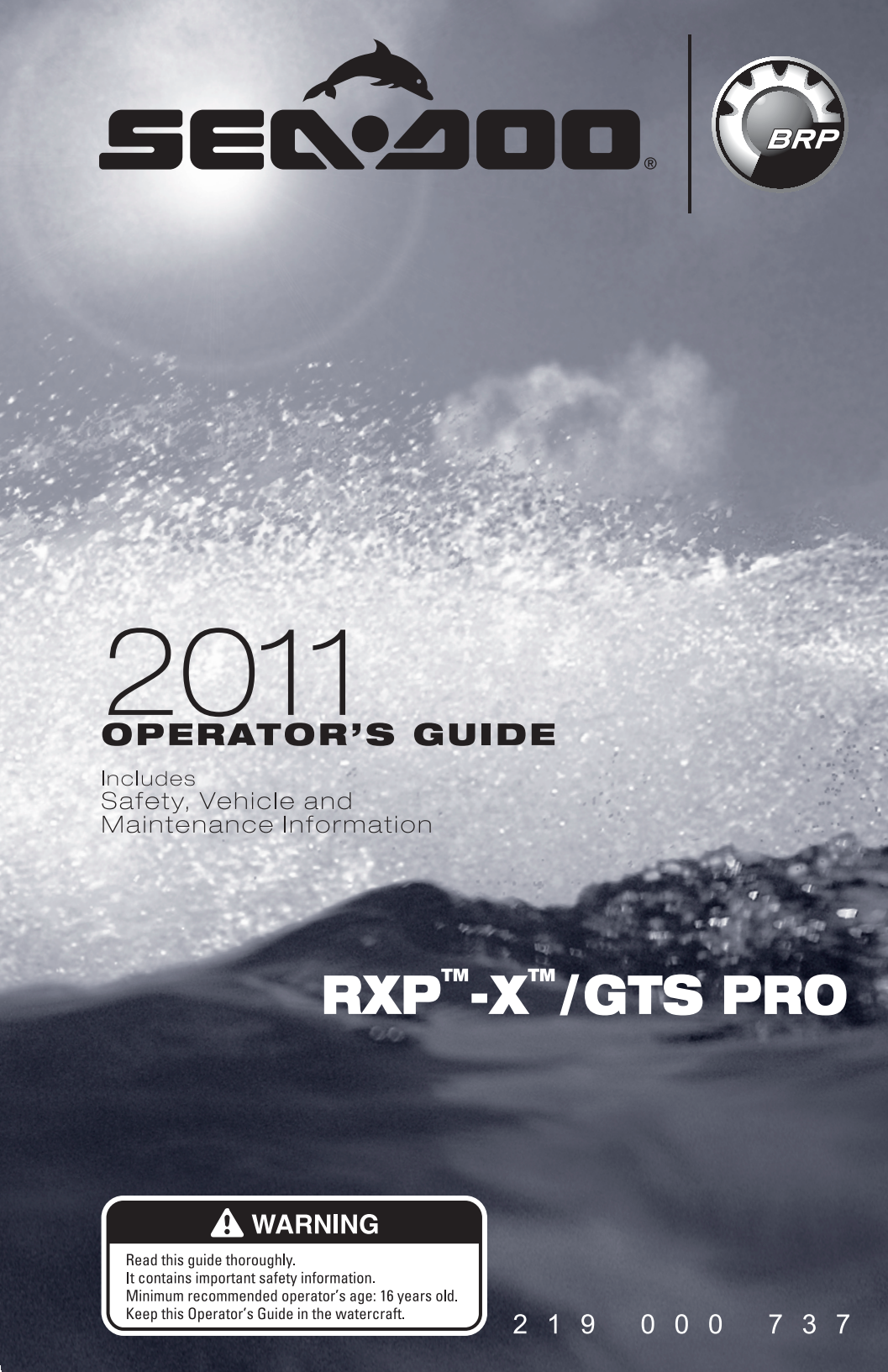

2011
OPERATOR'S GUIDE

Includes
Safety, Vehicle and
Maintenance Information

RXP™-X™/GTS PRO

⚠ WARNING

Read this guide thoroughly.
It contains important safety information.
Minimum recommended operator's age: 16 years old.
Keep this Operator's Guide in the watercraft.

219 000 737

⚠ WARNING

Disregarding any of the safety precautions and instructions contained in this Operator's Guide, *SAFETY DVD* and on-product safety labels could cause injury including the possibility of death!

⚠ WARNING

This watercraft may exceed the performance of other boats you may have ridden in the past. Take time to familiarize yourself with your new watercraft.

CALIFORNIA PROPOSITION 65 WARNING

⚠ WARNING

This product contains or emits chemicals known to the state of California to cause cancer and birth defects or other reproductive harm.

In USA, products are distributed by BRP US Inc.

Knight's Spray-Nine† is a trademark of Korkay System Ltd.

This is a non-exhaustive list of trademarks that are the property of Bombardier Recreational Products Inc. or its affiliates:

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FOREWORD

Congratulations on your purchase of a new Sea-Doo® personal watercraft (PWC). It is backed by the BRP warranty and a network of authorized Sea-Doo personal watercraft dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He has taken training to perform the initial setup and inspection of your watercraft as well as completed the final adjustment before you took possession. If you need more complete servicing information, please ask your dealer.

At delivery, you were also informed of the warranty coverage and signed the *PREDELIVERY CHECK LIST* to ensure your new watercraft was prepared to your entire satisfaction.

Know Before You Go

To learn how to reduce the risk for you or other persons being injured or killed, read the following sections before you operate the watercraft:

– *SAFETY INFORMATION*
– *WATERCRAFT INFORMATION*.

Read and understand all safety labels on your watercraft and watch attentively your *SAFETY DVD*.

Failure to follow the warnings contained in this Operators' Guide can result in serious injury or death.

BRP highly recommends that you take a safe boating course. Please check with your dealer or local authorities for availability in your area.

In certain areas, an operator competency card is mandatory to operate a pleasure craft.

Safety Messages

This Operator's Guide utilizes the following symbols and words to emphasize particular information:

⚠ WARNING

Indicates a potential hazard which, if not avoided, could result in serious injury or death.

⚠ CAUTION Indicates a hazard situation which, if not avoided, could result in minor or moderate injury.

NOTICE Indicates an instruction which, if not followed, could severely damage vehicle components or other property.

About this Operator's Guide

This Operator's Guide has been prepared to acquaint the owner/operator or passenger with this personal watercraft and its various controls, maintenance and safe riding instructions.

Keep this Operators' Guide in the watercraft as you can refer to it for things such as maintenance, troubleshooting and instructing others.

Note that this guide is available in several languages. In the event of any discrepancy, the English version shall prevail.

If you want to view and/or print an extra copy of your Operator's Guide, simply visit the following website **www.operatorsguide.brp.com**.

The informations contained in this document are correct at the time of publication. BRP, however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured. Due to late changes, some differences between the manufactured product and the descriptions and/or specifications in this guide may occur. BRP reserves the right at any time to discontinue or

change specifications, designs, features, models or equipment without incurring any obligation upon itself.

This Operator's Guide and the *SAFETY DVD* should remain with the watercraft when it's sold and in a waterproof bag with the watercraft at all times.

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Avoid Carbon Monoxide Poisoning

All engine exhaust contains carbon monoxide, a deadly gas. Breathing carbon monoxide can cause headaches, dizziness, drowsiness, nausea, confusion and eventually death.

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from carbon monoxide:

- Never run the watercraft in poorly ventilated or partially enclosed areas such as boat houses, seawalls or other boats in close proximity. Even if you try to ventilate engine exhaust, carbon monoxide can rapidly reach dangerous levels.
- Never run the watercraft outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.
- Never stand behind the watercraft while engine is running. The person may inhales exhaust fumes in concentration. Inhalation of concentrated exhaust fumes, which contain carbon monoxide, can result in CO poisoning, personal injury and death.

Avoid Gasoline Fires and Other Hazards

Gasoline is extremely flammable and highly explosive. Fuel vapors can spread and be ignited by a spark or flame many feet away from the engine. To reduce the risk of fire or explosion, follow these instructions:

- Use only an approved RED gasoline container to store fuel.
- Strictly adhere to the instructions in *FUELING* section.
- Never start watercraft if gasoline or gasoline vapor odors is present in the engine compartment.
- Never start or operate the engine if the fuel cap is not properly installed.
- Do not carry gasoline containers in the front storage compartment or anywhere else on the watercraft.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline by mouth.
- If you swallow gasoline, get any in your eye or inhale gasoline vapor, see your doctor immediately.

If gasoline spills on you, wash with soap and water and change your clothes.

Avoid Burns from Hot Parts

The ride plate, exhaust system and engine become hot during operation. Avoid contact during and shortly after operation to avoid burns.

Accessories and Modifications

Do not make unauthorized modifications, or use accessories that are not approved by BRP. Since these changes have not been tested by BRP, they may increase the risk of accidents or injuries, and they can make the watercraft illegal for use on water.

See your authorized Sea-Doo dealer for available accessories for your watercraft.

Reminders Regarding Operation

The performance of this watercraft may significantly exceed that of other watercrafts you may have operated. Make sure you read and understand the content of this Operators Guide to become completely familiar with the controls and operation of the watercraft before embarking on your first trip or taking on a passenger(s). If you have not had the opportunity to do so, practice driving solo in a suitable traffic free area and feel the response of each control. Be fully familiar with all controls before accelerating above idle speed. Do not assume that all PWCs handle identically. Each model differs, often substantially.

Always keep in mind that as the throttle lever is returned to the idle position, less directional control is available. To turn the watercraft, both steering and throttle are necessary. Do not release the throttle when trying to steer away from objects. You need throttle to steer. If engine is shut off, directional control is lost.

Like most watercraft, this watercraft has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping in a safe, traffic-free area to have an idea of how long it will take to stop the watercraft under varying conditions. Do not use the watercraft's reverse to stop.

Practice docking in a safe, traffic-free area to develop skills necessary to maneuver the watercraft surrounded by other boats and watercrafts in docks area.

The personal watercraft's jet thrust can cause injury. The jet pump may pick up debris and throw it rearward causing a risk of injuring people or damaging the jet pump or other property.

Observe the instructions on all safety labels. They are there to help assure that you have a safe and enjoyable outing.

Riding with passenger(s) or pulling tubes, a skier or a wake boarder makes the PWC handle differently and requires greater skill.

Certain PWC models come equipped with tow eyelets or a ski pole which can be used to attach a tow rope for a skier, tube or wakeboarder. Do not use these attachment points or any other portion of the watercraft to tow a para-sail or any other craft. Personal injury or severe damage may occur.

Combustion engines need air to operate; consequently this PWC can not be totally watertight. Any maneuvers such as figure eights that cause the upper deck to be under water may cause severe engine problems due to water ingestion. Refer to the *SPECIAL PROCEDURES* and *WARRANTY* sections contained in this Operator's Guide.

Engine exhaust contains carbon monoxide (CO), which can cause injury or death if inhaled in sufficient quantities. Do not operate the PWC in a confined area or allow CO to accumulate around the PWC, or in enclosed or sheltered areas. Such as when docked, or when rafting. Be aware of risk of CO from exhaust of other PWCs.

Know the waters in which the watercraft is to be operated. Current, tides, rapids, hidden obstacles, wakes and waves etc. can affect safe operation. It is not advisable to operate the watercraft in rough waters or inclement weather.

In shallow water, proceed with caution and at very low speeds. Grounding or abrupt stops may result in injury and watercraft damage. Debris may also be picked up and thrown rearward by the jet pump onto people or property.

Keep the tether cord attached to the operators' PFD at all times and keep it free from snagging on the handlebars to help ensure the engine stops should the operator fall off. After riding, remove the tether cord cap from the engine cut-off switch to avoid unauthorized use by children or others. If the operator falls off the watercraft and the tether cord is not attached as recommended, the watercraft engine will not stop.

Ride within your limits and level of riding ability.

Avoid aggressive maneuvers to reduce the risk of loss of control, ejection and collision. Understand and respect the performance of your watercraft.

Do not jump wakes or waves. Avoid riding in very rough waters or practicing extreme maneuvers like jumping wakes or waves.

Respect no wake zones, the environment, and the rights of other users of the waterways. As the operator and owner of a PWC, you are responsible for damage by the wake of your PWC. Do not let anyone throw refuse overboard.

Always ride responsibly and safely. Use common sense and courtesy.

While your watercraft has the capacity of operating at high speeds, it is strongly recommended that high speed operation only be applied when ideal conditions exist and are permitted. Higher speed operation requires a higher degree of skill and increases the risk of severe injuries.

The forces generated on the body of riders while turning, negotiating waves or wakes, operating in choppy waters, or falling off the watercraft, especially at higher speeds, may cause injury including the possibility of broken bones or more serious bodily injuries. Remain flexible and avoid sharp turns.

PWCs are not designed for night-time operation.

To prevent you and your passenger(s) from being bounced and eventually be ejected from the watercraft, reduce your speed.

Before Getting Underway

For safety reasons and proper care, always perform the pre-ride inspection as specified in your Operators Guide before operating your watercraft.

Do not exceed the payload or passenger capacities for your watercraft, which are listed on the capacity plate and in the specifications. Overloading can affect maneuverability, stability and performance. Also, heavy seas reduce capacity. A payload or person capacity plate is not an excuse for failure to use common sense or good judgment.

Regularly inspect the PWC, the hull, engine, safety equipment, and all other boating gear and keep them in safe operating condition.

Be sure you have the minimum required safety equipment, PFDs and any additional gear needed for your cruise.

Check that all lifesaving equipment, including fire extinguisher, is in safe operating condition and easily accessible. Show all passengers where this equipment is, and make sure they know how to use it.

Keep an eye on the weather. Check local weather broadcasts before departure. Be alert to changing conditions.

Keep accurate and up-to-date charts of the boating area on board. Before getting underway, check water conditions in the planned boating area.

Keep enough fuel on board for the planned trip. Always verify fuel level before use and during the ride. Apply the principle of 1/3 of the fuel to reach your destination, 1/3 to return, and keep 1/3 in reserve. Allow for changes due to adverse weather or other delays.

Operator and Passenger Awareness

Read and understand all safety labels on the Sea-Doo PWC, the Operators Guide, all other safety documents, and watch the *SAFETY DVD* before operating the PWC.

Respect applicable laws. Check local and federal boating laws applicable to the waterways where you intend to use your watercraft. Learn the local navigation rules. Know and understand the applicable navigation system (such as buoys and signs).

Remember that sun, wind, fatigue or illness may impair your judgement and reaction time.

Operation of this PWC by a person under 16 years of age, or a person with a disability that impairs vision, reaction time, judgment, or operation of the controls is NOT recommended.

Always use the tether cord when operating the watercraft and ensure that all passengers are familiar with its use.

Ensure that any operator and all passengers know how to swim and how to re-board the PWC from the water. Boarding in deep water can be strenuous. Practice in chest-deep water before operating or embarking your watercraft in deep water. If a passenger does not know how to swim, ensure that passenger wears a PFD at all times and take extra precautions when boating.

Never turn handlebar when someone is near the rear of watercraft. Keep away from steering moving parts (nozzle, reverse gate, linkages, etc.).

Do not start the engine or operate the watercraft if anyone is in the water nearby, or near the rear of the watercraft.

The operator and passenger(s) should be properly seated and have a firm handhold before starting the watercraft, and at all times when the watercraft is in motion. All passenger(s) should be instructed to use the handholds or seat strap provided, or to hold the waist of the person in front of them. Each passenger must be able to simultaneously place both feet firmly flat against each footwell when properly seated.

When accelerating on a PWC with a passenger(s), whether from a complete stop or while underway, always do so progressively. Fast acceleration may cause your passenger(s) to loose their balance and fall rearward off the watercraft. Make sure that your passenger(s) are aware of or can anticipate any rapid acceleration.

Keep away from the intake grate while the engine is on. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts.

Severe internal injuries can occur if water is forced into body cavities as a result of falling into water or being near a jet thrust nozzle. Consequently, the wearing of a wet suit bottom is highly recommended.

Before reboarding, make sure engine is off and tether cord is removed.

To prevent accidental starting, always detach the tether cord from the engine cut-off switch when swimmers are boarding or nearby, or during removal of any weeds or debris from the intake grate.

On a PWC, never place your feet and legs in the water to aid turning.

Operation by Minors

Minors should always be supervised by an adult whenever operating a watercraft. Laws regarding the minimum age and licensing requirements of minors may vary from one jurisdiction to another. Be sure to contact the local boating authorities for information regarding the legal operation of a PWC in the intended jurisdiction of use. BRP recommends a minimum operator age of 16 years old.

Drugs and Alcohol

Never operate your PWC under the influence of alcohol or drugs. Like driving a car, driving a watercraft requires the operator to be sober, attentive and alert. Operating a watercraft while intoxicated or under the influence of drugs is not only dangerous, but it is also a Federal offense carrying a significant penalty. These laws are vigorously enforced. The use of drugs and alcohol, singly or in combination, decreases reaction time, impedes judgment, impairs vision, and inhibits your ability to safely operate a watercraft.

⚠ WARNING

Alcohol consumption and boating do not mix! Operating under the influence endangers the lives of your passengers, other boaters, and yourself. Federal laws prohibit operating a watercraft under the influence of alcohol or drugs.

Water Sports (Towing with the Watercraft)

⚠ WARNING

Avoid personal injury! Your PWC is not designed for and should not be used for pulling another craft, parasails, kites, gliders, or any device which can become airborne. Use watercraft only for appropriate water sports.

Water skiing, wakeboarding, or riding a towed inflatable apparatus are some of the more popular water sports. Taking part in any water sport requires increased safety awareness by the participant and the watercraft operator. If you have never towed someone behind your PWC before, it is a good idea to spend some hours as an observer, working with and learning from an experienced operator. It is also important to be aware of the skill and experience of the person being towed.

Everyone participating in a water sport should observe these guidelines:

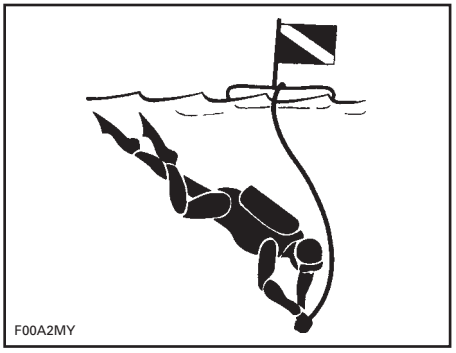
- Riding with passenger(s) or pulling a tube, skier or wakeboarder makes the watercraft handle differently and requires greater skill.
- Always respect the safety and comfort of your passenger(s) and person being towed on skis, wakeboard or other water products.
- Always carry an observer when pulling a tube, skier or wakeboarder to observe the person being towed and inform the operator about the participants' hand signals. The operator must focus his attention on operating the watercraft and the waters ahead.
- Proceed with only as much speed as required and follow the observers' instructions.
- When pulling a tube, skier, or a wake boarder, do not make tight sharp turns unless absolutely necessary. Remember that although this PWC is manoeuvrable, the person in tow may not be able to avoid an obstacle, or the PWC with which it is being towed.
- Allow only capable swimmers to take part in any water sport.
- Always wear an approved personal flotation device (PFD). Wearing a properly designed PFD helps a stunned or unconscious person stay afloat. A Type-IV water-ski vest is an approved and practical PFD.
- Be considerate to others you share the water with.

– Both the operator and observer should monitor the location of the tow rope when participating in watersports. A slack tow rope can become entangled with a person(s) or objects on the PWC or in the water, particularly when making a tight turn or circling, and cause serious personal injury.
– Do not tow a person in any water sport on a short tow rope such that the person inhales exhaust fumes in concentration. Inhalation of concentrated exhaust fumes, which contain carbon monoxide, can result in CO poisoning, personal injury and death.
– Use a tow rope of sufficient length and size and make sure it is adequately secured to your watercraft. While some watercrafts are equipped or can be fitted with a specially designed towing mechanism, avoid installing a tow pole on a PWC. It can become a hazard should someone fall on it.
– Give immediate attention to a person who has fallen. He or she is vulnerable in the water alone and may not be seen by other boaters.
– Approach a person in the water from the lee side (opposite the direction of the wind). Turn off the motor before coming close to the person.
– Participate in water sports only in safe areas. Stay away from other boats, channels, beaches, restricted areas, swimmers, and heavily traveled waterways and underwater obstructions.
– Turn off engine and anchor the watercraft before swimming.
– Swim only in areas designated as safe for swimming. These are usually marked with a swim area buoy. Do not swim alone or at night.

SWIM AREA BUOY

– Do not water ski between sunset and sunrise. It is illegal in most states.
– Do not drive the watercraft directly behind a water skier, tuber or wakeboarder. At 40 km/h (25 MPH) per hour, the watercraft will overtake a person who falls in the water 60 m (200 ft) in front of your watercraft in about 5 seconds.
– Shut engine off and remove ignition key when anyone is in the water nearby.
– Stay at least 45 m (150 ft) away from areas marked by a diver down float.

Avoid personal injury! Do not allow anyone near the propulsion system or intake grate, even when the engine is off. Items such as long hair, loose clothing or personal flotation device straps can become entangled in moving parts resulting in serious injury or drowning. In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and be thrown rearward.



DIVER DOWN FLOAT

For more information on approved, legal and safe practice of water sports, please contact the local legal authority on water sports safety for the area you plan to practice in.

Hypothermia

Hypothermia, the loss of body heat to the water, is a significant cause of deaths in boating accidents. After an individual has succumbed to hypothermia, he or she will lose consciousness and then drown.

PFDs can increase survival time because of the insulation they provide.

Naturally, the warmer the water, the less insulation one will require. When operating in cold water (below 4°C (40°F), consideration should be given to using a coat or jacket style PFD as they cover more of the body than the vest style PFDs.

Some points to remember about hypothermia protection:

- While afloat in the water, do not attempt to swim unless it is to reach a nearby boat, fellow survivor, or a floating object on which you can lean or climb. Unnecessary swimming increases the rate of body heat loss. In cold water, drown-proof methods that require putting your head in the water are not recommended. Keep your head out of the water. This will greatly lessen heat loss and increase your survival time.
- Keep a positive attitude about your survival and rescue. This will improve your chances of extending your survival time until rescue. Your will to live does make a difference!
- If there is more than one person in the water, huddling is recommended while waiting to be rescued. This action tends to reduce the rate of heat loss and thus increase the survival time.
- Always wear your PFD. It won't help you fight off the effects of hypothermia if you don't have it on when you go into the water.

Safe Boating Courses

Many countries recommend or require a boating safety course. Check with your local competent authorities.

Check local and federal boating laws applicable to the waterways where you intend to use your watercraft. Learn the local rules of the road. Know and understand the applicable navigation system (such as buoys and signs).

Required Safety Equipment

The operator and the passenger(s) must wear an approved Personal Flotation Device (PDF) that is suitable for PWC use.

Operator and passenger(s) should have ready access to shatterproof glasses should riding conditions or personal preference warrant.

Wind, water spray and speed may cause a person's eyes to water and create blurred vision.

As the owner of the watercraft, you are responsible for assuring that all required safety equipment is aboard. You should also consider supplying additional equipment as needed for your safety and that of your passengers. Check state and local regulations about required safety equipment.

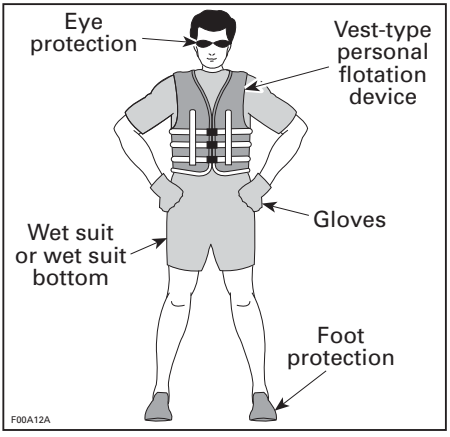
Safety equipment required by regulations is mandatory. If local regulations require additional equipment, it must be approved by a competent authority. Minimum requirements include the following:

- Personal flotation devices (PFDs)
- A buoyant heaving line of 15 m (50 ft) minimum
- A watertight flashlight or approved flares
- Signaling device
- Sound producing devices (air horn or whistle).

Recommended Protection Clothes

The operator and passenger(s) of PWCs must wear protective clothing, including:

- A wet suit bottom, or thick tightly woven and snug fitting clothing that provides equivalent protection. As an example, thin bike shorts would not be appropriate. Severe internal injuries can occur if water is forced into body cavities as a result of falling in the water or being near jet thrust nozzle. Normal swimwear does not adequately protect against forceful entry of water into the lower male or female body opening(s).
- Footwear, gloves, safety goggles or glasses are also recommended. Some type of lightweight, flexible foot protection is recommended. This will help reduce possible injury, should you step on sharp underwater objects.



Personal Flotation Devices (PFDs)

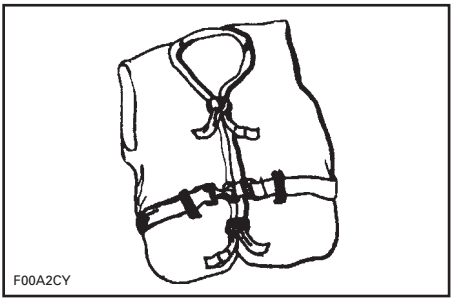
Each person on a recreational watercraft must wear a personal flotation device (PFD) at all times. Ensure that these PFDs meet your country regulations.

A PFD provides buoyancy to help keep the head and face above the water, and to help maintain a satisfactory body position while in the water. Body weight and age should be considered when selecting a PFD. The buoyancy provided by the PFD should support your weight in water. The size of the PFD should be appropriate for the wearer. Body weight and chest size are common methods used to size PFDs. It is your responsibility to ensure that you have the proper number and types of PFDs on board to comply with federal and local regulations, and that your passengers know where they are and how to use them.

PFD Types

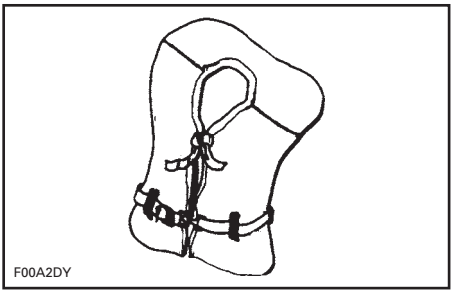
There are five types of approved PFDs.

PFD Type I, Wearable, has the greatest required buoyancy. Its design allows for turning most unconscious persons in the water from face down position to a vertical or slightly backward, face-up position. It can greatly increase the chances of survival. Type I is most effective for all waters, especially offshore when rescue may be delayed. It is also the most effective in rough waters.



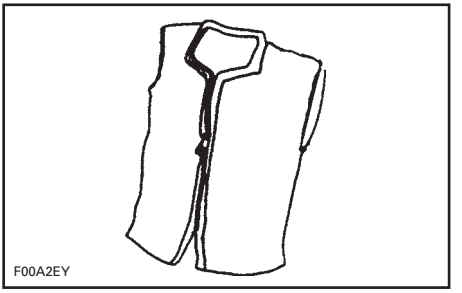
TYPE I — WEARABLE

PFD Type II, Wearable, turns its wearer in the same way as Type I, but not as effectively. The Type II does not turn as many persons under the same conditions as a Type I. You may prefer to use this PFD where there is a probability of quick rescue such as in areas where other people are commonly involved in water activities.



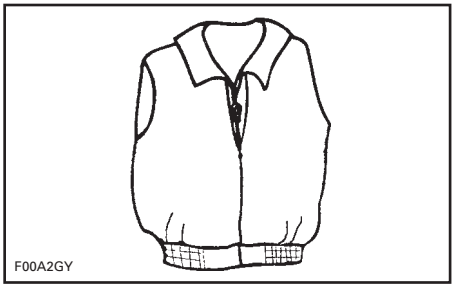
TYPE II — WEARABLE

PFD Type III, Wearable, allows wearers to place themselves in a vertical or slightly backward position. It does not turn the wearer. It maintains the wearer in a vertical or slightly backward position and has no tendency to turn the wearer face down. It has the same buoyancy as a Type II PFD and may be appropriate in areas where other people are commonly involved in water activities.



TYPE III — WEARABLE

PFD Type V, Wearable, must be worn. When inflated, it provides buoyancy equivalent to Type I, II or III PFDs. When it is deflated, however, it may not support some people.



TYPE V — WEARABLE

Helmets

Some Important Considerations

Helmets are designed to offer some degree of protection in case of impacts to the head. In most motorized sports, the benefits of wearing a helmet clearly outweigh the drawbacks. However, in the case of motorized watersports such as riding personal watercraft, this is not necessarily true as there are some particular risks associated with the water.

Benefits

A helmet helps to reduce the risk of injury in case of a head impact against a hard surface such as another craft in the case of a collision. Similarly, a helmet with a chin guard might help prevent injuries to the face, jaw or teeth.

Risks

On the other hand, in some situations when falling off the watercraft, helmets have a tendency to catch the water, like a "bucket", and put severe stresses on the neck or spine. This could result in choking, severe or permanent neck or spine injury or death.

Helmets may also interfere with peripheral vision and hearing, or increase fatigue which, could contribute to increase the risk of a collision.

Weighing the Risks vs Benefits

In order to decide whether or not you should wear a helmet, it is best to consider the particular environment you will be riding in, as well as other factors such as personal experience. Will there be a lot of traffic on the water? What is your riding style?

The Bottom Line

Since each option minimizes some risks, but increases others, before each ride you must decide whether to wear or not wear a helmet based on your particular situation.

If you decide to wear a helmet, you must then decide what type is the most appropriate for the circumstances. Look for helmets that meet DOT or Snell standards, and if possible, choose one designed for motorized watersports.

Additional Recommended Equipment

It is recommended that you acquire additional equipment for safe, enjoyable cruising. This list, which is not all inclusive, includes items you should consider acquiring.

- Small tool kit
- Local map
- Paddle
- Tow rope
- First aid kit
- Flares
- Anchor
- Mooring cords.

A cellular telephone in a waterproof bag or container has also been found to be beneficial to boaters when in distress or just for contacting someone on shore.

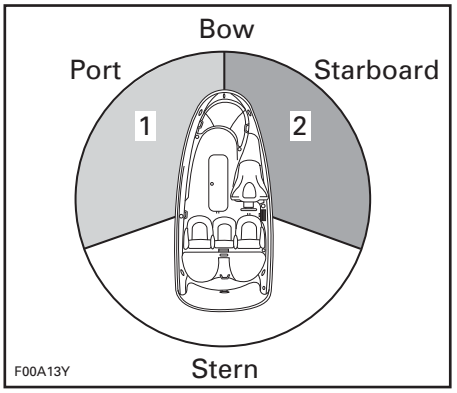
NAVIGATION RULES

Operating Rules

Operating a watercraft can be compared with driving unmarked highways and roads. To prevent collisions or avoid other boaters, a system of operating rules must be followed. It's not only common sense... it's the law!

Generally keep to your right and safely avoid other craft by keeping a safe distance from other craft, people and objects.

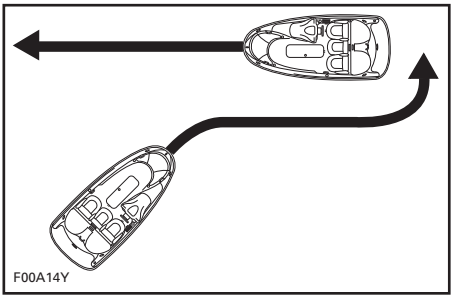
The following illustration identifies different parts of the watercraft that are used as directional reference points, the bow being the front of the boat. The port side of boat (left side) is visually identifiable by a RED light off the bow, and the starboard side (right side) by a GREEN light.



TYPICAL
1. *RED light*
2. *GREEN light (yield zone)*

Crossing

Give right of way to craft ahead and to your right. Never cross in front of a boat.



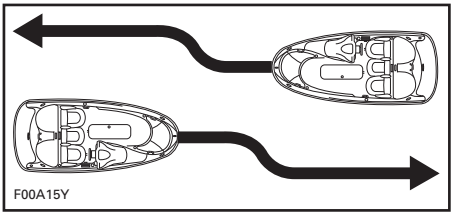
TYPICAL

Like a street traffic light, if you see a RED light, STOP, give the right of way. The other boat is to your right and it has the right of way.

If you see a GREEN light, pass with caution. The other boat is to your left, you have the right of way.

Meeting Head-On

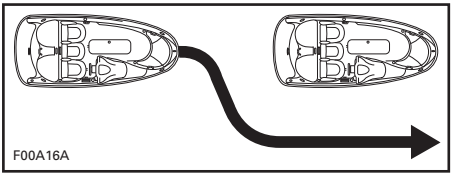
Keep right.



TYPICAL

Passing

Give right of way to other craft and keep clear.



TYPICAL

Navigation System

Navigational aids, such as signs or buoys, can assist you identify safe waters. Buoys will indicate whether you should keep to the right (starboard) or to the left (port) of the buoy or to which channel you can continue. They may also indicate whether you are entering a restricted or controlled area such as a no wake or speed zone. They may also indicate hazards or pertinent boating information. Markers maybe located on shore or on the water. They can also indicate speed limits, no power craft or boating, anchorage and other useful information. (The shape of each type of marker will provide assistance).

Make sure you know and understand the navigation system applicable to the waterways where you intend to use the watercraft.

Collision Avoidance

– Do not release throttle to steer.

⚠ WARNING

Do not release the throttle when trying to steer away from objects. Engine power and jet pump thrust is required to steer the watercraft.

– Always keep a constant lookout for other water users, other boats or objects, especially when turning. Be alert for conditions that may limit your visibility or block your vision of others.
– Respect the rights of other recreationists and/or bystanders and always keep a safe distance from all other watercrafts, boats, people and objects.
– Do not jump wakes or wakes.

⚠ WARNING

Do not wake or wave jump, ride the surf line or attempt to spray or splash others with your watercraft. You may misjudge the ability of the watercraft or your own riding skills and strike a boat or person.

– This watercraft has the capability of turning more sharply than other boats, however, unless in an emergency, do not negotiate sharp, high speed turns. Such maneuvers make it hard for others to avoid you or understand where you are going. Also, you and / or your passenger(s) could be thrown from the watercraft.
– Maintaining or increasing speed may be necessary to avoid a collision.

FUELING

Recommended Fuel

Use unleaded gasoline with the following octane rating.

MINIMUM OCTANE RATING	
Inside North America	87 (RON + MON)/2) (1)
Outside North America	92 RON (1)

(1) On supercharged models, use super unleaded fuel for optimum engine performance.

NOTICE Never experiment with other fuels or fuel ratios. Never use fuel containing more than 10% ethanol. The use of non-recommended fuel can result in watercraft performance deterioration and damage to critical parts in the fuel system and engine components.

Fueling Procedure

⚠ WARNING

Always stop the engine before refueling. 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. Fuel tank may be pressurized, turn cap slowly when opening. When fueling, keep watercraft level. Do not overfill or top off the fuel tank and leave watercraft in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the watercraft.

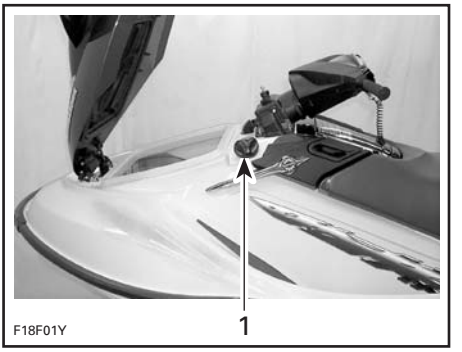
Turn off engine.

Do not allow anyone to remain on the watercraft.

Tie watercraft securely to the fueling pier.

Have a fire extinguisher close at hand.

Open the front storage compartment cover to expose fuel tank cap.



TYPICAL
1. Fuel tank cap

Unscrew the cap counterclockwise.

Insert the gas pump spout into the filler neck and fill up fuel tank.

⚠ WARNING

To prevent fuel back-flow, fill up tank slowly so the air can escape from the fuel tank.

Stop filling immediately after the release of the gas pump nozzle handle and wait a moment before removing the spout. Do not retract the gas pump nozzle to put more fuel in fuel tank.

⚠ WARNING

Do not overfill or top off the fuel tank and leave the watercraft in the sun. As temperature increases, fuel expands and may overflow.

Reinstall cap and fully tighten.

⚠ WARNING

Always wipe off any fuel spillage from the watercraft.

After refueling always, open seat and ensure there is no gasoline vapor odor inside the engine compartment.

⚠ WARNING

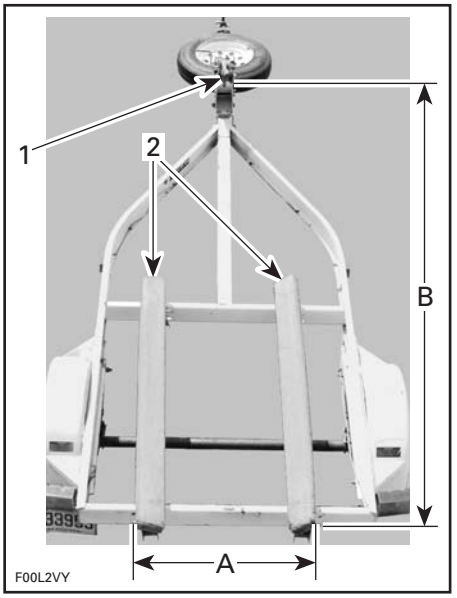
Do not start watercraft if gasoline or gasoline vapor odor is present.

⚠ WARNING

In the event that the fuel cap should be replaced, you must ensure to use ONLY a BRP vented fuel cap. Otherwise, the fuel system integrity of your watercraft will be compromised. There is no equivalent fuel cap on the market.

TRAILERING INFORMATION

NOTICE To avoid damaging O.P.A.S. side vanes, the maximum trailer wood bunks span including bunk width should not exceed 71 cm (28 in). Ends of both trailer wood bunks should not be more than 2.59 m (102 in) away from watercraft bow attachment point. See following illustration.



TRAILER FOR O.P.A.S.
1. *Watercraft front (bow) attachment point*
2. *Wood bunks*

A. 71 cm (28 in)
B. 2.59 m (102 in)

Make sure that fuel tank cap is properly installed.

⚠ WARNING

Never tip this watercraft on end for transporting. We recommend that you carry the watercraft in its normal operating position.

Check the applicable laws and regulations in your area concerning towing a trailer, especially the following rules:
- Brake system
- Tow vehicle weight
- Mirrors.

Take the following precautions when towing the watercraft:
- Respect tow vehicle maximum weight capacity and the tongue weight capacity as recommended by manufacturer.
- Tie the watercraft to both front and rear (bow/stern) eyelets so that it is firmly retained on the trailer. Use additional tie-downs if necessary.
- Ensure all storage compartment covers and seat(s) are properly latched.
- Observe trailering safety precautions.

NOTICE Do not route ropes or tie-downs over the seat or grab handle as they could produce permanent damage. Wrap ropes or tie-downs with rags or similar protectors where they can touch the watercraft body.

⚠ WARNING

Make sure seat(s) is/are securely latched before prior to trailering.

A Sea-Doo cover can protect the watercraft, particularly before driving on dirt roads, to prevent dirt entry through the air intake openings.

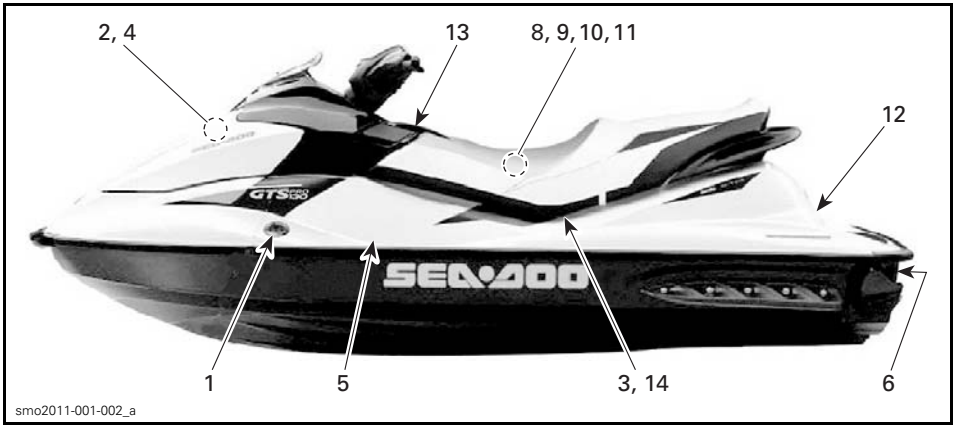
⚠ WARNING

When trailering the watercraft, NEVER leave any equipment on the watercraft.

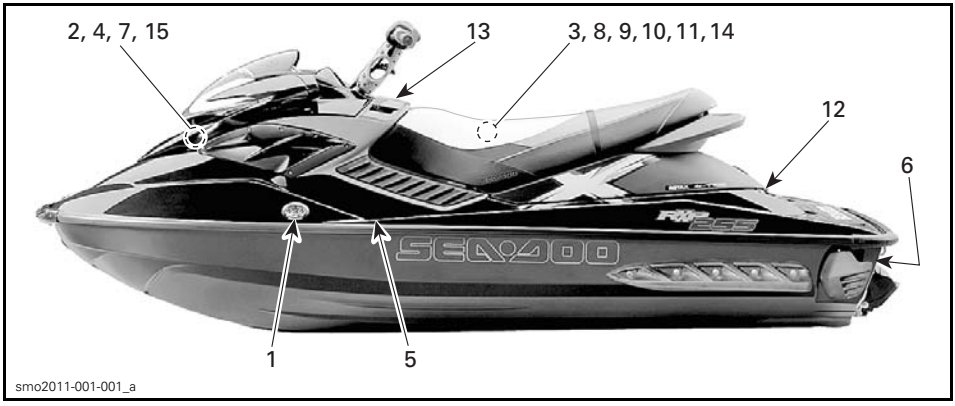
IMPORTANT ON-PRODUCT LABELS

The following labels are on your watercraft. If missing or damaged, they can be replaced free of charge. See an authorized Sea-Doo dealer.

Please read the following labels carefully before operating this watercraft.



GTS PRO



TYPICAL — RXP-X 255

LABEL 1

⚠ WARNING

- **Remove battery from boat before charging.**
- **Do not overcharge battery.**
- **Improper charging of battery can cause explosion.**

smo2009-002-106_aen

LABEL 2

⚠ CAUTION

Certain components in the engine compartment may be very hot. Direct contact may result in skin burn.

219903132A

219903132

LABEL 3

EMISSION CONTROL INFORMATION

THIS ENGINE IS CERTIFIED TO OPERATE ON UNLEADED GASOLINE AND CONFORMS TO [ ] U.S. EPA & CALIFORNIA EMISSION / EVAP REGULATIONS FOR MARINE SI ENGINES.

ENGINE FAMILY		FAMILLE DE MOTEUR
FEL		LIMITE DES ÉMISSIONS DE LA FAMILLE
ENGINE DISPLACEMENT		CYLINDRÉE
EXHAUST EMISSION CONTROL SYSTEM		SYSTÈME DE CONTRÔLE DES ÉMISSIONS
POWER		PUISSANCE

RENSEIGNEMENTS SUR LE DISPOSITIF ANTIPOLLUTION

CE MOTEUR EST CERTIFIÉ POUR FONCTIONNER À L'ESSENCE SANS PLOMB ET IL RÉPOND AUX NORMES [ ] DE L'EPA DES É.-U. & RÉGLEMENTATIONS CALIFORNIENNES POUR LES MOTEURS MARINS À ALLUMAGE COMMANDÉ.

SEE OPERATOR'S GUIDE FOR MAINTENANCE SPECIFICATIONS
VOIR GUIDE DU CONDUCTEUR POUR LES SPÉCIFICATIONS D'ENTRETIEN

BOMBARDIER RECREATIONAL PRODUCTS INC.

219903139

219903139

LABEL 4

Watercraft Inside North America

CANADIAN COMPLIANCE NOTICE
AVIS DE CONFORMITÉ CANADIEN

MAXIMUM RECOMMENDED SAFE LIMITS
LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES

X — XXX **kg** / XXX **lbs/lb**

\+ — XXX **kg** / XXX **lbs/lb**

CATEGORY / CATÉGORIE: C

THE RECOMMENDED SAFE LIMITS MAY HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS.

LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET LES CONDITIONS MÉTÉRÉOLOGIQUES DIFFICILES.

BOMBARDIER RECREATIONAL PRODUCT INC.
BOMBARDIER PRODUITS RECREATIF INC.
VALCOURT, QUÉBEC, CANADA (YDV)

MODEL / MODÈLE: XXXXXXXXXX

THE MANUFACTURER DECLARES THAT THIS PRODUCT COMPLIES WITH THE CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS , AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

LE FABRICANT ATTESTE QUE CE PRODUIT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU RÈGLEMENT SUR LES PETITS BÂTIMENTS EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION. 219903489

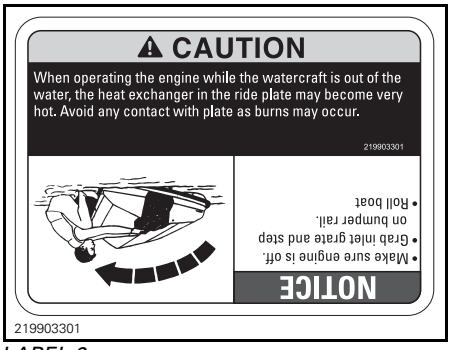
219903489

LABEL 5
GTS Pro: located on LH side
RXP-X 255: located on RH side

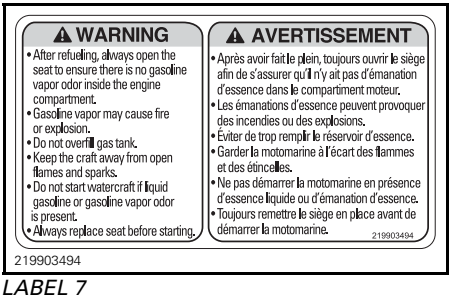
Watercraft Outside North America

LABEL 5: GTS PRO MODEL

LABEL 5: RXP-X MODEL

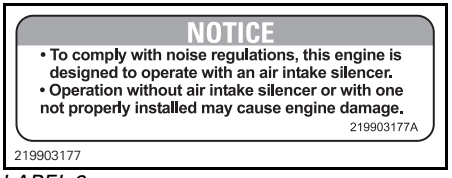


LABEL 6



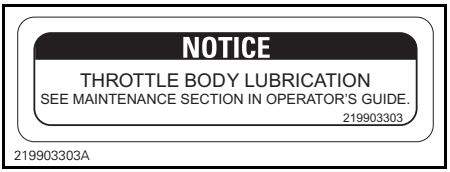
LABEL 7

LABEL 8



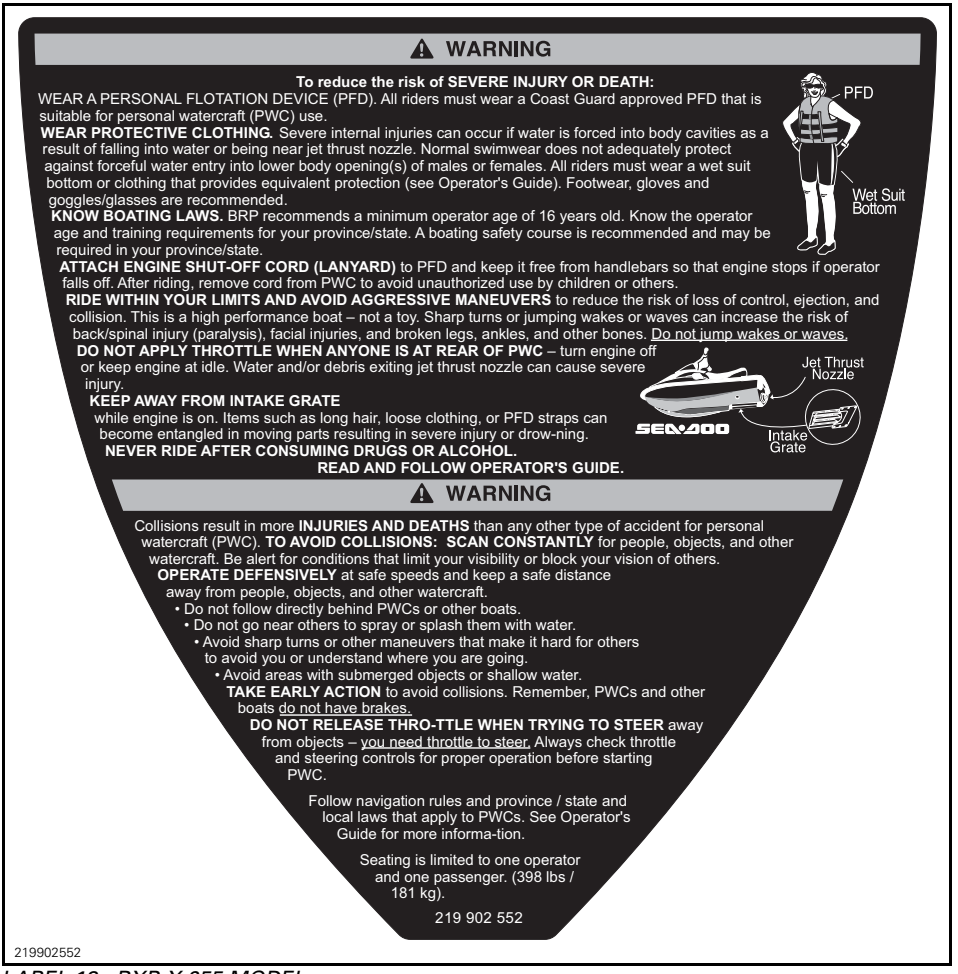
LABEL 9

LABEL 10



LABEL 11

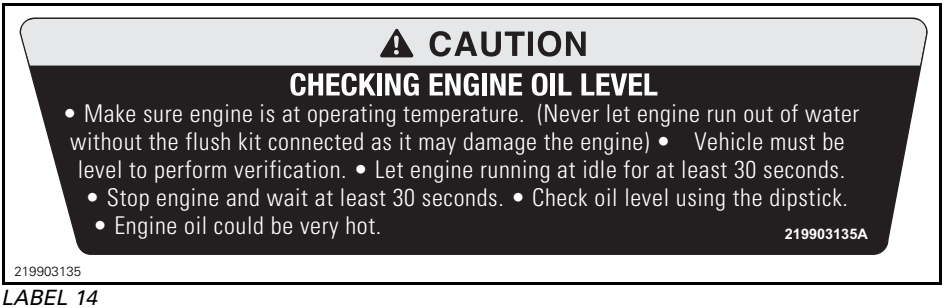
LABEL 12



LABEL 13 - RXP-X 255 MODEL

smo2006-002-013

LABEL 13 - GTS PRO MODEL



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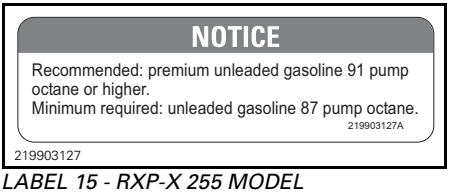
LABEL 14



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LABEL 15 - RXP-X 255 MODEL

PRE-RIDE INSPECTION

⚠ WARNING

Perform a pre-ride inspection before each ride to detect potential problems during operation. The pre-ride inspection can help you monitor wear and deterioration before they become a problem. Correct any problems that you discover to reduce the risk of a breakdown or crash. See an authorized Sea-Doo dealer as necessary.

Before performing the pre-ride inspection, read and understand the *CONTROLS* section.

What to Do Before Launching the Watercraft

⚠ WARNING

Engine should be off and the tether cord cap should always be removed from engine cut-off switch prior to verifying any of the following points. Only start watercraft once all items have been checked and operate properly.

Check the items listed in the following table before launching the watercraft.

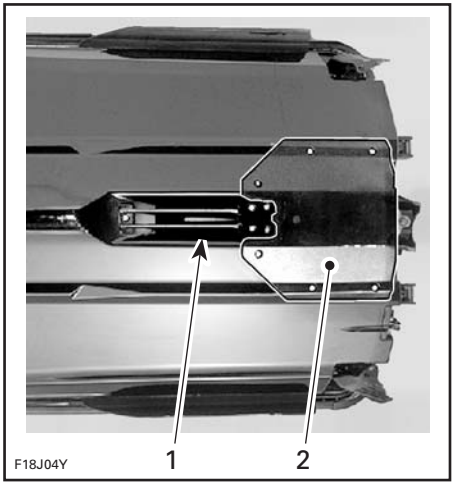
ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intake	Inspect/clean.	
Bilge	Drain. Ensure plugs are secured.	
Battery	Inspect tightness of cables and retaining fasteners.	
Fuel tank	Refill.	
Engine compartment	Check for any fluid leaks and gasoline vapor odor. Verify fuel exhaust components integrity.	
Engine oil level	Check/refill.	
Engine coolant level	Check/refill.	
Steering system and side vanes (O.P.A.S.™)	Check operation.	
Throttle system	Check operation.	
Shifter system	Check operation.	
Variable Trim System (VTS)	Check operation.	
Storage compartment covers and seat	Ensure they are closed and latched.	
Self-contained removable storage bin	Ensure it is installed on watercraft and properly closed and latched.	
Engine start/stop button	Check operation.	
Engine cut-off switch	Check operation.	

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake

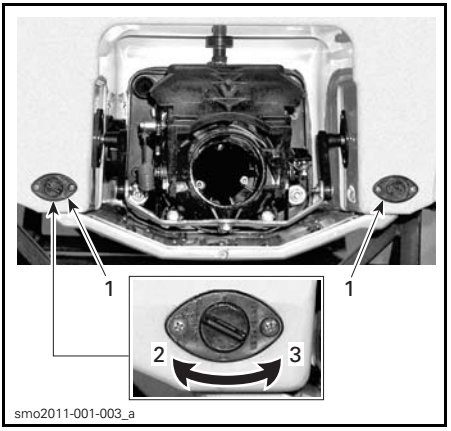
Remove weeds, shells, debris or anything else that could restrict the flow of water and damage propulsion unit. Clean as necessary. If any obstruction can not be removed, refer to an authorized Sea-Doo dealer for servicing.



TYPICAL — INSPECT THESE AREAS
1. *Water intake*
2. *Ride plate*

Drain Plugs

Secure bilge drain plugs.



TYPICAL
1. *Drain plugs*
2. *Tighten*
3. *Untighten*

⚠ WARNING

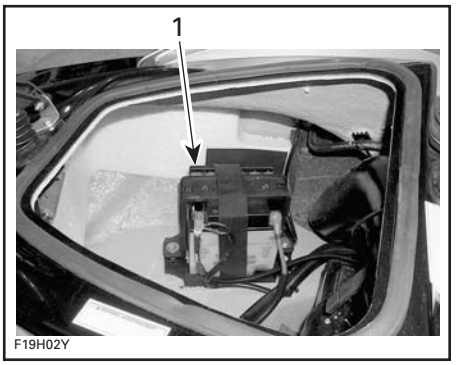
Ensure bilge drain plugs are properly secured prior to launching the watercraft in water.

Battery

⚠ WARNING

Verify tightness of battery cables to their posts and condition of battery retaining fasteners. Do not charge or boost battery while installed in the watercraft.

The battery is located under the storage bin in the front storage compartment.



TYPICAL
1. Battery

Fuel Tank

With the watercraft horizontal, fill the fuel tank to specified level.

Check fuel tank retaining straps/ fasteners.

⚠ WARNING

Strictly adhere to instructions in the *FUELING PROCEDURE*.

Engine Compartment

Inspect the engine compartment for fuel vapor odor.

⚠ WARNING

Should any leak or gasoline odor be present, do not apply electrical power or start the engine. Refer to an authorized Sea-Doo dealer before use.

Engine Oil

Ensure oil level is within specification as described in *MAINTENANCE PROCEDURES* section. Check for oil leaks on engine and in engine compartment.

Engine Coolant

Ensure coolant level is within specification as described in *MAINTENANCE PROCEDURES* section. Check for coolant leaks on engine, in bilge and from ride plate.

⚠ CAUTION When operating the engine with the watercraft out of the water, the engine and heat exchanger in the ride plate may become very hot. Avoid any contact with hot engine parts and the ride plate as burns may occur.

Steering System and Side Vanes (O.P.A.S.)

Assisted by another person, check steering operation for free movement.

When the handlebar is horizontal, the jet pump nozzle should be in the straight ahead position. The rear edge of side vanes should be pointing outside of watercraft by approximately 20°. Ensure the jet pump nozzle and side vanes pivot easily and in the same direction as the handlebar.

⚠ WARNING

Check handlebar and corresponding steering nozzle operation before starting. Never turn handlebar while someone is near the rear of the watercraft. Keep away from steering moving parts (nozzle, side vanes, linkage etc.).

Throttle System

Check throttle lever for free and smooth operation. The throttle lever should return to its initial position immediately after it is released.

⚠ WARNING

Check throttle lever operation before starting the engine. If any friction is felt in the throttle lever, refer to an authorized Sea-Doo dealer.

Shifter System

Check reverse gate operation for freedom of movement.

With shift lever in forward position, the gate should be in upward position; offering a resistance to go downward.

With the shift lever in neutral position, the gate should be in the middle position.

With the shift lever in the reverse position, the gate should be in the downward position.

⚠ WARNING

Verify the reverse gate operation before starting the engine. Ensure no one is near the gate when the shift lever position is changed.

Variable Trim System (VTS)

RXP-X 255 Model

Install tether cord then alternately press the VTS up and down button to check nozzle movement. The VTS position indicator movement can also be seen in the information center.

Storage Compartment Covers and Seat

Ensure all required safety and survival equipment and any additional cargo is properly stored in the storage bins provided.

Ensure the self-contained storage bin cover, front cover, glove box, access panels, and seat are closed and latched.

⚠ WARNING

Ensure the seat, access panels, and all storage compartment covers are securely latched.

Engine Start/Stop Button

Position shift lever in neutral. Start engine and stop it using the engine start/stop button.

⚠ WARNING

If engine does not shut-off when pushing engine start/stop button, do not operate the watercraft further, see an authorized Sea-Doo dealer.

Engine Cut-Off Switch

Verify when pulling off the tether cord from the engine cut-off switch that engine can be stopped.

⚠ WARNING

Do not use watercraft if engine can not be stopped by pulling off the tether cord.

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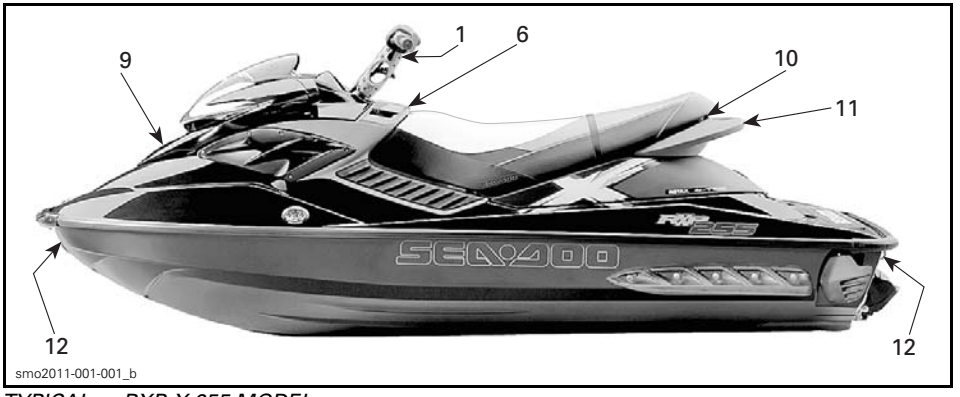
WATERCRAFT INFORMATION

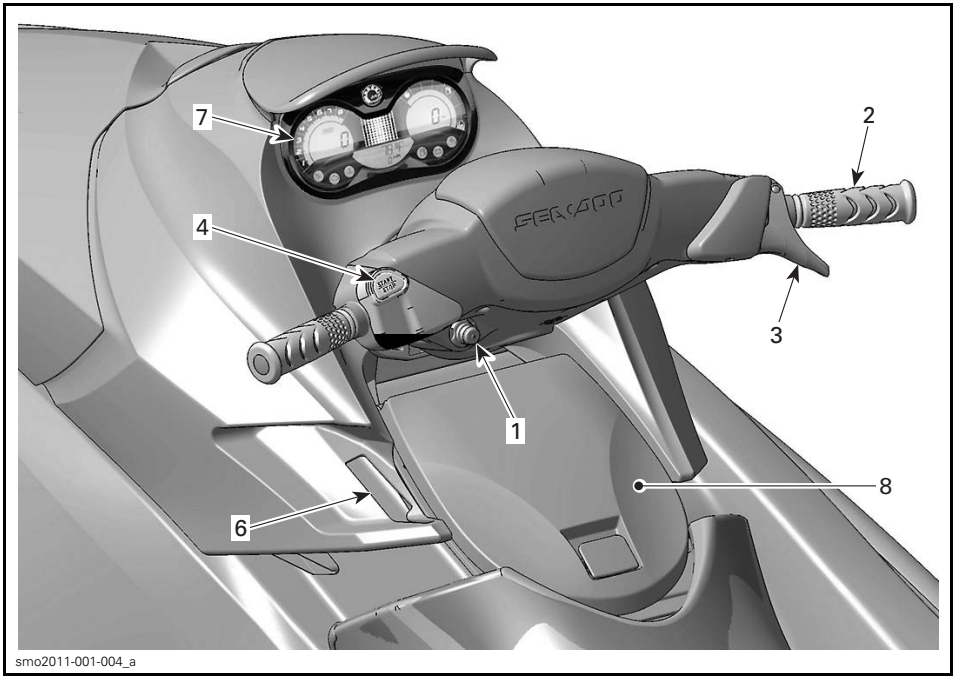
CONTROLS/INSTRUMENTS/EQUIPMENTS

NOTE: Some components do not apply to every PWC model, or are optional on some models.

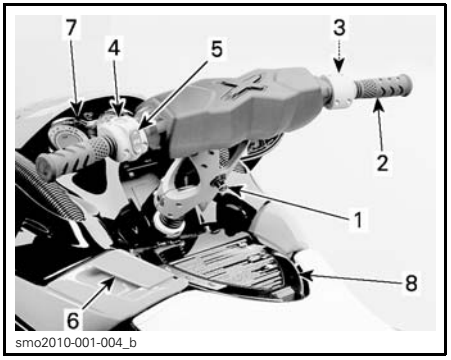
TYPICAL — GTS PRO MODEL



TYPICAL — RXP-X 255 MODEL



TYPICAL — GTS PRO MODEL



TYPICAL — RXP-X 255 MODEL

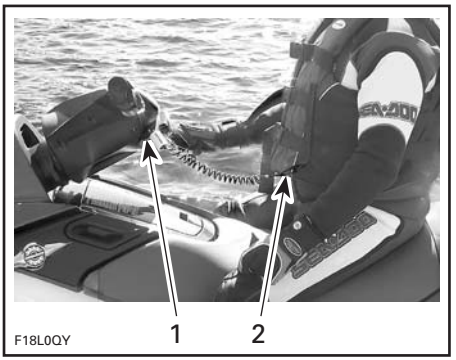
1. Engine Cut-Off Switch
2. Handlebar
3. Throttle Lever
4. Engine Start/Stop Button
5. Variable Trim System (VTS™)
6. Shift Lever
7. Information Center Gauge
8. Glove Box
9. Front Storage Compartment
10. Seat Latch
11. Passenger Handholds
12. Front and Rear Eyelets
13. Mooring Cleats
14. Bilge Drain Plugs (not shown)

1) Engine Cut-Off Switch

The tether cord cap must be securely snapped onto the engine cut-off switch to allow engine starting.

Always attach the tether cord to the operator using its Personal Flotation Device (PFD).

Two short beeps indicates the system is ready to allow engine starting. Otherwise, refer to the *TROUBLESHOOTING* section.



TYPICAL
1. *Tether cord cap on the engine cut-off switch*
2. *Tether cord secured on operators PFD*

Should an emergency arise during engine operation, pulling the tether cord from the engine cut-off switch stops the engine operation.

⚠ WARNING

While the engine can be stopped using the engine start/stop button, good habits recommend that the tether cord also be disconnected engine cut-off switch when stopping the engine and disembarking.

⚠ WARNING

Should the engine be stopped, watercraft directional control is lost. Always disconnect tether cord when watercraft is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children, others or theft.

If engine is not started within 5 seconds after installing the tether cord cap, 4 very short beeps will sound at different intervals for approximately 4 hours to remind you to start the engine or to remove the tether cord cap. After 4 hours, the beeps will stop. The same will occur when the tether cord cap is left on the engine cut-off switch 5 seconds after engine is stopped.

Always ensure the tether cord cap is not left on the engine cut-off switch after the engine is stopped.

IMPORTANT: Leaving the tether cord cap on the engine cut-off switch when engine is not running will slowly discharge the battery.

Digitally Encoded Security System (D.E.S.S.)

The tether cord cap contains an electronic circuit (D.E.S.S. key) that gives it a unique electronic serial number. This is the equivalent of a conventional key.

This tether cord cannot be used on another watercraft and conversely, the tether cord from another watercraft cannot be used on your watercraft.

However, the D.E.S.S. brings a great flexibility. You can buy an additional tether cords and have the D.E.S.S. key programmed for your watercraft.

Refer to an authorized Sea-Doo dealer.

Limited-Speed Operation

TYPE	COLOR	ENGINE RPM RESTRICTION
Normal key	Yellow	None
R key	Orange	+/- 6500
Learning key	Green	+/- 5500

The Sea-Doo Learning Key™ or R Key (rental) can be programmed to limit the speed of the watercraft, therefore enabling first time users and less experienced operators to learn how to operate the watercraft while gaining the necessary confidence and control.

F00L2SY

TYPICAL - LEARNING KEY - GREEN

smo2006-002-002

R KEY — ORANGE

See an authorized Sea-Doo dealer to have your key programmed accordingly.

2) Handlebar

The handlebar controls the direction of the watercraft. Turning the handlebar to the right steers the watercraft to the right and inversely.

⚠ WARNING

Check handlebar and corresponding steering nozzle and side vanes operation before starting. Never turn handlebar while someone is nearby rear of watercraft. Keep away from steering moving parts (nozzle, side vanes, linkage etc.).

Adjustment

RXP-X 255 Model

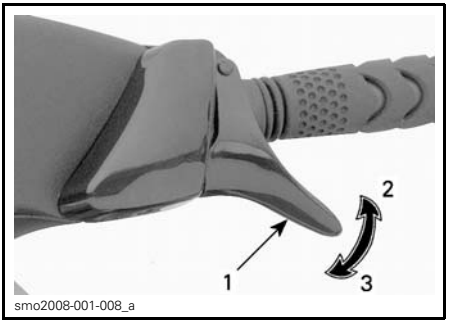
The handlebar height can be adjusted to suit rider preferences.

To perform this adjustment, see an authorized Sea-Doo dealer.

3) Throttle Lever

GTS Pro Model

When the throttle lever is pressed, the watercraft accelerates. When fully released, engine automatically slows down to idle speed and the watercraft is gradually stopped by water drag.



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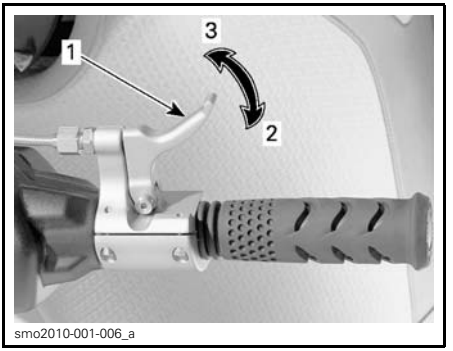
1. Throttle lever
2. To accelerate
3. To decelerate

Finger Throttle

RXP-X 255 Model

Provides more comfortable throttle operation under demanding conditions.

When pulled, the watercraft accelerates. When fully released, engine automatically slows down to idle speed and watercraft is gradually stopped by water drag.



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1. Throttle lever
2. To accelerate
3. To decelerate

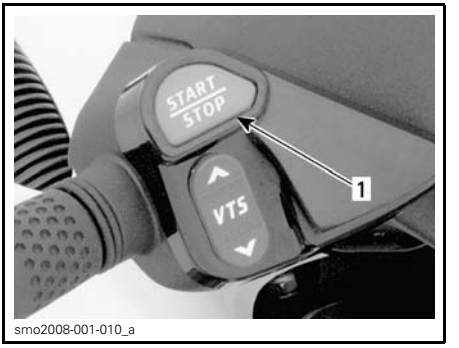
4) Engine Start/Stop Button

To start engine, depress and hold the start/stop button. Release immediately after engine is started.

To stop engine, depress the start/stop button. When stopped, disconnect the tether cord from the engine cut-off switch. It is suggested to release throttle lever first.

⚠ WARNING

Directional control is reduced when the throttle is released and lost when engine is off.



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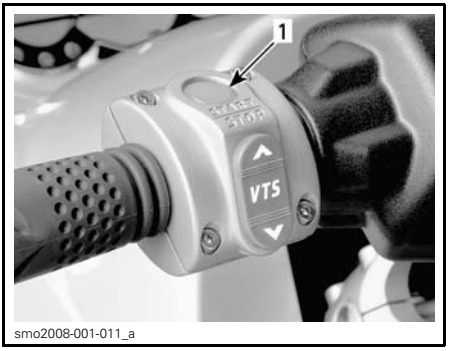
TYPICAL — GTS PRO
1. Engine start/stop button



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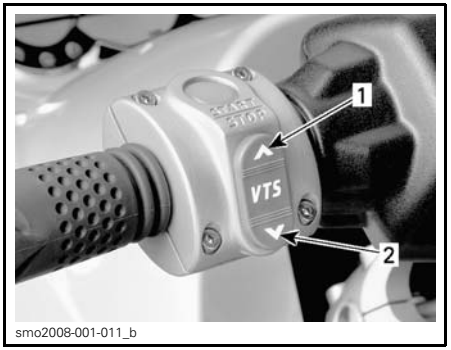
RXP-X 255 MODEL
1. Engine start/stop button

5) Variable Trim System (VTS)

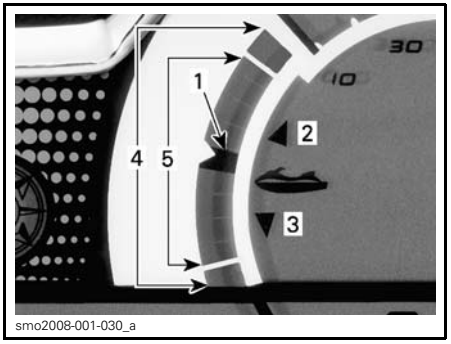
RXP-X 255 Model

Provides watercraft trim adjustments, maximizes acceleration and high-speed stability.

Push buttons to adjust riding attitude of the watercraft. Refer to *OPERATING INSTRUCTIONS* section for the description of the Variable Trim System (VTS).



VTS BUTTON
1. *Bow up*
2. *Bow down*



INFORMATION CENTER GAUGE — VTS POSITION INDICATOR
1. *Position indicator*
2. *Bow up*
3. *Bow down*
4. *Operating range (RXP model)*
5. *Operating range (GTS Pro model)*

Recording Trim Positions

Two different trim positions can be recorded, one for each button.

The VTS system will compare trim settings recorded, the highest trim setting will be assigned to the upper button (bow up), the lowest to the lower button (bow down).

If both trim positions are identical, both buttons will have the same trim settings.

1. Push both VTS buttons simultaneously.

TO RECORD

2. PRESET 1 will be displayed in information center gauge to indicate that it is ready to record trim position.

PRESET 1 — READY TO RECORD

3. Adjust trim to the desired position using VTS buttons.
4. Push both VTS buttons again simultaneously to record trim position.
5. Then, PRESET 2 will be displayed in information center gauge to indicate that it is ready to record another trim position.

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PRESET 2 — READY TO RECORD

6. Adjust trim to the desired position using VTS buttons.
7. Push both VTS buttons again simultaneously to record trim position.

Trim pre-set positions are recorded and ready to be used.

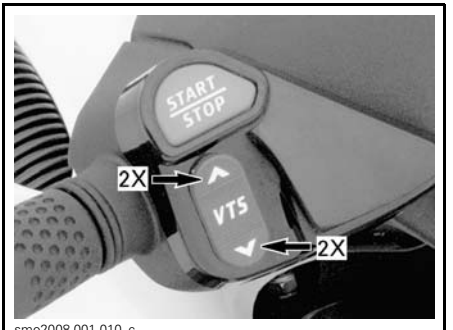
To record new settings, repeat procedure.

Using Pre-Set Trim Positions

To set trim to the highest trim position recorded, double-click on VTS upper button (bow up).

To set trim to the lowest trim position recorded, double-click on VTS lower button (bow down).

If trim setting is unique (one position), double-click either on the lower or upper VTS button.



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DOUBLE-CLICK TO USE PRE-SET POSITIONS

6) Shift Lever

A push-pull lever:
- Forward
- Neutral
- Reverse.

⚠ WARNING

The shift lever should only be used when the engine is idling and the watercraft is completely stopped. Do not use as a grab handle.

⚠ WARNING

Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of objects and persons including children playing in shallow water.

NOTICE **Never rev the engine at high RPM in reverse.**

From the forward position, pull the lever to reverse. Push back to go to forward. Always set in forward when finished. To find the neutral, set in reverse then push back until the watercraft stops moving backwards.

Refer to *OPERATING INSTRUCTIONS* section for the description of the propulsion system.

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TYPICAL
1. *Shift lever*
2. *Forward position*
3. *Neutral position*
4. *Reverse position*

7) Information Center (Gauge)

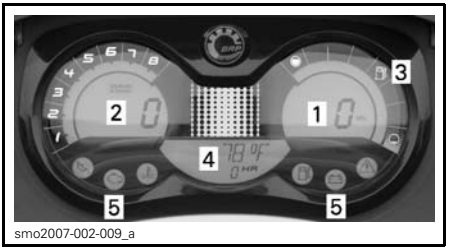
The information center is a multifunction gauge that supplies several real time useful information to the driver either in English, French or Spanish. Metric or imperial units of measurement are also available.

See an authorized Sea-Doo dealer to have the information center set to the language and units of measurement of your choice.

At start-up, all LCD segments and indicator lights will turn on for 3 seconds each time the information center is activated (when the tether cord is installed). This allows the driver to validate they are all working properly.

⚠ WARNING

Reading the gauge digital display can distract from the operation of the watercraft, particularly from constantly scanning the environment. Always ensure your environment is clear and free from obstacles or persons in the water, and bring the watercraft to a low speed before proceeding with any change in the display setting.



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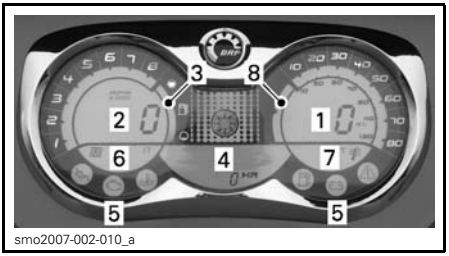
GTS PRO MODEL
1. *Speedometer (if so equipped)*
2. *Tachometer*
3. *Fuel level*
4. *Information display*
5. *Indicator lights*



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RXP-X 255 MODEL
1. *Speedometer*
2. *Tachometer*
3. *Fuel level*
4. *Information display*
5. *Indicator lights*
6. *Water depth display (if so equipped)*
7. *Water temperature display*
8. *VTS position indicator (if so equipped)*

Speedometer

Speedometer indicates the speed of watercraft in miles per hour (MPH) or kilometers per hour (km/h).

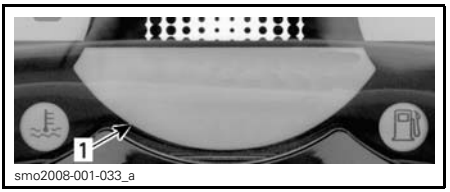
Tachometer

Tachometer indicates the revolutions per minute (RPM) of the engine. Multiply by 1000 to obtain the actual revolutions.

Fuel Level

A bar gauge continuously indicates the amount of fuel in the fuel tank while riding.

Information Display

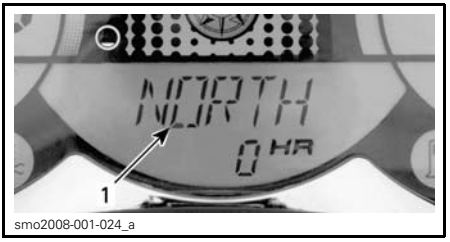


TYPICAL
1. Information display

Compass

RXP-X 255 Model

Displays the cardinal points to indicate the orientation of the watercraft.



TYPICAL
1. Compass

⚠ WARNING

Use the compass as a guide only. Not to be used for precision navigation purposes.

Hourmeter (HR)

Displays the time in hours of the watercraft usage.

TYPICAL
1. Hourmeter

Message Display

Displays messages from the monitoring system.

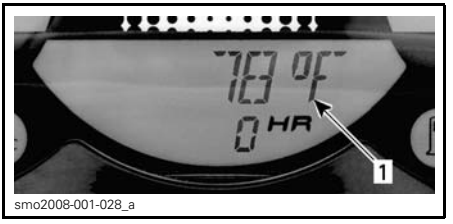
Refer to *TROUBLESHOOTING* section for more details.

TYPICAL
1. Message display

Water Temperature

GTS Pro Models

Displays the water temperature of the water surface in degrees Celsius (°C) or Fahrenheit (°F).



TYPICAL
1. Water temperature

Indicator Lights

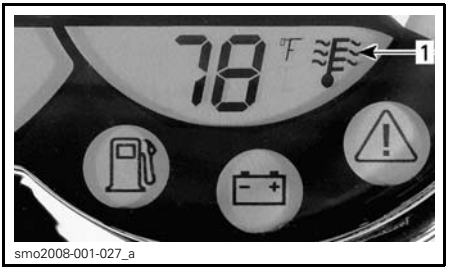
The indicator lights (pilot lamps) will inform you of a particular condition or if an anomaly occurs.

Refer to *MONITORING SYSTEM* for details.

Water Temperature Display

RXP-X 255 MODEL

Displays the water temperature of the surface water in degrees Celsius (°C) or Fahrenheit (°F).



TYPICAL — UNDER SPEEDOMETER
1. Water temperature

VTS Position Indicator

RXP-X 255

The VTS position indicator shows the riding attitude of the watercraft.

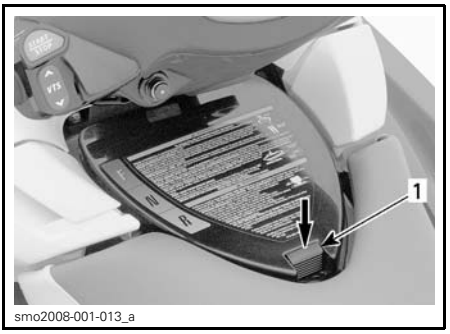
Refer to *VARIABLE TRIM SYSTEM (VTS)* for more details.

8) Glove Box

A small, convenient storage compartment for personal articles.

Use cover latch to open glove box.

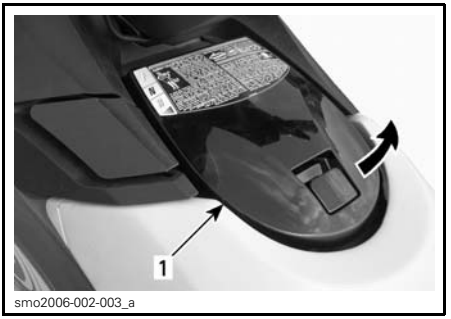
RXP-X 255 Model



PUSH ON LATCH TO RELEASE
1. Cover latch

GTS Pro Models

For easier access inside glove box, use cover latch to open glove box then pull on cover.



OPEN COVER
1. Glove box cover

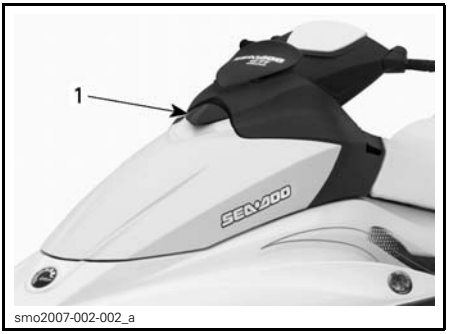
PULL ON COVER

9) Front Storage Compartment

A convenient watertight area (removable on some models) to carry personal articles. Ideal location for an approved fire extinguisher (sold separately), towrope, first aid kit, etc.

Pull the latch lever upward in order to open the front storage compartment cover. Always close and latch cover when riding.

TYPICAL — RXP-X 255 MODEL
1. Latch lever



TYPICAL — GTS PRO MODEL
1. Latch lever

NOTE: Verify periodically the tightness of the storage cover lock pin. Tighten if needed and make sure storage cover latches properly.

⚠ WARNING

Never leave any heavy or breakable objects loose in the storage area/basket. Do not overload. Never operate the watercraft with any storage compartment cover open.

⚠ WARNING

Never store or carry anything underneath storage bin.

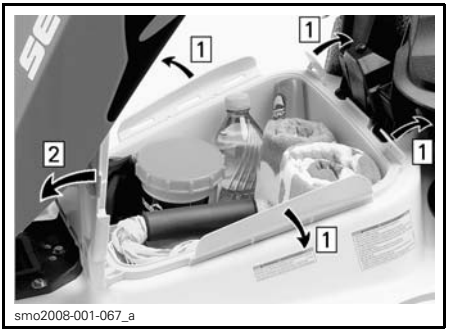
Self-Contained Removable Storage Bin

GTS Pro

NOTICE MAXIMUM load is 11 kg (25 lb).

Cover Opening

Release cover latches then pull on cover handle to open.

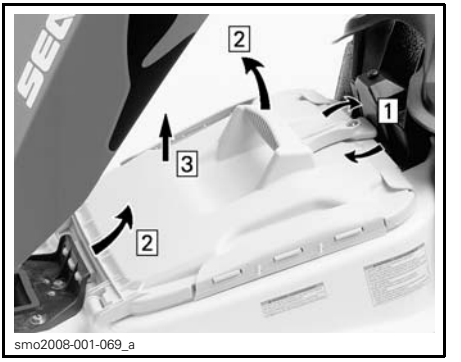


Step 1: Release cover latches
Step 2: Open cover

Storage Bin Removal

Ensure cover latches are properly locked.

Release button then pull on storage bin handle to remove from watercraft.

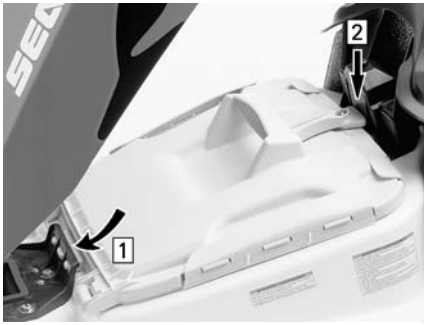


Step 1: Turn release handle
Step 2: Lift and tilt to release front tabs
Step 3: Remove storage bin

Storage Bin Installation

Insert storage bin front tabs underneath storage cover shock support.

Push on storage bin to secure in place with locking device.



Step 1: Insert storage bin front tabs
Step 2: Push to secure

NOTICE Never operate the watercraft without the storage bin properly installed or water might enter and fill the bilge.

Fire Extinguisher Holder

NOTE: Fire extinguisher is sold separately.

GTS Pro Models

Use support inside removable storage bin in front storage compartment and secure extinguisher using rubber latches.

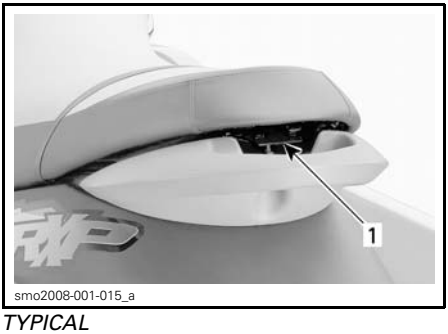
RXP-X 255 Model

Lift the storage bin to obtain access to the holder for an approved fire extinguisher (sold separately). It also contains the Operator's Guide.

10) Seat Latch

Removing the seat allows access to the engine compartment.

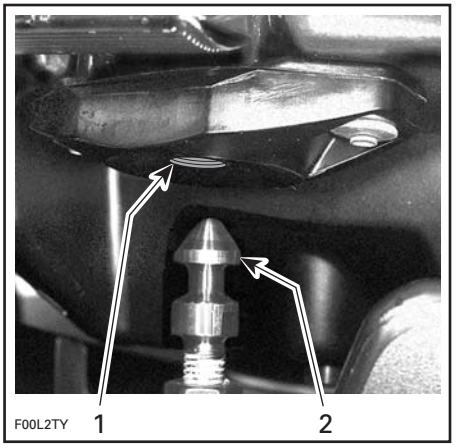
The seat latch is located at the rear of, and underneath the seat.



TYPICAL
1. Seat latch

To remove seat, pull the latch lever upward and hold. Lift and pull the seat rearward.

To latch seat, align latch hole with pin then, firmly push down on the rear portion of the seat.



1. Latch hole
2. Pin

Engine Compartment

Removing the seat provides access to the engine, electrical and fuel systems.

⚠ WARNING

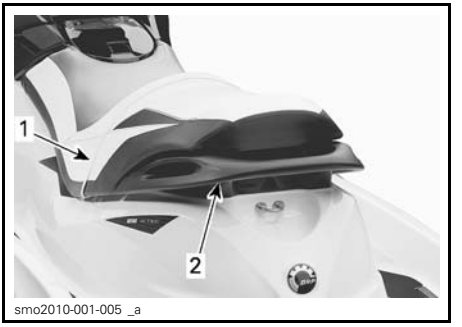
Certain components in the engine compartment may be very hot. Direct contact may result in skin burn. When starting or operating the engine, do not touch any electrical part. Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

11) Passenger Handholds

The seat strap provides a handhold for a passenger to hold on to when riding.

The sides of the molded grab handle at the rear of the seat also provide a handhold for a passenger. The rear portion of the molded grab handle provides a handhold for the skier/wakeboarder spotter, or for boarding the watercraft from the water.

NOTICE Never use the molded grab handle to tow anything or to lift the watercraft.



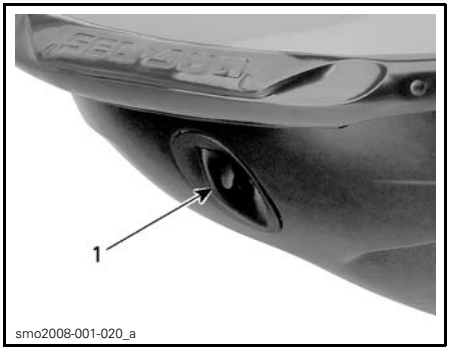
TYPICAL - PASSENGER HANDHOLDS
1. Seat strap
2. Molded grab handle

12) Front and Rear (bow/stern) Eyelets

Eyelets can be used for mooring, towing and as a tie-down points when trailering your watercraft.

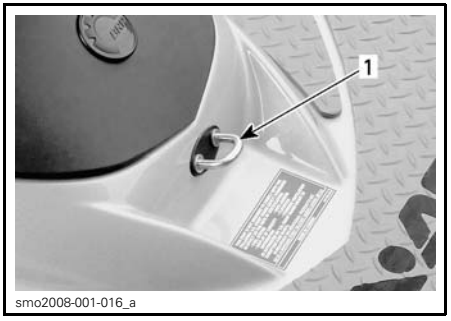
Front (bow) Eyelet

GTS PRO MODEL
1. Eyelet



RXP-X 255 MODEL
1. Eyelet

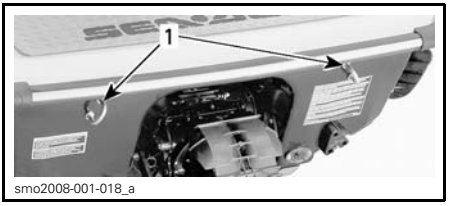
Rear (stern) Eyelet



TYPICAL - RXP-X 255 MODEL
1. Eyelet

TYPICAL - GTS PRO MODEL
1. Eyelet

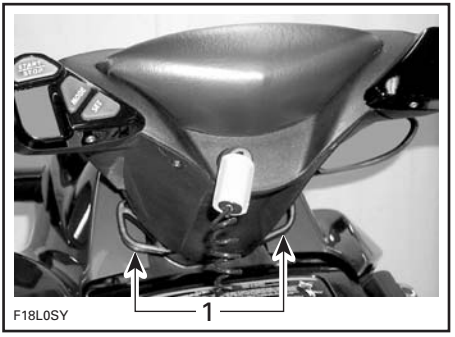
NOTE: The eyelet used on your model watercraft may not come with the hook in the center of the eyelet.



RXP-X 255 MODEL
1. Eyelets

13) Mooring Cleats

These cleats can be temporarily used for docking, while refueling for example.



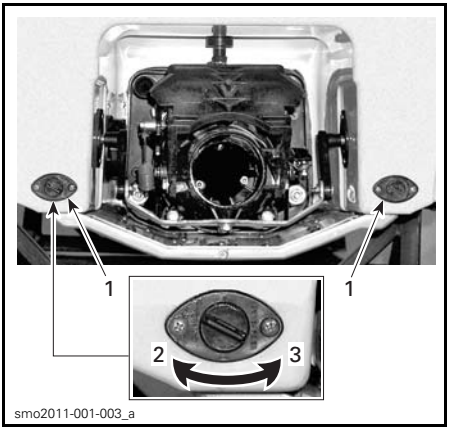
TYPICAL — GTS PRO MODEL
1. Mooring cleats

NOTICE Never use mooring cleats to pull or lift the watercraft.

14) Bilge Drain Plugs

Unscrew drain plugs whenever watercraft is on the trailer. This will allow water accumulated in the bilge to be evacuated and helps to reduce condensation.

NOTICE Remove watercraft from water prior to unscrewing drain plugs.



TYPICAL
1. *Drain plugs*
2. *Tighten*
3. *Unscrew*

NOTICE Ensure drain plugs are properly secured prior to launching the watercraft in water.

⚠ WARNING

Always perform the *PRE-RIDE INSPECTION* before operating the watercraft. Be sure to read the *SAFETY INFORMATION* and the *INFORMATION* sections and be thoroughly familiar with all controls and the function of each.

Should any control or instruction not be fully understood, refer to an authorized Sea-Doo dealer.

Operation During Break-In Period

NOTICE Scrupulously follow the instructions of this section. Failure to do so may reduce the engines life and/or performance.

A break-in period of 10 operating hours is required before running the watercraft at sustained full throttle.

During this period, maximum throttle should not exceed 1/2 to 3/4 opening. However, brief full acceleration and speed variations contribute to a good break-in.

NOTICE Continued wide open throttle accelerations, prolonged cruising speeds and engine overheating are detrimental during the break-in period.

Boarding the Watercraft

As with any watercraft, boarding should be done carefully and engine must not be running.

⚠ WARNING

Engine must be OFF when boarding the watercraft or when using the boarding step.

Boarding from a Dock

When boarding from a dock, slowly place one foot on the watercraft footboard nearest the dock while holding the handlebar, and at the same time, transfer the body weight to the other side in order to balance the watercraft.

Then bring the other foot over the seat and place it on the other footboard. Push the watercraft away from the dock.

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Boarding from Shallow Water

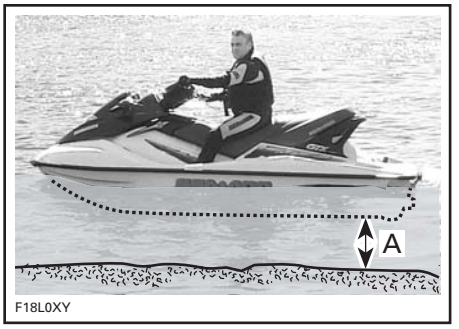
In shallow water, board the watercraft from either the side or the rear.

⚠ WARNING

- Keep limbs away from jet or intake grate.
- Never use propulsion system as a supporting point to board the watercraft.

Ensure there is at least 90 cm (3 ft) of water underneath the lowest rear portion of the hull.

Take into account that the hull will be lower in the water when all passengers are aboard. Be certain to maintain the specified depth so sand, pebbles and rocks will not be drawn up in the jet pump.



A. Maintain at least 90 cm (3 ft) underneath the lowest rear portion of the hull when all passengers are aboard

NOTICE

- Starting the engine or riding the watercraft in shallower water may damage the impeller or other jet pump components.
- Stay on center of the step.
- Only one person at a time on the step.

Boarding in Deep Water

⚠ WARNING

- Keep limbs away from jet or intake grate.
- Never use jpropulsion system as a supporting point to board the watercraft.
- Inexperienced riders should practice how to board the watercraft close to shore (all methods explained here) before venturing into deep water.

Operator Alone

Swim to the rear of the watercraft.

Using one hand, hold on the platform.

Using other hand, take hold of one of the boarding platform grab handles, then pull yourself up so that you can knee onto the platform.

NOTICE

Reach forward with one hand and take hold of the grab handle behind the seat.

With both hands on the handle behind the seat, step up onto the boarding platform.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Take hold of the seat strap to help maintain your balance and step forward onto the footboards on either side of the seat.


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Sit astride the seat.

Operator with a Passenger

The operator climbs on the watercraft in the same way as explained previously.

In choppy water, while in the water, the passenger may hold the watercraft steady to help the operator climb aboard.


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The passenger then climbs onto the watercraft while the operator maintains balance by sitting as close as possible to the console.


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smo2009-002-148


smo2009-002-149


smo2009-002-150

How to Start Engine

1. Attach the tether cord to your PFD.

⚠ WARNING

Before starting the engine, the operator and passengers should always be properly seated on the watercraft, have a firm handhold or hold on to the waist of the person in front of them, and wear appropriate protective clothing including an approved PFD by local authorities and a wet suit bottom.

2. Position shift lever to neutral. Refer to *HOW TO ENGAGE NEUTRAL AND REVERSE* in this section.
3. Firmly grip handlebar with your left hand and place both feet on the footboards.
4. Install the tether cord cap on the engine cut-of switch.

⚠ WARNING

The tether cord should always be attached to the operators personal flotation device when starting or operating the watercraft.

NOTE: If you hear anything other than 2 short beeps from the D.E.S.S. system, it indicates a condition that should be corrected. Refer to the *TROUBLESHOOTING* section for BEEP code signal identification.

5. Depress and hold the start button to crank the engine.

NOTICE Ensure there is at least 90 cm (3 ft) of water under the lowest rear portion of the hull when all passengers are aboard prior to starting the engine. Otherwise damage to the impeller or other jet pump components may occur. Do not accelerate abruptly.

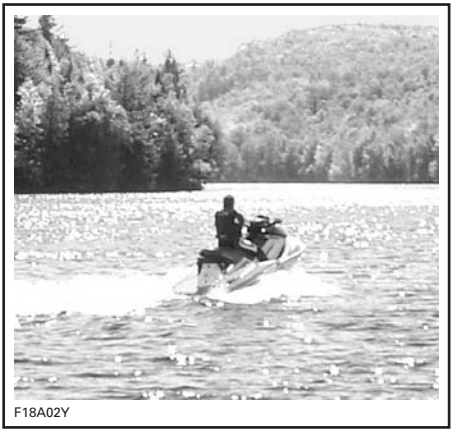
NOTE: Do not depress the throttle lever to start a cold or warm engine.

If the engine fails to start after 10 seconds, wait a few seconds then repeat procedure.

6. Release engine start/stop button immediately after engine is started.

NOTICE Do not hold start/stop button more than 30 seconds to avoid starter overheating. A rest period should be observed between the cranking cycles to allow the starter to cool down. Pay attention not to discharge battery.

7. Slowly accelerate and drive to deeper open water. Do not apply full throttle until the engine is warm. Apply safe boating practices.



F18A02Y

NOTICE Avoid watercraft operation in weeded areas. If unavoidable, vary watercraft speed.

How to Shut Off the Engine

⚠ WARNING

To maintain watercraft directional control, the engine should be running until the watercraft is stopped.

To shut off the engine:

1. Press the engine start/stop button.

2. Release the start/stop button as soon as the engine is shut down.
3. Remove the tether cord cap from the engine cut-off switch if you disembarking the watercraft.

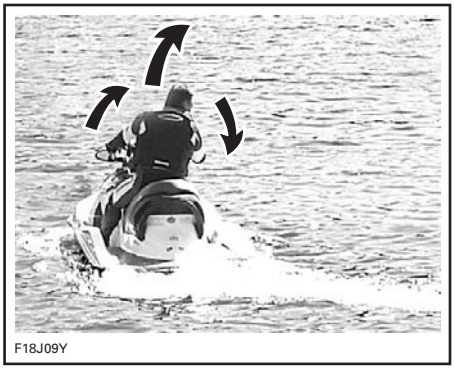
NOTE: Removing the tether cord from the engine cut-off switch without depressing the start/stop button will also shut off the engine. This is designed as a safety feature should the operator be ejected from the watercraft.

⚠ WARNING

Never leave the tether cord cap on the engine cut-off switch when disembarking watercraft to prevent theft, accidental engine starting, and to avoid unauthorized use by children or others.

NOTICE Leaving the tether cord on the engine cut-off switch with the engine shut off maintains the electrical system on and slowly drains the battery.

How to Steer Watercraft


F18J09Y

Turning the handlebar pivots the jet pump nozzle which controls the watercraft direction. Turning the handlebar to the right will turn the watercraft to the right and inversely. The throttle should be applied to turn the watercraft.

⚠ WARNING

Throttle should be applied and handlebar turned to change the direction of the watercraft. Steering efficiency will differ depending on the number of passengers, load, water conditions and environmental factors such as the wind.

Unlike a car, a watercraft needs some throttle to turn. Practice in a safe area applying the throttle and turning away from an imaginary object. This is a good collision avoidance technique.

⚠ WARNING

Directional control is reduced when the throttle is released and lost when the engine is off.

The watercraft behaves differently with a passenger and requires greater skill. The passenger should always grip the seat strap, passenger grab handle, or the waist of the person ahead of them. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying a passenger.

Tight Turns and Other Special Maneuvers

Any tight turns or special maneuvers that will cause the air inlet openings to be kept under water for a prolonged time, water will seep into the bilge.

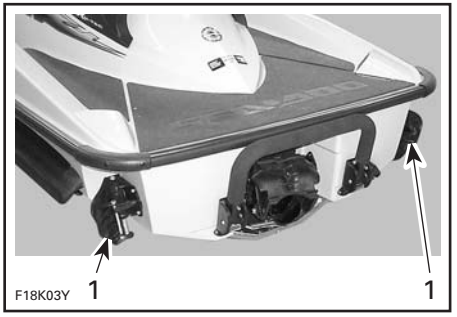
Combustion engines need air to operate; consequently this watercraft cannot be totally watertight.

NOTICE If the air inlet openings are kept under water, such as turning constantly in tight circles, plunging the bow through waves, or capsizing the watercraft, water may seep into the bilge, which may cause severe damage to internal parts of the engine. Refer to the *WARRANTY* section contained in this guide.

Off-Power Assisted Steering System (O.P.A.S.)

The Off-Power Assisted Steering (O.P.A.S.) system uses a dual side vanes design that assists the watercraft steering in deceleration, to redirect watercraft path when steering is turned after throttle has been released or engine stopped.

The side vanes on the rear sides of the hull, turn as the steering is turned to assist the watercraft turning. At first, carefully experiment turning with this system.



TYPICAL
1. *Side vanes turn following steering movement*

How to Engage Neutral and Reverse

⚠ WARNING

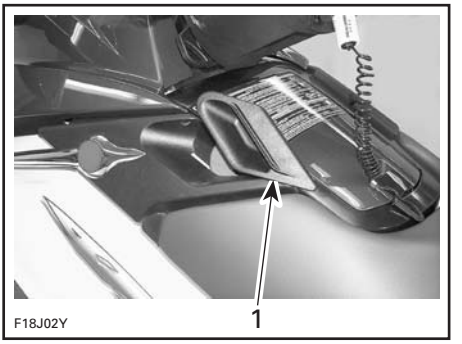
The shift lever should only be used when the engine is idling and watercraft is completely stopped. Never rev the engine at high RPM in reverse. Do not use reverse to stop the watercraft. Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of objects and persons including children playing in shallow water.

To find the neutral, set in reverse then slowly push the lever back in until the watercraft stops moving backwards.

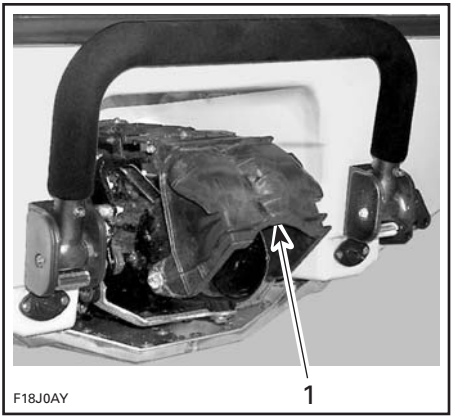
The reverse gate will be in the middle position, directing half of the thrust toward the front of the watercraft to minimize watercraft movement.

⚠ WARNING

When the watercraft is in neutral position, the drive shaft and impeller are still turning.

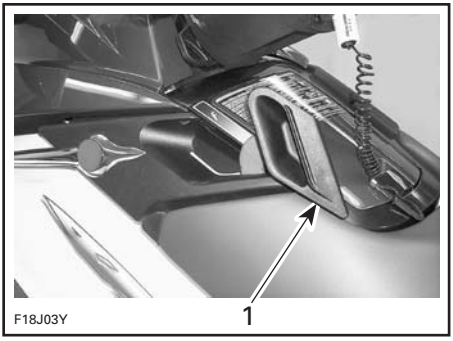


TYPICAL
1. *Shift lever in neutral position*

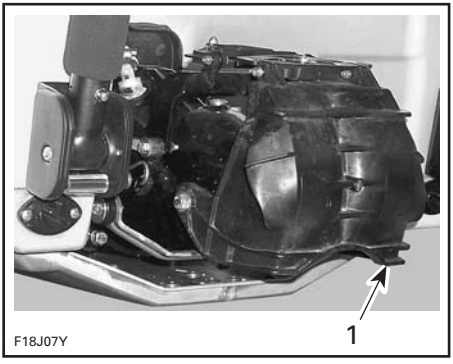


TYPICAL
1. *Reverse gate in middle position*

To obtain reverse, pull the shift lever completely out. The reverse gate will be in downward position, directing all the thrust toward the front of the watercraft.



TYPICAL
1. Shift lever in reverse position

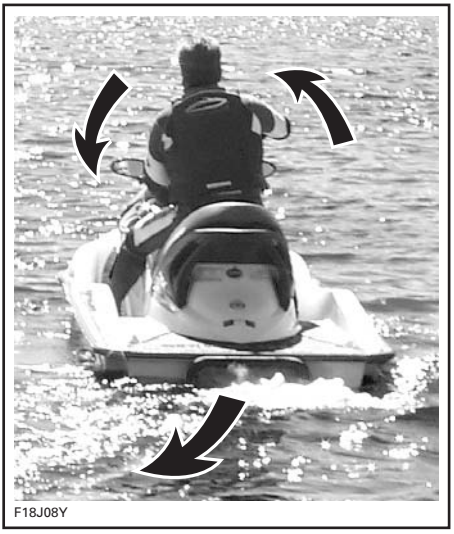


TYPICAL
1. Reverse gate in downward position

NOTE: To obtain maximum efficiency and control from the reverse, increase engine speed to slightly above idle. Too much RPM will create water turbulence and reduce reverse efficiency.

In reverse position, turn the handlebar in the same direction that you want to move the rear of the watercraft.

For example, to steer the rear of the watercraft to the left side, turn the handlebar to the left side.



TYPICAL

How to Use the Variable Trim System (VTS)

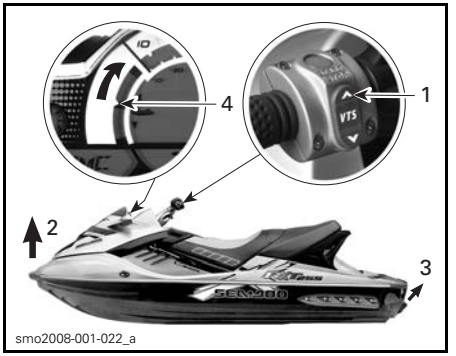
RXP-X 255 Model

The variable trim system (VTS) changes the angle of the jet pump nozzle to provide the operator with a fast, effective system to compensate for load, thrust, riding position and water conditions. Correctly adjusted, it can improve handling, reduce porpoising, and position the watercraft at its best riding attitude to attain maximum performance.

When first using the watercraft, the operator should become familiar with the use of the variable trim system (VTS) at varying speeds and water conditions. A mid-range trim is generally used when cruising. Experience alone will dictate the best trim for the conditions. During the watercraft break-in period, when lower speeds are recommended, it is an excellent opportunity to gain familiarity of trim adjustment and its effects.

When the nozzle is positioned in an upward angle, the water thrust directs the bow of the watercraft upward. This position is used to optimize high speed.

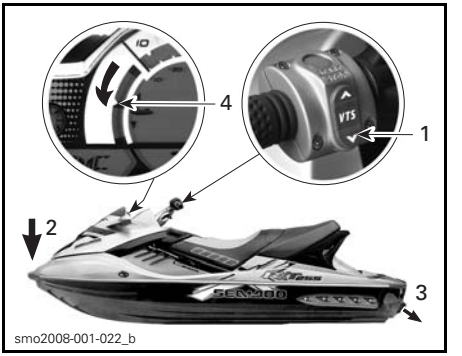
NOTE: VTS position is indicated on a bar gauge in the information center.



TYPICAL
1. *Push on arrow pointing upward on VTS button*
2. *Bow up*
3. *Nozzle up*
4. *VTS position*

When the nozzle is directed downward, the bow is forced downward and enhances the watercraft turning capabilities. As with any watercraft, speed and operator body position and movement (body English), will determine the degree and sharpness of the watercraft turn. Porpoising can be reduced or eliminated if the nozzle is downward and speed is adjusted proportionately.

NOTE: VTS position is indicated on a bar gauge in the information center.



TYPICAL
1. *Push on arrow pointing downward on VTS button*
2. *Bow down*
3. *Nozzle down*
4. *VTS position*

General Recommendations

Rough Water or Poor Visibility Operation

Avoid operation in these conditions. If you must do so, proceed with caution and prudence using minimum speed.

Crossing Waves

Reduce speed.

Always be prepared to steer and maintain your balance as necessary.

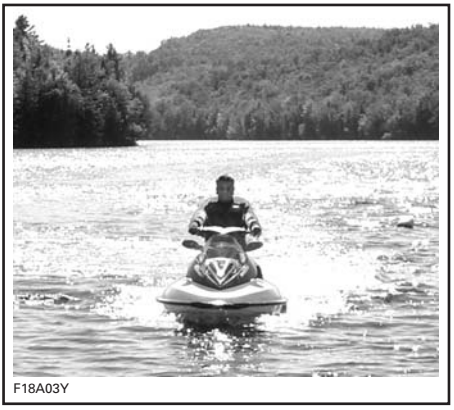
When crossing wakes, always keep a safe distance from watercraft ahead.

⚠ WARNING

When crossing wakes, slow down. Operator and passenger(s) should brace themselves and adopt a semi-standing position to help absorb the bumps. Do not jump waves or wakes.

Stopping/Docking

When the throttle is released, the watercraft is slowed by water drag. The stopping distance will vary depending on the watercraft size, weight, speed, water surface condition, presence and direction of wind and current.


F18A03Y

The operator should become familiarized with the stopping distance under different conditions.

Release the throttle at a sufficient distance before the expected landing area.

Reduce speed to idle.

Shift to neutral, reverse or forward, as required.

⚠ WARNING

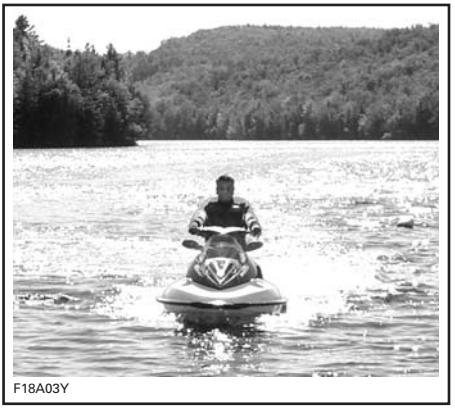
Directional control is reduced when the throttle is released and lost when engine is off.

Beaching

NOTICE It is not recommended to run the watercraft to the beach.

Drive slowly towards the beach and shut off the engine using the tether cord before water depth is less than 90 cm (3 ft) under the lowest rear portion of the hull, then pull the watercraft to the beach.

NOTICE Riding the watercraft in shallower water may result in damage to the impeller or other jet pump components.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NOTICE Pay attention when leaving the watercraft on the beach. Ensure the side vanes do not rub or hit the ground due to the rocking movement of the watercraft by incoming waves or damage to the O.P.A.S. system components may occur.

Jet Pump Water Intake and Impeller Cleaning

⚠ WARNING

Keep away from intake grate while engine is on. Items such as long hair, loose clothing or personal flotation device straps can become entangled in moving parts resulting in severe injury or drowning.

Weeds, shells or debris can get caught on the intake grate, drive shaft and/or impeller. A clogged water intake may cause troubles such as:

- Cavitation: Engine speed is high but watercraft moves slowly due to reduced jet thrust, jet pump components may be damaged.
- Overheating: Since the jet pump operation controls the flow of water to cool the exhaust system, a clogged intake will cause the engine to overheat and damage engine internal components.

A weed clogged area can be cleaned as follows:

In-Water Cleaning

Rock the watercraft several times while repeatedly pressing engine start/stop button for short period without starting engine. Most of the time, this will remove the blockage. Start engine and make sure watercraft operates properly.

If system is still blocked, move the watercraft out of the water and remove blockage manually.

If the aforementioned method does not work, the following can be performed:

- With engine running and before applying throttle, put shift lever in reverse position and vary throttle quickly several times.
- Repeat procedure if necessary.

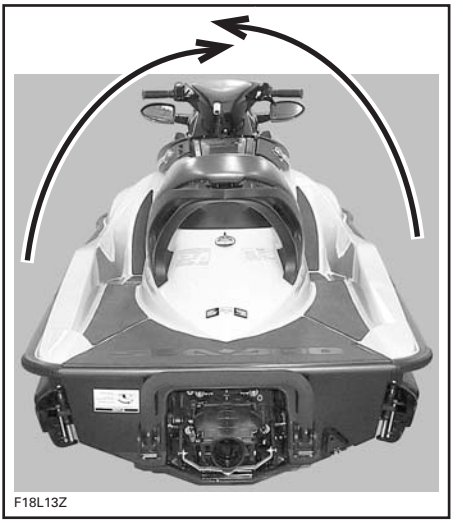
On-Beach Water Cleaning

⚠ WARNING

Always remove the tether cord from the engine cut-off switch to prevent accidental engine starting before cleaning the jet pump area.

Place a cardboard or a carpet beside the watercraft to prevent scratching when turning the watercraft for cleaning.

Rotate the watercraft to any side for cleaning.



F18L13Z

TYPICAL

Clean the water intake area. If the system is still clogged, refer to an authorized Sea-Doo dealer for servicing.

NOTICE Inspect water intake grate for damage. Refer to an authorized Sea-Doo dealer for repair as necessary.

Capsized Watercraft

The watercraft is designed so that it should not turn over easily. Also two sponsons mounted on the side of the hull assist watercraft stability. If it turns over, it will remain capsized.

⚠ WARNING

When watercraft is capsized, do not attempt to restart the engine. Operator and passengers should always wear approved personal flotation devices.

To turn the watercraft upright, ensure the engine is off and the tether cord is NOT on the engine cut-off switch then grab the inlet grate, step on bumper rail and use your weight to rotate the watercraft in any direction.

NOTE: A label on the LH side of the stern provides instructions on how to turn the watercraft right side up. The label is upside down so that it can be read when the watercraft is overturned.

The 4-TEC™ engine features a tip-over protection system (T.O.P.S.™). When watercraft tips over, engine is automatically stopped, then a valve is closed to prevent engine oil to flow back in intake system.

When watercraft is returned to its normal operating position, engine can then be started normally.

NOTICE **If watercraft has been capsized for more than 5 minutes, do not attempt to crank engine to avoid water ingestion that would damage the engine. See an authorized Sea-Doo dealer as soon as possible.**

NOTICE **If engine does not crank, do not attempt to start engine anymore. Otherwise engine could be damaged. See an authorized Sea-Doo dealer as soon as possible.**

As soon as possible, check for presence of water in the bilge. Drain as necessary when back to the shore.

Submerged Watercraft

To limit damages to the engine, perform the following procedure as soon as possible.

Drain bilge.

If it was submerged in salt water, spray bilge and all components with fresh water using a garden hose to stop the salt corroding effect.

NOTICE **Never try to crank or start the engine. Water trapped in intake manifold would flow towards the engine and may cause severe damage to the engine.**

Bring the watercraft to be serviced by an authorized Sea-Doo dealer as soon as possible.

NOTICE **The longer the delay before you have the engine serviced, the greater the damage to the engine will be.**

Water-Flooded Engine

NOTICE **Never try to crank or start the engine. Water trapped in intake manifold would flow towards the engine and may cause severe damage to the engine.**

Bring the watercraft to be serviced by an authorized Sea-Doo dealer as soon as possible.

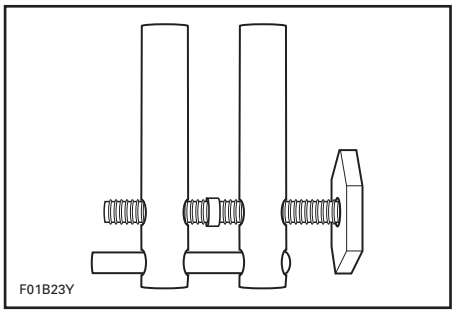
NOTICE **The longer the delay before you have the engine serviced, the greater the damage to the engine will be. Failure to have the engine properly serviced may cause severe engine damage.**

Towing the Watercraft in Water

Special precautions should be taken when towing a Sea-Doo watercraft in water.

The maximum recommended towing speed is 24 km/h (15 MPH).

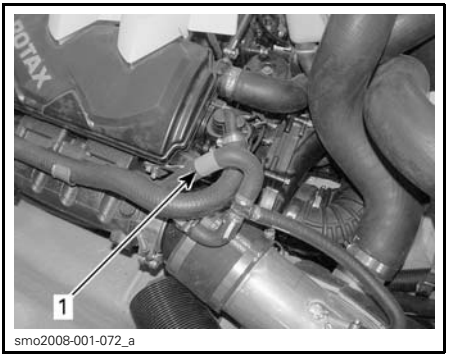
When towing your watercraft in water, pinch the water supply hose from the exhaust manifold to the muffler with a large hose pincher (P/N 529 032 500).



This will prevent the exhaust system from filling which may lead to water being injected into and filling the engine. Without the engine running, there isn't any exhaust pressure to carry the water out the exhaust outlet.

NOTICE Failure to follow these instructions may result in damage to the engine. If you must tow a stranded watercraft in water and do not have a hose pincher, be sure to stay well below the maximum towing speed of 24 km/h (15 MPH).

NOTE: A red tape on the water supply hose indicates which hose to pinch.



TYPICAL
1. Supply hose with red tape

NOTICE When finished towing the watercraft, hose pincher must be removed before operating it. Failure to do so will result in damage to the engine.

MAINTENANCE INFORMATION

MAINTENANCE SCHEDULE

Maintenance is very important for keeping your watercraft in safe operating condition. Proper maintenance is the owners responsibility.

⚠ WARNING

Failure to properly maintain the watercraft according to the maintenance schedule and procedures can make it unsafe to operate.

The schedule should be adjusted according to operating conditions and use. Intensive use of watercraft will require greater frequency of inspection and maintenance.

The maintenance schedule does not exempt the pre-ride inspection.

A: Adjust
C: Clean
I: Inspect
L: Lubricate
R: Replace

O: Operator
D: Dealer

PART/TASK	BREAK-IN (FIRST 10 HOURS)	25 HOURS or 3 MONTHS	50 HOURS or 6 MONTHS	100 HOURS or 1 YEAR	200 HOURS or 2 YEAR	TO BE PERFORMED BY	NOTE
ENGINE							
Engine oil and filter	R			R		D	—
Rubber mounts	I			I		D	
Corrosion protection			L			O	
EXHAUST SYSTEM							
Exhaust system [2]	I			I, C [3]		D/O	(1) See NOTE 1 at the end of maintenance chart. (2) Includes intercooler on supercharged models. (3) Daily flushing in salt water or foul water use.
Supercharger clutch (RXP-X 255)	R [1]					D	
COOLING SYSTEM							
Hose and fasteners	I					D	—
Coolant	I				R	D	
FUEL SYSTEM							
Throttle cable	I			I [4]		D	(4) At storage period or after 100 hours of use whichever comes first. (5) See NOTE 2 at the end of Maintenance chart.
Fuel cap, filler neck, fuel tank, fuel tank straps, fuel lines and connections	I			I		D	
Fuel system leak test	I			I		D	
Throttle body	I			L [5]		D/O	
Fuel tank straps	I			I		D	
AIR INTAKE SYSTEM							
Air intake silencer	I			I		D	—
ENGINE MANAGEMENT SYSTEM							
EMS sensors	I			I		D	—
EMS Fault code	I			I		D	

A: Adjust
C: Clean
I: Inspect
L: Lubricate
R: Replace

O: Operator
D: Dealer

PART/TASK	BREAK-IN (FIRST 10 HOURS)	25 HOURS or 3 MONTHS	50 HOURS or 6 MONTHS	100 HOURS or 1 YEAR	200 HOURS or 2 YEAR	TO BE PERFORMED BY	NOTE
ELECTRICAL SYSTEM							
Spark plugs	I			I	R	D	—
Ignition coils				I, L		D	—
Electrical connections and fastening (ignition system, starting system, fuel injectors etc.)	I			I		D	(6) Inspect level and add electrolyte as required.
Engine cut-off switch	I			I		D	
Monitoring beeper	I			I		D	
Battery and fasteners [6]	I			I		D	
STEERING SYSTEM							
Steering cable and connections	I			I		D	—
Steering nozzle bushings	I			I		D	
Off-power assisted steering (O.P.A.S.)	I			I		D	
PROPULSION SYSTEM							
Carbon ring and rubber boot (drive shaft)	I			I		D	(4) At storage period or after 100 hours of use whichever comes first. (7) Inspect each month (more often in salt water use) and change when necessary.
Impeller boot	I			I		D	
Impeller shaft seal, sleeve and O-ring				I [4]		D	
Drive shaft/impeller splines				I, L		D	
Sacrificial anode (if so equipped)	[7]					D	
Reverse system/cable and connections	I			I		D	
VTS (Variable Trim System), (if so equipped)	I			I		D	
Impeller and impeller wear ring clearance	I			I		D	

A: Adjust C: Clean I: Inspect L: Lubricate R: Replace O: Operator D: Dealer	BREAK-IN (FIRST 10 HOURS)	25 HOURS or 3 MONTHS	50 HOURS or 6 MONTHS	100 HOURS or 1 YEAR	200 HOURS or 2 YEAR	TO BE PERFORMED BY	NOTE
PART/TASK							
HULL AND BODY							
Hull	I			I		O	—
Ride plate and water intake grate	I			I		O	

NOTE 1: The supercharger clutch requires replacement when the "MAINTENANCE SUPERCHARGER" message is displayed in the information center, at every 100 hours of operation or earlier depending on the riding style (speed, engine RPM, water conditions). This is determined by the engine management system. The supercharger clutch will need to be replaced within 5 hours of the message display by an authorized Sea-Doo dealer. The supercharger maintenance reminder must be reset using B.U.D.S. in order to reset the supercharger maintenance hour counter, even if the maintenance was carried out before the reminder appeared in the information center.

NOTE 2: When use in salt water, the throttle body lubrication is highly recommended at every 10 hours of use. Failure to perform lubrication will result in damage to the throttle body.

BREAK-IN INSPECTION

We suggest that after the break-in (i.e. first 10 hours of operation), the boat be checked by an authorized Sea-Doo Watercraft dealer. The initial maintenance is very important and must not be neglected.

NOTE: The break-in inspection is at the expense of the PWC owner.

We recommend that this inspection be signed by an authorized Sea-Doo Watercrafts dealer.

Date of break-in inspection

Authorized dealer signature

Dealer name

This section includes instructions for basic maintenance procedures. If you have the necessary mechanical skills and the required tools, you can perform these procedures. If not, see your authorized Sea-Doo watercraft dealer.

⚠ WARNING

Turn off the engine and follow these maintenance procedures when performing maintenance. If you do not follow proper maintenance procedures you can be injured by hot parts, moving parts, electricity, chemicals or other hazards.

⚠ WARNING

Should removal of a locking device (e.g. lock tabs, self-locking fasteners, etc.) be required, always replace with a new one.

NOTICE Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

Engine Oil

Recommended Engine Oil

GTS Pro

Use XPS SYNTHETIC BLEND OIL (SUMMER GRADE) (P/N 293 600 121).

If the XPS engine oil is not available, use a 5W40 or 10W40 engine oil meeting the requirements for API service classification SM, SL or SJ. Always check the API service label certification on the oil container, it must contain at least one of the above standards.

RXP-X 255

Use XPS SYNTHETIC BLEND OIL (SUMMER GRADE) (P/N 293 600 121). If the recommended XPS™ engine oil is not available, use a 10W40 **mineral** engine oil compatible with wet clutches.

NOTICE The engine of this watercraft has been developed and validated using the BRP XPS™ Synthetic blend oil. BRP strongly recommends the use of its XPS Synthetic blend oil at all times. Damages caused by oil which is not suitable for the engine will not be covered by the BRP limited warranty.

NOTICE NEVER use synthetic oil. This would impair the proper operation of the supercharger clutch. Do not add any additives to the recommended oil. Mineral oils for API service classification SM contain additives (friction modifiers) that may cause inappropriate slippage of the supercharger and eventually lead to premature wear.

Engine Oil Level

NOTICE Check level frequently and refill if necessary. Do not overfill. Operating the engine with an improper level may severely damage engine.

⚠ **CAUTION** Certain components in the engine compartment may be very hot. Direct contact may result in skin burn.

Oil level can be checked either with watercraft in water or out of water.

If Watercraft is Out of the Water

NOTICE Watercraft must be level.

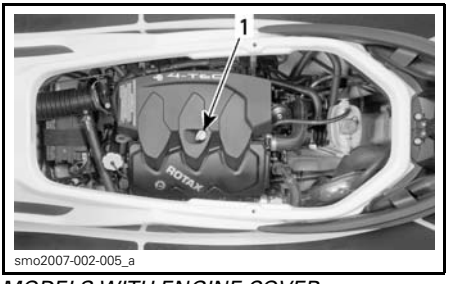
⚠ CAUTION When operating the engine while the watercraft is out of water, the heat exchanger in the ride plate may become very hot. Avoid any contact with the ride plate as burns may occur.

1. Raise trailer tow pole and block in position when bumper rail is level.
2. Install a garden hose to the flushing connector. Refer to *FLUSHING* in *POST-OPERATION CARE* and follow the procedure.

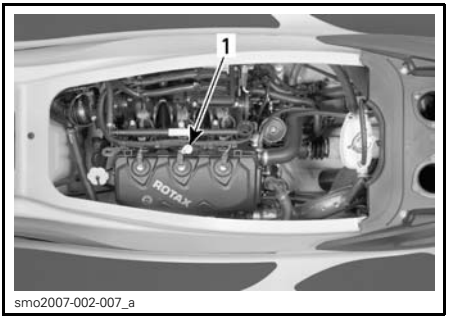
NOTICE Never run engine without supplying water to the exhaust system. Failure to cool exhaust system may severely damage it.

NOTICE Never run engine longer than 2 minutes. Drive line seal has no cooling when watercraft is out of water.

3. Open the seat.
4. With the engine already at normal operating condition, let engine **idle for 30 seconds** then stop engine.
5. Wait at least 30 seconds then pull dipstick out and wipe clean.

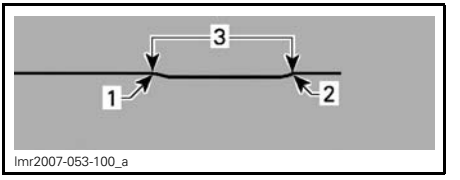


MODELS WITH ENGINE COVER
1. Oil dipstick



MODELS WITHOUT AN ENGINE COVER
1. Oil dipstick

6. Reinstall dipstick, push in completely.
7. Remove dipstick again and read oil level. It should be between The FULL and ADD marks.



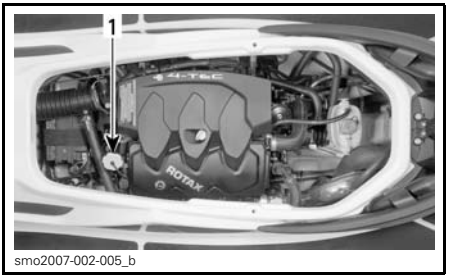
1. Full
2. Add
3. Operating range

8. Add oil up to have the level between marks as required.

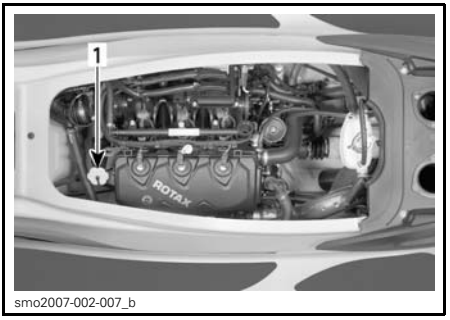
To add oil:

– Unscrew oil cap
– Place a funnel into the opening
– Add the recommended oil to the proper level.

NOTE: Do not overfill.



MODELS WITH ENGINE COVER
1. Oil filling cap



MODELS WITHOUT AN ENGINE COVER
1. *Oil filling cap*

NOTE: Every time oil is added in engine, the complete procedure explained in this section must be carried out again. Otherwise, you will have a false oil level reading.

9. Properly reinstall oil cap and dipstick.

Engine Oil Change and Oil Filter Replacement

The oil change and filter replacement should be performed by an authorized Sea-Doo dealer.

Engine Coolant

Recommended Engine Coolant

Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically formulated for internal combustion aluminum engines.

NOTE: When available, it is recommended to use biodegradable antifreeze compatible with internal combustion aluminum engines. This will contribute to protect the environment.

Cooling system must be filled with water and antifreeze solution (50% demineralized water, 50% antifreeze).

BRP sells premixed coolant with freezing protection up to -37°C (-35°F) (P/N 293 600 038).

NOTE: Using a blend of 40% antifreeze with 60% demineralized water will improve the cooling efficiency when the watercraft is used in particularly hot weather and/or hot water condition.

To prevent antifreeze deterioration, always use the same brand. Never mix different brands unless cooling system is completely flushed and refilled. Refer to an authorized Sea-Doo dealer.

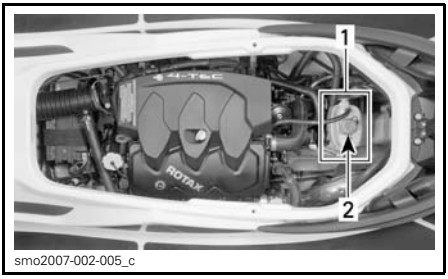
Engine Coolant Level

⚠ WARNING

Check coolant level with engine cold. Never add coolant in cooling system when engine is hot.

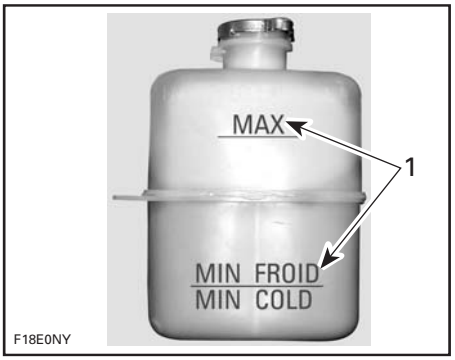
⚠ CAUTION Certain components in the engine compartment may be very hot. Direct contact may result in skin burn.

Remove seat(s) to expose cooling system expansion tank.



TYPICAL
1. *Expansion tank*
2. *Cap*

With watercraft on a level surface, liquid should be between MIN. and MAX. level marks of coolant reservoir when engine is cold.



1. Level between marks when engine is cold

NOTE: The watercraft is level when it is in water. When on a trailer, raise trailer tongue and block in this position when bumper rail is level.

Add coolant/demineralized water to have the level between marks as required. Use a funnel to avoid spillage. Do not overfill.

NOTE: Use a blend of 50% antifreeze with 50% demineralized water. Premixed antifreeze/water is available (P/N 293 600 038) at your authorized Sea-Doo dealer.

NOTE: Using a blend of 40% antifreeze with 60% demineralized water will improve the cooling efficiency when watercraft is used in particularly hot weather and/or hot water condition.

Properly reinstall and tighten filler cap then reinstall seat extension.

NOTE: A cooling system that frequently requires coolant is the indication of leaks or engine problems. See an authorized Sea-Doo dealer.

Engine Coolant Replacement

The coolant replacement should be performed by an authorized Sea-Doo dealer.

Spark Plugs

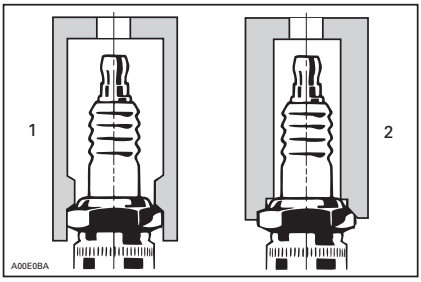
Spark Plug Removal

1. Open seat.
2. Remove engine cover (as applicable to model).
3. Disconnect the ignition coil input connector.
4. Remove ignition coil. Refer to *IGNITION COIL REMOVAL*.

⚠ WARNING

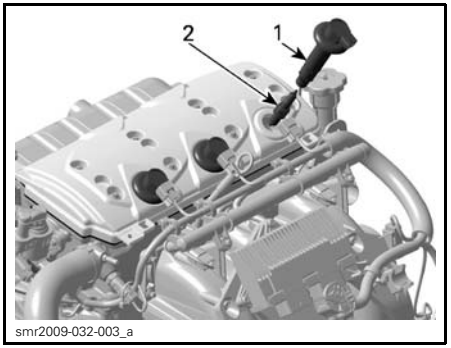
Never remove an ignition coil from a spark plug without disconnecting it from the wiring harness. Flammable vapors may be present in the bilge. Should the tether cord be installed on the engine cut-off switch, a spark could be generated at the coil spark plug end which could cause an explosion.

5. Using a spark plug socket, release the torque applied to the spark plug.



1. Approved socket
2. Improper socket

6. Clean the spark plug and cylinder head with pressurized air.
7. Unscrew spark plug then use the ignition coil to take spark plug out of spark plug hole.



1. Ignition coil
2. Spark plug

Spark Plug Installation

Prior to installation, ensure the contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, set electrode gap as specified in the following chart.

ENGINE	SPARK PLUG	TORQUE	GAP mm (in)
1503	NGK DCPR8E	Hand tighten + 1/4 turn with a socket	0.75 (.030)

2. Apply anti-seize lubricant over the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head. Then, tighten the spark plug clockwise an additional 1/4 turn with an approved spark plug socket.

Install ignition coil. Refer to *IGNITION COIL INSTALLATION*.

Complete the installation in the reverse order of the removal.

Ignition Coils

Ignition Coil Removal

1. Open seat.
2. Remove engine cover (as applicable to model).

Disconnect ignition coil connector.

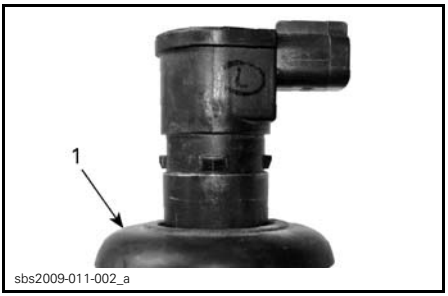
NOTICE **Do not remove the ignition coil before disconnecting the input connector or the wires may be damaged. Do not pry up ignition coil with a screwdriver to avoid damage.**

NOTE: Twist ignition coil in both directions as you pull it up to ease removal.

Remove ignition coil from spark plug.

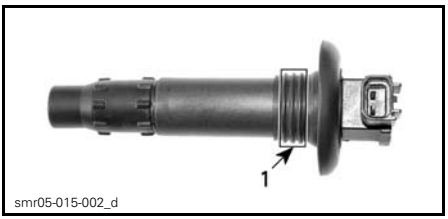
Ignition Coil Installation

1. Pull rubber seal down.

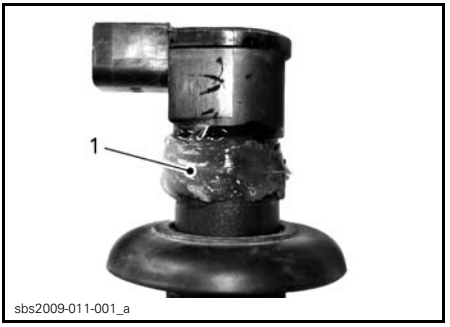


1. Rubber seal pulled down

2. Apply DOW CORNING 111 (P/N 413 707 000) to rubber seal seat as shown.

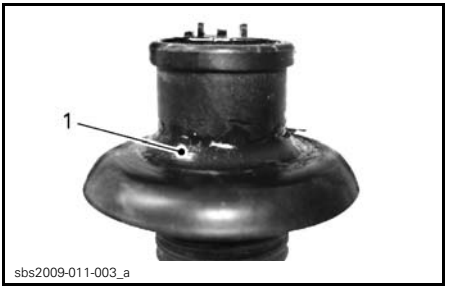


1. Apply product here



1. Apply product here

3. Pull rubber seal back on its seat making sure the tabs on the ignition coil and the slots in the seal properly match together.
4. Leave a ring of grease on top of the seal as shown to act as a water barrier. Wipe off the excess.



1. Correctly shaped excess of product

5. Push the ignition coil down to securely install it on the spark plug tip.

NOTE: Ensure the seal seats properly with the top surface of the engine.

NOTE: Ensure the seal seats properly with the engine top surface.

6. Reconnect ignition coil connectors.
7. To reinstall engine cover, push it downward until it snaps.
8. Wipe up any residual water from the engine.
9. Disconnect the garden hose.

NOTE: It is recommended to fog the engine valves with XPS Lube. Contact your authorized Sea-Doo dealer.

Exhaust System Flushing

Flushing the exhaust system and intercooler (supercharged models) with fresh water is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to remove sand, salt, shells or other particles in water jackets 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.

⚠ WARNING

Perform this operation in a well ventilated area.

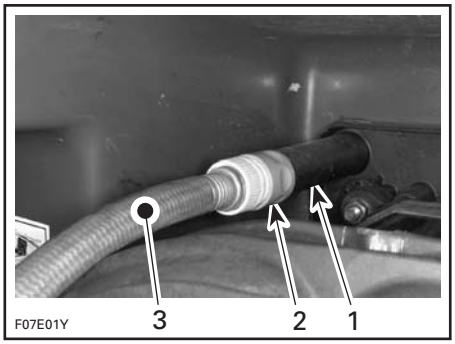
Proceed as follows:

Clean jet pump by spraying water in its inlet and outlet and then apply a coating of XPS Lube or equivalent.

⚠ CAUTION When operating the engine while the watercraft is out of the water, the heat exchanger in the ride plate may become very hot. Avoid any contact with ride plate as burns may occur.

Connect a garden hose to connector located at the rear of watercraft on jet pump support. Do not open water tap yet.

NOTE: An optional quick connect adapter can be used (P/N 295 500 473). No hose pincher is required to flush engine.



TYPICAL
1. *Hose adapter*
2. *Quick connect adapter (optional, not mandatory)*
3. *Garden hose*

To flush, start the engine then immediately open the water tap.

⚠ CAUTION Certain components in the engine compartment may be very hot. Direct contact may result in skin burn. Do not touch any electrical parts or jet pump area when engine is running.

NOTICE Never flush a hot engine. Always start the engine before opening the water tap. Open water tap immediately after engine is started to prevent overheating.

Run the engine about 20 seconds at a fast idle between 4000 - 5000 RPM.

NOTICE Never run engine without supplying water to the exhaust system when watercraft is out of water.

Ensure water flows out of jet pump while flushing. Otherwise, refer to an authorized Sea-Doo dealer for servicing.

NOTICE Never run engine longer than 2 minutes. Drive line seal has no cooling when watercraft is out of water.

Close the water tap, then stop the engine.

NOTICE Always close the water tap before stopping the engine.

NOTICE Remove quick connect adapter after flushing operation (if used).

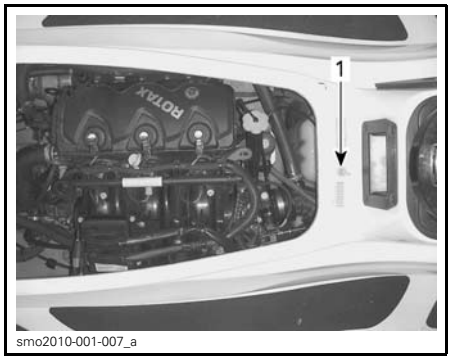
Throttle Body

Throttle Body Lubrication

Lubricate throttle body with XPS Lube or an equivalent.

Use fitting for that purpose provided in the engine compartment.

With the engine **not** running, make sure to spray lubricant at least 3 to 5 seconds for proper lubrication.



TYPICAL — GTS PRO MODEL
1. *Fitting*

TYPICAL — RXP-XMODEL
1. *Fitting*

Throttle Cable

Throttle Cable Inspection

Depress and release throttle lever or finger throttle. It should operate smoothly and return to its initial position without any hesitation. There must be a small amount of free-play when released. Refer to an authorized Sea-Doo dealer if necessary.

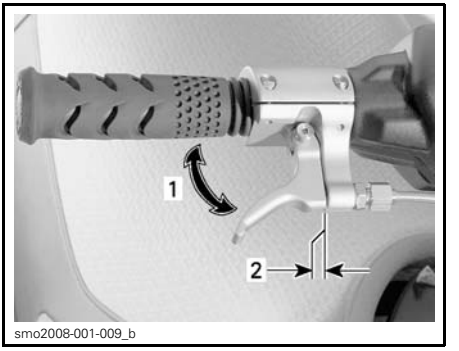
NOTICE Never attempt to adjust the idle speed through the throttle body tamper proof screw. If so, it would impair the idle speed stability. Besides, no adjustment could be performed by the dealer nor the factory to correct the idle speed. The throttle body would need to be replaced at the customer's expense. Also take into account that might change the engine emission level and the engine might not meet the EPA/CARB requirements.

⚠ WARNING

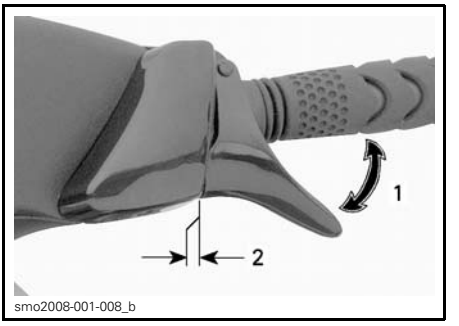
Do not alter or tamper with throttle cable adjustment or routing.

⚠ WARNING

If throttle lever or finger throttle does not automatically return, do not operate watercraft and see your authorized Sea-Doo dealer.



RXP-X 255
1. *Should move freely*
2. *Slight free-play must be present here*



GTS PRO MODEL
1. *Should move freely*
2. *Slight free-play must be present here*

Throttle Cable Lubrication

Lubricate the throttle cable with XPS Lube or equivalent.

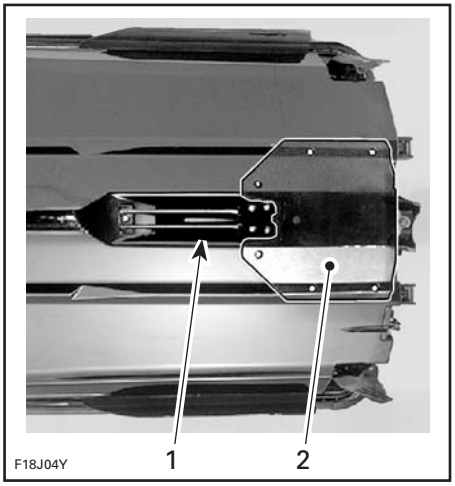
Ride Plate and Water Intake Grate

Ride Plate and Water Intake Grate Inspection

Inspect ride plate and jet pump water intake grate for damage. See your Sea-Doo dealer to have any damaged parts repaired or replaced.

⚠ WARNING

The tether cord should always be removed from the engine cut-off switch prior to inspecting the intake grate.



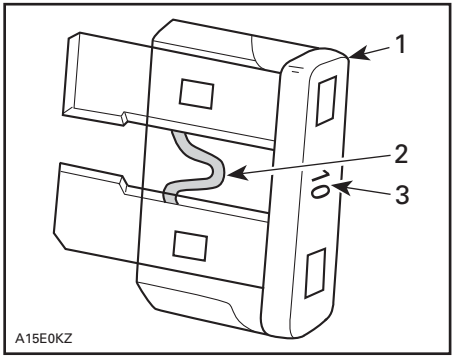
TYPICAL — INSPECT THESE AREAS
1. *Water intake*
2. *Ride plate*

Fuses

Fuse Removal/Inspection

If an electrical problem occurs, check the fuses. If a fuse is burnt, replace by one of the same rating.

Use the fuse remover/installer included in the fuse box to ease fuse removal.

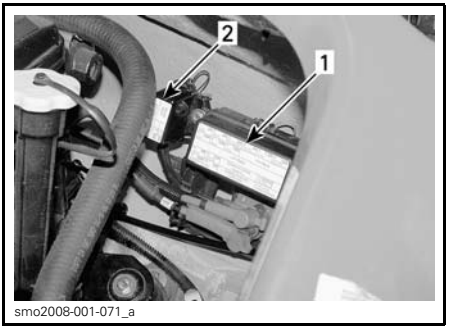


1. *Fuse*
2. *Check if melted*
3. *Ampere rating*

⚠ WARNING

Do not use a higher rated fuse as this can cause severe damage. If a fuse has burnt out, source of malfunction should be determined and corrected before restarting. See an authorized Sea-Doo dealer for servicing.

Fuse Location/Description



TYPICAL
1. *Fuse box*
2. *Main relay fuse box*

To remove fuse box cover, squeeze locking tabs together, hold and pull fuse box cover to open.

FUSE	DESCRIPTION	LOCATION
3 A	Information center gauge	Fuse box (engine compartment)
3 A	Beeper	
3 A	Depth sounder (if so equipped)	
3 A	Fuel level	
7.5 A	VTS (if so equipped)	
10 A	Fuel pump	
10 A	Cylinder 1 (ignition coil and injection)	
10 A	Cylinder 2 (ignition coil and injection)	
10 A	Cylinder 3 (ignition coil and injection)	
3 A	T.O.P.S. sensor	
15 A	Diagnostic connector	
500 Ω	Fuel level	
10 A	Electric starter	
3 A	CAPS	
30 A	Main	Main relay fuse box (engine compartment)
30 A		

Remove the watercraft from the water every day.

Post-Operation Care

Exhaust System Flushing

The exhaust system should be flushed daily when watercraft is used in salt or foul water.

Refer to *MAINTENANCE PROCEDURES*.

NOTE: On supercharged models, the intercooler is flushed at the same time.

Additional Care for Foul Water or Salt Water Operation

When the watercraft is operated in foul water and particularly in salt water, additional care should be taken to protect the watercraft and its components.

Rinse watercraft bilge area with fresh water.

Never use a high pressure washer to clean the bilge. USE LOW PRESSURE ONLY (such as a garden hose).

High pressure can cause damages to electrical or mechanical systems.

⚠ CAUTION Allow engine to cool before performing any maintenance.

NOTICE Failure to perform proper care such as: watercraft rinsing, exhaust system flushing and anticorrosion treatment, when watercraft is used in salt water, will result in damage to the watercraft and its components. Never leave the watercraft stored in direct sunlight.

Watercraft Cleaning

Body and Hull

Occasionally, wash the hull and various body components with water and soap (only use mild detergent). Remove any marine organisms from engine and/or hull. Apply non- abrasive wax such as silicone wax.

NOTICE Never clean fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, or other strong chemical or petroleum type cleaner.

Stains may be removed from seat and fiberglass with Knight's Spray-Nine† from Korkay System Ltd or the equivalent.

To clean the carpets, use 3M™ Citrus Base Cleaner (24 oz spay can) or the equivalent.

Respect the environment by ensuring fuel, oil or cleaning solutions do not drain into the waterways.

⚠ WARNING

Periodically verify seat(s) lock pin and tighten if needed. Make sure seat(s) securely latches.

⚠ WARNING

Never apply plastic or vinyl protector on the carpets or seat as the surface will become slippery and the occupants may slip off the watercraft.

Storage

⚠ WARNING

Because fuel and oil are flammable, have an authorized Sea-Doo dealer inspect the fuel system integrity as specified in the periodic inspection chart.

It is recommended that the watercraft be serviced by an authorized Sea-Doo dealer for storage but the following operations can be performed by you with a minimum of tools.

NOTE: Carry out the following tasks in the same order as detailed in this section.

NOTICE **Do not run the engine during the storage period.**

Fuel System Protection

Sea-Doo XPS fuel stabilizer (or equivalent) should be added in fuel tank to prevent fuel deterioration and fuel system gumming. Follow stabilizer manufacturer's instructions for proper use.

NOTICE **It is highly recommended to add fuel stabilizer at storage in order to maintain fuel system in good condition. Fuel stabilizer should be added prior to engine lubrication and fuel tank top up to ensure fuel system components protection against varnish deposits.**

Refer to *FUELING* for proper fueling procedure.

Throttle Cable Lubrication

Lubricate throttle cable with XPS Lube.

Exhaust System Flushing

Perform procedure as described in *MAINTENANCE PROCEDURES*.

Engine Oil and Filter Replacement

The oil change and filter should be performed by an authorized Sea-Doo dealer.

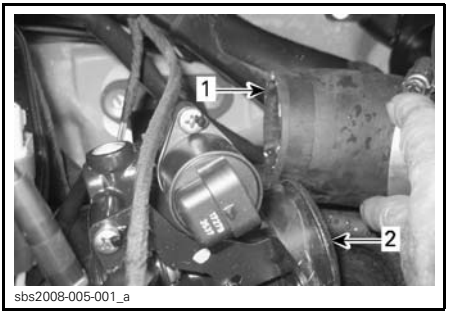
Intercooler Protection

RXP-X 255 Model

It is important to expel any trapped water that may have accumulated from condensation in the intercooler.

Proceed as follows:

1. Removed the intake hose from the throttle body.



1. Intake hose (from intercooler)
2. Throttle body

2. Start and rev up the engine to 4000 RPMs several times.

NOTE: Ensure air intake system does not aspirate foreign objects which may cause severe engine or damage.

WATER EXPELLED FROM INTERCOOLER

3. Stop engine.

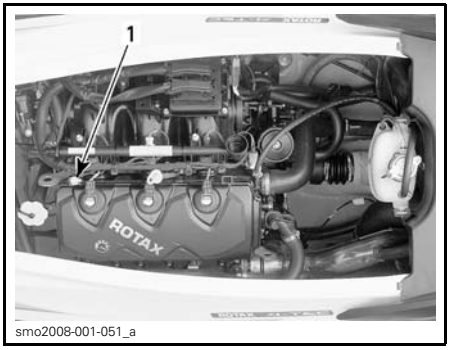
4. Liberally lubricate throttle body inside and out.
5. Clean off any lubrication on the throttle body intake hose flange.
6. Install air intake hose to the throttle body.

Throttle Body Lubrication

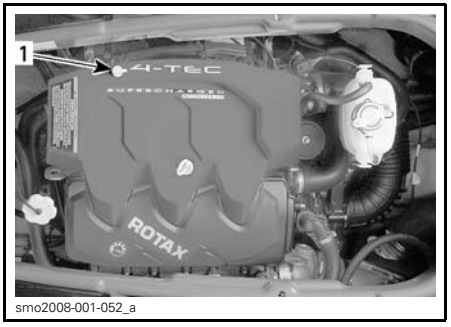
Lubricate throttle body with XPS Lube or an equivalent.

Use fitting for that purpose provided in the engine compartment.

With the engine **not** running, make sure to spray lubricant at least 3 to 5 seconds for proper lubrication.



MODELS WITHOUT AN ENGINE COVER
1. Fitting

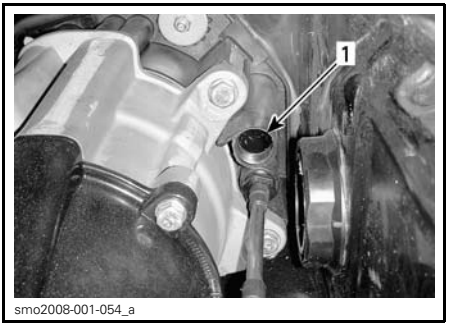


MODELS WITH AN ENGINE COVER
1. Fitting

Exhaust System Protection

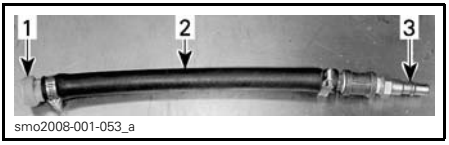
In areas where temperature may freeze, water trapped in the exhaust system and intercooler must be removed.

Using the flushing connector on jet pump support, inject pressurized air (around 379 kPa (55 PSI)) into system until there is no more water flowing from jet pump.



1. Flushing connector — location may differ

The following hose can be fabricated to ease draining procedure.



TYPICAL
1. Flushing connector adapter
2. Hose 12.7 mm (1/2 in)
3. Air hose male adapter

NOTICE **Failure to drain the exhaust system may cause severe damage to the intercooler (supercharged models) and exhaust manifold.**

Remove special tools.

Engine Internal Lubrication

Remove engine cover (as applicable).

Remove ignition coils, refer to *MAINTENANCE PROCEDURES*.

Remove spark plugs, refer to *MAINTENANCE PROCEDURES*.

Spray XPS Lube or equivalent, in spark plug holes.

To prevent fuel from being injected and to disable ignition during engine cranking, fully depress throttle lever and HOLD against handlebar.

Press the start/stop button to crank the engine a few turns. This will distribute the oil on the cylinder walls.

Apply anti-seize lubricant on spark plug threads, then reinstall them in the engine. Refer to *MAINTENANCE PROCEDURES*.

Install ignition coils, refer to *MAINTENANCE PROCEDURES*.

Engine Coolant Test

If antifreeze is not replaced, test its density.

The antifreeze replacement and a density test should be performed by an authorized Sea-Doo dealer.

NOTE: Antifreeze should be replaced every 200 hours or every 2 years to prevent antifreeze deterioration.

NOTICE Improper antifreeze density might allow freezing of the liquid in the cooling system if watercraft is stored in area where freezing point is reached. This would seriously damage the engine.

Battery Removal and Charging

Contact your authorized Sea-Doo dealer.

Bilge Cleaning

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge.

Body and Hull Cleaning

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

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

For gelcoat repairs, refer to an authorized Sea-Doo dealer. Replace damaged labels/decals.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray XPS Lube or equivalent over metallic components in engine compartment.

⚠ WARNING

Do not lubricate the engine cut-off switch.

Lubricate the throttle cable with XPS Lube or equivalent.

Body and Hull Repair

If any repairs are needed to body or to the hull, contact your authorized Sea-Doo dealer. For paint touch up of mechanical parts use BRP spray paint.

Watercraft Protection

Apply a good quality marine wax to the body.

The seat and the seat extension should be partially left opened. This will prevent engine compartment condensation and possible corrosion.

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.

NOTICE The watercraft should never be left in water for storage. Never leave the watercraft stored in direct sunlight. Never store watercraft in a plastic bag.

Preseason Preparation

Maintenance preparation must be performed in conjunction with *PERIODIC MAINTENANCE CHART*.

Ensure to perform all tasks included in the 100 HOURS OR 1 YEAR column.

Since technical skills and special tools are required, some operations should be performed by an authorized Sea-Doo dealer.

NOTE: It is highly recommended that an authorized Sea-Doo dealer perform factory campaigns in addition to the preseason preparation all at the same time.

⚠ WARNING

Only perform procedures as detailed in the *PERIODIC MAINTENANCE CHART*. It is recommended that the assistance of an authorized Sea-Doo dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must not be running and the tether cord must be removed from the engine cut-off switch for all maintenance procedures. Components inside engine compartment may be hot. When component conditions seem less than satisfactory, replace with genuine BRP parts or approved equivalents.

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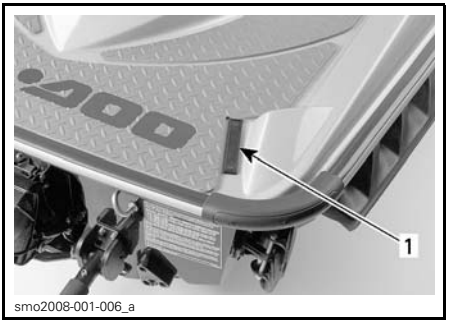
TECHNICAL INFORMATION

IDENTIFICATION

The main components of the watercraft (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the watercraft in the event of theft.

Hull Identification Number

The Hull Identification Number (H.I.N.) is located on footboard at the rear of watercraft.



TYPICAL
1. Hull Identification Number (H.I.N.)

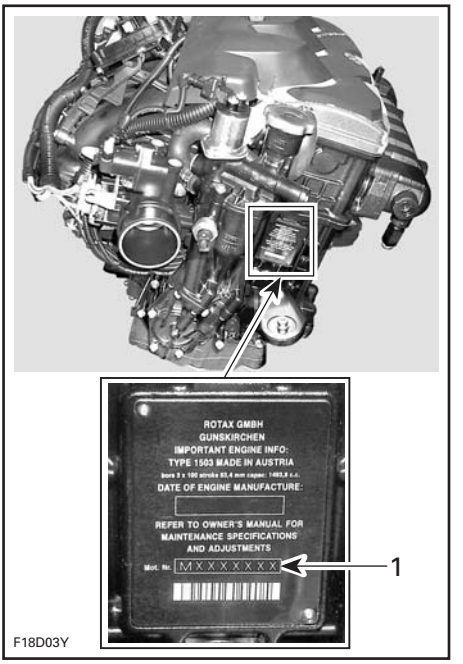
It is composed of 12 digits:

YDV	12345	L	4	95
				Model year
			Year of production	
		Month of production		
	Serial number (a letter may also be used as a digit)			
Manufacturer				

Engine Identification Number

NOTE: Refer to *SPECIFICATIONS* section to find what engine is used on each model.

The Engine Identification Number (E.I.N.) is located on the front end of the engine.



TYPICAL
1. Engine Identification Number (E.I.N.)

ENGINE EMISSIONS INFORMATION

NOTE: Maintenance, replacement, or repair of the emission control devices and systems may be performed by any marine SI (spark ignition) engine repair establishments or individual.

Manufacturer's Responsibility

Beginning with 1999 model year engines, PWC manufacturers of marine engines must determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States of America Environmental Protection Agency (EPA). An emissions control information label, showing emission levels and engine specifications, must be placed on each vehicle at the time of manufacture.

Dealer's Responsibility

When performing service on all 1999 and more recent Sea-Doo watercraft that carry an emissions control information label, adjustments must be kept within published factory specifications.

Replacement or repair of any emission related component must be executed in a manner that maintains emission levels within the prescribed certification standards.

Dealers are not to modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

Exceptions include manufacturer's prescribed changes, such as altitude adjustments for example.

Owner Responsibility

The owner/operator is required to have engine maintenance performed to maintain emission levels within prescribed certification standards.

The owner/operator is not to, and should not allow anyone to modify the engine in any manner that would alter the horsepower or allow emissions levels to exceed their predetermined factory specifications.

EPA Emission Regulations

All 1999 and more recent Sea-Doo watercraft manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new watercraft engines. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

The responsibilities listed above are general and in no way a complete listing of the rules and regulations pertaining to the EPA requirements on exhaust emissions for marine products. For more detailed information on this subject, you may contact the following locations:

MAIL:
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
1200 Pennsylvania Ave. NW
Mail Code 6403J
Washington D.C. 20460

EPA INTERNET WEB SITE:
http://www.epa.gov/otaq

EPA E-MAIL:
otaqpublicweb@epa.gov

SPECIFICATIONS

WATERCRAFT		RXP-X 255
ENGINE		
Type		Rotax® 1503 4-TEC®. Single Over Head Camshaft (SOHC)
		173 kW
Number of cylinders		3
Number of valves		12 valves (4 per cylinder) with hydraulic lifters (no adjustment)
Displacement		1 494 cm³ (91.2 in³)
Intake system	Type	Supercharged with intercooler
	Throttle body	52 mm (2 in)
Bore		100 mm (3.9 in)
Stroke		63.4 mm (2.5 in)
Compression ratio		8.4:1
Cooling		Closed-loop system
ELECTRICAL SYSTEM		
Ignition		Digital inductive
Starter		Electric
Battery		12 V, 30 A•h. Electrolyte type
Spark plug	Make and type	NGK, DCPR8E
	Gap	0.75 mm (.03 in)
PROPULSION		
Propulsion system		Sea-Doo® direct drive
Jet pump	Type	Axial flow, single stage. Large hub with 10-vane stator
	Material	Aluminum
Impeller		Stainless steel
Transmission	Type	Direct drive, forward/neutral/reverse
VTS	Type	Electric

WATERCRAFT		RXP-X 255
DIMENSION AND WEIGHT		
Length		307 cm (121 in)
Width		122 cm (48 in)
Height		116 cm (46 in)
Weight (dry)		351 kg (774 lb)
LOADING CAPACITY		
Rider capacity		2 (refer to load limit)
Storage capacity		40.3 L (10.6 U.S. gal.)
Load limit (passengers + luggage)		181 kg (400 lb)
FLUIDS		
Fuel	Type	Unleaded
	Minimum octane	**Inside North America:** (87 (RON + MON)/2)
		Outside North America: 92 RON
	Recommended octane rating for optimum performance	**Inside North America:** (91 (RON + MON)/2)
		Outside North America: 95 RON
	Tank capacity	60 L (15.9 U.S. gal.)
Engine oil	Type	XPS synthetic blend oil (summer grade). Refer to *MAINTENANCE* section for more information
	Capacity	3 L (3.2 qt (U.S. liq.)) oil change w/filter
Cooling system	Coolant type	Ethylene-glycol 50%/50% antifreeze and demineralized water. Coolant containing corrosion inhibitors for internal combustion aluminum engines
	Capacity	5.5 L (5.8 qt (U.S. liq.)) total

WATERCRAFT		GTS PRO
ENGINE		
Type		Rotax® 1503 4-TEC®. Single Over Head Camshaft (SOHC)
		96 kW
Number of cylinders		3
Number of valves		12 valves (4 per cylinder) with hydraulic lifters (no adjustment)
Displacement		1 494 cm³ (91.2 in³)
Intake system	Type	Naturally aspirated
	Throttle body	52 mm (2 in)
Bore		100 mm (3.9 in)
Stroke		63.4 mm (2.5 in)
Compression ratio		10.6:1
Cooling		Closed-loop system
ELECTRICAL SYSTEM		
Ignition		Digital inductive
Starter		Electric
Battery		12 V, 30 A•h. Electrolyte type
Spark plug	Make and type	NGK, DCPR8E
	Gap	0.75 mm (.03 in)
PROPULSION		
Propulsion system		Sea-Doo® direct drive
Jet pump	Type	Axial flow, single stage. Large hub with 10-vane stator
	Material	Composite/aluminum
Impeller		Stainless steel
Transmission		Direct drive, forward/neutral/reverse

WATERCRAFT		GTS PRO
DIMENSION AND WEIGHT		
Length		323 cm (127 in)
Width		125 cm (49 in)
Height		117 cm (46 in)
Weight (dry)		333 kg (734 lb)
LOADING CAPACITY		
Rider capacity		3 (refer to load limit)
Storage capacity		46.8 L (12 U.S. gal.)
Load limit (passengers + luggage)		273 kg (600 lb)
FLUIDS		
Fuel	Type	Unleaded
	Minimum octane	Inside North America: (87 (RON + MON)/2)
		Outside North America: 92 RON
	Tank capacity	60 L (15.9 U.S. gal.)
Engine oil	Type	XPS synthetic blend oil (summer grade). Refer to *MAINTENANCE* section for more information
	Capacity	3 L (3.2 qt (U.S. liq.)) oil change w/filter
Cooling system	Coolant type	Ethylene-glycol 50%/50% antifreeze and demineralized water. Coolant containing corrosion inhibitors for internal combustion aluminum engines
	Capacity	5.5 L (5.8 qt (U.S. liq.)) total

NOTE: BRP reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

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TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE WILL NOT START

1. Tether cord removed.
   – *Install tether cord ON engine cut-off switch.*
2. Burnt fuse: main, electric starter or ECM.
   – *Check wiring then replace fuse(s).*
3. Discharged battery.
   – *Refer to an authorized Sea-Doo dealer.*

⚠ WARNING

Do not charge or boost the battery while installed on the watercraft. Electrolyte is poisonous and dangerous. Avoid contact with eyes, skin and clothing.

4. Battery connections, corroded or loose. Bad ground.
   – *Refer to an authorized Sea-Doo dealer.*
5. Water-flooded engine.
   – *Refer to WATER-FLOODED ENGINE in SPECIAL PROCEDURES.*
6. Faulty sensor or ECM.
   – *Refer to an authorized Sea-Doo dealer.*
7. Seized jet pump.
   – *Try to clean. Otherwise, refer to an authorized Sea-Doo dealer.*
8. ECM does not recognize the D.E.S.S. key.
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE TURNS SLOWLY

1. Loose battery cable connections.
   – *Check/clean/tighten.*
2. Discharged or weak battery.
   – *Refer to an authorized Sea-Doo dealer.*
3. Worn starter.
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE TURNS NORMALLY BUT WILL NOT START

1. Fuel tank empty or water-contaminated.
   – *Refill. Siphon and fill with fresh fuel.*
2. Fouled/defective spark plugs.
   – *Replace.*
3. Blown fuse.
   – *Check wiring then replace fuse(s).*
4. Water-flooded engine.
   – *Refer to WATER-FLOODED ENGINE in SPECIAL PROCEDURES.*

ENGINE TURNS NORMALLY BUT WILL NOT START (cont'd)

5. Engine management system fault detected (check engine pilot lamp is ON).
   – *Refer to an authorized Sea-Doo dealer.*
6. Faulty fuel pump.
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE MISFIRES, RUNS IRREGULARLY

1. Fouled/defective/worn spark plugs.
   – *Replace.*
2. Fuel: Level too low, stale or water-contaminated.
   – *Siphon and/or refill.*
3. Faulty ignition coil(s).
   – *Refer to an authorized Sea-Doo dealer.*
4. Clogged injectors.
   – *Refer to an authorized Sea-Doo dealer.*
5. Engine management system fault detected (check engine pilot lamp is ON).
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE SMOKE

1. Oil level too high.
   – *Refer to an authorized Sea-Doo dealer.*
2. Water ingestion, coolant leak or damaged cylinder head gasket.
   – *Refer to an authorized Sea-Doo dealer.*
3. Internal engine damage.
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE OVERHEATS

1. Clogged exhaust system.
   – *Flush exhaust system.*
2. Engine coolant level too low.
   – *Refer to LIQUIDS.*
3. Quick connect adapter left in flushing connector.
   – *Remove adapter from flushing connector and retry watercraft. If problem persists, refer to an authorized Sea-Doo dealer.*

ENGINE LACKS ACCELERATION OR POWER

1. Engine oil level too high.
   – *Refer to an authorized Sea-Doo dealer.*
2. Weak spark.
   – *Refer to ENGINE MISFIRES, RUNS IRREGULARLY.*

ENGINE LACKS ACCELERATION OR POWER (cont'd)

3. Engine management system fault detected (check engine pilot lamp is ON).
   – *Refer to MONITORING SYSTEM in SPECIAL PROCEDURES.*
4. Clogged injectors.
   – *Refer to an authorized Sea-Doo dealer.*
5. Low fuel pressure.
   – *Refer to an authorized Sea-Doo dealer.*
6. Water in fuel.
   – *Siphon and replace.*
7. Engine damaged by water ingestion.
   – *Refer to an authorized Sea-Doo dealer.*

WATERCRAFT CAN NOT REACH TOP SPEED

1. Jet pump water intake clogged.
   – *Clean. Refer to SPECIAL PROCEDURES section.*
2. Damaged impeller or worn-out wear ring.
   – *Replace. Refer to an authorized Sea-Doo dealer.*
3. Engine management system fault detected (check engine pilot lamp is ON).
   – *Refer to MONITORING SYSTEM in SPECIAL PROCEDURES.*
4. Faulty supercharger and/or intercooler (supercharged models).
   – *Refer to an authorized Sea-Doo dealer.*

ABNORMAL NOISE FROM PROPULSION SYSTEM

1. Weeds or debris jammed around impeller.
   – *Clean and check for damage.*
2. Damaged impeller shaft or drive shaft.
   – *Refer to an authorized Sea-Doo dealer.*
3. Water intrusion in jet pump causing bearing seizure.
   – *Refer to an authorized Sea-Doo dealer.*

WATER FOUND IN BILGE

1. Bailer system malfunction.
   – *Have system inspected by an authorized Sea-Doo dealer.*

MONITORING SYSTEM

A system monitors the electronic components of the EMS (engine management system) and other components of the electrical system. When a fault occurs, it sends visual messages through the information center and/or audible signals through a beeper to inform you of a particular condition.

When minor faults occur, the fault and message/beeper will disappear automatically if the condition does not exist anymore.

Releasing throttle and letting the engine returning at idle speed may allow normal operation to come back. If it does not work, try removing and reinstalling the tether cord on the engine cut-off switch.

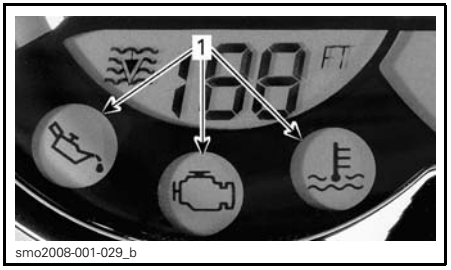
The electronic system will react differently depending on the fault type. In severe failure, the engine might not be allowed to be started. In other cases, the engine will operate in limp home mode (reduced speed).

When a fault occurs, see an authorized Sea-Doo dealer as soon as possible for inspection.

TYPICAL
1. Message display

Pilot Lamps and Message Display Information

The pilot lamps and message display will inform you of a particular condition or if an anomaly occurs.



TYPICAL
1. Pilot lamps

PILOT LAMPS (ON)	MESSAGE DISPLAY	DESCRIPTION
	MAINT	Maintenance reminder
	(12 V LOW/HI)	Low/high battery voltage
	FUEL-LOW	Low fuel level
	H-TEMP (EXHAUST or ENGINE)	Engine or exhaust system overheating
	CHK ENG	Check engine
	OIL	Low oil pressure
-	MAINTENANCE SUPERCHARGER	Maintenance on supercharger required
-	SENSOR	Sensor failure (watercraft electronic equipment)
-	KEY	Invalid D.E.S.S. key
-	L KEY	Learning key active

NOTICE Running engine with low oil pressure may severely damage the engine.

Beeper Code Information

BEEPER CODES	DESCRIPTION
1 Long Beep (while installing tether cord on watercraft engine cut-off switch)	**Bad D.E.S.S. system connection.** Reinstall tether cord correctly ON engine cut-off switch.
	Wrong D.E.S.S. key. Use a D.E.S.S. key that has been programmed for the watercraft.
	Defective D.E.S.S. key. Use another programmed D.E.S.S. key.
	Dried salt water in tether cord cap. Clean tether cord cap to remove salt water.
	Defective engine cut-off switch. Refer to an authorized Sea-Doo dealer.
	Improper operation of ECM or defective wiring harness. Refer to an authorized Sea-Doo dealer.
1 Short Beep followed by 1 long beep	**ECM has been mistakenly set to onboard diagnostic mode.** Remove and reinstall tether cord.
4 Short Beeps at different interval for 4 hours	**tether cord has been left on the engine cut-off switch without starting engine or after engine was stopped.** To prevent battery discharge, remove the tether cord from the engine cut-off switch.
A 2 Seconds Beep every 15 minutes interval	**Watercraft is upside down.** Turn watercraft upright. Refer to *SPECIAL PROCEDURES*.
	Engine management system fault. Refer to an authorized Sea-Doo dealer.
A 2 Seconds Beep every 5 minutes interval	**Low fuel level.** Refill fuel tank. If problem persists, refer to an authorized Sea-Doo dealer.
	Fuel tank level sensor or circuit malfunction. Refer to an authorized Sea-Doo dealer.
Continuously Beeps	**High engine temperature coolant.** See *ENGINE OVERHEATING*.
	High exhaust temperature. Refer to an authorized Sea-Doo dealer.
	Low oil pressure. Turn off engine as soon as possible. Check oil level and refill. Refer to an Sea-Doo dealer.

NOTICE If the monitoring beeper continuously sounds, stop engine as soon as possible.

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WARRANTY

BRP LIMITED WARRANTY – USA AND CANADA: 2011 SEA-DOO® PERSONAL WATERCRAFT

1. SCOPE

Bombardier Recreational Products Inc. ("BRP")* warrants its model-year 2011 Sea-Doo personal watercraft sold by authorized BRP Dealers (as defined below) in the fifty United States and in Canada from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the Sea-Doo personal watercraft was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the Sea-Doo personal watercraft has been altered or modified in such a way so as to adversely affect its operation, performance or durability; (3) or has been altered or modified to change its intended use.

All genuine BRP parts and accessories, installed by an authorized BRP dealer (as hereinafter defined) at the time of delivery of the Sea-Doo personal watercraft, carry the same warranty as that of the personal watercraft.

A GPS receiver may be supplied by BRP as standard equipment on certain 2011 Sea-Doo personal watercraft. The GPS receiver is covered by the limited warranty issued by the GPS receiver's manufacturer and is not covered by this limited warranty.

2. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE.

Neither the distributor, any BRP dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP. BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

3. EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the Operator's Guide;

– Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts not manufactured or approved by BRP or resulting from repairs done by a person that is not an authorized servicing BRP dealer;
– Damage caused by abuse, abnormal use, neglect, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from accident, submersion, fire, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damage from rust, corrosion or exposure to the elements;
– Damage from cooling system or jet pump blockage by foreign material;
– Water damages caused by water ingestion;
– Damages related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and
– Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

4. WARRANTY COVERAGE DURATION

This warranty will be in effect from the date of delivery to the first retail consumer or the date the product is first put into use, whichever occurs first and for the following period:

1. TWELVE (12) CONSECUTIVE MONTHS for private use owners.
2. FOUR (4) CONSECUTIVE MONTHS for commercial use owners. A personal watercraft is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A personal watercraft is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.
3. Emission-related components that are installed on EPA certified Sea-Doo personal watercrafts registered in the USA are covered for thirty (30) consecutive months or one hundred seventy five (175) hours of engine use whichever occurs first. If the one hundred seventy five (175) hours of engine use are reached during the regular warranty coverage period, the emission-related components are still covered by BRP's standard warranty until the end of regular coverage period.
4. The list of the current warranted emission-related components is known by your authorized BRP dealer.
5. For Sea-Doo personal watercrafts produced by BRP for sale in the state of California, that are originally sold to a resident or subsequently warranty registered to a resident in the state of California, please also refer to the applicable California Emissions Control Warranty Statement.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

5. CONDITIONS REQUIRED FOR WARRANTY COVERAGE

This warranty coverage is available **only** if **each** of the following conditions has been fulfilled:

- The 2011 Sea-Doo personal watercraft must be purchased as new and unused by its first owner from a BRP dealer authorized to distribute Sea-Doo personal watercraft in the country in which the sale occurred ("BRP dealer");
- The BRP specified predelivery inspection process must be completed and documented and signed by the purchaser;
- The 2011 Sea-Doo personal watercraft must have undergone proper registration by an authorized BRP dealer;
- The 2011 Sea-Doo personal watercraft must be purchased in the country in which the purchaser resides; and
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the Sea-Doo personal watercraft upon the appearance of an anomaly. The customer must notify an authorized servicing BRP dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized BRP dealer, proof of purchase of the product and must sign the repair/work order prior to the start of the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

7. WHAT BRP WILL DO

BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine BRP parts without charge for parts and labor, at any authorized BRP dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be the cause for cancellation or rescission of the sale of the Sea-Doo personal watercraft to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

8. TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided that BRP is notified of such transfer of ownership in the following way:

1. The former owner contacts BRP (at the phone number provided below) or an authorized BRP dealer and gives the coordinates of the new owner; or
2. BRP or an authorized BRP dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

9. CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this BRP limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

If the issue has not yet been resolved, please submit your complaint in writing or call the appropriate number below:

In CANADA
Bombardier Recreational Products Inc.
Customer Assistance Center
75 J.-A. Bombardier Street
Sherbrooke QC J1L 1W3
Tel.: 819 566-3366

In USA
BRP US Inc.
Customer Assistance Center
7575 Bombardier Court
Wausau WI 54401
Tel.: 715 848-4957

* In the USA, products are distributed and serviced by BRP US Inc.

CALIFORNIA EMISSION CONTROL WARRANTY STATEMENT FOR MODEL YEAR 2011 SEA-DOO® PERSONAL WATERCRAFT WITH 4-TEC® ENGINES

For California, your 2011 Sea-Doo personal watercraft has a special environmental label required by the California Air Resources Board. The label has 1, 2, 3 or 4 stars. A hangtag, provided with your personal watercraft, describes the meaning of the star rating system.

The Star Label Means Cleaner Marine Engines

The Symbol for Cleaner Marine Engines:

F18L3CQ

Cleaner Air and Water

For a healthier lifestyle and environment.

Better Fuel Economy

Burns up to 30 - 40 percent less gas and oil than conventional carbureted two-stroke engines saving money and resources.

Longer Emission Warranty

Protects consumer for worry free operation.

One Star – Low Emission

The one-star label identifies personal watercraft, outboard, stern drive and inboard engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2001 exhaust emission standards. Engines meeting these standards have 75% lower emissions than conventional carbureted two-stroke engines. These engines are equivalent to the U.S. EPA's 2006 standards for marine engines.

Two Stars – Very Low Emission

The two-star label identifies personal watercraft, outboard, stern drive and inboard engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One Star - Low-Emission engines.

Three Stars – Ultra Low Emission

The three-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2008 exhaust emission standards or the Stern drive and Inboard marine engine 2003 exhaust emission standards. Engines meeting these standards have 65% lower emissions than One Star – Low Emission engines.

Four Stars – Super Ultra Low Emission

The four-star label identifies engines that meet the Air Resources Board's Stern-drive and Inboard marine engine 2011 exhaust emission standards. Personal Watercraft and Outboard marine engines may also comply with these standards. Engines meeting these standards have 90% lower emissions than One Star – Low Emission engines.

For more information: Cleaner Watercraft – Get the Facts
1 800 END-SMOG
www.arb.ca.gov

Your Emission Control Warranty Rights and Obligations

The California Air Resources Board and Bombardier Recreational Products Inc. ("BRP") are pleased to explain the emission control system warranty on your Model Year 2011 Sea-Doo personal watercraft. In California, new personal watercraft engines must be designed, built and equipped to meet the State's stringent anti-smog standards. BRP must warrant the emission control system on your personal watercraft engine for the period of time listed below provided there has been no abuse, neglect or improper maintenance of your personal watercraft engine.

Your emission control system may include parts such as the fuel injection system, the ignition system and catalytic converter. Also included may be hoses, belts, connectors and other emission related assemblies.

Where a warrantable condition exists, BRP will repair your personal watercraft engine at no cost to you including diagnosis, parts and labor provided that such work is performed by an authorized BRP dealer.

Manufacturer's Limited Warranty Coverage

This emission limited warranty covers Model Year 2011 Sea-Doo personal watercrafts certified and produced by BRP for sale in California, that are originally sold in California to a California resident or subsequently warranty registered to a California resident. The BRP limited warranty conditions for Sea-Doo personal watercrafts are still applicable to these models with the necessary modifications. Select emission control parts of your 2011 Sea-Doo personal watercrafts are warranted from the date of delivery to the first retail consumer for a period of 4 years, or for 250 hours of use, whichever occurs first. However, warranty coverage based on the hourly period is only permitted for personal watercraft equipped with the appropriate hour meters or their equivalent. If any emission-related part on your engine is defective under warranty, the part will be repaired or replaced by BRP.

Parts covered for a Model Year 2011 Sea-Doo® personal watercraft equipped with 4-TEC® engines:

Idle bypass valve	Air intake adapter
Throttle position sensor	Spark plugs
Intake manifold air pressure sensor	Ignition coils
Intake manifold air temperature sensor	Air box
Engine temperature sensor	Intake and exhaust valve and seals
Knock sensor	Intake manifold
Engine control module ECM	Crankcase ventilation valve
Throttle body	Throttle body seal
Fuel rail	Intake manifold seal
Fuel injectors	Wire harness and connectors
Fuel pressure regulator	Fuel filter
Fuel pump	Supercharger

The emission warranty covers damage to other engine components that is caused by the failure of a warranted part.

The BRP Operator's Guide provided contains written instructions for the proper maintenance and use of your personal watercraft. All emission warranty parts are warranted by BRP for the entire warranty period of the personal watercraft, unless the part is scheduled for replacement as required maintenance in the Operator's Guide.

Emission warranty parts that are scheduled for replacement, as required maintenance, are warranted by BRP for the period of time before the first scheduled replacement date for that part. Emission warranty parts that are scheduled for regular inspection, but not regular replacement, are warranted by BRP for the entire warranty period of the personal watercraft. Any emission warranty part repaired or replaced under the terms of this warranty statement is warranted by BRP for the remainder of the warranty period of the original part. All parts replaced under this limited warranty become the property of BRP.

Maintenance receipts and records should be transferred to each subsequent owner of the personal watercraft.

Owner's Warranty Responsibilities

As the owner of a 2011 Sea-Doo personal watercraft, you are responsible for the performance of the required maintenance listed in your Operator's Guide. BRP recommends that you retain all receipts covering maintenance your personal watercraft engine, but BRP cannot deny warranty solely for the lack of receipts or your failure to ensure the performance of all scheduled maintenance.

As the owner of a Sea-Doo® personal watercraft, you should however be aware that BRP may deny you warranty coverage if your engine(s) or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

You are responsible for presenting your engine to an authorized BRP Dealer as soon as a problem exists. The warranty repairs will be completed in a reasonable amount of time, not to exceed 30 days.

If you have any questions regarding your warranty rights and responsibilities or for the name and location of the nearest authorized BRP Dealer you should contact the Customer Assistance Center at 1-715-848-4957.

BRP INTERNATIONAL LIMITED WARRANTY: 2011 SEA-DOO® PERSONAL WATERCRAFT

1. SCOPE

Bombardier Recreational Products Inc. ("BRP")* warrants its model year 2011 SEA-DOO PERSONAL WATERCRAFT sold by authorized BRP distributors/dealers (defined below) outside of the United States, Canada and states members of the European Economic Area (which is comprised of the states member of the European Union plus Norway, Iceland and Liechtenstein) Turkey, and states members of the Commonwealth of the Independent States ("CIS") (which is comprised of the Russian Federation and ex-members states of the USSR), will be free from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the Sea-Doo personal watercraft was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the Sea-Doo personal watercraft has been altered or modified in such a way so as to adversely affect its operation, performance or durability; (3) or has been altered or modified to change its intended use.

All genuine BRP parts and accessories, installed by an authorized BRP distributor/dealer at the time of delivery of the 2011 Sea-Doo personal watercraft, carry the same warranty as that of the personal watercraft.

2. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY.

Neither the BRP distributor, any BRP dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP. BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

3. EXCLUSIONS

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the Operator's Guide;

– Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts not manufactured or approved by BRP or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;
– Damage caused by abuse, abnormal use, neglect or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from external damage, submersion, water or foreign object ingestion, accident, fire, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damage from rust, corrosion or exposure to the elements;
– Damages from cooling system or jet pump blockage by foreign material;
– Damages related to gel coat finish including but not limited to cosmetic gel coat finish defects, blisters, spider or hairline cracks; and fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and
– Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

4. WARRANTY COVERAGE DURATION

This warranty will be in effect from the date of delivery to the first retail consumer or the date the product is first put into use, whichever occurs first and for a period of:

1. TWELVE (12) CONSECUTIVE MONTHS, for private, recreational use.
2. FOUR (4) CONSECUTIVE MONTHS for commercial use owners. A personal watercraft is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A personal watercraft is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

5. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if **each** of the following conditions has been fulfilled:

– The 2011 Sea-Doo personal watercraft must be purchased as new and unused by its first owner from a BRP distributor/dealer authorized to distribute Sea-Doo personal watercraft in the country in which the sale occurred ("BRP distributor/dealer");
– The BRP specified pre-delivery inspection process must be completed and documented;
– The 2011 Sea-Doo personal watercraft must have undergone proper registration by an authorized BRP distributor/dealer;

– The 2011 Sea-Doo personal watercraft must be purchased in the country in which the purchaser resides.
– Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the Sea-Doo personal watercraft upon the appearance of an anomaly. The customer must notify a servicing BRP distributor/dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the BRP distributor/dealer, proof of purchase of the product and must sign the repair/work order prior to the start of the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

7. WHAT BRP WILL DO

BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine BRP parts without charge for parts and labor, at any authorized BRP distributor/dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be the cause for cancellation or rescission of the sale of the Sea-Doo personal watercraft to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

8. TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided BRP is notified of such transfer of ownership in the following way:

BRP or an authorized BRP distributor/dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner. The distributor will then forward this information directly to BRP.

9. CONSUMER ASSISTANCE

1. In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorised dealer's service manager or owner.
2. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. You will find your distributor's coordinates on www.brp.com.
3. If the matter still remains unresolved then contact BRP by writing to us at the address listed below.

For countries within Europe, Middle East, Africa, please contact our European office:

BRP EUROPE N.V.

Consumer Assistance Center
Skaldenstraat 125
9042 Gent
Belgium
Tel.: +32-9-218-26-00

For all other countries, please contact your local distributor or our North America office:

BOMBARDIER RECREATIONAL PRODUCTS INC.

Consumer Assistance Center
75 J.-A. Bombardier Street
Sherbrooke QC J1L 1W3
Tel.: 819 566-3366

* For the territory covered by this limited warranty, products are distributed and serviced by Bombardier Recreational Products Inc. or its affiliates.

BRP LIMITED WARRANTY FOR THE EUROPEAN AND THE RUSSIAN ECONOMIC AREAS AND TURKEY: 2011 SEA-DOO® PERSONAL WATERCRAFT

1. SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Product Inc. ("BRP")* warrants its model year 2011 SEA-DOO PERSONAL WATERCRAFT sold by authorized BRP distributors/dealers ("Distributors/Dealers") in member states of the European Economic Area ("EEA") (which is comprised of the state members of the European Union plus Norway, Iceland and Liechtenstein), in member states of the Commonwealth of the Independent States ("CIS") (which is comprised of the Russian Federation and ex-members states of the USSR), and Turkey from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the Sea-Doo personal watercraft was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the Sea-Doo personal watercraft has been altered or modified in such a way so as to adversely affect its operation, performance or durability; (3) or has been altered or modified to change its intended use.

All genuine Sea-Doo personal watercraft parts and accessories, installed by an authorized BRP Distributors/Dealers at the time of delivery of the 2011 Sea-Doo personal watercraft carry the same warranty as that of the personal watercraft.

2. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY.

Neither the distributor, any BRP Distributor/Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP. BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

3. EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the Operator's Guide;

– Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP, which in its reasonable judgement are either incompatible with the product or adversely affect its operations, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;
– Damage caused by abuse, abnormal use, neglect, racing or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from external damage, submersion, water or foreign object ingestion, accident, fire, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damage from rust, corrosion or exposure to the elements;
– Damages from cooling system or jet pump blockage by foreign material;
– Damages related to gel coat finish including but not limited to cosmetic gel coat finish, defects, blisters, spider or hairline cracks; and blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and
– Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

4. WARRANTY COVERAGE PERIOD

This warranty will be in effect from the date of delivery to the first retail consumer or the date the product is first put into use, whichever occurs first and for a period of:

1. Twenty four (24) CONSECUTIVE MONTHS, for private, recreational use.
2. FOUR (4) CONSECUTIVE MONTHS for commercial use owners. A personal watercraft is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A personal watercraft is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in your country.

5. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if **each** of the following conditions has been fulfilled:

– The 2011 Sea-Doo personal watercraft must be purchased as new and unused by its first owner from a Distributor/Dealer authorized to distribute Sea-Doo personal watercraft in the country in which the sale occurred;
– The BRP specified pre-delivery inspection process must be completed and documented;
– The product must have undergone proper registration by an authorized Distributor/Dealer;

– The 2011 Sea-Doo personal watercraft must be purchased in the country or in the union of country in which the purchaser resides.
– Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the Sea-Doo personal watercraft upon the appearance of an anomaly. The customer must notify a servicing BRP Distributor/Dealer within two (2) months of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized BRP Distributor/Dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in your country.

7. WHAT BRP WILL DO

BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine Sea-Doo parts without charge for parts and labor, at any authorized BRP Distributor/Dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be the cause for cancellation or rescission of the sale of the Sea-Doo personal watercraft to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

8. TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized BRP Distributor/Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

9. CONSUMER ASSISTANCE

1. In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized Distributor/Dealer's service manager or owner.
2. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. You will find your distributor's coordinates on www.brp.com.
3. If the matter still remains unresolved then contact BRP at the address listed below.

For countries within Europe, (to the exception of the Scandinavian countries), Turkey and Russia & CIS, please contact our European office:

BRP EUROPE N.V.

Consumer Assistance Center
Skaldenstraat 125
9042 Gent
Belgium
Tel.: +32-9-218-26-00

For Scandinavian countries, please contact our Finland office:

BRP FINLAND OY

Service Department
Isoaavantie 7
Fin-96320 Rovaniemi
Finland
Tel.: +358 16 3208 111

* For the territory covered by this limited warranty, products are distributed and serviced by Bombardier Recreational Products Inc. or its affiliates.

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CUSTOMER INFORMATION

PRIVACY INFORMATION

BRP wishes to inform you that your coordinates will be used for safety and warranty related purposes. Furthermore, BRP and its affiliates may use its customer list to distribute marketing and promotional information about BRP and related products.

To exercise your right to consult or correct your data, or to be removed from the addressee-list for direct marketing, please contact BRP.

By E-mail: privacyofficer@brp.com

By mail: BRP
Senior Legal Counsel-Privacy Officer
726 St-Joseph
Valcourt QC
Canada
J0E 2L0

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the watercraft, be sure to notify BRP by either:

- Mailing one of the following card below;
- North America Only: calling at 715 848-4957 (USA) or 819 566-3366 (Canada);
- Contacting an authorized BRP distributor/dealer.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the watercraft owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

STOLEN UNITS: In the event that your watercraft is stolen, you should notify your area's distributor warranty department of such. We will ask you to provide your name, address, phone number, Hull Identification Number and date it was stolen.

NORTH AMERICA

Bombardier Recreational Products Inc.
Warranty Department
75 J.-A. Bombardier Street
Sherbrooke QC J1L 1W3
Canada

SCANDINAVIAN COUNTRIES

BRP Finland OY
Service Department
Isoaavantie 7
Fin-96320 Rovaniemi
Finland

OTHER COUNTRIES IN THE WORLD

BRP European Distribution
Warranty Department
Chemin de Messidor 5-7
1006 Lausanne
Switzerland

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CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

E-MAIL ADDRESS

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

E-MAIL ADDRESS

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

E-MAIL ADDRESS

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

E-MAIL ADDRESS

NOTES

NOTES

NOTES

NOTES

WATERCRAFT MODEL No. _____

HULL
IDENTIFICATION NUMBER (H.I.N.) _____

ENGINE
IDENTIFICATION NUMBER (E.I.N.) _____

Owner: _____
NAME

_____
No. STREET APT

_____
CITY STATE/PROVINCE ZIP/POSTAL CODE

Purchase Date _____ | _____ | _____ | _____
YEAR MONTH DAY

Warranty Expiry Date _____ | _____ | _____ | _____
YEAR MONTH DAY

To be completed by the authorized Sea-Doo dealer at the time of the sale.

DEALER IMPRINT AREA

F00A30L

219 000 737 CA

OPERATOR'S GUIDE, RXP-X / GTS PRO ENGLISH
GUIDE DU CONDUCTEUR, RXP-X / GTS PRO ANGLAIS

FAIT AU / MADE IN CANADA U/M:P.C.