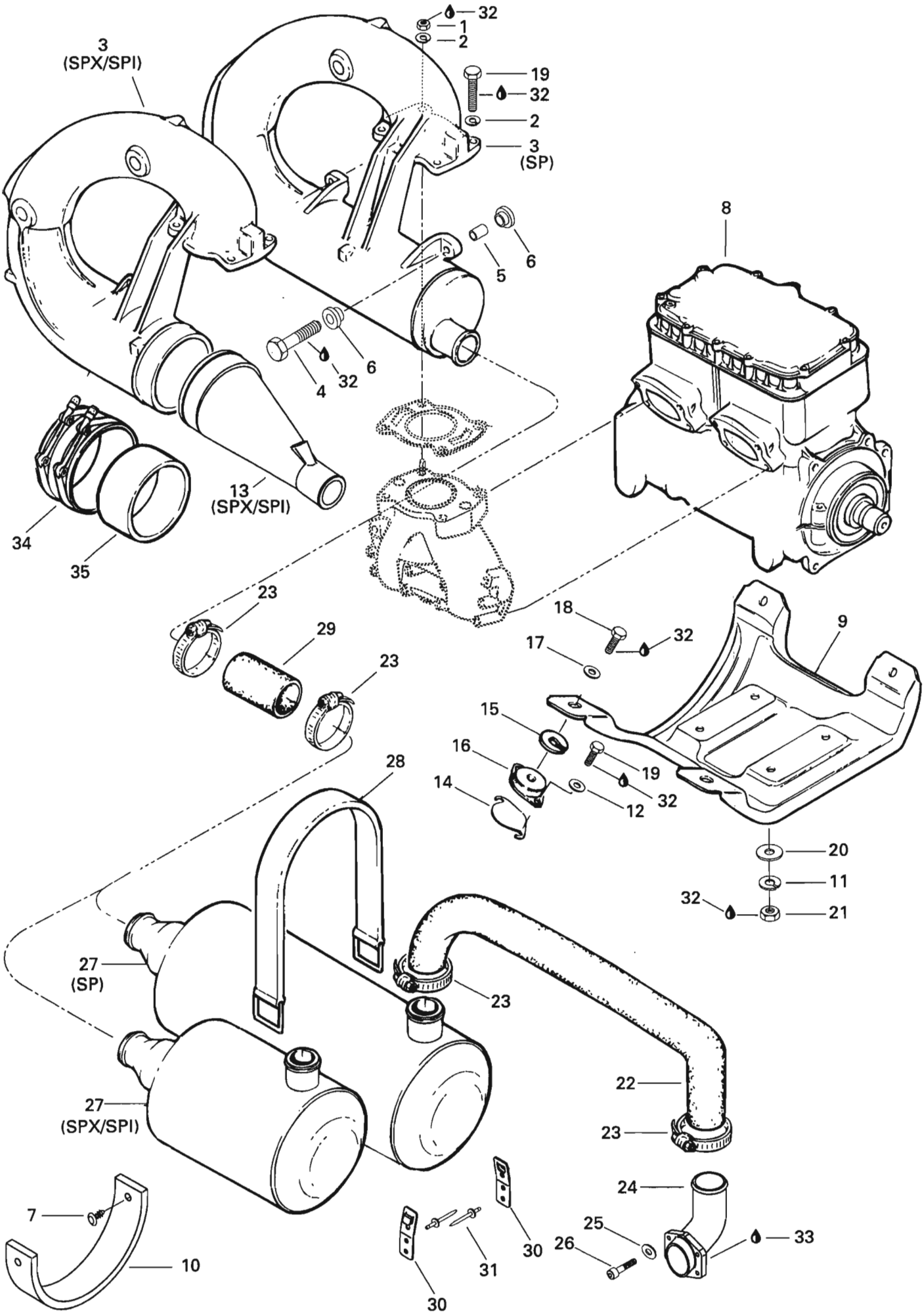
				SP 5873	SPX 5874	SPI 5875
N 33	278 000 483	Cable Support	Support de câble	1	1	1
34	278 000 213	Insulator	Isolateur	1	1	1
N 35	217 161 600	Washer Star 5 mm	Rondelle éventail 5 mm	2	2	2
N 36	270 000 141	Clip	Clip	1	1	1
37	204 000 081	Rivet 3/16	Rivet 3/16	1	1	1
N 38	270 000 158	Adaptor	Adapteur	1	1	1
39	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	1	1	1
40	215 961 660	Allen Screw M6 x 16	Vis Allen M6 x 16	1	1	1
E 41	290 993 878	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanch. moteur (non-ill.)***	@	–	@
E 42	290 886 653	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanch. moteur (non-ill.)***	–	@	–

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



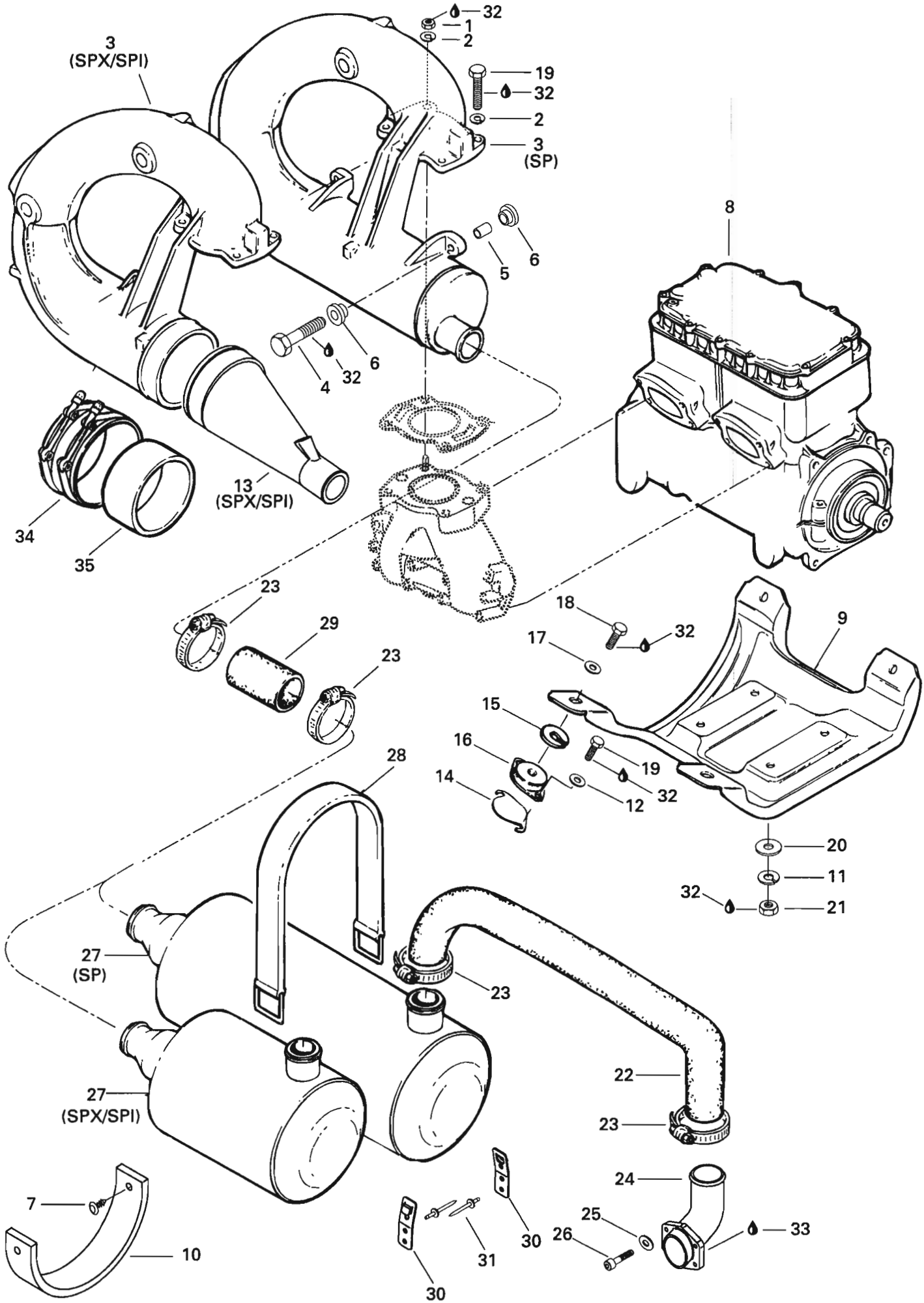
Starter
Démarreur

				SP 5873	SPX 5874	SPI 5875
N 1⇨18	278 000 485	***Starter Ass'y***	***Démarreur ass.***	1	1	1
1	295 500 089	***Starter Clutch Ass'y***	***Embrayage du démarreur ass.***	1	1	1
2	278 000 048	Circlip	Circlip	1	1	1
3	278 000 168	Spring	Ressort	1	1	1
4	278 000 254	Stopper Bushing	Douille d'arrêt	1	1	1
N 5	278 000 697	***Housing Ass'y***	***Logement ass.***	1	1	1
N 6	278 000 695	O–Ring	Joint torique	2	2	2
7	278 000 054	Washer	Rondelle	1	1	1
N 8	278 000 699	Armature	Induit	1	1	1
9	278 000 056	Thrust Washer	Rondelle de butée	@	@	@
10	278 000 057	***Yoke Ass'y***	***Boîtier du démarreur ass.***	1	1	1
11	278 000 058	Brush Holder	Porte–balai	1	1	1
12	278 000 251	Commutator End Frame	Couvercle du collecteur	1	1	1
13	278 000 060	O–Ring	Joint torique	2	2	2
14	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
15	213 200 004	Washer 5 mm	Rondelle 5 mm	2	2	2
16	278 000 170	Retainer Stud	Goujon de retenue	2	2	2
17	278 000 252	***Brush Starter Kit***	***Ensemble de balai de démarreur***	1	1	1
N 18	278 000 694	O–Ring	Joint torique	1	1	1
19	210 000 007	Hex. Screw M8 x 30	Vis hex. M8 x 30	2	2	2
20	217 351 500	Lock Washer 5 mm	Rondelle–frein 5 mm	2	2	2
21	270 000 080	Starter Support	Support de démarreur	1	1	1
22	218 051 600	Stop Nut M5	Écrou d'arrêt M5	2	2	2
23	215 681 660	Hex. Screw M8 x 16	Vis hex. M8 x 16	1	1	1
24	293 550 004	Dielectric Grease, 150 g	Graisse diélectrique, 150 g	@	@	@
25	213 200 002	Washer 8 mm	Rondelle 8 mm	3	3	3
26	213 400 001	Ext. Tooth Lock Washer 8 mm	Rondelle–frein à dents ext. 8 mm	1	1	1
N 27	211 200 020	Flat Washer 8 mm	Rondelle plate 8 mm	1	1	1
28	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	1	1	1
29	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@	@	@



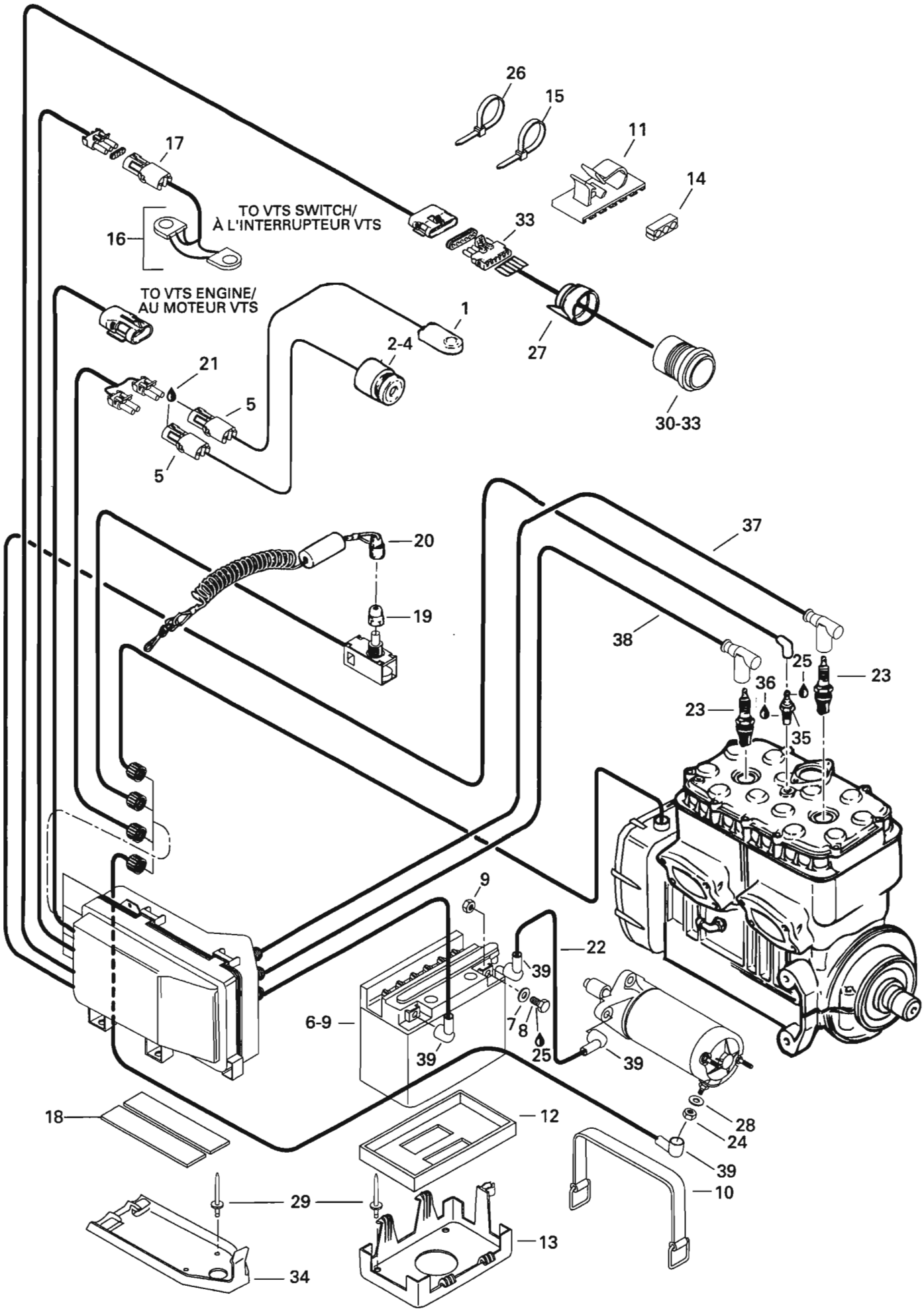
Engine Support and Muffler
Support moteur et silencieux

				SP 5873	SPX 5874	SPI 5875
1	212 100 001	Hex. Nut M8	Écrou hex. M8	1	1	1
2	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	4	4	4
3	274 000 121	***Tuned Pipe Ass'y***	***Tuyau d'échappement ass.***	1	–	–
	274 000 122	***Tuned Pipe Ass'y***	***Tuyau d'échappement ass.***	–	1	1
4	215 6840 60	Hex. Screw M8 x 40	Vis hex. M8 x 40	2	1	1
5	274 000 114	Bushing	Douille	2	1	1
6	293 830 006	Bushing Rubber	Douille de caoutchouc	4	2	2
7	293 730 006	Dart black	Dard noir	2	2	2
N 8	270 000 133	Rotax Engine 587 (White)	Moteur Rotax 587 (blanc)	1	–	1
N	270 000 134	Rotax Engine 657 (White)	Moteur Rotax 657 (blanc)	–	1	–
N 9	270 000 147	Engine Support	Support moteur	1	1	1
10	293 830 008	Pad Rubber	Tampon de caoutchouc	1	1	1
11	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	4	4	4
12	213 200 002	Lock Washer 8 mm	Rondelle-frein 8 mm	8	8	8
13	274 000 126	Exhaust Cone	Cône d'échappement	–	1	1
14	270 000 006	Shim 0.3 mm	Cale 0.3 mm	@	@	@
	270 000 007	Shim 1.3 mm	Cale 1.3 mm	@	@	@
15	270 000 024	Shim 0.3 mm	Cale 0.3 mm	@	@	@
	270 000 025	Shim 1.3 mm	Cale 1.3 mm	@	@	@
16	270 000 065	Rubber Mount	Tampon d'ancrage	4	4	4
17	213 200 011	Washer 8 mm	Rondelle 8 mm	4	4	4
18	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	4	4	4
19	210 000 007	Hex. Screw M8 x 30	Vis hex. M8 x 30	11	11	11
20	213 200 003	Washer 10 mm	Rondelle 10 mm	4	4	4
21	212 100 007	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	4	4	4
22	274 000 143	Hose Formed	Boyau formé	1	1	1
23	293 650 036	Tridon Clamp	Bride de serrage	4	4	4
24	274 000 098 190	Exhaust Outlet	Sortie d'échappement	1	–	1
	274 000 153 190	Exhaust Outlet	Sortie d'échappement	–	1	–
25	213 200 001	Washer 6 mm	Rondelle 6 mm	4	4	4
26	210 100 002	Allen Screw M6 x 20	Vis Allen M6 x 20	4	4	4
27	274 000 081	Muffler	Silencieux	1	–	–
	274 000 113	Muffler	Silencieux	–	1	1
28	293 850 021	Muffler Strap	Sangle de silencieux	1	1	1
29	274 000 032	Exhaust Hose	Boyau d'échappement de raccord	1	1	1
30	293 850 024	Strap Clip	Pince de courroie	2	2	2
31	293 150 037	Rivet 3/16	Rivet 3/16	4	4	4



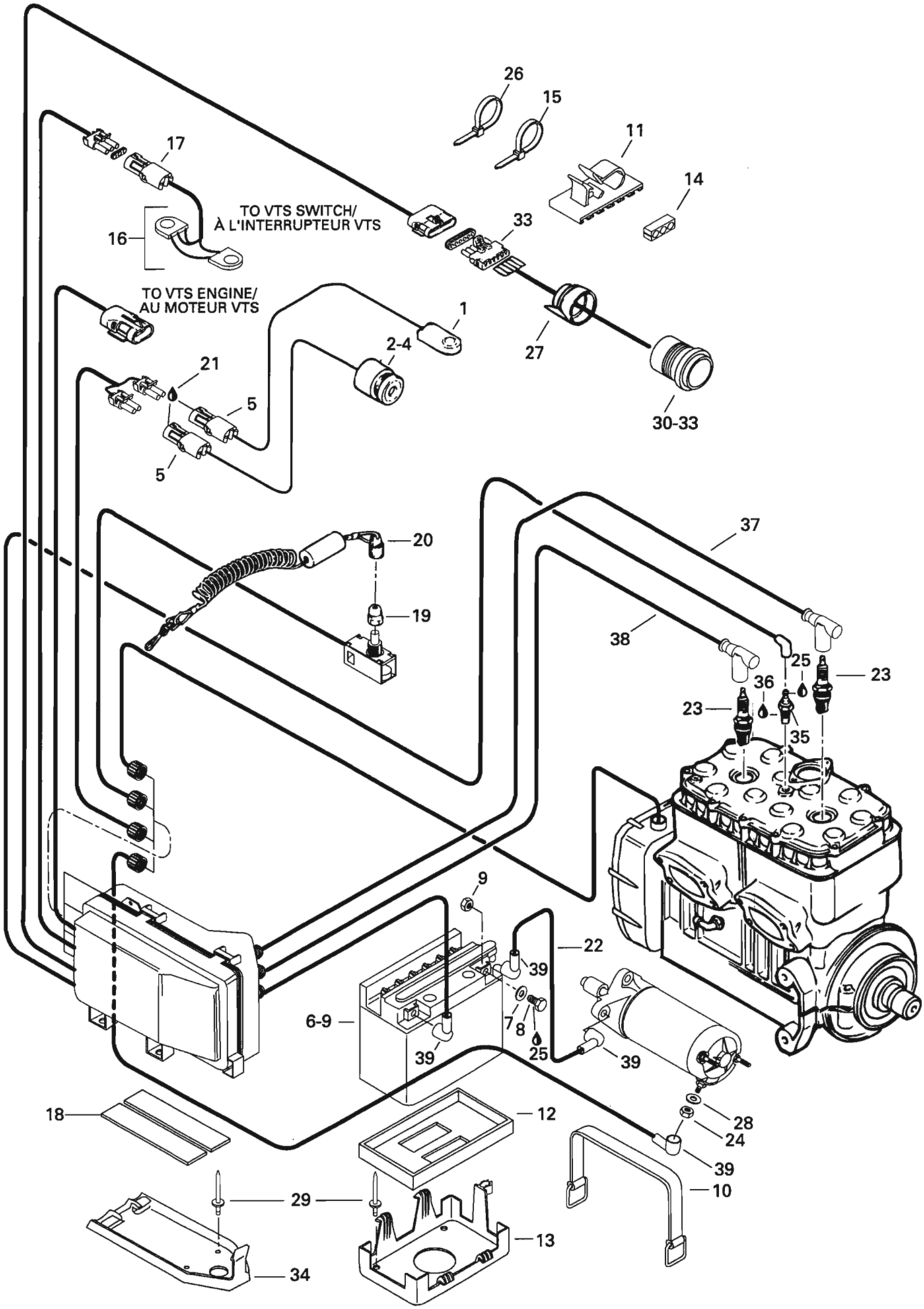
Engine Support and Muffler
Support moteur et silencieux

				SP 5873	SPX 5874	SPI 5875
32	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@	@	@
33	293 800 028	Sealant Loctite U, Black, Heavy Body	Scellant Loctite U, noir, Heavy Body	@	@	@
N 34	274 000 211	Clamp	Bride de serrage	–	1	1
35	274 000 074	Rubber Strip	Bande de caoutchouc	–	1	1



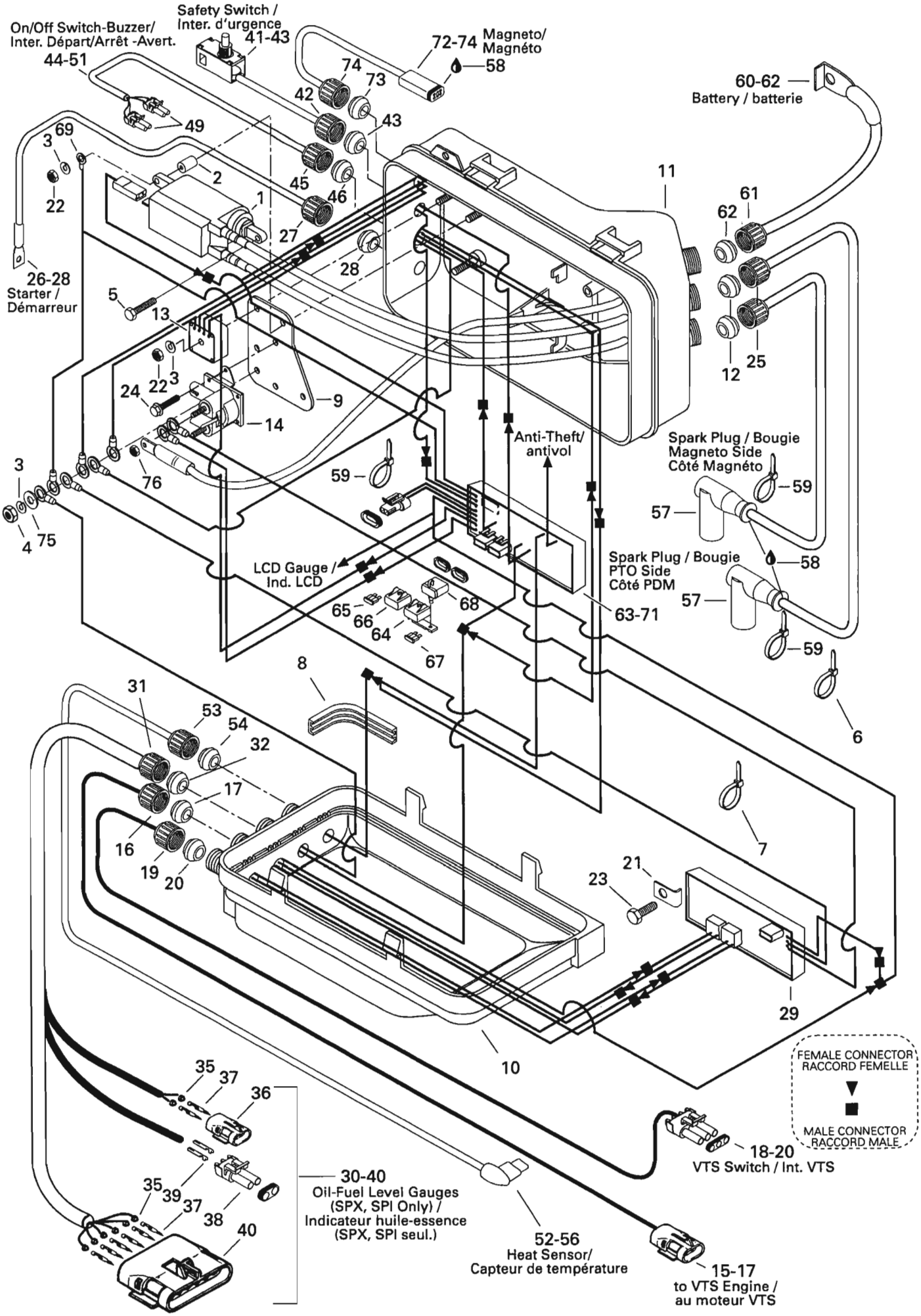
Electrical System
Système électrique

				SP 5873	SPX 5874	SPI 5875
N 1	278 000 427	***Stop / Start Switch Assembly***	***Inter. d'arrêt et de marche ass.***	1	1	1
N 2⇨4	278 000 580	***Buzzer Ass'y***	***Avertisseur ass.***	1	1	1
3	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non illustré)	2	2	2
4	278 000 218	Wire Seal (Not Shown)	Joint de fil (non illustré)	2	2	2
5	278 000 217	Female Tab Housing	Bloc de raccord femelle	2	2	2
N 6⇨9	278 000 477	***Battery***	***Batterie***	1	1	1
N 7	211 200 018	Flat Washer 6 mm	Rondelle plate 6 mm	2	2	2
N 8	211 000 045	Hex. Screw	Vis hex.	2	2	2
N 9	211 100 022	Nut M6	Écrou M6	2	2	2
10	293 850 021	Strap	Sangle	2	2	2
N 11	291 000 678	Tie-Clamp	Attache-collier	@	@	@
N 12	278 000 492	Battery Lower Pad	Tampon inférieur de batterie	1	1	1
N 13	278 000 476	Battery Support	Support de batterie	1	1	1
14	278 000 245	3 Wire Support	Support de 3 fils	1	1	1
15	293 750 002	Tie Rap	Attache	@	@	@
16	278 000 353	***VTS Switch Ass'y***	***Interrupteur VTS ass.***	–	1	–
17	278 000 281	Female Housing Tab (3 ways)	Bloc de raccord fem. (3 circuits)	–	1	–
18	293 830 012	Strip Rubber	Bande de caoutchouc	2	2	2
19	278 000 099	Safety Switch Nut	Écrou d'interrupteur de sécurité	1	1	1
20	295 500 059	***Safety Lanyard Ass'y***	***Cordon de sécurité ass.***	1	1	1
21	293 550 004	Grease Dielectric	Graisse diélectrique	@	@	@
N 22	278 000 515	Battery Ground Cable	Fil de masse batterie	1	1	1
23	278 000 140	Spark Plug (NGK BR7–ES)	Bougie (NGK BR7–ES)	2	–	2
	278 000 362	Spark Plug (NGK BR8–ES)	Bougie (NGK BR8–ES)	–	2	–
24	212 000 001	Nut Lock M6	Écrou d'arrêt M6	1	1	1
25	293 550 004	Dielectric Grease, 150 g	Graisse diélectrique, 150 g	@	@	@
26	293 750 009	Tie Rap	Attache	@	@	@
27	293 720 005	Gauge Support	Support de cadran	1	1	1
28	213 200 001	Washer 6 mm	Rondelle 6 mm	1	1	1
29	293 150 037	Rivet	Rivet	@	@	@
N 30⇨33	278 000 554	***Oil / Fuel Level Gauge***	***Indicateur huile / essence***	–	1	1
31	278 000 223	Female Terminal (Not Shown)	Cosse femelle (non illustré)	–	6	6
32	278 000 218	Seal Wiring (Not Shown)	Joint de fil (non illustré)	–	6	6
33	278 000 221	Male Tab Housing (6 Wires)	Bloc d'attache mâle (6 circuits)	–	1	1
N 34	278 000 491	Box Support	Support de boîte	1	1	1



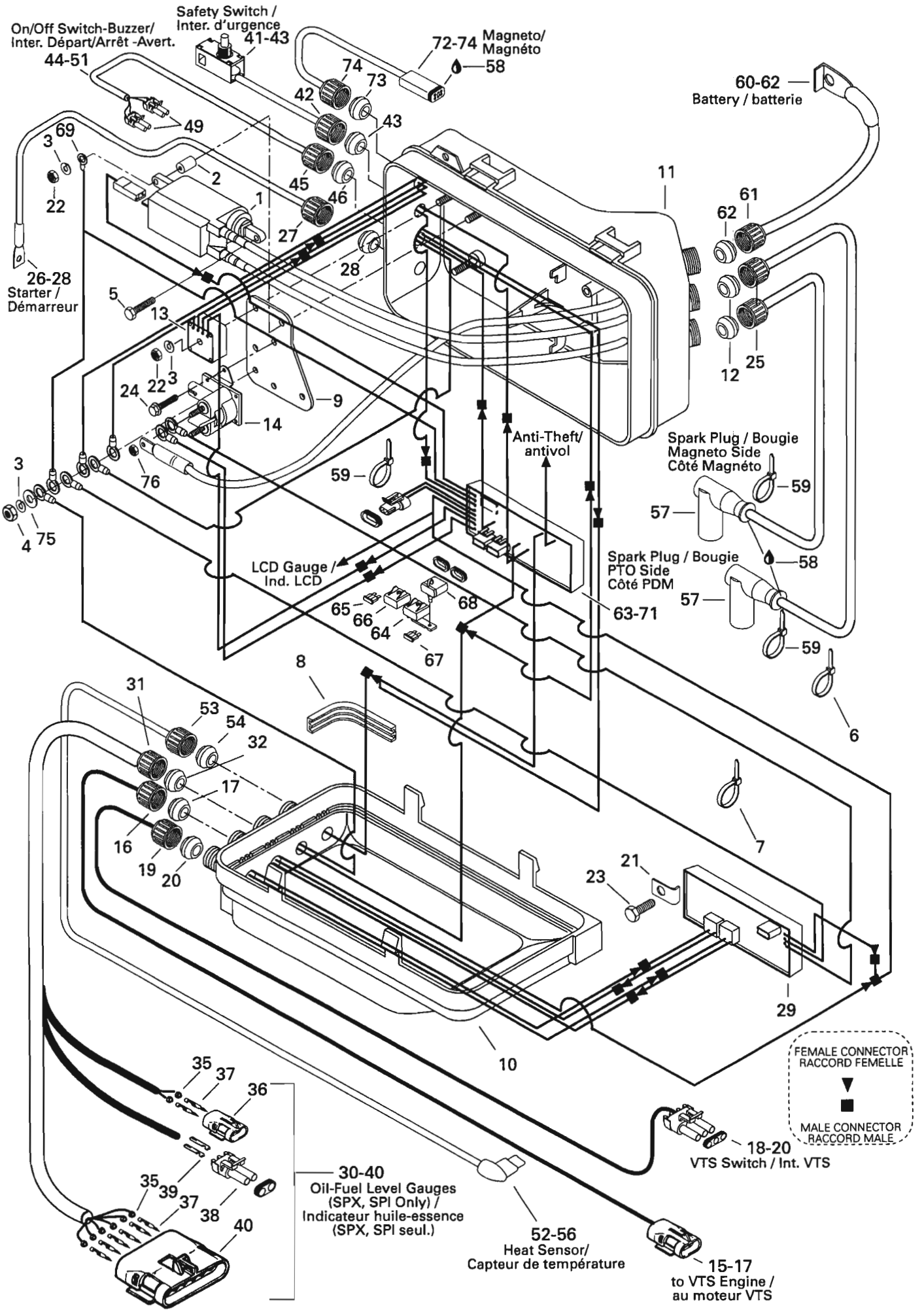
Electrical System
Système électrique

				SP 5873	SPX 5874	SPI 5875
35	278 000 194	Temperature Sensor	Capteur de température	1	1	1
36	293 800 007	Loctite "515", 50 cc	Loctite "515", 50 cc	@	@	@
37	278 000 321	Wire Spark Plug 650 (PTO)	Câble d'allumage 650 (PDM)	1	1	1
38	278 000 322	Wire Spark Plug 530 (MAG)	Câble d'allumage 530 (MAG)	1	1	1
39	278 000 020	Protector Cap	Capuchon protecteur	4	4	4



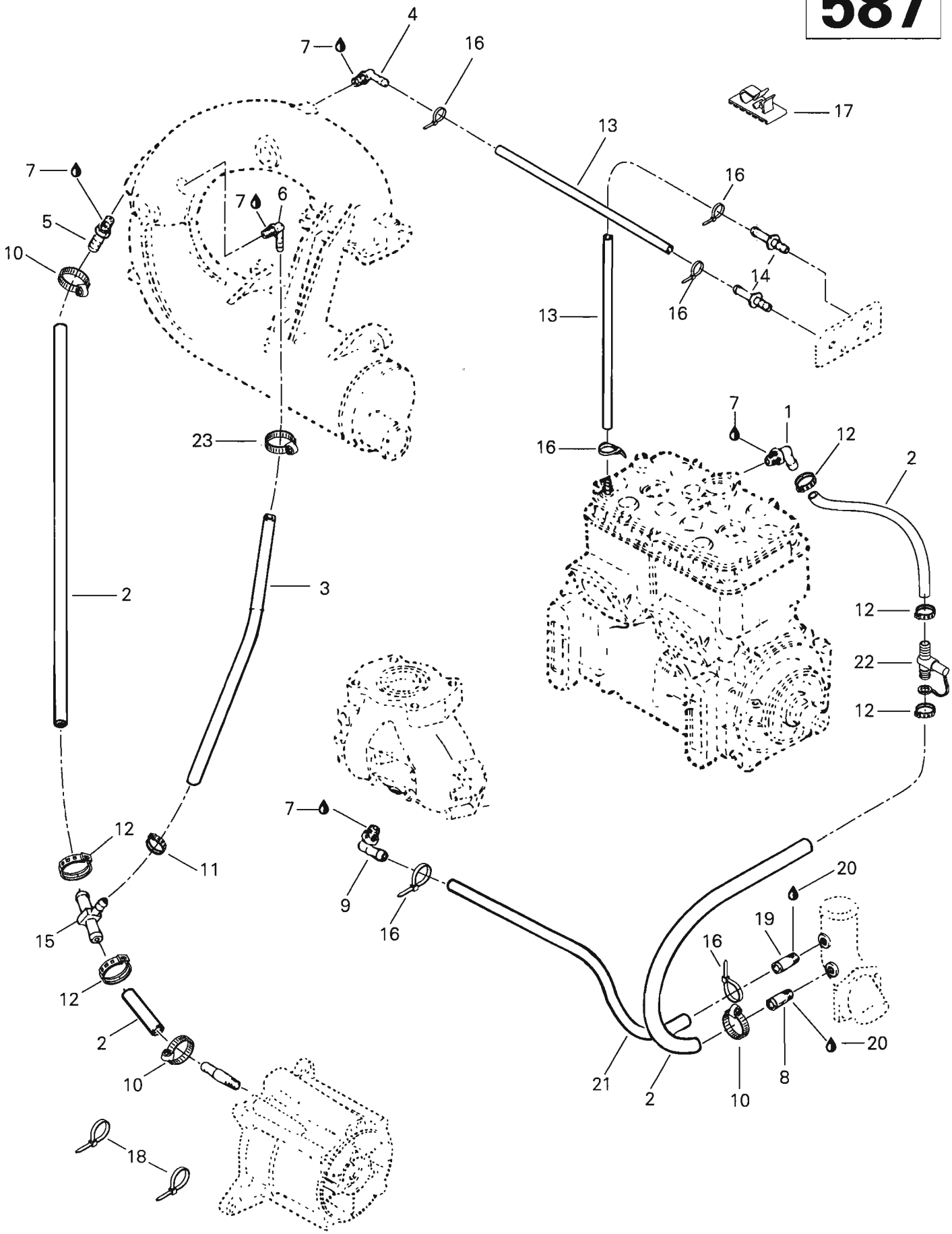
Electrical Box
Boîte électrique

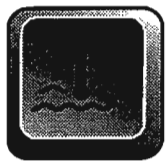
				SP 5873	SPX 5874	SPI 5875
N 1	278 000 586	Ignition Coil	Bobine d'allumage	1	1	1
2	278 000 235	Spacer	Entretoise	1	1	1
3	217 361 500	Lock Washer 6 mm	Rondelle–frein 6 mm	3	3	3
4	212 100 004	Nut M6	Écrou M6	1	1	1
5	215 462 550	Tapping Screw M6.3 x 25	Vis autotaraudeuse M6.3 x 25	1	1	1
6	293 750 001	Tie–Rap	Attache	@	@	@
7	294 000 606	Tie–Rap	Attache	–	@	–
8	278 000 181	Gasket	Joint étanche	1	1	1
N 9	278 000 615	Mounting Plate	Plaque de montage	1	1	1
N 10	278 000 487	Cover	Couvercle	1	–	–
N	278 000 637	Cover	Couvercle	–	1	–
N	278 000 488	Cover	Couvercle	–	–	1
N 11	278 000 486	Box Electric Base	Base de la boîte électrique	1	1	1
N 12	278 000 682	Grommet	Passe–fils	2	2	2
13	278 000 123	Rectifier	Redresseur	1	1	1
N 14	278 000 513	Solenoid	Solénoïde	1	1	1
15⇨17	278 000 356	***VTS Engine Harnesss***	***Câblage de moteur VTS***	–	1	–
16	278 000 100	Electric Cap	Bouchon électrique	–	1	–
17	293 720 025	Grommet	Passe–fils	–	1	–
18⇨20	278 000 022	***VTS Switch Harness***	***Câblage d'interrupteur de VTS***	–	1	–
19	278 000 100	Electric Cap	Bouchon électrique	–	1	–
20	278 000 193	Grommet	Passe–fils	–	1	–
N 21	278 000 693	Retaining Support	Support de retenue	–	2	–
22	212 100 004	Nut M6	Écrou M6	2	2	2
23	215 461 350	Hex. Taptite Screw M6.3 x 13	Vis hex. autotaraudeuse M6.3 x 13	–	2	–
24	211 000 035	Self Tapping Screw M6 x 10	Vis autotaraudeuse M6 x 10	2	2	2
25	278 000 100	Cap	Bouchon	2	2	2
26⇨28	278 000 192	***Starter Cable***	***Câble de démarreur***	1	1	1
27	278 000 100	Electric Cap	Bouchon électrique	1	1	1
28	278 000 098	Grommet	Passe–fils	1	1	1
29	278 000 029	***VTS Module***	***Module de VTS***	–	1	–
N 30⇨40	278 000 556	***Gauge Harness Ass'y***	***Câblage de jauge ass.***	–	1	1
31	278 000 100	Electric Cap	Bouchon électrique	–	1	1
32	293 720 025	Grommet	Passe–fils	–	1	1
33	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non illustré)	–	1	1
34	278 000 231	Insulation Sheath (Not Shown)	Étui thermique (non illustré)	–	1	1
35	278 000 218	Wire Seal	Joint de fil	–	10	10
36	278 000 217	Female Tab Housing	Bloc de raccord femelle	–	1	1
37	293 720 222	Male Terminal	Cosse mâle	–	8	8
38	278 000 220	Male Housing Tab	Bloc de raccord mâle	–	1	1



Electrical Box
Boîte électrique

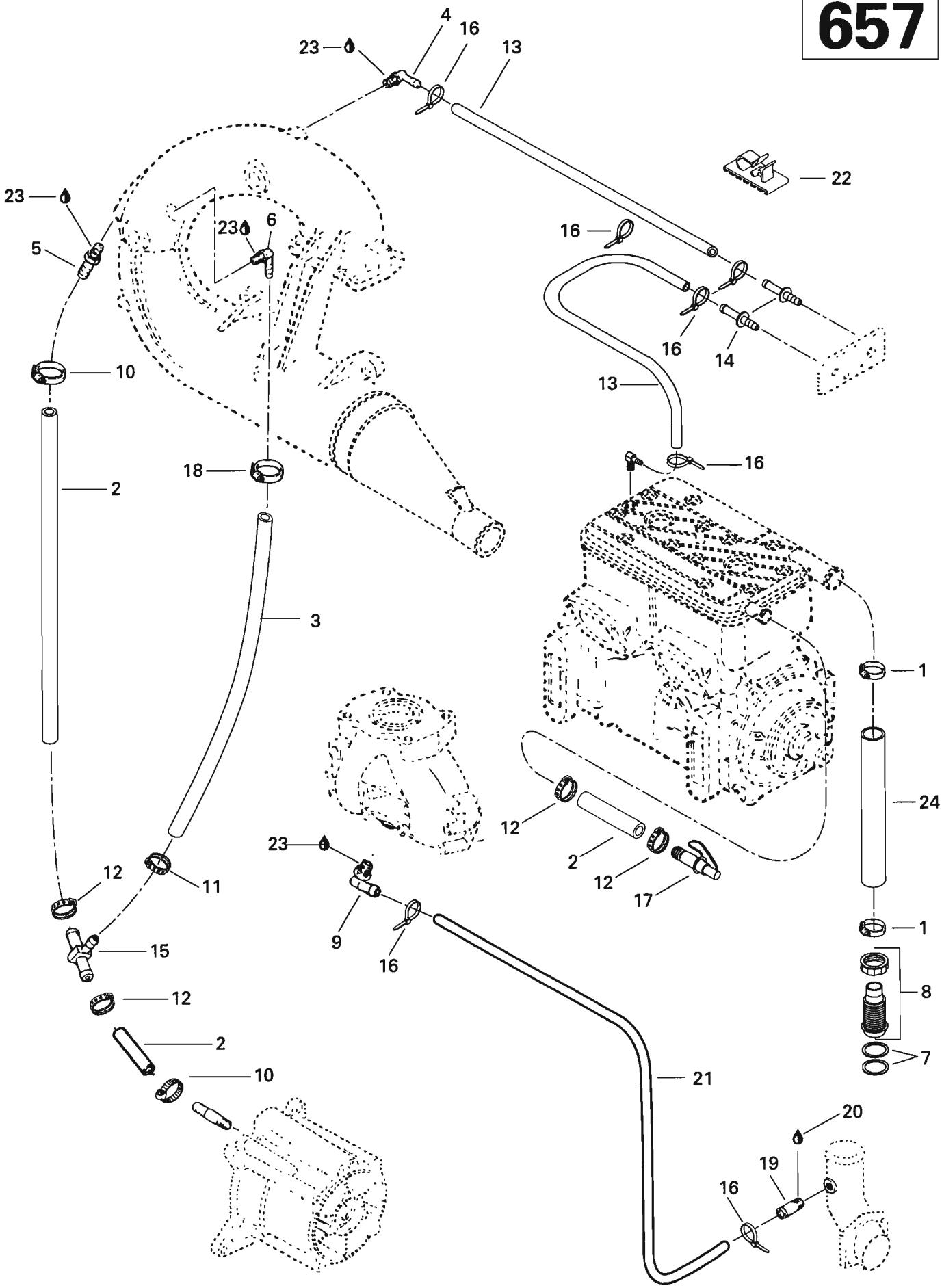
				SP 5873	SPX 5874	SPI 5875
39	278 000 223	Female Terminal	Cosse femelle	–	2	2
40	278 000 156	Female Housing Tab 6 ways	Bloc de raccord fem. 6 circuits	–	1	1
N 41⇨43	278 000 555	Safety Switch	Interrupteur d'urgence	1	1	1
42	278 000 100	Electric Cap	Bouchon électrique	1	1	1
43	293 720 025	Grommet	Passe–fils	1	1	1
N 44⇨51	278 000 420	***Buzzer–On/Off Switch Wiring***	***Câblage avert.– inter. dép./arrêt***	1	1	1
45	278 000 100	Electric Cap	Bouchon électrique	1	1	1
46	570 026 800	Grommet	Passe–fils	1	1	1
47	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non illustré)	2	2	2
48	278 000 231	Insulation Sheath (Not Shown)	Étui thermique (non illustré)	2	2	2
49	278 000 220	Male Housing Tab	Bloc de raccord mâle	2	2	2
50	278 000 223	Female Terminal (Not Shown)	Cosse femelle (non illustré)	4	4	4
51	278 000 218	Wire Seal (Not Shown)	Joint de fil (non illustré)	4	4	4
N 52⇨56	278 000 489	***Temperature Wiring Ass'y***	***Câblage de température ass.***	1	1	1
53	278 000 100	Electric Cap	Bouchon électrique	1	1	1
N 54	293 720 030	Grommet	Passe–fils	1	1	1
55	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non illustré)	1	1	1
56	278 000 231	Insulation Sheath (Not Shown)	Étui thermique (non illustré)	2	2	2
57	278 000 237	Spark Plug Cap	Capuchon de bougie	2	2	2
58	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@	@	@
59	293 750 002	Tie–Rap	Attache	4	4	4
N 60⇨62	278 000 514	***Battery Cable (Red)***	***Câble de batterie (rouge)***	1	1	1
61	278 000 100	Electric Cap	Bouchon électrique	1	1	1
62	278 000 098	Grommet	Passe–fils	1	1	1
N 63⇨71	278 000 474	***Electronic Module Ass'y***	***Module électronique ass.***	1	–	1
N	278 000 423	***Electronic Module Ass'y***	***Module électronique ass.***	–	1	–
64	278 000 345	Fuse Cap	Capuchon à fusible	1	1	1
65	278 000 343	15 Amp. Fuse	Fusible 15 amp.	2	2	2
66	278 000 378	Fuse Cap	Capuchon à fusible	1	1	1
67	278 000 344	5 Amp. Fuse	Fusible 5 amp.	2	2	2
68	278 000 379	Fuse Holder	Porte–fusible	1	1	1
69	278 000 229	Open Barrel	Cosse à anneau	2	2	2
70	278 000 230	Male Terminal (Not Shown)	Cosse mâle (non illustré)	1	1	1
71	278 000 231	Insulation Sheath (Not Shown)	Étui thermique (non illustré)	2	2	2
N 72⇨74	278 000 472	***Engine Harness***	***Câblage de moteur***	1	1	1
73	570 026 800	Grommet	Passe–fils	1	1	1
74	278 000 100	Electric Cap	Bouchon électrique	1	1	1
75	213 200 001	Washer 6 mm	Rondelle 6 mm	1	1	1
76	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2	2	2





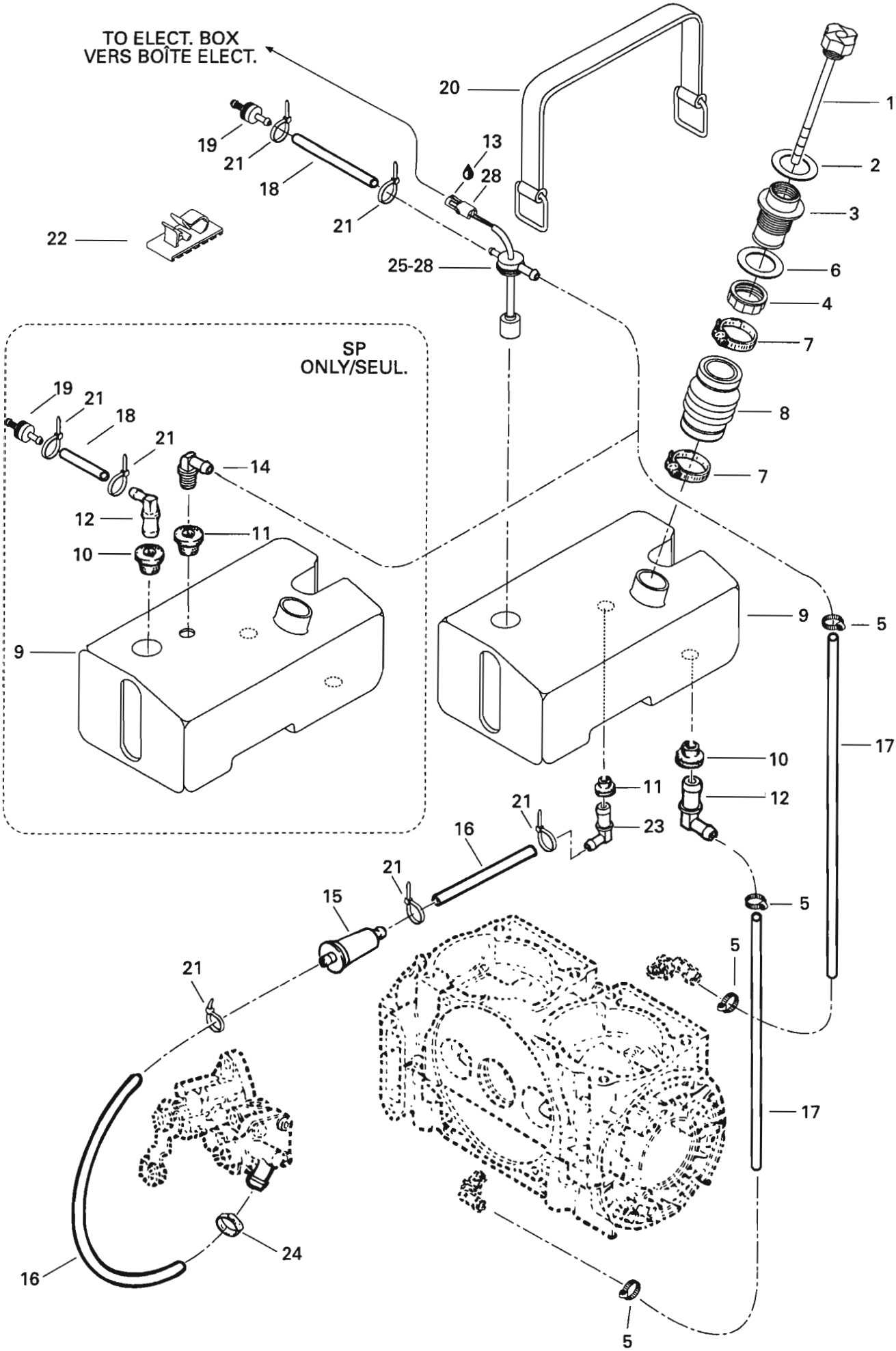
Cooling System «587»
Système de refroidissement «587»

				SP 5873	SPX 5874	SPI 5875
1	293 700 023	Elbow Fitting 90°	Raccord coudé 90°	1	–	1
2	276 000 001	Hose 12.5 mm	Boyau 12.5 mm	@	–	@
3	276 000 016	Hose 8 mm	Boyau 8 mm	@	–	@
4	293 710 018	Elbow Fitting 90°	Raccord coudé 90°	1	–	1
5	293 710 021	Male Connector	Raccord mâle	1	–	1
6	293 700 022	Elbow Fitting 90°	Raccord coudé 90°	1	–	1
7	293 800 013	Pipe sealant, 250 mL	Enduit d'étanchéité de tuyau, 250 mL	@	–	@
8	293 710 019	Male Connector	Raccord mâle	1	–	1
9	293 700 016	Elbow Fitting 90°	Raccord coudé 90°	1	–	1
10	293 650 037	Tridon Clamp	Bride de serrage	3	–	3
11	293 650 030	Oetiker Clamp	Bride de serrage	1	–	1
12	293 650 012	Oetiker Clamp	Bride de serrage	5	–	5
13	275 500 018	Hose 6 mm	Boyau 6 mm	@	–	@
14	291 000 306	Bleed Fitting	Raccord de purge	2	–	2
15	293 710 025	"T" Fitting	Raccord en "T"	1	–	1
16	293 750 001	Tie Rap	Attache	@	–	@
N 17	291 000 678	Tie–Clamp	Attache collier	@	–	@
18	293 750 001	Tie Rap	Attache	@	–	@
19	293 710 017	Male Connector	Raccord mâle	1	–	1
20	293 800 018	Loctite"592", 50 mL	Loctite "592", 50 mL	@	–	@
21	275 000 007	Hose 8 mm	Boyau 8 mm	@	–	@
22	295 000 103	Fitting "T"	Raccord en "T"	1	–	1
23	293 650 027	Tridon Clamp	Bride de serrage	1	–	1



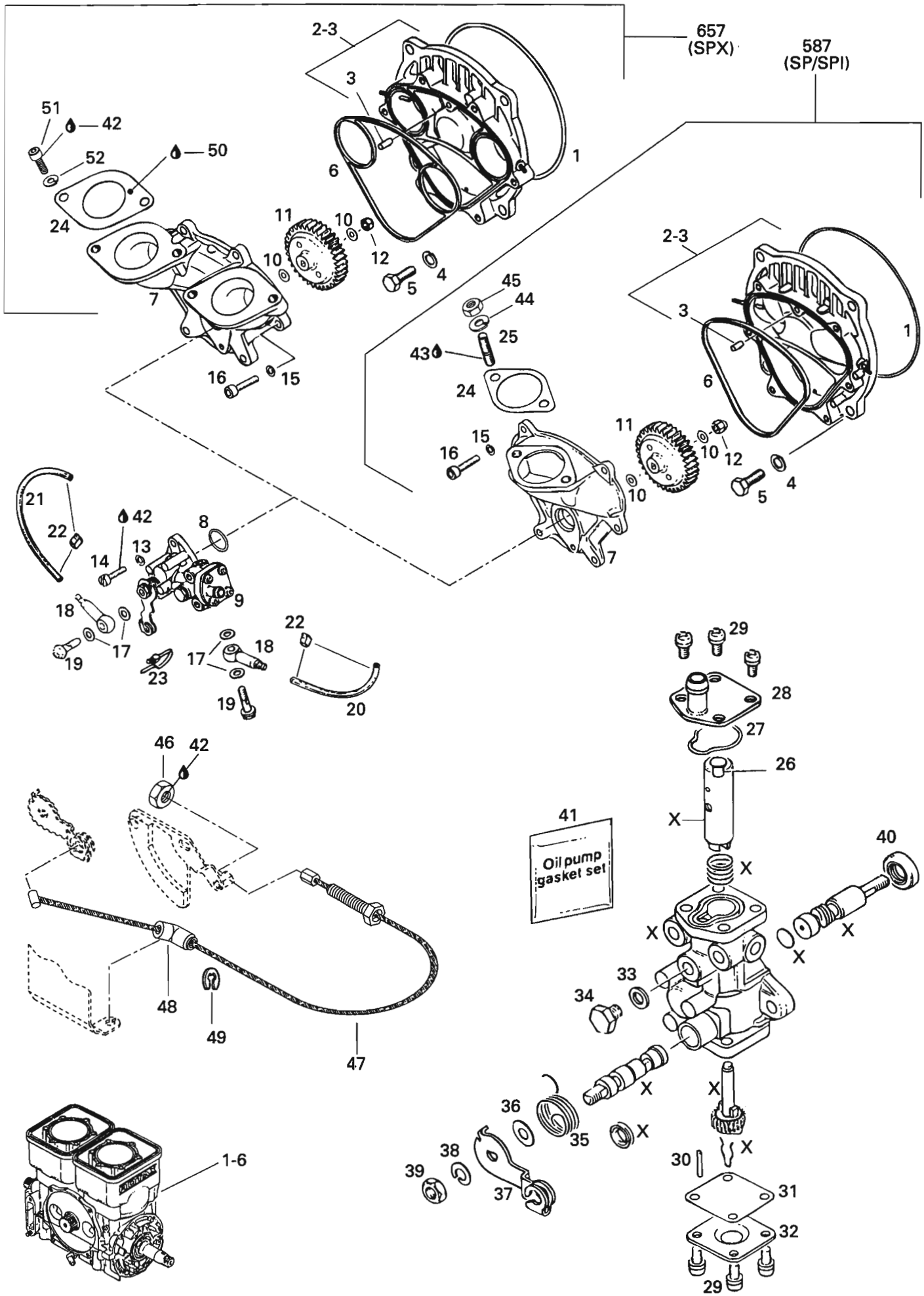
Cooling System «657»
Système de refroidissement «657»

				SP 5873	SPX 5874	SPI 5875
1	293 650 051	Tridon Clamp	Bride de serrage	–	2	–
2	276 000 001	Hose 12.5 mm	Boyau 12.5 mm	–	@	–
3	276 000 016	Hose 8 mm	Boyau 8 mm	–	@	–
4	293 710 018	Elbow Fitting 90°	Raccord coudé 90°	–	1	–
5	293 710 021	Male Connector	Raccord mâle	–	1	–
6	293 700 022	Elbow Fitting 90°	Raccord coudé 90°	–	1	–
7	293 250 006	Gasket	Joint étanche	–	2	–
8	293 710 015	Perko Fitting	Raccord	–	1	–
9	293 700 016	Elbow Fitting 90°	Raccord coudé 90°	–	1	–
10	293 650 037	Tridon Clamp	Bride de serrage	–	@	–
11	293 650 030	Oetiker Clamp	Bride de serrage	–	@	–
12	293 650 012	Oetiker Clamp	Bride de serrage	–	@	–
13	275 500 018	Hose 6 mm	Boyau 6 mm	–	@	–
14	291 000 306	Bleed Fitting	Raccord de purge	–	2	–
15	293 710 025	"T" Fitting	Raccord en "T"	–	1	–
16	293 750 001	Tie Rap	Attache	–	@	–
17	293 710 009	Flush Fitting (90°)	Raccord de vidange (90°)	–	1	–
18	293 650 027	Tridon Clamp	Bride de serrage	–	1	–
19	293 710 017	Male Connector	Raccord mâle	–	1	–
20	293 800 018	Loctite"592", 50 mL	Loctite "592", 50 mL	–	@	–
21	275 000 007	Hose 8 mm	Boyau 8 mm	–	@	–
N 22	291 000 678	Tie–Clamp	Attache collier	–	@	–
23	293 800 013	Pipe sealant, 250 mL	Enduit d'étanchéité de tuyau, 250 mL	–	@	–
24	276 000 032	Hose 20 mm	Boyau 20 mm	–	@	–



Oil Injection System
Système d'injection d'huile

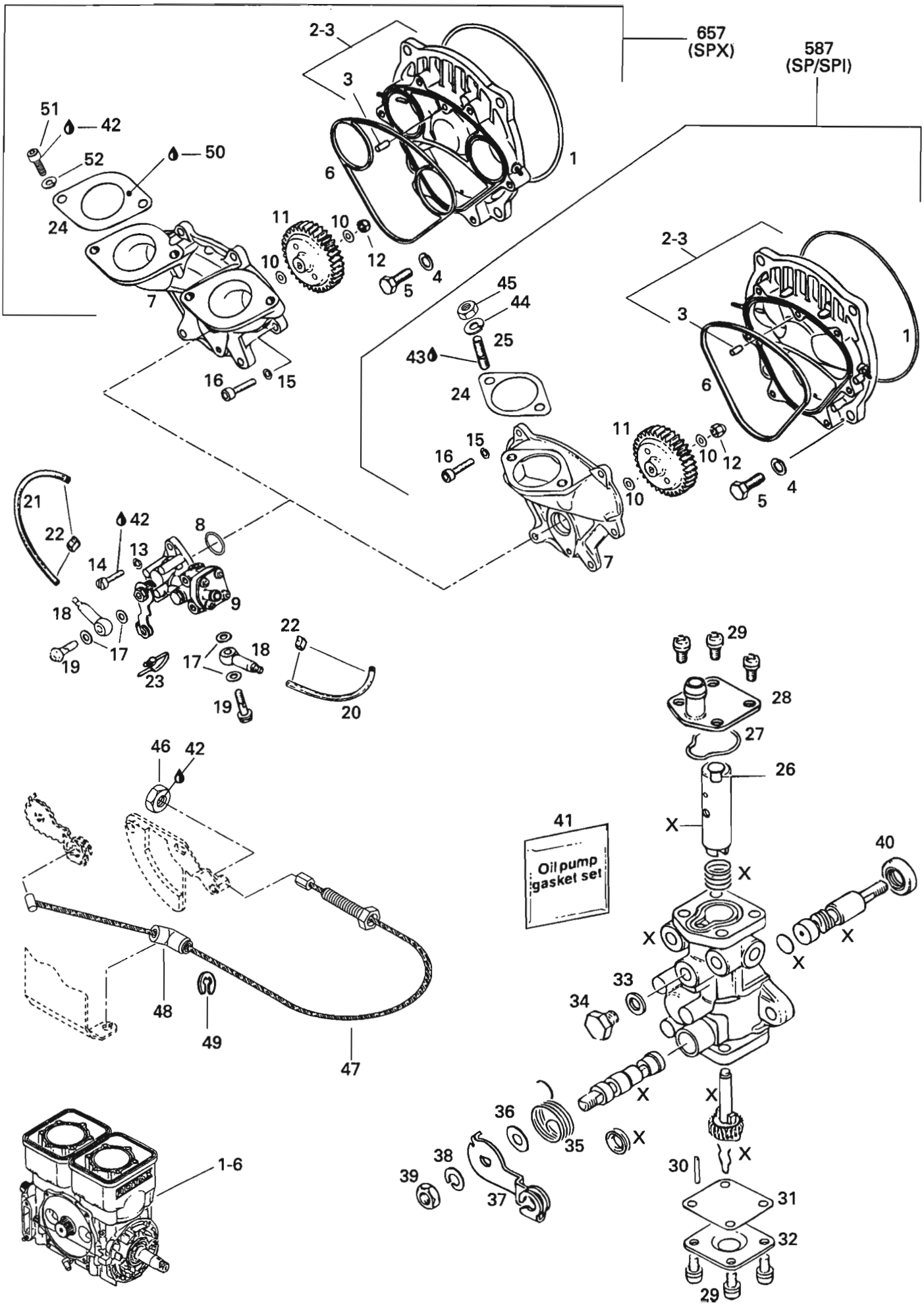
				SP 5873	SPX 5874	SPI 5875
1	275 000 081	***Oil Gauge Ass'y***	***Jauge d'huile ass.***	1	1	1
2	293 250 025	O–Ring	Joint torique	1	1	1
3	275 000 064	***Filler Neck***	***Goulot de remplissage***	1	1	1
4	211 100 013	Nut Filler Neck Oil	Écrou du goulot de remp. (huile)	1	1	1
5	293 650 038	Tridon Clamp	Bride de serrage	4	4	4
6	293 250 016	Gasket	Joint d'étanchéité	1	1	1
7	293 650 035	Tridon Clamp	Bride de serrage	2	2	2
8	275 000 070	Filler Neck Hose	Boyau de remplissage	1	1	1
9	275 000 015	Oil Tank	Réservoir d'huile	1	–	–
N	275 000 123	Oil Tank	Réservoir d'huile	–	1	1
10	293 720 002	Grommet	Passe–fils	2	1	1
11	293 720 001	Grommet	Passe–fils	2	1	1
12	293 710 002	Elbow Fitting 90°	Raccord coudé 90°	2	1	1
13	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	–	@	@
14	293 710 001	Elbow Fitting 90°	Raccord coudé 90°	1	–	–
15	275 000 051	Oil Filter	Filtre d'huile	1	1	1
16	275 000 007	Hose 8 mm	Boyau 8 mm	@	@	@
17	275 000 008	Hose 12 mm	Boyau 12 mm	@	@	@
18	275 500 018	Hose 6 mm	Boyau 6 mm	@	@	@
19	275 500 087	Check Valve	Soupape de retenue	1	1	1
20	293 850 022	Strap	Sangle	1	1	1
21	293 750 001	Tie Rap	Attache	@	@	@
N 22	291 000 678	Tie–Clamp	Attache collier	@	@	@
23	293 710 003	Elbow Fitting 90°	Raccord coudé 90°	1	1	1
24	293 650 042	Oetiker Clamp	Bride de serrage	1	1	1
N 25→28	278 000 478	***Oil Level Senser Ass'y***	***Contacteur de niveau d'huile ass.***	–	1	1
26	278 000 218	Wire Seal (Not Shown)	Joint de fil (non illustré)	–	2	2
27	278 000 222	Male Terminal (Not Shown)	Cosse mâle (non illustré)	–	2	2
28	278 000 217	Female Housing Tab	Bloc de raccord femelle	–	1	1



Oil Injection Pump
Pompe à injection d'huile

				SP 5873	SPX 5874	SPI 5875
N 1⇨6	290 881 444	***Short Block Ass'y***	***Ens. carter / cylindre ass.***	@	–	@
N	290 881 449	***Short Block Ass'y***	***Ens. carter / cylindre ass.***	–	@	–
E **1**	293 300 023	O–Ring	Joint torique	1	1	1
2⇨3	290 810 500	Rotary Valve Cover (Simple Intake)	Couv. valve rotative (collect. simple)	1	–	1
	290 810 526	Rotary Valve Cover (Double Intake)	Couv. valve rotative (collect. double)	–	1	–
3	290 929 650	Dowel Pin	Goupille	1	1	1
4	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4	4	4
5	290 940 593	Hex. Screw M8 x 20	Vis hex. M8 x 20	4	4	4
E C **6**	290 850 160	O–Ring	Joint torique	1	–	1
	290 931 440	O–Ring	Joint torique	–	1	–
7	290 810 044	Oil Pump Flanged	Épaulement de pompe à huile	–	1	–
	290 911 173	Oil Pump Flanged	Épaulement de pompe à huile	1	–	1
E **8**	293 300 018	O–Ring	Joint torique	1	1	1
9	275 000 085	***Oil Pump Ass'y***	***Pompe à huile ass.***	1	–	1
	290 996 724	***Oil Pump Ass'y***	***Pompe à huile ass.***	–	1	–
10	290 927 945	Washer 6.2 mm	Rondelle 6.2 mm	2	2	2
11	290 935 945	Oil Pump Gear 41 Teeth	Roue d'engrenage à 41 dents	1	1	1
12	290 842 040	Lock Nut M6	Écrou de blocage M6	1	1	1
13	290 845 389	Lock Washer 5 mm	Rondelle–frein 5 mm	2	2	2
14	215 951 660	Cylindrical Slotted Screw M5 x 16	Vis cylindrique fendue M5 x 16	2	2	2
15	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	6	6	6
16	290 241 933	Allen Screw M6 x 20	Vis Allen M6 x 20	6	–	6
	290 240 403	Allen Screw M6 x 20	Vis Allen M6 x 20	–	6	–
i E **17**	290 227 500	Oil Banjo Gasket	Joint d'étanchéité de raccord Banjo	4	4	4
18	290 956 010	Check Valve	Soupape de retenue	2	2	2
19	290 241 830	Valve Bolt M6 x 16	Boulon de soupape M6 x 16	2	2	2
i **20**	275 000 039	Oil Line (120 mm – 190 mm)	Conduite d'huile (120 mm – 190 mm)	@	@	@
i **21**	275 000 039	Oil Line (120 mm – 190 mm)	Conduite d'huile (120 mm – 190 mm)	@	@	@
i **22**	290 853 843	Clamp 3.5 mm	Bride 3.5 mm	4	4	4
23	290 866 710	Tie Rap	Attache	2	1	2
E **24**	290 850 373	Gasket 39 mm	Joint d'étanchéité 39 mm	2	–	2
	270 000 114	Gasket	Joint d'étanchéité	–	2	–
25	290 940 173	Stud M8 x 19	Goujon M8 x 19	2	–	2

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Oil Injection Pump
Pompe à injection d'huile

				SP 5873	SPX 5874	SPI 5875
26	290 256 085	Retainer	Arrêt	1	1	1
i 27	293 300 019	O–Ring	Joint torique	1	1	1
28	290 956 340	Pump Upper Plate	Plateau supérieur de pompe	1	–	1
29	290 241 975	Screw with Lock Washer M4 x 8	Vis et rondelle–frein M4 x 8	8	8	8
30	290 929 900	Stop Pin	Goupille d'arrêt	1	1	1
i 31	290 850 200	Gasket	Joint d'étanchéité	1	1	1
32	290 956 031	Pump Lower Plate	Plateau inférieur de pompe	1	1	1
i 33	290 227 505	Gasket	Joint d'étanchéité	1	1	1
34	290 841 583	Hex. Screw M6 x 8	Vis hex. M6 x 8	1	1	1
35	290 838 114	Spring	Ressort	1	1	1
36	290 227 665	Washer 6.2 mm	Rondelle 6.2 mm	1	1	1
37	290 848 162	Lever Control	Levier contrôle	1	1	1
38	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	1	1	1
39	290 242 623	Nut M6	Écrou M6	1	1	1
i 40	290 850 230	Seal	Anneau d'étanchéité	1	1	1
i 41	290 995 045	***Gasket Set***	***Ens. de joints d'étanchéité***	1	1	1
42	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
43	290 899 788	Loctite «648», 5 gr.	Loctite «648», 5 gr.	@	@	@
44	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	2	–	2
45	212 100 001	Nut M8	Écrou M8	2	–	2
46	212 100 003	Jam Nut M6	Écrou de blocage M6	1	1	1
N 47	270 000 163	Injection Cable	Câble d'injection	1	–	1
N	270 000 162	Injection Cable	Câble d'injection	–	1	–
48	270 000 149	Cable Guide	Guide de câble	1	1	1
49	293 370 002	Circlip	Circlip	1	2	1
50	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	–	@	–
51	215 987 560	Allen Screw M8 x 75	Vis Allen M8 x 75	–	4	–
52	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	–	4	–
E 53	290 993 878	***Engine Gasket Set (Not Shown)***	***Ens. de joint d'étanch. moteur (non-ill.)***	@	–	@
C 54	290 993 877	***Cylinder Gasket Set (Not Shown)***	***Ens. joint d'étanch. de cyl. (non-ill.)***	@	–	@
E 55	290 886 653	***Engine Gasket Set (Not Shown)***	***Ens. de joint d'étanch. moteur (non-ill.)***	–	@	–
C 56	290 886 656	***Cylinder Gasket Set (Not Shown)***	***Ens. joint d'étanch. de cyl. (non-ill.)***	–	@	–

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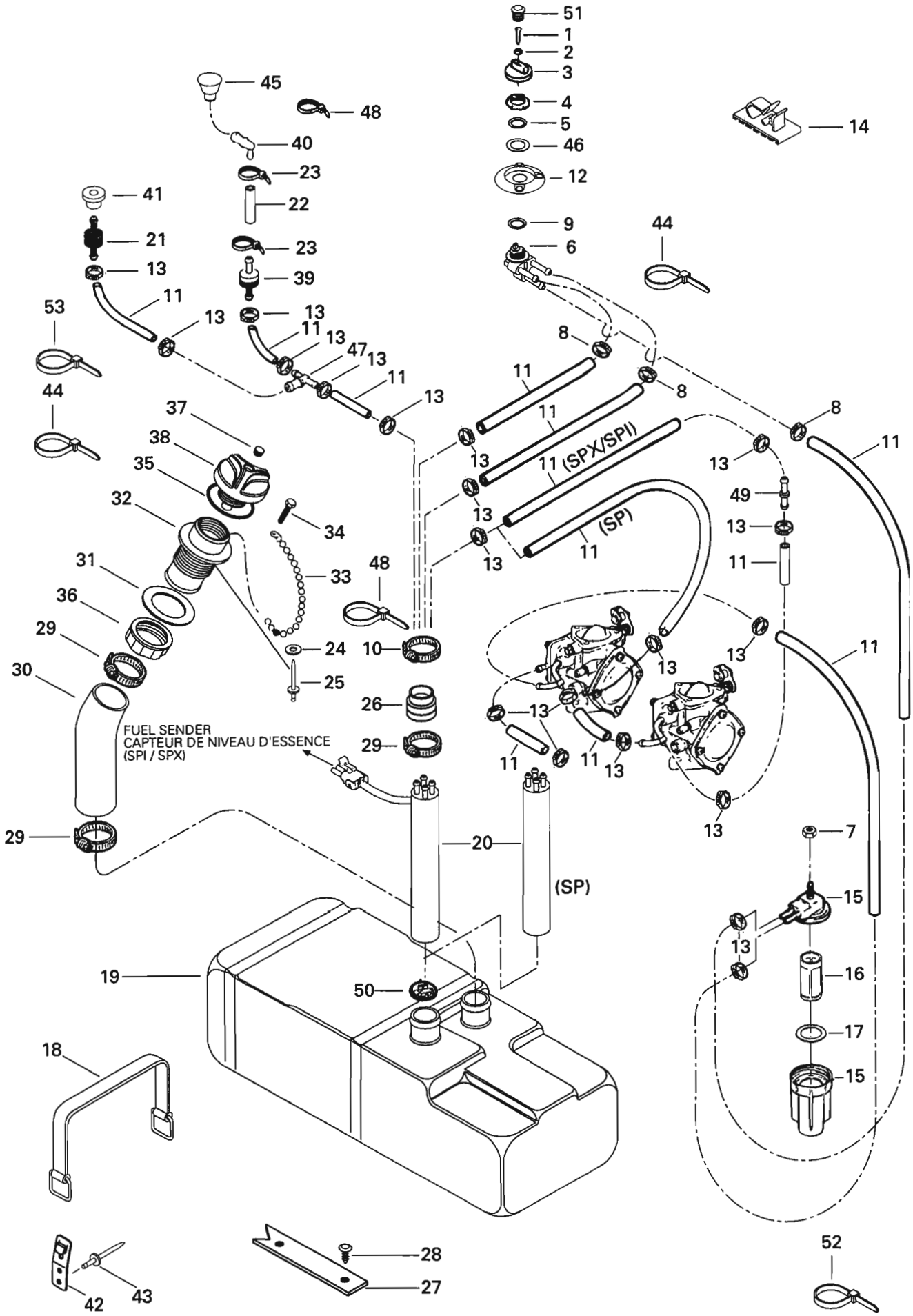
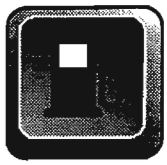
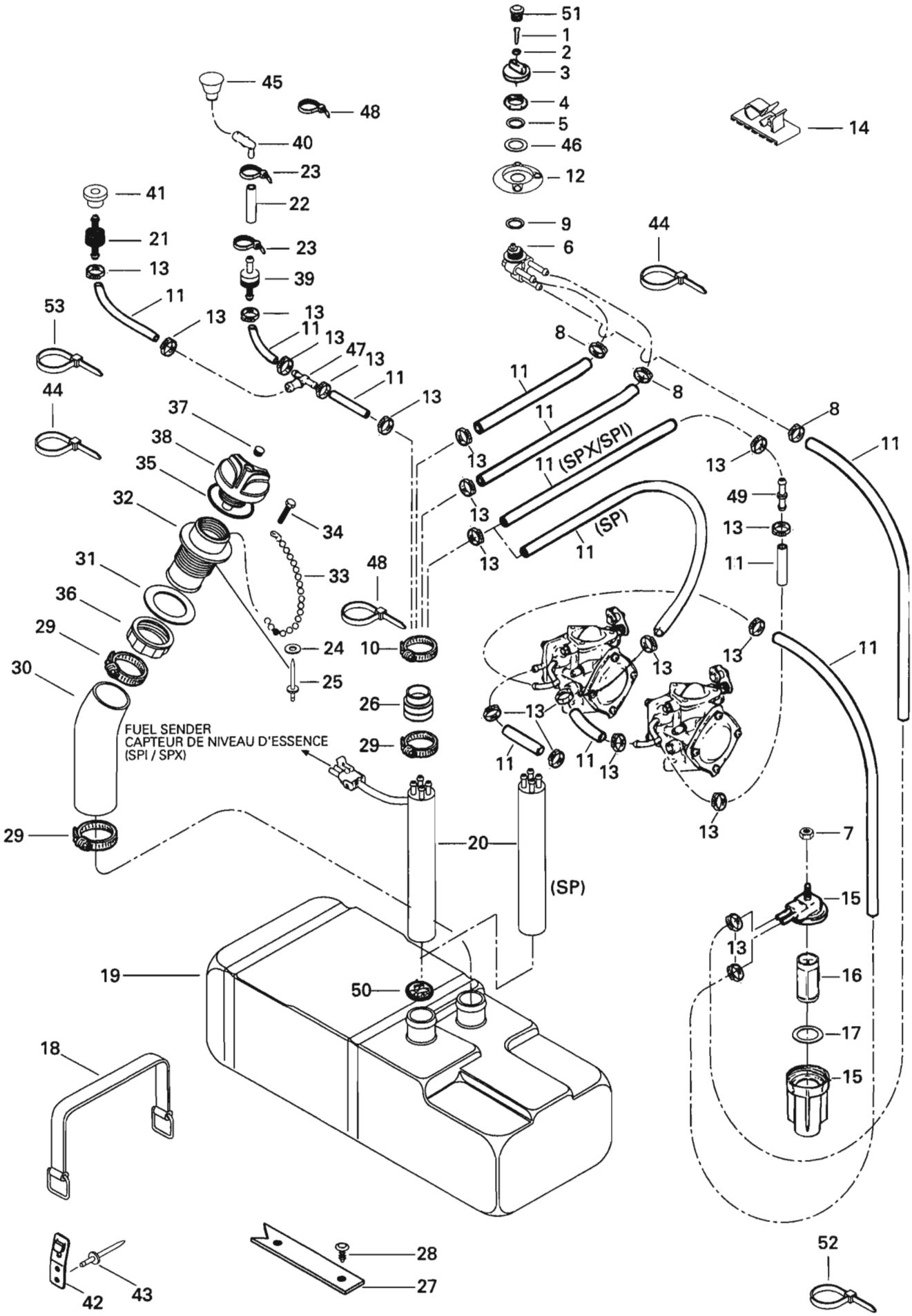




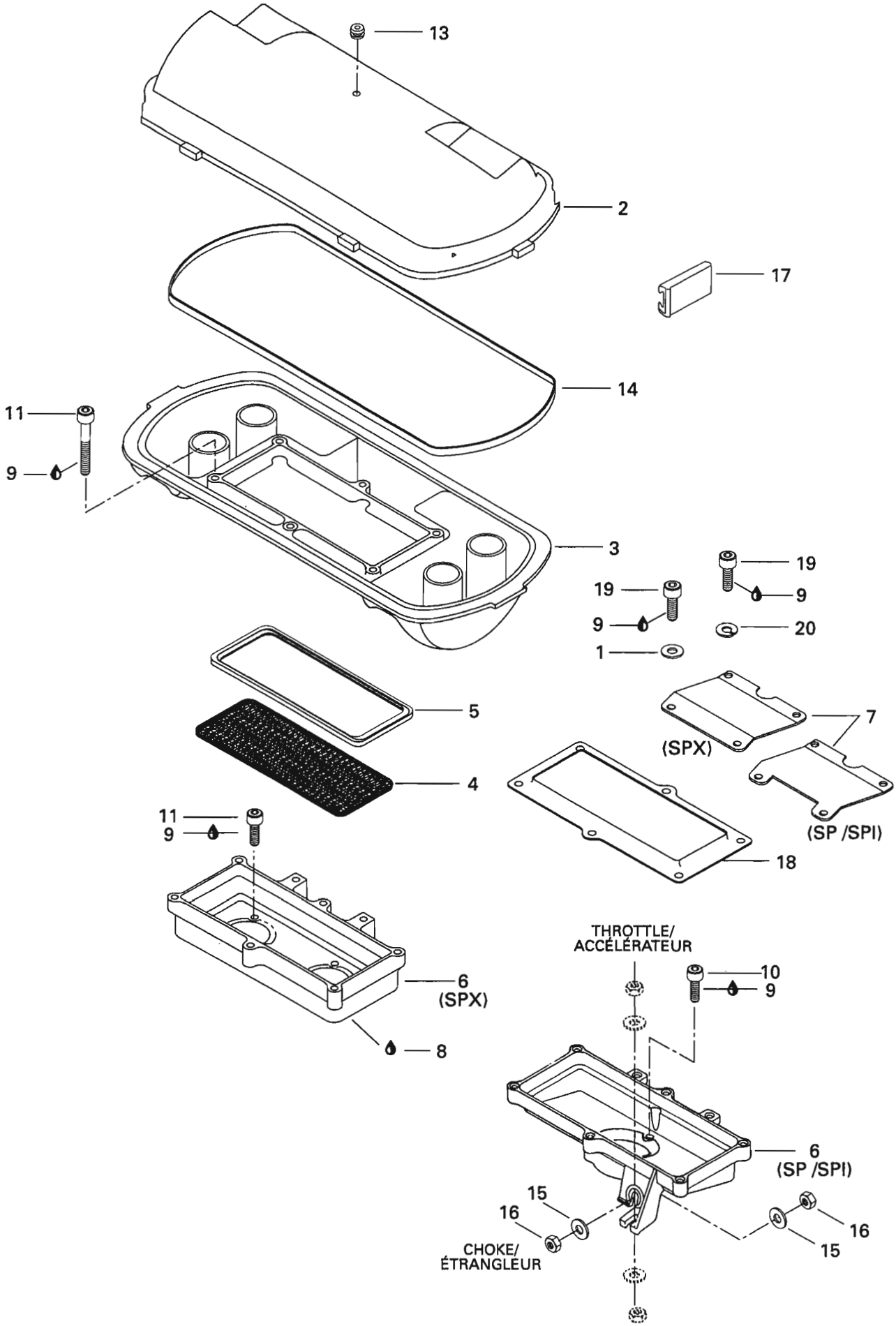
Fuel System
Système d'alimentation

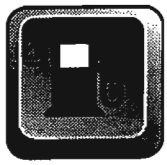
				SP 5873	SPX 5874	SPI 5875
1	212 200 004	Countersunk Phillips Screw M4 x 8	Vis à tête fraisée cruciforme M4 x 8 ..	1	1	1
2	213 200 010	Washer 4 mm	Rondelle 4 mm	1	1	1
N 3	275 500 188	Fuel Valve Knob (Violet)	Bouton de soupape à essence (violet)...	1	–	–
	275 500 134	Fuel Valve Knob (Black)	Bouton de soupape à essence (noir)...	–	1	–
N	275 500 191	Fuel Valve Knob (Orange)	Bouton de soupape à essence (orange)	–	–	1
4	212 100 008	Nut M22	Écrou M22	1	1	1
5	293 250 005	Gasket	Joint d'étanchéité	–	1	–
6	275 500 098	Fuel Valve	Soupape à essence	1	1	1
7	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1	1	1
8	293 650 042	Oetiker Clamp	Bride de serrage	3	3	3
9	293 250 004	Valve Gasket	Joint étanche	1	1	1
10	293 650 035	Tridon Clamp	Bride de serrage	1	1	1
11	275 500 139	Hose 6 mm	Boyau 6 mm	@	@	@
N 12	275 500 189	Plate–Valve (Violet)	Plateau soupape (violet).....	1	–	–
N	275 500 192	Plate–Valve (Orange)	Plateau soupape (orange)	–	–	1
13	293 650 050	Oetiker Clamp	Bride de serrage	@	@	@
N 14	291 000 678	Tie-Clamp	Attache collier	@	@	@
15→17	275 500 088	***Fuel Filter Ass'y	***Filtre à essence ass.	1	1	1
16	275 500 089	Fuel Filter	Filtre à essence	1	1	1
17	275 500 090	O–Ring	Joint torique	1	1	1
18	293 850 023	Fuel Tank Strap	Sangle de réservoir à essence	2	2	2
19	275 500 109	Fuel Tank	Réservoir à essence	1	1	1
N 20	275 500 185	Baffle	Chicane	1	–	–
N	275 500 186	Baffle	Chicane	–	1	1
21	275 500 104	Pressure Relief Valve (1,5 PSI)	Soupape de retenue (1,5 PSI).....	1	1	1
22	275 500 018	Hose 6 mm	Boyau 6 mm	@	@	@
23	293 750 001	Tie Rap	Attache	@	@	@
24	213 200 018	Washer 3 mm	Rondelle 3 mm	1	1	1
25	390 407 900	Rivet	Rivet	1	1	1
26	275 500 111	Tube Adapter	Adapteur de tube	1	1	1
27	293 830 009	Pad Rubber	Tampon de caoutchouc	2	2	2
28	293 730 006	Dart Black	Dard noir	@	@	@
29	293 650 023	Tridon Clamp	Bride de serrage	3	3	3
30	275 500 110	Filler Neck Hose	Boyau de remplissage	1	1	1
N 31	293 250 029	Gasket	Joint d'étanchéité	1	1	1
N 32	275 500 231	Filler Neck	Goulot de remplissage	1	1	1
33	275 500 168	Chain	Chaîne	1	1	1
34	211 000 028	Screw	Vis	1	1	1
35	293 250 017	Gasket	Joint d'étanchéité	1	1	1



Fuel System
Système d'alimentation

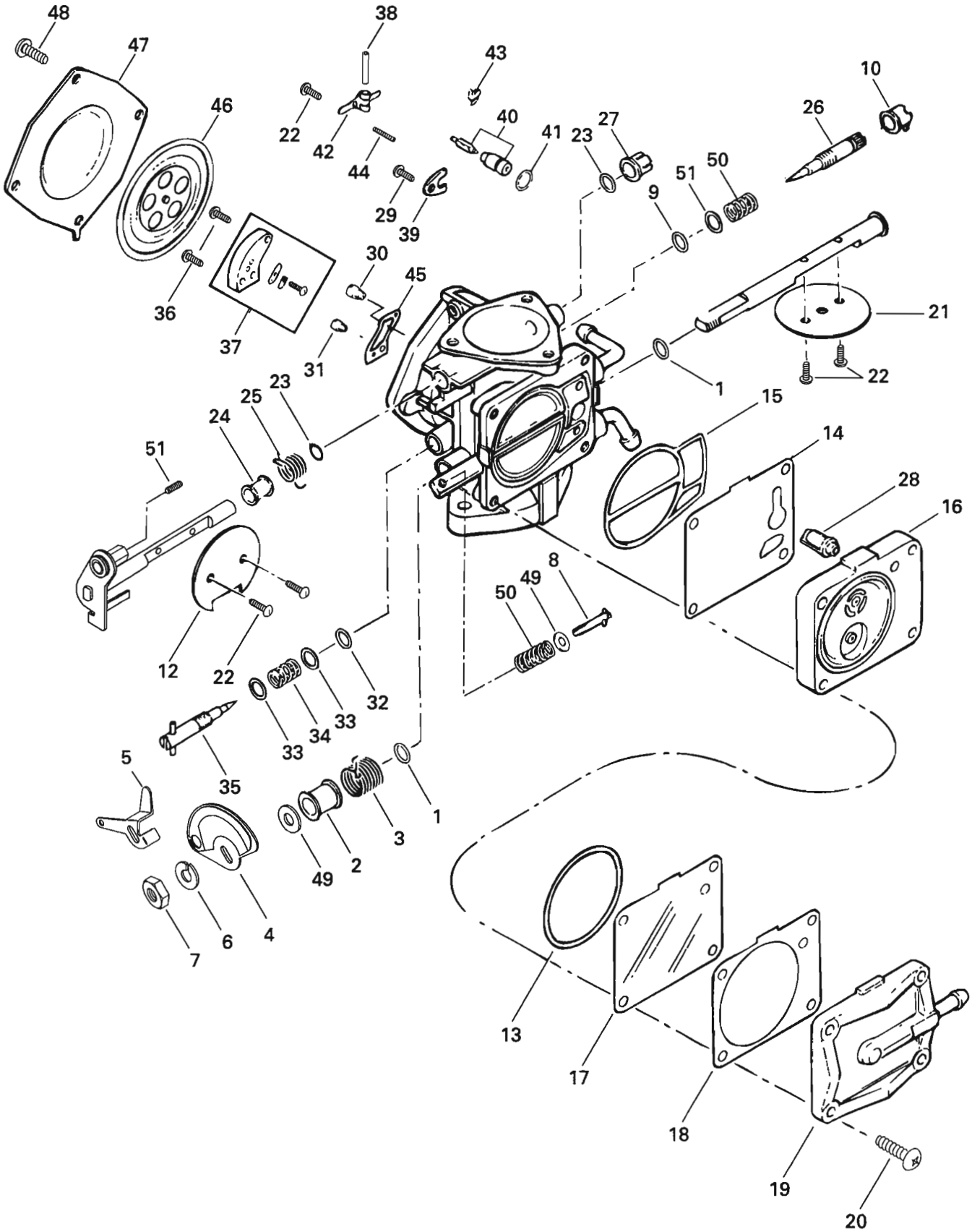
				SP 5873	SPX 5874	SPI 5875
36	211 100 012	Nut Neck Filler Fuel	Écrou du goulot de remplissage	1	1	1
N 37	293 000 015	Cap Snap (Violet)	Cap pression (violet)	1	–	–
	293 000 032	Cap Snap (Green)	Cap pression (vert)	–	1	–
N	293 000 016	Cap Snap (Orange)	Cap pression (orange)	–	–	1
N 38	275 500 194	Fuel Tank Cap	Bouchon du réservoir à essence	1	–	–
	275 500 151	Fuel Tank Cap	Bouchon du réservoir à essence	–	1	–
N	275 500 196	Fuel Tank Cap	Bouchon du réservoir à essence	–	–	1
39	275 500 087	Check Valve	Soupape de retenue	1	1	1
40	293 710 001	Elbow Fitting 90°	Raccord coudé 90°	1	1	1
41	293 720 029	Grommet	Passe–fils	1	1	1
42	293 850 024	Strap Clip	Pince de courroie	6	6	6
43	293 150 037	Rivet 3/16	Rivet 3/16	12	12	12
44	293 750 002	Tie Rap	Attache	@	@	@
45	293 830 011	Rubber Washer	Rondelle isolante	1	1	1
46	293 050 003	Washer	Rondelle	–	1	–
47	293 710 024	«Tee» Fitting	Raccord en «T»	1	1	1
48	294 000 606	Tie Rap	Attache	@	@	@
N 49	293 710 056	Straight Fitting	Raccord droit	1	1	1
N 50	275 500 249	Fuel Filter	Filtre à essence	1	1	1
N 51	275 500 190	Plug–Bumper (Violet)	Bouchon (violet)	1	–	–
N	275 500 193	Plug–Bumper (Orange)	Bouchon (orange)	–	–	1
52	293 750 001	Tie Rap	Attache	1	–	1
53	275 750 008	Tie Rap	Attache	–	@	–





Air Intake System
Système d'admission d'air

				SP 5873	SPX 5874	SPI 5875
1	213 200 001	Washer 6 mm	Rondelle 6 mm	2	2	2
2	273 000 065	Air Silencer Cover	Couvercle du silencieux d'admission	1	1	1
3	273 000 073	Air Silencer Base	Base du silencieux d'admission	1	–	1
	273 000 074	Air Silencer Base	Base du silencieux d'admission	–	1	–
4	273 000 062	Flame Arrester Foam	Mousse coupe–flamme	1	1	1
5	273 000 020	Isolator	Isolateur	1	1	1
6	273 000 064 190	Housing Arrester (2 Holes)	Carter de flamme (2 trous)	–	1	–
	273 000 060 190	Housing Arrester (1 Holes)	Carter de flamme (1 trou)	1	–	1
7	270 000 083	Support	Support	–	1	–
	270 000 100	Support	Support	1	–	1
8	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@	@	@
9	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
10	215 963 560	Allen Screw M6 x 35	Vis Allen M6 x 35	3	–	3
11	210 100 012	Allen Screw M6 x 25	Vis Allen M6 x 25	6	10	6
12	213 200 001	Washer 6 mm	Rondelle 6 mm	2	–	2
13	293 830 005	Rubber Plug	Bouchon de caoutchouc	1	1	1
14	293 250 023	Gasket	Joint étanche	1	1	1
15	213 200 001	Washer 6 mm	Rondelle 6 mm	2	–	2
16	212 100 003	Nut M6	Écrou M6	2	–	2
17	273 000 006	Clip Retainer	Attache de retenue	6	6	6
18	273 000 059	Holder	Dispositif de retenue	1	1	1
19	210 100 009	Allen Screw M6 x 12	Vis Allen M6 x 12	2	4	2
20	217 361 500	Lock Washer 6 mm	Rondelle –frein 6 mm	–	2	–



Carburetor (587)
Carburateur (587)

				SP 5873	SPX 5874	SPI 5875
1⇨54	270 500 203	***Carburetor Ass'y***	***Carburateur ass.***	1	–	–
	270 500 204	***Carburetor Ass'y***	***Carburateur ass.***	–	–	1
1	270 500 065	Sealing Ring	Bague étanche	2	–	2
2	270 500 192	Ring	Bague	1	–	1
3	270 500 191	Spring	Ressort	1	–	1
4	270 500 061	***Throttle Lever Ass'y***	***Levier d'acc. ass***	1	–	1
5	270 500 172	Throttle Lever	Levier d'accélérateur	1	–	1
6	270 500 011	Spring Washer	Rondelle ressort	1	–	1
7	270 500 012	Nut	Écrou	1	–	1
8	270 500 137	***Screw Ass'y***	***Vis ass.***	1	–	1
9	270 500 144	O'Ring	Joint torique	1	–	1
10	270 500 154	Cap	Capuchon	1	–	1
11	210 100 014	Allen Screw M4 x 6	Vis Allen M4 x 6	1	–	1
12	— XXX —	Choke Valve	Papillon d'étrangleur	1	–	1
13	270 500 102	O–Ring	Joint torique	1	–	1
14	270 500 103	Gasket	Joint étanche	1	–	1
15	270 500 104	O–Ring	Joint torique	1	–	1
16	270 500 105	***Body Pump Ass'y***	***Carter de pomp. ass***	1	–	1
17	270 500 106	Diaphragm	Diaphragme	1	–	1
18	270 500 146	Gasket	Joint étanche	1	–	1
19	270 500 108	Pump Cover	Couvercle de pompe	1	–	1
20	270 500 143	Screw	Vis	4	–	4
21	— XXX —	Throttle Valve	Papillon d'acc	1	–	1
22	— XXX —	Screw	Vis	5	–	5
23	270 500 064	Sealing Ring	Bague étanche	2	–	2
24	270 500 110	Ring	Bague	1	–	1
25	270 500 147	Spring	Ressort	1	–	1
26	270 500 113	Adjuster Screw	Vis d'ajustement	1	–	1
27	270 500 114	Ring	Bague	1	–	1
28	270 500 115	Filter	Filtre	1	–	1
29	270 500 155	Screw and Spring Washer	Vis et rondelle-ressort	1	–	1
30	270 500 209	Main Jet 142.5	Gicleur principal 142.5	1	–	–
	270 500 210	Main Jet 147.5	Gicleur principal 147.5	–	–	1
31	270 500 117	Pilot Jet 65	Gicleur de ralenti 65	1	–	1
32	270 500 119	O'Ring	Joint torique	1	–	1
33	270 500 018	Washer	Rondelle	2	–	2

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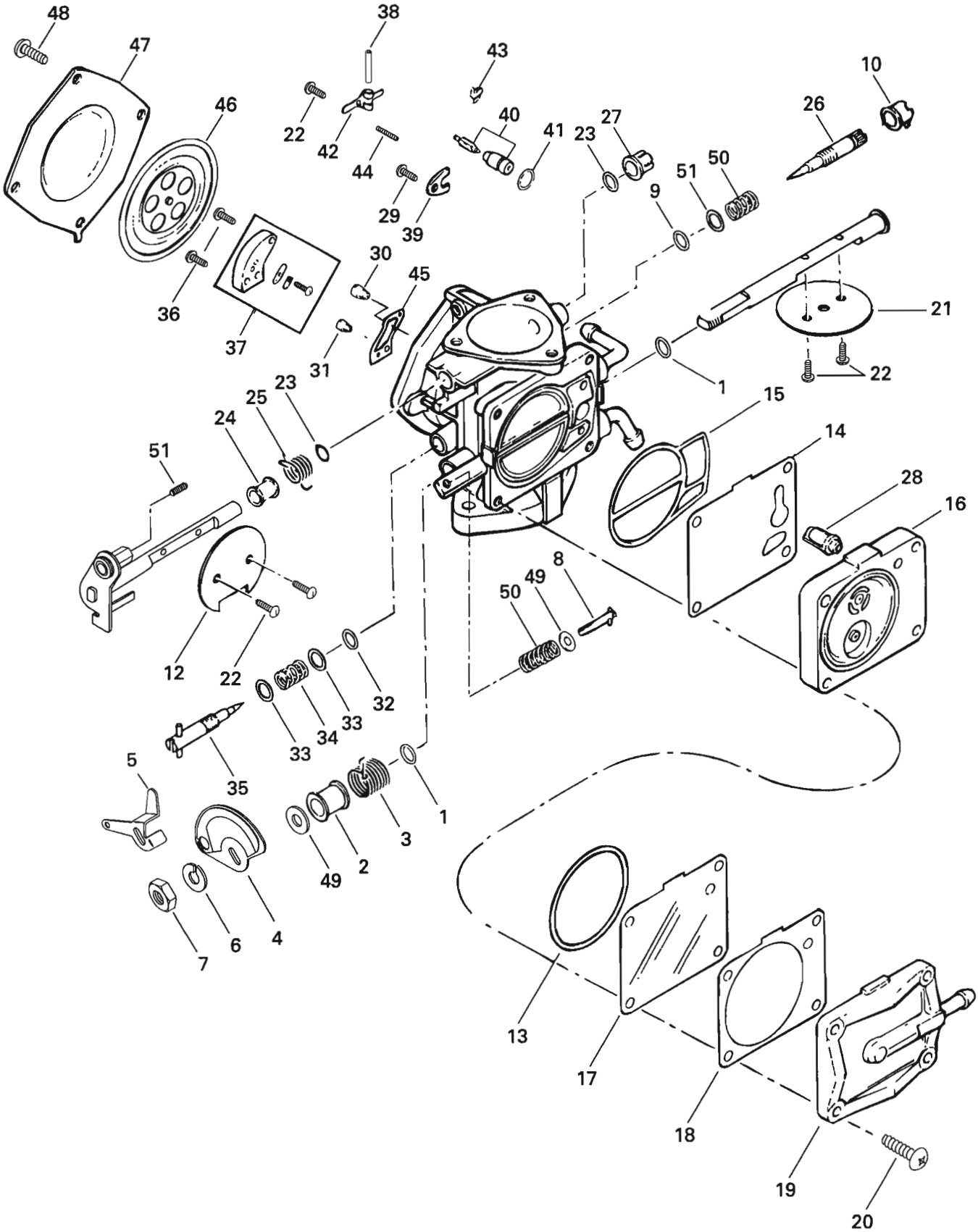
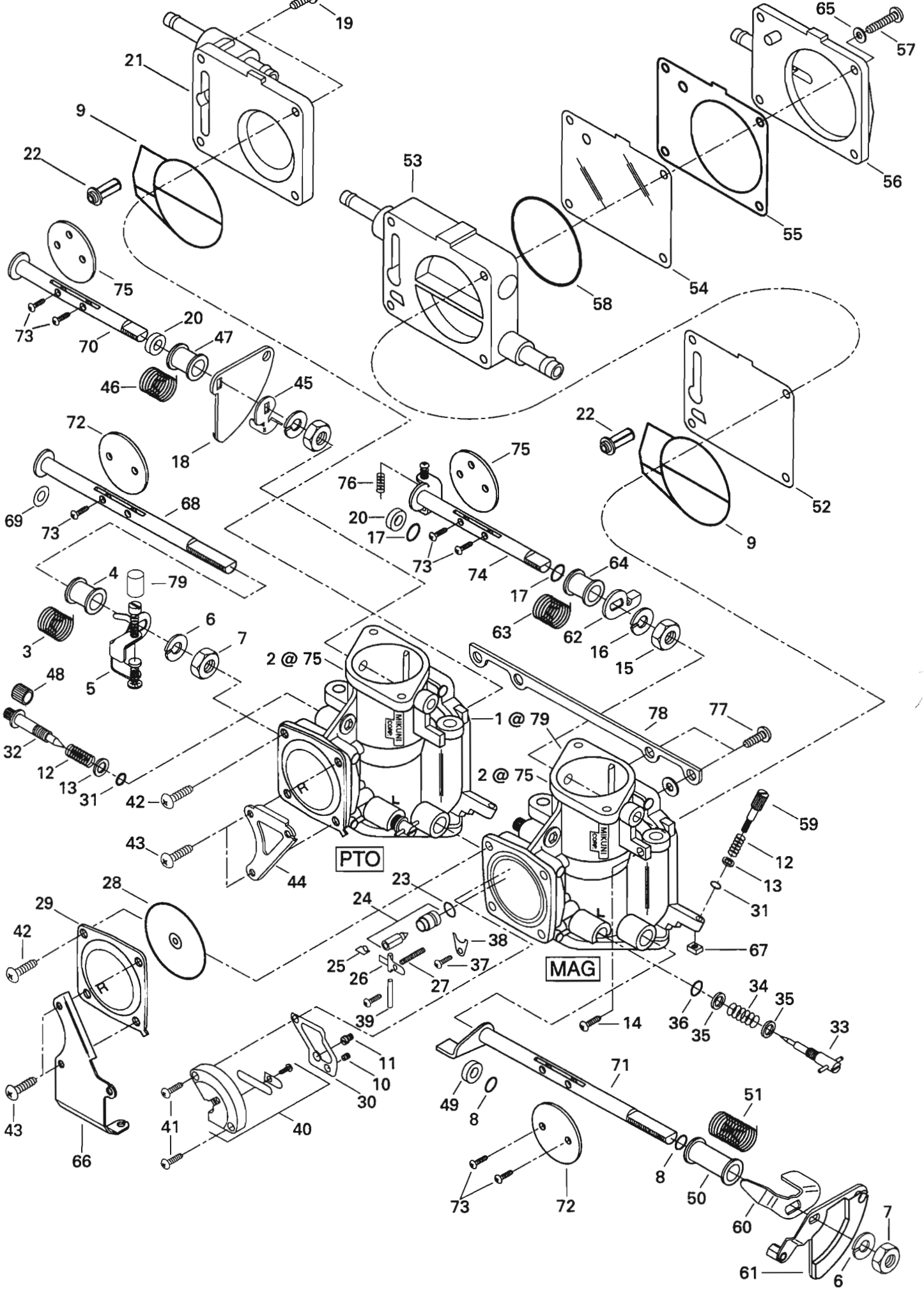


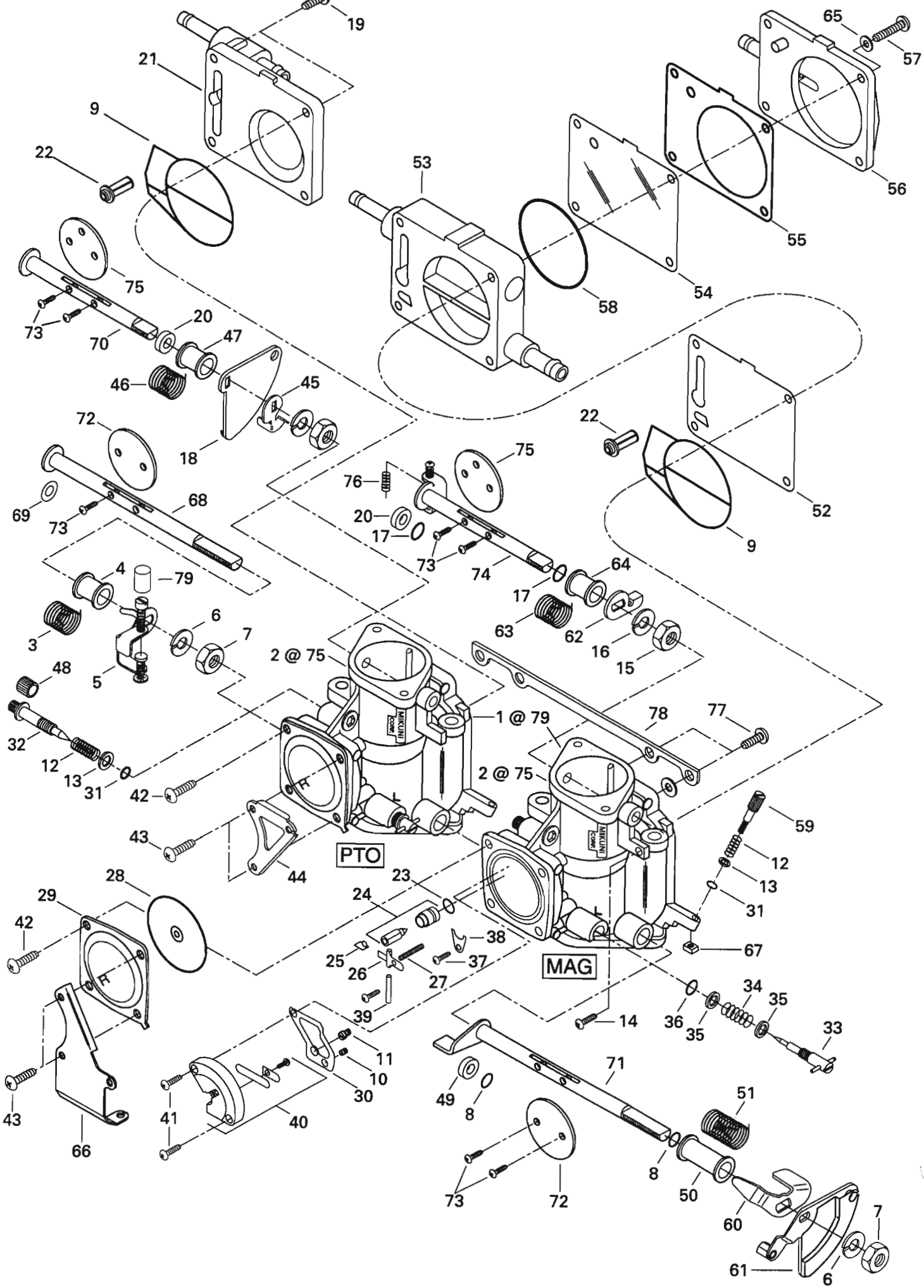
Carburetor (587)
Carburateur (587)

				SP 5873	SPX 5874	SPI 5875
34	270 500 019	Spring	Ressort	1	–	1
35	270 500 020	Idle Adj. Screw	Vis du ralenti	1	–	1
36	270 500 123	Screw	Vis	2	–	2
37	270 500 124	***Valve Ass'y***	***Soupape ass.***	1	–	1
38	270 500 038	Pin	Goupille	1	–	1
39	270 500 125	Plate	Plaque	1	–	1
40	270 500 208	Needle Valve	Pointeau	1	–	1
41	270 500 127	O'Ring	Joint torique	1	–	1
42	270 500 128	Needle Valve Lever	Levier du pointeau	1	–	1
43	270 500 129	Clip	Attache	1	–	1
44	270 500 130	Spring	Ressort	1	–	1
45	270 500 131	Gasket	Joint étanche	1	–	1
46	270 500 132	***Diaphragm Ass'y***	***Diaphragme ass.***	1	–	1
47	270 500 133	Cover	Couvercle	1	–	1
48	270 500 190	Screw	Vis	4	–	4
49	270 500 136	Washer	Rondelle	2	–	2
50	270 500 091	Spring	Ressort	2	–	2
51	210 100 014	Allen Screw M4 x 6	Vis Allen M4 x 6	1	–	1



Carburetor (657)
Carburateur (657)

				PTO	SPX 5874 MAG
N 1⇨79	270 500 217	***Carburetor Ass'y P.T.O/MAG***	***Carburateur ass. PDM/MAG***		1
N 2⇨75	270 500 261	***Carburetor Ass'y P.T.O Side***	***Carburateur ass. côté PDM***	1	–
N	270 500 262	***Carburetor Ass'y MAG Side***	***Carburateur ass. côté MAG***	–	1
3	270 500 218	Spring	Ressort	1	–
4	270 500 219	Ring	Bague	1	–
5	270 500 220	Throttle Lever	Levier d'accélérateur	1	–
6	270 500 011	Spring Washer	Rondelle ressort	1	1
7	270 500 012	Nut	Écrou	1	1
8	270 500 222	Sealing Ring	Bague d'étanchéité	2	2
9	270 500 104	O–Ring	Joint torique	1	1
10	270 500 166	Pilot Jet 72.5	Gicleur de ralenti 72.5	1	1
11	270 500 174	Main Jet 135	Gicleur principal 135	1	1
12	270 500 091	Spring	Ressort	1	2
13	270 500 136	Washer	Rondelle	1	2
14	270 500 228	Screw	Vis	1	1
15	270 500 229	Nut	Écrou	1	1
16	270 500 230	Spring Washer	Rondelle ressort	1	1
17	270 500 234	Sealing Ring	Bague d'étanchéité	2	2
18	270 500 235	Choke Lever	Levier d'étrangleur	1	–
19	270 500 238	Screw	Vis	4	-
20	270 500 239	Ring	Bague	1	1
21	270 500 240	Cover Ass'y	Couvercle ass.	1	-
22	270 500 115	Fuel Filter	Filtre-essence	1	1
23	270 500 127	O-Ring	Joint torique	1	1
N 24	270 500 263	Needle Valve	Pointeau	1	1
25	270 500 129	Clip	Pince	1	1
26	270 500 128	Needle Valve Lever	Levier du pointeau	1	1
N 27	270 500 264	Spring	Ressort	1	1
28	270 500 132	***Diaphragm Ass'y***	***Diaphragme ass.***	1	1
29	270 500 133	Cover	Couvercle	1	1
30	270 500 131	Gasket	Joint d'étanchéité	1	1
31	270 500 144	O-Ring	Joint torique	1	2
32	270 500 113	Adjuster Screw	Vis d'ajustement	1	1
33	270 500 020	Idle Adjusting Screw	Vis d'ajustement du ralenti	1	1
34	270 500 019	Spring	Ressort	1	1
35	270 500 018	Washer	Rondelle	2	2
36	270 500 119	O-Ring	Joint torique	1	1



Carburetor (657)
Carburateur (657)

				SPX 5874 PTO	SPX 5874 MAG
37	270 500 155	Screw and Spring Washer	Vis et rondelle ressort	1	1
38	270 500 125	Plate	Plaque	1	1
39	270 500 038	Pin	Goupille	1	1
40	270 500 124	***Valve Ass'y***	***Soupape ass.***	1	1
41	270 500 123	Screw	Vis	2	2
42	270 500 243	Screw	Vis	2	2
43	270 500 190	Screw	Vis	2	2
44	270 500 244	Bracket	Attache	1	–
45	270 500 246	Choke lever	Levier d'étrangleur	1	–
46	270 500 248	Spring	Ressort	1	–
47	270 500 110	Ring	Bague	1	–
48	270 500 154	Cap	Capuchon	1	1
49	270 500 221	Ring	Bague	–	1
50	270 500 192	Ring	Bague	–	1
51	270 500 191	Spring	Ressort	–	1
52	270 500 103	Diaphragm	Diaphragme	–	1
53	270 500 223	***Body Pump Ass'y***	***Carter de pompe ass.***	–	1
54	270 500 106	Diaphragm	Diaphragme	–	1
55	270 500 146	Gasket	Joint étanche	–	1
56	270 500 108	Pump Cover	Couvercle de pompe	–	1
57	270 500 224	Screw	Vis	–	4
58	270 500 102	O–Ring	Joint torique	–	1
59	270 500 226	Adjuster Screw	Vis d'ajustement	–	1
60	270 500 142	Throttle Lever	Levier d'accélérateur	–	1
61	270 500 227	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	–	1
62	270 500 231	Choke Lever	Levier d'étrangleur	–	1
63	270 500 232	Spring	Ressort	–	1
64	270 500 233	Ring	Bague	–	1
65	270 500 139	Washer	Rondelle	–	4
66	270 500 245	Bracket	Attache	–	1
67	270 500 249	Nut	Écrou	–	1
68	— XXX —	***Throttle Shaft Ass'y***	***Arbre d'accélérateur ass.***	1	–
69	— XXX —	Packing	Rondelle	1	–
70	— XXX —	***Choke Shaft Ass'y***	***Arbre de l'étrangleur ass.***	1	–
71	— XXX —	***Throttle Shaft Ass'y***	***Arbre d'accélérateur ass.***	–	1

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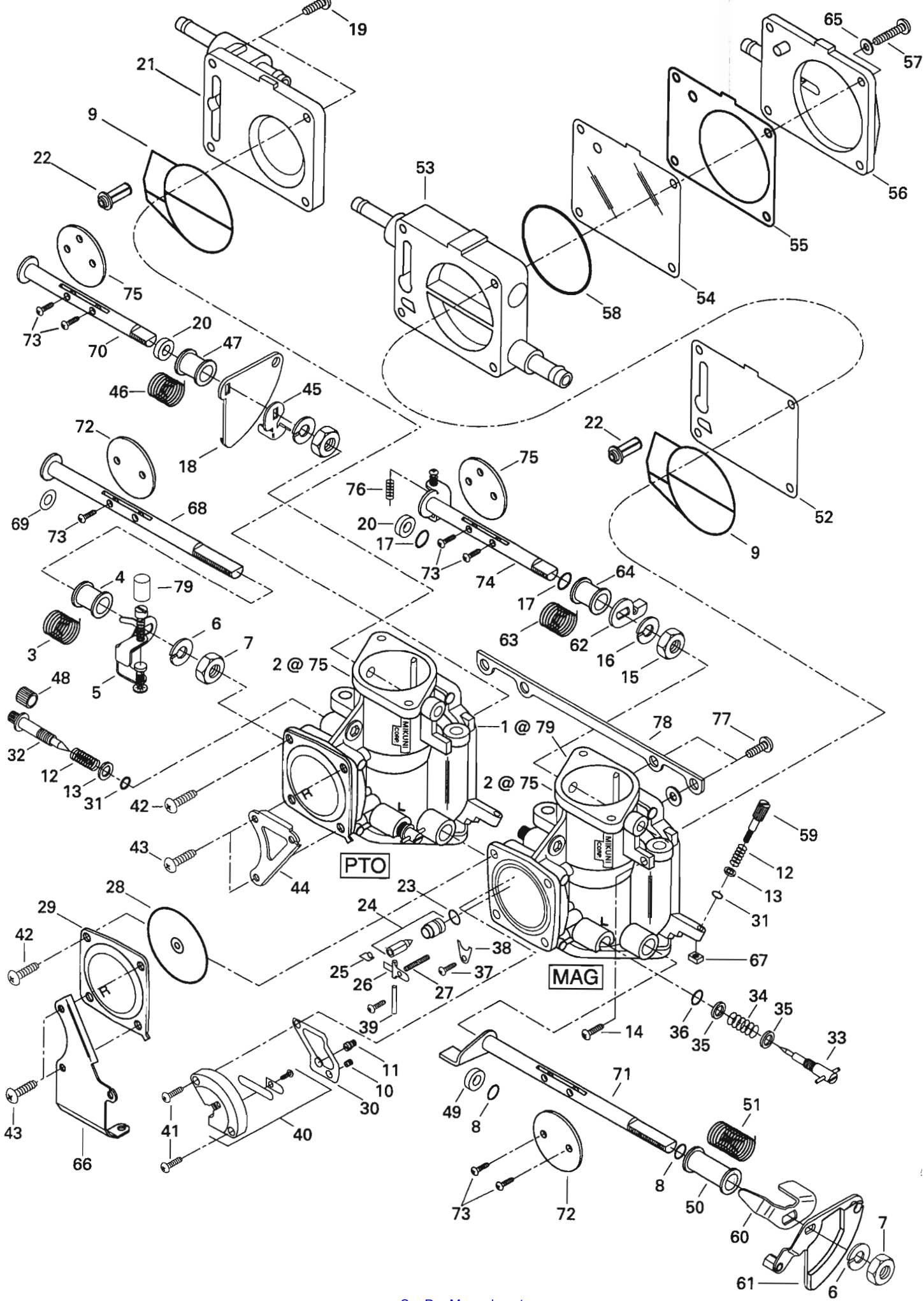

Carburetor (657)
Carburateur (657)

				SPX 5874 PTO	SPX 5874 MAG
72	— XXX —	Throttle Valve	Papillon d'accélérateur	1	1
73	— XXX —	Screw	Vis	5	5
74	— XXX —	***Choke Shaft Ass'y***	***Arbre de l'étrangleur ass.***	–	1
75	— XXX —	Choke Valve	Papillon d'étrangleur	1	1
76	270 500 247	Spring	Ressort	1	
77	270 500 237	Screw	Vis	8	
78	270 500 236	Plate	Plaque	2	
N 79	270 500 260	Cap	Bouchon	1	

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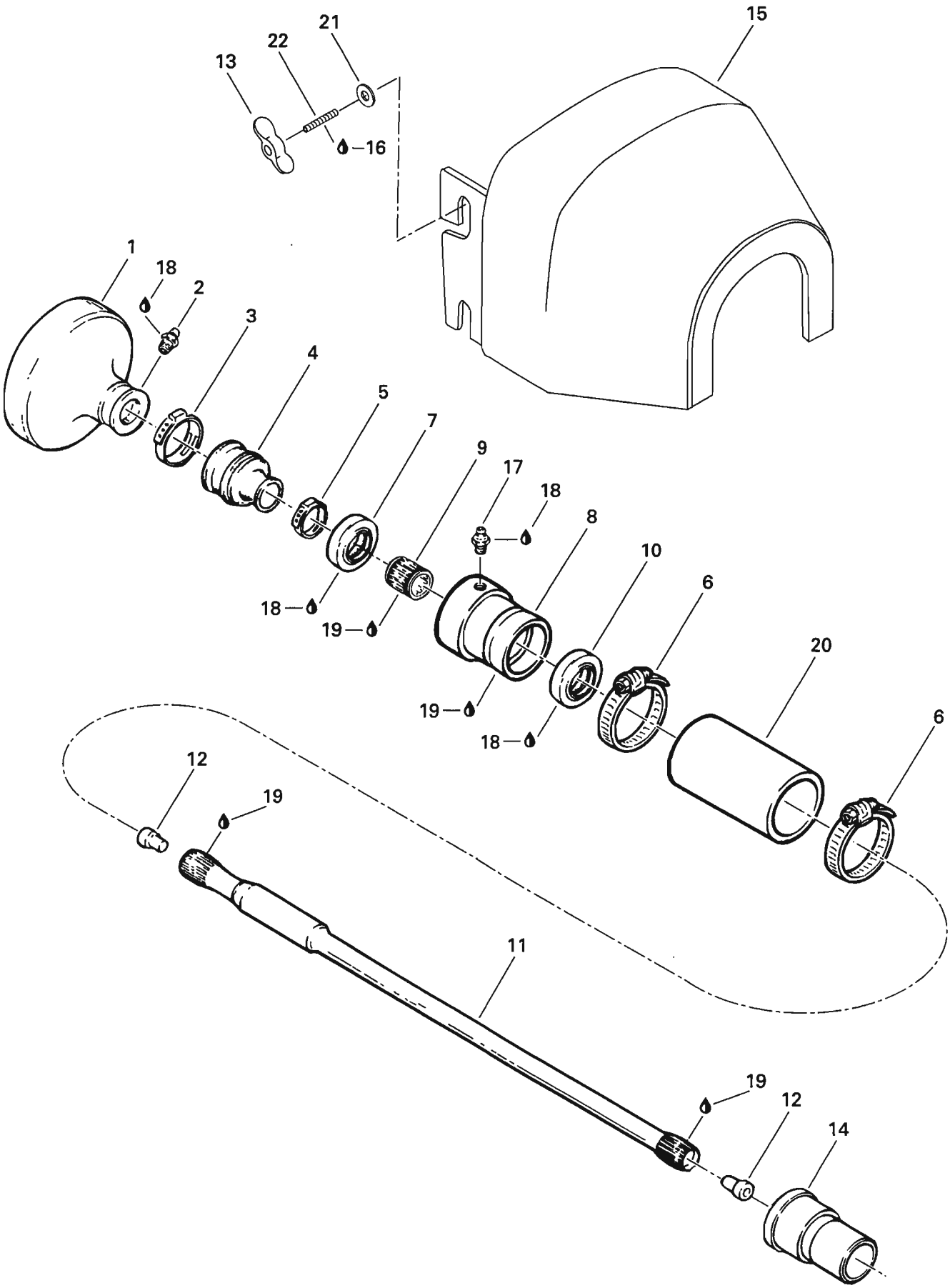
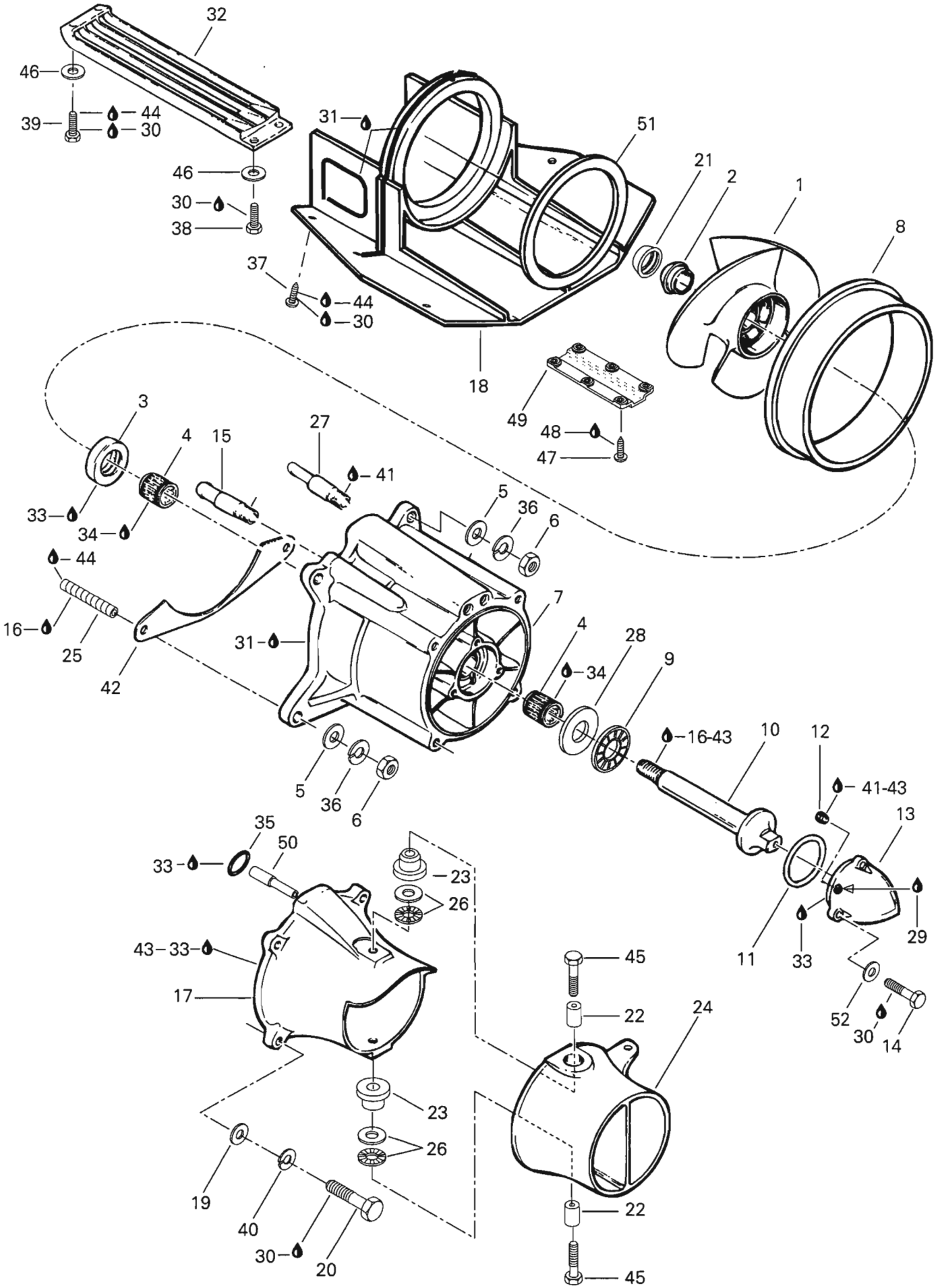


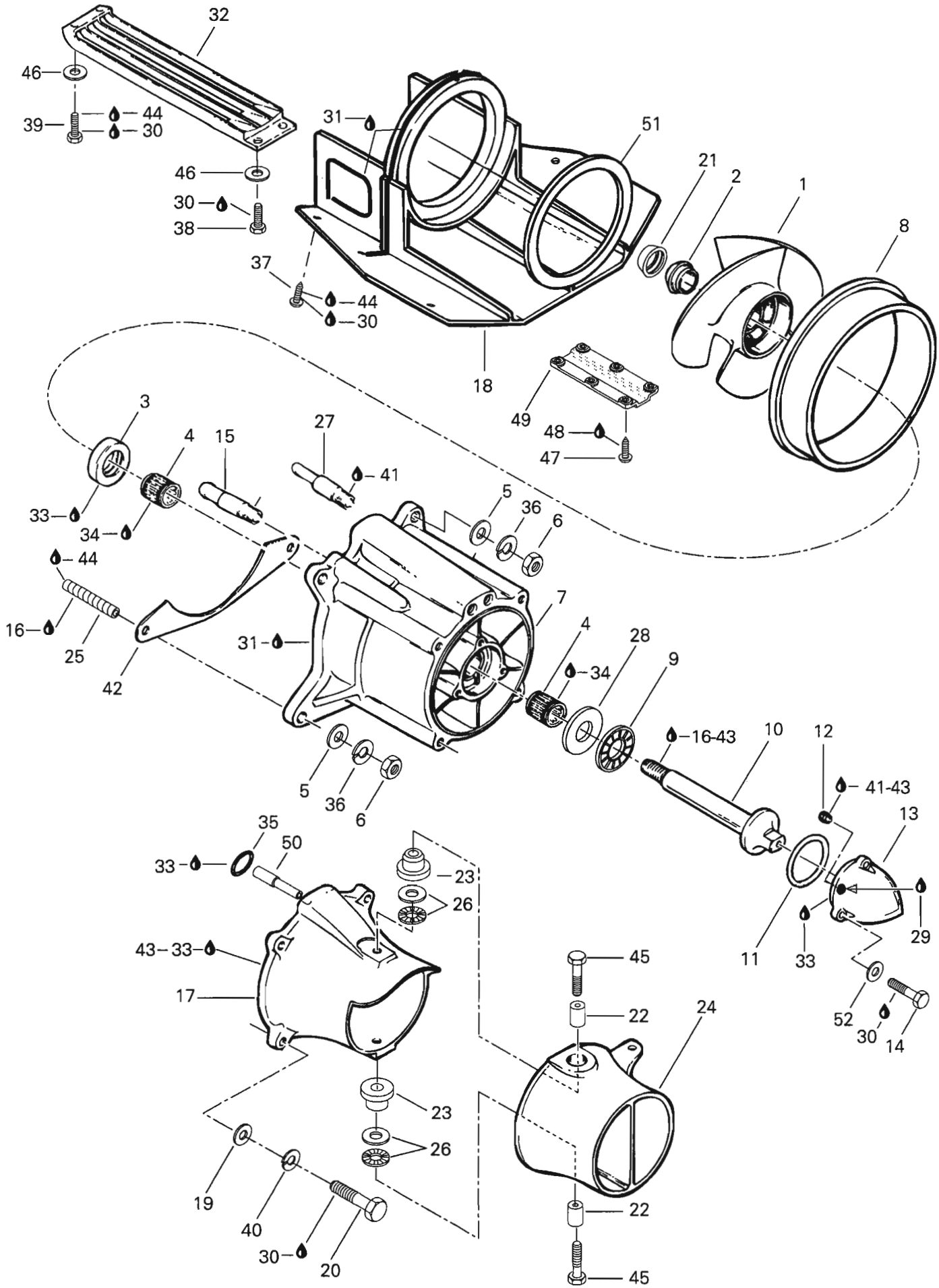
Drive System
Système d'entraînement

				SP 5873	SPX 5874	SPI 5875
1➪2	290 958 873	***Flywheel***, (White)	***Volant moteur***, (blanc)	1	–	1
	290 958 011	***Flywheel***, (White)	***Volant moteur***, (blanc)	–	1	–
2	290 499 113	Grease Fitting	Raccord de graissage	1	1	1
3	293 650 021	Oetiker Clamp	Bride de serrage	1	1	1
4	272 000 001	Rubber Boot	Enveloppe de caoutchouc	1	1	1
5	293 650 055	Clamp Click	Bride de serrage	1	1	1
6	293 650 035	Tridon Clamp	Bride de serrage	2	2	2
7	293 200 025	Double Lip Seal	Anneau d'étanchéité	1	1	1
8	272 000 024	Seal Carrier	Joint d'étanchéité flottant	1	1	1
9	293 350 007	Needle Bearing	Roulement à aiguilles	1	1	1
10	293 200 012	Double Lip Seal	Anneau d'étanchéité	1	1	1
N 11	272 000 065	***Drive Shaft***	***Arbre de transmission***	1	–	–
N	272 000 055	***Drive Shaft***	***Arbre de transmission***	–	1	1
12	272 000 019	Plug (Bumper)	Bouchon (contre-choc)	2	2	2
13	218 681 000	Wing Nut M8	Écrou papillon M8	2	2	2
14	292 000 075	Thru Hull Fitting	Passe coque	1	1	1
15	272 000 034	Flywheel Guard	Garde volant	1	1	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@	@	@
17	293 550 008	Grease Fitting	Raccord de graissage	1	1	1
18	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@	@	@
19	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@	@	@
20	271 000 204	Protection Hose	Boyau de protection	1	1	1
21	213 200 011	Washer 8 mm	Rondelle 8 mm	2	2	2
22	211 300 013	Stud M8 x 15	Goujon M8 x 15	2	2	2



Propulsion System
Système de propulsion

				SP 5873	SPX 5874	SPI 5875
1	271 000 016	***Aluminum Impeler Ass'y (18.8°)***	***Hélice d'aluminium ass. (18.8°)***	1	–	–
	271 000 182	***Stainless Steel Impeller Ass'y (19.0°)***	***Hélice d'acier inoxydable ass.(19.0°)***	–	–	1
N	271 000 445	***Stainless Steel Impeller Ass'y (Var.)***	***Hélice d'acier inoxydable ass. (var.)***	–	1	–
	271 000 046	***Stainless Steel Impeller (Polish)***	***Hélice d'acier inoxydable(fini poli)***	Opt	Opt	Opt
2	271 000 114	Impeller Boot	Protecteur d'hélice	1	–	–
N	271 000 104	Impeller Boot	Protecteur d'hélice	–	1	1
	271 000 069	Impeller Boot	Protecteur d'hélice	Opt	Opt	Opt
3	293 200 025	Double Lip Seal	Anneau d'étanchéité	1	1	1
4	293 350 001	Needle Bearing	Roulement à aiguilles	2	2	2
5	213 200 003	Washer 10 mm	Rondelle 10 mm	4	4	4
6	212 100 007	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	4	4	4
7	295 500 109	***Impeller Housing Ass'y***	***Carter de turbine ass.***	1	–	1
	295 500 197	***Impeller Housing Ass'y***	***Carter de turbine ass.***	–	1	–
8	271 000 290	Wear–Ring	Bague d'usure	1	1	1
9	293 350 002	Thrust Bearing	Palier de butée	1	–	1
	293 350 011	Thrust Bearing	Palier de butée	–	1	–
10	271 000 291	Impeller Shaft	Arbre de turbine	1	1	1
11	293 300 011	O–Ring	Joint torique	1	1	1
12	211 500 001	Pipe Plug Socket	Bouchon	1	1	1
N 13	271 000 361	Impeller Cover	Couvercle de turbine	1	1	1
14	210 000 009	Hexagonal Screw M5 x 20	Vis hexagonale M5 x 20	3	3	3
15	293 700 019	Fitting–pump	Raccord–pompe	1	1	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@	@	@
17	271 000 340	Venturi	Venturi	1	–	1
	295 500 199	Venturi (Black)	Venturi (noir)	–	1	–
18	271 000 077	Shoe (Black)	Sabot (noir)	1	–	–
	271 000 195190	Shoe (Black)	Sabot (noir)	–	1	1
19	213 200 002	Washer 8 mm	Rondelle 8 mm	4	4	4
20	210 100 013	Hexagonal Screw M8 x 35	Vis hexagonale M8 x 35	4	4	4
N 21	271 000 313	Ring	Bague	–	1	1
22	271 000 122	Sleeve	Manchon	2	–	2
23	293 900 001	Venturi Bushing	Douille de Venturi	2	–	2
24	271 000 263190	Steering Nozzle (Black)	Buse de direction (noir)	1	–	1
	271 000 153	Steering Nozzle (Black)	Buse de direction (noir)	–	1	–
25	211 300 014	Stud M10	Goujon M10	4	4	4
26	211 200 002	Dislock Washer	Rondelle d'arrêt	4	–	4
27	293 700 017	Bailer Fitting	Raccord écopeur	2	2	2
28	293 350 003	Thrust Washer	Rondelle de butée	1	1	1
29	293 600 011	Synthetic Oil	Huile synthétique	@	@	@



Propulsion System
Système de propulsion

				SP 5873	SPX 5874	SPI 5875
30	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
31	293 800 028	Sealant «U» Black, "Heavy Body"	Scellant Loctite, «U» Black, "Heavy Body"	@	@	@
32	271 000 085	Inlet Grate	Grille de pompe	1	–	1
	271 000 039 P90	Inlet Grate	Grille de pompe	–	1	–
33	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@	@	@
34	293 550 010	Synthetic Grease 400 g	Graisse synthétique 400 g	@	@	@
35	293 300 013	O–Ring	Joint torique	2	2	2
36	213 000 003	Lock Washer 10 mm	Rondelle–frein 10 mm	4	4	4
37	216 362 560	Countersunk Phillips Screw M6 x 25	Vis fraisée cruciforme M6 x 25	6	6	6
38	215 061 660	Countersunk Phillips Screw M6 x 16	Vis fraisée cruciforme M6 x 16	2	–	2
	211 000 003	Countersunk Phillips Screw M6 x 16	Vis fraisée cruciforme M6 x 16	–	2	–
39	210 000 004	Hexagonal Screw M6 x 20	Vis hexagonale M6 x 20	2	2	2
40	213 000 001	Lock Washer 6 mm	Rondelle–frein 6 mm	4	4	4
41	293 800 018	Loctite « 592–31», 50 mL	Loctite « 592–31», 50 mL	@	@	@
42	271 000 070	Shim	Cale	@	@	@
43	293 600 012	Primer «N»	Apprêt à carter	@	@	@
44	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@	@	@
N 45	211 000 047	Screw M8	Vis M8	2	–	2
46	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	4	–	4
47	216 351 060	Screw M5 x 10	Vis M5 x 10	–	6	6
48	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	–	@	@
49	291 000 446	Shoe Ride Cap	Obturateur	–	1	1
50	— XXX —	Tube Siphon	Tube–Siphon	2	2	2
51	293 200 024	Seal Neoprene	Anneau de néoprène	1	1	1
52	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	3	3	3

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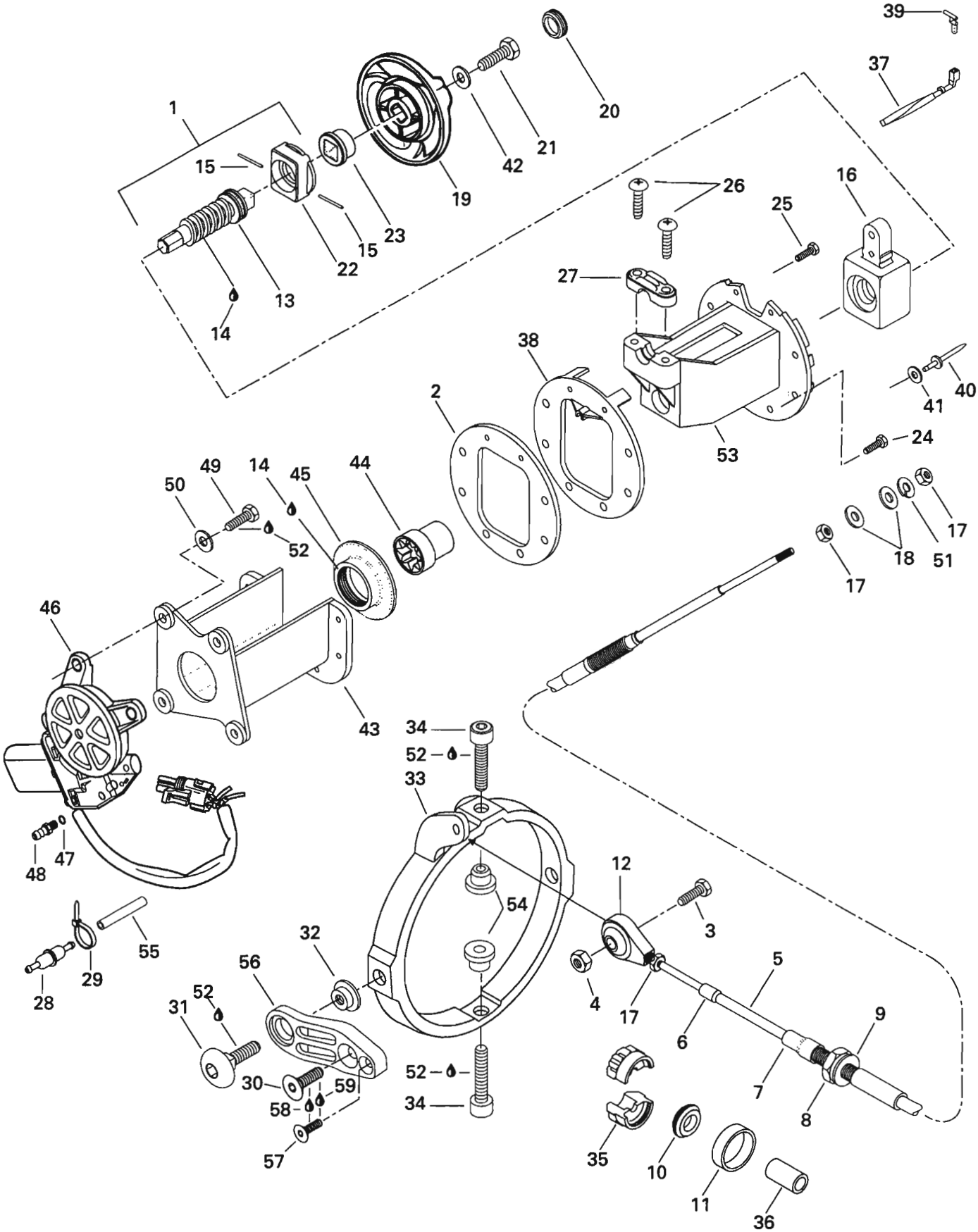

Trim
Correcteur d'assiette

				SP 5873	SPX 5874	SPI 5875
1	295 500 167	***Housing Mount Ass'y (13-14-15-16-22)***	***Boîtier de montage ass.(13-14-15-16-22)***	–	1	–
2	293 250 024	Gasket	Joint étanche	–	1	–
3	210 000 006	Hexagonal Screw M6 x 30	Vis hexagonale M6 x 30	–	1	–
4	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	–	1	–
5	271 000 310	Trim Cable	Câble de l'assiette	–	1	–
6	277 000 028	Small Boot	Petit embout	–	1	–
7	277 000 027	Large Boot	Grand embout	–	1	–
8	211 100 011	Jam Nut	Contre écrou	–	1	–
9	211 200 006	Washer	Rondelle	–	1	–
10	211 100 009	Rubber Washer	Rondelle de caoutchouc	–	1	–
11	211 100 010	Ring Retainer	Bague de retenue	–	1	–
12	277 000 153	Ball Joint	Joint à rotule	–	1	–
13	— XXX —	Worm Gear	Vis sans fin	–	1	–
14	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	–	@	–
15	— XXX —	Rod Retaining	Tige	–	2	–
16	— XXX —	Sliding Collar	Collier coulissant	–	1	–
17	212 100 005	Nut	Écrou	–	3	–
18	213 200 004	Washer 5 mm	Rondelle 5 mm	–	2	–
19	271 000 373	Trimming Knob (Green)	Bouton d'assiette (vert)	–	1	–
20	293 000 039	Snap Cap (Green)	Capuchon pression (vert)	–	1	–
21	211 000 026	Hexagonal Screw M6.8 x 35	Vis hexagonale M6.8 x 35	–	1	–
22	— XXX —	Bloc Retainer	Bloc de retenue	–	1	–
23	271 000 239	Bushing Retainer	Douille de retenue	–	1	–
24	216 643 860	Screw Tapping Pan 4.2 x 38	Vis autotaraudeuse 4.2 x 38	–	2	–
25	216 642 560	Screw Tapping Pan 4.2 x 25	Vis autotaraudeuse 4.2 x 25	–	4	–
26	211 000 023	Screw	Vis	–	2	–
27	291 000 456	Fixation Plate	Plaque de fixation	–	1	–
28	275 000 063	Hydrophobic Vent	Aérateur hydrophobique	–	1	–
29	293 750 001	Tie Rap	Attache	–	@	–
N 30	211 000 061	Jam Screw M8 x 25	Vis de blocage M8 x 25	–	2	–
31	211 000 007	Screw	Vis	–	2	—
32	271 000 321	Plastic Bushing	Douille plastique	–	2	–
33	271 000 303190	Trimming Ring	Bague d'assiette	–	1	–
34	215 981 060	Allen Screw M8 x 10	Vis Allen M8 x 10	–	2	–
35	277 000 168	Half Ring	Demi bague	–	2	–
36	291 000 458	Spacer	Entretoise	–	1	–

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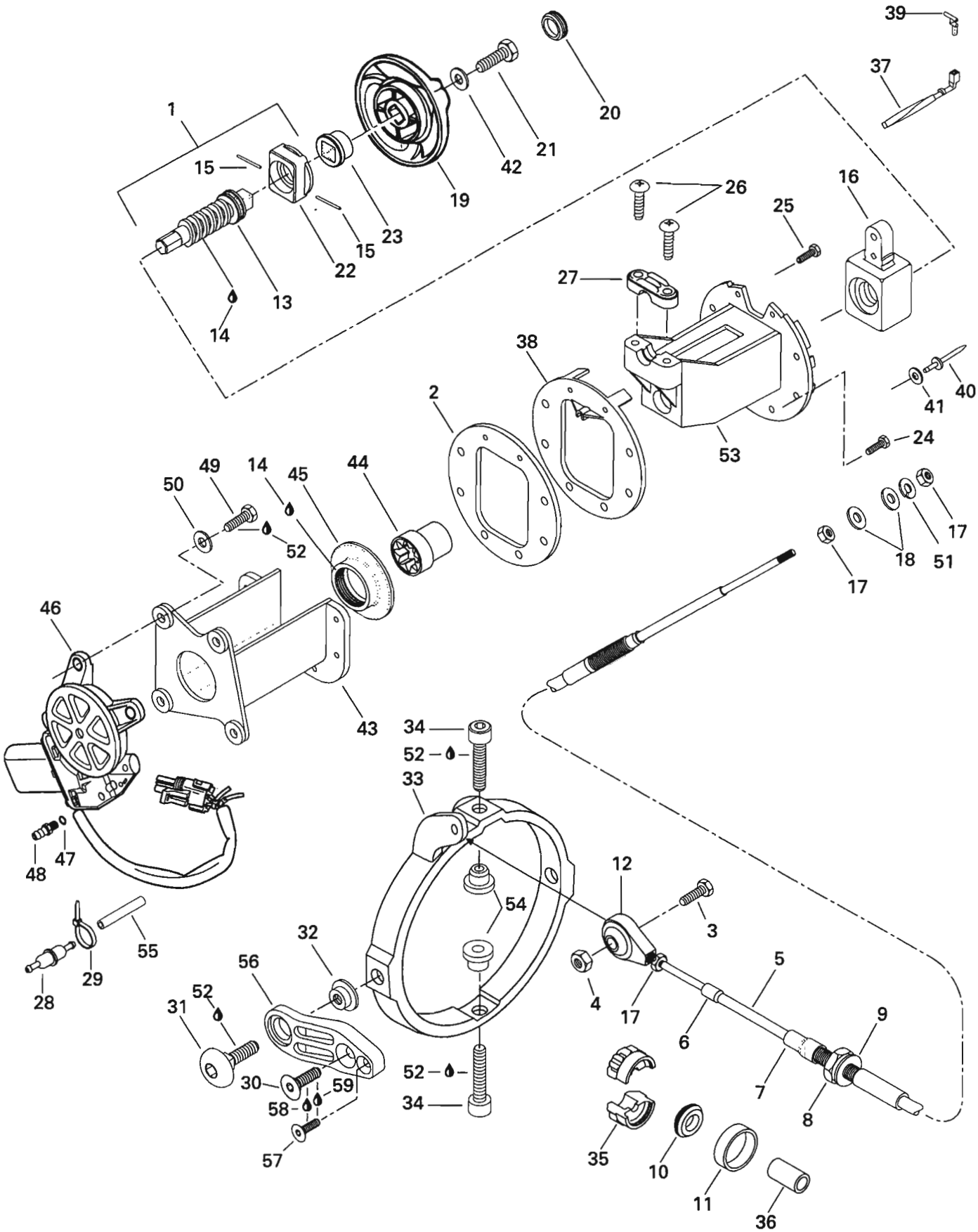
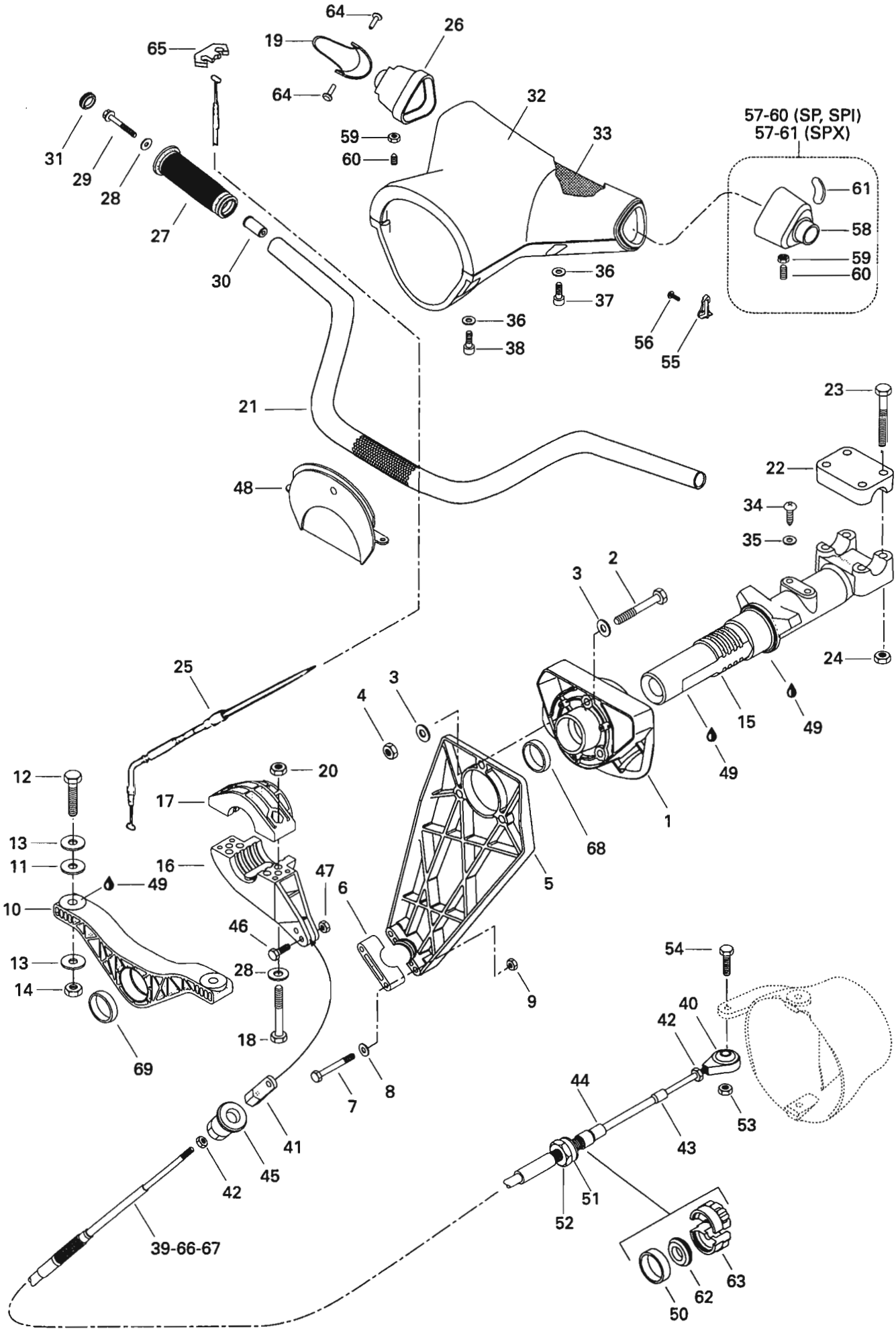


Trim
Correcteur d'assiette

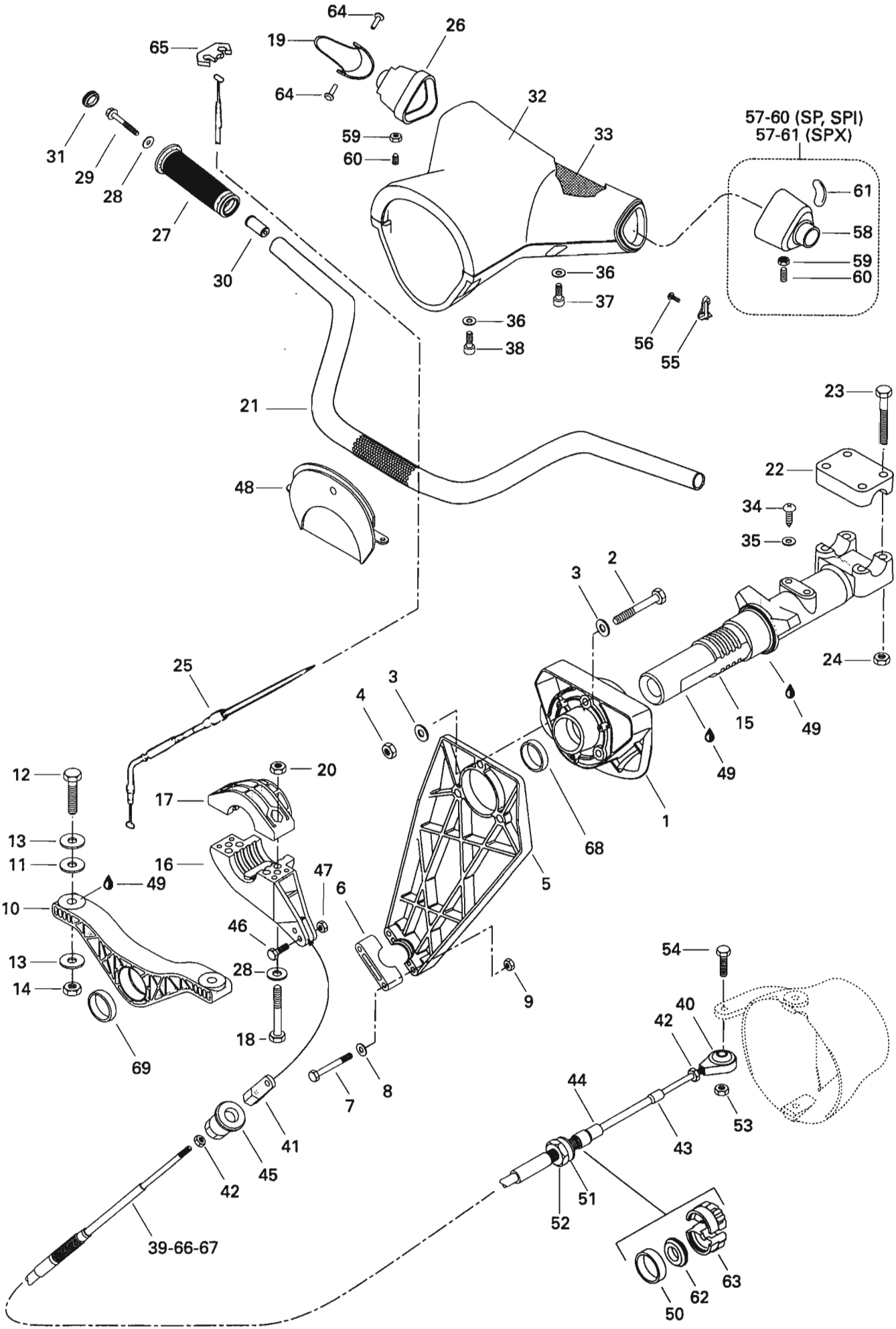
				SP 5873	SPX 5874	SPI 5875
37	271 000 222	Twisted Rod	Tige vrillée	–	1	–
38	271 000 223	Spacer	Entretoise	–	1	–
39	271 000 224	Needle	Aiguille	–	1	–
40	293 150 036	Rivet (1/8)	Rivet (1/8)	–	2	–
41	293 150 007	Washer	Rondelle	–	2	–
42	213 200 007	Washer 6 mm	Rondelle 6 mm	–	1	–
43	271 000 301190	Support Engine VTS	Support moteur VTS	–	1	–
44	271 000 233	Adaptor VTS	Adapteur VTS	–	1	–
45	271 000 236	Gasket	Joint étanche	–	1	–
46⇨48	271 000 234	***Motor VTS Ass'y***	***Moteur VTS ass.***	–	1	–
47	290 830 890	Seal Washer	Rondelle étanche	–	1	–
48	290 940 557	Hose Fitting	Raccord de boyau	–	1	–
49	215 061 660	Hexagonal Screw M6 x 16	Vis hexagonale M6 x 16	–	4	–
50	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	–	4	–
51	217 351 500	Washer Lock 5 mm	Rondelle-frein 5 mm	–	1	–
52	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	–	@	–
53	295 500 137	Housing Mount	Boîtier montage	–	1	–
54	293 900 007	Bushing Plastic	Douille de plastique	–	2	–
55	275 500 018	Hose 6 mm	Boyau 6 mm	–	@	–
56	295 500 199	Arm (Black)	Bras (noir)	–	2	–
N 57	211 000 060	Jam Screw M6 x 20	Vis de blocage M6 x 20	–	2	–
58	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	–	@	–
59	293 600 012	Primer «N»	Apprêt à carter	–	@	–

Parts marked with «XXX» are not available as spare parts.
Les articles marqués d'un «XXX» ne sont pas disponibles comme pièces de remplacement.



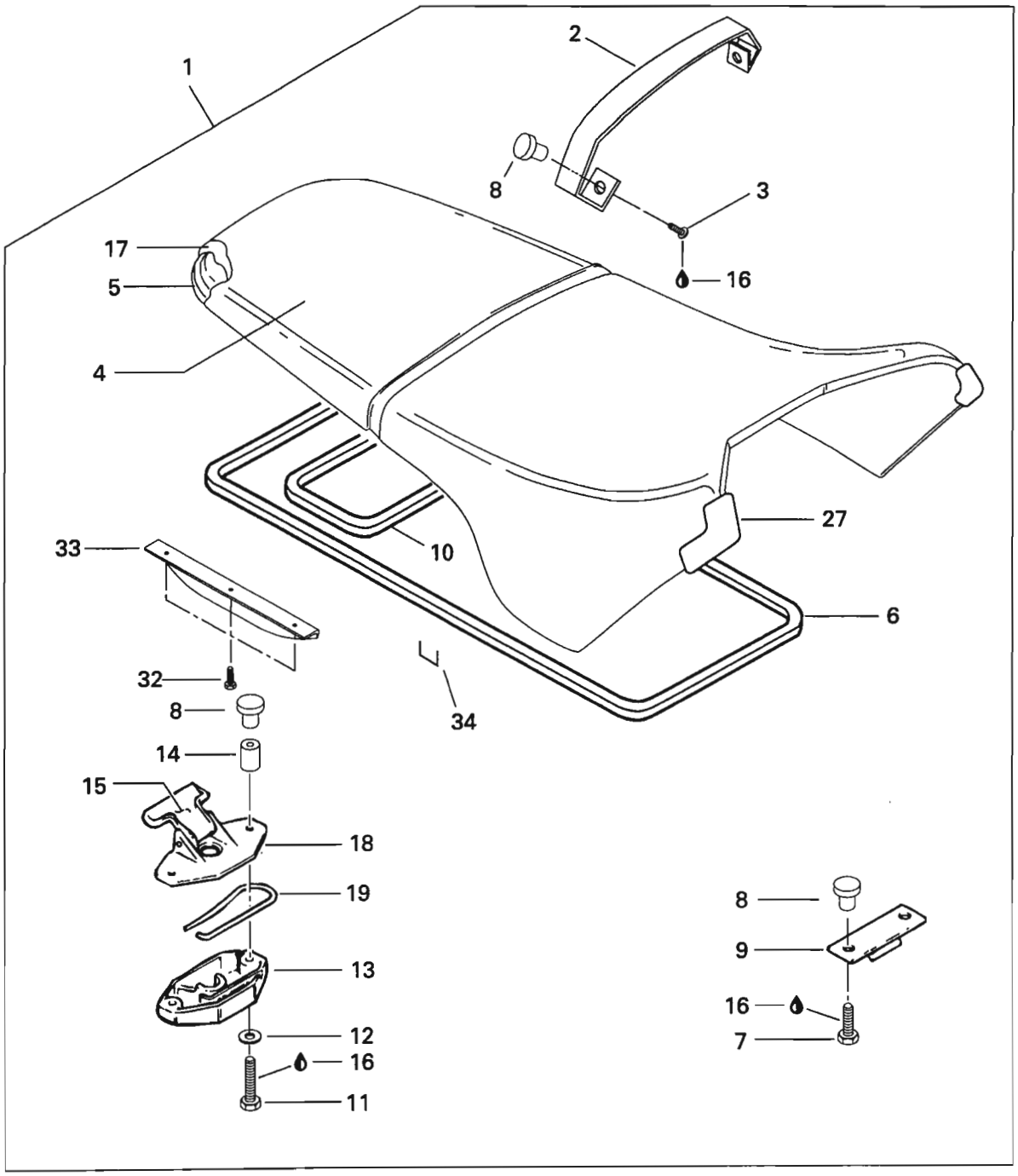
Steering Direction

				SP 5873	SPX 5874	SPI 5875
N 1	277 000 106	Rear Support	Support arrière	1	1	1
2	215 686 560	Hex. Screw M8 x 65	Vis hex. M8 x 65	3	3	3
3	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	6	6	6
4	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	3	3	3
5	277 000 161	Cable Support	Support de câble	1	1	1
6	277 000 162	Thrust Support	Support de palier	1	1	1
7	215 665 060	Hex. Screw M6 x 50	Vis hex. M6 x 50	2	2	2
8	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	2	2	2
9	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2	2	2
N 10	277 000 291	Front Support	Support avant	1	1	1
11	277 000 100	Plastic Washer	Rondelle de plastique	2	2	2
12	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	2	2	2
13	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4	4	4
14	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	2	2	2
15	277 000 164400	Steering Stem	Tige de direction	1	1	1
16	277 000 165	Steering Stem Arm	Bras de tige de direction	1	1	1
17	277 000 166	Thrust Arm	Bras de palier	1	1	1
18	210 000 005	Hex. Screw M6 x 25	Vis hex. M6 x 25	2	2	2
19	277 000 214	Throttle Handle	Manette d'accélérateur	1	1	1
20	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2	2	2
N 21	277 000 305	Handlebar	Guidon	1	1	1
22	277 000 142	Steering Clamp	Bride de direction	1	1	1
23	215 685 060	Hex. Screw M8 x 50	Vis hex. M8 x 50	4	4	4
24	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	4	4	4
25	277 000 252	Throttle Cable	Câble d'accélérateur	1	–	1
	277 000 253	Throttle Cable	Câble d'accélérateur	–	1	–
26	277 000 285	Throttle Handle Housing	Logement de manette d'accélérateur	1	1	1
N 27	295 500 246	Handle Grip (Violet)	Gaine du guidon (violet)	2	–	–
	295 500 111	Handle Grip (Green)	Gaine du guidon (vert)	–	2	–
N	295 500 245	Handle Grip (Orange)	Gaine du guidon (orange)	–	–	2
28	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	4	4	4
29	211 000 031	Screw M6.8 x 45	Vis M6.8 x 45	2	2	2
N 30	277 000 307	Grip Insert	Ajout gaine	2	2	2
N 31	277 000 310	Grip Cap (Violet)	Capuchon de gaine (violet)	2	–	–
	277 000 204	Grip Cap (Green)	Capuchon de gaine (vert)	–	2	–
N	277 000 312	Grip Cap (Orange)	Capuchon de gaine (orange)	–	–	2
32	277 000 255	Steering Cover (Teal)	Couvre -guidon (aqua)	1	1	–
	277 000 257	Steering Cover (B. Violet)	Couvre -guidon (b. violet)	–	–	1
33	277 000 187	Foam (Top)	Mousse (haut)	1	1	1



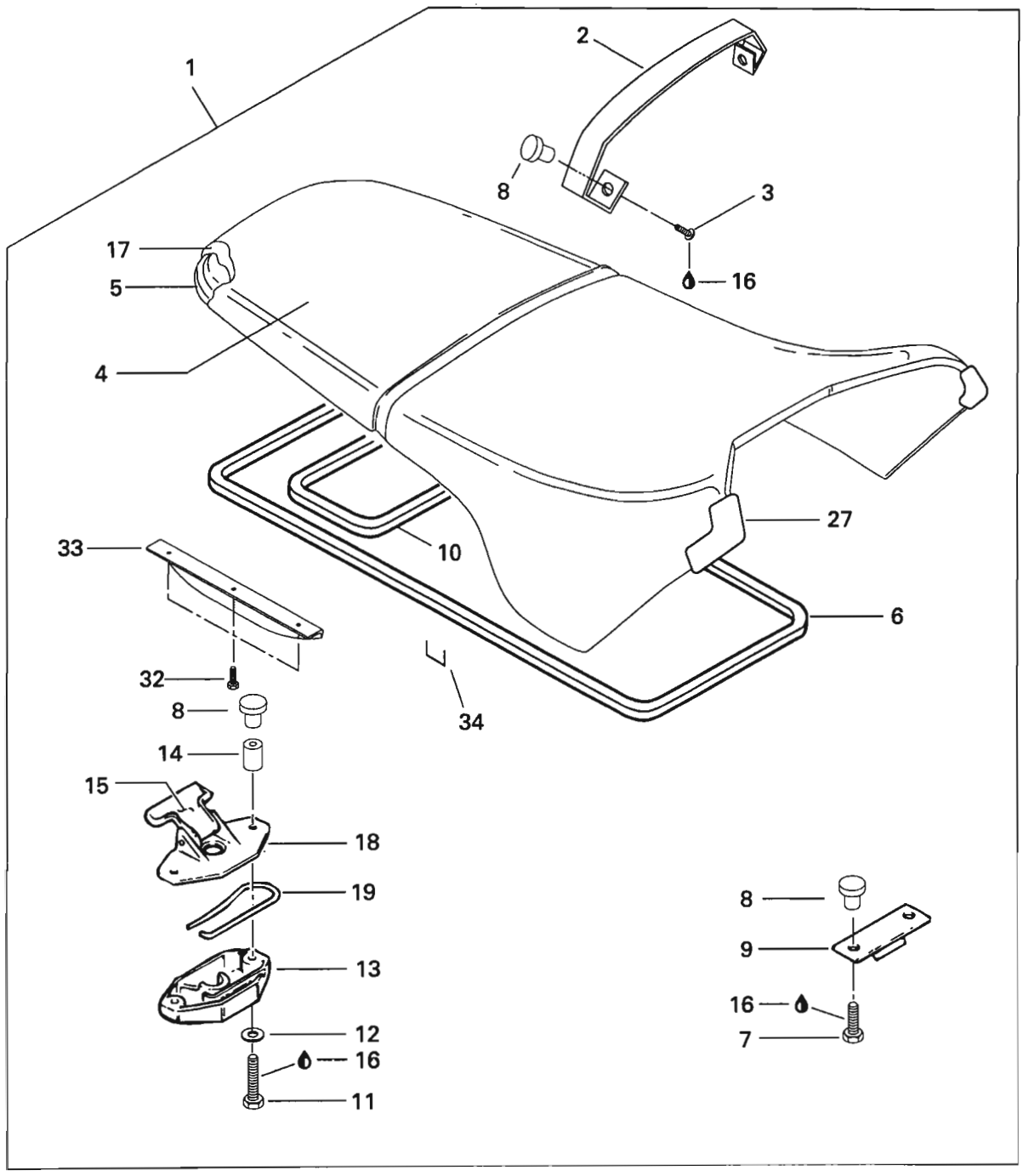
Steering Direction

				SP 5873	SPX 5874	SPI 5875
34	211 000 036	Screw Taptite	Vis	2	2	2
35	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	2	2	2
36	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	4	4	4
37	211 000 021	Screw	Vis	2	2	2
38	211 000 037	Screw	Vis	2	2	2
39	277 000 289	Steering Cable	Câble de direction	1	1	1
40	277 000 153	Ball Joint	Joint à rotule	1	1	1
41	277 000 174	Rotule	Joint	1	1	1
42	212 100 005	Hex. Nut	Écrou Hex.	2	2	2
43	277 000 038	Small Boot	Petit embout	1	1	1
44	277 000 039	Large Boot	Grand embout	1	1	1
45	277 000 167	Ajust. Knob	Bouton ajust.	1	1	1
46	211 000 022	Hex. Screw M6 x 25	Vis hex. M6 x 25	1	1	1
47	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1	1	1
48	277 000 256	Plate (Teal)	Plaque (aqua)	1	1	–
	277 000 258	Plate (Violet)	Plaque (violet)	–	–	1
49	293 550 010	Synthetic Grease	Graisse synthétique	@	@	@
50	211 100 010	Retaining Ring	Bague de retenue	1	1	1
51	211 200 006	Flat Washer	Rondelle plate	1	1	1
52	211 100 011	Hex. Nut	Écrou hex.	1	1	1
53	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1	1	1
54	210 000 006	Hex. Screw M6 x 30	Vis hex. M6 x 30	1	1	1
55	277 000 219	Retainer Plate	Plaque de retenue	1	1	1
56	211 000 032	Screw	Vis	1	1	1
N 57⇒60	277 000 036	***Left Housing Ass'y***	***Logement gauche ass.***	1	–	1
N 57⇒61	277 000 299	***Left Housing Ass'y***	***Logement gauche ass.***	–	1	–
N 58	277 000 379	Left Housing	Logement gauche	1	–	1
N	277 000 378	Left Housing	Logement gauche	–	1	–
59	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2	2	2
60	211 000 039	Screw Set M6 x 12	Vis à pression M6 x 12	2	2	2
61	277 000 217	VTS Knob	Bouton VTS	–	1	–
62	211 100 009	Washer Rubber	Rondelle caoutchouc	1	1	1
63	277 000 168	Half Ring	Demie–bague	2	2	2
N 64	277 000 381	Pin	Goupille	2	2	2
65	277 000 279	Lock-Tab	Patte Vérouillage	1	1	1
66	277 000 278	Boot Small	Embout petit	1	1	1
67	277 000 277	Boot Large	Embout grand	1	1	1
N 68	293 900 008	Spherical Cushion	Coussinet sphérique	1	1	1
N 69	293 900 009	Spherical Cushion	Coussinet sphérique	1	1	1



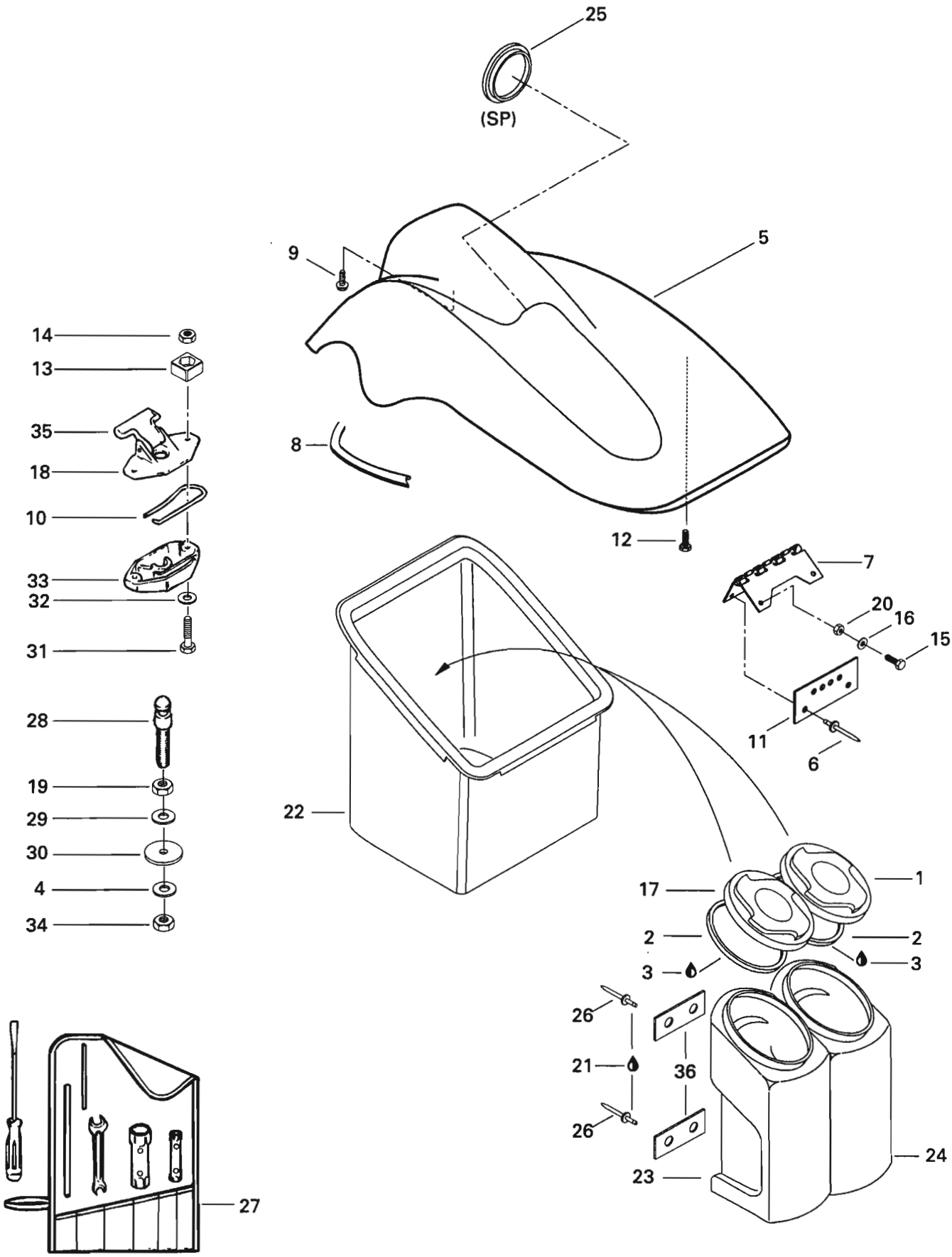
Seat and Engine Cover
Siège et couvercle du moteur

				SP 5873	SPX 5874	SPI 5875
N 1	269 000 148	***Seat Ass'y*** (Teal)	***Siège ass.*** (aqua)	1	1	–
N	269 000 158	***Seat Ass'y*** (Purple)	***Siège ass.*** (b. violet)	–	–	1
2	269 000 119	Seat Strap (Teal)	Courroie de siège (aqua)	1	1	–
	269 000 120	Seat Strap (Purple)	Courroie de siège (b. violet)	–	–	1
3	210 100 007	Cap Screw M6 x 10	Vis borgne M6 x 10	2	2	2
4	269 000 115	Seat Cover (Teal)	Housse de siège (aqua)	1	1	–
	269 000 116	Seat Cover (Purple)	Housse de siège (b. violet)	–	–	1
5	295 500 079	***Seat Base Ass'y***	***Base de siège ass.***	1	1	1
6	293 200 017	«D» Neoprene Seal	Anneau de néoprène en «D»	@	@	@
7	210 000 011	Hex. Screw M6 x 12	Vis hex. M6 x 12	2	2	2
8	293 100 003	Nut Weld	Écrou à souder	6	6	6
9	291 000 174	Base Keeper	Reteneur base	1	1	1
10	293 200 017	«D» Neoprene Seal	Anneau de néoprène en «D»	@	@	@
11	210 000 014	Hex. Screw M6 x 35	Vis hex. M6 x 35	2	2	2
12	213 200 001	Washer 6 mm	Rondelle 6 mm	2	2	2
13	269 000 015	Latch Base	Base de loquet	1	1	1
14	291 000 532	Spacer	Entretoise	2	2	2
15	269 000 016	Latch Lever	Levier de loquet	1	1	1
16	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@	@	@
N 17	269 000 168	Seat Foam	Mousse de siège	1	1	1
N 18	269 700 020	Latch Cover	Couvert de loquet	1	1	1
19	269 000 017	Spring	Ressort	1	1	1
20	212 100 004	Nut M6	Écrou M6	4	4	4
21	275 500 113	Fuel Filter Support	Support de filtre à essence	1	1	1
22	218 300 600	Nut M10	Écrou M10	1	1	1
23	291 000 468	Hook	Crochet	1	1	1
24	217 361 500	Lock Washer 6 mm	Rondelle-frein 6 mm	2	2	2
25	213 200 007	Washer 6 mm	Rondelle 6 mm	4	4	4
26	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1	1	1
27	269 000 068	Corner Seat RH (Teal)	Coin de siège droit (aqua)	1	1	–
	269 000 070	Corner Seat RH (Purple)	Coin de siège droit (b. violet)	–	–	1
	269 000 069	Corner Seat LH (Teal)	Coin de siège gauche (aqua)	1	1	–
	269 000 130	Corner Seat LH (Purple)	Coin de siège gauche (b. violet)	–	–	1
28	291 000 628	Rubber Washer	Rondelle de caoutchouc	1	1	1



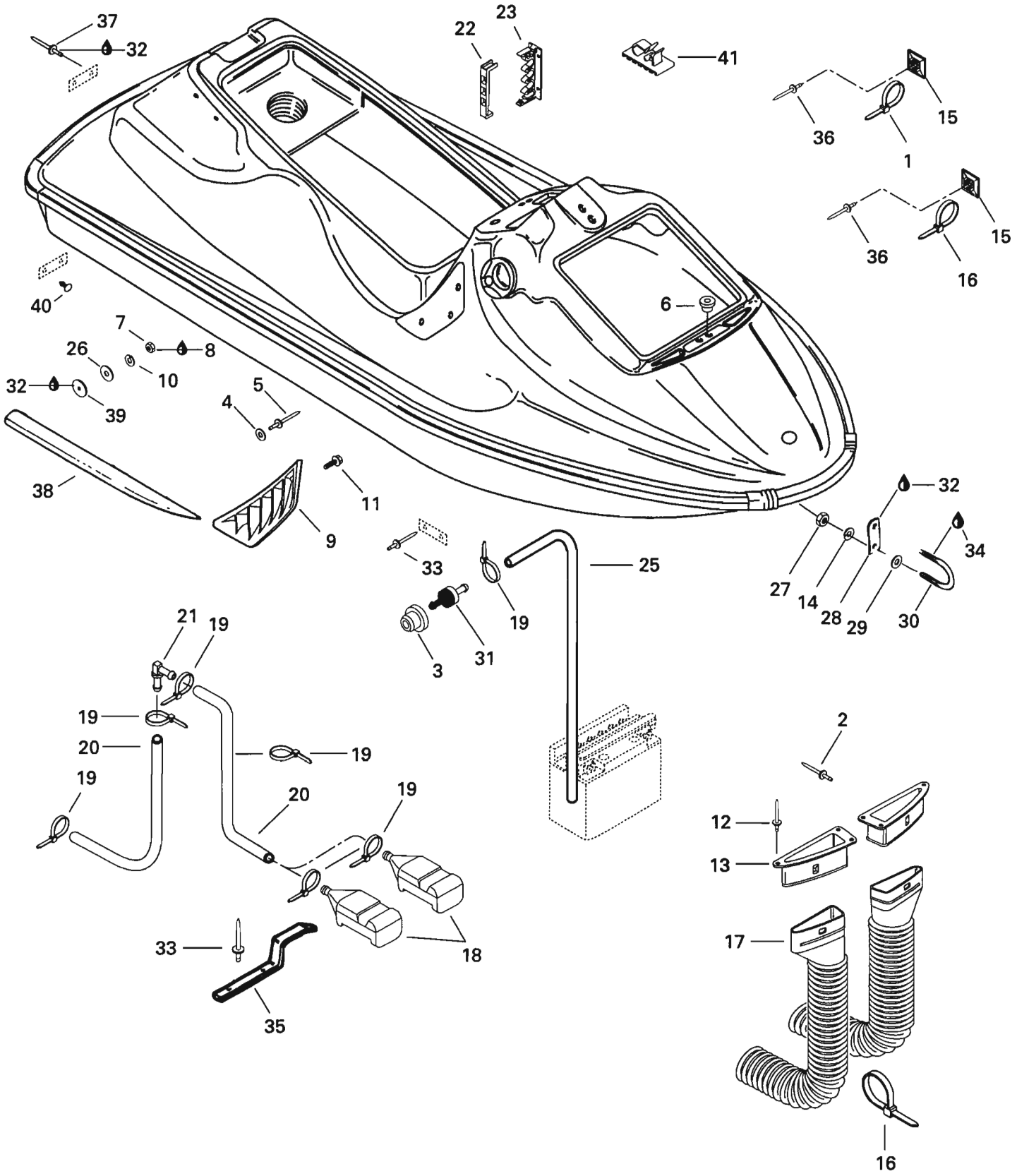
Seat and Engine Cover
Siège et couvercle du moteur

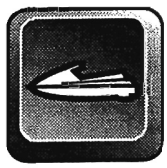
				SP 5873	SPX 5874	SPI 5875
29	217 002 600	Washer 10 mm	Rondelle 10 mm	2	2	2
30	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@	@	@
N 31	291 000 691	Latch Stud	Ergot d'ancrage	1	1	1
32	211 000 034	Screw (For Plastic)	Vis (pour le plastique)	6	6	6
33	269 000 092	Protect Plate	Plaque de protection	2	2	2
34	293 730 005	Staple (Seat Cover)	Agrafe (housse de siège)	@	@	@



Front Storage Compartment
Compartiment à bagages avant

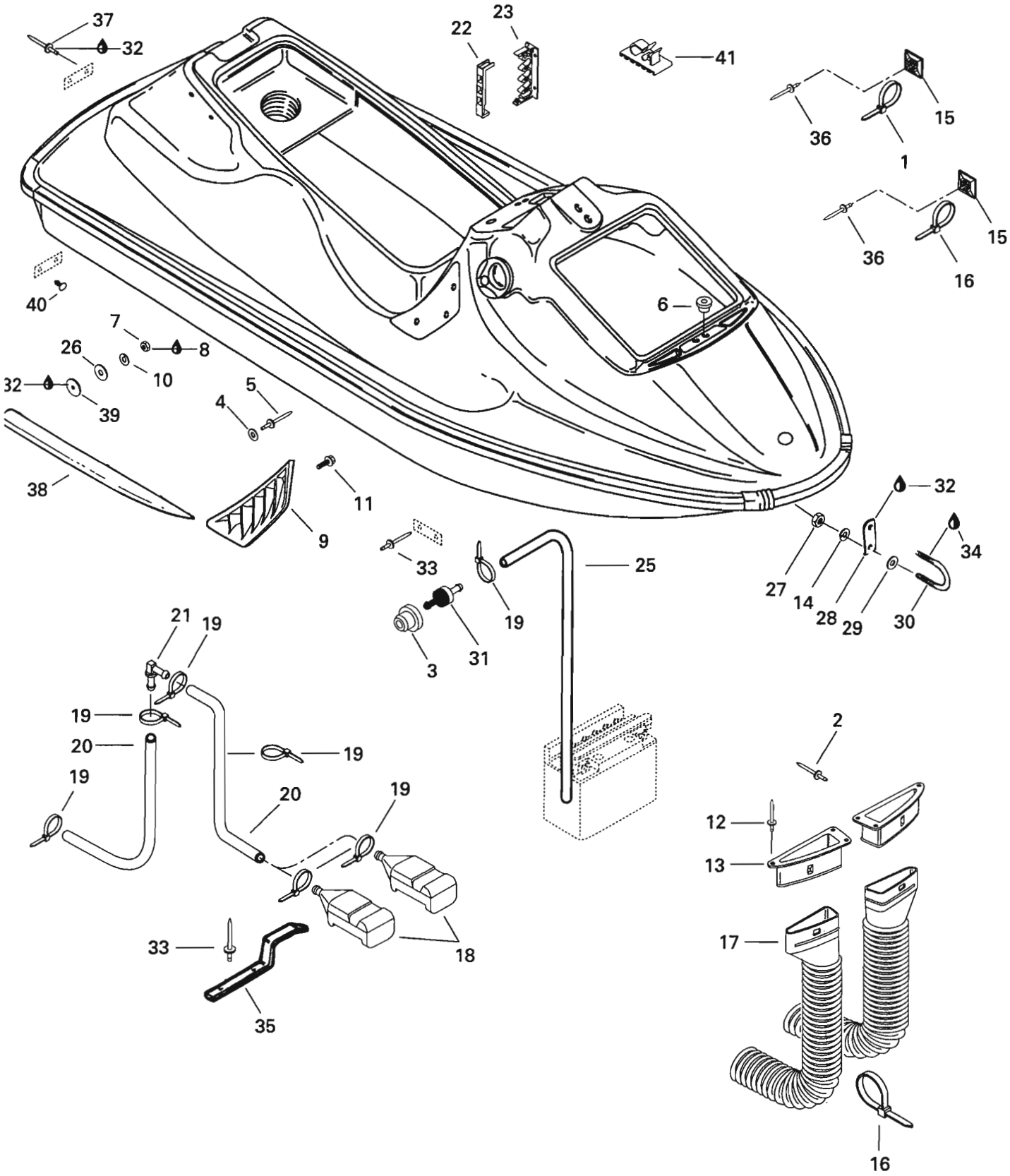
				SP 5873	SPX 5874	SPI 5875
N 1	269 500 184	***Housing Storage Cap***	***Couv. du boîtier de rangement***	1	1	1
N 2	293 250 031	O-Ring	Joint torique	1	1	1
3	293 550 014	Grease	Graisse	@	@	@
4	217 002 600	Washer 10 mm	Rondelle 10 mm	1	1	1
5⇨14	295 500 164	***Storage Cover Kit (Teal)***	***Ens. de couvercle à bagage (aqua)***	–	1	–
	295 500 151	***Storage Cover Kit (Teal)***	***Ens. de couvercle à bagage (aqua)***	1	–	–
	295 500 152	***Storage Cover Kit (B-Violet)***	***Ens. de couvercle à bagage (b-violet)***	–	–	1
6	293 150 039	Rivet 3/16	Rivet 3/16	7	7	7
7	269 500 112	Stainless Hinge	Charnière en acier inoxydable	1	1	1
8	293 200 020	Seal	Anneau étanche	@	@	@
9	211 000 028	Screw K40 X 10	Vis K40 X 10	4	4	4
10	269 000 017	Spring	Ressort	1	1	1
11	269 500 107	Plate Retaining	Plaque de retenue	1	1	1
12	211 000 033	Screw K40 x 16	Vis K40 x 16	10	10	10
13	269 500 108	Housing Nut	Logement écrou	2	2	2
14	212 000 001	Nut Stop Elastic M6	Écrou d'arrêt élastique M6	2	2	2
15	215 051 660	Screw Hex. M5 x 16	Vis hex. M5 x 16	6	6	6
16	213 200 004	Washer Flat 5 mm	Rondelle plate 5 mm	6	6	6
N 17	269 500 181	***Extinguisher Housing Cap***	***Couv. de boîtier d'extincteur***	1	1	1
N 18	269 700 020	Latch Cover	Couvert de loquet	1	1	1
19	218 300 600	Nut M10	Écrou M10	1	1	1
20	212 000 004	Nut Stop Elastic M5	Écrou d'arrêt élastique M5	6	6	6
21	293 800 033	Silicone Sealant	Enduit de silicone	@	@	@
N 22	269 500 150	Storage Tray	Coffre à bagage	1	1	1
N 23	269 500 151	Extinguisher Housing	Boîtier d'extincteur	1	1	1
N 24	269 500 180	Storage Housing	Boîtier de rangement	1	1	1
25	293 000 037	Cap-Gauge	Capuchon de jauge	1	–	–
26	293 150 017	Rivet 5/32	Rivet 5 /32	8	8	8
27	295 000 066	***Tools Kit***	***Ensemble d'outils***	1	1	1
N 28	291 000 689	Latch Stud	Ergot d'ancrage	1	1	1
29	217 002 600	Washer 10 mm	Rondelle 10 mm	1	1	1
30	291 000 628	Rubber Washer	Rondelle de caoutchouc	1	1	1
31	210 000 005	Hex. M6 x 25	Vis hex. M6 x 25	2	2	2
32	213 200 001	Washer 6 mm	Rondelle 6 mm	2	2	2
33	269 000 015	Latch Base	Base de loquet	1	1	1
34	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	1	1	1
35	269 000 016	Latch Lever	Levier de loquet	1	1	1
N 36	293 250 037	Gasket	Joint étanche	4	4	4





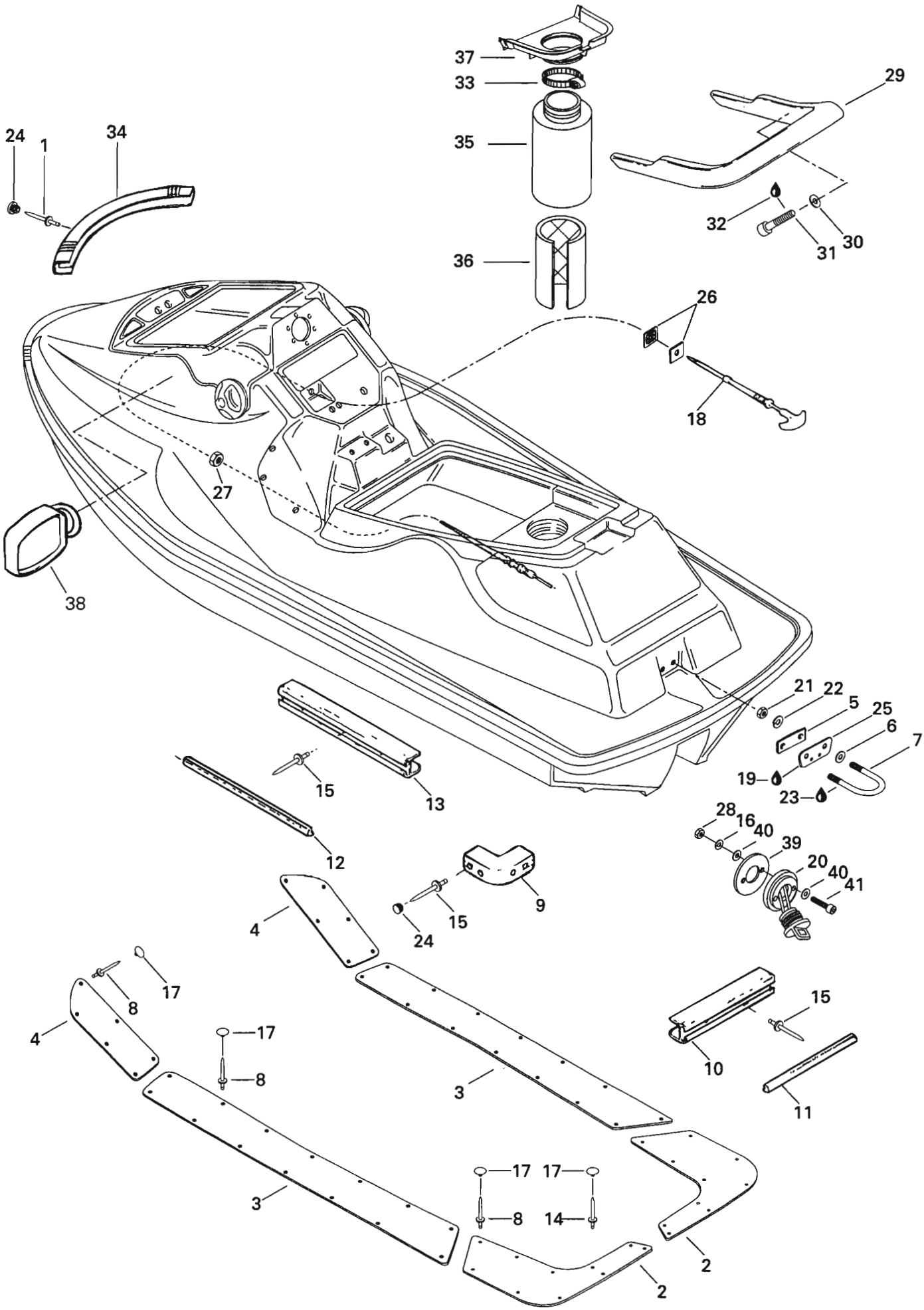
Body
Carrosserie

				SP 5873	SPX 5874	SPI 5875
1	294 000 606	Tie-Rap	Attache	@	@	@
2	293 150 034	Rivet 5/32	Rivet 5/32	2	2	2
3	293 720 029	Grommet	Passe-fils	1	1	1
4	217 042 600	Flat Washer 4 mm	Rondelle plate 4 mm	4	4	4
5	293 150 041	Rivet 1/8	Rivet 1/8	4	4	4
6	293 720 028	Grommet	Passe-fils	–	1	1
7	212 100 004	Nut Hex. M6	Écrou hex. M6	6	6	6
8	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@	@	@
N 9	291 000 592	R.H. Intake Grill (Violet)	Grille d'admission droite (violet)	1	–	–
N	291 000 593	L.H. Intake Grill (Violet)	Grille d'admission gauche (violet)	1	–	–
N	291 000 597	R.H. Intake Grill (Orange)	Grille d'admission droite (orange)	–	–	1
N	291 000 598	L.H. Intake Grill (Orange)	Grille d'admission gauche (orange)	–	–	1
	291 000 485	R.H. Intake Grill (Green)	Grille d'admission droite (vert)	–	1	–
	291 000 486	L.H. Intake Grill (Green)	Grille d'admission gauche (vert)	–	1	–
10	217 361 500	Washer-Lock 6 mm	Rondelle-frein 6 mm	6	6	6
11	211 000 033	Screw K40 x 16	Vis K40 x 16	4	4	4
12	293 150 041	Rivet 1/8	Rivet 1/8	6	6	6
13	291 000 380	L.H. Adapter Vent	Adapteur de ventilateur gauche	1	1	1
	291 000 381	R.H. Adapter Vent	Adapteur de ventilateur droit	1	1	1
14	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2	2	2
15	293 750 015	Tie Rap Mount	Ancrage d'attache	@	@	@
16	293 750 008	Tie Rap	Attache	@	@	@
17	291 000 382	L.H. Tube Vent	Tuyau du ventilateur gauche	1	1	1
	291 000 383	R.H. Tube Vent	Tuyau du ventilateur droit	1	1	1
18	292 000 079	Screen Bailer	Tamis de déclenchement	2	2	2
19	293 750 001	Tie Rap	Attache	@	@	@
20	275 000 007	Hose 8 mm	Boyau 8 mm	@	@	@
21	293 710 028	Elbow Fitting 90°	Raccord coudé 90°	2	2	2
22	293 750 012	Top Mount	Couv. attache	1	1	1
23	293 750 013	Tie Rap Mount	Ancrage d'attache	1	1	1
24	293 750 002	Tie Rap	Attache	@	@	@
25	275 500 018	Hose Vent 6 mm	Boyau de ventilation 6 mm	@	@	@
26	213 200 007	Washer Flat 6 mm	Rondelle plate 6 mm	6	6	6
27	212 100 001	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	2	2	2
28	291 000 307	Retainer Plate	Plaque de retenue	1	1	1
29	293 050 001	Washer 8 mm	Rondelle 8 mm	2	2	2
30	292 000 011	«U» Clamp	Bride en «U»	1	1	1
31	275 500 167	Check Valve	Soupape de retenue	1	1	1
32	293 800 033	Silicone Seal	Enduit de silicone	@	@	@



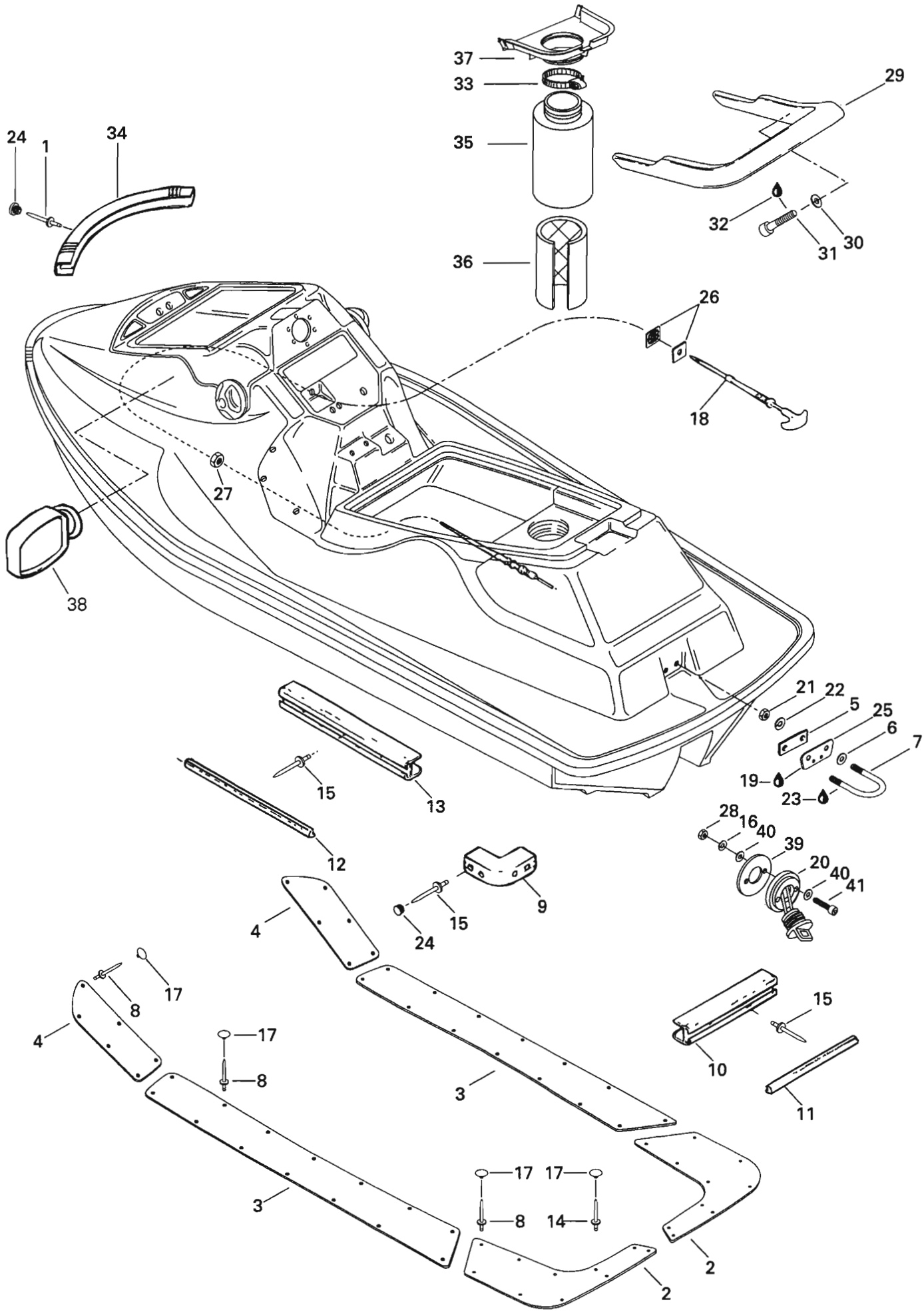
Body
Carrosserie

				SP 5873	SPX 5874	SPI 5875
33	293 150 037	Rivet 3/16	Rivet 3/16	6	6	6
34	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@	@	@
35	292 000 045	Spring Clip	Pince à ressort	2	2	2
36	293 150 016	Rivet 1/8	Rivet 1/8	@	@	@
37	293 150 033	Rivet 1/8	Rivet 1/8	2	2	2
38	292 000 010	Sponson (Light Grey)	Stabilisateur (gris pâle)	2	–	–
N	292 000 185	Sponson (Orange)	Stabilisateur (orange)	–	–	2
N	292 000 211	R.H. Sponson (Green)	Stabilisateur droit (vert)	–	1	–
N	292 000 184	L.H. Sponson (Green)	Stabilisateur gauche (vert)	–	1	–
39	293 250 026	Gasket	Joint étanche	6	6	6
40	293 730 006	Dart (Black)	Dard (noir)	–	3	–
N 41	291 000 678	Tie-Clamp	Attache-collier	@	@	@



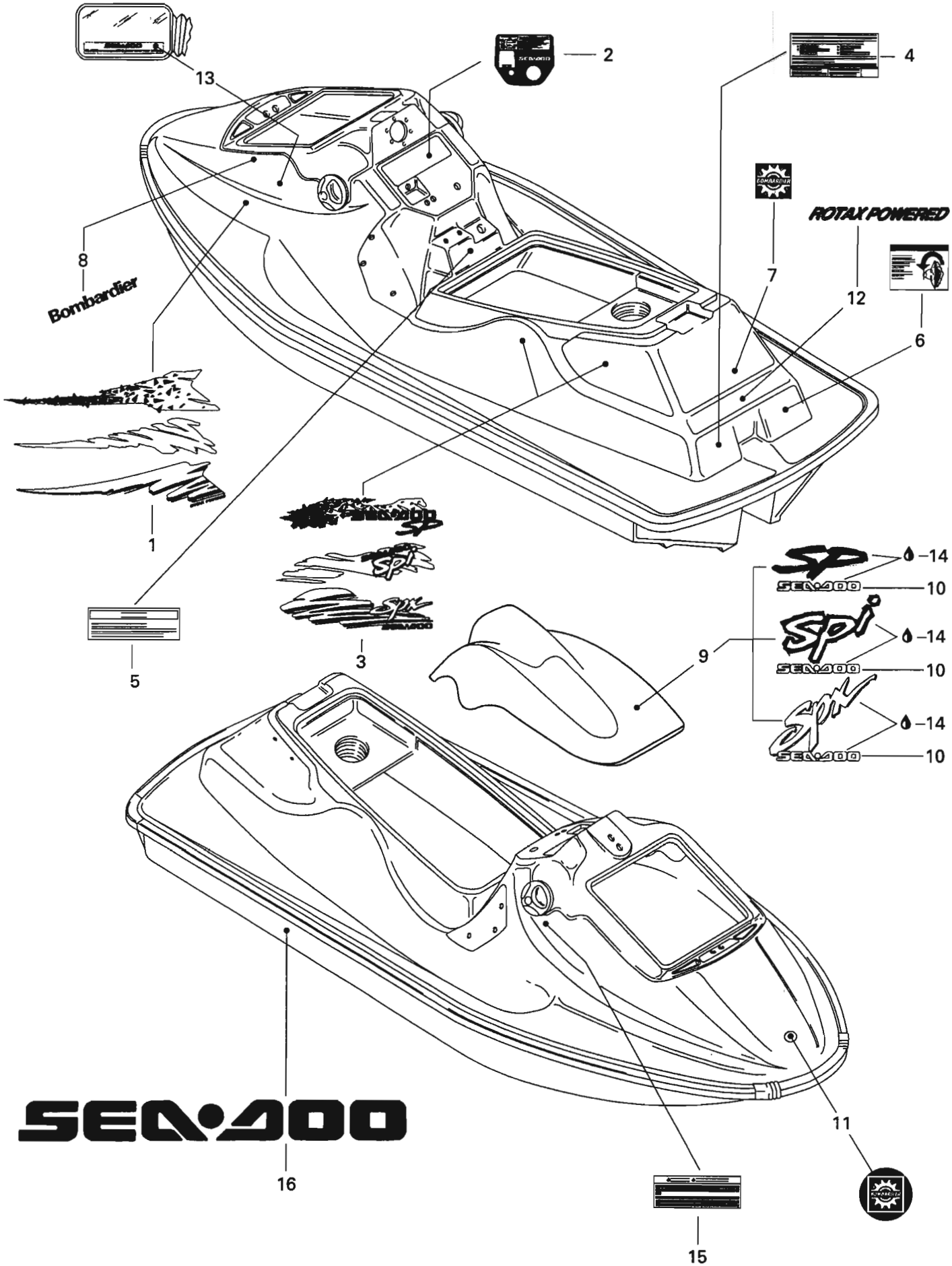
Body
Carrosserie

				SP 5873	SPX 5874	SPI 5875
1	293 150 013	Rivet 3/16	Rivet 3 /16	4	4	4
N 2	291 000 594	R.H. Rear Carpet (Violet)	Tapis arrière droit (violet)	1	–	–
N	291 000 595	L.H. Rear Carpet (Violet)	Tapis arrière gauche (violet)	1	–	–
	291 000 396	R.H. Rear Carpet (Violet)	Tapis arrière droit (violet)	–	–	1
	291 000 402	L.H. Rear Carpet (Violet)	Tapis arrière gauche (violet)	–	–	1
	291 000 521	R.H. Rear Carpet (Teal)	Tapis arrière droit (aqua)	–	1	–
	291 000 522	L.H. Rear Carpet (Teal)	Tapis arrière gauche (aqua)	–	1	–
3	291 000 424	R.H. Lateral Carpet (Violet)	Tapis latéral droit (violet)	–	–	1
	291 000 425	L.H. Lateral Carpet (Violet)	Tapis latéral gauche (violet)	–	–	1
4	291 000 422	R.H. Front Carpet (Violet)	Tapis avant droit (violet)	–	–	1
	291 000 423	L.H. Front carpet (Violet)	Tapis avant gauche (violet)	–	–	1
5	291 000 307	Retainer Plate	Plaque de retenue	1	1	1
6	293 050 001	Washer 8 mm	Rondelle 8 mm	2	2	2
7	292 000 011	«U» Clamp	Bride en «U»	1	1	1
8	293 150 036	Rivet 1/8	Rivet 1/8	@	@	@
9	291 000 505	Bumper Corner (Teal)	Coin de pare-chocs (aqua)	–	2	–
	291 000 394	Bumper Corner (Violet)	Coin de pare-chocs (violet)	2	–	2
10	291 000 504	Rear Bumper (Teal)	Pare-chocs arrière (aqua)	–	1	–
	291 000 419	Rear Bumper (Violet)	Pare-chocs arrière (violet)	1	–	1
N 11	291 000 590	Rear Bumper Trim (Teal)	Moulure de pare-chocs arrière (aqua)	–	1	–
N	291 000 585	Rear Bumper Trim (Violet)	Moulure de pare-chocs arrière (violet)	1	–	1
N 12	291 000 588	Side Bumper Trim (Teal)	Moulure de pare-chocs latérale (aqua)	–	2	–
N	291 000 583	Side Bumper Trim (Violet)	Moulure de pare-chocs latérale (violet)	2	–	2
13	291 000 501	Side Bumper (Teal)	Pare-chocs latéral (aqua)	–	2	–
	291 000 417	Side Bumper (Violet)	Pare-chocs latéral (violet)	2	–	2
14	293 150 016	Rivet 1/8	Rivet 1/8	4	4	4
15	293 150 014	Rivet 3/16	Rivet 3/16	@	@	@
N 16	217 341 500	Lock Washer 4 mm	Rondelle-frein 4 mm	2	2	2
17	293 000 031	Cap (Teal)	Capuchon (aqua)	–	@	–
	293 000 023	Cap (Violet)	Capuchon (violet)	@	–	@
18	277 000 077	Choke Cable	Câble de l'étrangleur	1	–	1
	277 000 250	Choke Cable	Câble de l'étrangleur	–	1	–
19	293 800 033	Sealant Silicone	Enduit de silicone	@	@	@
20	292 000 187	Drain Plug	Bouchon de purge	1	1	1
21	212 100 001	Stop Nut M8	Écrou d'arrêt M8	2	2	2
22	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2	2	2
23	293 800 005	Loctite "271", 10 mL	Loctite "271", 10 mL	@	@	@
24	291 000 500	Bumper Plug (Teal)	Bouchon de pare-chocs (aqua)	–	10	–
	291 000 421	Bumper Plug (Violet)	Bouchon de pare-chocs (violet)	10	–	10



Body
Carrosserie

				SP 5873	SPX 5874	SPI 5875
N 25	291 000 596	Finition Plate	Plaque de finition	–	1	–
	291 000 137	Finition Plate (Violet)	Plaque de finition (violet)	1	–	1
26	291 000 457	Choke Plate	Plaque de l'étrangleur	2	2	2
27	211 100 007	Lock Nut	Écrou de blocage	1	–	1
N 28	211 100 025	Hex. Nut M4	Écrou hex. M4	2	2	2
N 29	269 000 159	Grab Handle (Orange)	Poignée de maintien (orange)	–	–	1
N	269 000 160	Grab Handle (Teal)	Poignée de maintien (aqua)	–	1	–
30	213 200 011	Washer 8 mm	Rondelle 8 mm	–	4	4
31	215 981 660	Allen Screw M8 x 16	Vis Allen M8 x 16	–	4	4
32	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	–	@	@
33	293 650 054	Tridon Clamp	Bride de serrage	1	1	1
34	291 000 499	Nose Bumper (Teal)	Nez de pare-chocs (aqua)	–	1	–
	291 000 393	Nose Bumper (Violet)	Nez de pare-chocs (violet)	1	–	1
35	291 000 376	Rear Vent Hose	Boyau de ventilation arrière	1	1	1
36	291 000 400	Damping Sound	Assourdisseur	1	1	1
37	291 000 377	Hose Support	Support boyau	1	1	1
38	295 500 183	L.H. Mirror	Mirroir gauche	–	–	1
N 39	293 250 030	Gasket	Joint étanche	1	1	1
40	213 200 010	Flat Washer 4 mm	Rondelle plate 4 mm	4	4	4
N 41	215 942 560	Allen Screw M4 x 25	Vis Allen M4 x 25	2	2	2



Decal
Décalcomanie

				SP 5873	SPX 5874	SPI 5875
N 1	219 900 388	R.H. Lateral Front Decal	Décalque latéral avant droit	1	–	–
N	219 900 389	L.H. Lateral Front Decal	Décalque latéral avant gauche	1	–	–
N	219 900 394	R.H. Lateral Front Decal	Décalque latéral avant droit	–	1	–
N	219 900 395	L.H. Lateral Front Decal	Décalque latéral avant gauche	–	1	–
N	219 900 398	R.H. Lateral Front Decal	Décalque latéral avant droit	–	–	1
N	219 900 399	L.H. Lateral Front Decal	Décalque latéral avant gauche	–	–	1
N 2	219 900 393	Dash Decal	Décalque du tableau de bord	1	–	–
N	219 900 520	Dash Decal	Décalque du tableau de bord	–	1	–
N	219 900 456	Dash Decal	Décalque du tableau de bord	–	–	1
N 3	219 900 390	R.H. Lateral Rear Decal	Décalque latétal arrière droit	1	–	–
N	219 900 391	L.H. Lateral Rear Decal	Décalque latéral arrière gauche	1	–	–
N	219 900 396	R.H. Lateral Rear Decal	Décalque latétal arrière droit	–	1	–
N	219 900 397	L.H. Lateral Rear Decal	Décalque latéral arrière gauche	–	1	–
N	219 900 400	R.H. Lateral Rear Decal	Décalque latéral arrière droit	–	–	1
N	219 900 401	L.H. Lateral Rear Decal	Décalque latéral arrière gauche	–	–	1
N 4	219 900 380	«EXEMPTION» Decal	Décalque «EXEMPTION»	1	–	–
N	219 900 381	«EXEMPTION» Decal	Décalque «EXEMPTION»	–	1	–
N	219 900 382	«EXEMPTION» Decal	Décalque «EXEMPTION»	–	–	1
5	219 900 270	Warning Decal (battery)	Décalque d'avert. (batterie)	1	1	1
6	219 900 191	«TIP OVER» Decal	Décalque «RENVERSEMENT»	1	1	1
7	219 900 049	«BOMBARDIER» Logo Decal	Décalque du logo «BOMBARDIER»	1	1	1
8	219 900 334	Decal Bombardier (Violet)	Décalque Bombardier (violet)	2	2	2
N 9	219 900 392	Decal Ident. SP	Décalque Ident. SP	1	–	–
	219 900 338	Decal Ident SPX	Décalque Ident. SPX	–	1	–
N	219 900 402	Decal Ident. SPI	Décalque Ident. SPI	–	–	1
10	219 900 225	«SEA–DOO» Decal	Décalque «SEA–DOO»	1	1	1
11	219 900 036	«BOMBARDIER» Logo Decal	Décalque du logo «BOMBARDIER»	1	1	1
12	219 900 336	«POWERED BY ROTAX» Decal	Décalque «POWERED BY ROTAX»	–	–	1
13	219 900 269	Label–Mirror	Étiquette avertissement	–	–	1
14	293 530 036	Primer	Apprêt	@	@	@
15	219 900 177	«FUEL» Decal	Décalque «ESSENCE»	1	1	1
16	219 900 331	Hull Decal	Décalque de coque	–	2	2

Accessories
Accessoires

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

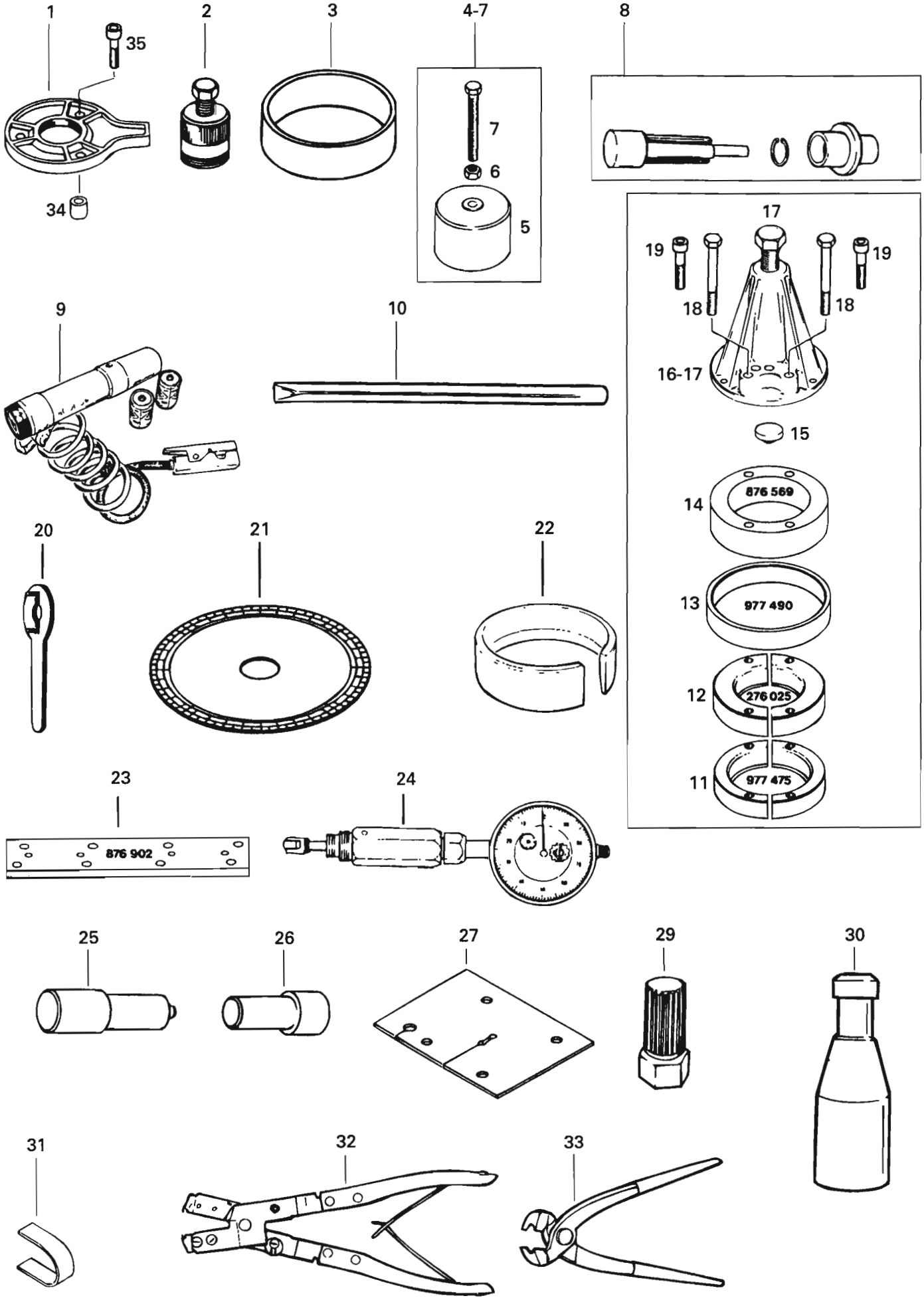
				SP 5873	SPX 5874	SPI 5875
1	295 100 001	Seat Pouch	Pochette de siège	@	@	@
2	295 100 002	Saddle Bag	Sac de selle	@	@	@
N 3	295 500 218	Telescopic Paddle	Aviron télescopique	@	@	@
4	295 100 006	Survival Kit	Trousse de survie	@	@	@
5	295 100 007	First Aid Kit	Trousse de premiers soins	@	@	@
6	295 100 004	Fire Extinguisher U.S.	Extincteur U.S.	@	@	@
7	295 100 005	Fire Extinguisher Can.	Extincteur Can.	@	@	@
8	295 100 008	Mooring Line	Corde d'amarrage	@	@	@
N 9	295 500 213	Sand Bag Anchor	Sac de sable d'ancrage	@	@	@
N 10	295 500 230	Kneeboard	Planche à genoux	@	@	@
N 11	295 500 220	Combo Skis	Ens. de ski combo	@	@	@
N 12	295 500 219	Trainer Skis	Ens. de ski de traîne	@	@	@
13	295 100 009	Ski Rope	Corde de ski	@	@	@
N 14	295 500 214	Skock Tube Kit	Ens. de protège corde	@	@	@
N 15	295 500 212	Touring Seat Kit (GT Series)-Teal	Ens. siège de randonnée (série GT) - aqua	@	@	@
16	295 100 012	Lift Kit (SP Series)	Ens. de harnais de levage (série SP)	@	@	@
17	295 100 013	Lift Kit (GT Series)	Ens. de harnais de levage (série GT)	@	@	@
18	295 100 010	Tie-Down (Cam Buckle)-Purple	Sangle à came-violet	@	@	@
19	295 100 011	Tie-Down (Ratchet Buckle)-Purple	Sangle à cliquet-violet	@	@	@
N 20	295 500 208	Bilge Pump Kit (All Models)	Ens. de bilge à pompe (tous les modèles)	@	@	@
N 21	295 500 231	LCD Gauge Kit (HX-GTS-SP Series 95)	Ens. de cadran LCD (HX-GTS-série SP 95) (HX-GTS-série SP 95)	@	@	@
N 22	295 500 211	Security System Kit D.E.S.S (HX-GTS-SP Series 95)	Ens. de système de sécurité D.E.S.S (HX-GTS-série SP 95)	@	@	@
N 23	295 500 210	Large Fuel Tank (90-94 GT Series)	Réservoir à essence large (série GT 90-94)	@	@	@
24	295 500 204	Vent Water Block Kit (93-95 XP) (94-95 SP Series)	Ens. de mousse hydrofuge (XP 93-95) (série SP 94-95)	@	@	@
N 25	295 500 282	R.H. Mirror (90-95 GT Series)	Mirroir droit (série GT 90-95)	@	@	@
N 26	295 500 283	L.H. Mirror (90-95 GT Series)	Mirroir gauche (série GT 90-95)	@	@	@
N 27	295 500 248	Sponson Kit (Blue-Violet)	Ens de stabilisateur (bleu-violet)	@	@	@
28	295 500 201	V-Hull Add-On Kit (White)	Ens de quilles (blanc)	@	@	@
N 29	295 500 221	Windows Graphics-Sea-Doo Watercrafts	Graphique de vitre-Sea-Doo Watercrafts	@	@	@
N 30	295 500 222	Windows Graphics-Team Sea-Doo US/CAN	Graphique de vitre-Team Sea-Doo US/CAN	@	@	@
N 31	295 500 223	Windows Graphics-Team Sea-Doo	Graphique de vitre-Team Sea-Doo	@	@	@
N 32	295 500 224	Windows Graphics-Sea-Doo Everybody	Graphique de vitre-Sea-Doo Everybody	@	@	@
N 33	295 500 225	Decal For Trailer (Teal)	Décalque de remorque (aqua)	@	@	@

Accessories
Accessoires

SP 5873 | SPX 5874 | SPI 5875

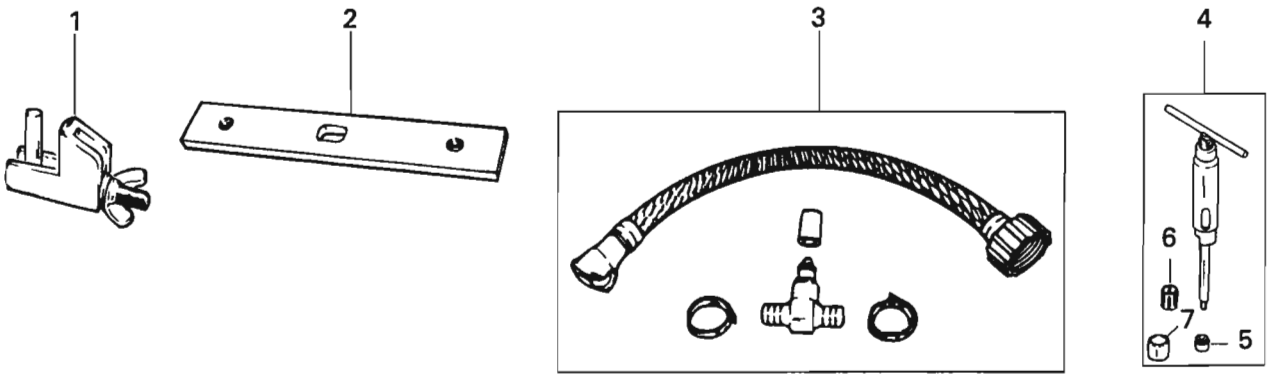
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

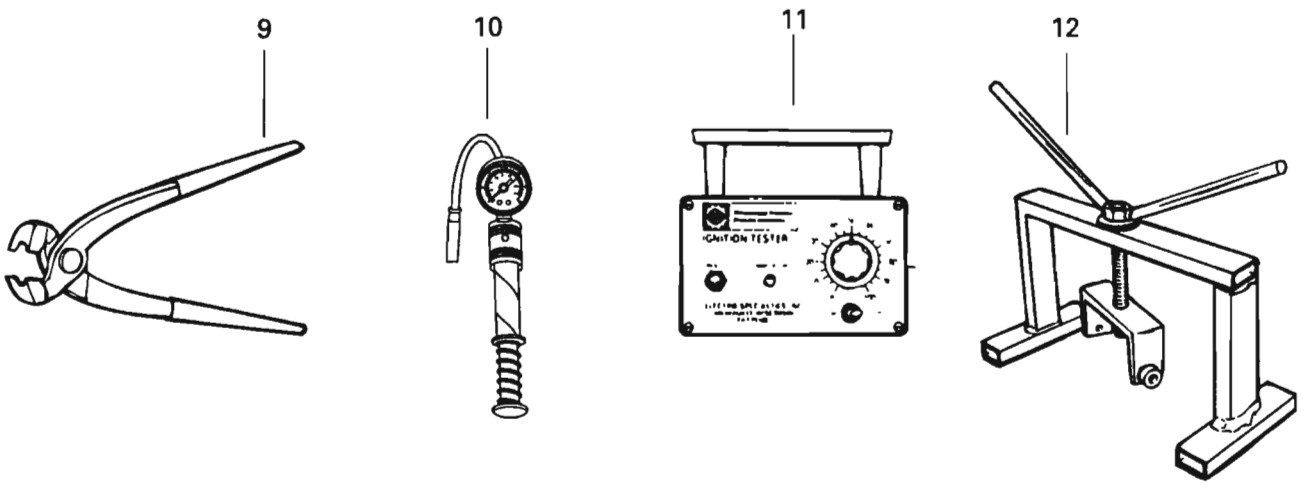
N 34	295 500 226	Decal For Trailer (Yellow)	Décalque de remorque (jaune)	@	@	@
N 35	295 500 227	Decal For Trailer (Rhodamine)	Décalque de remorque (rhodamine) ...	@	@	@
N 36	291 000 312	Convex Mirror (White)	Mirroir convexe (blanc)	@	@	@

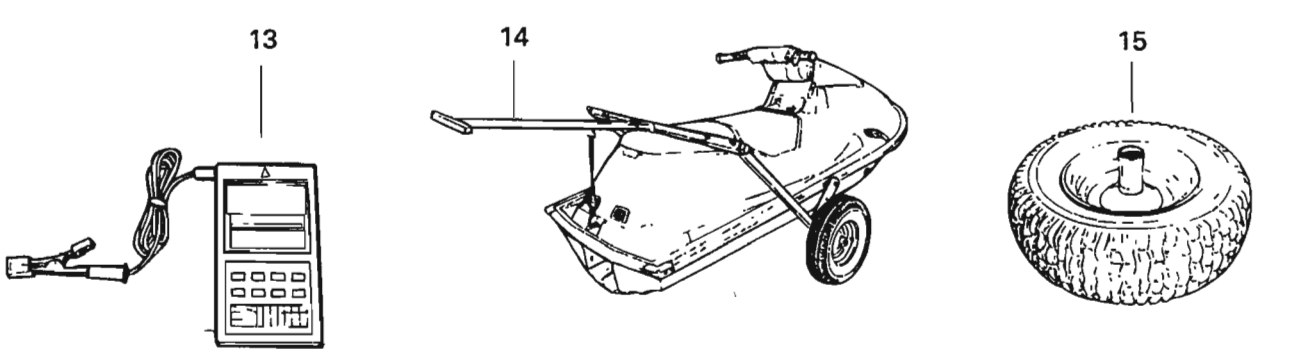


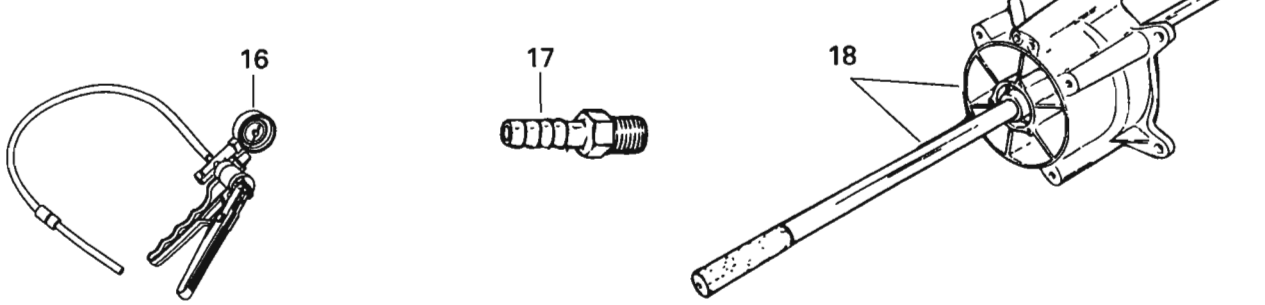
Tools and Accessories
Outils et accessoires

				SP 5873	SPX 5874	SPI 5875
1	290 876 080	Wrench Holder	Clé de retenue	@	@	@
2	295 000 106	Puller Assembly	Extracteur assemblé	@	@	@
3	290 876 922	Ring Holder	Bague de retenue	@	@	@
4⇨7	290 876 487	***Puller Ass'y***	***Extracteur ass.***	1	1	1
5	290 876 482	Puller	Extracteur	1	1	1
6	290 242 210	Nut M6	Écrou M6	1	1	1
7	290 241 475	Hex. Screw M6 x 50	Vis hex. M6 x 50	1	1	1
8	295 000 077	Circlip Installer (587 Engine)	Pose circlip (moteur 587)	@	@	@
	290 877 016	Circlip Installer (657 Engine) Ass'y	Pose circlip (moteur 657)	@	@	@
9	295 000 078	Timing Lamp	Lampe stroboscopique	@	@	@
10	295 000 111	Flywheel Holder	Barre de force	@	@	@
11	290 977 475	Half Ring (PTO Side)	Demi-anneau (côté PDM)	@	@	@
12	290 276 025	Half Ring (MAG Side)	Demi-anneau (côté MAG)	@	@	@
13	290 977 490	Ring Holder	Bague de retenue	@	@	@
14	290 876 569	Distance Ring	Bague d'écartement	@	@	@
15	290 876 557	Protector Cap	Capuchon protecteur	@	@	@
16⇨17	290 876 298	***Puller Ass'y***	***Extracteur ass.***	1	1	1
17	290 940 755	Hex. Screw M16 x 150	Vis hex. M16 x 150	1	1	1
18	290 841 201	Hex. Screw M8 x 70	Vis hex. M8 x 70	4	4	4
19	290 840 681	Allen Screw M8 x 40	Vis allen M8 x 40	4	4	4
20	290 277 905	Wrench Holder	Clé de retenue	@	@	@
21	295 000 007	Degree Disk	Disque de degré	@	@	@
22	290 876 972	Compress Ring (587 Engine)	Compresseur de segments (moteur 587)	@	@	@
	295 000 112	Compress Ring (657 Engine)	Compresseur de segments (moteur 657)	@	@	@
23	290 876 902	Aligning Tool (Not Shown)	Outil d'alignement (non-ill.)	@	@	@
24	295 000 065	Dial Indicator (TDC Gauge)	Micromètre (indicateur de PMH)	@	@	@
25	290 876 500	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@	@	@
26	290 876 605	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	@	@	@
27	295 000 101	Protection Carpet	Tapis de protection	@	@	@
28	295 000 107	Impeller Installation Tool (Not Shown)	Outil d'inst. de la turbine (non-ill.)	@	@	@
29	295 000 001	Puller Tool	Outil extracteur	@	@	@
30	295 000 002	Impeller Guide Tool	Outil guide de turbine	@	@	@
31	290 876 826	Distance Gauge	Jauge d'écartement	@	@	@
32	295 000 069	Oetiker Pliers «1090»	Pince Oetiker «1090»	@	@	@
33	295 000 070	Oetiker Pliers «1099»	Pince Oetiker «1099»	@	@	@
34	290 847 220	Sleeve	Douille	3	3	3
35	290 841 591	Screw (M8 x 35)	Vis (M8 x 35)	3	3	3
36	290 877 021	Sleeve (290 877 016) (Not Shown)	Manchon (290 877 016) (non-ill.)	1	1	1
37	290 877 011	Pusher (290 877 016) (Not Shown)	Poussoir (290 877 016) (non-ill.)	1	1	1









Tools and Accessories
Outils et accessoires

				SP 5873	SPX 5874	SPI 5875
1	295 000 076	Hose Pincher	Serre boyau	@	@	@
2	295 000 082	Impeller Shaft Holder	Outil de retenue arbre d'hélice	@	@	@
3	295 500 068	***Flush Kit***	***Ensemble de renvoi***	@	@	@
4⇨7	295 000 105	***Extractor Assembly (587 Engine)***	***Extracteur assemblé (moteur 587)***	@	@	@
	290 877 092	***Extractor Assembly (657 Engine)***	***Extracteur assemblé (moteur 657)***	@	@	@
5	295 000 115	Extracting Nut (587)	Écrou extracteur (587)	1	1	1
	290 877 155	Extracting Nut (657)	Écrou extracteur (657)	1	1	1
6	295 000 117	Sleeve (587)	Manchon (587)	2	2	2
	290 877 041	Sleeve (657)	Manchon (657)	2	2	2
7	295 000 118	Bushing (587)	Douille (587)	2	2	2
	290 877 181	Bushing (657)	Douille (657)	2	2	2
N 8	295 000 128	Protective Mat (Not Shown)	Tablier de protection (non-ill.)	@	@	@
9	295 000 054	Pliers for Clic Clamp (Caillau)	Pince (Caillau)	@	@	@
10	295 000 114	Tool-Leakage	Outil de fuite	@	@	@
11	295 000 008	Ignition Tester	Vérificateur d'allumage	@	@	@
12	295 000 113	Extractor Pump	Extracteur de pompe	@	@	@
13	295 000 100	Shop Tachometer	Tachymètre d'atelier	@	@	@
14⇨15	295 000 126	***Dolly Kit*** (Incl. Wheels)	***Ensemble remorque*** (avec roues)	@	@	@
15	295 000 005	Beach Wheel Set	Ensemble de roues de plage	@	@	@
16	295 000 085	Pump Gauge Tester	Pompe à air	@	@	@
17	295 000 086	Male Connector	Raccord mâle	@	@	@
18	295 000 089	Alignment Tool (Engine / Jet Pump)	Outil d'alignement (moteur / turbine)	@	@	@
N 19	295 000 130	Timing Gauge (Not Shown)	Jauge du rég. d'allumage (non-ill.)	@	@	@
N 20	295 000 127	MPEM Programmer (Not Shown)	Programmeur MEM (non-ill.)	@	@	@
N 21	529 0220 00	Multimètre (Not Shown)	Multimètre (non-ill.)	@	@	@

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 300 061	Predelivery Check List 5870, 1994	Liste de prélivraison 5870, 1994 .....
	219 300 062	Predelivery Check List 5871, 1994	Liste de prélivraison 5871, 1994 .....
	219 300 063	Predelivery Check List 5872, 1994	Liste de prélivraison 5872, 1994 .....
	219 300 064	Predelivery Check List 5854, 1994	Liste de prélivraison 5854, 1994 .....
	219 300 065	Predelivery Check List 5814, 1994	Liste de prélivraison 5814, 1994 .....
	219 300 066	Predelivery Check List 5862, 1994	Liste de prélivraison 5862, 1994 .....
	219 300 071	Predelivery Check List 5855, 1994	Liste de prélivraison 5855, 1994 .....
	219 300 072	Predelivery Check List 5821, 1994	Liste de prélivraison 5821, 1994 .....
N	219 300 087	Predelivery Check List All Models 1995....	Liste de prélivraison tous les modèles 1995
	291 000 170	Operator's Manual 1989	Manuel du conducteur 1989 .....
	219 000 001	Operator's Manual 1990	Manuel du conducteur 1990 .....
	219 000 002	Operator's Manual 1991, SP-XP	Manuel du conducteur 1991, SP-XP ...
	219 000 000	Operator's Manual 1990, GT	Manuel du conducteur 1990, GT
	219 000 004	Operator's Manual 1992, SP-XP	Manuel du conducteur 1992, SP-XP
	219 000 003	Operator's Manual 1991, GT	Manuel du conducteur 1991, GT
	219 000 005	Operator's Manual 1992, GTS-GTX....	Manuel du conducteur 1992, GTS-GTX
	219 000 006	Operator's Manual 1993, SP-SPI-SPX	Manuel du conducteur 1993, SP-SPI-SPX
	219 000 007	Operator's Manual 1993, GTS-GTX....	Manuel du conducteur 1993, GTS-GTX
	219 000 009	Operator's Manual 1993, Explorer	Manuel du conducteur 1993, Explorer
	219 000 010	Operator's Manual 1993, XP	Manuel du conducteur 1993, XP
	219 000 012	Operator's Manual 1994, English	Manuel du conducteur 1994, anglais
	219 000 013	Operator's Manual 1994, French	Manuel du conducteur 1994, français
	219 000 014	Operator's Manual 1994, Explorer French .	Manuel du conducteur 1994, Explorer français
	219 000 017	Operator's Manual 1994, Explorer English.	Manuel du conducteur 1994, Explorer anglais
N	219 000 018	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 029	Operator's Manual 1995, French	Manuel du conducteur 1995, French
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 031	Operator's Manual 1995, Spanish.....	Manuel du conducteur 1995, Espagnol
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 028	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		HX, XP(785)	HX, XPi
N	219 000 030	Operator's Manual 1995, French	Manuel du conducteur 1995, français
		HX, XPi	HX, XPi
N	219 000 032	Operator's Manual 1995, Spanish.....	Manuel du conducteur 1995, Espagnol
		HX, XPi	HX, XPi

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 000 016	Racing Manual 1993	Manuel course 1993
	219 000 019	Racing Manual 1994	Manuel course 1994
	219 000 027	Racing Manual 1995	Manuel course 1995
	219 700 022	PDI Video 5803-5810 (English Only) ...	Vidéo prélivraison 5803-5810 (ang.seul.)
	219 700 002	Warranty Video (English Only)	Vidéo sur garantie (anglais seul.)
	219 700 023	Operator's Video (English)	Vidéo du conducteur (anglais)
	219 700 004	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 036	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 024	Operator's Video (English)	Vidéo du conducteur (anglais).....
	219 700 005	Trouble Shooting Video 1990 (Eng.) ...	Vidéo de problème de démarrage 1990 (ang.)
	295 000 059	Shop Manual 1989 (French)	Manuel de réparation 1989 (français)
	295 000 060	Shop Manual 1989 (English)	Manuel de réparation 1989 (anglais)
	219 100 001	Shop Manual 1990 (French)	Manuel de réparation 1990 (français)
	219 100 002	Shop Manual 1990 (English)	Manuel de réparation 1990 (anglais)
	219 100 003	Shop Manual 1991 (French)	Manuel de réparation 1991 (français)
	219 100 004	Shop Manual 1991 (English)	Manuel de réparation 1991 (anglais)
	219 100 005	Shop Manual 1992 (French)	Manuel de réparation 1992 (français)
	219 100 006	Shop Manual 1992 (English)	Manuel de réparation 1992 (anglais)
	219 100 007	Shop Manual 1993 (French)	Manuel de réparation 1993 (français)
	219 100 008	Shop Manual 1993 (English)	Manuel de réparation 1993 (anglais)
	219 100 009	Shop Manual 1994 (French)	Manuel de réparation 1994 (français)
	219 100 010	Shop Manual 1994 (English)	Manuel de réparation 1994 (anglais)
N	219 100 013	Shop Manual 1995 (English)	Manuel de réparation 1995 (anglais)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 012	Shop Manual 1995 (French)	Manuel de réparation 1995 (français)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 018	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 019	Shop Manual 1995 (English)	Manuel de réparation 1995 (anglais)
		HX, XPi	HX, XPi .....
N	219 100 020	Shop Manual 1995 (French)	Manuel de réparation 1995 (français)
		HX, XPi	HX, XPi .....
N	219 100 021	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		HX, XPi	HX, XPi .....
N	219 000 026	Poster 1995-Parts and Accessories	Affiche 1995-Pièces et accessoires
	295 000 062	Parts Catalog 5802, 1989	Catalogue de pièces 5802, 1989

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 800 001	Parts Catalog 5803, 1990	Catalogue de pièces 5803, 1990
	219 800 002	Parts Catalog 5810 (GT) 1990	Catalogue de pièces 5810 (GT) 1990
	219 800 003	Parts Catalog 5804-5850 (SP-XP) 1991 ..	Catalogue de pièces 5804-5850 (SP-XP) 1991
	219 800 004	Parts Catalog 5811 (GT) 1991	Catalogue de pièces 5811 (GT) 1991
	219 800 005	Parts Catalog 5805-5851 (SP-XP) 93 ..	Catalogue de pièces 5805-5851 (SP-XP) 93
	219 800 006	Parts Catalog 5812-5860 (GTS-GTX) 92 .	Catalogue de pièces 5812-5860 (GTS-GTX) 92
	219 800 007	Parts Catalog 5806-07-08 (SP-SPX-SPI) 93	Catalogue de pièces 5806-07-08 (SP-SPX-SPI) 93
	219 800 008	Parts Catalog 5852 (XP) 1993	Catalogue de pièces 5852 (XP) 1993
	219 800 009	Parts Catalog 5813-5861 (GTS-GTX) 93	Catalogue de pièces 5813-5861 (GTS-GTX) 93
	219 800 010	Parts Catalog 5820 (Explorer) 1993	Catalogue de pièces 5820 (Explorer) 1993
	219 800 011	Parts Catalog 5870-71-72 (SP-SPX-SPI) 94	Catalogue de pièces 5870-71-72 (SP-SPX-SPI) 94
	219 800 012	Parts Catalog 5854-5855 (XP-XPI) 94 .	Catalogue de pièces 5854-5855 (XP-XPI) 94
	219 800 013	Parts Catalog 5814-5862 (GTS-GTX) 94	Catalogue de pièces 5814-5862 (GTS-GTX) 94
	219 800 014	Parts Catalog 5821 (Explorer) 1994	Catalogue de pièces 5821 (Explorer) 1994
N	295 500 265	Parts Catalogue Kit, 1989-1995	Ens. de catalogues de pièces,1989-1995
N	219 300 110	Parts Catalog	Catalogue de pièces .....
		5873 / 74 / 75 (SP-SPI-SPX) 1995	5873 / 74 / 75 (SP-SPI-SPX) 1995 .....
N	219 300 120	Parts Catalog 5880 (HX) 1995	Catalogue de pièces 5580 (HX) 1995 ..
N	219 300 130	Parts Catalog 5856 (XP 717) 1995	Catalogue de pièces 5856 (XP 717) 1995
N	219 300 140	Parts Catalog	Catalogue de pièces .....
		5815 / 5863 (GTS-GTX) 1995	5815 / 5863 (GTS-GTX) 1995 .....
	219 200 015	Microfiche 1988 (5801)	Microfiche 1988 (5801) .....
	219 200 016	Microfiche 1989 (5802)	Microfiche 1988 (5802) .....
	219 200 000	Microfiche 1990 (5803)	Microfiche 1990 (5803) .....
	219 200 001	Microfiche 1990 (5810)	Microfiche 1990 (5810) .....
	219 200 002	Microfiche 1991 (5804-5850)	Microfiche 1991 (5804-5850) .....
	219 200 003	Microfiche 1991 (5811)	Microfiche 1991 (5811) .....
	219 200 004	Microfiche 1992 (5805-5851)	Microfiche 1992 (5805-5851) .....
	219 200 005	Microfiche 1992 (5812-5860)	Microfiche 1992 (5812-5860) .....
	219 200 006	Microfiche 1993 (5806-5807)	Microfiche 1993 (5806-5807) .....
	219 200 007	Microfiche 1993 (5813-5861)	Microfiche 1993 (5813-5861) .....
	219 200 008	Microfiche 1993 (5852)	Microfiche 1993 (5852) .....
	219 200 009	Microfiche 1993 (5820)	Microfiche 1993 (5820) .....
	219 200 010	Microfiche 1994 (5870 / 5871)	Microfiche 1994 (5870 / 5871) .....
	219 200 011	Microfiche 1994 (5814 / 5862)	Microfiche 1994 (5814 / 5862) .....
	219 200 013	Microfiche 1994 (5821)	Microfiche 1993 (5821) .....

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

N	295 500 267	Microfiche Kit, 1988-1995	Ens. de microfiches,1988-1995
N	219 300 111	Microfiche 1995 (5873 / 74 / 75)	Microfiche 1995 (5873 / 74 / 75)
N	219 300 121	Microfiche 1995 (5880)	Microfiche 1995 (5880)
N	219 300 131	Microfiche 1995 (5856 / 5857)	Microfiche 1995 (5856 / 5857)
N	219 300 141	Microfiche 1995 (5815 / 5863)	Microfiche 1995 (5815 / 5863)
	295 000 063	Service Guide (French)	Guide de service (français)
	295 000 064	Service Guide (English)	Guide de service (anglais)
N	295 500 232	***Document Kit (French)***	***Ens. de documents (français)***
		(Incl. parts from 219 900 569 to 219 000 030)	(Incl. pièces 219 900 569 à 219 000 030)
N	219 900 569	Navigation Warning Label (XP)	Étiquette d'avert. de navigation (XP)
N	219 900 570	Navigation Warning Label	Étiquette d'avert. de navigation
		(SP-SPI-SPX)	(SP-SPI-SPX)
N	219 900 571	Navigation Warning Label (GTS - GTX)	Étiquette d'avert. de navigation (GTS - GTX)
N	219 900 572	Navigation Warning Label (HX)	Étiquette d'avert. de navigation (HX)
N	219 900 574	Navigation Warning Label (XPI)	Étiquette d'avert. de navigation (XPI)
	219 900 252	Tipover Warning Label	Étiquette d'avert. de renversement
		Short Models	Modèles courts
	219 900 264	Tipover Warning Label	Étiquette d'avert. de renversement
		Long Models	Modèles longs
	219 900 265	Fuel Warning Label	Étiquette d'avert. d'essence
	219 900 271	Battery Warning Label	Étiquette d'avert. de batterie
	219 900 297	Reverse - (GTS - GTX)	Étiquette de renverse - (GTS - GTX)
N	219 700 036	Owner's Video	Vidéo du propriétaire
N	219 000 029	Owner's Manual	Manuel du conducteur
N	219 000 030	Owner's Manual (XPI - HX)	Manuel du conducteur (XP - HX)
	295 500 025	***Warranty Kit*** (US)	***Ensemble de garantie*** (É.-U.)
	295 500 026	***Warranty Kit*** (CDN)	***Ensemble de garantie*** (Can.)
	219 400 006	Warranty Registration Form	Enregistrement de garantie
	219 400 005	Warranty Claim Forms, (CDN)	Form. de réclamation sous garantie (Can)
	219 400 004	Warranty Claim Forms, (US)	Form. de réclamation sous garantie (É-U.)
	219 400 011	Warranty Claim Forms	Form. de réclamation sous garantie
	295 000 012	Warranty Claim Envelops	Enveloppes de réclamation de garantie
	295 000 013	Warranty Parts Decal	Décalques «Pièces sous garantie»
	295 000 015	Warranry Claim Dispatch List	Liste d'expédition de récl.de garantie
	219 600 000	Return Form Merch	Formule de retour de marchandise
	295 000 018	Vehicucle Record Files (English)	Chemises dossiers véhicules (anglais)

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	295 000 019	Vehicucle Record Files (French)	Chemises dossiers véhicules (français)
	295 000 016	Parts Identification Tag	Décalques d'identification des pièces
	219 400 012	Binder 3"	Cartable 3" .....
	219 300 046	1992 Cooling Syst Poster (English)	Affiche «Syst.de refroidissement 1992» (anglais)
	219 300 068	Safety Hand Book (English) 1994	Brochure de sécurité (anglais) 1994 ...
	297 000 020	Safety Hand Book (French)	Brochure de sécurité (français) .....
N	219 300 085	Safety Hand Book (English)	Brochure de sécurité (anglais) .....

Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	290 899 788	Loctite «648», Green, 5 g	Loctite «648», vert, 5 g	@
2	293 110 001	Sea-Doo Cleaner, 400 g	Nettoyeur Sea-Doo, 400 g	@
3	293 110 002	Sea-Doo Cleaner, 4 L	Nettoyeur Sea-Doo, 4 L	@
4	293 500 008	Paint for metal,140 g, Yellow	Peinture à métal en aérosol, 140 g, jaune	@
5	293 500 009	Paint for metal,140 g, Grey	Peinture à métal en aérosol, 140 g, gris	@
6	293 500 014	Paint for metal,140 g, Blue	Peinture à métal en aérosol, 140 g, bleu	@
7	293 500 020	Paint for metal,140 g, Purple	Peinture à métal en aérosol, 140 g, violet	@
8	293 500 029	Paint for metal,140 g, White	Peinture à métal en aérosol, 140 g, blanc	@
9	293 500 030	Paint for metal,140 g, Charcoal	Peinture à métal en aérosol, 140 g, charbon	@
10	293 500 016	Gelcoat, 10 oz., White	Gelcoat, 10 oz., blanc	@
11	293 500 033	Gelcoat Liquid, 1 liter, White	Gelcoat liquide, 1 litre, blanc	@
12	293 500 034	Gelcoat liquid, 1 liter, Purple	Gelcoat liquide, 1 litre, violet	@
13	293 500 035	Gelcoat liquid, 1 liter, Grey	Gelcoat liquide, 1 litre, gris	@
14	293 500 037	Gelcoat liquid, 1 liter, Light-Grey	Gelcoat liquide, 1 litre, gris-pâle	@
15	293 500 038	Gelcoat liquid, 1 liter, Green	Gelcoat liquide, 1 litre, vert	@
16	293 500 039	Gelcoat liquid, 1 liter, Turquoise	Gelcoat liquide, 1 litre, Turquoise	@
17	293 500 069	Gelcoat liquid, 1 liter, Teal	Gelcoat liquide, 1 litre, aqua	@
18	293 500 075	Gelcoat liquid, 1 liter, Super White	Gelcoat liquide, 1 litre, super blanc	@
N 19	293 500 081	Gelcoat liquid, 1 liter, Yellow	Gelcoat liquide, 1 litre, jaune	@
20	293 500 040	Spay Paint Gelcoat, 140 g, Grey	Gelcoat en aérosol, 140 g, gris	@
21	293 500 041	Spay Paint Gelcoat, 140 g, White	Gelcoat en aérosol, 140 g, blanc	@
22	293 500 042	Spay Paint Gelcoat, 140 g, Purple	Gelcoat en aérosol, 140 g, violet	@
23	293 500 059	Spay Paint Gelcoat, 140 g, Lavender	Gelcoat en aérosol, 140 g, lavende	@
24	293 500 060	Spay Paint Gelcoat, 140 g, Magenta	Gelcoat en aérosol, 140 g, magenta	@
25	293 500 061	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
26	293 500 062	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
27	293 500 063	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
28	293 500 066	Spay Paint Gelcoat, 140 g, Turquoise	Gelcoat en aérosol, 140 g, turquoise	@
29	293 500 067	Spay Paint Gelcoat, 140 g, Light Grey	Gelcoat en aérosol, 140 g, gris pâle	@
30	293 500 068	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
31	293 500 073	Spay Paint Gelcoat, 140 g, Blue	Gelcoat en aérosol, 140 g, bleu	@
32	293 500 074	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
N 33	293 500 078	Spay Paint Gelcoat, 140 g, Yellow	Gelcoat en aérosol, 140 g, jaune	@
34	295 500 009	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
35	295 500 010	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
N 36	295 500 216	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@

Service Products
Produits d'entretien

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

37	295 530 011	Sealant Adhesif «221», 350 mL, Grey	Adhésif «221», 350 mL, gris	@
38	293 530 012	Prime «449», 475 mL	Apprêt «449», 475 mL	@
39	293 530 032	Glue, 25 g	Colle, 25 g	@
N 40	414 837 300	Flexible Spout (Oil)	Bec flexible (huile)	@
41	293 530 036	Primer , 250 mL	Apprêt, 250 mL	@
42	293 550 004	Grease Dielectric, 150 g	Graisse diélectrique, 150 g	@
43	293 550 005	Grease, 400 g	Graisse, 400 g	@
44	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
45	293 550 014	Superlube Grease,	Graisse Superlube	@
46	413 803 000	Sea-Doo Inj. Oil, (3 x 4 liter)	Huile à inj. Sea-Doo, (3 x 4 litre)	@
47	413 802 900	Sea-Doo Inj. Oil, (12 x 1 liter)	Huile à inj. Sea-Doo, (12 x 1 litre)	@
48	293 600 011	Pump Synthetic Oil, (12 x 6 oz)	Huile de pompe, (12 x 6 oz)	@
49	293 600 012	Primer, 4 oz	Apprêt à carter, 4 oz	@
50	293 600 016	Sea-Doo Lube, (12 x 14 oz)	Lubrifiant en aérosol, (12 x 14 oz)	@
51	293 800 001	Hylomar Sealant, 100 g	Enduit d'étanchéité Hylomar, 100 g	@
52	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
53	293 800 006	Silicone, 90 mL	Silicone, 90 mL	@
54	293 800 007	Loctite «515», 50 cc	Loctite «515», 50 cc	@
55	293 800 013	Loctite «567», 250 mL	Loctite «567», 250 mL	@
56	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 57	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
58	293 800 019	Safety Solvent, 12 oz	Solvant de sureté, 12 oz	@
59	293 800 021	Loctite «495», 3 g	Loctite «495», 3 g	@
60	293 800 023	Loctite «767», 454 g	Loctite «767», 454 g	@
61	293 800 028	Loctite «Heavy Body», 300 mL	Loctite «Heavy Body», 300 mL	@
N 62	293 800 030	Loctite «587», 300 mL	Loctite «587», 300 mL	@
63	295 000 110	Remover «157», 4 oz	Dissolvant «157», 4 oz	@
N 64	413 408 600	Sea-Doo Fuel Stabilizer	Préservateur de carburant Sea-Doo	@
65	413 703 100	Loctite «609»	Loctite «609»	@
66	413 803 200	Oil Injection Drum, 205 L	Baril d'huile à injection, 205 L	@
N 67	293 500 082	Spay Paint, 140 g, White	Peinture en aérosol, 140 g, blanc	@

SEA-DOO®

PARTS CATALOG
CATALOGUE DE PIÈCES

HX 5880

BOMBARDIER

219 300 120

PARTS CATALOG
CATALOGUE DE PIÈCES

1995

5880 HX

WARNING : For user safety, Rotax engines designed for watercrafts must not be used to power products other than Sea-Doo watercrafts.

Bombardier Inc. and its subsidiaries denies any responsibility for any usage other than the one prescribed.

Dealers that do not follow this practice may be financially liable should injury occur.

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

AVERTISSEMENT : Pour la sécurité des utilisateurs, les moteurs Rotax conçus pour les motomarines ne doivent pas être utilisés pour des fins autres que de faire fonctionner les motomarines Sea-Doo.

Bombardier Inc. et ses filiales se dégagent de toute responsabilité pouvant découler des utilisations autres que celle prescrite.

Les concessionnaires qui ne se conforment pas à cet avis peuvent être tenus responsables financièrement advenant des blessures.

Bombardier Inc. se réserve le droit d'effectuer des changements dans le dessin et les caractéristiques de ses véhicules et / ou d'y effectuer des apports ou des améliorations, cela sans s'engager d'aucune façon à effectuer lesdites opérations sur les véhicules déjà fabriqués.

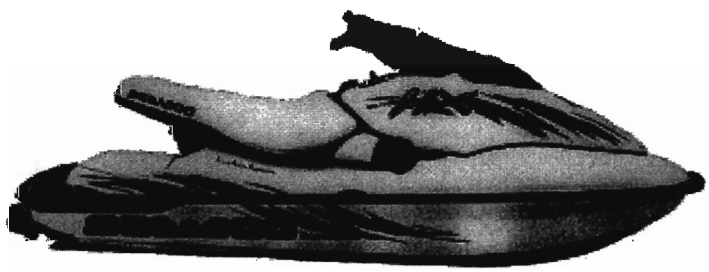
PARTS CATALOG

The illustrations figuring in this parts catalog show typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown. However, they represent parts wich have the same or similar function.

SYMBOLS USED IN THIS CATALOG

@ - In «Quantity» column means «Use as Required».
Opt - In «Quantity» column means «Optional».
N - In «Numerical» column means «New Parts».
H.T. - Used with «Adhesive» or «Threadlocker» means those products resist High Temperature.
- A bold description indicates several parts.
M.S. - Used with «Adhesive» or «Threadlocker» means those products are Medium Strength.
H.S. - Used with «Adhesive» or «Threadlocker» means those products are Hight Strength.
G.P. - Used with «Adhesive» or «Threadlocker» means those products are General Purpose.

Sea-Doo Model Modèle Sea-Doo	Vehicle Codification Code du véhicule	Rotax Engine Type Type de moteur Rotax	Caburetor Carburateur PTO / MAG
HX	**5880**	**«717» (270 000 135)**	**270 500 252/ 270 500 250**



CATALOGUE DE PIÈCES

Les illustrations contenues dans ce catalogue indiquent la disposition des pièces les unes par rapport aux autres. Il est donc possible qu'elles ne rendent pas compte de la forme exacte de ces pièces ainsi que de leurs détails de fabrication. Ces illustrations ont pour but d'identifier des pièces qui remplissent la même fonction ou une fonction identique.

SYMBOLES UTILISÉS DANS CE CATALOGUE

@ - Dans la colonne «Quantité» signifie «Au besoin».
Opt - Dans la colonne «Quantité» signifie «En option».
N - Dans la colonne «Numérique» signifie «Nouvelle pièce».
t.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif résiste aux températures élevées.
- Une description en caractère gras signifie qu'il y a plus d'une pièce.
r.m. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance moyenne.
r.é. - Utilisé avec «Adhésif de blocage» ou «Adhésif» signifie que l'adhésif est de résistance élevée.
u.g. - Utilisé avec «Adhésif» signifie que l'adhésif est d'usage général.

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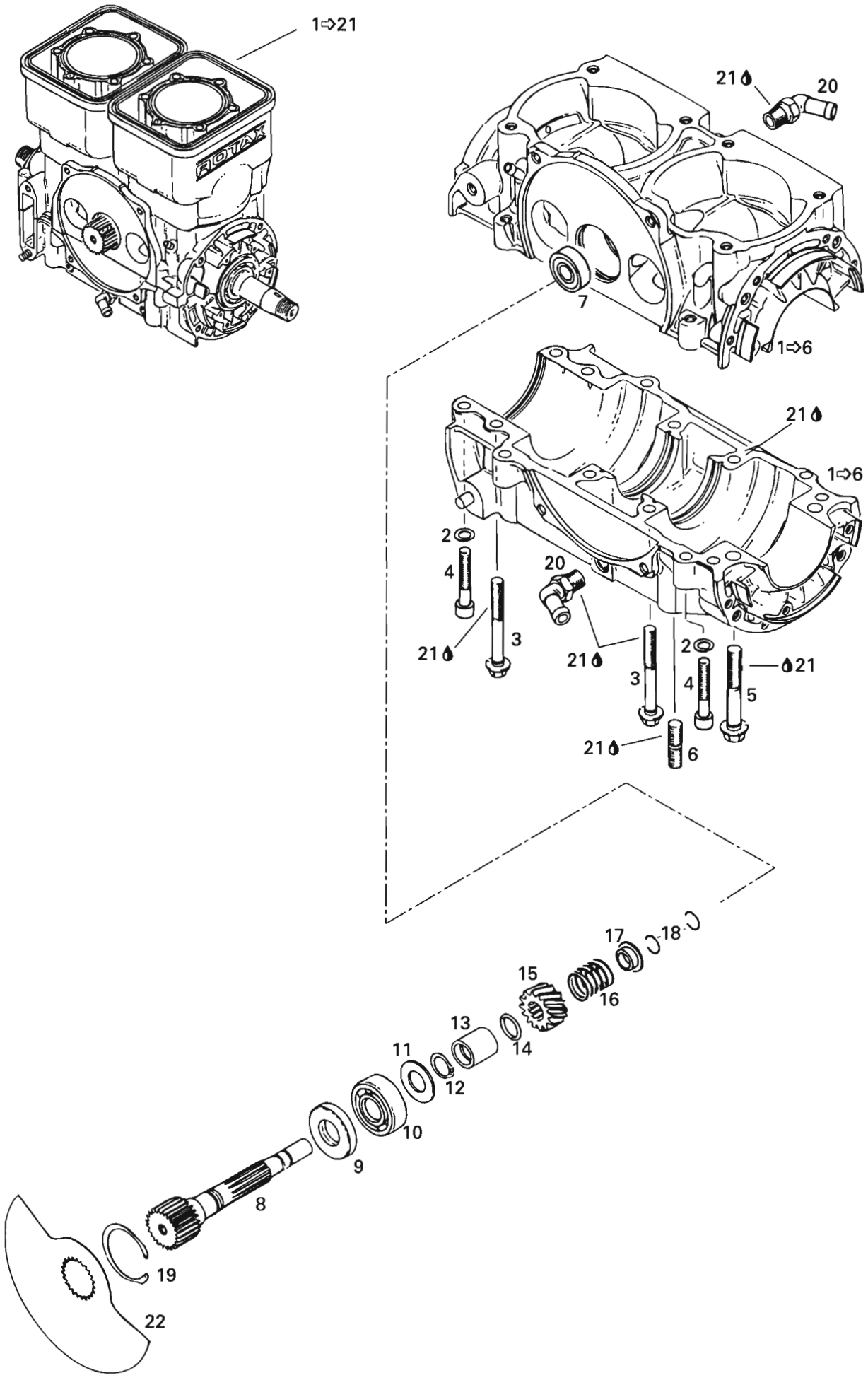
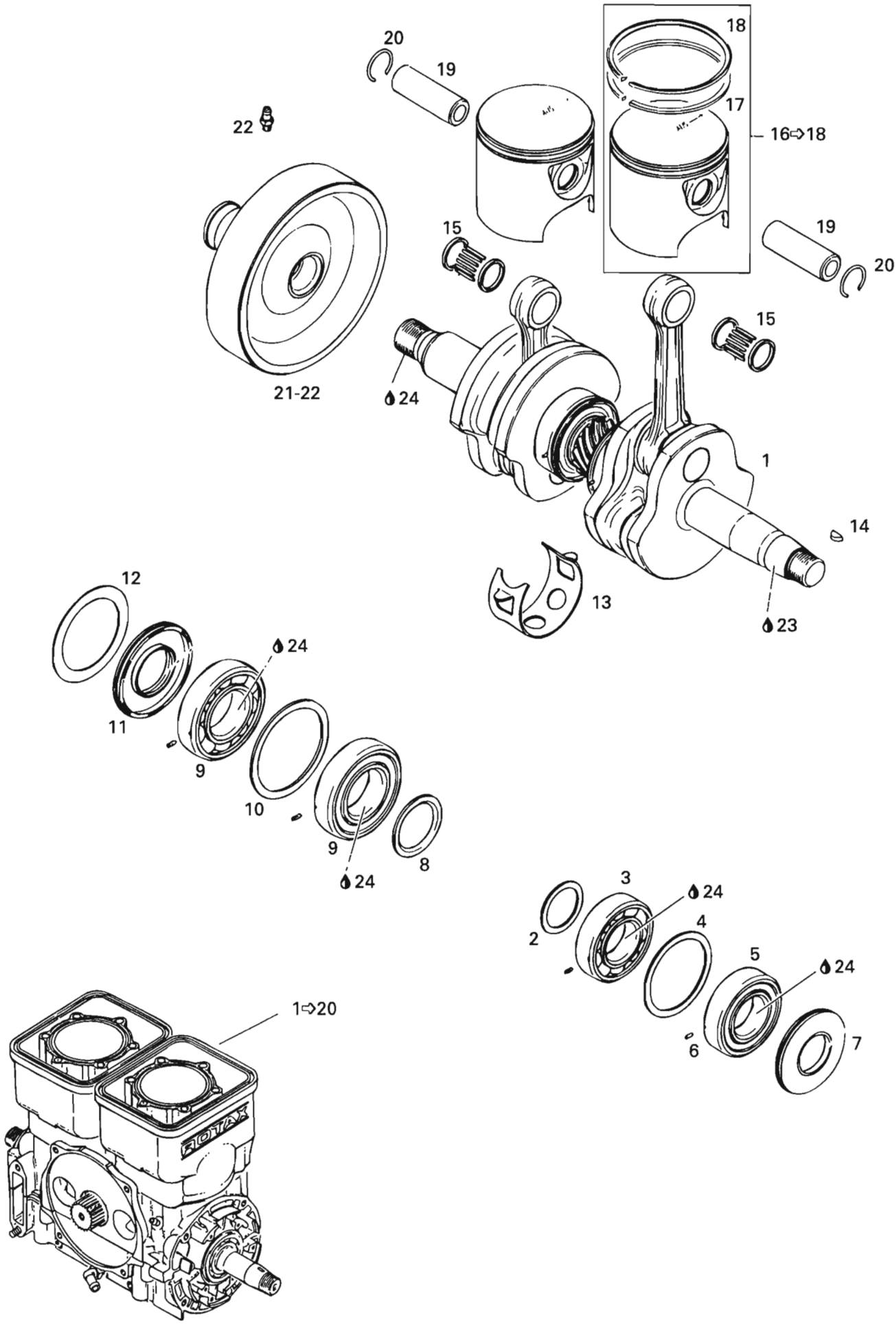


Crankcase, Rotary Valve
Carter, valve rotative

N 1⇨21	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1⇨6	290 887 191	***Crankcase Ass'y*** (White)	***Carter ass.*** (blanc)	1
2	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	6
3	290 841 998	Flanged Screw M8 x 70	Vis à épaulement M8 x 70	6
4	290 841 563	Allen Screw M8 x 45	Vis Allen M8 x 45	6
5	290 941 333	Flanged Screw M10 x 75	Vis à épaulement M10 x 75	2
6	290 940 798	Stud M10 x 25/18	Goujon M10 x 25/18	4
7	290 932 797	Ball Bearing «6201»	Roulement à billes «6201»	1
8	290 837 251	Rotary Valve Shaft	Arbre de valve rotative	1
E **9**	290 930 580	Oil Seal	Anneau d'étanchéité	1
10	290 932 032	Ball Bearing «6203»	Roulement à billes «6203»	1
11	290 227 439	Shim	Cale	1
12	290 845 450	Snap Ring	Bague d'arrêt	1
13	290 847 282	Distance Sleeve	Douille d'écartement	1
E **14**	293 300 024	O–Ring	Joint torique	1
15	290 935 735	Sprocket 14 Teeth	Roue d'engrenage à 14 dents	1
16	290 938 810	Spring	Ressort	1
17	290 827 430	Spring Seat	Siège du ressort	1
18	290 845 160	Circlip	Circlip	2
19	290 845 260	Snap Ring	Bague d'arrêt	1
20	290 922 245	Hose Nipples 90°	Raccord coudé 90°	2
21	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
22	290 924 502	Rotary Valve (159°)	Valve rotative (159°)	1
E N 23	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Crankshaft, Pistons
Vilebrequin, pistons

N 1⇨20	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
N 1	290 887 200	***Crankshaft Ass'y***	***Vilebrequin ass.***	1
N 2	290 827 447	Distance Ring	Bague d'écartement	1
N 3	290 932 589	***Ball Bearing «6206» Ass'y***	***Roulement à billes «6206» ass.***	1
N 4	290 827 050	Retaining Disk	Disque de retenue	1
5	290 932 587	Ball Bearing «6206»	Roulement à billes «6206»	1
N 6	290 832 470	Pin–Spring	Goupille–Ressort	1
E **7**	290 830 749	Oil Seal	Anneau d'étanchéité	1
8	290 827 760	Distance Ring	Bague d'écartement	1
N 9	290 832 238	Ball Bearing «6207»	Roulement à billes «6207»	2
N 10	290 927 710	Retaining Disk	Disque de retenue	1
E **11**	290 831 952	Oil Seal P.T.O.	Anneau d'étanchéité PDM	1
12	290 926 060	Retaining Shim	Cale de retenue	1
13	290 926 070	Retaining Ring	Bague de retenue	1
14	290 246 055	Woodruff Key	Clavette Woodruff	1
15	290 832 420	Needle Bearing	Roulement à aiguilles	2
N 16⇨18	290 887 180	***Piston with 2 Rings***, 82.00 mm	***Piston, 2 segm.,*** 82.00 mm	2
N	290 887 181	***Piston with 2 Rings***, 82.25 mm	***Piston surdi., 2 segm.,*** 82.25 mm	Opt
N	290 887 182	***Piston with 2 Rings,*** 82.50 mm	***Piston surdi., 2 segm.,*** 82.50 mm	Opt
N 17	290 815 080	Rectangular Ring 82.00 mm	Segment rectangulaire 82.00 mm	2
N	290 815 081	Rectangular Ring 82.25 mm	Segment rectangulaire 82.25 mm	Opt
N	290 815 082	Rectangular Ring 82.50 mm	Segment rectangulaire 82.50 mm	Opt
N 18	290 815 070	Semi-Trapez Ring 82.00 mm	Segment semi-trapézoïdal 82.00 mm .	2
N	290 815 071	Semi-Trapez Ring 82.25 mm	Segment semi-trapézoïdal 82.25 mm .	Opt
N	290 815 072	Semi-Trapez Ring 82.50 mm	Segment semi-trapézoïdal 82.50 mm .	Opt
N 19	290 916 400	Gudgeon Pin	Axe de piston	2
E C **20**	290 845 100	Circlip	Frein d'axe	4
21⇨22	290 958 011	***Clutch–Flywheel***	***Volant d'inertie***	1
22	290 499 113	Grease Fitting	Graisseur	1
23	293 800 015	Loctite «242», 10mL	Loctite «242», 10 mL	@
24	293 800 023	Anti–Seize Lubricant, 454 g	Lubrifiant anti–grippant, 454 g	@
E N 25	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@
C N 26	290 886 316	***Gasket Cylinder Set (Not Shown)***	***Ens. joint d'étanc. de cylindre (non-ill.)***	@

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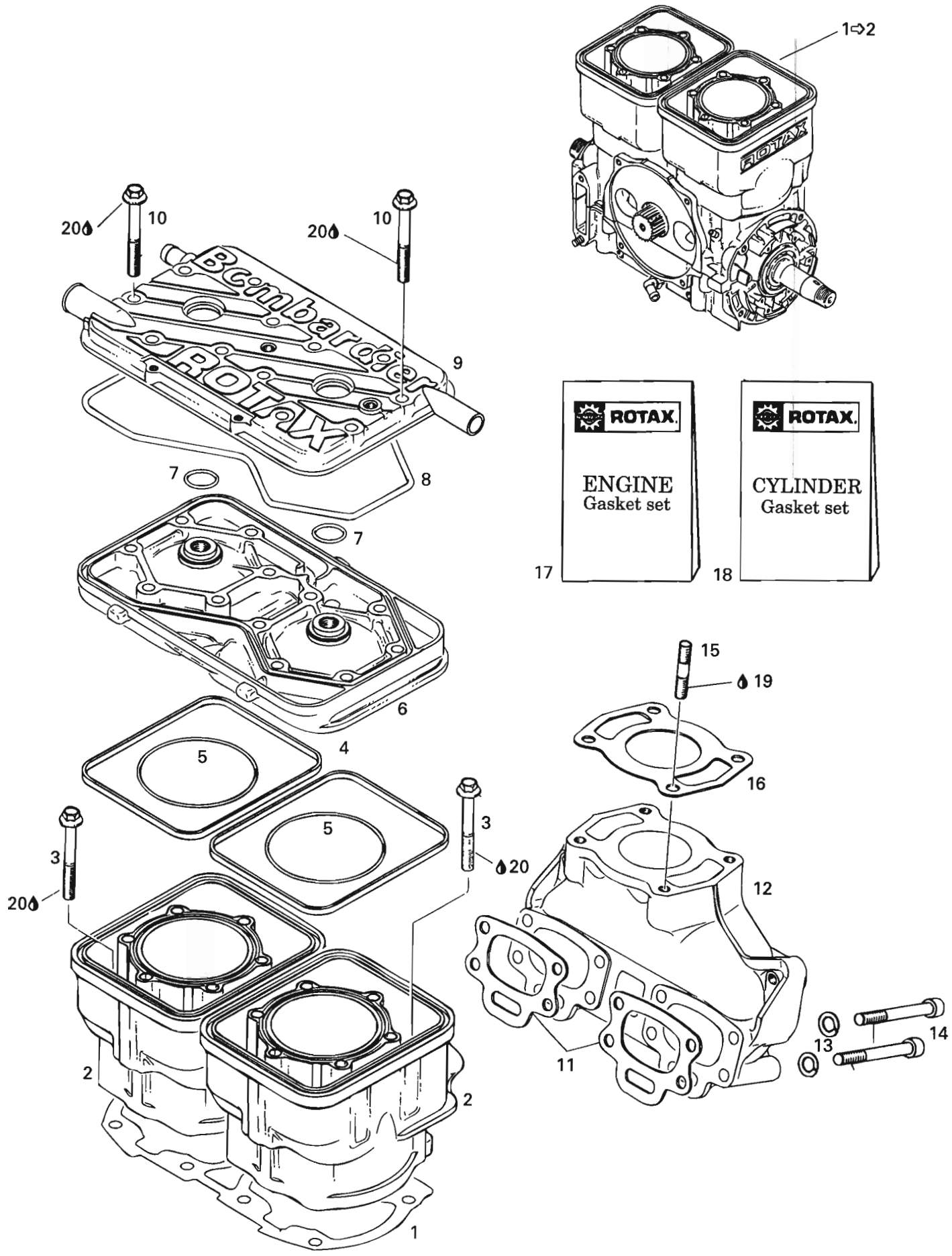
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Cylinder, Exhaust Manifold
Cylindre, collecteur d'échappement

N 1⇨2	290 881 520	***Short Block Ass'y***	***Ens. carter / cyl. ass.***	@
E C **N 1**	290 931 400	Gasket Cylinder 0.3 mm	Joint d'étanchéité du cylindre 0.3 mm	@
E C **N**	290 931 401	Gasket Cylinder 0.4 mm	Joint d'étanchéité de cylindre 0.4 mm	@
E C **N**	290 931 402	Gasket Cylinder 0.5 mm	Joint d'étanchéité de cylindre 0.5 mm	@
E C **N**	290 931 403	Gasket Cylinder 0.6 mm	Joint d'étanchéité de cylindre 0.6 mm	@
E C **N**	290 931 404	Gasket Cylinder 0.8 mm	Joint d'étanchéité de cylindre 0.8 mm	@
N 2	290 923 236	***Cylinder with Sleeve*** (White)	***Cylindre avec chemise*** (blanc)	2
N 3	290 440 368	Flanged Hex. Screw M8 x 90	Vis hex. à épaulement M8 x 90	8
E C **4**	290 850 045	O–Ring	Joint torique	2
E C **N 5**	290 931 410	O–Ring	Joint torique	2
N 6	290 923 251	Head Cylinder (White).....	Culasse (blanc)	1
E C **7**	290 430 782	O–Ring	Joint torique	2
E C **8**	290 950 360	O–Ring	Joint torique	1
N 9	290 923 261	Cylinder Head Cover (White)	Couvercle de culasse (blanc).....	1
10	290 841 998	Flanged Hex. Screw M8 x 70	Vis hex. à épaulement M8 x 70	12
E C **11**	290 850 637	Gasket	Joint d'étanchéité	2
12	290 979 141	Exhaust Manifold (White).....	Collecteur d'échappement (blanc)	1
13	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	8
14	290 841 994	Allen Screw M8 x 70	Vis Allen M8 x 70	8
15	290 941 013	Stud M8 x 26.....	Goujon M8 x 26	1
E C **16**	290 950 251	Gasket	Joint d'étanchéité	1
E N 17	290 886 315	***Engine Gasket Set***	***Ens. de joint d'étanchéité moteur.***	@
C N 18	290 886 316	***Gasket Cylinder Set***	***Ens. joint d'étanchéité de cylindre***	@
19	290 899 788	Loctite «648», 5 gr.	Loctite «648», 5 gr.	@
20	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@

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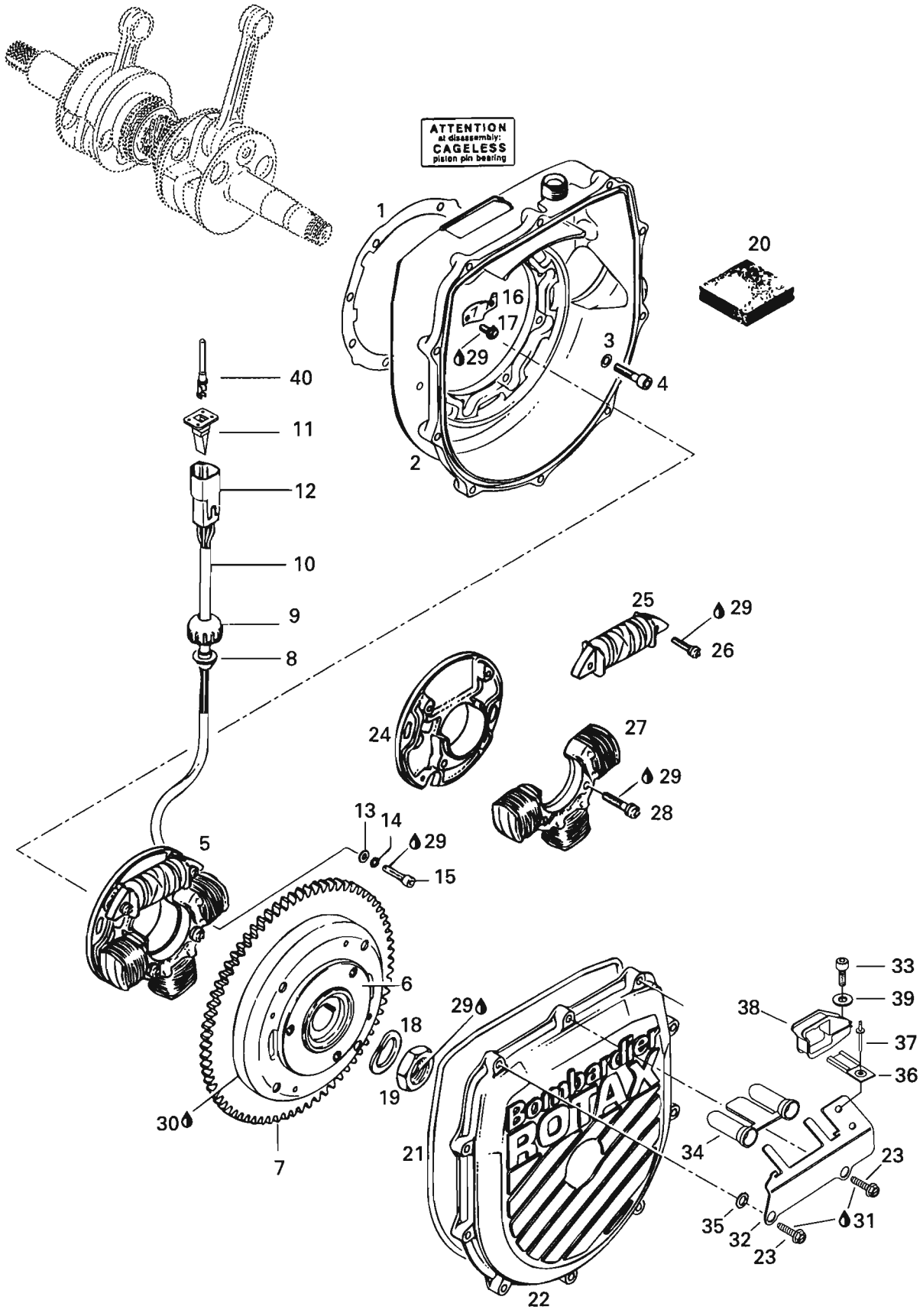

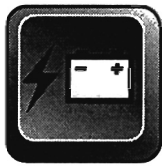

Magneto
Magnéto

E **1**	290 850 605	Gasket	Joint d'étanchéité	1
N 2	290 810 096	Ignition Housing (White)	Boîtier d'allumage (blanc)	1
3	290 945 751	Lock Washer 6 mm	Rondelle–frein 6 mm	8
4	290 840 861	Allen Screw M6 x 25	Vis Allen M6 x 25	8
N 5	290 886 726	***Armature Plate Ass'y***	***Plaque d'armature ass.***	1
6⇨7	290 995 119	***Magneto Flywheel Ass'y***	***Volant magnétique ass.***	1
6	290 995 118	Magneto Flywheel	Volant magnétique	1
7	290 834 060	Starter Gear 77 Teeth	Couronne dentée 77 dents	1
N 8	293 720 034	Grommet	Passe–fils	1
9	278 000 100	Cap	Capuchon	1
N 10	290 260 931	Tubing Isolation	Tube isolant	1
N 11	278 000 636	Wedge Female 4 ways	Cale femelle 4 circuits	1
N 12	278 000 635	Housing Tab Female 4 ways	Bloc femelle 4 circuits	1
13	290 827 800	Washer 5.5 mm	Rondelle 5.5 mm	3
14	290 945 750	Lock Washer 5 mm	Rondelle-frein 5 mm	3
15	290 840 515	Allen Screw M5 x 18	Vis Allen M5 x 18	3
16	290 853 080	Retainer Plate	Plaque de retenue	1
17	215 050 848	Hex. Screw M5 x 8	Vis hex. M5 x 8	2
18	290 945 759	Lock Washer 22 mm	Rondelle-frein 22 mm	1
19	290 842 230	Hex. Nut M22	Écrou Hex. M22	1
20	290 860 680	Protection Mat	Tablier protecteur	1
E **21**	290 831 555	O–Ring	Joint torique	1
N 22	290 810 146	Ignition Cover	Couvercle ignition	1
N 23	290 841 543	Self Tapping Screw M6 x 25	Vis autotaraudeuse M6 x 25	10
24	290 866 657	Armature Plate	Plateau d'armature	1
25	410 915 200	Generating Coil	Bobine génératrice d'allumage	1
26	290 940 810	Combined Screw M5 x 22	Vis combinée M5 x 22	2
27	410 916 200	Lighting Coil	Bobine d'éclairage	1
28	410 913 900	Screw With Washer	Vis avec rondelle	2
29	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
30	290 899 788	Loctite «648», 5 g	Loctite «648», 5 g	@
31	293 800 023	Loctite Antiseize	Loctite anti–grippage	@
N 32	278 000 516	Ground Plate	Plaque de mise à la masse	1

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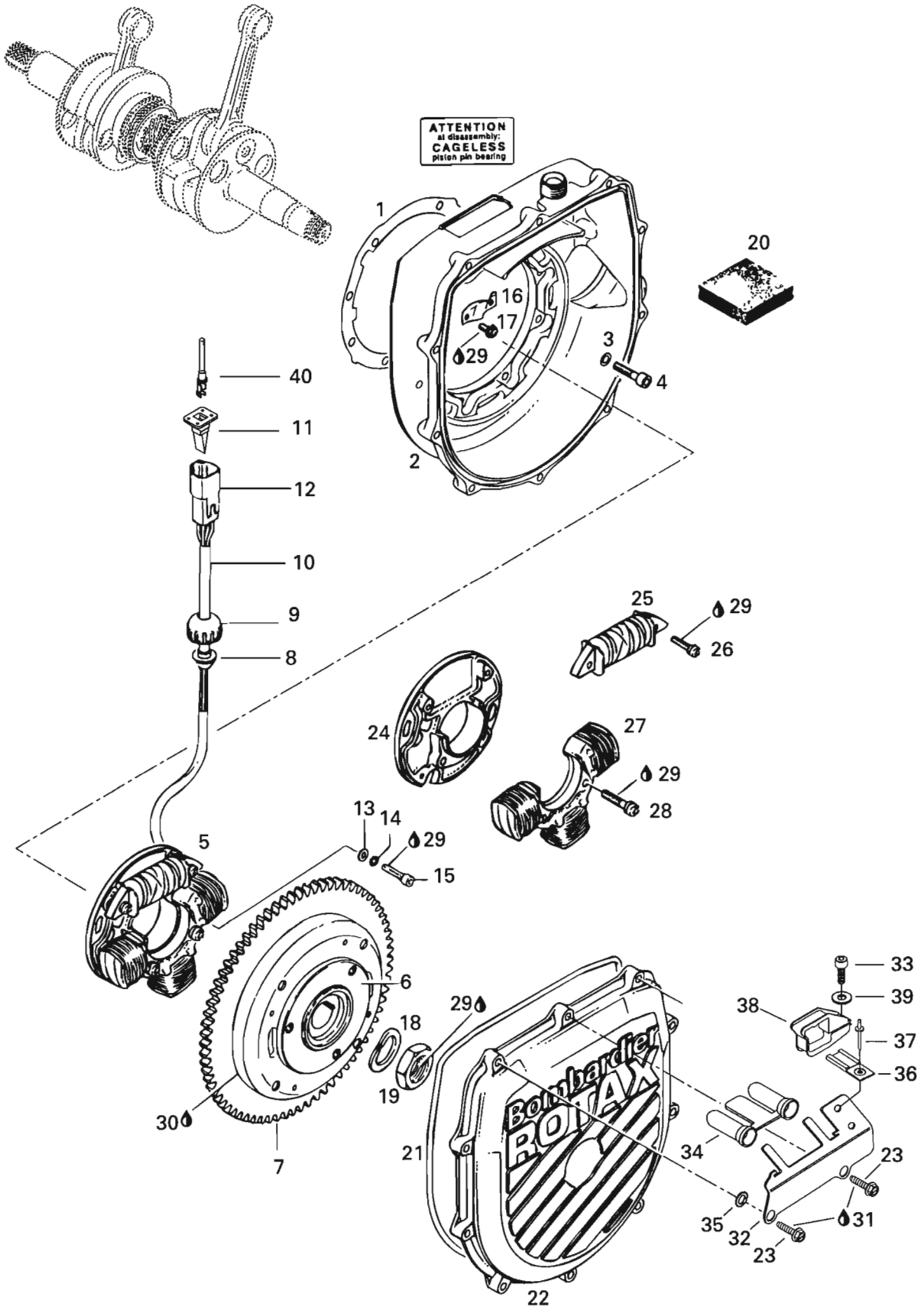
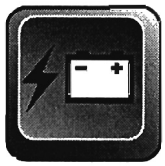
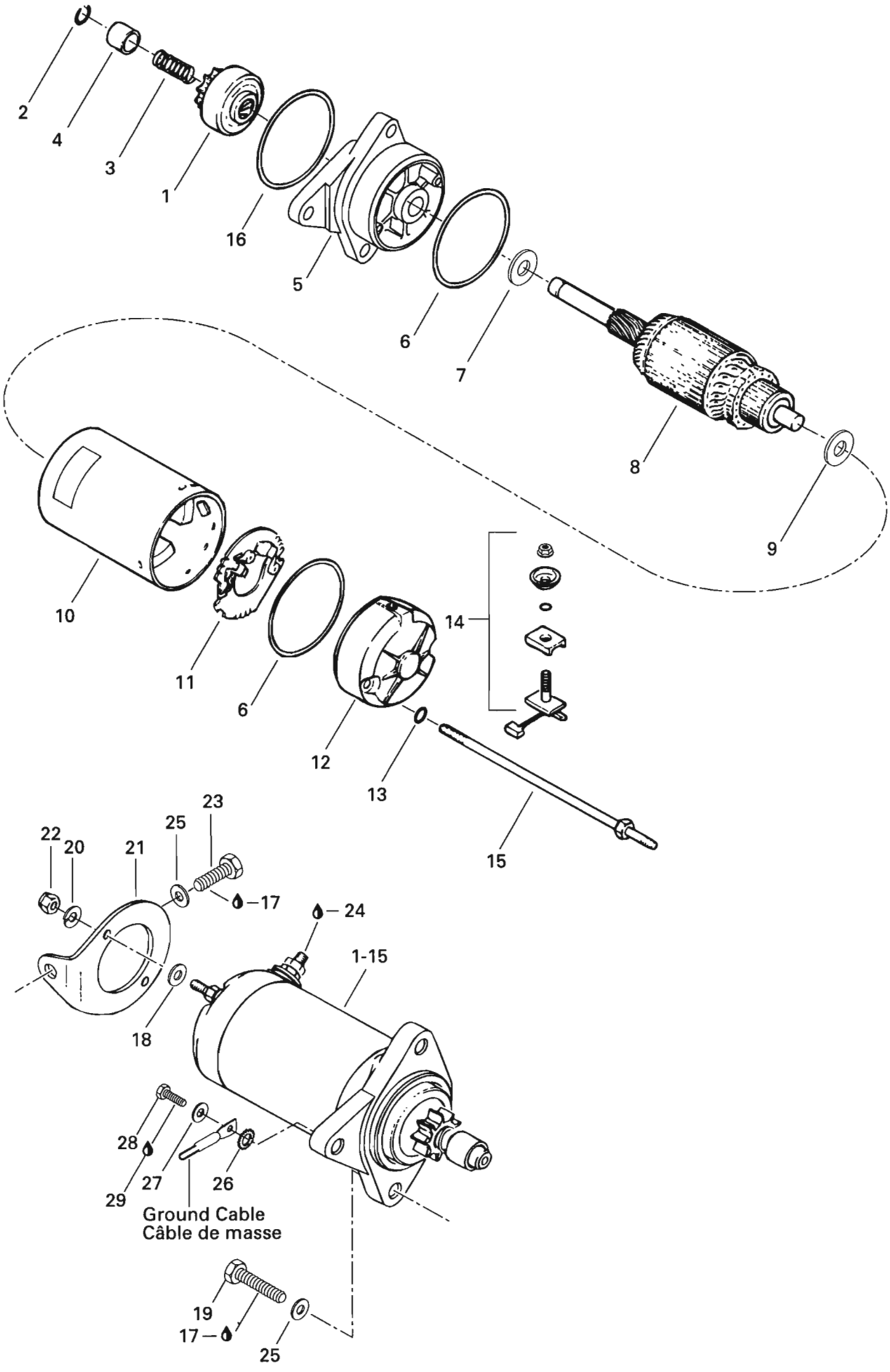
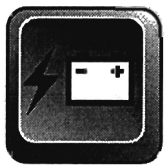




Magneto
Magnéto

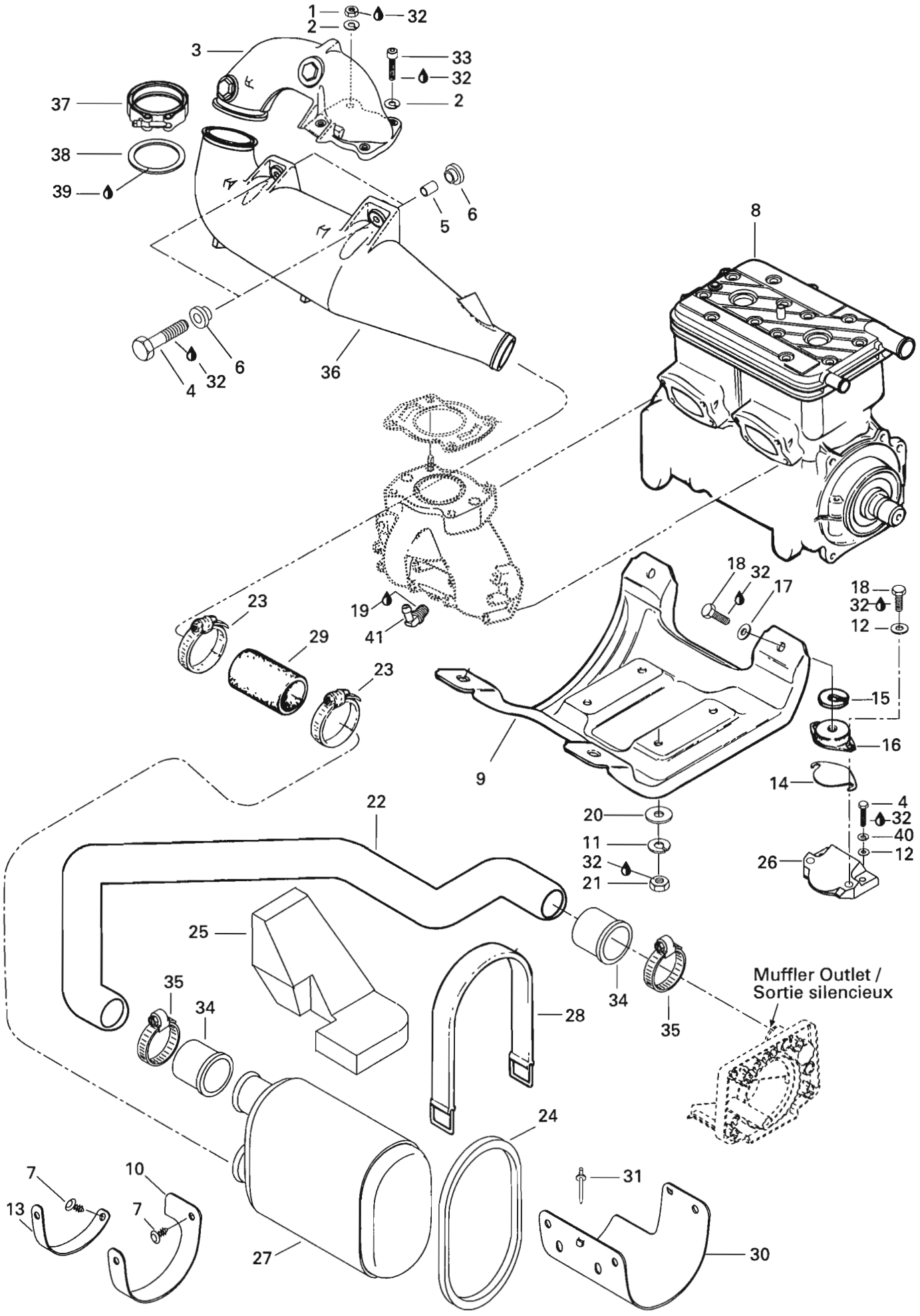
33	215 961 660	Allen Screw M6 x 16	Vis Allen M6 x 16	1
34	278 000 213	Insulator	Isolateur	1
N 35	217 161 600	Washer Star 6 mm	Rondelle éventail 6 mm	2
N 36	270 000 141	Clip	Clip	1
37	204 000 081	Rivet 3/16	Rivet 3/16	1
N 38	270 000 158	Adaptor	Adapteur	1
39	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	1
40	278 000 631	Terminal Male	Cosse mâle	@
E N 41	290 886 315	***Engine Gasket Set (Not Shown)*** ...	***Ens. de joint d'étanc. moteur (non-ill.)***	@





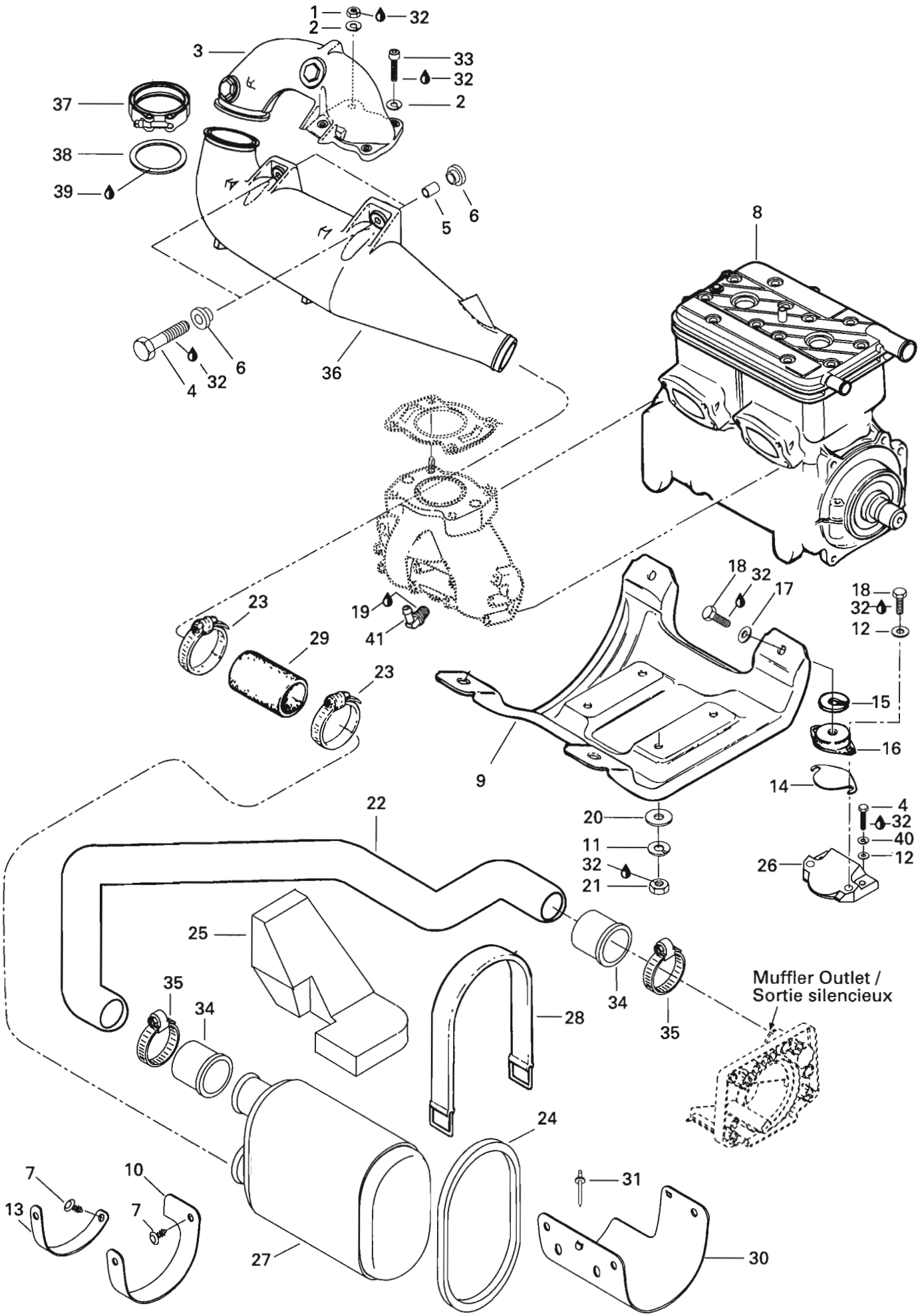
Starter
Démarreur

N 1⇨15	278 000 485	***Starter Ass'y***	***Démarreur ass.***	1
1	295 500 089	***Starter Clutch Ass'y***	***Embrayage du démarreur ass.***	1
2	278 000 048	Circlip	Circlip	1
3	278 000 168	Spring	Ressort	1
4	278 000 254	Stopper Bushing	Butée d'arrêt	1
N 5	278 000 697	***Housing Ass'y***	***Logement ass.***	1
N 6	278 000 695	O–Ring	Joint torique	2
7	278 000 054	Washer	Rondelle	1
N 8	278 000 699	Armature	Induit	1
9	278 000 056	Thrust Washer	Rondelle de butée	@
10	278 000 057	***Yoke Ass'y***	***Boîtier du démarreur ass.***	1
11	278 000 058	Brush Holder	Porte-balai	1
12	278 000 251	Commutator End Frame	Couvercle du collecteur	1
13	278 000 060	O–Ring	Joint torique	2
14	278 000 252	***Brush Starter Kit***	***Ensemble de balai de démarreur***	1
15	278 000 170	Retainer Stud	Goujon de retenue	2
N 16	278 000 694	O–Ring	Joint torique	1
17	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
18	213 200 004	Washer 5 mm	Rondelle 5 mm	2
19	210 000 007	Hex. Screw M8 x 30	Vis hex. M8 x 30	2
20	217 351 500	Lock Washer 5 mm	Rondelle–frein 5 mm	2
21	270 000 080	Starter Support	Support de démarreur	1
22	218 051 600	Stop Nut M5	Écrou d'arrêt M5	2
23	215 681 660	Hex. Screw M8 x 16	Vis hex. M8 x 16	1
24	293 550 004	Dielectric Grease, 150 g	Graisse diélectrique, 150 g	@
25	213 200 002	Washer 8 mm	Rondelle 8 mm	3
26	213 400 001	Ext. Tooth Lock Washer 8 mm	Rondelle–frein à dents ext. 8 mm	1
N 27	211 200 020	Flat Washer 8 mm	Rondelle plate 8 mm	1
28	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	1
29	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@



Engine Support and Muffler
Support moteur et silencieux

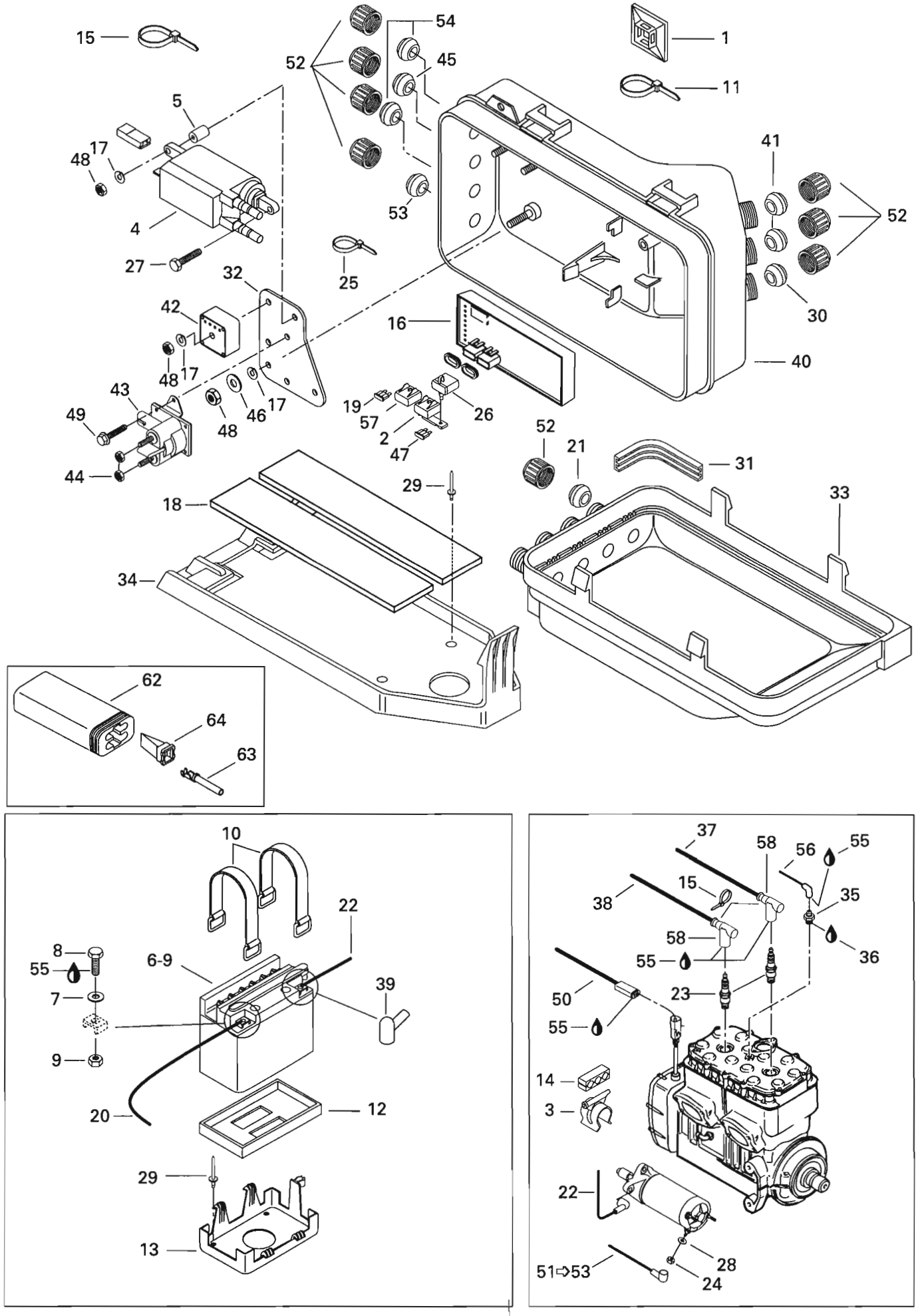
1	212 100 001	Hex. Nut M8	Écrou hex. M8	1
2	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	4
3	274 000 154	***Head Pipe Ass'y***	***Tuyau collecteur ass.***	1
4	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	10
5	274 000 114	Bushing	Douille	2
N 6	293 830 031	Bushing Rubber	Douille de caoutchouc	4
7	414 644 300	Dart black	Dard noir	4
N 8	270 000 135	Rotax Engine 717 (White)	Moteur Rotax 717 (blanc)	1
N 9	270 000 147	Engine Support	Support moteur	1
N 10	274 000 238	Pad Rubber	Tampon de caoutchouc	1
11	213 000 003	Lock Washer 10 mm	Rondelle-frein 10 mm	4
12	213 200 002	Washer 8 mm	Rondelle 8 mm	@
N 13	274 000 242	Pad Rubber	Tampon de caoutchouc	1
N 14	270 000 122	Shim 0.3 mm	Cale 0.3 mm	@
N	270 000 123	Shim 1.3 mm	Cale 1.3 mm	@
15	270 000 024	Shim 0.4 mm	Cale 0.4 mm	@
	270 000 025	Shim 1.3 mm	Cale 1.3 mm	@
16	270 000 065	Rubber Mount	Tampon d'ancrage	4
17	213 200 011	Washer 8 mm	Rondelle 8 mm	4
18	210 000 001	Hex. Screw M8 x 20	Vis hex. M8 x 20	12
19	293 800 013	Sealant- Pipe	Scellant tuyau	@
20	213 200 003	Washer 10 mm	Rondelle 10 mm	4
21	212 100 007	Hex. Elastic Stop Nut M10	Écrou d'arrêt élastique hex. M10	4
N 22	274 000 124	Hose Formed	Boyau formé	1
23	293 650 036	Tridon Clamp	Bride de serrage	2
N 24	293 830 034	Strip Rubber	Bande de caoutchouc	1
N 25	274 000 236	Support Hose	Support de boyau	1
N 26	274 000 042 148	Adaptor (Support Engine)	Adapteur (support de moteur)	4
N 27	274 000 191	Muffler	Silencieux	1
28	293 850 021	Muffler Strap	Sangle de silencieux	1
N 29	274 000 044	Exhaust Hose	Boyau d'échappement de raccord	1
N 30	274 000 237	Support Muffler	Support de silencieux	1
31	293 150 037	Rivet 3/16	Rivet 3/16	4
32	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
33	210 100 008	Allen Screw M8 x 30	Vis Allen M8 x 30	3
N 34	274 000 227	Hose Adaptor	Adapteur de boyau	2
35	293 650 023	Tridon Clamp	Bride de serrage	2
N 36	274 000 190	Pipe-Cone	Tuyau conique	1



Engine Support and Muffler
Support moteur et silencieux

5880
HX

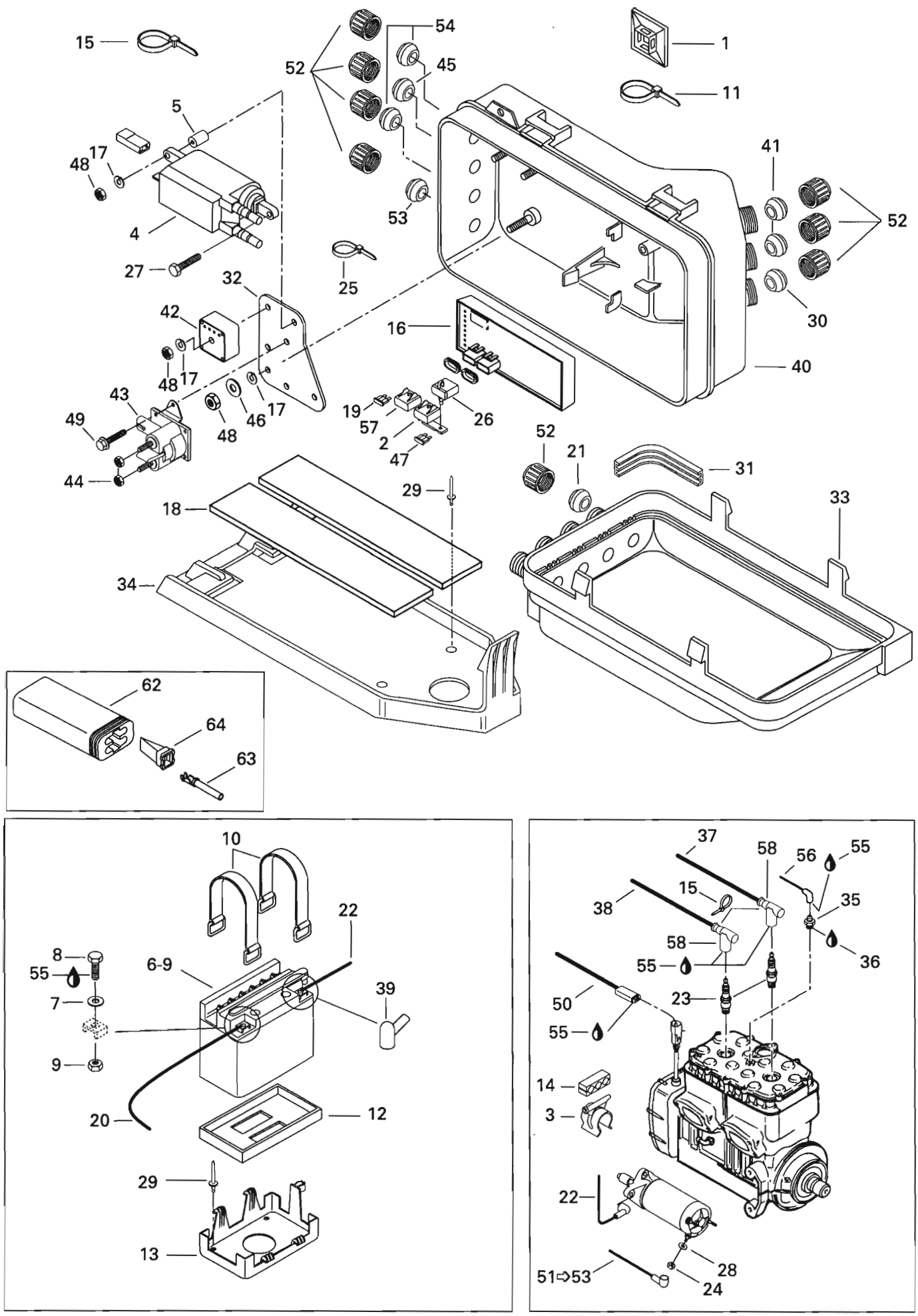
37	274 000 151	Clamp	Bride de serrage	1
38	274 000 152	Sealing Ring	Bague étanche	1
39	413 710 300	Sealant, 80 mL	Enduit d'étanchéité, 80 mL	@
40	290 845 382	Washer Lock 8 mm	Rondelle-frein 8mm	8
41	293 700 016	Elbow Fitting 90°	Raccord coudé 90°	1



Electrical System
Système électrique

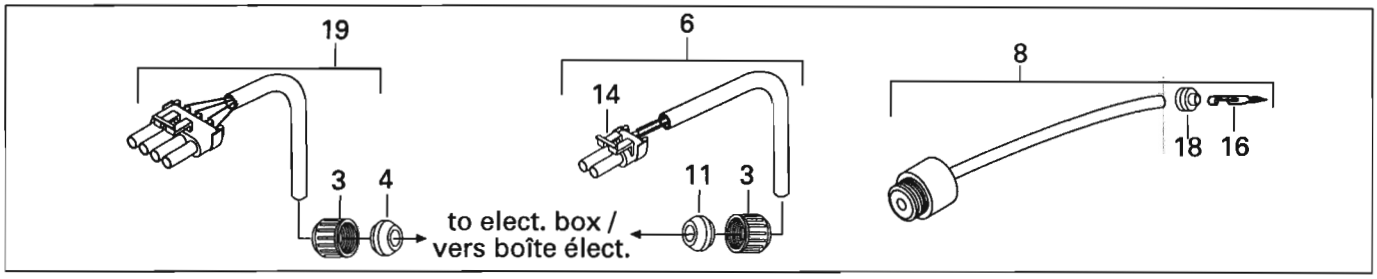
5880
HX

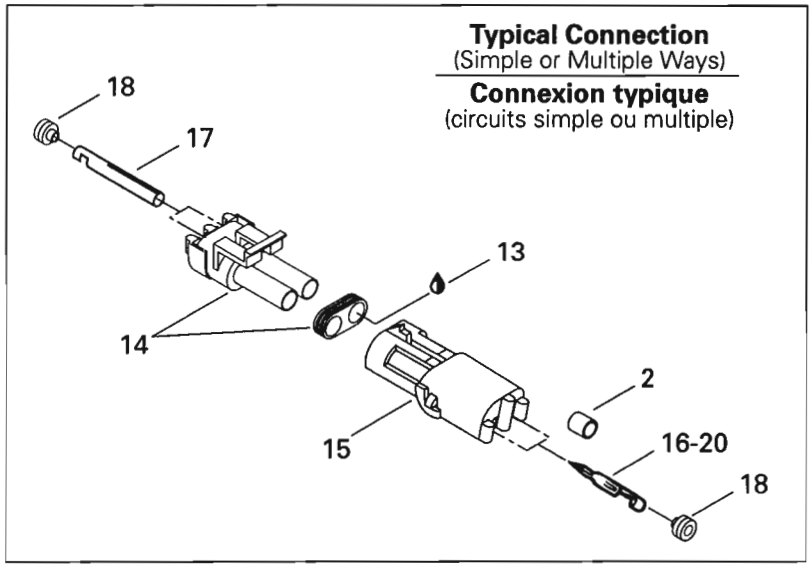
1	293 750 014	Mount Tie Rap	Ancrage d'attache	1
2	278 000 345	Fuse Cap	Capuchon à fusible	1
N 3	278 000 559	Clamp Bracket	Support-collier	2
4	278 000 202	Ignition Coil	Bobine d'allumage	1
5	278 000 235	Spacer	Entretoise	1
N 6⇨9	278 000 712	***Battery***	***Batterie***	1
N 7	211 200 018	Flat Washer 6 mm	Rondelle plate 6 mm	2
N 8	211 000 045	Hex. Screw	Vis hex.	2
N 9	211 100 022	Nut M6	Écrou M6	2
10	293 850 021	Strap	Sangle	2
11	293 750 009	Tie Rap	Attache	@
N 12	278 000 492	Battery Lower Pad	Tampon inférieur de batterie	1
N 13	278 000 476	Battery Support	Support de batterie	1
14	278 000 245	3 Wire Support	Support de 3 fils	2
15	293 750 002	Tie Rap	Attache	@
N 16	278 000 423	***Electronic Module Ass'y*** (Including 2,19,26,47,57,60,61)	***Module électronique ass.*** (Incluant 2,19,26,47,57,60,61)	1
17	217 361 500	Lock Washer 6 mm	Rondelle–frein 6 mm	3
18	293 830 012	Strip Rubber	Bande de caoutchouc	2
19	278 000 343	15 Amp. Fuse	Fusible 15 amp.	2
N 20	278 000 422	***Battery Cable (Red)*** (Includ. 30,52) .	***Câble batterie (rouge)*** (Incl. 30,52) .	1
21	293 720 030	Grommet (1 Way)	Passe-fils (1 circuit)	1
N 22	278 000 430	Battery Ground Cable	Fil de masse batterie	1
N 23	278 000 609	Spark Plug (NGK BR8–ES)	Bougie (NGK BR8–ES)	2
24	212 000 001	Nut Lock M6	Écrou d'arrêt M6	1
25	293 750 001	Tie-Rap	Attache	@
26	278 000 379	Fuse Holder	Porte–fusible	1
27	215 462 550	Tapping Screw M6.3 x 25	Vis autotaraudeuse M6.3 x 25	1
28	213 200 001	Washer 6 mm	Rondelle 6 mm	1
29	293 150 037	Rivet 3/16	Rivet 3/16	@
30	278 000 098	Grommet (black)	Passe–fils (noir)	1
31	278 000 181	Gasket	Joint étanche	1
N 32	278 000 615	Mounting Plate	Plaque de montage	1
N 33	278 000 487	Cover	Couvercle	1
N 34	278 000 491	Box Support	Support de boîte	1
35	278 000 194	Temperature Sensor	Capteur de température	1
36	293 800 007	Loctite "515", 50 mL	Loctite "515", 50 mL	@
37	278 000 321	Wire Spark Plug 650 (PTO)	Câble d'allumage 650 (PDM)	1
38	278 000 322	Wire Spark Plug 530 (MAG)	Câble d'allumage 530 (MAG)	1

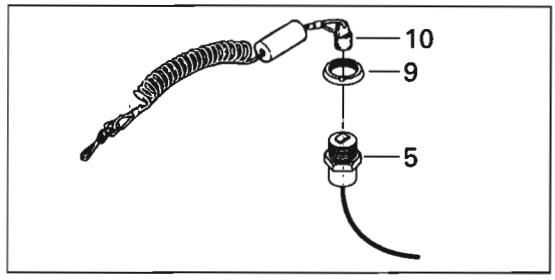


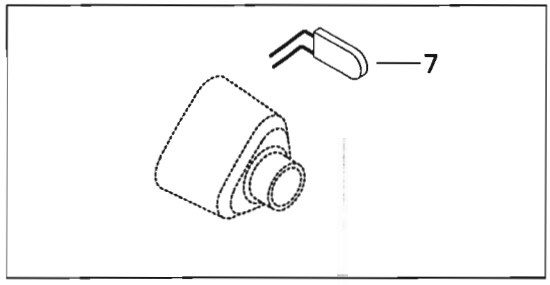
Electrical System
Système électrique

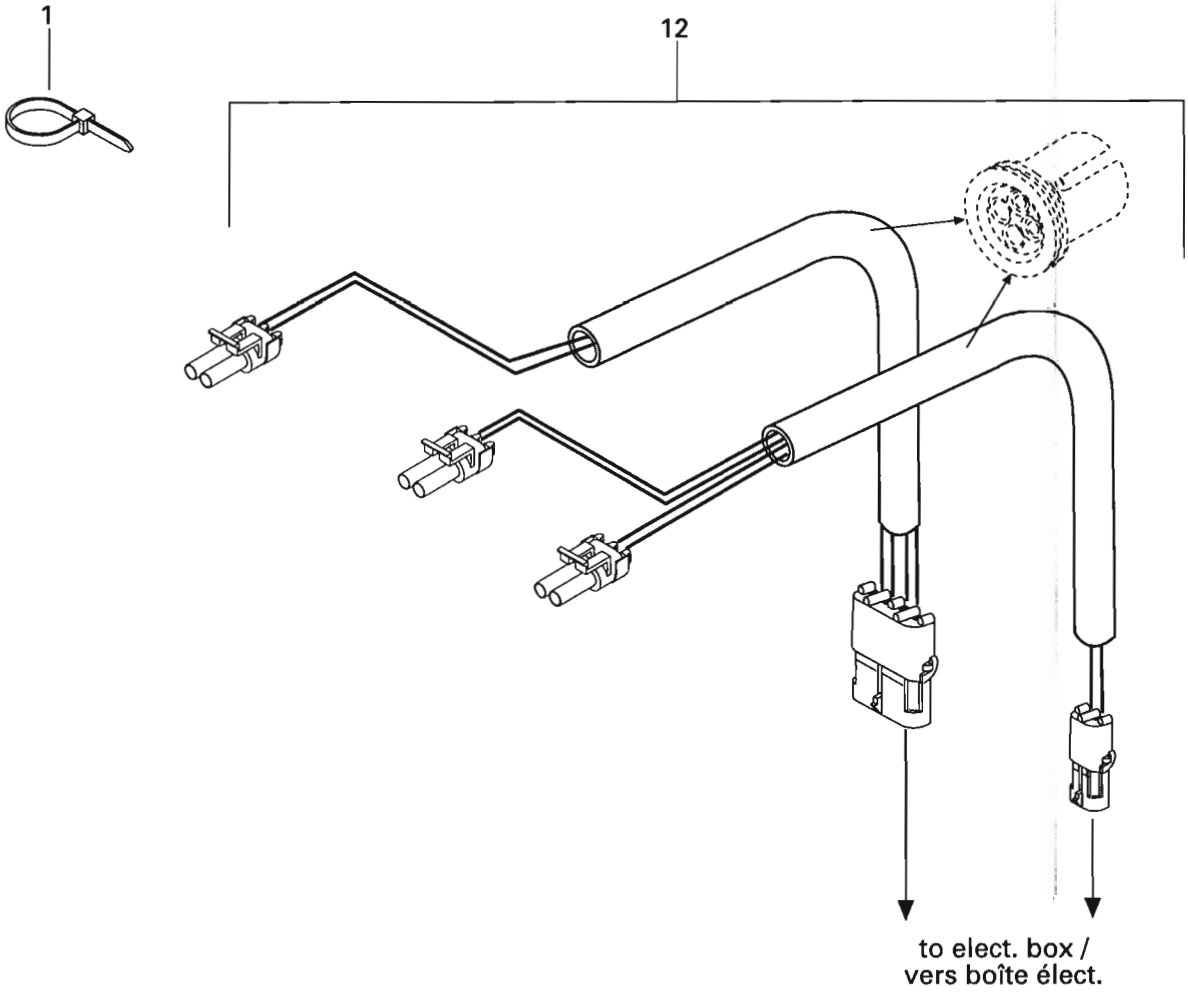
39	278 000 020	Protector Cap	Capuchon protecteur	4
N 40	278 000 486	Box Electric Base	Base de la boîte électrique	1
N 41	278 000 682	Grommet (Gray)	Passe-fils (gris)	2
42	278 000 123	***Rectifier Ass'y***	***Redresseur ass.***	1
N 43	278 000 513	Solenoid	Solénoïde	1
44	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2
45	293 720 025	Grommet (2 ways)	Passe-fils (2 circuits)	1
46	213 200 001	Washer 6 mm	Rondelle 6 mm	1
47	278 000 344	5 Amp. Fuse	Fusible 5 amp.	2
48	212 100 004	Hex. Nut M6	Écrou hex. M6	3
49	211 000 035	Self Tapping Screw M6 x 10	Vis autotaraudeuse M6 x 10	2
N 50	278 000 472	***Engine Harness***	***Câblage de moteur***	1
		(Including 52,54,62,63,64)	(Incluant 52,54,62,63,64)	
51⇨53	278 000 192	***Starter Cable***	***Câble de démarreur***	1
52	278 000 100	Electric Cap	Bouchon électrique	@
53	278 000 098	Grommet (black)	Passe–fils (noir)	1
54	570 026 800	Grommet (4 ways)	Passe–fils (4 circuits)	@
55	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
N 56	278 000 727	***Temperature Wiring Ass'y***	***Câblage de température ass.***	1
		(Including 52,59)	(Incluant 52,59)	
57	278 000 378	Fuse Cap	Capuchon à fusible	1
58	278 000 237	Spark Plug Cap	Capuchon de bougie	2
59	293 720 030	Grommet (Not Shown)	Passe-fils (non illustré)	1
60	278 000 230	Terminal Male (Not Shown)	Cosse mâle (non illustré)	2
61	278 000 231	Insulating Sheet (Not Shown)	Étui thermique (non illustré)	2
N 62	278 000 739	Housing Tab Male (4 Ways)	Bloc mâle (4 circuits)	1
63	278 000 632	Terminal female	Cosse femelle	4
N 64	278 000 738	Wedge Female (4 Ways)	Cale femelle (4 circuits)	1





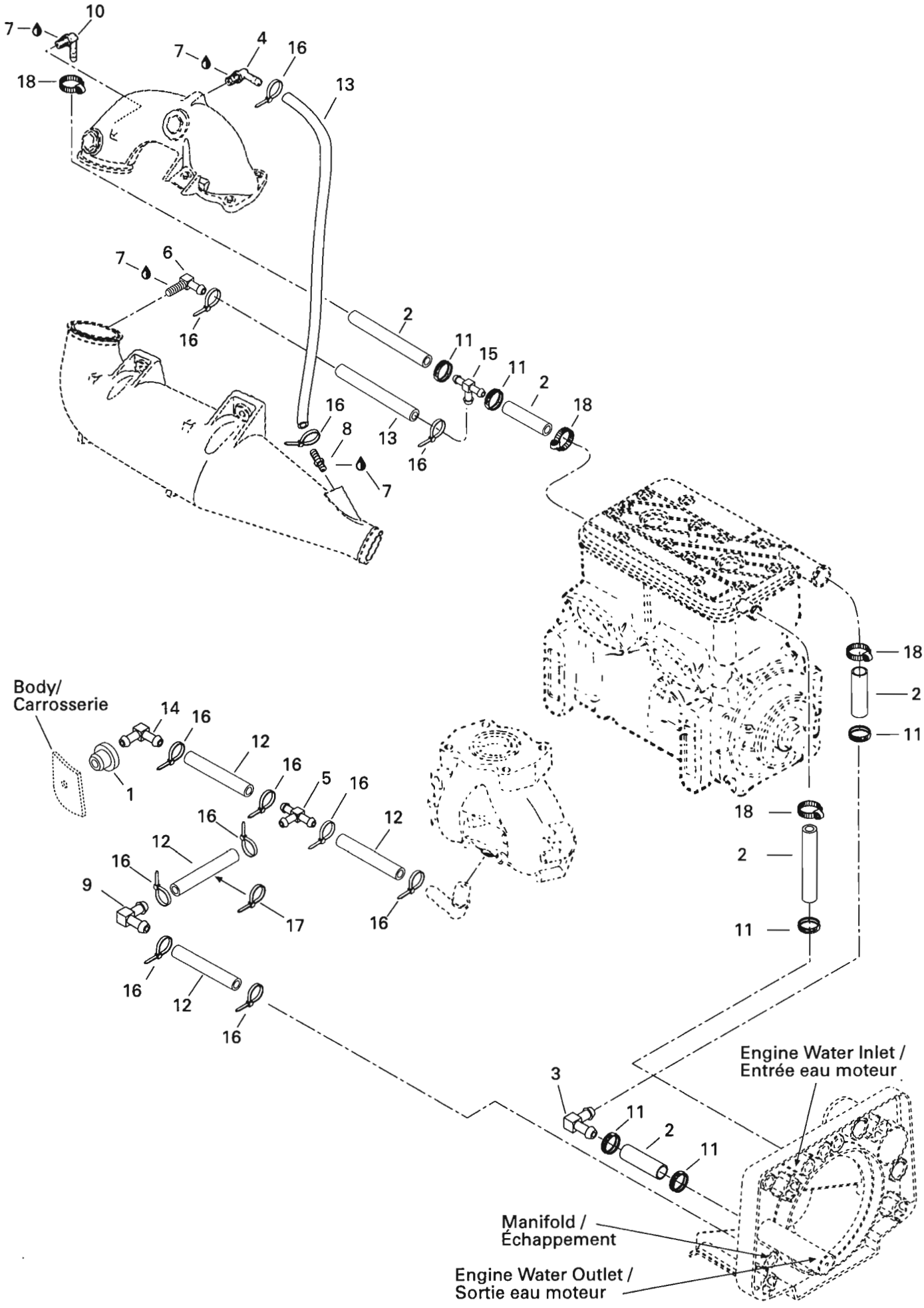






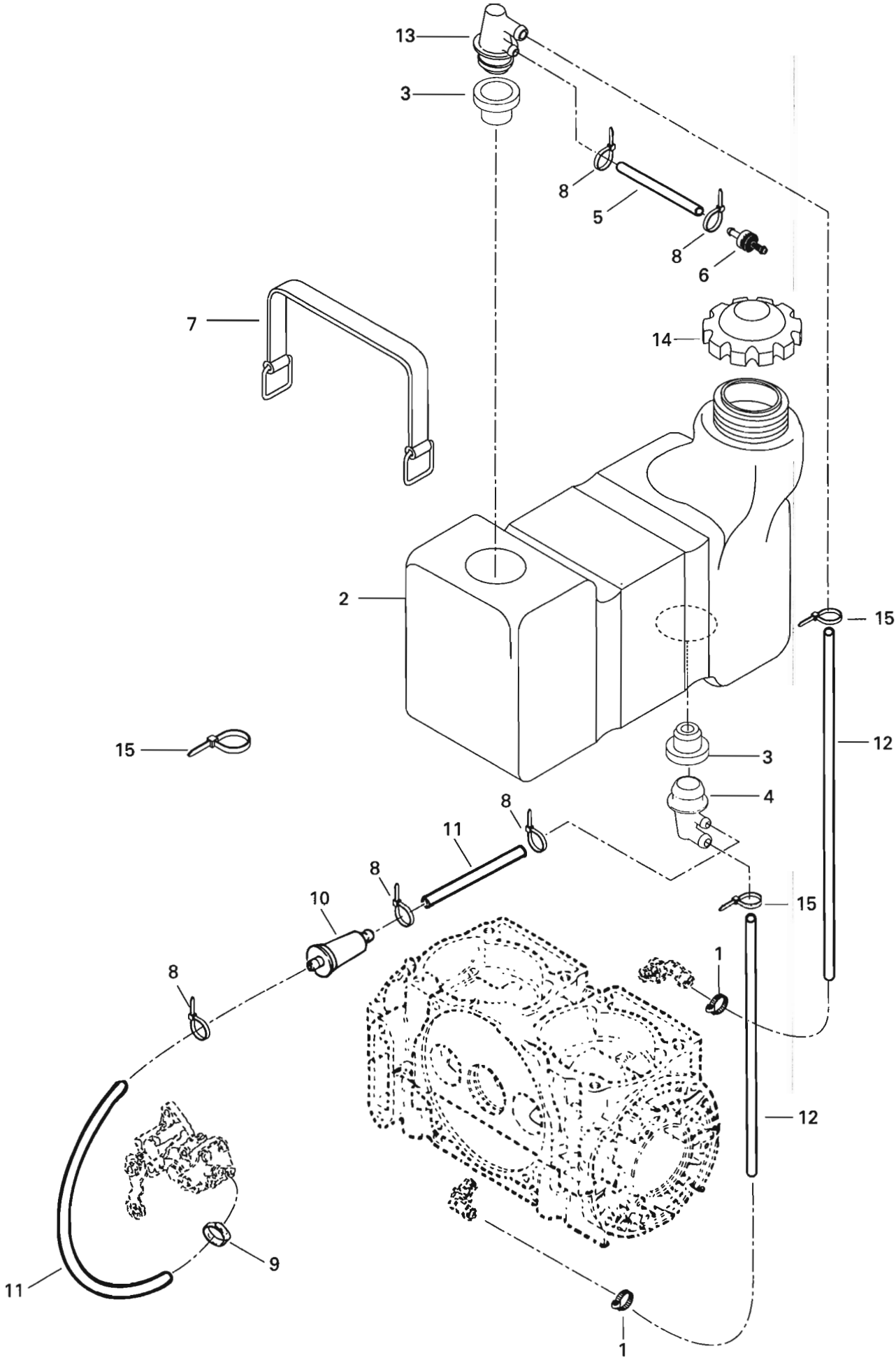
Electrical Accessories
Accessoires électrique

1	293 750 001	Tie-Rap	Attache	@
2	278 000 231	Insulating Sheet	Étui thermique	@
3	278 000 100	Electric Cap	Bouchon électrique	1
4	293 720 025	Gommet (2 Ways)	Passe-fils (2 circuits)	1
N 5	278 000 424	***Safety Switch***	***Interrupteur d'urgence***	1
N 6	278 000 598	***Buzzer–On/Off Switch Wiring***	***Câblage avert.– inter. dép./arrêt***	1
		(Including 2,3,11,14,17,18,20)	(Incluant 2,3,11,14,17,18,20)	1
N 7	278 000 427	***Stop / Start Switch Assembly***	***Inter. d'arrêt et de marche ass.***	1
N 8	278 000 580	***Buzzer Ass'y*** (Including 16,18)	***Avertisseur ass.*** (Incluant 16,18)	1
9	278 000 099	Safety Switch Nut	Écrou d'interrupteur de sécurité	1
N 10	295 500 241	***Safety Lanyard Ass'y***	***Cordon de sécurité ass.***	1
11	570 026 800	Grommet (4 Ways)	Passe-fils (4 circuits)	1
N 12	278 000 728	***6 Ways Harness***	***Cablâge 6 circuits***	1
13	293 550 004	Dielectric Grease, 150 gr.	Graisse diélectrique, 150 gr.	@
14	278 000 220	Male Housing (2 Ways)	Bloc mâle (2 circuits)	@
15	278 000 161	Female Housing (1 Way)	Bloc femelle (1 circuit)	@
	278 000 217	Female Housing (2 Ways)	Bloc femelle (2 circuits)	@
16	278 000 222	Male Terminal (18 Gauge)	Cosse mâle (calibre18)	@
17	278 000 223	Female Terminal (18 Gauge)	Cosse femelle (calibre18)	@
18	278 000 218	Wire Seal (16 and 18 Gauge - Green)	Joint de fil (16 et 18 calibre - vert)	@
N 19	278 000 672	***Harness Safety Switch***	***Cablâge interrupteur d'urgence***	1
		(Including 3,4)	(Incluant 3,4)	1
20	278 000 230	Male Terminal (20 Gauge)	Cosse mâle (calibre 20)	2



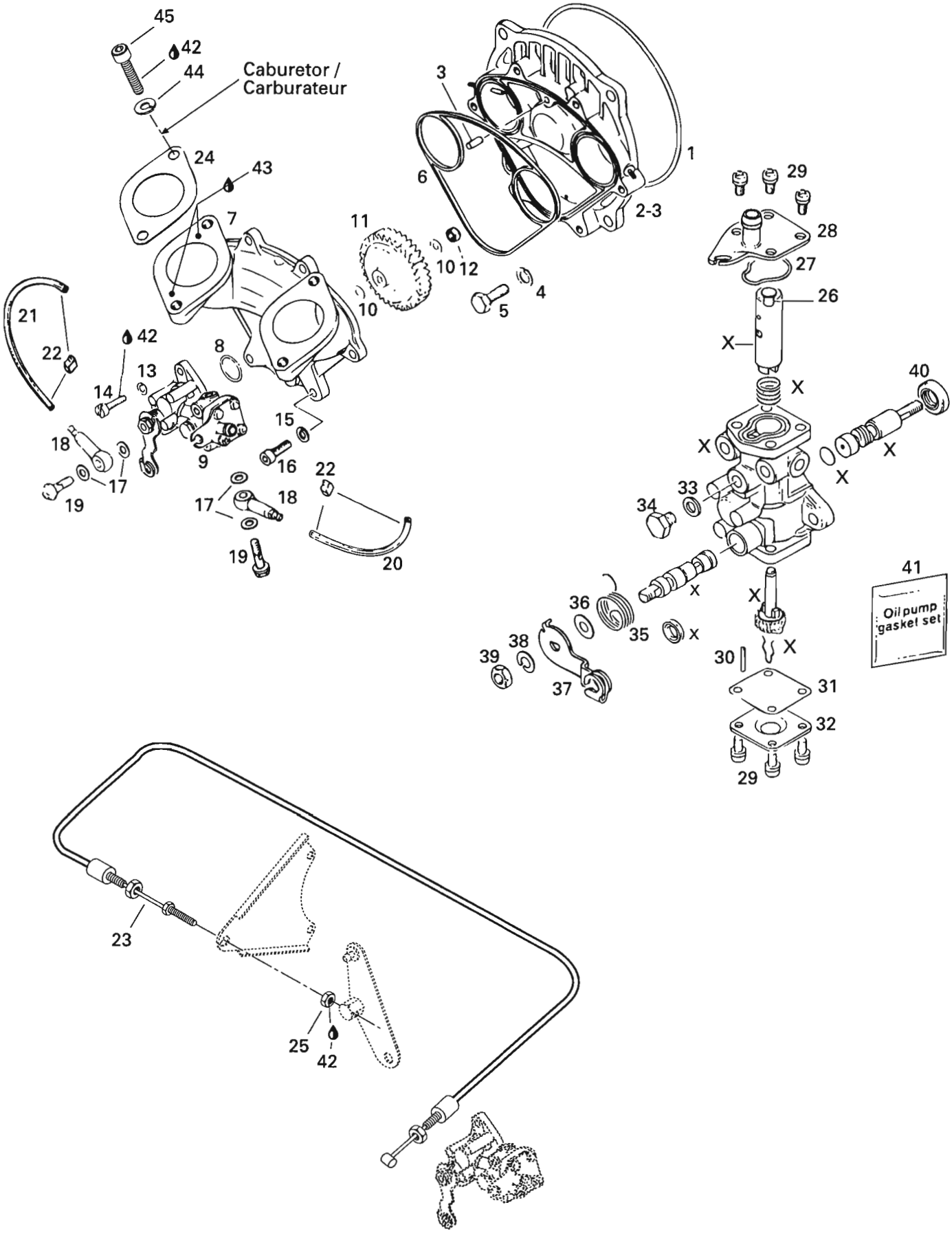
Cooling System
Système de refroidissement

1	293 720 029	Grommet	Passe-fils	1
2	276 000 001	Hose 12.5 mm (Meter)	Boyau 12.5 mm (mètre)	@
3	293 710 002	Elbow Fitting 90°	Raccord coudé 90°	1
4	293 710 018	Elbow Fitting 90°	Raccord coudé 90°	1
N 5	293 710 061	«T» Fitting	Raccord en «T»	1
N 6	293 710 048	Elbow Fitting 90°	Raccord coudé 90°	1
7	293 800 013	Sealant-Pipe, 250 mL	Enduit de tuyau, 250 mL	@
8	293 710 037	Male Connector	Raccord mâle	1
9	293 710 003	Elbow Fitting 90°	Raccord coudé 90°	1
10	293 700 023	Elbow Fitting 90°	Raccord coudé 90°	1
N 11	293 650 018	Clamp Caillau	Bride de serrage	@
12	275 000 007	Hose 8 mm (Meter)	Boyau 8 mm (mètre)	@
N 13	276 000 048	Hose 6 mm (Meter)	Boyau 6 mm (mètre)	@
14	293 710 001	Bleed Fitting	Raccord de purge	1
N 15	293 710 052	«T» Fitting	Raccord en «T»	1
16	293 750 001	Tie Rap	Attache	@
17	294 000 606	Tie Rap	Attache	@
18	293 650 037	Clamp Tridon	Bride de serrage	@



Oil Injection System
Système d'injection d'huile

1	293 650 038	Tridon Clamp	Bride de serrage	2
N 2	275 000 149	Oil Tank	Réservoir d'huile	1
N 3	293 720 008	Grommet	Passe–fils	2
N 4	293 710 051	Elbow Fitting 90° (Magenta)	Raccord coudé 90° (magenta)	1
5	275 500 018	Hose 6 mm (Meter)	Boyau 6 mm (mètre)	@
6	275 500 087	Check Valve	Soupape de retenue	1
7	293 850 021	Strap	Sangle	2
8	293 750 001	Tie Rap	Attache	@
9	293 650 042	Oetiker Clamp	Bride de serrage	1
10	275 000 051	Oil Filter	Filtre d'huile	1
11	275 000 007	Hose 8 mm (Meter)	Boyau 8 mm (mêtre)	@
12	275 000 008	Hose 12 mm (Meter)	Boyau 12 mm (mêtre)	@
N 13	293 710 055	Elbow Fitting 90° (Black)	Raccord coudé 90° (noir)	1
14	572 039 600	Cap	Capuchon	1
15	294 000 606	Tie Rap	Attache	@

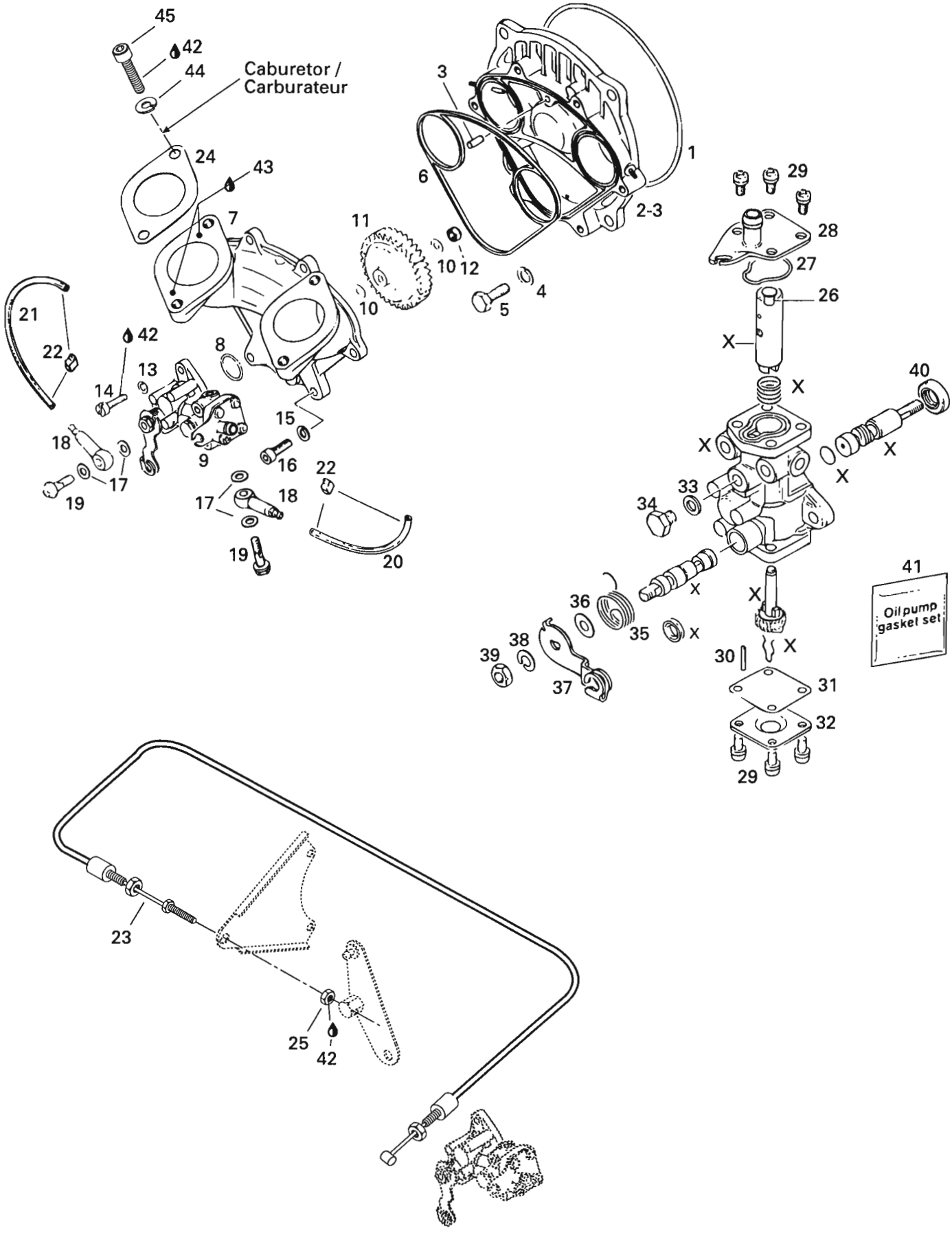


Oil Injection Pump
Pompe à injection d'huile

5880
HX

E **1**	293 300 023	O–Ring	Joint torique	1
N 2➪3	290 810 528	Rotary Valve Cover (Simple Intake)	Couv. valve rotative (collect. simple)	1
3	290 929 650	Dowel Pin	Goupille	1
4	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4
5	290 940 593	Hex. Screw M8 x 20	Vis hexagonale M8 x 20	4
E **6**	290 931 440	O–Ring	Joint torique	1
N 7	290 810 781	Oil Pump Flanged	Épaulement de pompe à huile	1
E **8**	293 300 018	O–Ring	Joint torique	1
N 9	290 996 725	***Oil Pump Ass'y***	***Pompe à huile ass.***	1
10	290 927 945	Washer 6.2 mm	Rondelle 6.2 mm	2
11	290 935 945	Oil Pump Gear 41 Teeth	Roue d'engrenage à 41 dents	1
12	290 842 040	Lock Nut M6	Écrou de blocage M6	1
13	290 845 389	Lock Washer 5 mm	Rondelle–frein 5 mm	2
14	215 951 660	Cylindrical Slotted Screw M5 x 16	Vis cylindrique fendue M5 x 16	2
15	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	6
16	290 240 403	Allen Screw M6 x 20	Vis Allen M6 x 20	6
i E **17**	290 227 500	Oil Banjo Gasket	Joint d'étanchéité de raccord Banjo	4
18	290 956 010	Check Valve	Soupape de retenue	2
19	290 241 830	Valve Bolt M6 x 16	Boulon de soupape M6 x 16	2
i **20**	275 000 039	Oil Line (120-190 mm) (Foot)	Conduite d'huile (120-190 mm) (pied)	@
i **21**	275 000 039	Oil Line (120-190 mm) (Foot)	Conduite d'huile (120-190 mm) (pied)	@
i **22**	290 853 843	Clamp 3.5 mm	Bride de serrage 3.5 mm	4
N 23	270 000 161	Injection Cable	Câble d'injection	1
24	270 000 114	Gasket	Joint d'étanchéité	2
25	212 100 003	Jam Nut M6	Écrou de blocage M6	1
26	290 256 085	Retainer	Arrêt	1
i **27**	293 300 019	O–Ring	Joint torique	1
28	290 956 340	Pump Upper Plate	Plateau supérieur de pompe	1
29	290 241 975	Screw with Lock Washer M4 x 8	Vis et rondelle–frein M4 x 8	8
30	290 929 900	Stop Pin	Goupille d'arrêt	1
i **31**	290 850 200	Gasket	Joint d'étanchéité	1
32	290 956 031	Pump Lower Plate	Plateau inférieur de pompe	1
i **33**	290 227 505	Gasket	Joint d'étanchéité	1
34	290 841 583	Hex. Screw M6 x 8	Vis hex. M6 x 8	1
35	290 838 114	Spring	Ressort	1

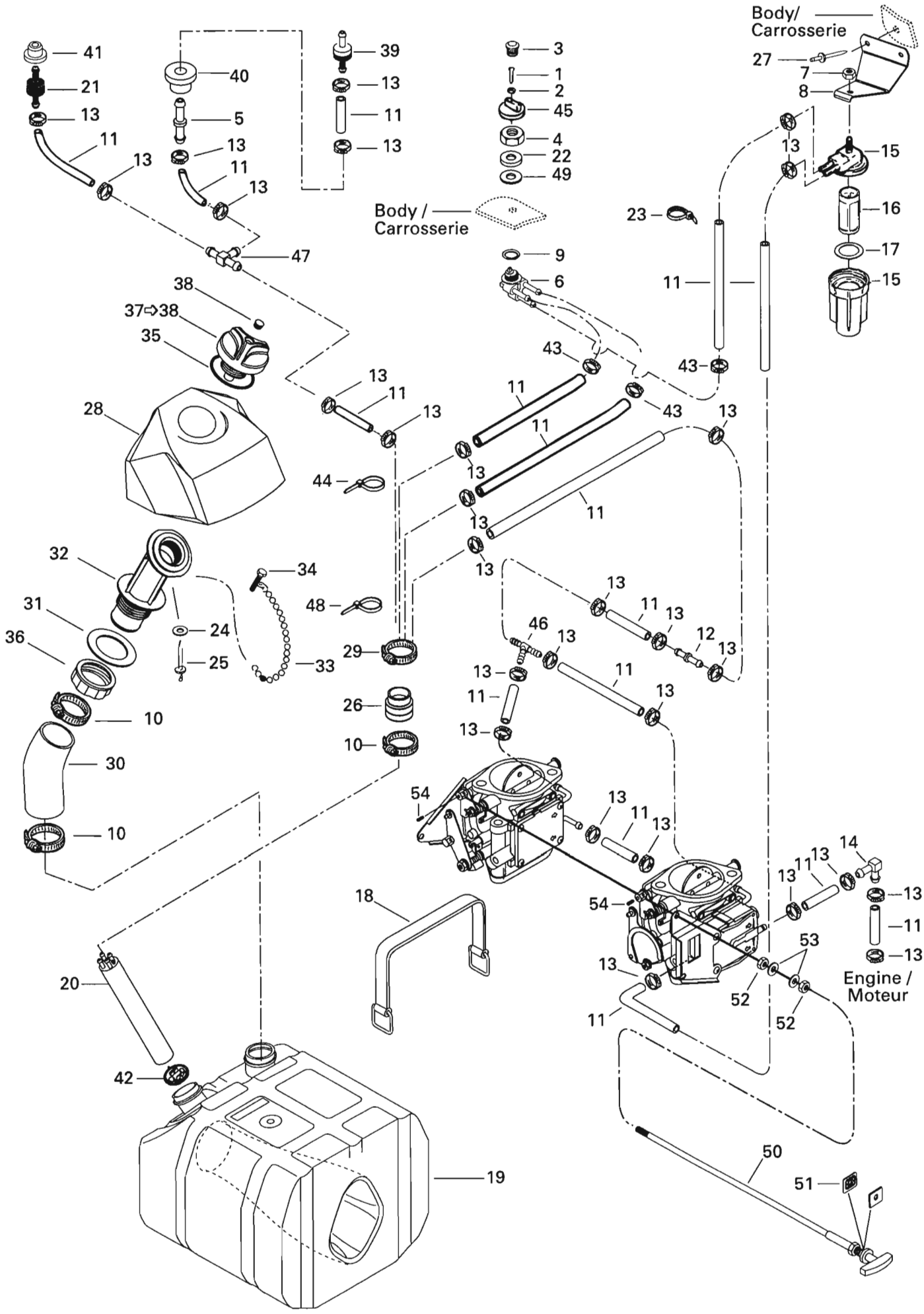
Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



Oil Injection Pump
Pompe à injection d'huile

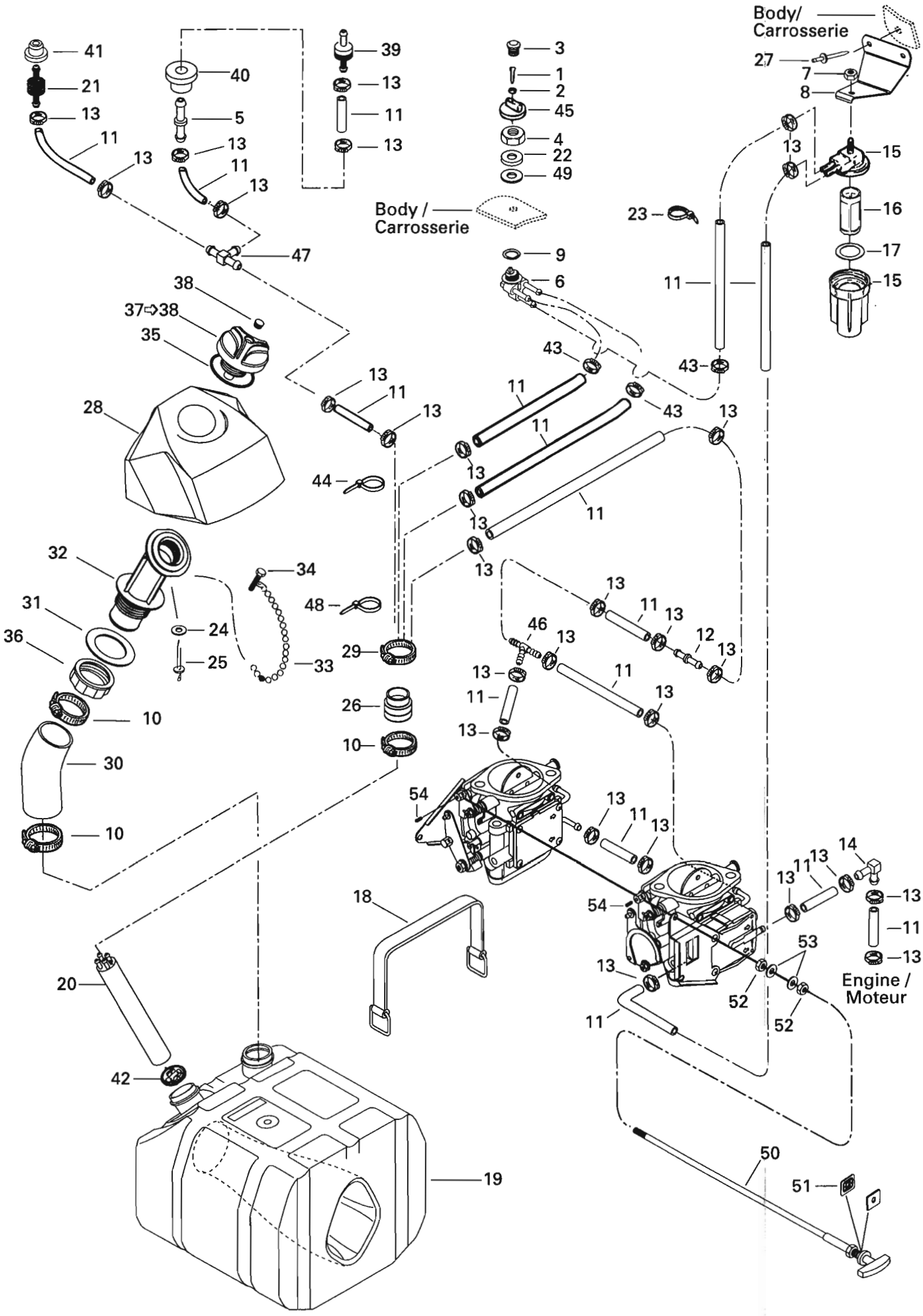
36	290 227 665	Washer 6.2 mm	Rondelle 6.2 mm	1
37	290 848 162	Lever Control	Levier contrôle	1
38	290 845 381	Lock Washer 6 mm	Rondelle–frein 6 mm	1
39	290 242 623	Nut M6	Écrou M6	1
i **40**	290 850 230	Seal	Anneau d'étanchéité	1
i 41	290 995 045	***Gasket Set***	***Ens. de joints d'étanchéité***	1
42	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
43	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
44	290 845 382	Lock Washer 8 mm	Rondelle–frein 8 mm	4
45	215 987 560	Allen Screw M8 x 75	Vis Allen M8 x 75	4
E N 46	290 886 315	***Engine Gasket Set (Not Shown)***	***Ens. de joint d'étanc. moteur (non-ill.)***	@

Parts identified with an «i», an «E» or a «C» indicate they are part of the **«i»**, **«E»** or **«C»** group.
Les pièces identifiées d'un «i», d'un «E» ou d'un «C» indiquent qu'elles font parties de l'ensemble **«i»**, **«E»** ou **«C»** correspondant.



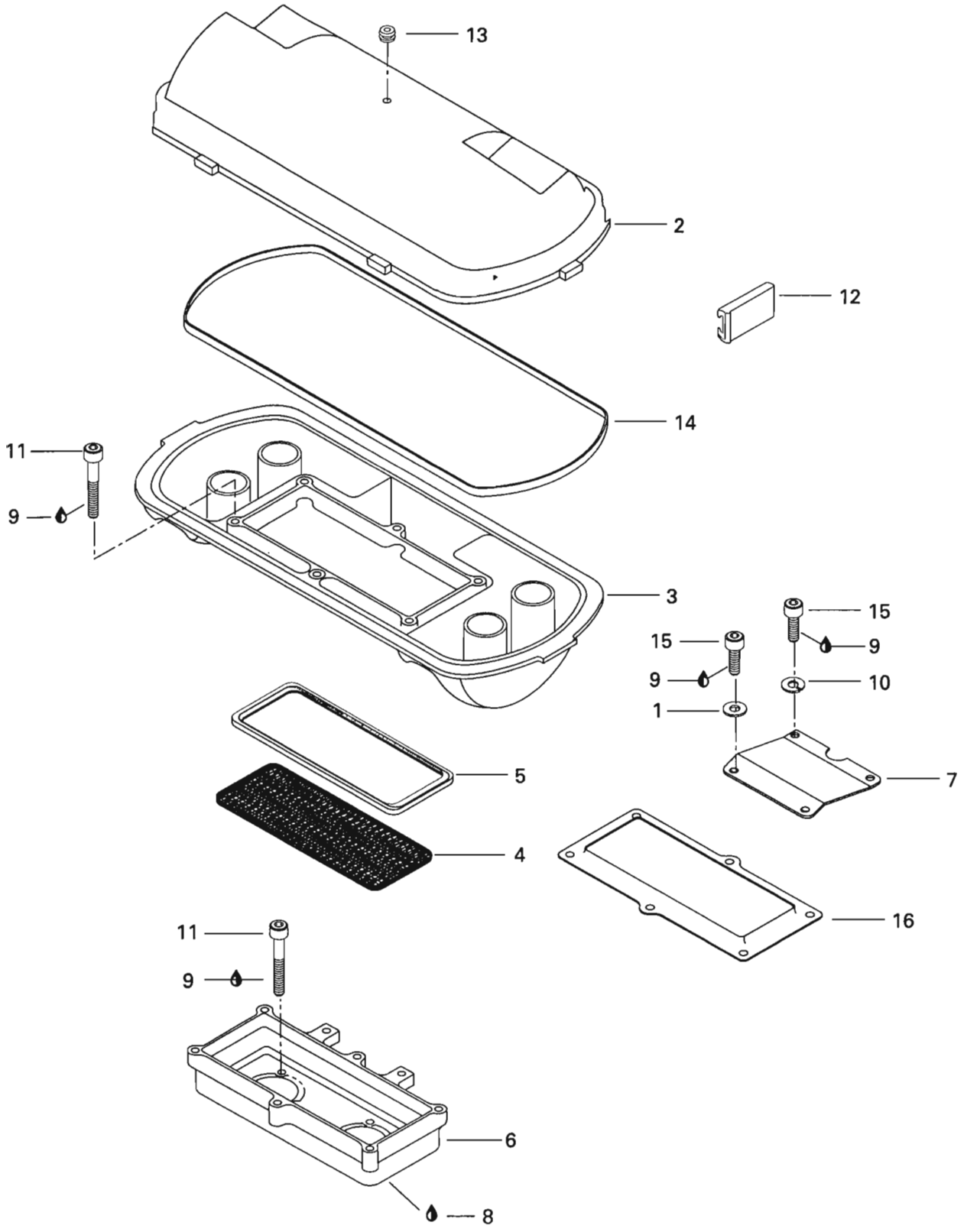
Fuel System
Système d'alimentation

1	212 200 004	Countersunk Phillips Screw M4 x 8	Vis à tête fraisée cruciforme M4 x 8 ..	1
2	213 200 010	Washer 4 mm	Rondelle 4 mm	1
N 3	275 500 242	Fuel Valve Knob	Bouton de soupape à essence	1
4	212 100 008	Nut M22	Écrou M22	1
5	414 518 500	Connector Male	Raccord mâle	1
6	275 500 098	Fuel Valve	Soupape à essence	1
7	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
N 8	275 500 228	Support Fuel Filter	Support filtre essence	1
9	293 250 004	Valve Gasket	Joint étanche	1
10	293 650 023	Tridon Clamp	Bride de serrage	3
11	275 500 139	Hose 6 mm (Meter)	Boyau 6 mm (mêtre)	@
12	293 710 039	Connector Male	Raccord droit	1
13	293 650 050	Clamp Clic	Bride de serrage	@
14	293 710 050	90° Fitting	Raccord coudé 90°	1
15⇨17	275 500 088	***Fuel Filter Ass'y	***Filtre à essence ass.	1
16	275 500 089	Fuel Filter	Filtre à essence	1
17	275 500 090	O-Ring	Joint torique	1
18	293 850 022	Fuel Tank Strap	Sangle de réservoir à essence	2
N 19	275 500 029	Fuel Tank	Réservoir à essence	1
N 20	275 500 244	Baffle	Chicane	1
21	275 500 104	Pressure Relief Valve (1.5 P.S.I)	Soupape de sûreté (1.5 P.S.I)	1
22	293 250 005	Gasket	Joint torique	1
23	293 750 001	Tie Rap	Attache	@
24	213 200 018	Washer 3 mm	Rondelle 3 mm	1
25	390 407 900	Rivet	Rivet	1
26	275 500 111	Tube Adapter	Adapteur de tube	1
27	293 150 037	Rivet 3/16	Rivet 3/16	2
N 28	275 500 235	Tower Fuel	Tourelle	1
29	293 650 035	Tridon Clamp	Bride de serrage	1
N 30	275 500 044	Filler Neck Hose	Boyau de remplissage	1
N 31	293 250 029	Gasket	Joint d'étanchéité	1
N 32	275 500 229	Filler Neck	Goulot de remplissage	1
N 33	275 500 230	Chain	Chaîne	1
34	211 000 028	Screw K40 x 10	Vis K40 x 10	1
35	293 250 017	Gasket	Joint d'étanchéité	1
36	211 100 012	Nut Neck Filler Fuel	Écrou du goulot de remp.	1
N 37⇨ 38	275 500 173	Fuel Tank Cap (Magenta)	Bouchon, réservoir ess. (magenta)	1
N 38	293 000 036	Cap Snap (Magenta)	Cap pression (magenta)	1



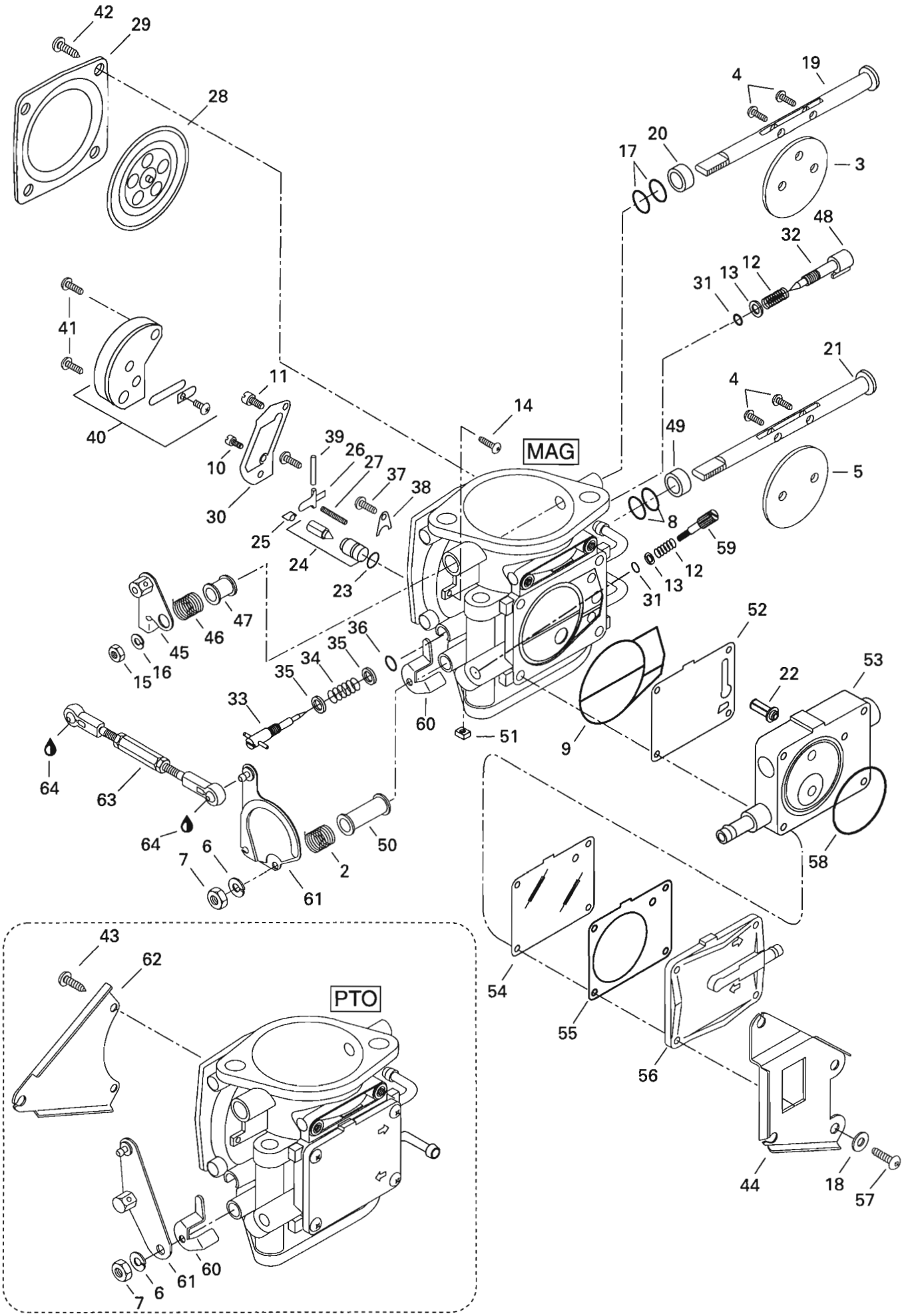
Fuel System
Système d'alimentation

39	275 500 087	Check Valve	Soupape de retenue	1
40	293 720 001	Grommet	Passe-fils	1
41	293 720 029	Grommet	Passe-fils	1
N 42	275 500 249	Fuel Filter (Baffle)	Filtre à essence (chicane)	1
43	293 650 042	Clamp Oetiker	Bride de serrage Oetiker	3
44	293 750 002	Tie Rap	Attache	@
45	275 500 176	Plug (Magenta)	Bouchon (magenta)	1
N 46	293 710 059	«Y» Fitting	Raccord en «Y»	1
47	293 710 024	«Tee» Fitting	Raccord en «T»	1
48	294 000 606	Tie Rap	Attache	@
49	293 050 003	Washer	Rondelle	1
N 50	270 500 463	Choke Cable	Câble de l'étrangleur	1
51	291 000 457	Choke Plate	Plaque de l'étrangleur	2
52	212 100 003	Lock Nut M6	Écrou de blocage M6	2
53	213 200 001	Flat Washer 6 mm	Rondelle 6 mm	2
54	210 100 014	Allen Screw M4 x 6	Vis Allen M4 x 6	2



Air Intake System
Système d'admission d'air

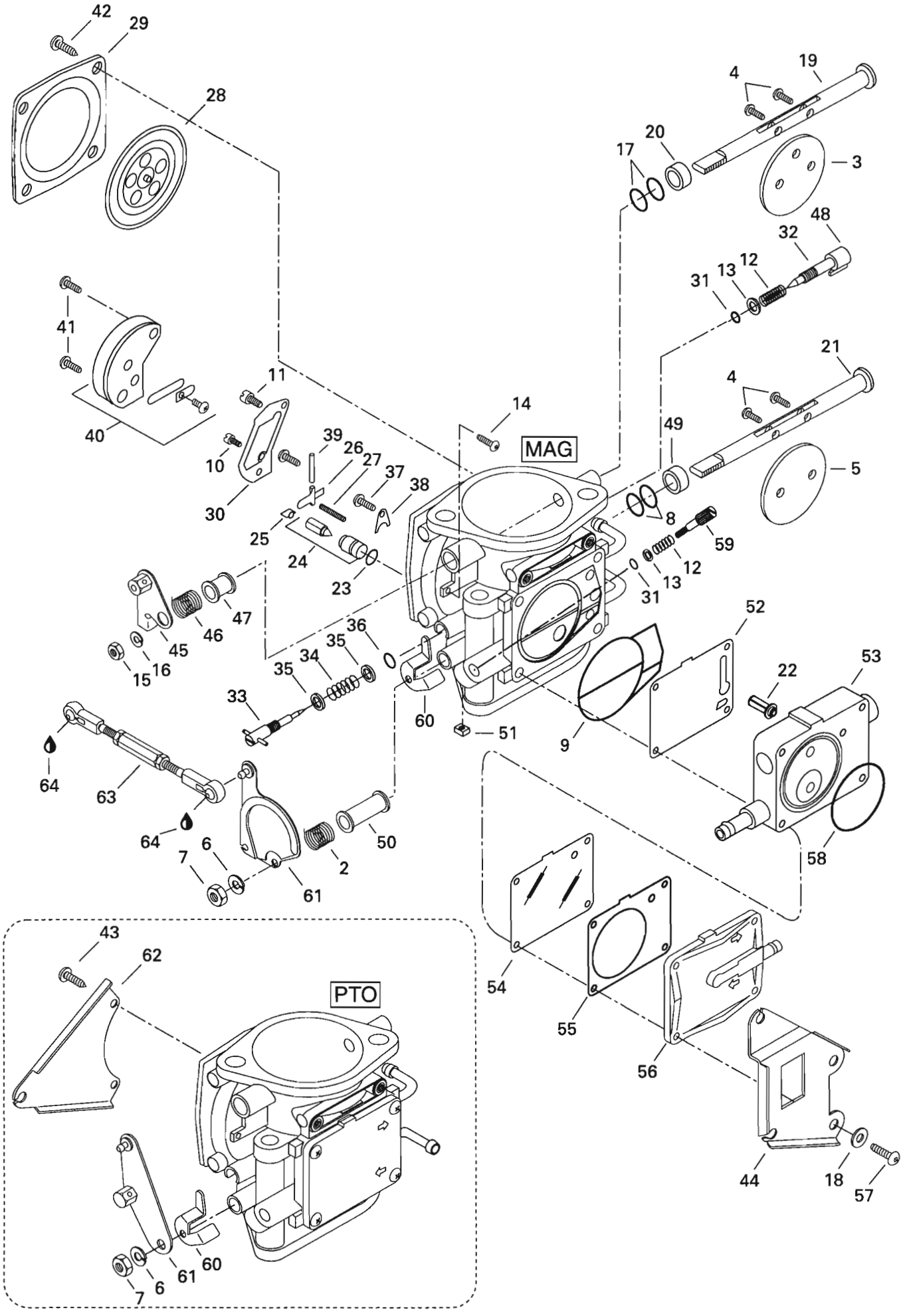
1	213 200 001	Washer 6 mm	Rondelle 6 mm	2
2	273 000 065	Air Silencer Cover	Couvercle du silencieux d'admission	1
3	273 000 074	Air Silencer Base	Base du silencieux d'admission	1
4	273 000 062	Flame Arrester Foam	Mousse coupe–flamme	1
5	273 000 020	Isolator	Isolateur	1
N 6	273 000 022190	Housing Arrester	Carter de flamme	1
N 7	270 000 165	Support	Support	1
8	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
9	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
10	217 361 500	Lock Washer 6 mm	Rondelle –frein 6 mm	2
11	210 100 012	Allen Screw M6 x 25	Vis Allen M6 x 25	10
12	273 000 006	Clip Retainer	Attache de retenue	6
13	293 830 005	Rubber Plug	Bouchon de caoutchouc	1
14	293 250 023	Gasket	Joint étanche	1
15	210 100 009	Allen Screw M6 x 12	Vis Allen M6 x 12	4
16	273 000 059	Holder	Dispositif de retenue	1



Carburetor
Carburateur

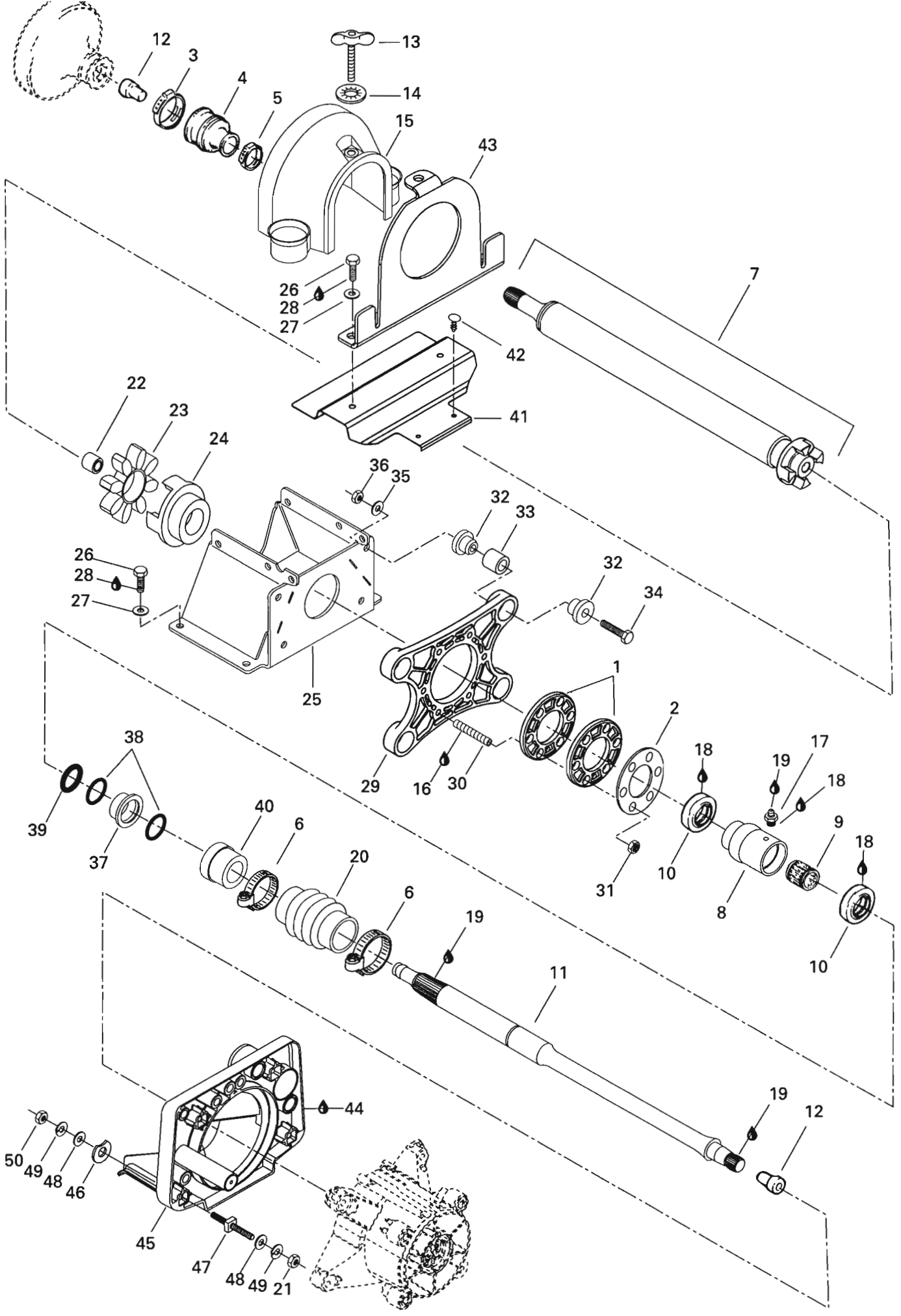
				5880 HX PTO	5880 HX MAG
N 1➪62	270 500 252	***Carburetor Ass'y P.T.O Side***	***Carburateur ass. côté P.T.O***	1	–
N	270 500 250	***Carburetor Ass'y MAG Side***	***Carburateur ass. côté MAG***	–	1
2	270 500 097	Spring	Ressort	1	1
3	— XXX —	Choke Valve	Papillon d'étrangleur	1	1
4	— XXX —	Screw	Vis	5	5
5	— XXX —	Throttle Valve	Papillon d'accélérateur	1	1
6	270 500 011	Spring Washer	Rondelle ressort	1	1
7	270 500 012	Nut	Écrou	1	1
8	270 500 222	Sealing Ring	Bague d'étanchéité	2	2
9	270 500 104	O-Ring	Joint torique	1	1
10	270 500 165	Pilot Jet 67.5	Gicleur de ralenti 67.5	1	1
N 11	270 500 268	Main Jet 137.5	Gicleur principal 137.5	1	1
12	270 500 091	Spring	Ressort	1	2
13	270 500 136	Washer	Rondelle	1	2
14	270 500 228	Screw	Vis	1	1
15	270 500 229	Nut	Écrou	1	1
16	270 500 230	Spring Washer	Rondelle ressort	1	1
17	270 500 234	Sealing Ring	Bague d'étanchéité	2	2
18	270 500 139	Washer	Rondelle	–	4
19	— XXX —	***Choke Shaft Ass'y***	***Arbre de l'étrangleur ass.***	1	1
20	270 500 239	Ring	Bague	1	1
21	— XXX —	***Throttle Shaft Ass'y***	***Arbre d'accélérateur ass.***	1	1
22	270 500 115	Fuel Filter	Filtre-essence	1	1
23	270 500 127	O–Ring	Joint torique	1	1
N 24	270 500 263	Needle Valve 1.2	Pointeau 1.2	1	1
25	270 500 129	Clip	Pince	1	1
26	270 500 128	Needle Valve Lever	Levier du pointeau	1	1
N 27	270 500 267	Spring	Ressort	1	1
28	270 500 132	***Diaphragm Ass'y***	***Diaphragme ass.***	1	1
29	270 500 133	Cover	Couvercle	1	1
30	270 500 131	Gasket	Joint d'étanchéité	1	1
31	270 500 144	O–Ring	Joint torique	1	2
32	270 500 113	Adjuster Screw	Vis d'ajustement	1	1
33	270 500 020	Idle Adjusting Screw	Vis d'ajustement du ralenti	1	1
34	270 500 019	Spring	Ressort	1	1
35	270 500 018	Washer	Rondelle	2	2

Parts marked with «XXX» are not available as spare parts.
Les articles marqués d'un «XXX» ne sont pas disponibles comme pièces de remplacement.



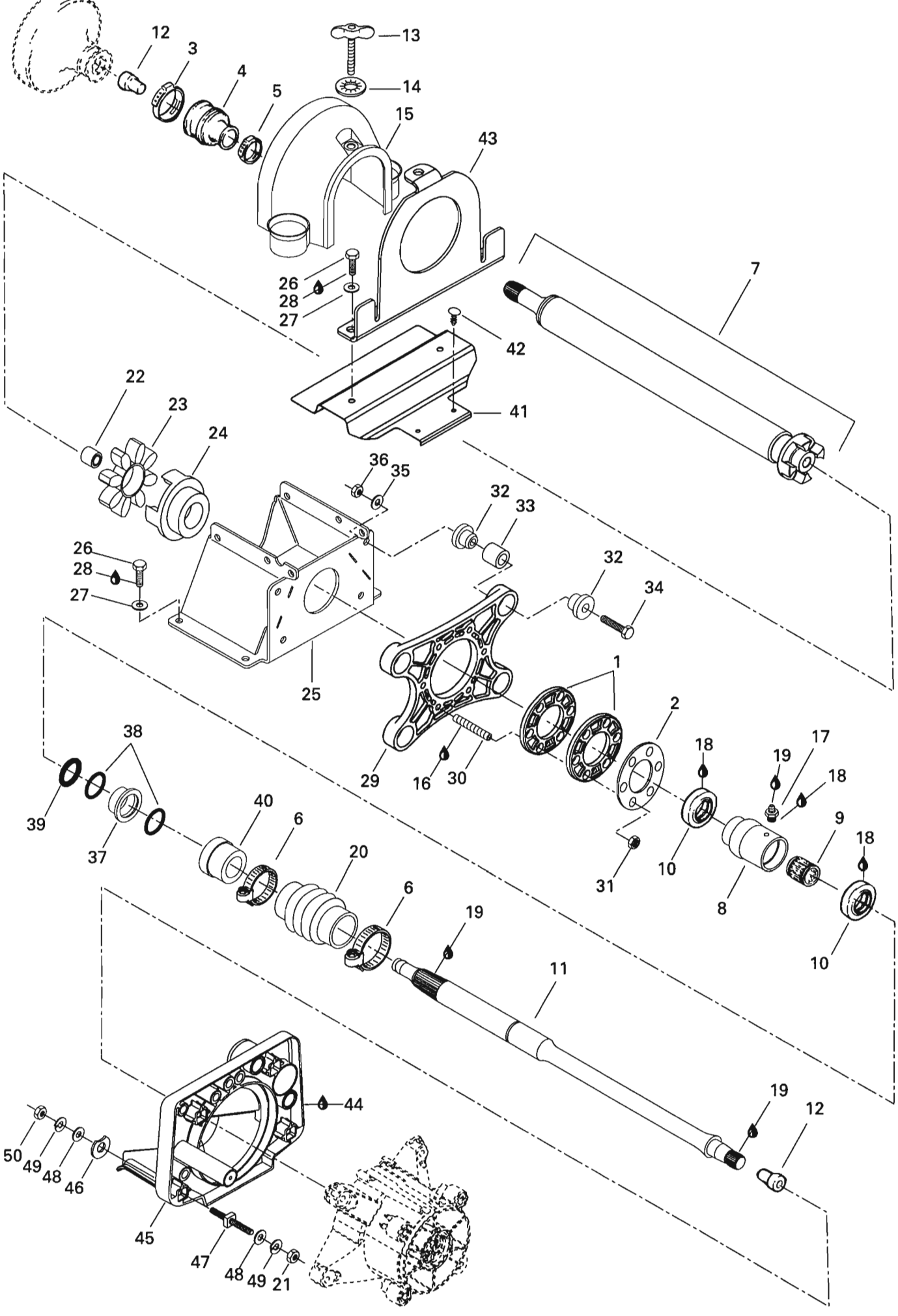
Carburetor
Carburateur

				5880 HX PTO	5880 HX MAG
36	270 500 119	O–Ring	Joint torique	1	1
37	270 500 155	Screw and Spring Washer	Vis et rondelle ressort	1	1
38	270 500 125	Plate	Plaque	1	1
39	270 500 038	Pin	Goupille	1	1
40	270 500 124	***Valve Ass'y***	***Soupape ass.***	1	1
41	270 500 123	Screw	Vis	2	2
42	270 500 243	Screw	Vis	2	2
43	270 500 190	Screw	Vis	2	–
N 44	270 500 270	Bracket	Attache	–	1
N 45	270 500 271	Choke lever	Levier d'étrangleur	1	1
46	270 500 248	Spring	Ressort	1	1
47	270 500 110	Ring	Bague	1	1
48	270 500 154	Cap	Capuchon	1	1
49	270 500 221	Ring	Bague	1	1
50	270 500 192	Ring	Bague	1	1
51	270 500 249	Nut	Écrou	–	1
52	270 500 103	Gasket	Joint étanche	–	1
N 53	270 500 269	***Body Pump Ass'y***	***Carter de pompe ass.***	–	1
54	270 500 106	Diaphragm	Diaphragme	–	1
55	270 500 146	Gasket	Joint étanche	–	1
56	270 500 108	Pump Cover	Couvercle de pompe	–	1
	270 500 138	Pump Cover	Couvercle de pompe	1	–
57	270 500 224	Screw	Vis	–	4
	270 500 109	Screw	Vis	4	–
58	270 500 102	O-Ring	Joint torique	–	1
59	270 500 226	Adjuster Screw	Vis d'ajustement	–	1
60	270 500 142	Throttle Lever	Levier d'accélérateur	–	1
N	270 500 272	Throttle Lever	Levier d'accélérateur	1	–
N 61	270 500 266	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	–	1
N	270 500 273	***Throttle Lever Ass'y***	***Levier d'accélérateur ass.***	1	–
N 62	270 500 274	Bracket	Attache	1	–
N 63	270 500 256	Carburator Linkage	Tige de liaison	1	
64	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@	



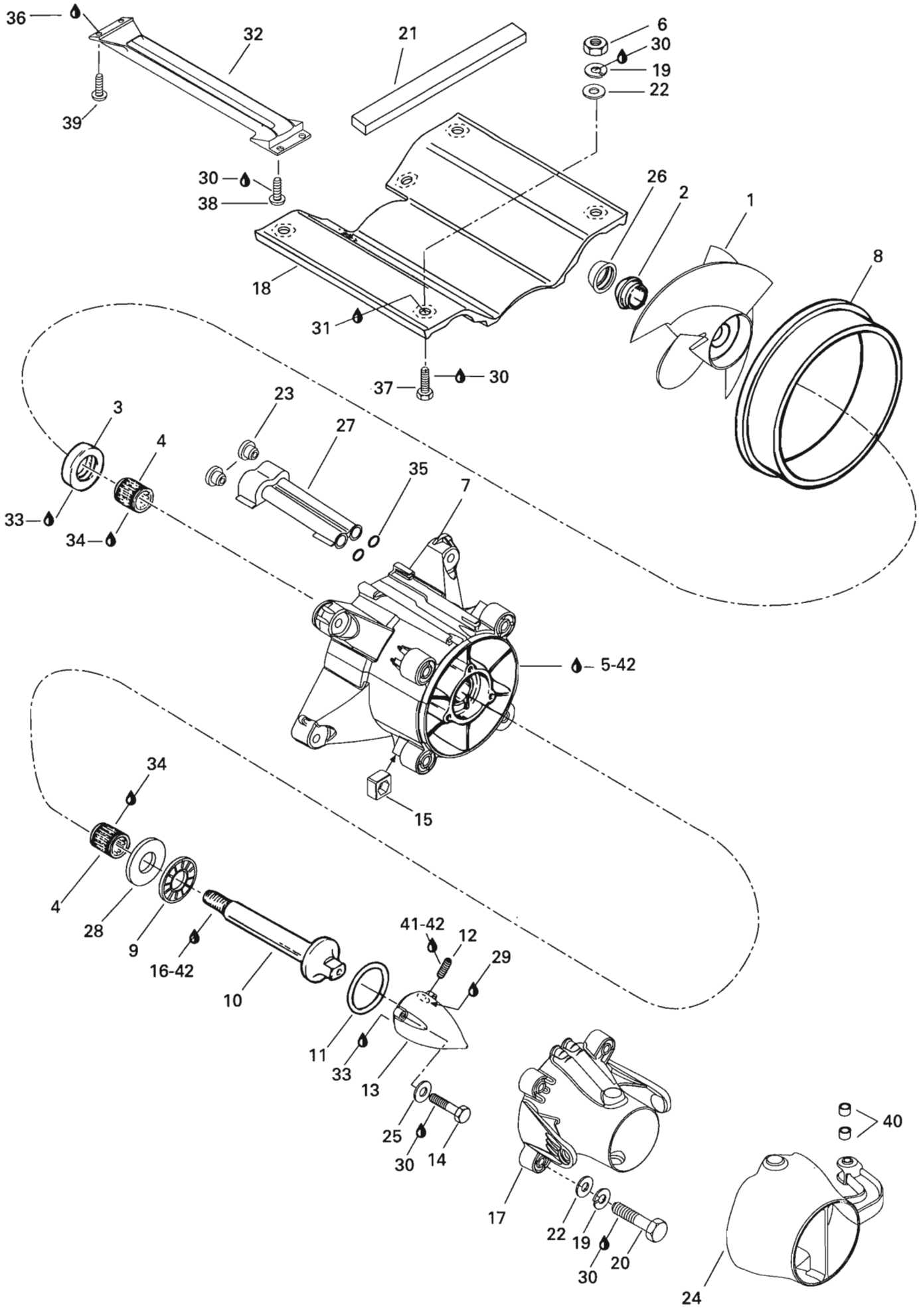
Drive System
Système d'entraînement

N 1	272 000 049 190	Washer Alignment	Rondelle d'alignement	2
N 2	272 000 051	Washer Fixing	Rondelle de fixation	1
3	293 650 021	Oetiker Clamp	Bride de serrage	1
4	272 000 001	Rubber Boot	Enveloppe de caoutchouc	1
5	293 650 055	Clamp Click	Bride de serrage	1
6	293 650 035	Tridon Clamp	Bride de serrage	2
N 7	272 000 014	***Shaft Drive Ass'y***	***Arbre de transmission ass.***	1
N 8	272 000 012 400	Support Joint	Support de joint	1
9	293 350 007	Needle Bearing	Roulement à aiguilles	1
10	293 200 012	Double Lip Seal	Anneau d'étanchéité	2
N 11	272 000 009	Drive Shaft	Arbre de transmission	1
12	272 000 019	Plug (Bumper)	Bouchon (contre-choc)	2
N 13	211 000 070	Wing Screw M6 x 16	Vis papillon M6 x 16	1
N 14	211 200 026	Retainer Bolt	Rondelle de retenue	1
N 15	272 000 052	Flywheel Guard	Garde volant	1
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
17	293 550 008	Grease Fitting	Raccord de graissage	1
18	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
19	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
N 20	272 000 041	Protection Hose	Boyau de protection	1
21	212 100 007	Nut Hex. M10	Écrou hex. M10	8
N 22	293 900 011	Bushinf Snap	Douille de pression	1
N 23	293 830 026	Adaptor Rubber	Adapteur de caoutchouc	1
N 24	272 000 046	***Coupler Ass'y***	***Coupleur ass.***	1
N 25	272 000 047 190	Support Shaft/Suspension	Support arbre/suspension	1
26	210 000 002	Screw Hex. M8 x 25	Vis hex. M8 x 25	6
27	213 200 011	Washer 8 mm	Rondelle 8 mm	4
28	293 800 015	Loctite «242», 10 ml	Loctite «242», 10 ml	@
N 29	272 000 048 190	Support Damping	Support amortisseur	1
N 30	211 300 016	Stud M6 x 30	Goujon M6 x 30	6
31	212 000 001	Nut Stop Elastic M6	Écrou d'arrêt élastique M6	6
N 32	293 830 031	Bushing Rubber	Douille caoutchouc	8
33	274 000 114	Bushing	Douille	4
34	215 684 060	Screw Hex. M8 x 40	Vis hex. M8 x 40	4
35	213 200 002	Washer 8 mm	Rondelle 8 mm	6
36	212 000 002	Nut Stop Elastic M8	Écrou d'arrêt élastique M8	4
N 37	272 000 064	Ring-Seal Carrier	Bague support flottant	1
N 38	293 300 032	O-Ring	Joint torique	2



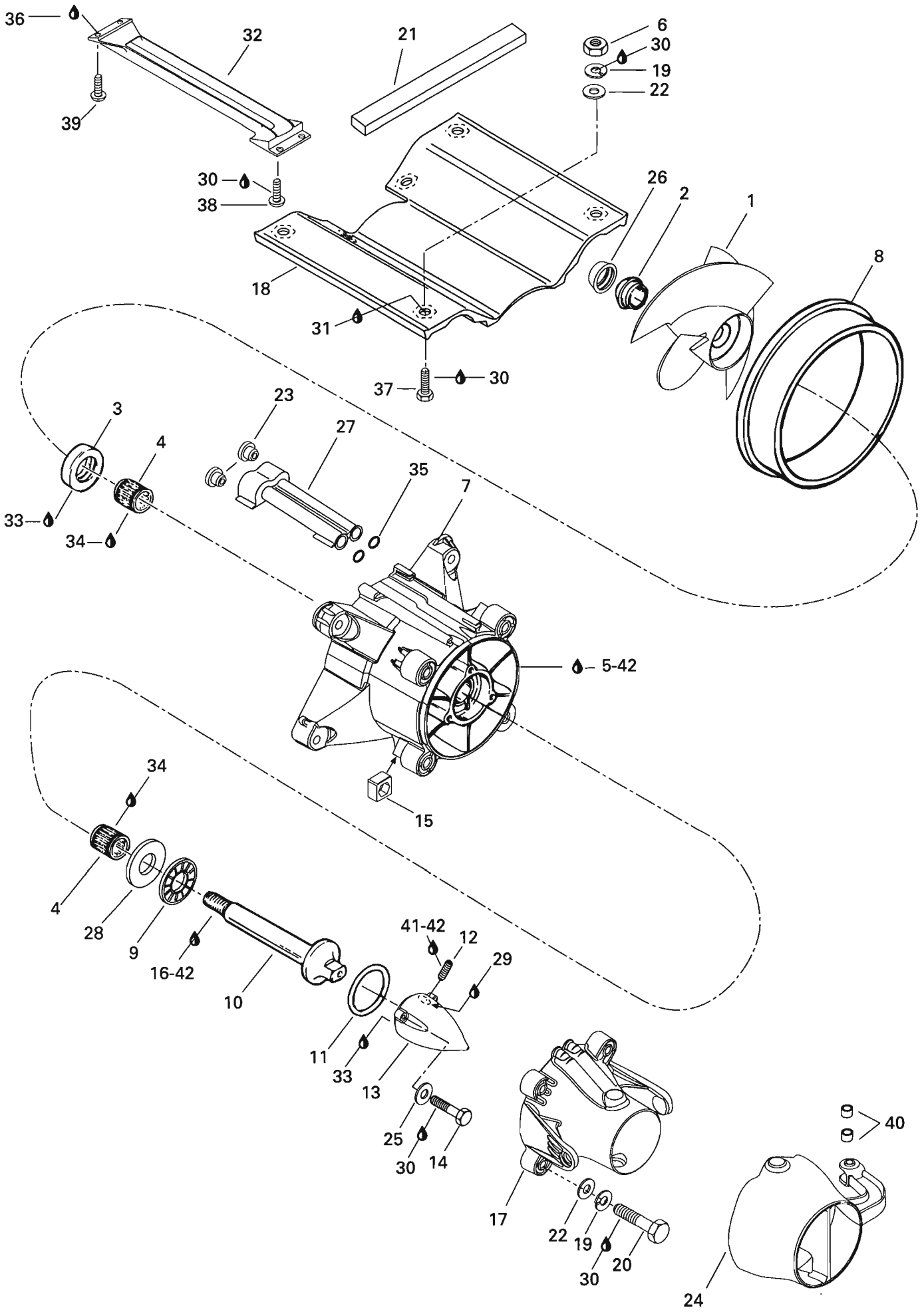
Drive System
Système d'entraînement

N 39	293 300 036	O-Ring	Joint torique	1
N 40	272 000 042	Ring Carbone	Bague carbone	1
N 41	292 000 221	Cover Scupper	Couvre dalot	1
42	414 644 300	Dart	Dard	2
N 43	272 000 063	Guard Shaft	Garde arbre de transmission	1
44	293 800 028	Sealant U-Black, 300 ml	Scellant U-noir, 300 ml	@
N 45	272 000 016	Support pump	Support de pompe	1
N 46	272 000 053	Shim	Cale	@
N 47	271 000 047	Stud	Goujon	4
48	213 200 003	Washer 10 mm	Rondelle 10 mm	8
49	213 000 003	Washer Lock 10 mm	Rondelle-frein 10 mm	8



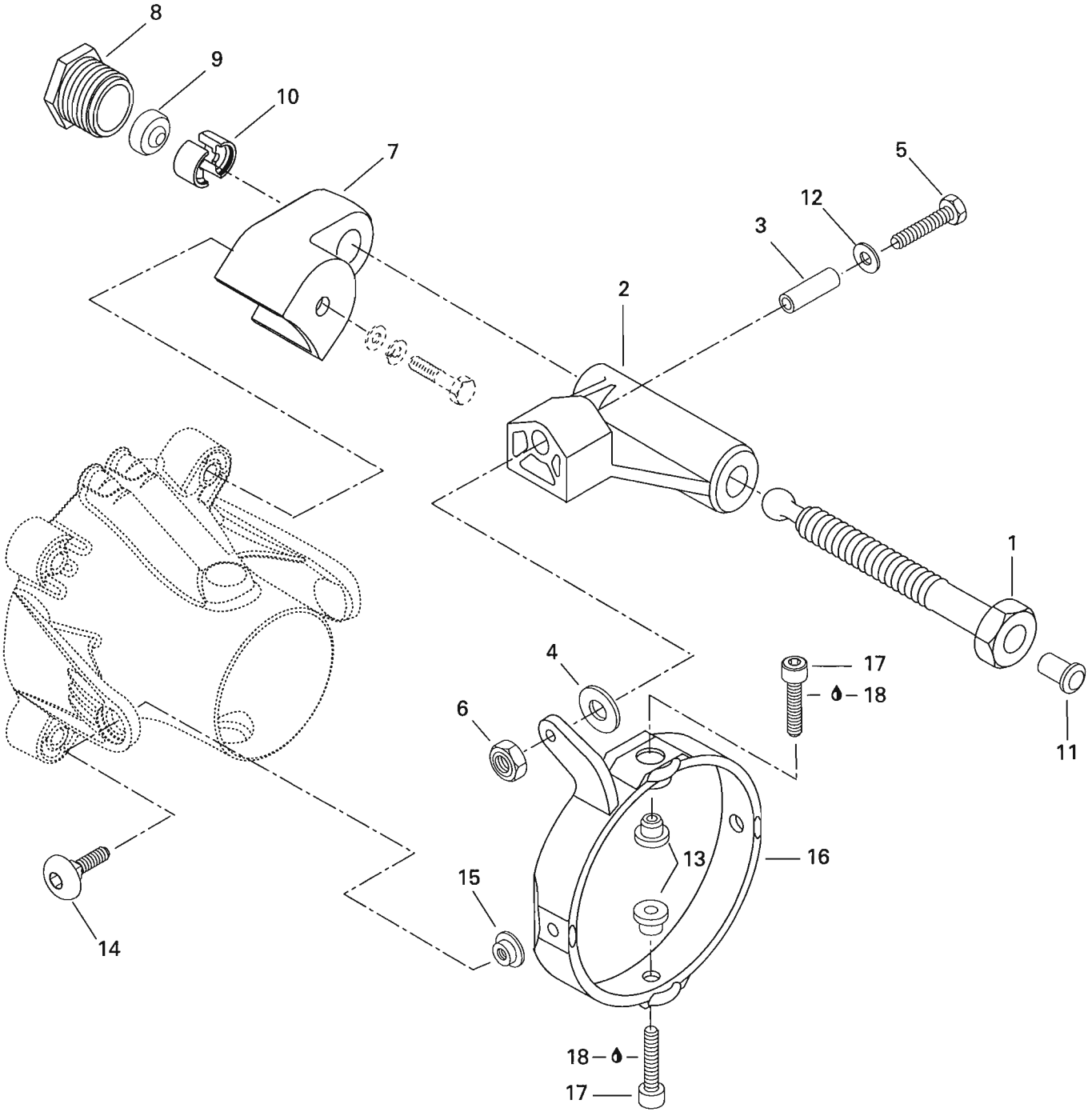
Propulsion System
Système de propulsion

N 1	271 000 470	***Stainless Steel Impeller Ass'y***	***Hélice d'acier inoxydable ass.***	1
N 2	271 000 422	Impeller Boot	Protecteur d'hélice	1
3	293 200 025	Double Lip Seal	Anneau d'étanchéité	1
4	293 350 001	Needle Bearing	Roulement à aiguilles	2
N 5	293 800 038	Loctite «518», 50 ml	Loctite «518», 50 ml	@
6	212 100 001	Nut Hex. M8	Écrou hex. M8	6
N 7	295 500 290	***Impeller Housing Ass'y***	***Carter de turbine ass.***	1
		(Including 3,4,8,27)	(Incluant 3,4,8,27)	
8	271 000 290	Wear-Ring	Bague d'usure	1
9	293 350 011	Thrust Bearing	Palier de butée	1
10	271 000 291	Impeller Shaft	Arbre de turbine	1
11	293 300 011	O-Ring	Joint torique	1
12	211 500 001	Pipe Plug Socket 1/8-27 NPT	Bouchon 1/8-27 NPT	1
N 13	271 000 463	Impeller Cover	Couvercle de turbine	1
14	210 000 009	Hex. Screw M5 x 20	Vis hex. M5 x 20	3
N 15	271 000 399	Nut Housing	Logement-écrou	4
16	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
N 17	271 000 446	***Venturi Ass'y***	***Venturi ass.***	1
N 18	271 000 499	Shoe	Sabot	1
19	213 000 001	Lock-Washer 8 mm	Rondelle-frein 8 mm	10
N 20	215 687 060	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
21	293 200 003	Seal (Meter)	Anneau étanche (mêtre)	@
22	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	10
N 23	293 300 014	O-Ring	Joint torique	3
N 24	271 000 358	Steering Nozzle	Buse de direction	1
25	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	3
N 26	271 000 434	Ring	Bague	1
N 27	271 000 366	Water Outlet	Sortie d'eau	1
28	293 350 003	Thrust Washer	Rondelle de butée	1
29	293 600 011	Synthetic Oil	Huile synthétique	@
30	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
31	293 800 028	Sealant «U» Black, 300 mL	Enduit, «U» noir, 300 mL	@
N 32	271 000 315 190	Inlet Grate	Grille de pompe	1
33	293 800 007	Loctite «515», 50 mL	Loctite «515», 50 mL	@
34	293 550 010	Synthetic Grease 400 g	Graisse synthétique 400 g	@
35	293 300 013	O-Ring	Joint torique	2
36	293 800 033	Silicone Sealant, 90 mL	Enduit de silicone, 90 mL	@
37	210 000 007	Screw Hex. M8 x 30	Vis hex. M8 x 30	6



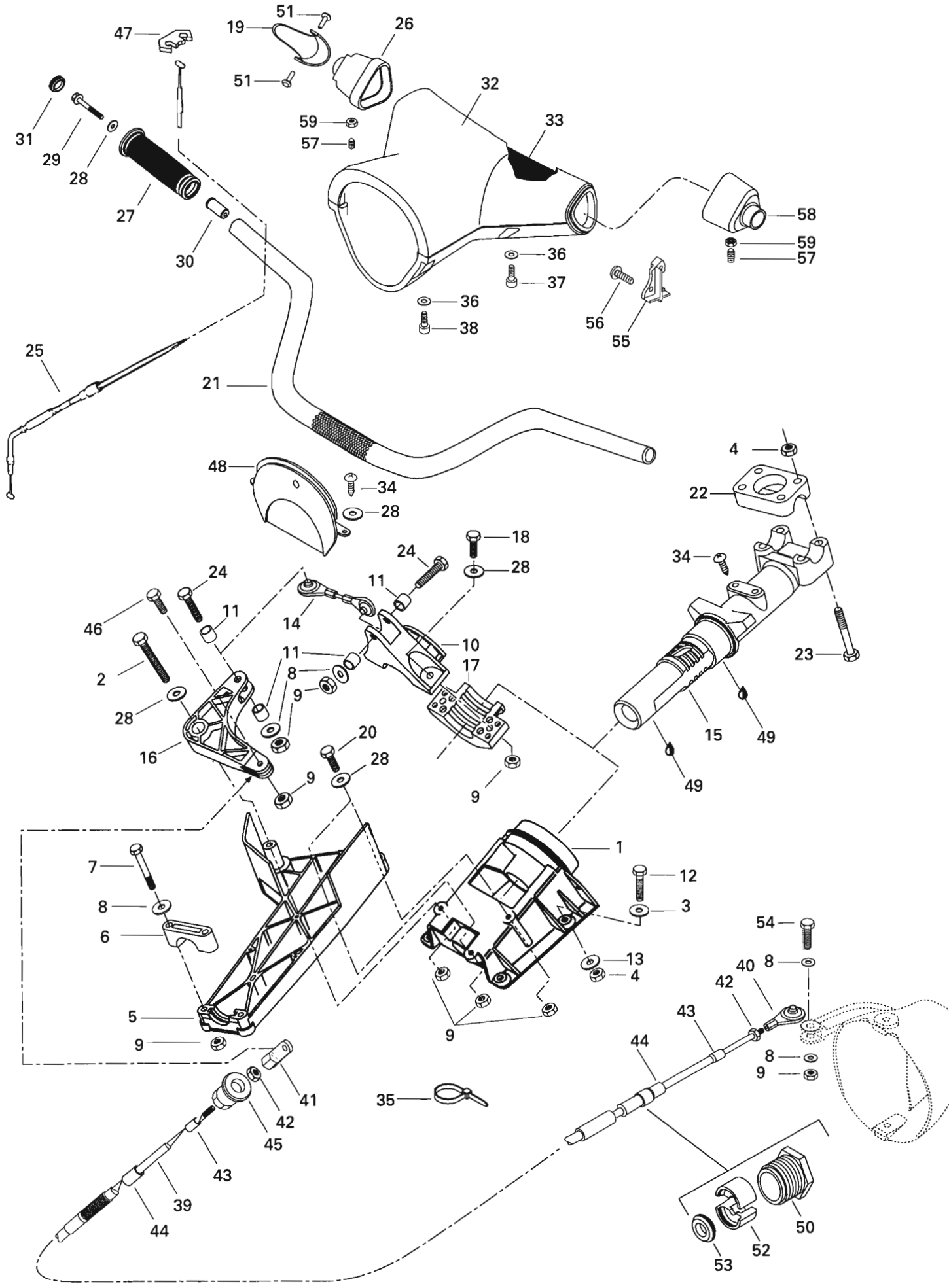
Propulsion System
Système de propulsion

N 38	215 861 268	Pan Hd Screw M6 x 12	Vis à tête cyl. M6 x 12	2
N 39	211 000 059	Pan Hd Screw M6.3 x 20	Vis à tête cyl. M6.3 x 20	2
40	291 000 414	Spacer 5 mm	Douille 5 mm	2
41	293 800 018	Loctite «PST 592», 50 mL	Loctite «PST 592», 50 mL	@
42	293 600 013	Primer «N»	Apprêt à carter	@



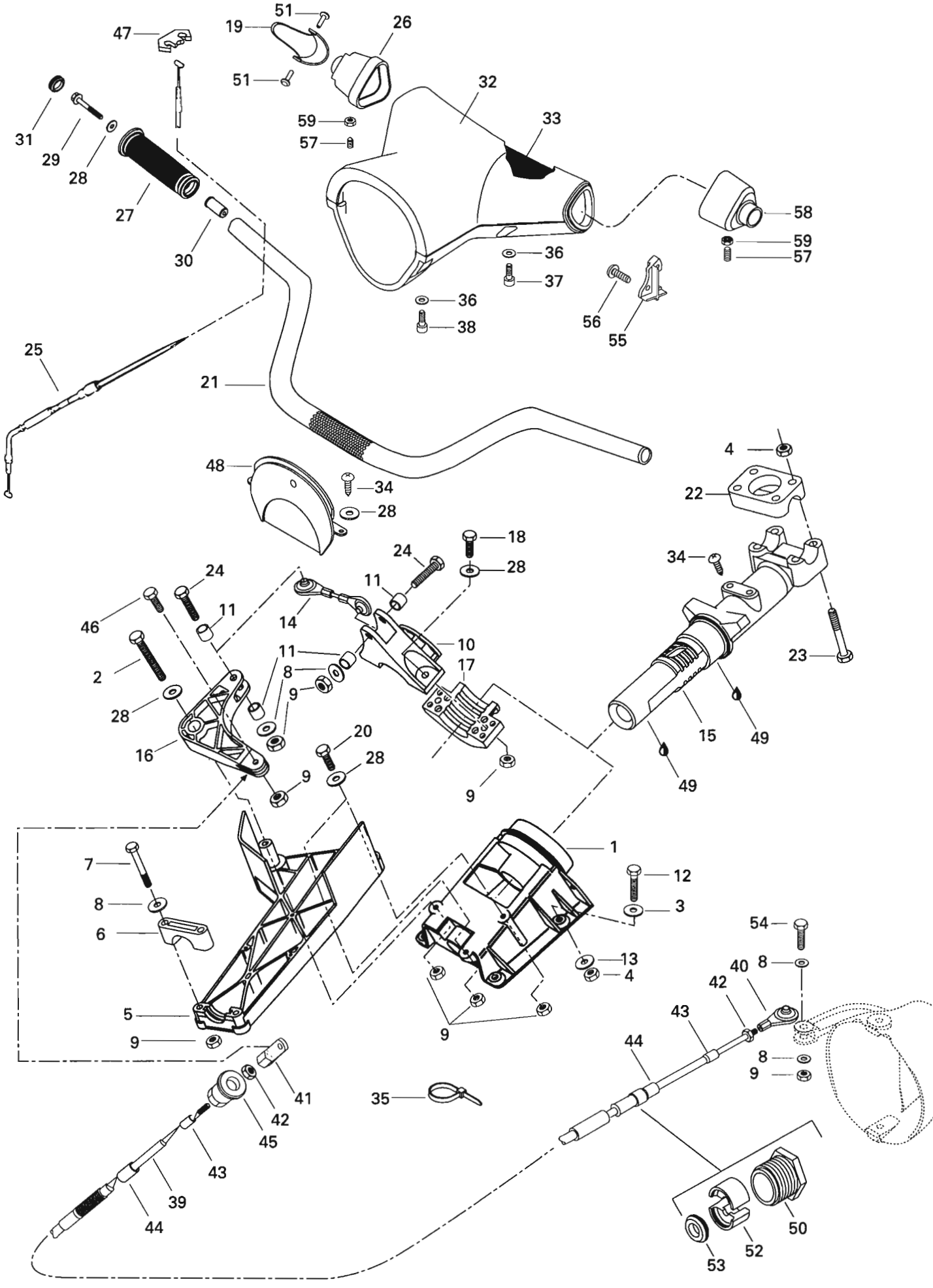
Trim
Correcteur d'assiette

N 1	211 000 064	Screw Adjustment	Vis d'ajustement	1
N 2	272 000 068	Pivot Threaded	Pivot fileté	1
N 3	272 000 074	Spacer 8 mm	Entretoise 8 mm	1
4	213 200 007	Washer 6 mm	Rondelle 6mm	1
5	215 664 060	Screw Hex. M6 x 40	Vis hex. M6 x 40	1
6	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	1
N 7	272 000 070	Support Lock	Support de barrure	1
N 8	277 000 052	Lock Cable	Barrure de câble	1
N 9	211 200 022	Rubber Washer	Rondelle de caoutchouc	1
N 10	272 000 071	Half Bushing	Demi-bague	2
N 11	293 000 005	Cap Snap (Black)	Capuchon pression (noir)	1
12	213 200 001	Washer 6 mm	Rondelle 6mm	1
13	293 900 007	Plastic Bushing	Douille de plastique	2
14	211 000 007	Screw	Vis	2
15	271 000 321	Plastic Bushing	Douille de plastique	2
16	271 000 303190	Trimming Ring	Bague d'assiette	1
17	215 981 060	Allen Screw M8 x 10	Vis Allen M8 x 10	2
18	293 800 015	Loctite «242«, 10 mL	Loctite «242«, 10 mL	@



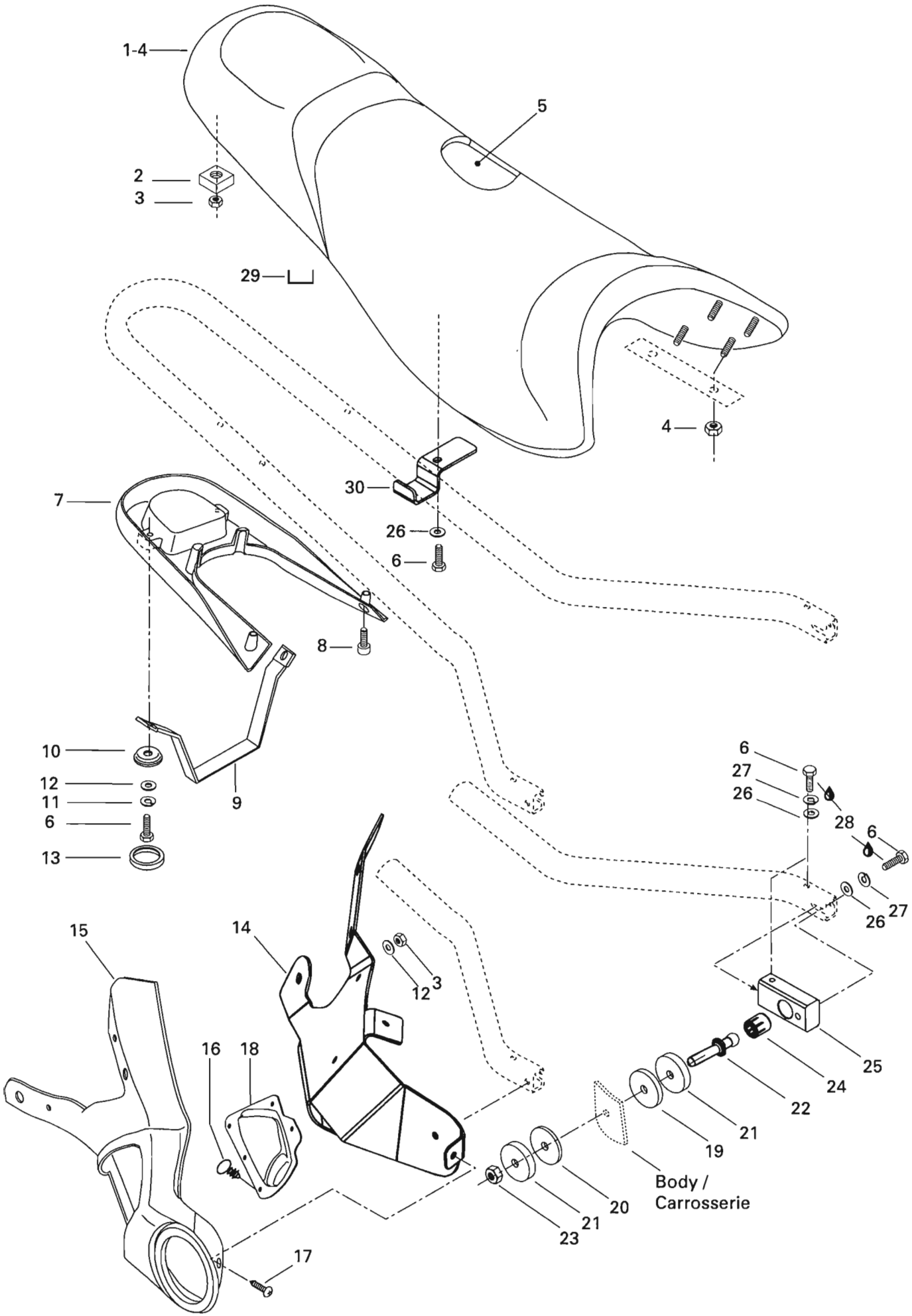
Steering
Direction

N 1	277 000 389	Support Steering	Support direction	1
N 2	215 666 560	Hex. Screw M8 x 65	Vis hex. M8 x 65	1
3	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	4
4	212 000 002	Elastic Stop Nut M8	Écrou d'arrêt élastique M8	8
N 5	277 000 017	Cable Support	Support de câble	1
6	277 000 162	Thrust Support	Support de palier	1
7	215 665 060	Hex. Screw M6 x 50	Vis hex. M6 x 50	2
8	213 200 001	Flat Washer 6 mm	Rondelle plate 6 mm	6
9	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	@
N 10	277 000 021	Arm Steem Steering (Including 11)	Bras tige direction (incluant 11)	1
11	291 000 414	Spacer 5 mm	Entretoise 5 mm	4
12	215 684 060	Hex. Screw M8 x 40	Vis hex. M8 x 40	4
13	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	4
14	277 000 369	Ball Joint	Joint rotule	1
N 15	277 000 375 400	Steering Stem	Tige de direction	1
N 16	277 000 029	Steering Stem Arm (Including 11)	Bras de tige de direction (incluant 11)	1
17	277 000 166	Thrust Arm	Bras de palier	1
18	210 000 005	Hex. Screw M6 x 25	Vis hex. M6 x 25	2
19	277 000 214	Throttle Handle	Manette d'accélérateur	1
20	210 000 004	Screw Hex. M6 x 20	Vis hex. M6 x 20	2
N 21	277 000 305	Handlebar	Guidon	1
22	277 000 142	Steering Clamp	Bride de direction	1
23	215 685 060	Hex. Screw M8 x 50	Vis hex. M8 x 50	4
24	215 663 560	Screw Hex. M6 x 35	Vis hex. M6 x 35	2
N 25	277 000 030	Throttle Cable	Câble d'accélérateur	1
26	277 000 285	Throttle Handle Housing	Logement de manette d'accélérateur	1
N 27	295 500 112	Handle Grip (Magenta) (Including 28,29,30)	Gaine du guidon (magenta) (incluant 28,29,30)	2
28	213 200 007	Flat Washer 6 mm	Rondelle plate 6 mm	9
29	211 000 031	Screw M6.8 x 45	Vis M6.8 x 45	2
N 30	277 000 307	Grip Insert	Ajout gaine	2
31	277 000 205	Grip Cap (Magenta)	Capuchon de gaine (magenta)	2
32	277 000 257	Steering Cover (Violet)	Couvre -guidon (violet)	1
33	277 000 187	Foam (Top)	Mousse (haut)	1
34	211 000 036	Screw Taptite 1/4-20 x 1/2	Vis autotaraudeuse 1/4-20 x 1/2	2
35	293 750 002	Tie Rap	Attache	@
36	213 200 004	Flat Washer 5 mm	Rondelle plate 5 mm	4
37	211 000 021	Screw 10-14 x 5/8	Vis 10-14 x 5/8	2



Steering
Direction

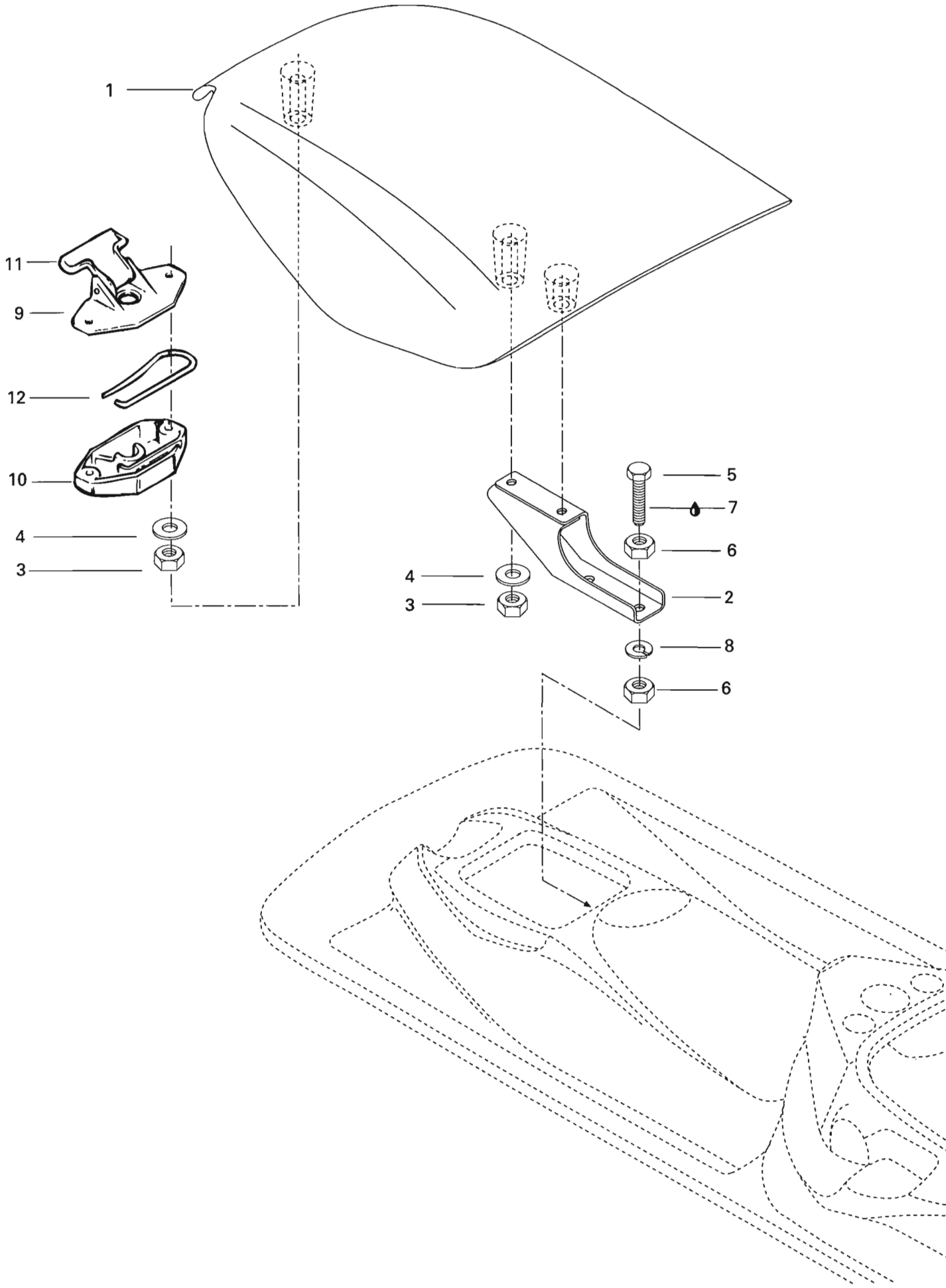
38	211 000 037	Screw 10-14 x 7/8	Vis 10-14 x 7/8	2
N 39	277 000 051	Steering Cable (including 45)	Câble de direction (incluant 45)	1
40	277 000 153	Ball Joint	Joint à rotule	1
41	277 000 174	Rotule	Joint	1
42	212 100 005	Hex. Nut 10-32	Écrou hex. 10-32	2
N 43	277 000 466	Small Boot	Petit embout	2
N 44	277 000 473	Large Boot	Grand embout	2
45	277 000 167	Ajust. Knob	Bouton ajust.	1
46	211 000 022	Hex. Screw M6 x 25	Vis hex. M6 x 25	1
47	277 000 279	Lock-Tab	Patte vérouillage	1
48	277 000 258	Plate (Violet)	Plaque (violet)	1
49	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
N 50	277 000 052	Lock Cable	Barrure de câble	1
N 51	277 000 381	Pin	Goupille	2
N 52	277 000 055	Half Ring	Demie–bague	2
53	211 100 009	Washer Rubber	Rondelle caoutchouc	1
54	215 664 060	Hex. Screw M6 x 40	Vis hex. M6 x 40	1
55	277 000 219	Retainer Plate	Plaque de retenue	1
56	211 000 032	Screw 3.5 x 13	Vis 3.5 x 13	1
57	211 000 039	Screw Set M6 x 12	Vis à pression M6 x 12	2
N 58	277 000 379	Left Housing	Logement gauche	1
59	212 000 001	Elastic Stop Nut M6	Écrou d'arrêt élastique M6	2



Seat
Siège

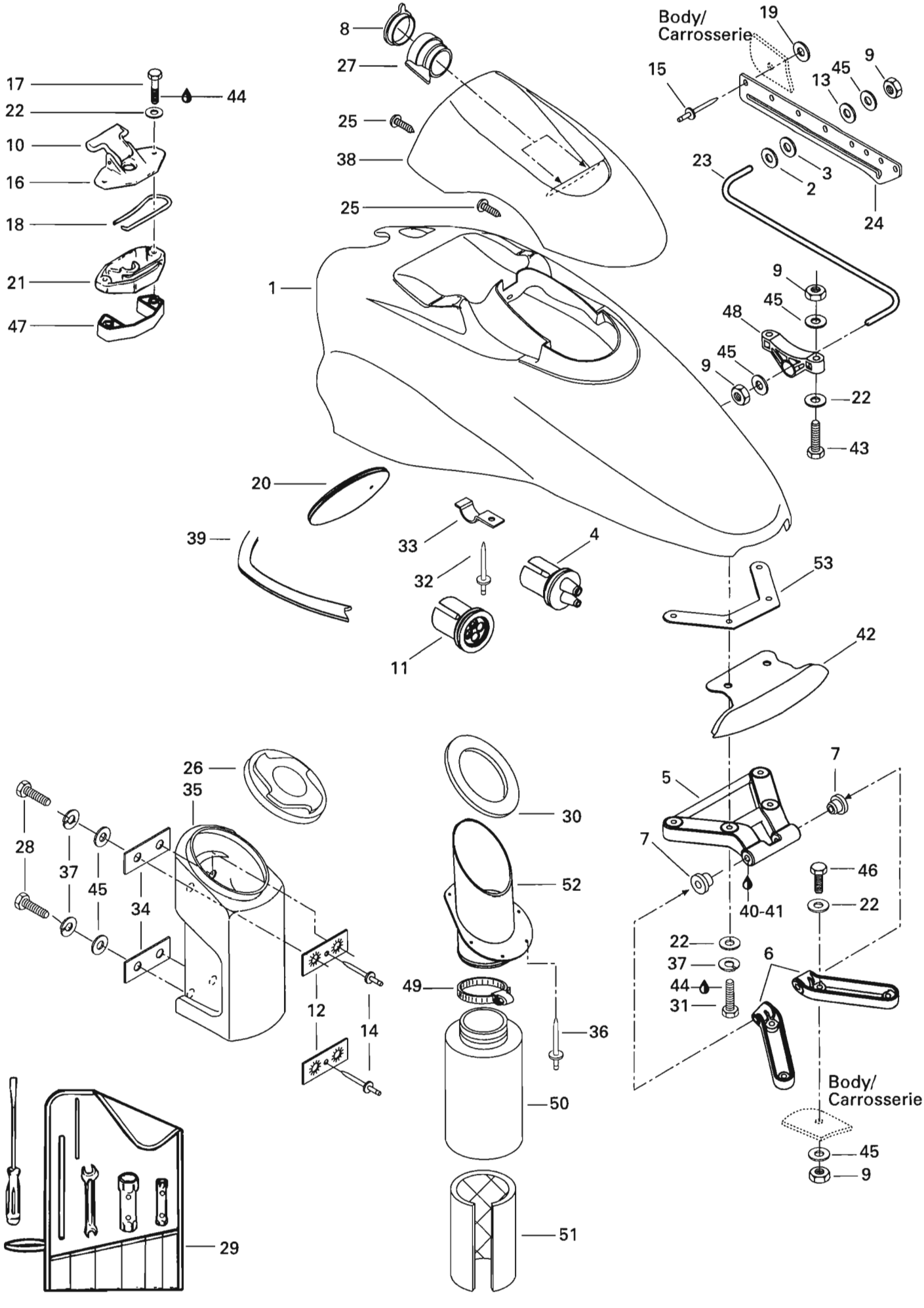
5880
HX

N 1➪5	269 000 257	***Seat Ass'y (Yellow)***	***Siège ass. (jaune)***	1
2	269 500 108	Housing Nut	Logement écrou	6
3	212 000 001	Nut Stop Elastic M6	Écrou d'arrêt élastique M6	14
4	212 100 003	Nut Hex. M6	Écrou hex. M6	4
5	269 000 211	Seat Cover and Foam	Housse et mousse de siège	1
6	210 000 004	Screw Hex. M6 x 20	Vis hex. M6 x 20	12
N 7	269 000 251	Cover Body Rear	Couvercle châssis arrière	1
8	211 000 033	Screw Plastic K40 x 16	Vis plastique K40 x 16	4
N 9	269 000 291	Strap (B. Violet)	Sangle (b. violet)	1
10	277 000 096	Washer Retaining	Rondelle de retenue	2
11	217 361 500	Washer-Lock 6 mm	Rondelle-frein 6 mm	2
12	213 200 007	Washer 6 mm	Rondelle 6 mm	10
13	210 000 019	Cap Snap	Capuchon pression	2
N 14	269 000 138	Arm RH	Bras DR	1
N	269 000 253	Arm LH	Bras GA	1
N 15	269 000 205	Cover Frame RH	Couvercle châssis DR	1
N	269 000 206	Cover Frame LH	Couvercle châssis GA	1
16	414 644 300	Dart	Dard	10
17	414 745 900	Srcew Lock Phillips	Vis de blocage Phillips	2
N 18	269 000 207	Pad-Knee RH	Tampon genou DR	1
N	269 000 208	Pad-Knee LH	Tampon genou GA	1
N 19	293 830 029	Washer-Rubber	Rondelle caoutchouc	2
N 20	293 830 032	Washer-Rubber	Rondelle caoutchouc	2
N 21	269 000 137	Washer	Rondelle	4
N 22	269 000 210	Rotule-Seat	Rotule siège	2
23	212 000 002	Nut-Stop Elastic M8	Écrou d'arrêt M8	2
N 24	293 900 011	Bushing-Snap	Douille pression	2
N 25	269 000 267	Block-Pivot	Bloc pivot	2
26	213 200 001	Washer 6 mm	Rondelle 6mm	10
27	217 361 500	Washer Lock 6mm	Rondelle-frein 6 mm	4
28	293 800 015	Loctite «242», 10 ml	Loctite «242», 10 ml	@
29	293 730 005	Stample	Agraffe	@
N 30	269 000 139	Keeper Base	Reteneur de base	6



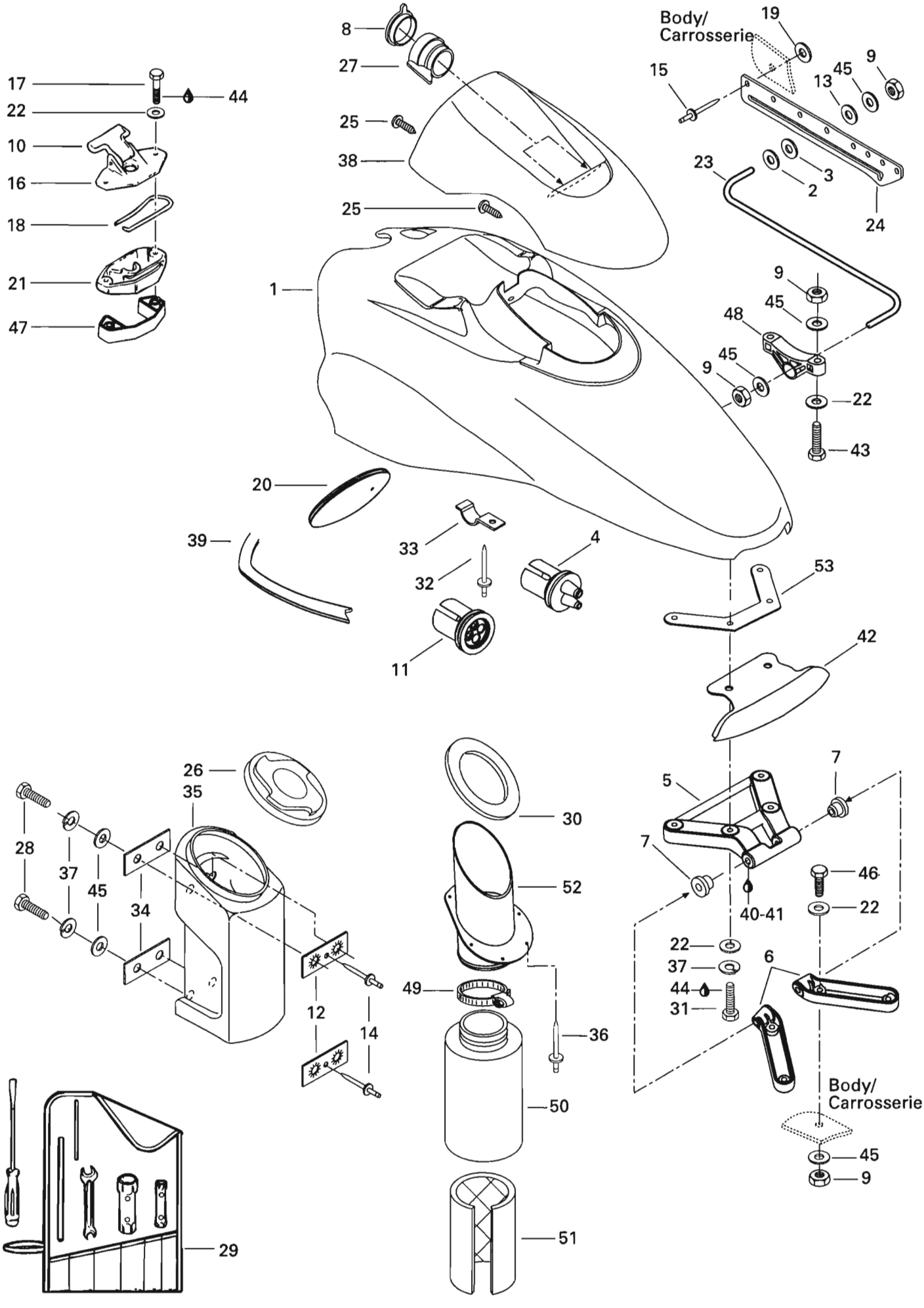
Rear Access Cover
Couvercle d'accès arrière

N 1	269 500 121	Cover Access	Couvercle d'accès	1
N 2	269 500 183	Keeper-Base	Reteneur de base	2
3	212 000 001	Nut Stop Elastic M6	Écrou d'arrêt élastique M6	6
4	213 200 001	Washer 6 mm	Rondelle 6 mm	6
5	215 684 060	Screw Hex. M8 x 40	Vis hex. M8 x 40	2
6	212 100 001	Nut Hex. M8	Écrou hex. M8	4
7	293 800 015	Loctite «242», 10 ml	Loctite «242», 10 ml	@
8	213 000 001	Washer Lock 8 mm	Rondelle-frein 8 mm	2
N 9	269 700 020	Latch Cover	Couvercle du loquet	1
10	269 000 015	Latch Base	Base du loquet	1
11	269 000 016	Latch Lever	Levier de loquet	1
12	269 000 017	Spring	Ressort	1



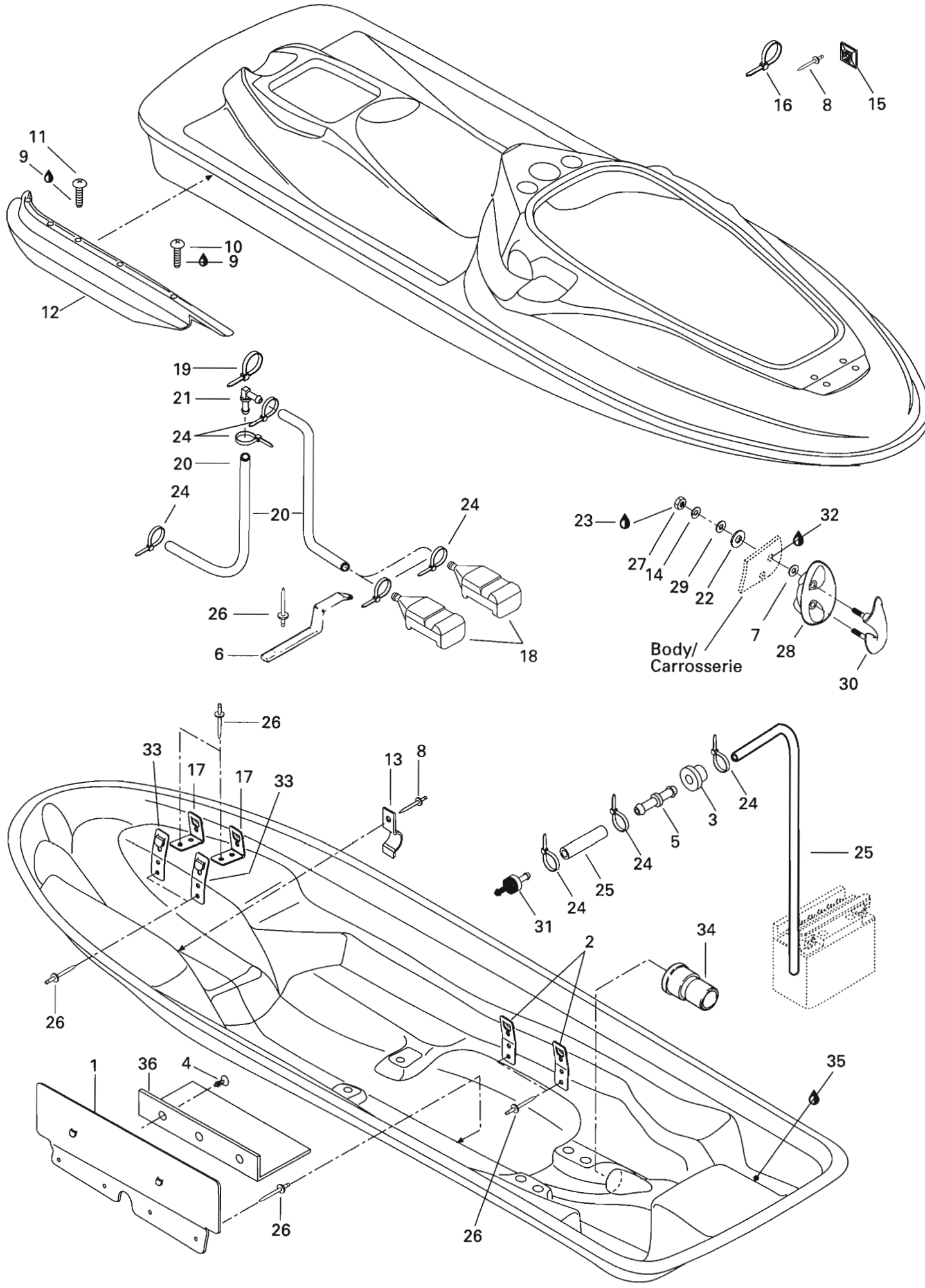
Engine Cover
Couvercle du moteur

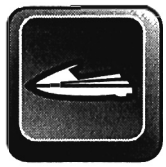
N 1	269 700 003	Engine Cover	Couvercle du moteur	1
2	213 200 011	Washer 8 mm	Rondelle 8 mm	1
3	277 000 100	Washer Plastic	Rondelle de plastique	1
N 4	293 720 031	Grommet (Steering)	Passe-fils (direction)	1
N 5	269 700 025 111	Hinge (Cover)	Charnière (couvercle)	1
N 6	269 700 022 111	RH Hinge (Body)	Charnière DR (carrosserie)	1
N	269 700 023 111	LH Hinge (Body)	Charnière GA (carrosserie)	1
N 7	293 350 016	Cushion	Coussinet	2
N 8	269 700 011	Cap Jauge	Capuchon de gauge	2
9	212 000 001	Elastic Nut M6	Écrou élastique M6	8
N 10	269 700 016	Latch Lever	Levier de loquet	2
N 11	293 720 032	Grommet (Cable)	Passe-fils (câble)	1
N 12	269 500 204	Plate	Plaque	2
N 13	211 200 021	Washer Plastic 6 mm	Rondelle plastique 6 mm	1
14	293 150 026	Rivet 1/8 x .328	Rivet 1/8 x .328	2
15	293 150 008	Rivet 3/16 x .565	Rivet 3/16 x .565	8
N 16	269 700 020	Latch Cover	Couvert de loquet	2
17	210 000 013	Hex. Screw M6 x 45	Vis hex. M6 x 45	4
N 18	269 700 017	Spring	Ressort	2
19	213 200 016	Washer	Rondelle	8
N 20	269 700 026	Cap	Capuchon	1
21	269 000 015	Latch Base	Base de loquet	2
22	213 200 001	Washer 6 mm	Rondelle 6 mm	@
N 23	269 700 018	Rod	Tige	1
N 24	269 700 006	Support Arm	Support de bras	1
25	414 745 900	Screw Lock Philips M6	Vis de blocage Philips M6	4
N 26	269 500 181	Extinguisher Housing Cover	Couvercle de boîtier d'extinction	1
27	293 720 005	Support Jauge	Support de gauge	2
28	210 000 004	Screw Hex. M6 x 20	Vis hex. M6 x 20	4
29	295 000 066	***Tools Kit***	***Ensemble d'outils***	1
N 30	293 250 036	Gasket	Joint étanche	1
31	210 000 015	Screw Hex. M6 x 30	Vis hex. M6 x 30	4
32	293 150 016	Rivet 1/8 x .640	Rivet 1/8 x .640	4
33	293 750 011	Clip Cable	Attache pince câble	4
N 34	293 250 037	Gasket	Joint étanche	2
N 35	269 500 151	Extinguisher Housing	Boîtier d'extincteur	1
N 36	293 150 045	Rivet 3/16	Rivet 3/16	6
37	217 361 500	Washer Lock 6 mm	Rondelle-frein 6 mm	8



Engine Cover
Couvercle du moteur

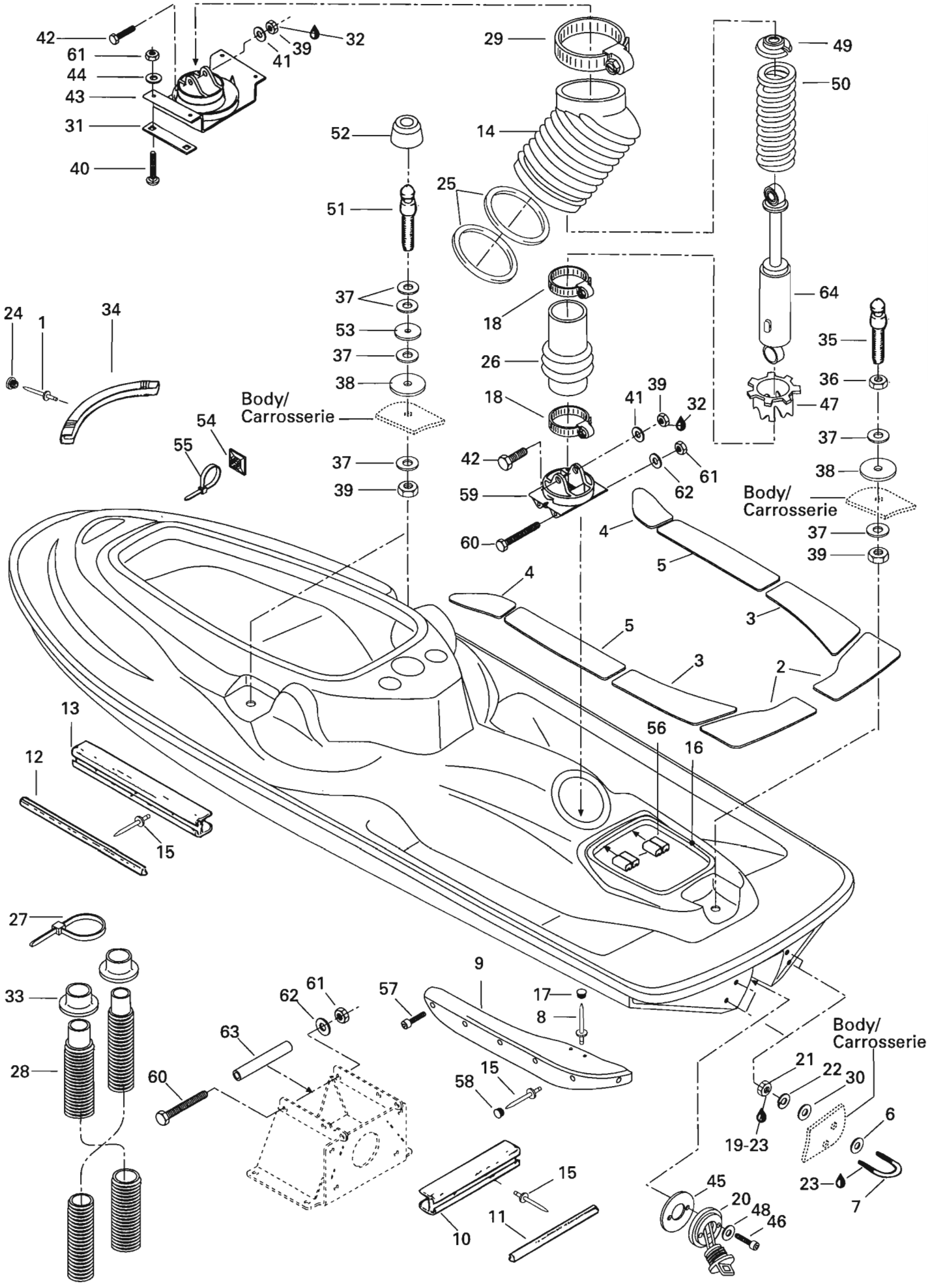
N 38	269 700 010	Cap Steering	Capuchon direction	1
39	293 200 017	Seal Neoprene (Meter)	Anneau étanche néoprène (mêtre)	@
N 40	293 800 039	Loctite «642», 50 ml	Loctite «642», 50 ml	@
41	293 600 013	Primer	Apprêt	@
N 42	269 700 014	Cover Hinge Cap	Enjoliveur de charnière	1
43	210 000 006	Screw Hex. M6 x 30	Vis hex. M6 x 30	2
44	293 800 015	Loctite «242», 10 ml	Loctite «242», 10 ml	@
45	213 200 007	Washer 6 mm	Rondelle 6 mm	12
46	215 663 560	Screw Hex. M6 x 35	Vis hex. M6 x 35	4
N 47	269 700 015	Shim	Cale	2
N 48	269 700 005	Clip Arm	Attache de bras	1
49	293 650 054	Clamp Tridon	Bride de serrage	1
50	291 000 376	Tube Vent Rear	Tube ventillation arrière	1
51	291 000 400	Damper Sound	Assourdisseur	1
N 52	269 700 021	Adaptor Vent	Adapteur ventillation	1
N 53	293 450 111	Retainer Plate	Plaque de retenue	1





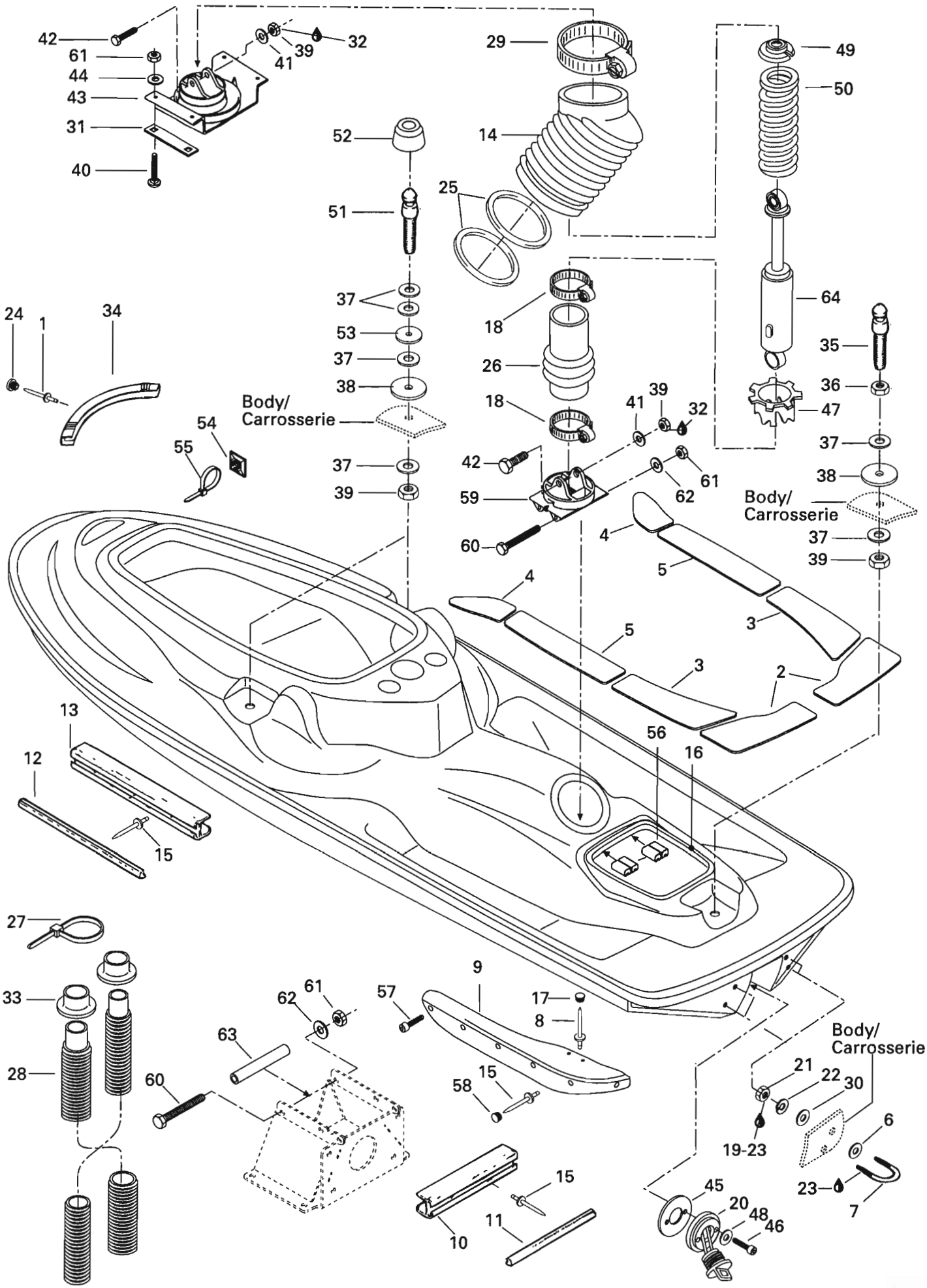
Body
Carrosserie

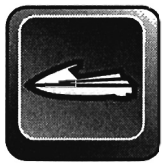
N 1	292 000 239	Shield Heat	Déflecteur de chaleur	1
2	293 850 024	Clip Strap (Fuel)	Pince courroie (essence)	2
3	293 720 001	Grommet	Passe-fils	1
4	293 730 006	Dart (black)	Dard (noir)	6
N 5	414 518 500	Connector Male	Raccord mâle	1
N 6	292 000 272	Spring Clip (Bailer)	Pince à ressort (tamis)	2
7	213 200 002	Flat Washer 8 mm	Rondelle plate 8 mm	2
8	293 150 016	Rivet 1/8 x .640	Rivet 1/8 x .640	@
9	293 800 015	Loctite "242", 10 mL	Loctite "242", 10 mL	@
10	215 863 068	Pan Hd Screw M6 x 30	Vis cylindrique M6 x 30	8
11	211 000 009	Pan Hd Screw M6 x 25	Vis cylindrique M6 x 25	2
N 12	292 000 141	R.H. Sponson (Teal)	Stabilisateur droit (aqua)	1
N	292 000 086	L.H. Sponson (Teal)	Stabilisateur gauche (aqua)	1
13	293 750 011	Clip Cable	Attache pince câble	1
14	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	2
15	293 750 015	Tie Rap Mount	Ancrage d'attache	@
16	294 000 606	Tie Rap	Attache	@
N 17	293 850 029	Clip Strap 90°	Pince courroie 90°	2
18	292 000 079	Screen Bailer	Tamis de déclenchement	2
19	293 750 002	Tie Rap	Attache	@
20	275 000 007	Hose 8 mm	Boyau 8 mm	@
N 21	293 710 057	Elbow Fitting 90°	Raccord coudé 90°	2
N 22	293 830 037	Rubber Washer	Rondelle caoutchouc	2
23	293 800 005	Loctite «271», 10 ml	Loctite «271», 10 ml	@
24	293 750 001	Tie Rap	Attache	@
25	275 500 018	Hose Vent 6 mm	Boyau de ventilation 6 mm	@
26	293 150 037	Rivet 3/16	Rivet 3/16	@
27	212 100 001	Hex. Nut M8	Écrou hex. M8	2
N 28	292 000 223	Shell (Yellow)	Coquille (jaune)	1
29	213 200 011	Flat Washer 8 mm	Rondelle plate 8 mm	2
N 30	292 000 222	Bow-Eye (Yellow)	Amarre (jaune)	1
31	275 500 167	Check Valve	Soupape de retenue	1
32	293 800 033	Silicone Sealant, 4.5 mL	Silicone scellant, 4.5 mL	@
N 33	293 850 030	Clip Strap	Pince courroie	2
34	292 000 075	Hull-Thru Fit	Passe-coque	1
35	293 800 028	Sealant «U »Black, 300 mL	Scellant «U» noir, 300 mL	@
N 36	293 830 017	Pad Rubber (Fuel Tank)	Tampon de caoutchouc (rés. d'ess.)	2



Body
Carrosserie

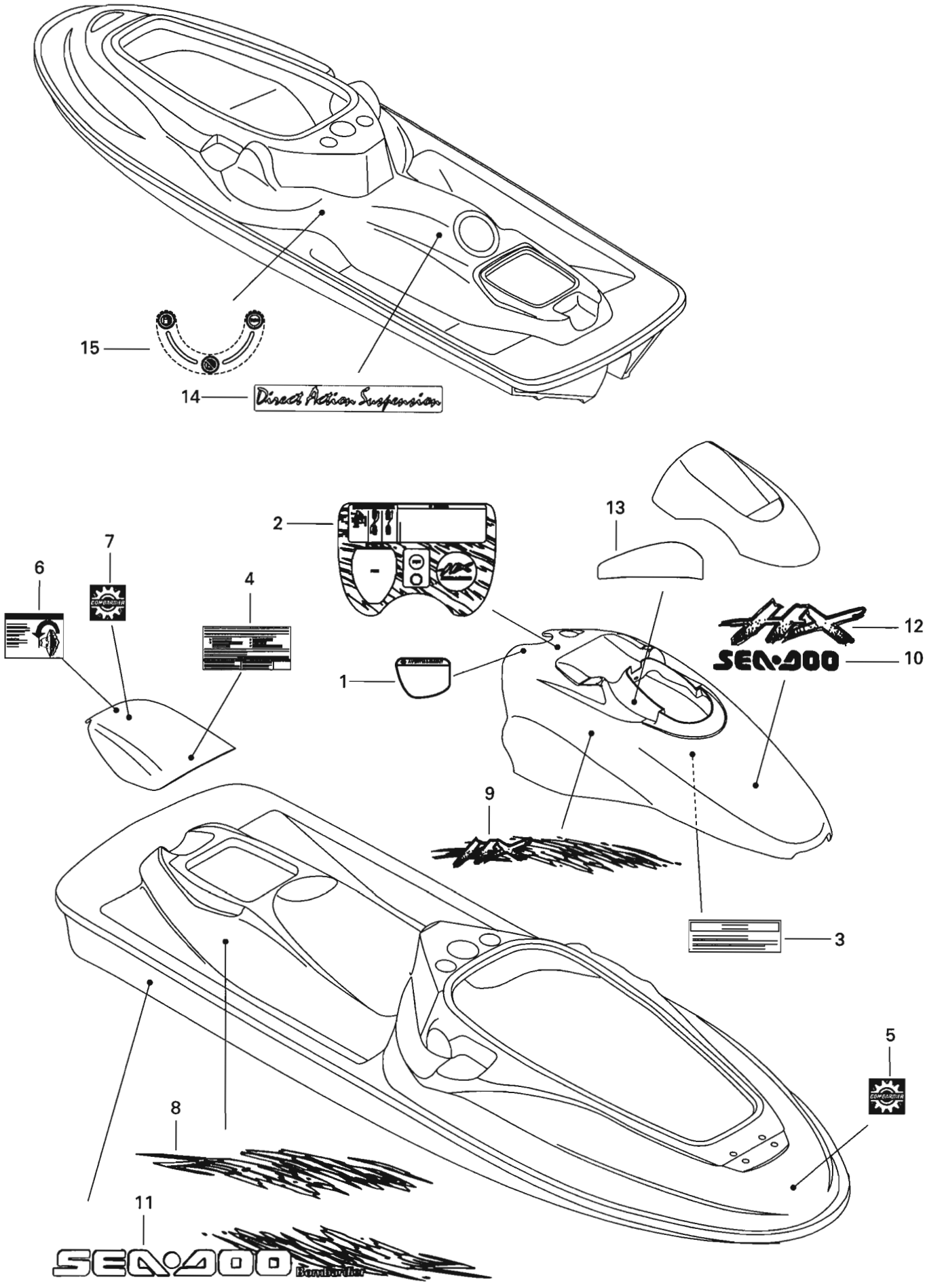
1	293 150 013	Rivet 3/16	Rivet 3/16	4
N 2	291 000 663	Right Rear Carpet (B. Violet)	Tapis arrière droit (b. violet)	1
N	291 000 705	Left Rear Carpet (B. Violet)	Tapis arrière gauche (b. violet)	1
N 3	291 000 661	Right Lateral Carpet (B. Violet)	Tapis latéral droit (b. violet)	1
N	291 000 662	Left Lateral Carpet (B. Violet)	Tapis latéral gauche (b. violet)	1
N 4	291 000 127	Right Front Carpet (B. Violet)	Tapis avant droit (b. violet)	1
N	291 000 134	Left Front Carpet (B. Violet)	Tapis avant gauche (b. violet)	1
N 5	291 000 659	Right Center Carpet (B. Violet)	Tapis central droit (b. violet)	1
N	291 000 660	Left Center Carpet (B. Violet)	Tapis central gauche (b. violet)	1
6	293 050 001	Washer 8 mm	Rondelle 8 mm	4
7	292 000 011	«U» Clamp (Rear)	Bride en «U» (arrière)	2
8	293 150 036	Rivet 1/8 x .765	Rivet 1 /8 x .765	4
N 9	291 000 062	Right Bumper Corner (B. Violet)	Coin de pare-chocs droit (b. violet)	1
N	291 000 085	Left Bumper Corner (B. Violet)	Coin de pare-chocs gauche (b. violet)	1
N 10	291 000 108	Rear Bumper (B. Violet)	Pare-chocs arrière (b. violet)	1
N 11	291 000 657	Rear Bumper Trim (B. Violet)	Moulure pare-chocs arrière (b. violet)	1
N 12	291 000 656	Side Bumper Trim (B. Violet)	Moulure pare-chocs latérale (b. violet)	2
N 13	291 000 069	Side Bumper (B. Violet)	Pare-chocs latéral (b. violet)	2
N 14	291 000 121	Bellow Outer	Soufflet extérieur	1
15	293 150 014	Rivet 3/16 x .940	Rivet 3/16 x .940	@
16	293 200 017	Seal Neoprene (Meter)	Anneau néoprène (mètre)	@
17	293 000 023	Cap (Violet)	Capuchon (violet)	4
N 18	293 650 006	Clamp Tridon	Bride de serrage	2
19	293 800 033	Silicone Sealant, 5 mL	Enduit de silicone, 5 mL	@
20	292 000 187	Drain Plug	Bouchon de purge	1
21	212 100 001	Stop Nut M8	Écrou d'arrêt M8	4
22	213 000 001	Lock Washer 8 mm	Rondelle-frein 8 mm	4
23	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
24	291 000 421	Bumper Plug (Violet)	Bouchon de pare-chocs (violet)	4
N 25	293 000 012	Ring Retaining	Bague de retenue	2
N 26	291 000 120	Bellow Shock	Soufflet amortisseur	1
27	293 750 008	Tie Rap	Attache	2
N 28	291 000 693	Hose Vent	Boyau de ventilation	2
29	293 650 054	Clamp Tridon	Bride de serrage	1
30	213 200 011	Washer 8 mm	Rondelle 8 mm	4
N 31	291 000 728	Plate Retaining	Plaque de retenue	2
32	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
N 33	293 720 036	Grommet	Passe-fils	2

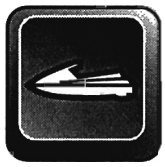




Body
Carrosserie

N 34	291 000 053	Nose Bumper (B. Violet)	Nez de pare-chocs (b. violet)	1
N 35	291 000 689	Latch Stud (Rear Acc. Cover)	Ergot d'ancrage (couv. acc. arr.)	1
36	218 300 600	Nut Hex. Jam M10	Écrou hex. de blocage M10	1
37	217 002 600	Washer 10 mm	Rondelle 10 mm	10
38	291 000 628	Rubber Washer	Rondelle de caoutchouc	3
39	212 000 003	Elastic Stop Nut M10	Écrou d'arrêt élastique M10	5
N 40	215 265 060	Bolt Carriage M6 x 50	Boulon carrosserie M6 x 50	4
41	213 200 003	Washer 10 mm	Rondelle 10 mm	2
N 42	215 606 060	Screw Hex. M10 x 60	Vis hex. M10 x 60	2
N 43	291 000 692 190	Support Shock Upper	Support amortisseur supérieur	1
44	213 200 007	Washer 6 mm	Rondelle 6 mm	4
N 45	293 250 030	Gasket	Joint étanche	1
46	216 641 960	Screw Tapping M4.2 x 19	Vis taraud M4.2 x 19	2
N 47	291 000 718	Ring Adjuster	Bague de réglage	1
48	213 200 010	Flat Washer 4 mm	Rondelle plate 4 mm	2
49	503 140 600	Stopper Spring	Butée de ressort	1
N 50	291 000 794	Spring	Ressort	1
N 51	291 000 664	Stud Latch (Engine Cover)	Ergot ancrage (couvercle moteur)	2
N 52	293 830 025	Pad Rubber	Tampon caoutchouc	2
53	213 200 017	Washer 7/16" x 15/16"	Rondelle 7/16" x 15/16"	2
54	293 750 015	Mount Tie Rap	Ancrage d'attache	7
55	294 000 606	Tie Rap	Attache	7
N 56	291 000 723	Spacer	Espaceur	2
N 57	216 642 560	Screw Tapping M4.2 x 25	Vis taraud M4.2 x 25	4
N 58	291 000 756	Plug Bumper Corner (B. Violet)	Bouchon coin de pare-choc (b. violet)	12
N 59	291 000 119 190	Support Lower Shock (Black)	Support amortisseur inférieur (noir)	1
N 60	211 000 067	Screw Hex. M6 x 110	Vis hex. M6 x 110	3
61	212 000 001	Nut Stop Elastic M6	Écrou d'arrêt élastique M6	7
62	213 200 001	Washer 6 mm	Rondelle 6 mm	3
N 63	291 000 757	Spacer	Entretoise	1
N 64	291 000 715	Shock	Amortisseur	1





Decal
Décalcomanie

N 1	219 900 742	«FUEL» Decal	Décalque «ESSENCE»	1
N 2	219 900 472	Dash Decal	Décalque du tableau de bord	1
3	219 900 270	Warning Decal (Battery)	Décalque d'avertissement (batterie)	1
N 4	219 900 369	«EXEMPTION» Decal	Décalque «EXEMPTION»	1
5	219 900 036	«BOMBARDIER» Plastic Logo	Logo «BOMBARDIER» de plastique	1
6	219 900 191	«TIP OVER» Decal	Décalque «RENVERSEMENT»	1
7	219 900 049	«BOMBARDIER» Logo Decal	Décalque du logo «BOMBARDIER»	1
N 8	219 900 467	R.H. Side Rear Decal	Décalque latéral arrière droit	1
N	219 900 468	L.H. Side Rear Decal	Décalque latéral arrière gauche	1
N 9	219 900 465	R.H. Side Front Decal	Décalque latéral avant droit	1
N	219 900 466	L.H. Side Front Decal	Décalque latéral avant gauche	1
N 10	219 900 475	«SEA-DOO» Decal (Violet)	Décalque «SEA-DOO» (violet)	1
N 11	219 900 469	R.H. Side «SEA-DOO» Decal	Décalque latéral droit «SEA-DOO»	1
N	219 900 470	L.H. Side «SEA-DOO» Decal	Décalque latéral gauche «SEA-DOO»	1
N 12	219 900 471	«HX» Idendification Decal	Décalque d'identification «HX»	1
N 13	219 900 538	R.H. Mask Decal	Décalque droit masque	1
N	219 900 539	L.H. Mask Decal	Décalque gauche masque	1
N 14	219 900 473	«Suspension» Label	Étiquette «suspension»	2
N 15	219 900 474	«Fuel Valve» Label	Étiquette «soupape essence»	1

Accessories
Accessoires

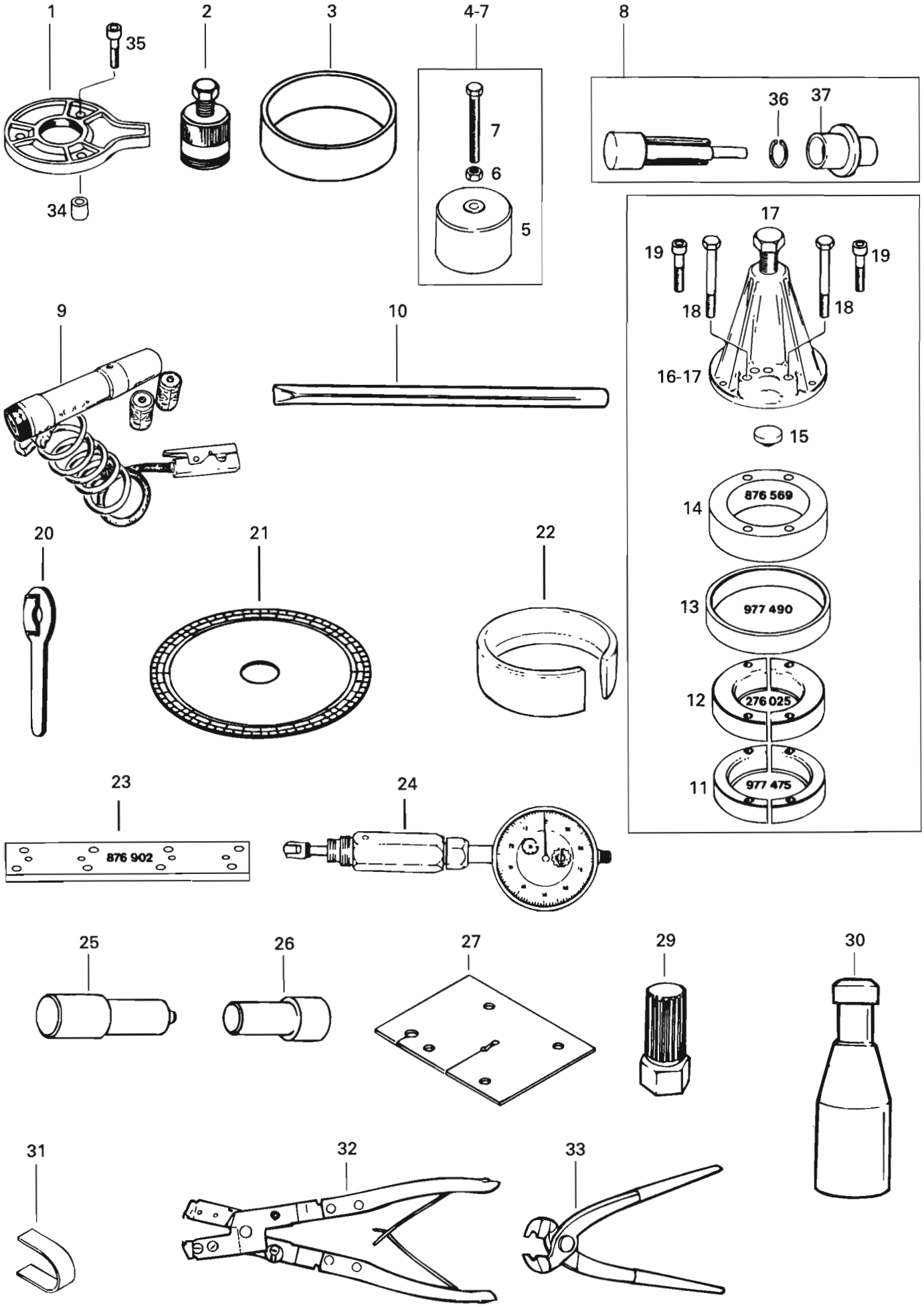
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

1	295 100 001	Seat Pouch	Pochette de siège	@
2	295 100 002	Saddle Bag	Sac de selle	@
N 3	295 500 218	Telescopic Paddle	Aviron télescopique	@
4	295 100 006	Survival Kit	Trousse de survie	@
5	295 100 007	First Aid Kit	Trousse de premiers soins	@
6	295 100 004	Fire Extinguisher U.S.	Extincteur U.S.	@
7	295 100 005	Fire Extinguisher Can.	Extincteur Can.	@
8	295 100 008	Mooring Line	Corde d'amarrage	@
N 9	295 500 213	Sand Bag Anchor	Sac de sable d'ancrage	@
N 10	295 500 230	Kneeboard	Planche à genoux	@
N 11	295 500 220	Combo Skis	Ens. de ski combo	@
N 12	295 500 219	Trainer Skis	Ens. de ski de traîne	@
13	295 100 009	Ski Rope	Corde de ski	@
N 14	295 500 214	Skock Tube Kit	Ens. de protège corde	@
N 15	295 500 212	Touring Seat Kit (GT Series)-Teal	Ens. siège de randonnée (série GT) - aqua	@
16	295 100 012	Lift Kit (SP Series)	Ens. de harnais de levage (série SP)	@
17	295 100 013	Lift Kit (GT Series)	Ens. de harnais de levage (série GT)	@
18	295 100 010	Tie-Down (Cam Buckle)-Purple	Sangle à came-violet	@
19	295 100 011	Tie-Down (Ratchet Buckle)-Purple	Sangle à cliquet-violet	@
N 20	295 500 208	Bilge Pump Kit (All Models)	Ens. de bilge à pompe (tous les modèles)	@
N 21	295 500 303	LCD Gauge Kit (GTS-SP-HX Series 95)	Ens. cadran LCD (GTS-SP-HX série 95)	@
N 22	295 500 211	Security System Kit D.E.S.S (HX-GTS-SP Series 95)	Ens. de système de sécurité D.E.S.S (HX-GTS-série SP 95)	@
N 23	295 500 210	Large Fuel Tank (90-94 GT Series)	Réservoir à essence large (série GT 90-94)	@
24	295 500 204	Vent Water Block Kit (93-95 XP) (94-95 SP Series)	Ens. de mousse hydrofuge (XP 93-95) (série SP 94-95)	@ @
N 25	295 500 282	R.H. Mirror (90-95 GT Series)	Mirroir droit (série GT 90-95)	@
N 26	295 500 283	L.H. Mirror (90-95 GT Series)	Mirroir gauche (série GT 90-95)	@
N 27	295 500 248	Sponson Kit (Blue-Violet)	Ens de stabilisateur (bleu-violet)	@
28	295 500 201	V-Hull Add-On Kit (White)	Ens de quilles (blanc)	@
N 29	295 500 221	Windows Graphics-Sea-Doo Watercrafts	Graphique de vitre-Sea-Doo Watercrafts	@
N 30	295 500 222	Windows Graphics-Team Sea-Doo US/CAN	Graphique de vitre-Team Sea-Doo US/CAN	@
N 31	295 500 223	Windows Graphics-Team Sea-Doo	Graphique de vitre-Team Sea-Doo	@
N 32	295 500 224	Windows Graphics-Sea-Doo Everybody	Graphique de vitre-Sea-Doo Everybody	@
N 33	295 500 225	Decal For Trailer (Teal)	Décalque de remorque (aqua)	@

Accessories
Accessoires

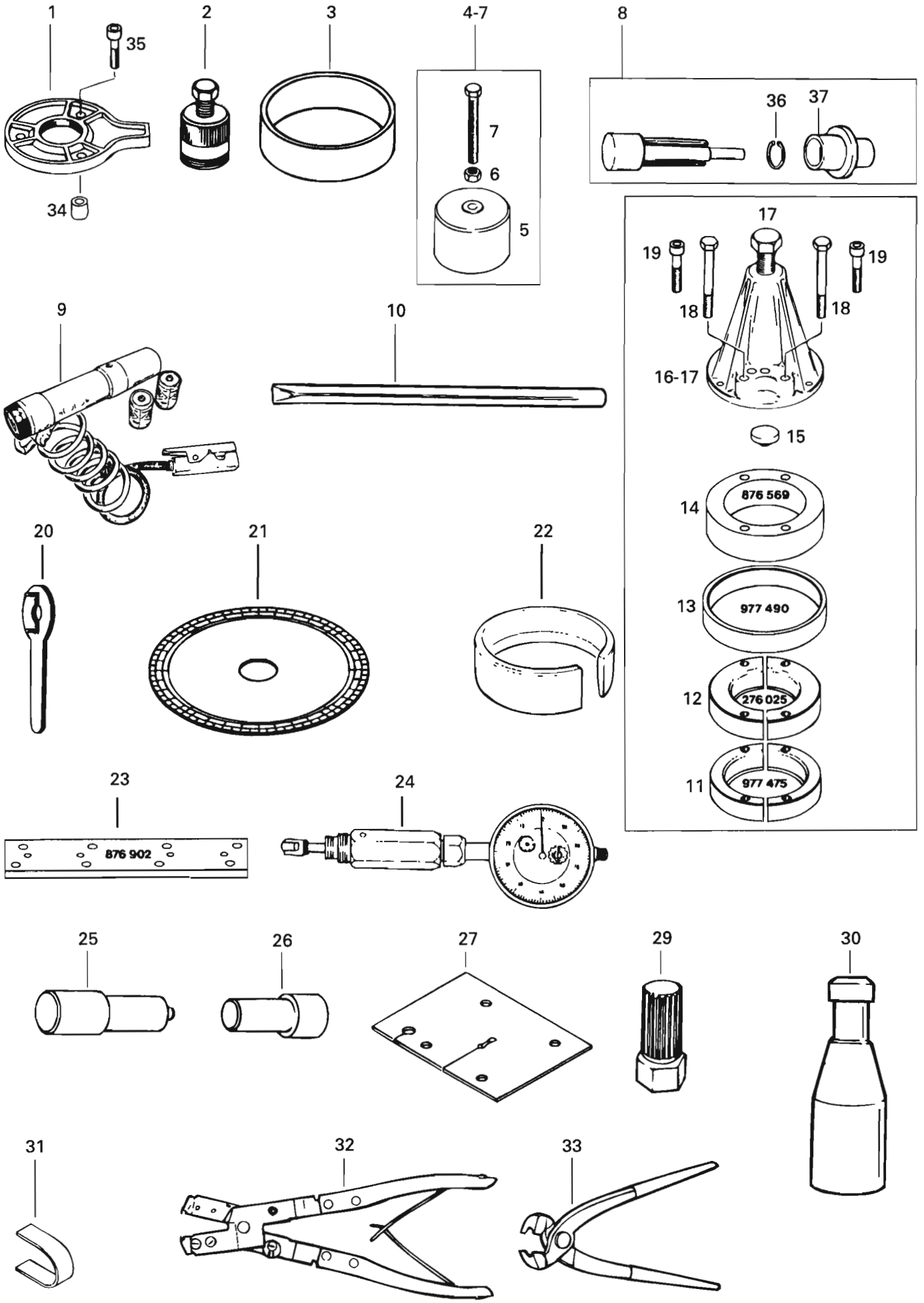
Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

N 34	295 500 226	Decal For Trailer (Yellow)	Décalque de remorque (jaune)	@
N 35	295 500 227	Decal For Trailer (Rhodamine)	Décalque de remorque (rhodamine) ...	@
N 36	291 000 312	Convex Mirror (White)	Mirroir convexe (blanc)	@
N 37	295 500 108	Paddllewheel Kit	Ens. de roue à aube	@
N 38	298 361 040	Cover HX (Purple/Turquoise)	Toile HX (violet/turquoise)	@



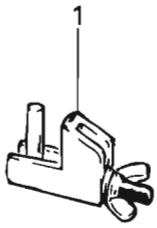
Tools and Accessories
Outils et accessoires

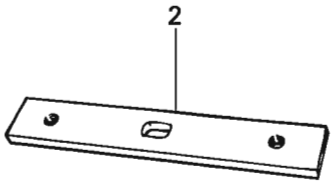
1	290 876 080	Wrench Holder	Clé de retenue	1
2	295 000 106	***Puller Ass'y***	***Extracteur ass.***	1
3	290 876 922	Ring Holder	Bague de retenue	1
4⇨7	290 876 487	***Puller Ass'y***	***Extracteur ass.***	1
5	290 876 482	Puller	Extracteur	1
6	290 242 210	Nut M6	Écrou M6	1
7	290 241 475	Hex. Screw M6 x 50	Vis hex. M6 x 50	1
8	295 000 077	Circlip Installer (587, 717 Engine)	Pose circlip (moteur 587,717)	1
	290 877 016	Circlip Installer (657 Eng.) (Inc. 36,37)	Pose circlip (mot. 657) (Inc. 36,37)	1
9	295 000 078	Timing Lamp	Lampe stroboscopique	1
10	295 000 111	Flywheel Holder	Barre de force	1
11	290 977 475	Half Ring (PTO Side)	Demi-anneau (côté PDM)	2
12	290 276 025	Half Ring (MAG Side)	Demi-anneau (côté MAG)	2
13	290 977 490	Ring Holder	Bague de retenue	1
14	290 876 569	Distance Ring	Bague d'écartement	1
15	290 876 557	Protector Cap	Capuchon protecteur	1
16⇨17	290 876 298	***Puller Ass'y***	***Extracteur ass.***	1
17	290 940 755	Hex. Screw M16 x 150	Vis hex. M16 x 150	1
18	290 841 201	Hex. Screw M8 x 70	Vis hex. M8 x 70	4
19	290 840 681	Allen Screw M8 x 40	Vis allen M8 x 40	4
20	290 277 905	Wrench Holder	Clé de retenue	1
21	295 000 007	Degree Disk	Disque de degré	1
22	290 876 972	Compress Ring (587 Engine)	Compresseur de segments (moteur 587)	@
	295 000 112	Compress Ring (657, 717 Engine)	Compresseur de seg. (mot 657,717)	@
N	290 876 979	Compress Ring (82.00 mm)	Compresseur de segments (82.00 mm)	@
23	290 876 902	Aligning Tool (Not Shown)	Outil d'alignement (non-ill.)	1
24	295 000 065	Dial Indicator (TDC Gauge)	Micromètre (indicateur de PMH)	1
25	290 876 500	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	1
26	290 876 605	Oil Seal Pusher	Poussoir d'anneau d'étanchéité	1
27	295 000 101	Protection Carpet	Tapis de protection	1
28	295 000 107	Impeller Installation Tool (Not Shown)	Outil d'inst. de la turbine (non-ill.)	@
29	295 000 001	Puller Tool	Outil extracteur	@
30	295 000 002	Impeller Guide Tool	Outil guide de turbine	@
31	290 876 826	Distance Gauge	Jauge d'écartement	@
32	295 000 069	Oetiker Pliers «1090»	Pince Oetiker «1090»	@

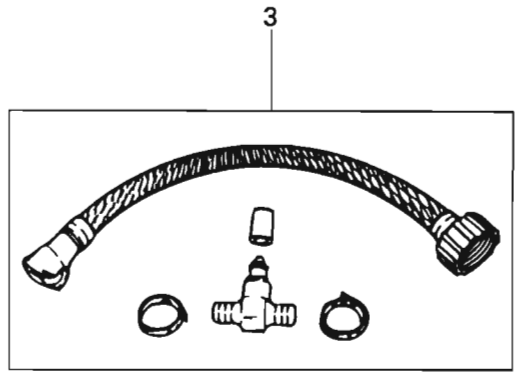


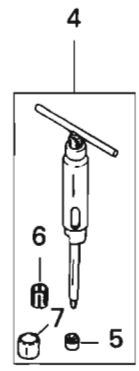
Tools and Accessories
Outils et accessoires

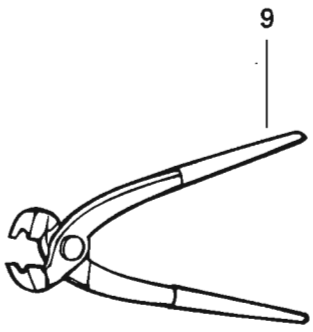
33	295 000 070	Oetiker Pliers «1099»	Pince Oetiker «1099»	@
34	290 847 220	Sleeve	Douille	3
35	290 841 591	Screw (M8 x 35)	Vis (M8 x 35)	3
36	290 877 021	Sleeve (290 877 016)	Manchon (290 877 016)	1
37	290 877 011	Pusher (290 877 016)	Poussoir (290 877 016)	1

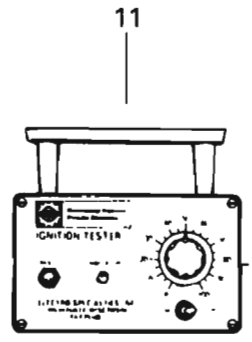


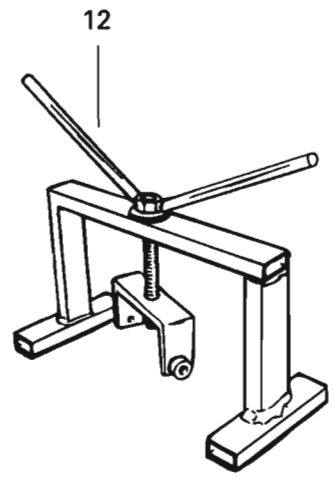


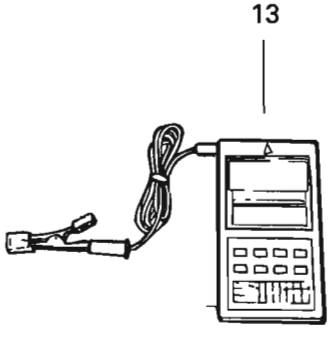


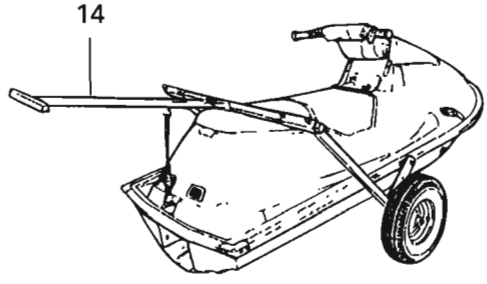


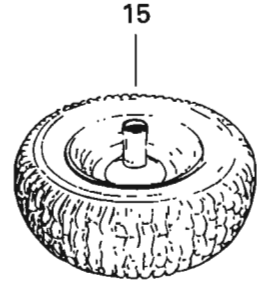


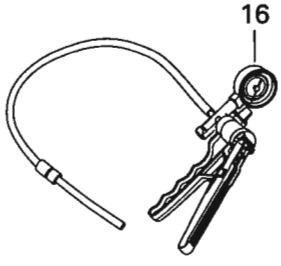


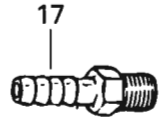


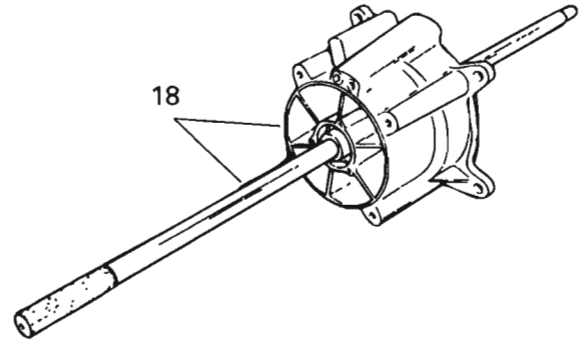












Tools and Accessories
Outils et accessoires

5880
HX

1	295 000 076	Hose Pincher	Serre boyau	@
2	295 000 082	Impeller Shaft Holder	Outil de retenue arbre d'hélice	@
3	295 500 068	***Flush Kit***	***Ensemble de renvoi***	@
4⇨7	295 000 105	***Extractor Ass'y (587,717 Engine)***	***Extracteur ass. (moteur 587,717)***	@
	290 877 092	***Extractor Ass'y (657 Engine)***	***Extracteur ass.(moteur 657)***	@
5	295 000 115	Extracting Nut (587,717)	Écrou extracteur (587,717)	1
	290 877 155	Extracting Nut (657)	Écrou extracteur (657)	1
6	295 000 117	Sleeve (587,717)	Manchon (587,717)	2
	290 877 041	Sleeve (657)	Manchon (657)	2
7	295 000 118	Bushing (587,717)	Douille (587,717)	2
	290 877 181	Bushing (657)	Douille (657)	2
N 8	295 000 128	Protective Mat (Not Shown)	Tablier de protection (non-ill.)	@
9	295 000 054	Pliers for Clic Clamp (Caillau)	Pince (Caillau)	@
10	295 000 114	Tool-Leakage	Outil de fuite	@
11	295 000 008	Ignition Tester	Vérificateur d'allumage	@
12	295 000 113	Extractor Pump	Extracteur de pompe	@
13	295 000 100	Shop Tachometer	Tachymètre d'atelier	@
14⇨15	295 000 126	***Dolly Kit*** (Incl. Wheels)	***Ensemble remorque*** (avec roues)	@
15	295 000 005	Beach Wheel Set	Ensemble de roues de plage	@
16	295 000 085	Pump Gauge Tester	Pompe à air	@
17	295 000 086	Male Connector	Raccord mâle	@
18	295 000 089	Alignment Tool (Engine / Jet Pump)	Outil d'alignement (moteur / turbine)	@
N 19	295 000 130	Timing Gauge (Not Shown)	Jauge du rég. d'allumage (non-ill.)	@
N 20	295 000 127	MPEM Programmer (Not Shown)	Programmeur MEM (non-ill.)	@
21	529 022 000	Multimètre (Not Shown)	Multimètre (non-ill.)	@

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 300 061	Predelivery Check List 5870, 1994	Liste de prélivraison 5870, 1994 .....
	219 300 062	Predelivery Check List 5871, 1994	Liste de prélivraison 5871, 1994 .....
	219 300 063	Predelivery Check List 5872, 1994	Liste de prélivraison 5872, 1994 .....
	219 300 064	Predelivery Check List 5854, 1994	Liste de prélivraison 5854, 1994 .....
	219 300 065	Predelivery Check List 5814, 1994	Liste de prélivraison 5814, 1994 .....
	219 300 066	Predelivery Check List 5862, 1994	Liste de prélivraison 5862, 1994 .....
	219 300 071	Predelivery Check List 5855, 1994	Liste de prélivraison 5855, 1994 .....
	219 300 072	Predelivery Check List 5821, 1994	Liste de prélivraison 5821, 1994 .....
N	219 300 087	Predelivery Check List All Models 1995	Liste de prélivraison tous les modèles 1995
	291 000 170	Operator's Manual 1989	Manuel du conducteur 1989 .....
	219 000 001	Operator's Manual 1990	Manuel du conducteur 1990 .....
	219 000 002	Operator's Manual 1991, SP-XP	Manuel du conducteur 1991, SP-XP ...
	219 000 000	Operator's Manual 1990, GT	Manuel du conducteur 1990, GT
	219 000 004	Operator's Manual 1992, SP-XP	Manuel du conducteur 1992, SP-XP
	219 000 003	Operator's Manual 1991, GT	Manuel du conducteur 1991, GT
	219 000 005	Operator's Manual 1992, GTS-GTX	Manuel du conducteur 1992, GTS-GTX
	219 000 006	Operator's Manual 1993, SP-SPI-SPX	Manuel du conducteur 1993, SP-SPI-SPX
	219 000 007	Operator's Manual 1993, GTS-GTX	Manuel du conducteur 1993, GTS-GTX
	219 000 009	Operator's Manual 1993, Explorer	Manuel du conducteur 1993, Explorer
	219 000 010	Operator's Manual 1993, XP	Manuel du conducteur 1993, XP
	219 000 012	Operator's Manual 1994, English	Manuel du conducteur 1994, anglais
	219 000 013	Operator's Manual 1994, French	Manuel du conducteur 1994, français
	219 000 014	Operator's Manual 1994, Explorer French .	Manuel du conducteur 1994, Explorer français
	219 000 017	Operator's Manual 1994, Explorer English .	Manuel du conducteur 1994, Explorer anglais
N	219 000 018	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 029	Operator's Manual 1995, French	Manuel du conducteur 1995, French
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 031	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 000 028	Operator's Manual 1995, English	Manuel du conducteur 1995, anglais
		HX, XP(785)	HX, XPi
N	219 000 030	Operator's Manual 1995, French	Manuel du conducteur 1995, français
		HX, XPi	HX, XPi
N	219 000 032	Operator's Manual 1995, Spanish	Manuel du conducteur 1995, Espagnol
		HX, XPi	HX, XPi

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 000 016	Racing Manual 1993	Manuel course 1993
	219 000 019	Racing Manual 1994	Manuel course 1994
	219 000 027	Racing Manual 1995	Manuel course 1995
	219 700 022	PDI Video 5803-5810 (English Only) ...	Vidéo prélivraison 5803-5810 (ang.seul.)
	219 700 002	Warranty Video (English Only).....	Vidéo sur garantie (anglais seul.)
	219 700 023	Operator's Video (English)	Vidéo du conducteur (anglais)
	219 700 004	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 036	Operator's Video (French)	Vidéo du conducteur (français)
N	219 700 024	Operator's Video (English)	Vidéo du conducteur (anglais).....
	219 700 005	Trouble Shooting Video 1990 (Eng.) ...	Vidéo de problème de démarrage 1990 (ang.)
	295 000 059	Shop Manual 1989 (French).....	Manuel de réparation 1989 (français)
	295 000 060	Shop Manual 1989 (English).....	Manuel de réparation 1989 (anglais)
	219 100 001	Shop Manual 1990 (French).....	Manuel de réparation 1990 (français)
	219 100 002	Shop Manual 1990 (English).....	Manuel de réparation 1990 (anglais)
	219 100 003	Shop Manual 1991 (French).....	Manuel de réparation 1991 (français)
	219 100 004	Shop Manual 1991 (English).....	Manuel de réparation 1991 (anglais)
	219 100 005	Shop Manual 1992 (French).....	Manuel de réparation 1992 (français)
	219 100 006	Shop Manual 1992 (English).....	Manuel de réparation 1992 (anglais)
	219 100 007	Shop Manual 1993 (French).....	Manuel de réparation 1993 (français)
	219 100 008	Shop Manual 1993 (English).....	Manuel de réparation 1993 (anglais)
	219 100 009	Shop Manual 1994 (French).....	Manuel de réparation 1994 (français)
	219 100 010	Shop Manual 1994 (English).....	Manuel de réparation 1994 (anglais) .
N	219 100 013	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 012	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 018	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		SP, SPI, SPX, GTS, GTX, XP	SP, SPI, SPX, GTS, GTX, XP
N	219 100 019	Shop Manual 1995 (English).....	Manuel de réparation 1995 (anglais)
		HX, XP 785	HX, XP 785.....
N	219 100 020	Shop Manual 1995 (French).....	Manuel de réparation 1995 (français)
		HX, XP 785	HX, XP 785.....
N	219 100 021	Shop Manual 1995 (Spanish)	Manuel de réparation 1995 (espagnol)
		HX, XP 785	HX, XP 785.....
N	219 000 026	Poster 1995-Parts and Accessories	Affiche 1995-Pièces et accessoires
	295 000 062	Parts Catalog 5802, 1989	Catalogue de pièces 5802, 1989

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 800 001	Parts Catalog 5803, 1990	Catalogue de pièces 5803, 1990
	219 800 002	Parts Catalog 5810 (GT) 1990	Catalogue de pièces 5810 (GT) 1990
	219 800 003	Parts Catalog 5804-5850 (SP-XP) 1991 ..	Catalogue de pièces 5804-5850 (SP-XP) 1991
	219 800 004	Parts Catalog 5811 (GT) 1991	Catalogue de pièces 5811 (GT) 1991
	219 800 005	Parts Catalog 5805-5851 (SP-XP) 93 ..	Catalogue de pièces 5805-5851 (SP-XP) 93
	219 800 006	Parts Catalog 5812-5860 (GTS-GTX) 92 .	Catalogue de pièces 5812-5860 (GTS-GTX) 92
	219 800 007	Parts Catalog 5806-07-08 (SP-SPX-SPI) 93	Catalogue de pièces 5806-07-08 (SP-SPX-SPI) 93
	219 800 008	Parts Catalog 5852 (XP) 1993	Catalogue de pièces 5852 (XP) 1993
	219 800 009	Parts Catalog 5813-5861 (GTS-GTX) 93	Catalogue de pièces 5813-5861 (GTS-GTX) 93
	219 800 010	Parts Catalog 5820 (Explorer) 1993	Catalogue de pièces 5820 (Explorer) 1993
	219 800 011	Parts Catalog 5870-71-72 (SP-SPX-SPI) 94	Catalogue de pièces 5870-71-72 (SP-SPX-SPI) 94
	219 800 012	Parts Catalog 5854-5855 (XP-XPI) 94 .	Catalogue de pièces 5854-5855 (XP-XPI) 94
	219 800 013	Parts Catalog 5814-5862 (GTS-GTX) 94	Catalogue de pièces 5814-5862 (GTS-GTX) 94
	219 800 014	Parts Catalog 5821 (Explorer) 1994	Catalogue de pièces 5821 (Explorer) 1994
N	295 500 265	Parts Catalogue Kit, 1989-1995	Ens. de catalogues de pièces,1989-1995
N	219 300 110	Parts Catalog	Catalogue de pièces .....
		5873 / 74 / 75 (SP-SPI-SPX) 1995	5873 / 74 / 75 (SP-SPI-SPX) 1995 .....
N	219 300 120	Parts Catalog 5880 (HX) 1995	Catalogue de pièces 5880 (HX) 1995 ..
N	219 300 130	Parts Catalog 5856 (XP 717) 1995	Catalogue de pièces 5856 (XP 717) 1995
N	219 300 140	Parts Catalog	Catalogue de pièces .....
		5815 / 5863 (GTS-GTX) 1995	5815 / 5863 (GTS-GTX) 1995 .....
	219 200 015	Microfiche 1988 (5801)	Microfiche 1988 (5801) .....
	219 200 016	Microfiche 1989 (5802)	Microfiche 1988 (5802) .....
	219 200 000	Microfiche 1990 (5803)	Microfiche 1990 (5803) .....
	219 200 001	Microfiche 1990 (5810)	Microfiche 1990 (5810) .....
	219 200 002	Microfiche 1991 (5804-5850)	Microfiche 1991 (5804-5850) .....
	219 200 003	Microfiche 1991 (5811)	Microfiche 1991 (5811) .....
	219 200 004	Microfiche 1992 (5805-5851)	Microfiche 1992 (5805-5851) .....
	219 200 005	Microfiche 1992 (5812-5860)	Microfiche 1992 (5812-5860) .....
	219 200 006	Microfiche 1993 (5806-5807)	Microfiche 1993 (5806-5807) .....
	219 200 007	Microfiche 1993 (5813-5861)	Microfiche 1993 (5813-5861) .....
	219 200 008	Microfiche 1993 (5852)	Microfiche 1993 (5852) .....
	219 200 009	Microfiche 1993 (5820)	Microfiche 1993 (5820) .....
	219 200 010	Microfiche 1994 (5870 / 5871)	Microfiche 1994 (5870 / 5871) .....
	219 200 011	Microfiche 1994 (5814 / 5862)	Microfiche 1994 (5814 / 5862) .....
	219 200 013	Microfiche 1994 (5821)	Microfiche 1993 (5821) .....

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
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N	295 500 267	Microfiche Kit, 1988-1995	Ens. de microfiches,1988-1995
N	219 300 111	Microfiche 1995 (5873 / 74 / 75)	Microfiche 1995 (5873 / 74 / 75)
N	219 300 121	Microfiche 1995 (5880)	Microfiche 1995 (5880)
N	219 300 131	Microfiche 1995 (5857)	Microfiche 1995 (5857)
N	219 300 171	Microfiche 1995 (5856)	Microfiche 1995 (5856)
N	219 300 141	Microfiche 1995 (5815 / 5863)	Microfiche 1995 (5815 / 5863)
	295 000 063	Service Guide (French)	Guide de service (français)
	295 000 064	Service Guide (English)	Guide de service (anglais)
N	295 500 232	***Document Kit (French)***	***Ens. de documents (français)***
		(Incl. parts from 219 900 569 to 219 000 030)	(Incl. pièces 219 900 569 à 219 000 030)
N	219 900 569	Navigation Warning Label (XP)	Étiquette d'avert. de navigation (XP)
N	219 900 570	Navigation Warning Label (SP-SPI-SPX)	Étiquette d'avert. de navigation (SP-SPI-SPX)
N	219 900 571	Navigation Warning Label (GTS - GTX)	Étiquette d'avert. de navigation (GTS - GTX)
N	219 900 572	Navigation Warning Label (HX)	Étiquette d'avert. de navigation (HX)
N	219 900 574	Navigation Warning Label (XPI)	Étiquette d'avert. de navigation (XPI)
	219 900 252	Tipover Warning Label Short Models	Étiquette d'avert. de renversement Modèles courts
	219 900 264	Tipover Warning Label Long Models	Étiquette d'avert. de renversement Modèles longs
	219 900 265	Fuel Warning Label	Étiquette d'avert. d'essence
N	219 900 743	Fuel Warning Label (HX 1995)	Étiquette d'avert. d'essence (HX 1995)
	219 900 271	Battery Warning Label	Étiquette d'avert. de batterie
	219 900 297	Reverse - (GTS - GTX)	Étiquette de renverse - (GTS - GTX)
N	219 700 036	Owner's Video	Vidéo du propriétaire
N	219 000 029	Owner's Manual	Manuel du conducteur
N	219 000 030	Owner's Manual (XPI - HX)	Manuel du conducteur (XP - HX)
	295 500 025	***Warranty Kit*** (US)	***Ensemble de garantie*** (É.-U.)
	295 500 026	***Warranty Kit*** (CDN)	***Ensemble de garantie*** (Can.)
	219 400 006	Warranty Registration Form	Enregistrement de garantie
	219 400 005	Warranty Claim Forms, (CDN)	Form. de réclamation sous garantie (Can)
	219 400 004	Warranty Claim Forms, (US)	Form. de réclamation sous garantie (É-U.)
	219 400 011	Warranty Claim Forms	Form. de réclamation sous garantie
	295 000 012	Warranty Claim Envelops	Enveloppes de réclamation de garantie
	295 000 013	Warranty Parts Decal	Décalques «Pièces sous garantie»
	295 000 015	Warranry Claim Dispatch List	Liste d'expédition de récl.de garantie

Service and Warranty Printed Matters
Documentation, service et garantie

Parts below are not illustrated.
Les pièces ci-dessous ne sont pas illustrées.

	219 600 000	Return Form Merch	Formule de retour de marchandise
	295 000 018	Vehicucle Record Files (English)	Chemises dossiers véhicules (anglais)
	295 000 019	Vehicucle Record Files (French)	Chemises dossiers véhicules (français)
	295 000 016	Parts Identification Tag	Décalques d'identification des pièces
	219 400 012	Binder 3"	Cartable 3" .....
	219 300 046	1992 Cooling Syst Poster (English)	Affiche «Syst.de refroidissement 1992» (anglais)
	219 300 068	Safety Hand Book (English) 1994	Brochure de sécurité (anglais) 1994 ...
	297 000 020	Safety Hand Book (French)	Brochure de sécurité (français) .....
N	219 300 085	Safety Hand Book (English)	Brochure de sécurité (anglais) .....

Service Products
Produits d'entretien

Parts below are not illustrated.

Les pièces ci-dessous ne sont pas illustrées.

1	290 899 788	Loctite «648», Green, 5 g	Loctite «648», vert, 5 g	@
2	293 110 001	Sea-Doo Cleaner, 400 g	Nettoyeur Sea-Doo, 400 g	@
3	293 110 002	Sea-Doo Cleaner, 4 L	Nettoyeur Sea-Doo, 4 L	@
4	293 500 008	Paint for metal,140 g, Yellow	Peinture à métal en aérosol, 140 g, jaune	@
5	293 500 009	Paint for metal,140 g, Grey	Peinture à métal en aérosol, 140 g, gris	@
6	293 500 014	Paint for metal,140 g, Blue	Peinture à métal en aérosol, 140 g, bleu	@
7	293 500 020	Paint for metal,140 g, Purple	Peinture à métal en aérosol, 140 g, violet	@
8	293 500 029	Paint for metal,140 g, White	Peinture à métal en aérosol, 140 g, blanc	@
9	293 500 030	Paint for metal,140 g, Charcoal	Peinture à métal en aérosol, 140 g, charbon	@
N 10	293 500 082	Spay Paint, 140 g, White	Peinture en aérosol, 140 g, blanc	@
N 11	293 500 077	Spay Paint, 140 g, Blue Violet	Peinture en aérosol, 140 g, bleu violet	@
12	293 500 016	Gelcoat, 10 oz., White	Gelcoat, 10 oz., blanc	@
13	293 500 033	Gelcoat Liquid, 1 liter, White	Gelcoat liquide, 1 litre, blanc	@
14	293 500 034	Gelcoat liquid, 1 liter, Purple	Gelcoat liquide, 1 litre, violet	@
15	293 500 035	Gelcoat liquid, 1 liter, Grey	Gelcoat liquide, 1 litre, gris	@
16	293 500 037	Gelcoat liquid, 1 liter, Light-Grey	Gelcoat liquide, 1 litre, gris-pâle	@
17	293 500 038	Gelcoat liquid, 1 liter, Green	Gelcoat liquide, 1 litre, vert	@
18	293 500 039	Gelcoat liquid, 1 liter, Turquoise	Gelcoat liquide, 1 litre, Turquoise	@
19	293 500 069	Gelcoat liquid, 1 liter, Teal	Gelcoat liquide, 1 litre, aqua	@
20	293 500 075	Gelcoat liquid, 1 liter, Super White	Gelcoat liquide, 1 litre, super blanc	@
N 21	293 500 081	Gelcoat liquid, 1 liter, Yellow	Gelcoat liquide, 1 litre, jaune	@
22	293 500 040	Spay Paint Gelcoat, 140 g, Grey	Gelcoat en aérosol, 140 g, gris	@
23	293 500 041	Spay Paint Gelcoat, 140 g, White	Gelcoat en aérosol, 140 g, blanc	@
24	293 500 042	Spay Paint Gelcoat, 140 g, Purple	Gelcoat en aérosol, 140 g, violet	@
25	293 500 059	Spay Paint Gelcoat, 140 g, Lavender	Gelcoat en aérosol, 140 g, lavende	@
26	293 500 060	Spay Paint Gelcoat, 140 g, Magenta	Gelcoat en aérosol, 140 g, magenta	@
27	293 500 061	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
28	293 500 062	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
29	293 500 063	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
30	293 500 066	Spay Paint Gelcoat, 140 g, Turquoise	Gelcoat en aérosol, 140 g, turquoise	@
31	293 500 067	Spay Paint Gelcoat, 140 g, Light Grey	Gelcoat en aérosol, 140 g, gris pâle	@
32	293 500 068	Spay Paint Gelcoat, 140 g, Teal	Gelcoat en aérosol, 140 g, aqua	@
33	293 500 073	Spay Paint Gelcoat, 140 g, Blue	Gelcoat en aérosol, 140 g, bleu	@
34	293 500 074	Spay Paint Gelcoat, 140 g, Green	Gelcoat en aérosol, 140 g, vert	@
N 35	293 500 078	Spay Paint Gelcoat, 140 g, Yellow	Gelcoat en aérosol, 140 g, jaune	@
36	295 500 009	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@

Service Products
Produits d'entretien

Parts below are not illustrated.

Les pièces ci-dessous ne sont pas illustrées.

37	295 500 010	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
N 38	295 500 216	Gelcoat Repair Kit	Ens. de rép. Gelcoat	@
39	295 530 011	Sealant Adhesif «221», 350 mL, Grey	Adhésif «221», 350 mL, gris	@
40	293 530 012	Prime «449», 475 mL	Apprêt «449», 475 mL	@
41	293 530 032	Glue, 25 g	Colle, 25 g	@
N 42	414 837 300	Flexible Spout (Oil)	Bec flexible (huile)	@
43	293 530 036	Primer , 250 mL	Apprêt, 250 mL	@
44	293 550 004	Grease Dielectric, 150 g	Graisse diélectrique, 150 g	@
45	293 550 005	Grease, 400 g	Graisse, 400 g	@
46	293 550 010	Synthetic Grease, 400 g	Graisse synthétique, 400 g	@
47	293 550 014	Superlube Grease, ...	Graisse Superlube	@
48	413 803 000	Sea-Doo Inj. Oil, (3 x 4 liter)	Huile à inj. Sea-Doo, (3 x 4 litre)	@
49	413 802 900	Sea-Doo Inj. Oil, (12 x 1 liter)	Huile à inj. Sea-Doo, (12 x 1 litre)	@
50	293 600 011	Pump Synthetic Oil, (12 x 6 oz)	Huile de pompe, (12 x 6 oz)	@
51	293 600 012	Primer, 4 oz	Apprêt à carter, 4 oz	@
52	293 600 016	Sea-Doo Lube, (12 x 14 oz)	Lubrifiant en aérosol, (12 x 14 oz)	@
53	293 800 001	Hylomar Sealant, 100 g	Enduit d'étanchéité Hylomar, 100 g	@
54	293 800 005	Loctite «271», 10 mL	Loctite «271», 10 mL	@
55	293 800 006	Silicone, 90 mL	Silicone, 90 mL	@
56	293 800 007	Loctite «515», 50 cc	Loctite «515», 50 cc	@
57	293 800 013	Loctite «567», 250 mL	Loctite «567», 250 mL	@
58	293 800 015	Loctite «242», 10 mL	Loctite «242», 10 mL	@
59	293 800 018	Loctite «592», 50 mL	Loctite «592», 50 mL	@
60	293 800 019	Safety Solvent, 12 oz	Solvant de sureté, 12 oz	@
61	293 800 021	Loctite «495», 3 g	Loctite «495», 3 g	@
62	293 800 023	Loctite «767», 454 g	Loctite «767», 454 g	@
63	293 800 028	Loctite «Heavy Body», 300 mL	Loctite «Heavy Body», 300 mL	@
64	293 800 030	Loctite «587», 300 mL	Loctite «587», 300 mL	@
65	295 000 110	Remover «157», 4 oz	Dissolvant «157», 4 oz	@
N 66	413 408 600	Sea-Doo Fuel Stabilizer	Préservateur de carburant Sea-Doo ...	@
67	413 703 100	Loctite «609»	Loctite «609»	@
N 68	293 800 038	Loctite «518» , 50 mL	Loctite «518» , 50 mL	@
N 69	293 800 039	Loctite «642» , 50 mL	Loctite «642» , 50 mL	@
70	293 600 013	Primer ,170 mL	Primer ,170 mL	@
N 71	413 710 500	Oil Synthetic, 12 x 1 L	Huile synthétique, 12 x 1 L	@
N 72	413 710 300	Sealant Loctite, 80 mL	Scellant Loctite, 80 mL	@
73	413 803 200	Oil Injection Drum, 205 L	Baril d'huile à injection, 205 L	@