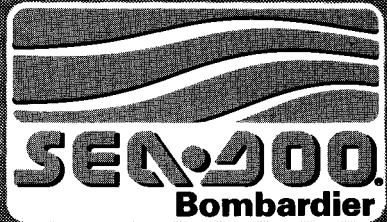
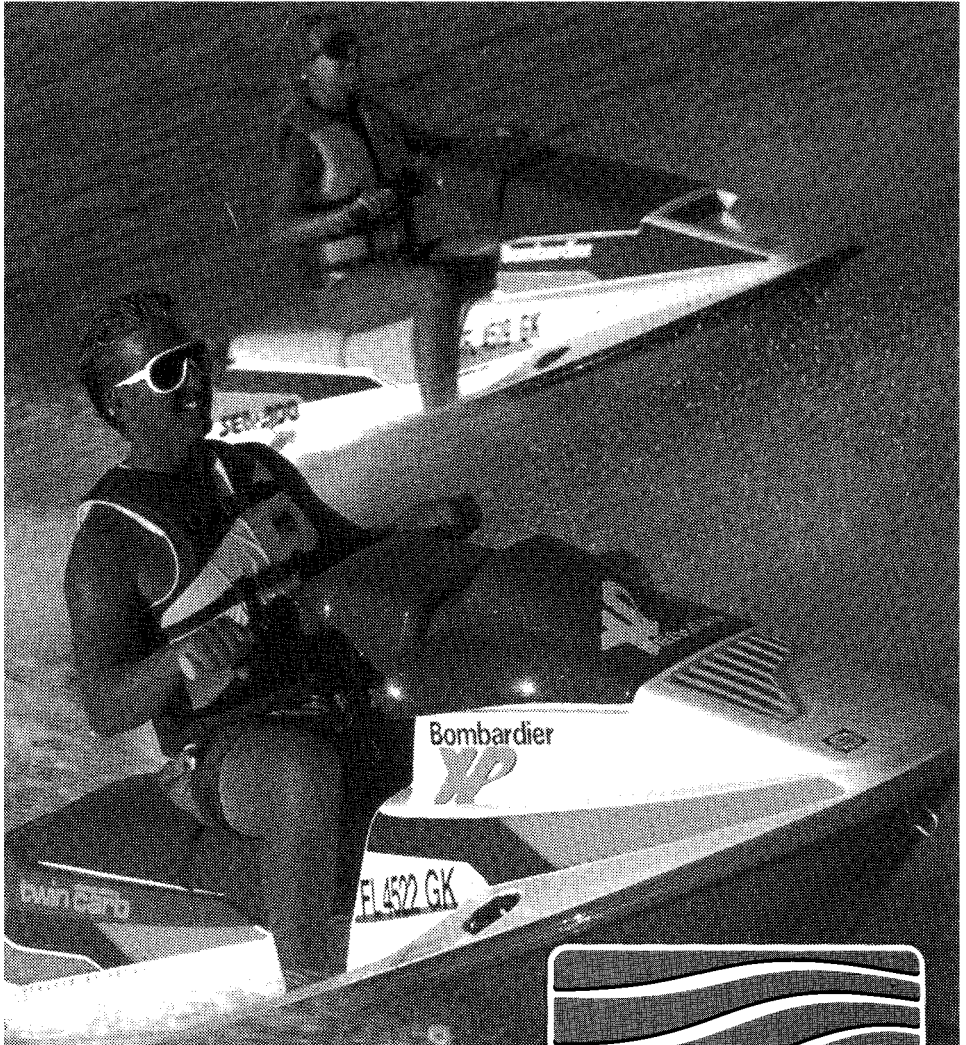


MODELS SP-XP

OPERATOR'S GUIDE



*The SP model, as shown, is equipped with a SPI graphic kit.

219 000 002

SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide* and the *Safety Handbook* could cause injury, including the possibility of death.

This *Operator's Guide* & the *Safety Handbook* should remain with the vehicle at the time of resale.

AFTER SALES SERVICE
BOMBARDIER INC.
VALCOURT, QUEBEC
CANADA JOE ZLO



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FOREWORD

The *Operator's Guide* and safety handbook have been prepared to acquaint the owner/operator or passenger of this personal watercraft with the various watercraft controls, maintenance and safe riding instructions. Each is indispensable for the proper use of the product, and should be kept in a waterproof bag with the watercraft at all times.

For any questions pertaining to the warranty and its application, please consult the "WARRANTY QUESTIONS AND ANSWERS" section in this guide, or an authorized SEA-DOO dealer.

This guide uses the following symbols to emphasize particular information.

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

▼ **CAUTION** : Denotes an instruction which, if not followed, might severely damage the watercraft and/or components.

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

Although the mere reading of such information does not eliminate the hazard, the understanding and application of the information will promote its correct use.

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

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

The illustrations show the typical construction of the different assemblies and, may not represent the full detail or exact shape of the parts which have the same or a similar function.

Specifications are given in the SI metric system with the SAE U.S. equivalent in parenthesis. Where precise accuracy is not required, some conversions are rounded off for easier use.

A *Shop Manual* can be obtained for complete service, maintenance and repair information.

◆ **WARNING** : The engines and the corresponding components identified in this guide should not be utilized on product(s) other than those it is designed for. Maintenance procedures and specified tightening torques must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. This watercraft is designed with parts dimensioned in the metric system. All fasteners are metric and must not be replaced by customary SAE U.S. fasteners. Mismatched or incorrect fasteners could cause damage to the watercraft or possible personal injury.

THE SEA-DOO® WATERCRAFT LIMITED WARRANTY (MODELS 5804/5811/5850)

1 - PERIOD

BOMBARDIER® INC. as manufacturer, warrants FROM THE DATE OF SALE TO THE FIRST CONSUMER, every BOMBARDIER SEA-DOO Watercraft, models 5804/5811/5850, sold as NEW AND UNUSED, and **predelivered by an authorized BOMBARDIER® SEA-DOO dealer** for a period of :

- 12 consecutive months for private use owners.
- 90 consecutive days for commercial use owners.

2 - WHAT BOMBARDIER WILL DO

BOMBARDIER will repair and/or replace, at its option, components defective in material and/or workmanship (under normal use and service), with a genuine BOMBARDIER component without charge for parts or labour, at any authorized BOMBARDIER SEA-DOO dealer during said warranty period. All parts replaced under warranty become the property of BOMBARDIER INC.

3 - CONDITION TO HAVE WARRANTY WORK PERFORMED

Present to the servicing dealer, the hard copy of the BOMBARDIER warranty registration card or proof of purchase received by the customer from the selling dealer, at time of purchase.

4 - EXCLUSIONS - ARE NOT WARRANTED

- Normal wear on all items such as, but not limited to :
 - impellers
 - jet pump components worn out by cavitation
 - spark plugs
 - gel coat stress cracks
 - intake grill
- Replacement parts and/or accessories which are not genuine BOMBARDIER parts and/or accessories.
- Damage resulting from the installation of parts other than genuine BOMBARDIER parts.
- Damage caused by failure to provide proper maintenance as detailed in the *Operator's Guide*. The labour, parts and lubricants costs of all maintenance services, including tune-ups and adjustments will be charged to the owner.
- Watercraft designed and/or used for racing purposes.
- All optional accessories installed on the watercraft. (The normal warranty policy for parts and accessories, if any, applies).
- Damage resulting from running the watercraft engine/impeller when the craft is out of the water.
- Damage resulting from modification to the watercraft not approved in writing by BOMBARDIER.
- Growth of marine organism on engine or hull surfaces.
- Damage caused by electrolysis.
- Losses incurred by the watercraft owner other than the parts and labour, such as, but not limited to, transportation, towing, telephone calls, taxis, or any other incidental or consequential damage.
- Damage resulting from accident, fire or other casualty, misuse, abuse or neglect.
- Damage/rust/corrosion premature wear to the engine caused by water ingestion.
- Damage resulting from sand/stones infiltration in the jet pump area.
- Damage resulting from service by an unqualified mechanic.

5 - BATTERY WARRANTY :

- 12 consecutive months (prorated).

100 % warranty coverage for the first six months will start on the date the watercraft was delivered. The remainder of the 12 month-period will be prorated as follows :

- 60 % for the seventh (7) month.
- 50 % for the eighth (8) month.
- 40 % for the ninth (9) month.
- 30 % for the tenth (10) month.
- 20 % for the eleventh (11) month.
- 10 % for the twelfth (12) month.

6 - EXPRESSED OR IMPLIED WARRANTIES

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. Where applicable this warranty is expressly in lieu of all other expressed or implied warranties of BOMBARDIER, its distributors and the selling dealer, including any warranty of merchantability or fitness for any particular purpose ; otherwise the implied warranty is limited to the duration of this warranty. However, some states or provinces do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply.

Neither the distributor, the selling dealer, nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply.

BOMBARDIER INC. reserves the right to modify its warranty policy at any time, being understood that such modification will not alter the warranty conditions applicable to watercraft sold while the above warranty is in effect.

7 - CONSUMER ASSISTANCE PROCEDURE

If a servicing problem or other difficulty occurs, we suggest the following :

1. Try to solve the problem at the dealership with the Service Manager or Owner.
2. If this fails, contact us as follows.

For Canadian customers ;

BOMBARDIER INC.
Sea-Doo Service Department
Valcourt, Quebec, Canada
JOE 2LO
Tel. : (514) 532-2211

For American customers :

BOMBARDIER CORPORATION
7575 Bombardier Court
P.O. Box 8035
Wausau, WI
54402-8035
Tel. : (715) 842-8886

For customers from other countries ; refer to the distributors' list in the *Operator's Guide*.

July 1990

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WARRANTY QUESTIONS & ANSWERS

Q. Why must my watercraft be registered at the factory ? After all I do have my original invoice as proof of when I purchased my watercraft.

A. *Your warranty is valid at any authorized dealer of the product. Your registration is the key element in providing the servicing dealer with the necessary data to complete warranty claim forms.*

The federal government requires each manufacturer and dealer to maintain a complete up-to-date list of all first purchasers against the possibility of a safety-related defect and recall. This list is compiled from the purchase registrations sent to BOMBARDIER INC. by the selling dealer at the time of your purchase. If you have a change of address after the purchase of your new SEA-DOO, please advise us of your new address by sending a postcard listing your model number, dealer number (or dealer's name) as it is shown on your warranty card, your name and new mailing address.

Q. What costs are my responsibility during the warranty period ?

A. *The customer's responsibility includes all costs of normal maintenance services non-warranty repairs, accident and collision damage.*

Q. What is cavitation ?

A. *This phenomenon is caused by a part travelling at high speed in a fluid (ex. : an impeller in water). The heat/bubbles generated in some areas are enough to draw microscopic particles from the material. Cavitation will increase if there are scratches or dents in the housing/impeller or if the wear ring is worn.*

Q. Does warranty cover the jet drive system components ?

A. *Yes, if components replacement is not due to cavitation or normal wear. Ex. : The impeller has to be considered a wear item since tiny particles and sand contained in the water will eventually cause some wear. This situation occurs most often when the vehicle is driven in shallow water where rocks and debris can be drawn into the pump.*

In order to extend the service life of the impeller housing, we have developed a replaceable wear ring around the impeller. It is made of plastic, therefore it may wear with use and should be replaced. This is a convenient feature and inexpensive to replace. This replacement is considered normal maintenance and not covered by warranty.

Q. What are some examples of neglect or abuse ?

A. *These terms are general and overlap each other in areas. Specific examples include ; the engine running out of oil, operating the watercraft with a broken or damaged part, which causes another part to fail and so on. If you have any specific questions on operation or maintenance, please contact your SEA-DOO watercraft dealer for advice.*

Q. Does the warranty cover incidental costs such as transportation due to a failure ?

A. No. The warranty is limited to repair of the SEA-DOO watercraft itself.

Q. May I perform any or all of the recommended maintenance shown in the *Operator's Guide* instead of having the dealer do them ?

A. Yes, if you are a qualified mechanic and follow the procedures specified in the *Operator's Guide* and Shop Manual. We do recommend however that the critical adjustments to timing and carburetion be done by a SEA-DOO dealer.

Q. Will the warranty be voided or cancelled if I do not operate or maintain my new SEA-DOO exactly as specified in the *Operator's Guide* ?

A. No. The warranty on a new SEA-DOO cannot be "voided" or "cancelled". However, if a particular failure is caused by operation or maintenance other than as shown in the *Operator's Guide*, that failure may not be covered under warranty.

Q. What responsibility does my dealer have under this warranty ?

1. Completely set up every new SEA-DOO watercraft before sale ;
2. Explain the operation, maintenance and warranty requirements to your satisfaction at the time of sale. In addition, each SEA-DOO dealer is held responsible for set-up, service and warranty repair work.

Customer Service

If your SEA-DOO requires warranty service, you must take it to any authorized SEA-DOO dealer. Be sure to bring your warranty registration card or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the owner of the SEA-DOO dealership.

Since all warranty matters are handled at the dealer level this person is in the best position to help you. If you are still not satisfied and require additional assistance, please write to :

For Canadian customers :

BOMBARDIER INC.
Sea-Doo Service Department
Valcourt, Quebec, Canada JOE 2L0
Tel. : (514) 532-2211

For American customers :

BOMBARDIER CORPORATION
7575 Bombardier Court
P.O. Box 8035
Wausau, WI
54402-8035
Tel. : (715) 842-8886

DISTRIBUTORS' LIST

BELLA INTERNATIONAL CORP P.O. BOX 816 HATO REY, PUERTO RICO 00919 Phone : (809) 250-4157 Facsimile : (809) 765-3775	TERRITORY Puerto Rico Dominican Republic Virgin Islands West Indies Caribbean
C. ITHO & CO. LTD S-1 KITA AOYAMA 2, CHOMR ATT. : TOKAU SECTION MINATO-KU, TOKYO, 107-77 JAPON	TERRITORY Japan
CONCESIONARIA VALENCIANA, S.A. G.V. MARQUES DEL TURIA, 49 46005 VALENCIA, SPAIN Phone : 011-34-6-352-6614 Facsimile : 011-34-6-352-6614 (same #)	TERRITORY Spain Portugal Gibraltar
JET STREAM TEAM PLATZER HOHENWEG 1 5060 BERGISCH-GLADBACK 1, COLOGNE, WEST GERMANY Phone : 011-49-221-522320 Facsimile : 011-49-221-512904	TERRITORY West Germany East Germany Austria Belgium Netherland
SOWESTER 43 POTTERY ROAD P.O. BOX 4 POOLE, DORSET BH14 8RE ENGLAND Phone : 011-44-202-745-414 Facsimile : 011-44-202-743931	TERRITORY England Ireland
S21 4, RUE DU 8 MAI 1945 38430 MOIRANS FRANCE Phone : 011-33-76-35-67-14 Facsimile : 011-33-76-35-66-52	TERRITORY France Tunisia Algeria, Morocco Monacco, Andorre Liechenstein
MILMAR INDUSTRIA E COMERCI LTDA 1341 RUA BORGES LAGOA SAO PAULO, BRAZIL 04038 Phone : 011-55-11-575-0204 Facsimile : 011-55-11-572-9185	TERRITORY Brazil Paraguay Uruguay

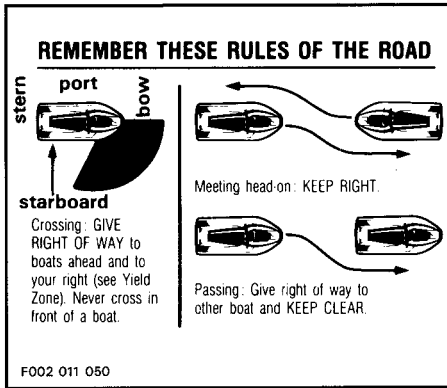
SAFETY INFORMATION

PLEASE READ & UNDERSTAND ALL WARNINGS & CAUTIONS IN THIS GUIDE & ON THE WATERCRAFT.

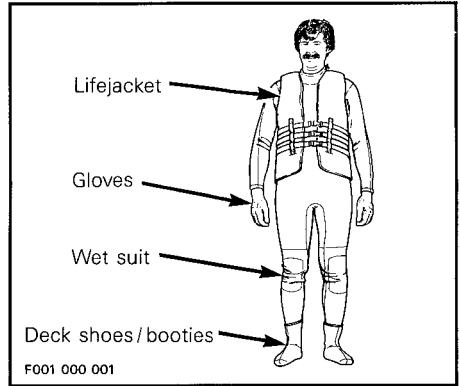
Prior to operating the watercraft, thoroughly read and understand the *Operator's Guide*, it will give necessary knowledge required to adequately operate this personal watercraft.

About the Navigation Laws & Regulations

- Check local and federal boating laws and regulations in the area where the watercraft is to be used. It is recommended to follow a boating safety course.



- Operator and passenger must always wear a lifejacket. It is recommended to use gloves, deck shoes/booties and a wet suit to help protect users against possible injuries.



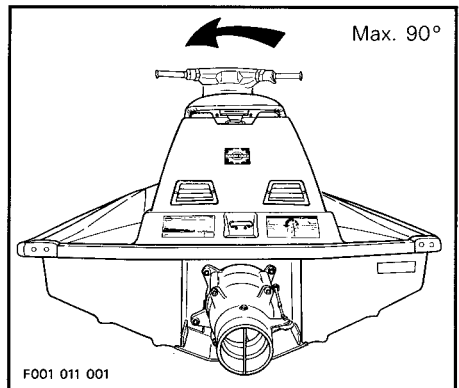
- An approved fire extinguisher must be present in the watercraft (space is provided in storage compartment).
- Operation by an unqualified minor is not recommended. A responsible adult should instruct and supervise a minor operating the watercraft.
- This watercraft is not designed for night-time operation.
- Never operate the watercraft after consuming alcohol and/or drugs.

Watercraft Operation, Safety Guidelines & Warnings

- For safety reasons and proper care, always perform DAILY PRE-OPERATION CHECKS as specified in this guide before operating the watercraft.
- After salt water use, particular care and lubrication have to be performed to neutralize salt action on watercraft and components. Refer to POST-OPERATION CARE under "Additional Care for Unclean Water and Salt Water" in this guide.
- Operator should be sitting on the watercraft and firmly holding the handlebar before starting the engine.
- Always securely attach the tether cord to the operator's lifejacket.
- Throttle and steering mechanisms must be checked for free movement before starting engine.
- Check fuel/oil levels and battery condition before operating the watercraft.
- When starting or operating the engine, do not touch any electrical part.
- The watercraft engine is stopped by pressing and holding the engine stop button until engine stops or by pulling the tether cord. If the engine is stopped because of an equipment malfunction, the source of this malfunction should be determined and corrected before restarting the engine.
- When the engine is running, be careful not to have hands, feet or any part of clothing close to the jet pump water intake.
- Never insert any object in the jet pump water intake or outlet.
- To prevent accidental engine starting, always remove tether cord. Particularly when cleaning jet pump water intake area.
- Remove debris from jet pump water intake only when engine is turned off and tether cord is removed and insure that starter button is not depressed.
- An inexperienced operator should practice how to get aboard close to shore first before venturing into deep water.
- Watercraft should not be operated in less than 60 cm (2 ft) of water. Otherwise damage may occur to watercraft.
- Do not run the watercraft to the beach. Refer to OPERATING INSTRUCTIONS under "Beaching" in this guide.
- Watch for dangerous near-surface or underwater obstacles/stones/weeds particularly while riding in shallow water.
- It is not recommended to operate the watercraft within or around the surf-line.
- Do not operate near swimmers.
- When riding far it is recommended to be accompanied by another craft. Watch for and keep a safe distance from other craft.

- Be careful before beginning a sharp turn, other craft operators may not expect that this watercraft can turn quickly.
- Always keep in mind that as the throttle lever is released, less directional control will be available. At idle or engine stop, there is no directional control. To turn the watercraft, steering must be turned and throttle applied.
- Since the engine cooling is in effect only when the watercraft is in the water, it is not recommended that the engine be allowed to idle for more than one minute without water supply. Prolonging such idling might cause engine damage as well as seal damage on drive shaft seal carrier.
- The operator should practice solo operation prior to giving a ride to a passenger.
- Watercraft carrying capacity is 160 kg (352 lb). Riding with a passenger makes the watercraft handle differently and requires greater skill.
- The operator and passenger should keep their feet on the watercraft floorboard. The passenger should always hold the seat strap or rear grab handle (if applicable). Do not give a ride to someone if their feet can not reach the floorboard.
- A towrope should be kept at all time in the watercraft storage compartment.

- Always stop engine before refueling. Fuel may be under pressure and could spray out, remove fuel tank cap slowly. Fuel is highly flammable and explosive under certain conditions. Refuel in a well ventilated area. Never refuel while smoking or in vicinity of open flame. If fuel fumes are noticed, the cause should be determined and corrected without delay.
- Always check injection oil reservoir level when refueling.
- When inspecting the hull/jet pump, always rotate watercraft **counter-clockwise** (seen from the rear). Rotating watercraft clockwise could allow residual water in the tuned pipe to enter the engine and cause engine damage.



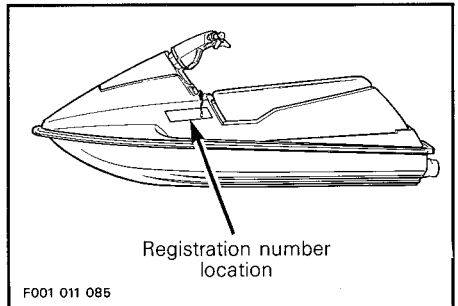
- Should water get into the engine, immediately follow the procedure pertaining to "Submerged Watercraft" in the SPECIAL PROCEDURES section as specified in this guide. Should water be left in the engine for more than a few hours, engine internal parts will be damaged.

-
- Maintain the watercraft in top mechanical condition at all times.
 - Installation of parts other than original equipment is not recommended. Avoid adding on accessories that alter the basic watercraft configuration including change in components location, altering vent tubes, etc.
 - Whenever the watercraft is left outdoors for a long period, it is strongly recommended to protect the watercraft from the weather with a SEA-DOO cover.
 - Only perform procedures as detailed in this guide. Unless otherwise specified, engine must be turned off and tether cord removed from switch for all maintenance.
 - Should removal of a locking device be required when undergoing repair/disassembly, always replace with new ones. Tighten fasteners as specified in the applicable *Shop Manual*.

WATERCRAFT REGISTRATION NUMBER LOCATION

All personal watercraft are required by federal law to be registered and legally numbered.

Due to space availability for proper display of registration number, refer to following illustration for location.

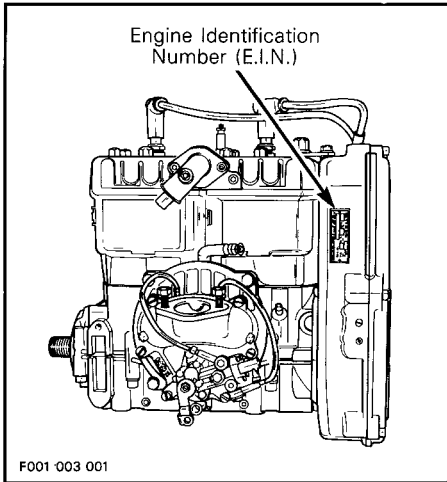


WATERCRAFT IDENTIFICATION & COMPONENTS

Identification Numbers

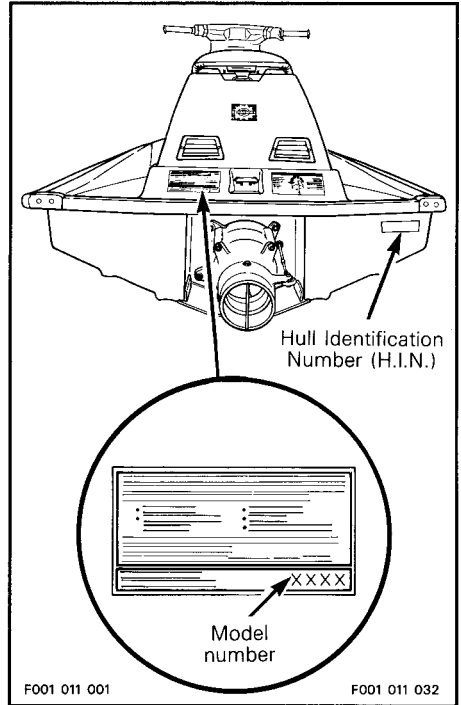
The main components of the watercraft (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the watercraft in the event of theft.

The Engine Identification Number (E.I.N) is located on the upper side of the magneto housing.

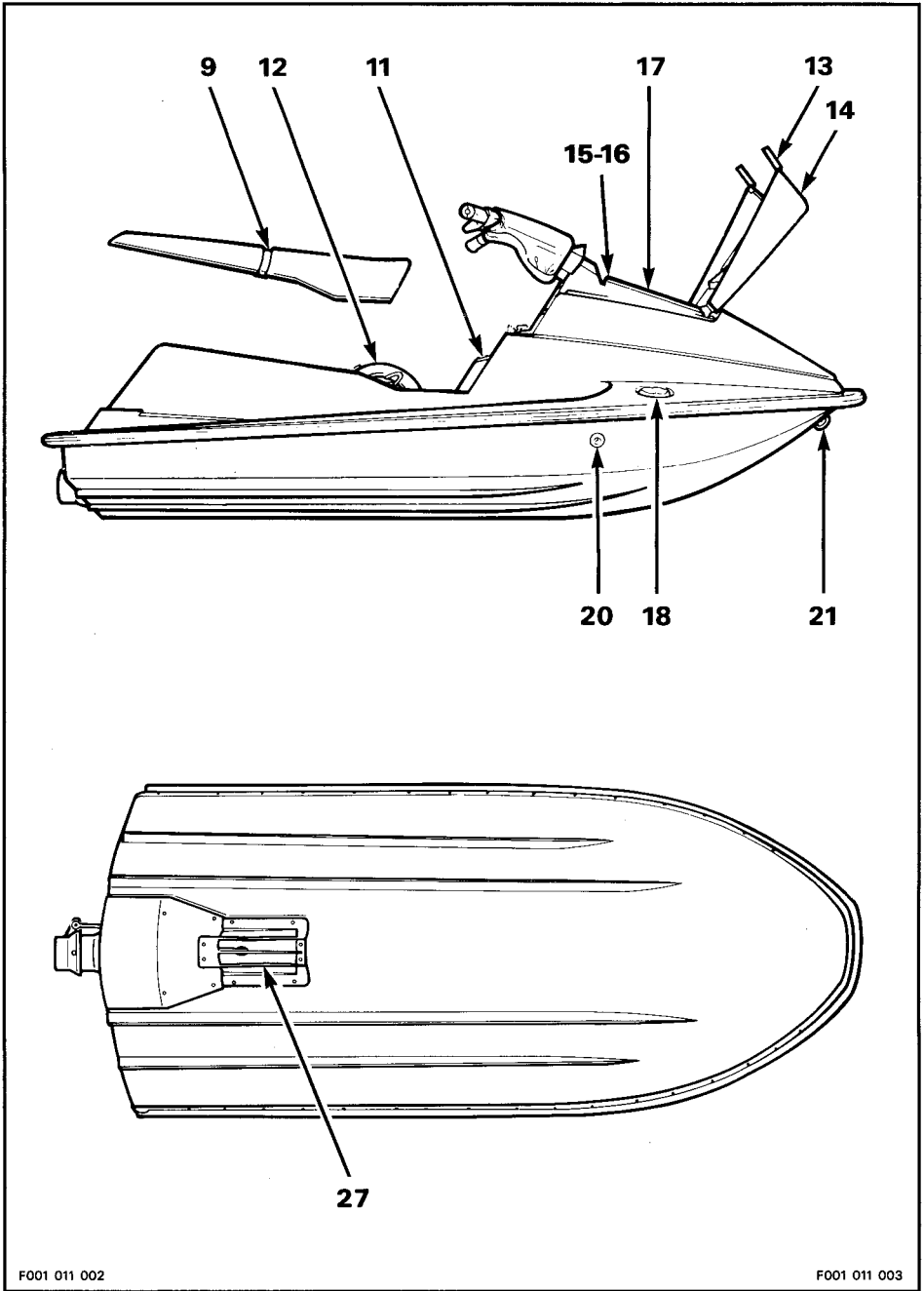


The Hull Identification Number (H.I.N.) is located at RH rear side of hull.

The watercraft model number can be found on U.S. Coast Guard approved label located on LH side of stern (rear) eyelet.

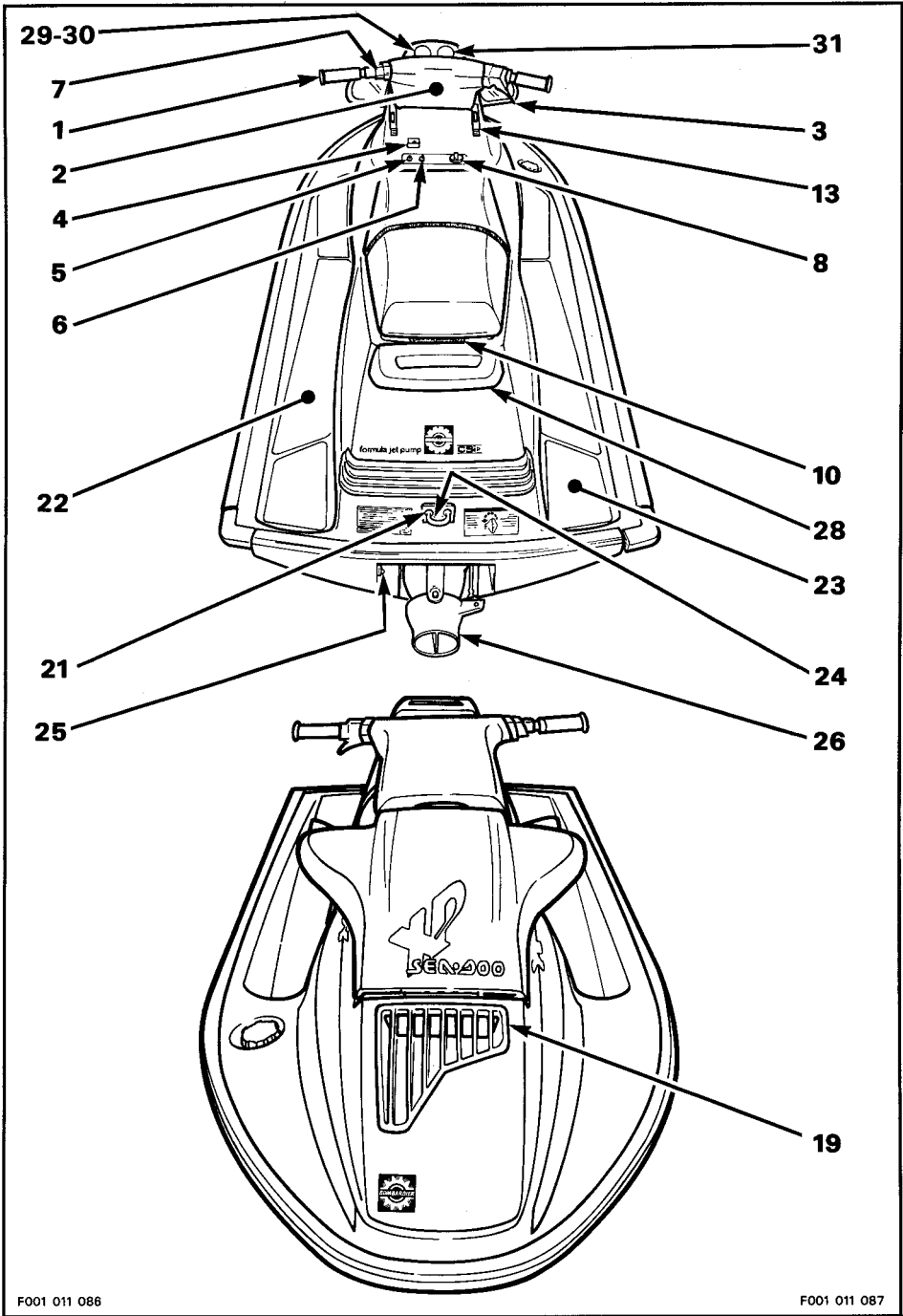


Controls & Components Location



F001 011 002

F001 011 003



1) Handlebar

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

2) Overheating Beeper

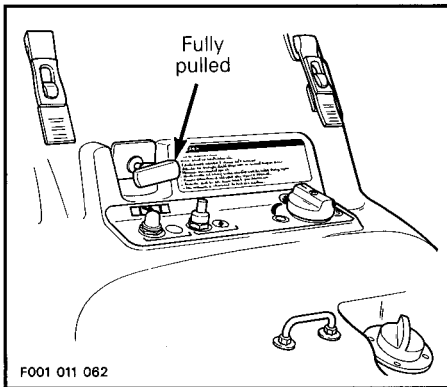
In the event the engine overheats, a beeper (continuous sound) will warn the operator.

3) Throttle Lever

It controls the speed of the engine and therefore, the speed of the watercraft. When squeezed, engine accelerates. When fully released, engine automatically returns to idle speed and watercraft is gradually stopped by water drag.

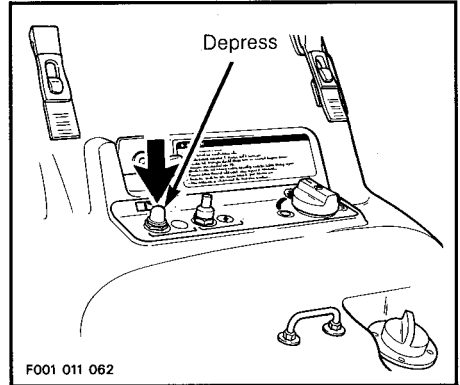
4) Choke Knob

The choke is provided to supply a richer fuel/air mixture when starting a cold engine. When the knob is completely pulled, the choke is fully applied. The use of the choke is not recommended with a warm engine.



5) Starting Button

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

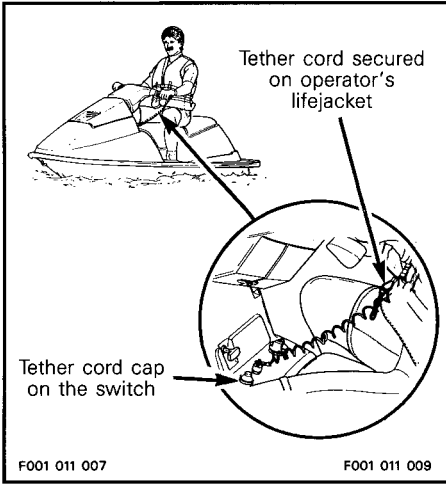


○ **NOTE** : Engine will not run if the tether cord is removed.

6) Tether Cord

Pulling the tether cord from the switch stops the engine operation. Attach the tether cord to the operator's lifejacket and snap the cap to the switch **before** starting the engine.

▼ **CAUTION** : Always remove tether cord when leaving watercraft. Leaving tether cord installed will eventually drain the battery completely.

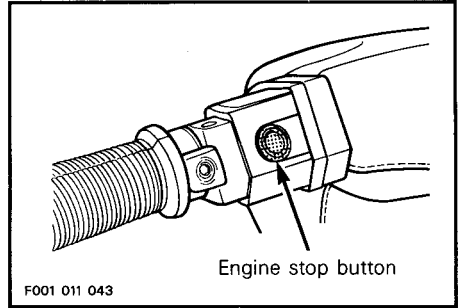


◆ **WARNING :** Should the engine be stopped, watercraft directional control will not be available. To prevent theft or unauthorized use, remove the tether cord from switch.

7) Engine Stop Button

Located on left side of handlebar, this button is intended to stop engine when necessary. To use, fully release throttle lever then press the button **AND HOLD** until engine stops.

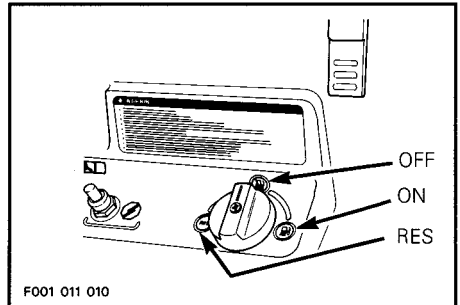
○ **NOTE :** Since it is a momentary switch, the button must be held until the engine has completely stopped.



◆ **WARNING :** When the engine is stopped, watercraft directional control will not be available.

8) Fuel Tank Valve

A three-position rotating valve, OFF, ON, RES :



OFF : Stop fuel supply to carburetor.

▼ **CAUTION :** Must be used when watercraft is not operated, for transportation and storage.

ON : Allows fuel to flow to carburetor. This is the normal position for operation of watercraft. With a full fuel tank, the watercraft can run approximately 1.5 hour at full throttle before running out of fuel (in the ON position).

RES : Use when the watercraft has run out of fuel in the ON position. Allow approximately 15 minutes operation at full throttle before running out of fuel.

◆ WARNING : Always refill the fuel tank at the first opportunity. After refueling, turn the fuel valve to the ON position for further operation.

9) Seat Strap

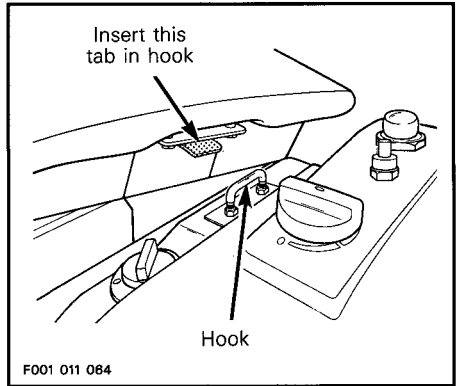
The seat strap provides a handhold when needed for boarding and a handhold for the passenger.

10) Seat Opening

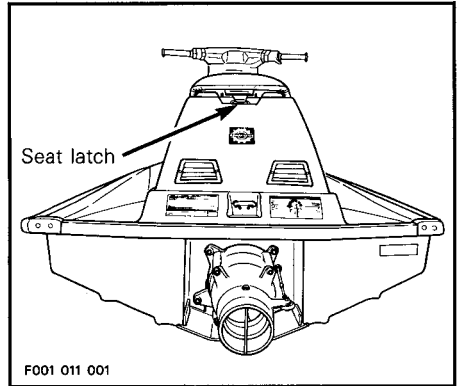
Removing the seat allows access to the engine compartment and to oil reservoir cap and dipstick.

The seat latch is located at the rear end and underneath the seat.

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



When reinstalling the seat, insert seat front tab into body hook.



Pull latch lever to insert it over the rear hook. Release latch lever then firmly push on rear of the seat to relatch.

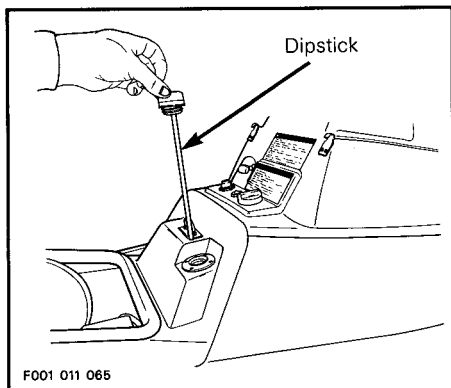
○ NOTE : Periodically verify the seat hooks upper nuts and lock nuts, tighten if needed. Make sure seat is securely latched.

Always store the watercraft with the seat partially opened to allow ventilation in the engine compartment and avoid condensation.

11) Oil Injection Reservoir Gauge/Cap

○ **NOTE** : Seat has to be removed to expose oil cap.

Unscrew the cap counterclockwise then pull to expose the dipstick.



The dipstick indicates the amount of oil to be added in the reservoir. Oil level should be maintained between FULL and ADD marks. Before checking oil level, have the watercraft leveled, then wipe the dipstick and insert it in the reservoir neck. Do not screw cap. Remove dipstick and read the level.

12) Engine Compartment

○ **NOTE** : Seat has to be removed to access engine compartment.

This is where the engine, fuel/oil filters, battery, fuse, jet pump drive shaft, bilge pick-ups, etc., are located.

◆ **WARNING** : 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.

13) Cover Latches

Pull down the latches in order to open the storage compartment cover. Always relatch.

14) Storage Compartment Cover

Gently lift cover. It gives access to the storage compartment and to access panel to the gauges (if applicable). Always secure cover latches after closing.

15) Tool Kit

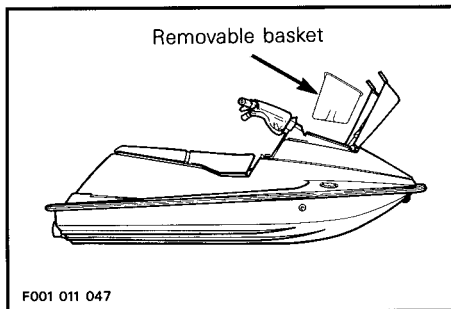
Contains tools needed to perform basic watercraft maintenance.

16) Operator's Guide

Should be kept in a waterproof bag and remain with the watercraft at all times. It should be given with watercraft if resold.

17) Storage Compartment

A convenient watertight, removable basket to carry personal articles. Ideal location for spare spark plugs, tow-rope, first aid kit, etc. Reinstall basket as shown.



◆ **WARNING** : Never leave any heavy or breakable object in the storage basket. Never store or carry anything below basket.

This area is the preferred location to store an approved extinguisher. The fire extinguisher holder is installed in the rear center portion of the basket. This holder contains tool kit, *Operator's Guide* and it has a compartment to carry personal articles. Fire extinguisher should not be left loose in the storage compartment.

18) Fuel Tank Cap

Unscrew the cap counterclockwise to allow fuel tank filling. Fully tighten when finished.

◆ **WARNING** : Never use a lit match or open flame to check fuel level. Remove fuel tank cap slowly. Fuel might be under pressure and could spray out when removing cap.

19) Air Intake Opening

This is where air enters to supply the engine and ventilate the engine compartment.

20) Water Tank Trap Drains

If water enters the air intake opening, a water tank trap with a baffle separates water from the air then evacuates the water through two drain hoses, one on each side of the hull.

▼ **CAUTION** : Unusual maneuvers such as circles with the nose of the watercraft under water will eventually fill the bilge and possibly cause engine damage.

21) Bow/Stern (front/rear) Eyelets

Eyelets can be used for mooring, towing and tie-down points during transportation.

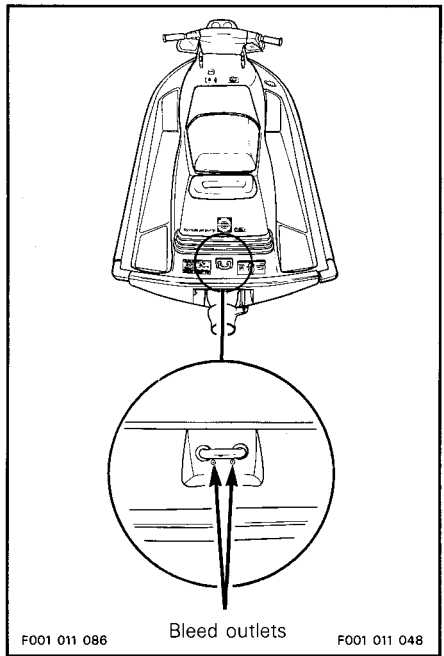
22) Floorboard

It is conveniently covered with antiskid surface. Users' feet should rest on the floorboard when riding.

23) Boarding Pads

Provide a cushioned surface for the knees when boarding from rear of watercraft.

24) Cooling System Bleed Outlets



When engine is running, water must flow from these holes. This allows air in tuned pipe and in engine water jacket to escape.

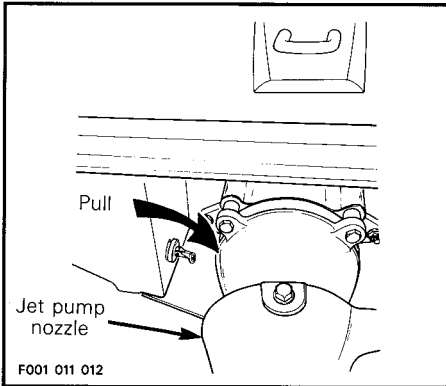
CAUTION : Should water not flow from these outlets a few seconds after engine starts, immediately stop engine and refer to an authorized dealer for servicing.

25) Bilge Drain Plug

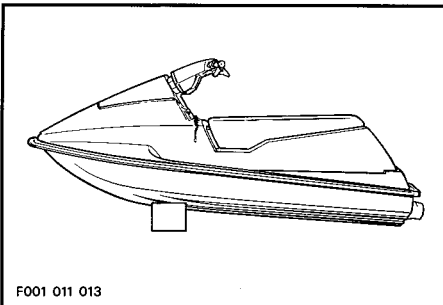
Should water be found in the bilge, it can be easily drained by removing this plug.

WARNING : Remove watercraft from water prior to removing the drain plug.

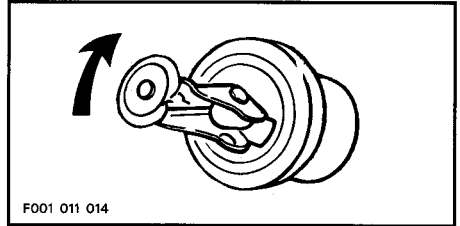
Release the lever then remove plug.



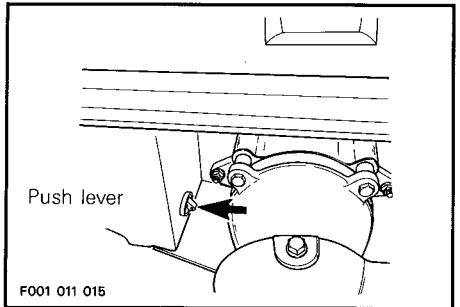
Tilt the watercraft slightly to the rear so that the water can completely flow out of the bilge.



NOTE : Should the plug become too loose in its hole, hold the plug then with the lever pulled, turn the lever clockwise to tighten (counterclockwise to loosen). Adjust to have a watertight fit.



Reinstall bilge drain plug and fully push the plug lever to locked position.



WARNING : Always make sure bilge drain plug is properly installed in the drain hole and lever is safely locked.

26) Jet Pump Nozzle

It is turned from side to side via rider input at the handlebar. This provides watercraft directional control when engine is running.

On some models the jet pump nozzle is adjustable. This adjustment is obtained by tilting the nozzle lower part.

27) Jet Pump Water Intake

The water is drawn up by the impeller through this opening. The impeller and the drive shaft are protected by a grill.

28) Rear Grab Handle (some models only)

The rear grab handle provides a handhold for boarding when needed and a handhold for the passenger.

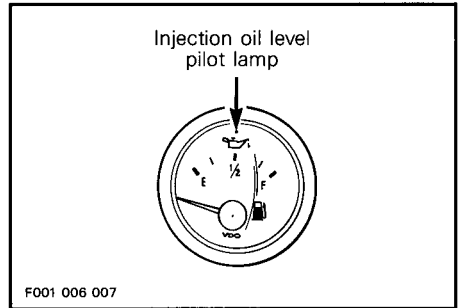
▼ **CAUTION**: Never use the grab handle to tow anything or to lift the watercraft.

29) Electric Fuel Level Gauge (some models only)

The electric fuel gauge is located in the storage cover and allows driver to observe the fuel level while riding the watercraft.

30) Injection Oil Level Pilot Lamp (Red) (some models only)

The oil level pilot lamp is part of the fuel level gauge. It will light up when injection oil level is low. Check level and replenish as soon as possible.



31) Tachometer (some models only)

The tachometer registers the impulses of magneto.

Direct-reading dial indicates the revolutions per minute (RPM) of the engine.

FUEL/OIL & BREAK-IN

Recommended Fuel

Use regular **unleaded** gasoline.

○ **NOTE** : Do not mix oil with fuel. Always check injection oil reservoir level when refueling.

The use of good quality fuel is necessary. A well known fuel brand is highly recommended.

▼ **CAUTION** : The use of a poor quality fuel can result in watercraft performance deterioration and damage to fuel system and engine components. Refer to an authorized dealer immediately.

Pour fuel slowly so that air can escape from the reservoir and prevent fuel flow-back.

Do not enter the spout too far in filler neck.

Fill fuel tank to bottom of filler neck. Do not overfill.

Fully tighten fuel tank cap and wipe off any fuel spillage.

◆ **WARNING** : Do not lean the watercraft to allow more fuel to fill the fuel tank. The tank design makes provision for fuel expansion of about 5%. If this area is filled, fuel will expand and may come out through fuel vent hose. Keep watercraft horizontal while fueling. Always stop the engine before refueling. Remove fuel tank cap slowly. Fuel may be under pressure and could spray out when removing cap. 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. Never experiment with other fuels or fuel ratios. Never use fuel containing alcohol, methanol or similar products including naphtha. The use of unrecommended fuel can result in watercraft performance deterioration and damage to critical parts in the fuel system and engine components. Never 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.

Recommended Oil

Use only SEA-DOO INJECTION OIL (P/N 293 600 005 - 1L or 293 600 004 - 4L) which is available from authorized dealers. It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

NOTE : High quality low ash API TC injection oil for two cycles engine can be used if SEA-DOO INJECTION OIL is not available. Only this type of oil can be mixed with SEA-DOO OIL.

CAUTION : Never use straight mineral oil and never mix with outboard oil. Do not use NMMA TC-W or TC-WII outboard motor oils or other ashless type two cycle oils. Avoid mixing different brands of API TC oil as resulting chemical reaction may cause severe engine damage.

Oil Injection System

This watercraft features an oil injection system and does not require manual fuel/oil mixing.

Oil level should be maintained between FULL and ADD of dipstick marks. To check, remove seat to expose oil cap, unscrew cap, wipe dipstick then insert in the reservoir neck. Do not screw cap. Remove dipstick and read the level. Add oil as necessary.

Use a flexible funnel to pour oil into reservoir. Wipe off any oil spillage.

CAUTION : Always maintain a sufficient amount of injection oil in the oil reservoir. Check and refill every time you refuel. Do not overfill. If the engine runs out of oil, severe engine damage will occur. If the oil tank is found almost empty, immediately refer to an authorized dealer to have the oil injection system inspected.

Engine Break-In

With Rotax® watercraft engines, a break-in period is required before operating the engine at full throttle. Engine manufacturer recommendation is about 10 operating hours.

During this period, maximum throttle should not exceed 3/4, however, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and overloading the engine are detrimental during the break-in period.

To assure additional protection during the initial engine break-in, 500 mL of SEA-DOO INJECTION OIL should be added in the fuel tank for the first full fuel tank filling only.

CAUTION : Remove and clean spark plugs after engine break-in.

10-Hour Inspection

It is suggested that after the first 10 hours of operation, the watercraft be checked by an authorized dealer. This inspection will also provide the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the watercraft owner. Inspection takes approximately 2.5 hours.

10-HOUR INSPECTION CHECK LIST	✓
Engine ignition timing if required	
Spark plug inspection, cleaning and adjustment	
Fuel system lines and fasteners/pressurize test	
Carburetor adjustment including throttle/choke cables if required.	
Oil injection system lines and oil filter	
Oil injection pump adjustment if required	
Engine support and engine rubber mounts	
Muffler, battery and reservoir fastening devices	
Exhaust system hose clamps	
Carburetor flange nuts and flame arrester bracket	
Steering stem arm locking disks and screw	
Steering cable adjustment if required	
Hoses condition and fasteners	
Bilge lines and filters, check for obstructions	
Tether cord/engine stop button operation, engine overheating beeper	
Electrical connections (starter, battery, etc.)	
Impeller shaft reservoir oil replacement	
Impeller condition, impeller/wear ring clearance	
Drive shaft, lubricate grease fitting at PTO flywheel	
Seal carrier, lubricate grease fitting	
Water intake grill/hull condition	
Inspection of fasteners for tightness	
Inspect/clean engine drain tube	

We recommend that this inspection chart be signed by an authorized dealer

Date of 10-hour inspection

Authorized dealer signature

DAILY PRE-OPERATION CHECKS

Some of the following items may not have been previously covered in this guide, however they will be described in the MAINTENANCE or SPECIAL PROCEDURES section. Please refer to these portions to have more detailed information.

Every day the watercraft is to be operated, perform the following checks.

ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intake	Inspect/clean.	
Bilge	Drain. Ensure plug is secured.	
Battery	Inspect electrolyte level/connections.	
Fasteners	Visually inspect for tightness.	
Fuel/oil reservoirs and filters	Refill/visually inspect.	
Engine compartment	Verify fuel/oil system components.	
Fire extinguisher	Inspect condition/mounting.	
Steering/throttle cables	Check operation.	
Tether cord/engine stop button	Check operation.	

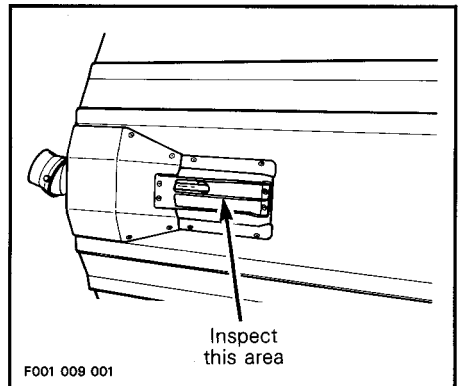
Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake

WARNING : Tether cord must always be removed from switch prior to performing the following operation and insure starter button won't be depressed.

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



Bilge

Should water be present in the bilge, have the watercraft tilted to the rear and remove drain plug to completely empty the bilge.

◆ **WARNING** : Make sure to take the watercraft out of water prior to removing the drain plug.

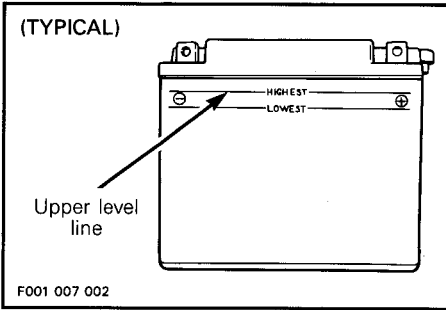
Reinstall bilge drain plug and fully push the plug lever to lock.

Battery

Make sure electrolyte level is at the HIGHEST level line, that battery connections are not loose and there are no leaks.

○ **NOTE** : Ensure the watercraft is leveled before checking battery electrolyte level.

◆ **WARNING** : Verify tightness of battery, starter cable terminals.



Fasteners

Retighten fasteners as necessary. Ensure all latches are securely locked.

Fuel/Oil Reservoirs & Filters

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

Clean the fuel filter as necessary to remove any possible water or foreign particles.

◆ **WARNING** : Make sure fuel filter is properly reinstalled with its seal.

Check the oil level and refill reservoir as necessary.

Visually inspect oil filter for foreign particles or water.

Engine Compartment

Check condition of fuel/oil system components.

◆ **WARNING** : Should any leak be present, do not start the engine or operate the watercraft. Immediately refer to an authorized dealer.

Fire Extinguisher

Make sure it is full, in good condition and well secured.

Steering/Throttle Cables

Check steering operation for free movement. When the handlebar is horizontal, the jet pump nozzle should be in the straight ahead position. Ensure the jet pump nozzle pivots easily while handlebar is turned.

Check throttle lever several times for free and smooth operation without any hesitation through all its stroke. It must return to its initial position immediately after released.

◆ **WARNING** : Perform this check before starting the engine.

Tether Cord/Engine Stop Button

Ensure that both switches operate properly. Start engine and stop it using each switch individually.

◆ **WARNING:** If engine does not stop after one switch has been used, try the other one. If engine still runs, fully pull the choke knob to flood the engine. If it does not work, turn the fuel valve to OFF. Do not operate the watercraft, refer to an authorized dealer.

○ **NOTE:** Since the engine is started for this operation, this gives a good opportunity to have an idea of the battery charge. Pay particular attention when starting, engine should easily rotate and turn at a steady speed. Otherwise, give the battery a charge or replace it if necessary.

◆ **WARNING:** Should the engine slowly rotate when cranking, it probably indicates a poor battery. Do not operate the watercraft with a low-charge battery.

Clothing

Always wear a Coast Guard approved lifejacket whenever operating a watercraft. It is also recommended that gloves, wet suit and deck shoes/booties be worn when operating in cooler temperatures.

Obstacles

Verify that the path ahead of the watercraft is clear of craft or obstacles. Avoid riding close to swimmers. Always check local boating laws for safe operation.

◆ **WARNING:** Only start the watercraft once all items have been checked and operate properly.



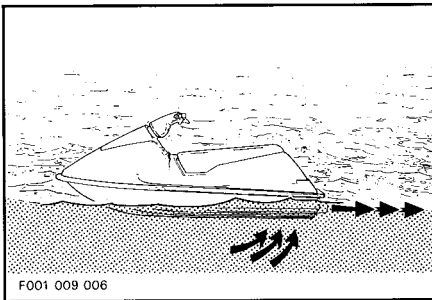
OPERATING INSTRUCTIONS

WARNING : Always perform DAILY PRE-OPERATION CHECKS before operating the watercraft. Become thoroughly familiar with all controls and the function of each. Should any control or instruction be not fully understood, refer to an authorized dealer.

Principle of Operation

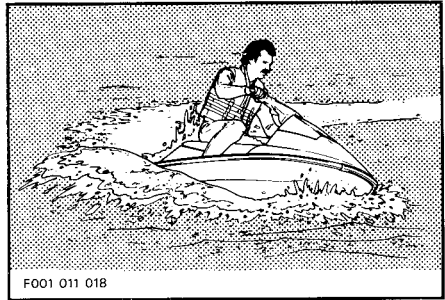
Propulsion

The engine is directly coupled to a drive shaft which, in turn, rotates an impeller. This impeller is accurately adjusted in a housing where the water is drawn up from underneath the watercraft. Then the water flows through the impeller to a venturi. The venturi accelerates the water and produces thrust to move the watercraft. Depressing the throttle lever increases engine speed and therefore watercraft speed.



WARNING : It is important to keep in mind that as soon as the engine is running, the jet pump is constantly producing a thrust causing the watercraft to move forward. Therefore, whenever the engine is to be started, the operator should always be sitting on the watercraft.

Turning



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. However, the throttle must be applied to turn the watercraft.

WARNING : When operating the watercraft, it is important to always keep in mind that directional control is lost when the throttle is closed. Throttle must be applied and handlebar turned to change the direction of the watercraft.

The more the throttle is applied while turning the handlebar, the sharper the turn will be.

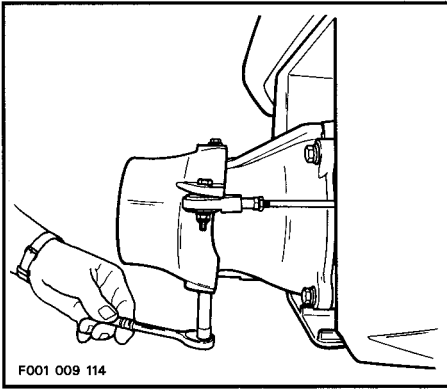
Practice these maneuvers to have a good feel of the watercraft operation.

The watercraft behaves differently with a passenger and requires greater skill. The passenger should always grip the seat strap. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying a passenger.

Jet Pump Nozzle Adjustment (some models only)

The nozzle angle adjustment has been provided to obtain a higher top speed. This adjustment was obtained by tilting the nozzle lower part backward. If for any reason the nozzle has to be set in the upright position proceed as follows :

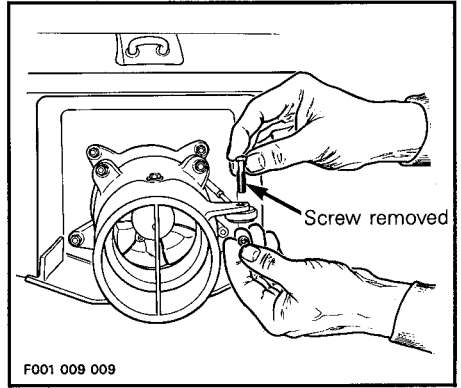
- Remove nozzle lower screw and tilt nozzle lower part forward in order to align nozzle sleeve hole with front venturi hole.



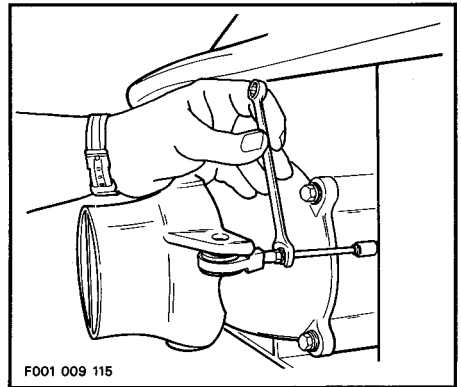
- Apply Loctite 242 (P/N 293 800 015) on screw threads.
- Install locking disks in a way they lock together. Torque screw to 20 N•m (15 lbf•ft).

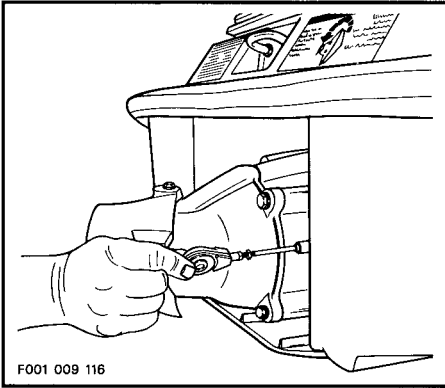
◆ **WARNING :** Whenever removing screw always renew both locking disks. The recommended Loctite must be applied on screw threads and screw must be torqued as specified.

- Remove screw holding steering cable ball joint to nozzle.

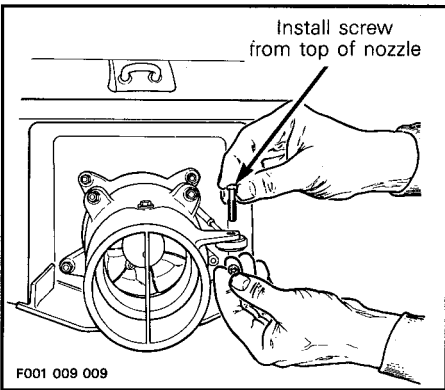


- Loosen ball joint jam nut then screw ball joint completely on cable. Tighten jam nut.





- Secure jet pump nozzle to ball joint. Make sure to install screw from top of nozzle as shown. Tighten nut to 10 N•m (7 lbf•ft).



- ◆ **WARNING** : Steering cable ball joint must be adjusted, if not possible damage could occur to either nozzle or venturi when turning the handlebar. Also steering cable could possibly break causing a lost of directional control.

The nozzle angle readjustment is essentially the reverse of previous procedures. However pay particular attention to the following.

- Unscrew steering cable ball joint five turns for cable adjustment and tighten jam nut.

Check handlebar / nozzle alignment.

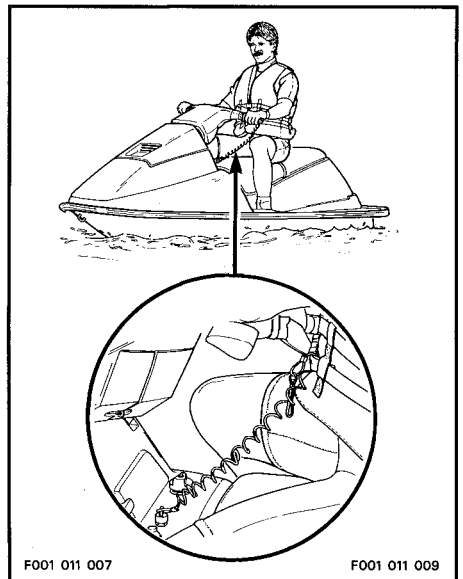
Starting from a Dock or in Shallow Water

Perform DAILY PRE-OPERATION CHECKS procedures.

Launch the watercraft.

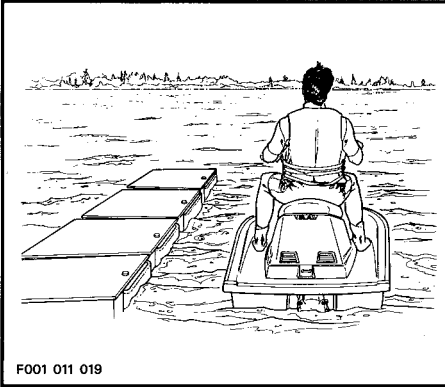
- ◆ **WARNING** : Since the engine is directly coupled to the jet pump, the watercraft moves forward even with the throttle closed when the engine is running.

Attach the tether cord to the operator's lifejacket and snap the cap to the switch before starting the engine.

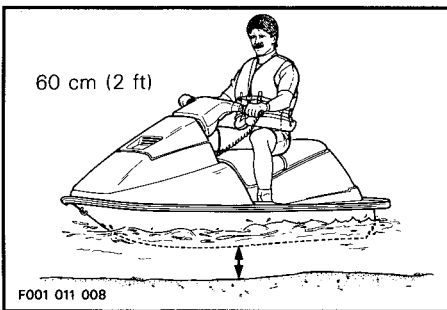


As with any craft, getting aboard should be done carefully.

When boarding from a dock, slowly place one foot on the watercraft side along the dock and, at the same time, transfer the body weight to the other side in order to balance the watercraft while holding the handlebar. Then, bring the other foot over the seat and put it on the other side of the floorboard. Push the watercraft away from the dock.



CAUTION : The engine should be started with at least 60 cm (2 ft) of water below the hull.



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

WARNING : An inexperienced operator should practice how to get aboard close to the shore to simulate deep water boarding.

Slowly accelerate to reach deeper water.

CAUTION : Do not accelerate fast when the watercraft is in shallow water. Shells, sand, pebbles or other objects could be drawn up by the jet pump and damage impeller, components or clog or jam the cooling system.

Starting the Engine

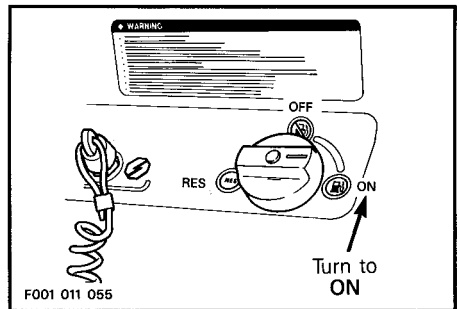
CAUTION : Engine should always be started with the watercraft in water. At least 60 cm (2 ft) of water should be present below the hull.

WARNING : Since the engine is directly coupled to the jet pump, the watercraft moves forward even with the throttle closed when the engine is running.

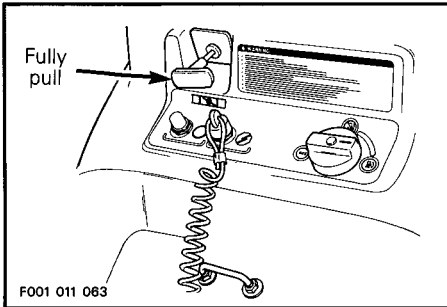
Cold Engine

Operator (and passenger if applicable) should be sitting on the watercraft prior to starting the engine.

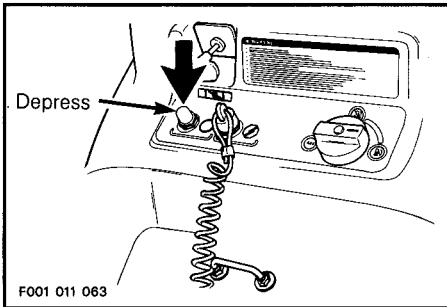
Turn the fuel valve to ON.



Fully pull the choke knob.



Firmly grip handlebar and place both feet on the floorboard. Depress the starting button.



○ **NOTE :** Do not depress the throttle lever while starting a cold engine.

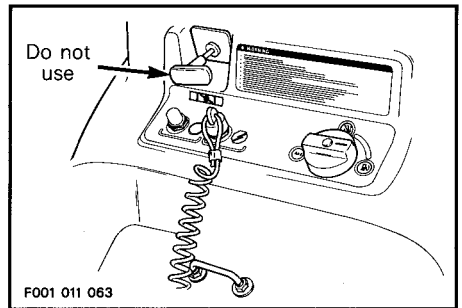
▼ **CAUTION :** To avoid starter motor overheating, the cranking period should not exceed 5-10 seconds and a rest period should be observed between cranking cycles to let the starter cool down and its mechanism disengage. Never depress the starting button when the engine is running.

Immediately after engine is started, release starting button.

A few seconds after, push the choke knob and if necessary, slightly apply throttle to keep engine running. Do not apply full throttle until the engine is warm.

Warm Engine

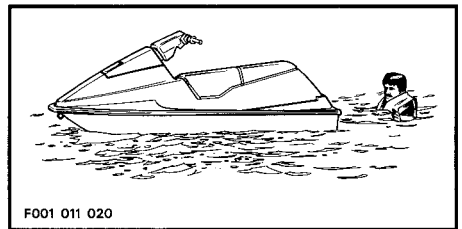
The same procedure as a cold engine applies, except the choke does not need to be applied and throttle lever has to be **slightly** depressed.



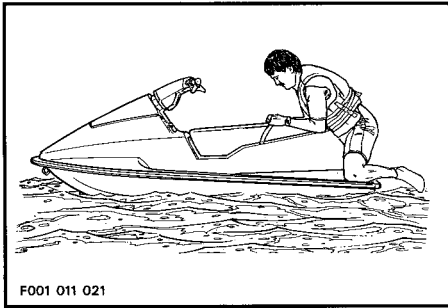
Starting in Deep Water

Operator Alone

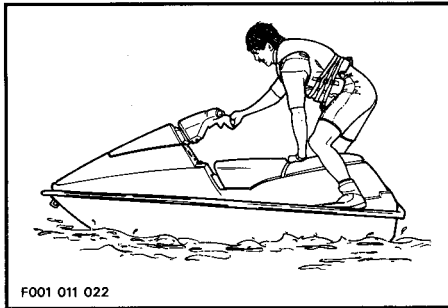
Swim to the rear of the watercraft.



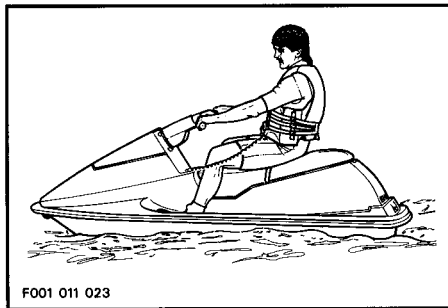
Grip the grab handle (if applicable) and pull yourself upward until your knee can reach the boarding pad then grip the seat strap.



Bring your feet on the floorboard while maintaining balance using the handlebar.



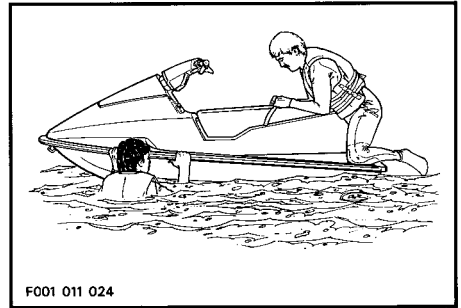
Sit astride the seat.



Attach the tether cord to the operator's lifejacket and snap the cap to the switch before starting the engine.
Start the engine.

Operator with a Passenger

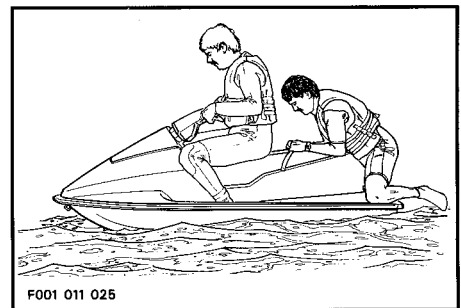
The operator climbs on the watercraft the same way as explained previously. In choppy water, the passenger while in the water, may maintain the watercraft's balance to help the operator in climbing aboard.

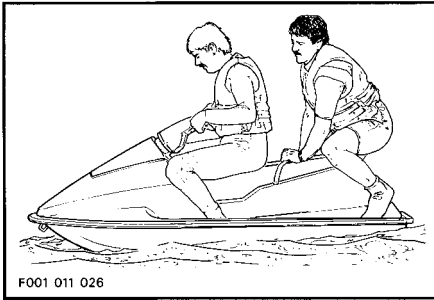


The passenger then climbs on the watercraft while the operator maintains balance.

Attach the tether cord to the operator's lifejacket and the snap cap to the switch before starting the engine.

WARNING : Do not start engine until the passenger is properly seated.





Rough Water Operation

Avoid riding in rough water and/or adverse weather conditions.

Always assist the rider(s) of a capsized boat then attempt to retrieve vessel using a tow rope.

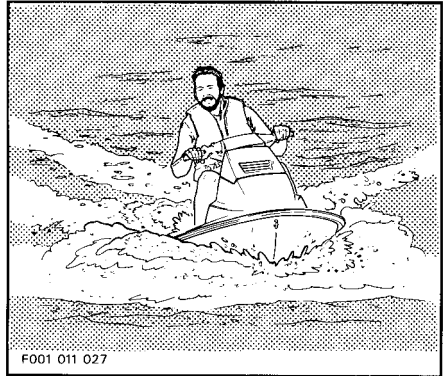
It is not recommended to operate the watercraft within or around the surf-line.

If the watercraft is operated on rough water, the engine may make a misfiring sound. This is caused by a speed limiter which is intended to prevent the unloaded engine from exceeding a predefined RPM.

◆ **WARNING : Wave jumping is not recommended.**

Docking

The watercraft is slowed by water drag. The stopping distance will vary depending on the watercraft mass, carrying weight, water surface condition, presence and direction of wind and current.



The operator should experiment to familiarize himself with the stopping distance under different conditions.

Do not go close to crafts, swimmers, underwater near-surface obstacles, etc.

Release the throttle a sufficient distance before the expected landing area, the water resistance slows down the watercraft. Remember no directional control is available with the throttle closed.

Do not shut off engine until the watercraft is completely stopped (except when beaching).

Reduce speed when approaching a dock then shut off the engine just before coming alongside.

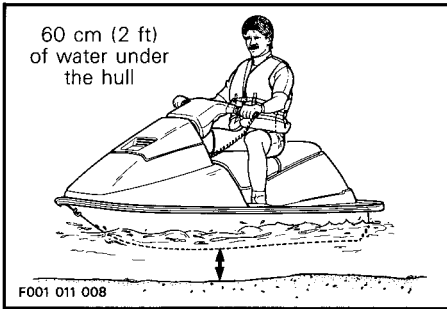
◆ **WARNING : No directional control is available when the throttle is closed or engine is shut off.**

Beaching

▼ **CAUTION** : It is not recommended to run the watercraft to the beach.

Proceed the same way as for docking except for the following :

Come slowly to the beach and shut off the engine when reaching about 60 cm (2 ft) of water under the hull.



▼ **CAUTION** : The engine must be shut off before less than 60 cm (2 ft) of water is underneath the hull. Shells, sand, pebbles or other objects could be drawn up by the jet pump and damage impeller, components or clog or jam cooling system.

Get off watercraft and pull it on the beach.

As necessary, cooling system should be flushed before restarting, to remove sand or shell accumulation which may clog the water passages.

Shutting Off the Engine

To keep watercraft directional control, the engine should be running until the watercraft is stopped assuming at least 60 cm (2 ft) of water is present underneath the hull.

To shut off the engine, completely release throttle lever and press the engine stop button and **HOLD** it until engine stops.

◆ **WARNING** : Should the engine be shut off, watercraft directional control will not be available.

Remove tether cord from watercraft. If not removed battery current draining occurs on an unused watercraft.

▼ **CAUTION** : Always remove tether cord when leaving watercraft. Leaving tether cord installed will eventually drain the battery completely.

◆ **WARNING** : Never leave the tether cord on an unattended watercraft.

POST-OPERATION CARE


General Care

Should any water be present in the hull, remove the drain plug and tilt the watercraft to the rear in order to allow water to flow out.

Wipe up any remaining liquid in the engine compartment (bilge, engine, battery, etc.) with clean dry rags (this is particularly important in salt water use).


Remove the watercraft from the water every day to prevent marine organisms from sticking to the hull.

Leave the seat partially opened. This will avoid engine compartment condensation and possible corrosion.

 **NOTE:** When the watercraft is stored with seat partially opened and without a tarpaulin, remove the drain plug in order to avoid water build up in the bilge during rainfall.

Additional Care for Unclean Water or Salt Water

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

 **CAUTION:** Failure to perform proper care such as: vehicle rinsing, cooling system flushing and anticorrosion treatment, when watercraft is used in salt water, will result in damage to the watercraft and its components.

Cooling System Flushing

Since the watercraft uses the same water where it cruises, for propulsion and cooling systems, this water flows everywhere in water jackets. If the watercraft is used in salt water and cooling system is not regularly flushed, salt water will eventually corrode components.

Infiltration in cooling system of any particle present in the water is unavoidable. Deposit accumulation can clog cooling system and lead to severe engine damage.

A convenient flush kit (P/N 295 000 038) can permanently be installed on the watercraft to ease flushing. Refer to an authorized dealer for additional information concerning installation.

The flush kit must be used when the watercraft is operated in:

- salt water
- unclean water
- shallow water where underwater ground is sandy and/or shell covered.

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

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

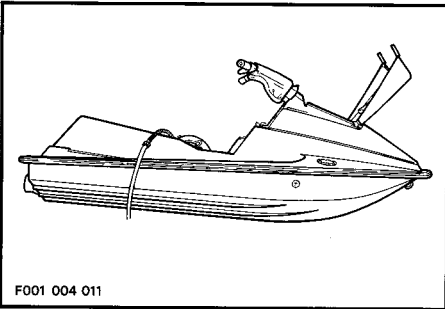
▼ **CAUTION** : Failure to flush cooling system, when necessary, will severely damage engine and/or exhaust system.

◆ **WARNING** : Do not touch any electrical part when engine is running.

▼ **CAUTION** : Never flush a hot engine. Make sure engine operates during entire procedure.

Proceed as follows :

- 1- Remove seat to allow access to cooling system.
- 2- Connect coupler hose as explained in the flush kit instruction sheet. **Do not open the water tap yet.**



○ **NOTE** : To allow a more efficient flushing on watercraft equipped with a flush kit, install a hose pincer (P/N 295 000 076) between T-fitting and exhaust socket. This will prevent water exiting through exhaust socket.

3- Start the engine **then** immediately open the water tap.

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

4- Run the engine about five minutes at a fast idle.

5- Close the water tap **then** stop the engine.

▼ **CAUTION** : Always close the water tap before stopping the engine.

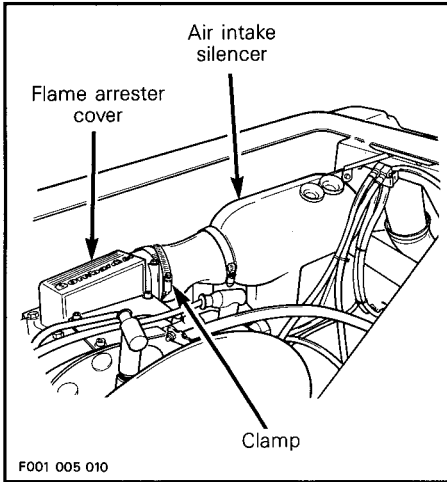
6- Disconnect coupler hose from watercraft.

7- Wipe off any residual water on the engine.

Engine Internal Lubrication

Engine must be lubricated to prevent corrosion on internal parts. This will be achieved by spraying SEA-DOO LUBE (P/N 293 600 006) through air intake opening after removal of air intake silencer hose.

To remove the hose, loosen retaining clamp close to flame arrester cover.



Apply a dielectric grease (P/N 293 550 004) or similar anticorrosion product (salt water resistant) on battery posts and cable connectors.

▼ **CAUTION :** Never leave rags or tools in the engine compartment or in the bilge.

Flushing and lubrication will be done at the same time while engine is running.

○ **NOTE :** After loading the watercraft on a trailer, ensure to run the engine for 10 to 15 seconds. This will purge the water from exhaust system.

Anticorrosion Treatment

To prevent corrosion, spray a corrosion inhibitor (salt water resistant) such as SEA-DOO LUBE (P/N 293 600 006) or the equivalent over all metallic components in engine compartment.

○ **NOTE :** Engine fogging should be done with SEA-DOO LUBE whenever the watercraft is to be stored for few days or a long period.

SPECIAL PROCEDURES

Engine Overheat

If the engine overheating beeper sounds, **stop engine immediately.**

Perform the "Jet Pump Water Intake and Impeller Cleaning" procedure.

Flush cooling system.

If engine still overheats, refer to an authorized dealer for servicing.

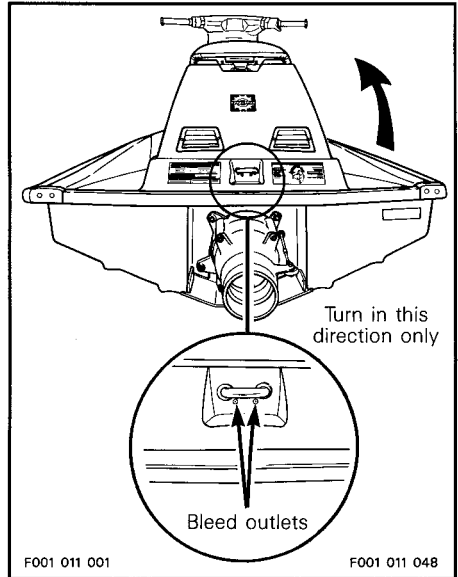
Jet Pump Water Intake & Impeller Cleaning

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

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

The clogged area can be cleaned as follows :

In-water cleaning : Remove tether cord and rock the watercraft several times while repeatedly pressing starter button for short period. Most of the time, it gives satisfactory result letting the weeds fall from the intake area. Reinstall tether cord on switch, start engine and make sure water flows out from bleed outlets and watercraft operates properly.

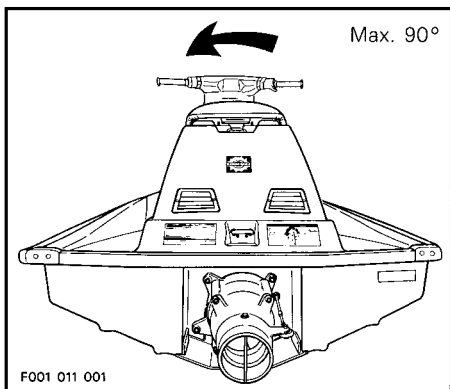


On-beach cleaning : Place a cardboard or a carpet beside the watercraft to prevent scratching when turning the watercraft for cleaning.

◆ **WARNING** : Always remove tether cord cap from switch to prevent accidental engine starting before cleaning the jet pump area. Engine must not be running for this operation. Do not press starter button when cleaning pump intake area.

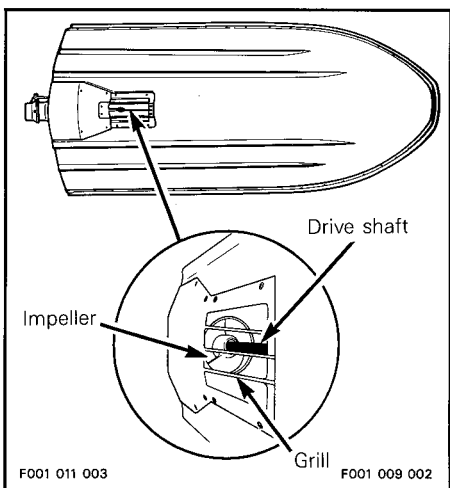
Rotate the watercraft **counterclockwise** (seen from rear) to its left side for cleaning. Rotating watercraft clockwise could allow residual water in the tuned pipe to enter the engine and cause engine damage.

▼ **CAUTION** : Always turn the watercraft counterclockwise (seen from rear). Otherwise cooling water could leak through the tuned pipe into the engine and cause engine damage.



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

▼ **CAUTION :** Inspect water intake grill for damage. Refer to an authorized dealer for repair as necessary.



▼ **CAUTION :** Avoid watercraft operation in weed areas. If unavoidable, vary watercraft speed. Weeds tend to entangle more at steady speed and at slow speed.

Capsized Watercraft

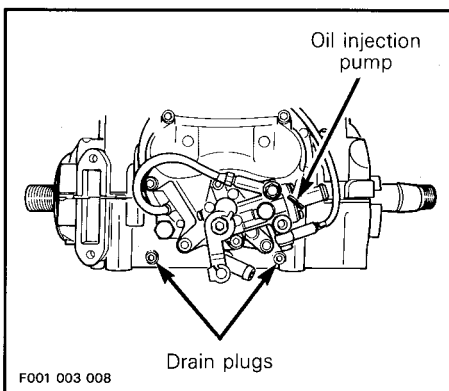
The watercraft is designed so that if it is turned over, it should not remain capsized due to its self-righting capability.

▼ **CAUTION :** In the event engine is water-flooded, it must have proper treatment to prevent damage to engine internal parts. Refer to an authorized dealer immediately.

Submerged Watercraft

If the watercraft is submerged and engine is water-flooded, it is strongly recommended that the watercraft be serviced by an authorized dealer immediately.

In the event the engine cannot be serviced within a few hours. Remove engine crankcase drain plugs located underneath oil injection pump.



With spark plugs in place, crank engine to drain crankcase. Reinstall crankcase drain plugs.

▼ **CAUTION :** Crankcase drain plugs should have Loctite PST 567 (P/N 293 800 013) applied to threads before installing.

Remove spark plugs and dry them with a clean and dry cloth.

◆ **WARNING** : Ensure tether cord is removed from switch to prevent any spark.

Crank engine to allow water to escape from spark plug holes.

Spray SEA-DOO LUBE (P/N 293 600 006) into spark plug holes.

Crank engine again and reinstall spark plugs.

▼ **CAUTION** : A water-flooded engine must have proper treatment to prevent damage to engine internal parts. Refer to an authorized dealer immediately.

Towing the Watercraft

In the event the watercraft becomes inoperative, tie a tow rope to the bow (front) eyelet and have the watercraft towed to the shore at moderate speed.

Low-Charge Battery Condition

◆ **WARNING** : Do not boost the battery. Connecting jumping cables could produce a spark into the engine compartment and possibly cause an explosion if fuel or electrolyte vapors are present.

Following the recommended procedure in the MAINTENANCE section, remove the battery. Have it charged or replaced.

MAINTENANCE

WARNING : Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized 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 for all maintenance procedures.

Lubrication

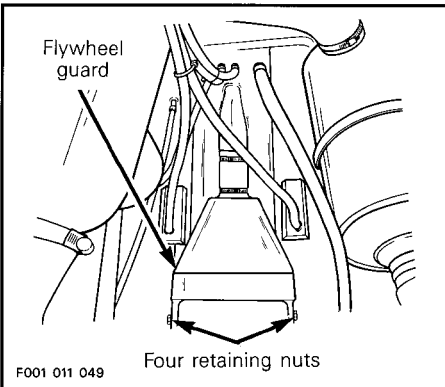
PTO Flywheel & Seal Carrier Grease Fittings

Use SEA-DOO synthetic grease (P/N 293 550 010) and lubricate once a month. Proceed as follows :

Remove seat to expose engine compartment.

WARNING : Always remove tether cord cap from its receptacle to prevent accidental engine starting before removing the PTO flywheel guard. Do not press starter button while working in this area.

Remove the retaining nuts, washers and pull PTO flywheel guard.



Using a grease gun, carefully lubricate at grease fitting until drive shaft boot is just beginning to expand.

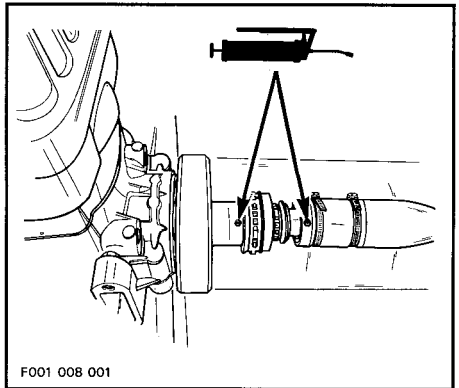
CAUTION : Immediately stop lubricating as soon as boot begins to expand to prevent boot damage or slipping.

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

NOTE : To ensure proper lubrication rotate the drive shaft a few turns by pressing on starter button.

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

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



Secure PTO flywheel guard.

Anticorrosion Protection

Throttle/Choke Cables

Lubricate the throttle and choke cables with SEA-DOO LUBE every three months and every month in salt water use.

○ **NOTE :** A cable luber can be used on cable end to inject SEA-DOO LUBE. Refer to a motorcycle parts supplier for availability.

Electrical Connections

As necessary, apply anticorrosion product such as a dielectric grease (P/N 293 550 004) on battery posts and all exposed cable connectors.

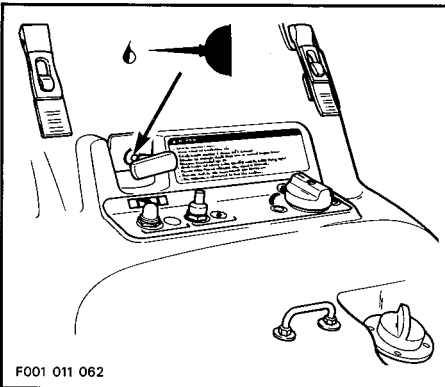
Additional Lubrication

Proper lubricant such as LPS #3® or the equivalent, will help to prevent corrosion and keep proper operation of moving mechanisms.

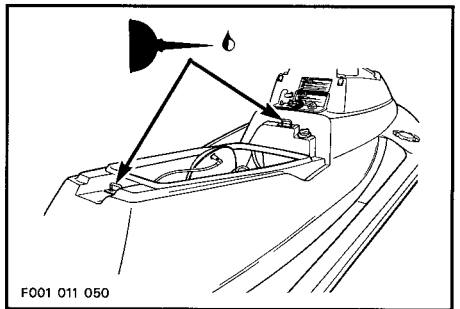
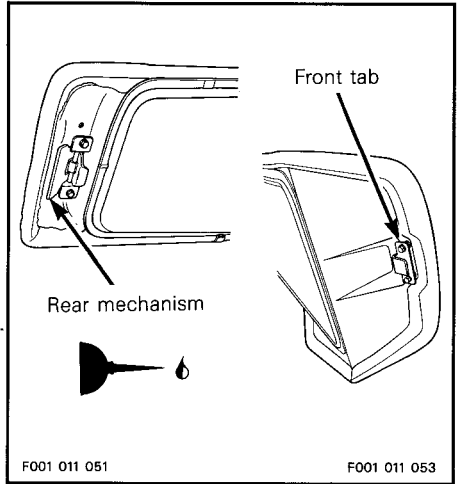
Lubrication of the following items should be performed every six months in fresh water use but every month in salt water use.

Choke Knob Lever

Fully pull choke knob and lubricate the metallic portion.




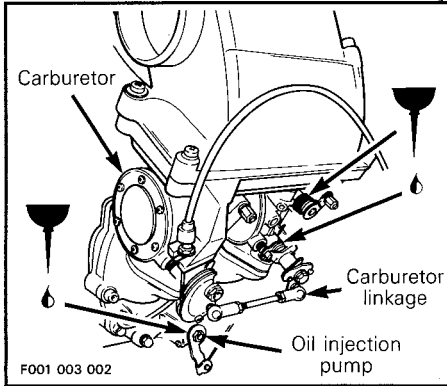
Seat Opening Mechanism, Tab, Hooks & Lock Pin



Carburetor & Oil Injection Pump

Lubricate springs, shafts and exposed portion of cables.

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



Periodic Inspection

Routine maintenance is necessary for all mechanized products, and this watercraft is no exception. A periodic inspection contributes to the life span of the watercraft.

The following maintenance chart gives guidelines for regular servicing schedule to be performed by you or by an authorized dealer. The schedule can be adjusted according to operating conditions and use.

IMPORTANT : Schedule for watercraft rental operations may require greater frequency of inspection and maintenance.

Periodic Inspection Chart

○ NOTE : Shaded area shows the maintenance frequency.

DESCRIPTION	FREQUENCY				
	Monthly	3 Months	6 Months	Yearly	To be performed by
Lubrication/corrosion protection	①				OPERATOR
Engine ignition timing					DEALER
Spark plugs, cleaning/adjustment					OPERATOR
Throttle/choke cables, inspection/lubrication	①				OPERATOR
Flame arrester element, inspection					DEALER
Carburetor adjustment including choke/throttle cable adjustments and linkage					DEALER
Oil injection pump adjustment					DEALER
Fuel filter cleaning, oil filter inspection					OPERATOR
Oil filter replacement					DEALER
Engine head screws, retorque					DEALER
Steering column wear/steering cable adjustment					DEALER
Fastener tightening (Flame arrester mount screws, carburetor mount nuts, engine mount screws, exhaust system, etc.)					DEALER
Muffler, battery and reservoir fastening devices					OPERATOR
Fuel/oil lines, check-valves and hoses inspection, fuel system pressurization					DEALER
Inspect/clean engine drain tube	①				DEALER
Bilge system/water tank trap drains, inspection					OPERATOR
Battery condition					DEALER
Battery and starter cables					DEALER
Engine overheating beeper/electrical connections					DEALER
Impeller shaft reservoir oil level/oil condition				Replace	DEALER
Impeller condition and impeller/wear ring clearance		②			DEALER
Drive shaft boot condition (both ends)		②			DEALER
Drive shaft, lubricate grease fitting at PTO flywheel					OPERATOR
Seal carrier, lubricate grease fitting					OPERATOR
Water intake grill condition		②			DEALER
Hull condition					DEALER
Cooling system flushing ③					OPERATOR

○ NOTE : Some items are included in the DAILY PRE-OPERATION CHECKS and are not necessarily repeated in this chart.

① Every month in salt water use.

② These items have to be initially checked after three months. Thereafter, servicing to be made as specified in this chart.

③ Daily flushing in salt water use.

Spark Plug Cleaning & Adjustment

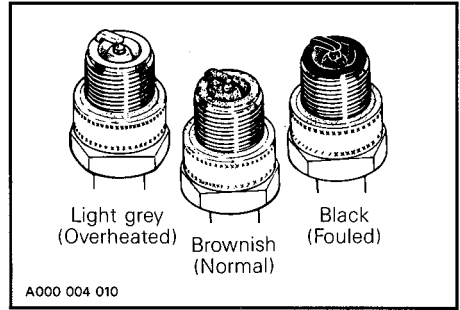
Spark plugs indicate the general engine condition and are easy to inspect. The tip condition of each spark plug should be checked for wear, cracks in porcelain, carbon or other deposits and color. A worn spark plug should be replaced by a new one. Abnormal deposits or tip color should be diagnosed by an authorized dealer.

WARNING : High tension voltage is generated in the spark plug wires when engine is cranked or running. Never touch wires in such conditions.

Remove spark plugs and check condition.

The following gives guidelines about spark plug tip color :

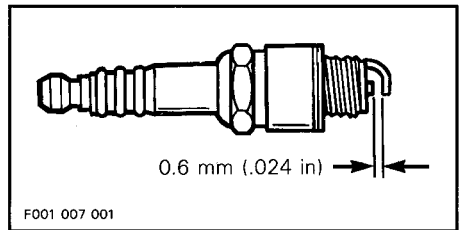
- A brownish tip reflects ideal conditions.
 - Correct carburetor adjustments, spark plug heat range, etc.
- A black insulator tip indicates fouling, possibly caused by :
 - Carburetor idle speed mixture and/or high speed mixture too rich.
 - Incorrect oil pump adjustment (too rich).
 - Wrong spark plug type and/or heat range.
 - Excessive idling.
 - RPM limiter malfunction.
- A light grey insulator tip indicates a lean mixture, possibly caused by :
 - Carburetor high speed mixture too lean.
 - Wrong spark plug heat range.
 - Incorrect oil pump adjustment (too lean).
 - Leaking engine seal or gasket.



CAUTION : If spark plug condition is not ideal, contact an authorized dealer.

NOTE : Refer to SPECIFICATIONS section for recommended spark plug number.

Clean spark plug and adjust gap to 0.6 mm (.024 in) using a wire feeler gauge.



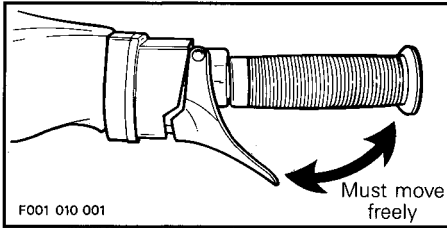
Reinstall spark plugs, properly tighten then reconnect wires.

CAUTION : When installing or removing spark plugs be careful not to damage the porcelain insulator.

Throttle & Choke Cable Inspection

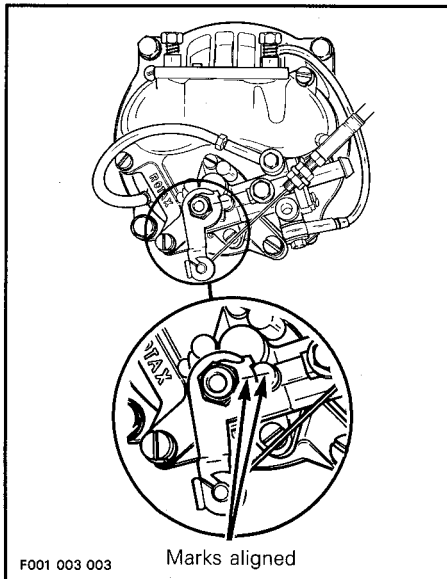
Throttle Cable

Depress and release the throttle lever several times. It must operate smoothly and return to its initial position without any hesitation. Refer to an authorized dealer if necessary.



Verification of Oil Injection Pump Alignment Marks

Eliminate the throttle free-play by pressing the throttle lever until a slight resistance is felt then hold in place. The alignment marks on the pump body and lever must perfectly align. If not, do not attempt to adjust, contact an authorized dealer for adjustment. Any delay in the opening of the pump can result in serious engine damage.



Choke Cable Inspection

Ensure it operates smoothly and without any hesitation from fully open to fully close. When the choke knob is fully pulled, choke must be fully applied. Refer to an authorized dealer if necessary.

Adjusting Carburetor(s)

Carburetor adjustment is very important to allow good engine operation and therefore watercraft performance. Carburetor adjustments require technical knowledge and experience to have the correct mixture supplied to the engine. These critical adjustments must be performed by an authorized dealer once a year or more often if necessary.

▼ **CAUTION** : Serious engine damage can occur with improper carburetor adjustment.

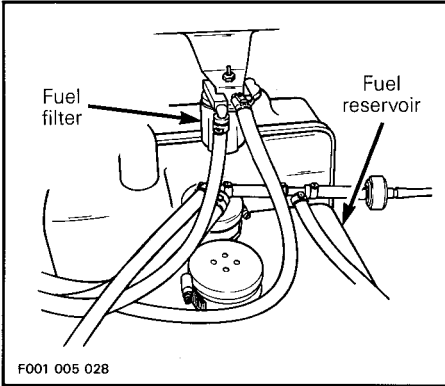
Fuel & Oil Filters

Fuel Filter

Turn the fuel valve to OFF.

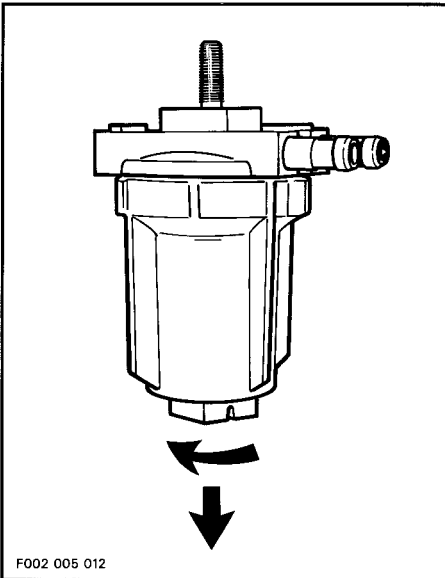
◆ **WARNING** : The engine must not be running and fuel valve must be set to OFF. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

The fuel filter is located under the dashboard just above fuel reservoir. Therefore storage basket has to be removed to access the fuel filter.



Before opening fuel filter, hold the bowl in a dry rag and proceed carefully to avoid fuel spillage.

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



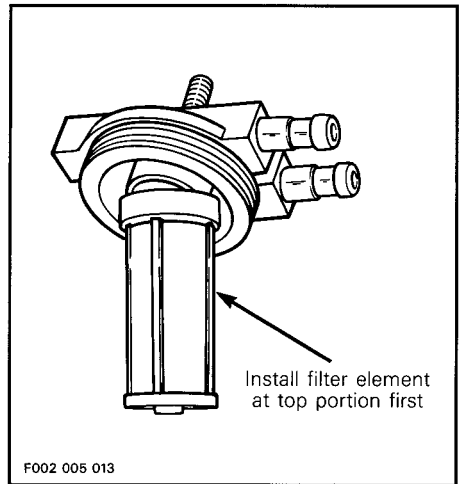
Pull the filter element toward the bottom.

Clean filter element and blow carefully with compressed air (low pressure) if available.

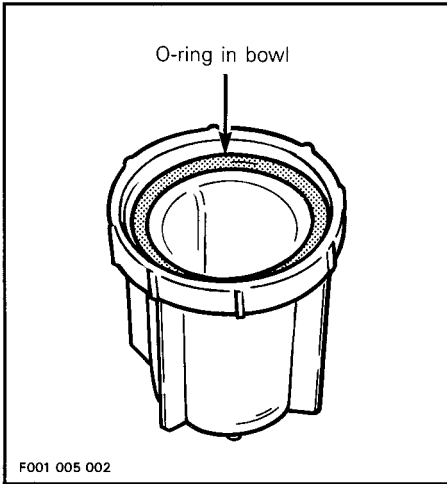
Be careful not to drop filter components in water or sand.

Replace filter element if permanently clogged or damaged.

Install the filter element first into the top portion.



Inspect O-ring for damage, replace if necessary. Ensure the O-ring is well positioned into recess of filter bowl.



Install filter bowl and firmly hand tighten.

Temporarily turn the fuel valve to ON and check for leaks.

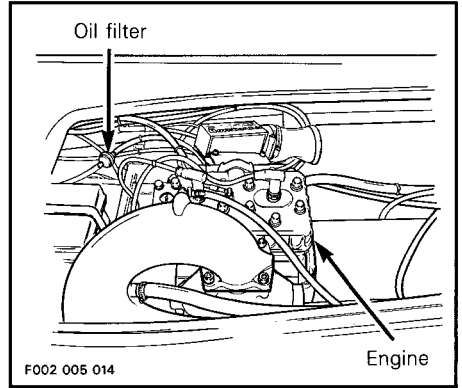
◆ **WARNING** : Ensure that there is no leakage from the fuel filter. Wipe off any spilled fuel.

○ **NOTE** : Should any water be found in the fuel tank, refer to an authorized dealer for servicing.

Return the fuel valve to OFF.

Oil Filter Inspection

The in-line oil filter is located close to the engine.



Visually inspect the oil filter at least once a month. Ensure that it is free of water, clean and no foreign particles are present, if so, refer to an authorized dealer for replacement.

▼ **CAUTION** : An obstructed injection oil filter will cause oil starvation resulting in serious engine damage.

Steering/Jet Pump Nozzle Adjustment

When the handlebar is aimed in straight ahead position, the jet pump nozzle should be in the same direction to allow the watercraft running in straight line.

Refer to an authorized dealer if an adjustment is necessary.

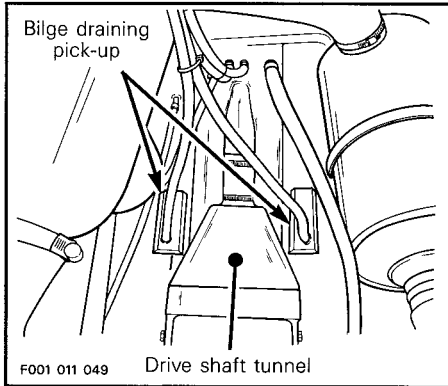
◆ **WARNING** : Ensure the handlebar/jet pump nozzle operate freely from side to side and are not stressing the steering cable and/or bracket.

Steering column wear should be inspected once a year by an authorized dealer.

Bilge Draining Pick-Ups & Water Tank Trap Drains

Bilge Draining Pick-Ups

They are located each side of the drive shaft tunnel.

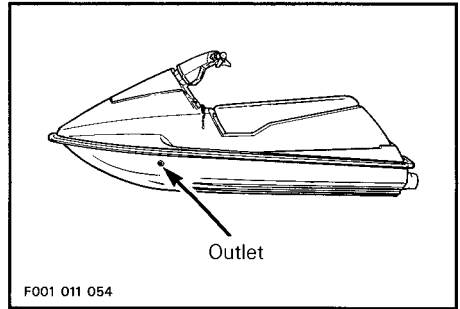


This watercraft features a vacuum activated syphon. Two pick-ups use a low pressure area in the jet pump to syphon the water out of the bilge.

Inspect each pick-up screen for obstructions, clean as necessary.

Water Tank Trap Drains

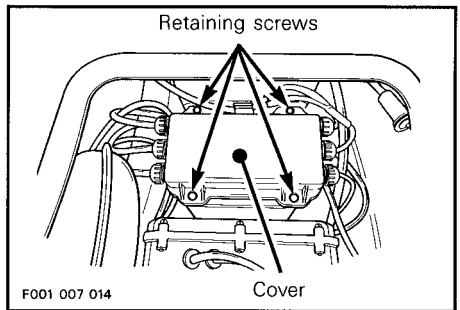
Check for possible obstructions at drain outlets each side of the hull at the front.



Fuse Holder

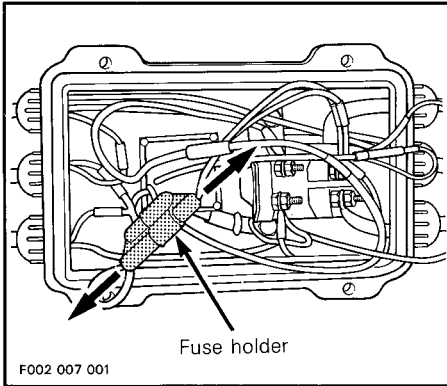
Electrical system is protected with two fuses. One fuse protects the starter, the second fuse protects the charging coil. If starter does not operate and battery is regularly discharged, check fuse condition. The fuse holders are located in the electrical box cover over the battery and hold a spare fuse.

To access fuse holders, remove cover retaining screws.



Pull cover and turn it upside down to find fuse holders.

Pull apart fuse holder to expose the fuse.



Replace the fuse by one of the same rating. Ensure to install the fuse in compartment where a wire is located. Align wires when closing fuse holder. Make sure to properly close the fuse holder.

The fuel and oil gauge and tachometer (if applicable) are protected by a two ampere rated fuse. One fuse holder is installed on each circuit. The fuse holders are located in the electrical box over the battery. If fuel and oil gauge or tachometer stop operating, check fuse condition and replace if necessary.

CAUTION : Do not use a higher rated fuse as this can cause severe damage to either tachometer or fuel and oil gauge.

NOTE : Refer to SPECIFICATIONS section for recommended fuse rating.

Wires in electrical box cover must hang freely. Do not pack wires in cover.

WARNING : If any water is found in the electrical box, immediately refer to an authorized dealer before operating the watercraft.

Properly close electrical box cover making sure its seal is well positioned. Secure with the retaining screws. Do not overtighten. Torque to 2 N•m (18 lbf•in).

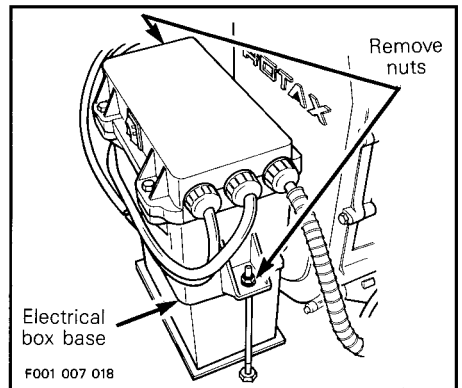
Battery

WARNING : For any battery maintenance, the battery must be removed from the watercraft.

Battery Removal

Proceed as follows :

- 1- Remove nuts from battery retaining studs.



- 2- Remove electrical box ass'y from top of battery.

NOTE : Electrical box does not need to be opened for battery removal.

3- Disconnect the **black** negative cable first.

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

4- Then disconnect the red cable last.

5- Remove the vent tube from the battery.

6- Remove battery from the watercraft being careful not to tilt it so that electrolyte can flow out of vent fitting.

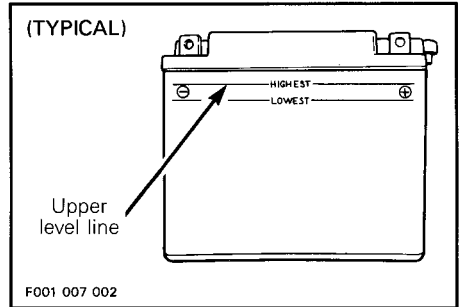
▼ **CAUTION** : Should any electrolyte spillage occur, immediately wash off with a solution of baking soda and water to prevent damage to watercraft components.

◆ **WARNING** : Electrolyte is poisonous, dangerous and explosive. It contains sulfuric acid and can cause severe burns. Avoid contact with eyes, skin and clothing. Read and observe battery instructions found in other sections of this guide.

Battery Maintenance

◆ **WARNING** : Battery must be kept in good condition. Without battery, the watercraft can not be started. Inspect battery electrolyte level regularly. Have its condition checked by an authorized dealer every three months.

Check electrolyte level when performing the DAILY PRE-OPERATION CHECKS. It should be maintained at the HIGHEST level line of the battery casing.



Add distilled water as necessary.

Battery posts and connections must be free of corrosion. If cleaning is necessary, remove corrosion with a stiff wire brush then clean with a solution of baking soda and water. Rinse with clear tap water and dry well.

▼ **CAUTION** : Do not allow cleaning solution to enter the battery. It will destroy the chemical properties of the electrolyte.

Fully charge the battery at a maximum rate of two amperes.

◆ **WARNING** : Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from sparks, cigarettes or open flames. Avoid skin contact with electrolyte.

○ **NOTE** : If the battery is not to be used for a month or more, refer to STORAGE section for proper maintenance.

Battery Installation

◆ **WARNING** : Always connect battery cables exactly in the specified order, red positive cable first black negative cable last.

Proceed as follows :

- 1- Install battery in its emplacement.
- 2- Secure vent tube to the battery. Ensure vent tube is not kinked or obstructed.

▼ **CAUTION** : Battery vent tube must be free, open and securely installed. If not, it will restrict ventilation and create gas accumulation that could result in an explosion. Avoid skin contact with electrolyte.

- 3- **First** connect **red** positive cable.
- 4- **Then** connect **black** negative cable last.
- 5- Apply anticorrosion product (salt water resistant) such as dielectric grease (P/N 293 550 004) or the equivalent on battery posts.
- 6- Reinstall the electrical box over the battery then properly tighten. Do not overtighten. Torque to 4 N•m (35 lbf•in).
- 7- Verify cable routing and attachment.

General Inspection & Care

Inspection

Check engine compartment for any damage and fuel/oil injection systems for leaks. Also check battery vent tube for electrolyte leaks. Ensure all hose clamps are properly secured and no hose is cracked, kinked or presenting any other damage.

◆ **WARNING** : If any leak is found, do not start the engine. Have the watercraft serviced by an authorized dealer. Failure to correct a leak could lead to an explosion.

Inspect muffler, battery and reservoir fastening devices. Check electrical connections for corrosion and tightness.

Inspect hull and jet pump water intake grill for damage. Replace or have damaged parts repaired. It is recommended that an authorized dealer annually inspect the hull condition.

Care

Twice a year, the bilge should be cleaned with hot water and detergent or bilge cleaner to remove any possible fuel/oil/electrolyte deposits.

Occasionally, wash the body with hot water and soap (only use mild detergent). Remove any marine organisms from engine and/or hull. Apply non-abrasive wax such as silicon wax. Protect the seat with vinyl protectant such as Armor All® or equivalent.

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

TRANSPORTATION, STORAGE & PRE-SEASON PREPARATION

WARNING : Always turn the fuel valve to OFF when transporting or storing the watercraft.

Transportation

Tie the watercraft to both bow and stern (front/rear) eyelets so that it is firmly retained on the trailer. Use additional cables if necessary.

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

Ensure seat and storage cover are properly latched.

A SEA-DOO cover should protect the watercraft, particularly before driving on dirt roads, to prevent dirt entry through the air intake opening and clogging the water tank trap drains.

Observe trailering safety precautions.

Storage

It is during winter or when the watercraft is not to be in use for prolonged time that a proper storage is a necessity. Storage during long period of inactivity consists of checking and replacing missing, broken or worn parts and protecting cooling system against freezing and corrosion.

Proper lubrication and treatment should be performed to insure that parts do not become corroded and in general, preparing the watercraft so that when the time comes to use the watercraft again, it will be in top condition.

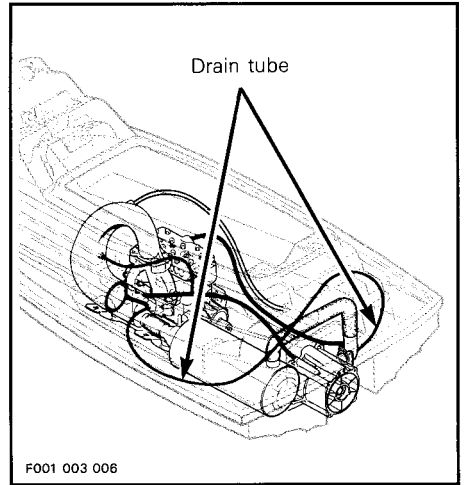
It is recommended that the watercraft be serviced by an authorized dealer for storage but the following operations can be performed by you with a minimum of tools.

Engine Draining

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

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

CAUTION : Check engine drain tube for obstructions.



Watercraft Rinsing

Thoroughly rinse the watercraft hull, bilge, engine compartment, with fresh water.

Propulsion System

Lubricant in impeller shaft reservoir should be drained and reservoir cleaned refilled with 65 mL (2.2 U.S. oz) of SEA-DOO synthetic oil polyolester (P/N 293 600 011) 75W 90 GL5 type "C" gear lube. Refer to an authorized dealer for this operation.

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

Lubricate drive shaft splines through grease fitting at PTO flywheel end with synthetic grease (P/N 293 550 010).

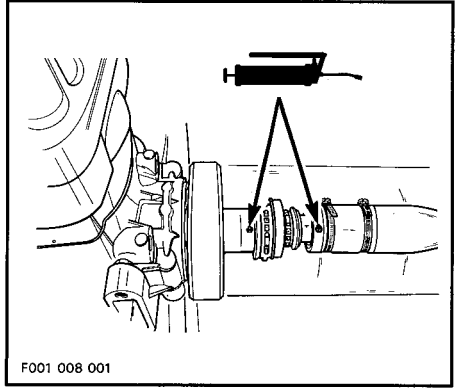
▼ **CAUTION:** Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot.

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

○ **NOTE:** To ensure proper lubrication rotate the drive shaft a few turns by pressing on starter button.

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

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

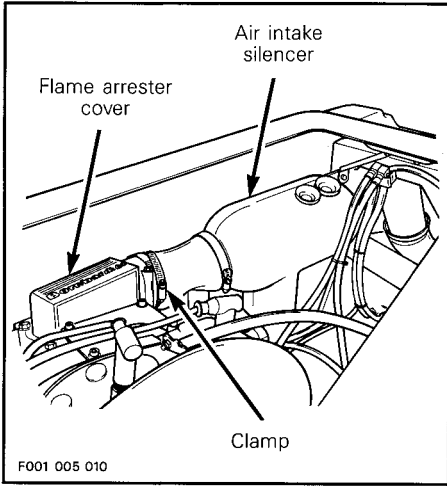


Cooling System Flushing & Engine Internal Lubrication

Cooling system has to be flushed with fresh water to prevent salt, sand or dirt accumulation which might clog water passages. This will be achieved with the flush kit (P/N 295 000 038).

Engine must be lubricated to prevent corrosion on internal parts. This will be achieved by spraying SEA-DOO LUBE (P/N 293 600 006) through air intake opening after removal of air intake silencer hose.

▼ **CAUTION:** Do not use outboard type storage lubricant. Using outboard lubricant may accelerate corrosion and damage engine components.



Flushing and lubrication will be done at the same time while engine is running.

Procedure

Properly connect flush kit coupler hose to engine outlet hose.

NOTE : To allow a more efficient flushing on watercraft equipped with a flush kit, install a hose pincer (P/N 295 000 076) between T-fitting and exhaust socket. This prevents water from exiting through exhaust socket.

Attach other end of flush kit coupler hose to a garden hose.

CAUTION : Never flush a hot engine. Always start engine first then start water flow. Severe engine damage could result if not done in this order.

Start engine **then** open water flow. Make sure engine operates during entire procedure.

WARNING : Do not touch any electrical part when engine is running.

Spray SEA-DOO LUBE through air intake opening, keeping engine at a fast idle. Lubrication of engine should be done at least for one minute. After approximately half a minute, close fuel tank valve to run engine out of fuel while lubricating.

CAUTION : When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies. Severe engine damage could result if not done in this order.

WARNING : Perform this operation in a well ventilated area.

Press unlocking button to remove coupler hose. Reinstall dust cap over T-fitting.

Remove both spark plugs and spray SEA-DOO LUBE into each cylinder.

Crank the engine a few turns to distribute the oil on cylinder wall.

Apply antiseize lubricant on spark plug threads then reinstall them.

Reinstall air intake silencer hose.

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

Fuel System

A fuel stabilizer, such as Sta-Bil® (or equivalent), can be added in fuel tank to prevent fuel deterioration and carburetor(s) gumming. Follow manufacturer's instructions for proper use.

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

◆ **WARNING** : Remove fuel tank cap slowly. Fuel may be under pressure and might spray out when removing cap. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft.

Battery

Refer to the MAINTENANCE section under "Battery Removal" to remove and clean the battery. Apply some dielectric grease (P/N 293 550 004) or petroleum jelly on battery posts and all exposed cable connectors.

Add distilled water if necessary then give the battery a full charge at a maximum rate of two amperes.

Store the battery on a shelf in a warm dry place away from direct sunlight.

To prevent battery sulphating and discharging, have it charged every month.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray SEA-DOO LUBE to ensure engine fogging and over all metallic components in engine compartment.

Additional Recommended Protection

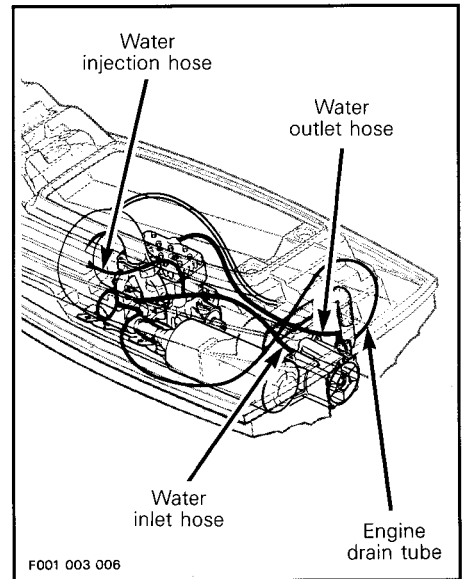
Cooling system may be filled with a 50/50 water/antifreeze solution.

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

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

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

Disconnect the hoses where shown.

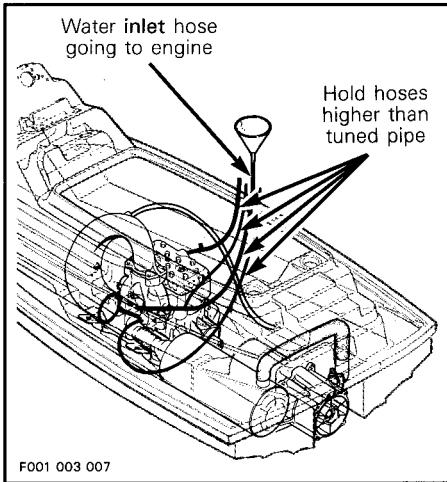


Raise all hoses above the highest point of tuned pipe and temporarily tie them together.

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

Tie up all hoses higher than tuned pipe.

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



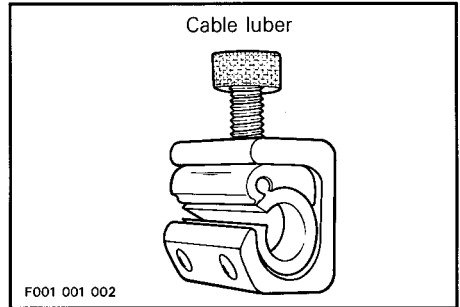
The following steps should be performed to provide the watercraft enhanced protection.

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

OR : Disconnect one hose from muffler and pour some antifreeze liquid inside muffler. Reconnect hose.

Lubricate the throttle cable with SEA-DOO LUBE.

○ **NOTE** : A cable luber can be used on throttle cable end to inject SEA-DOO LUBE. Refer to a motorcycle parts supplier for availability.



Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge. If any repairs are needed to body or to the hull, touch up paint such as yellow paint (P/N 293 500 008) mauve paint (P/N 293 500 020), blue paint (P/N 293 500 014) and Gelcote® repair kit (P/N 295 500 009) are available. Replace damaged labels/decals.

○ **NOTE** : Bilge cleaning should be done prior anticorrosion treatment.

Wash the body with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove marine organisms from the hull. Apply a nonabrasive wax such as silicon wax. Protect the seat with vinyl protectant such as Armor All® or the equivalent.

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

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

▼ CAUTION : The watercraft must never be left in water for storage.

The seat should be partially left opened during storage. This will avoid engine compartment condensation and possible corrosion.

○ NOTE : If the watercraft is stored outside with seat partially opened and without a tarpaulin, remove the rear drain plug in order to avoid water build up in the bilge during rainfall.

Pre-Season Preparation

Use the following chart.

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

◆ WARNING : Observe all **WARNINGS** and **CAUTIONS** mentioned throughout this guide which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine **BOMBARDIER** parts or approved equivalents.

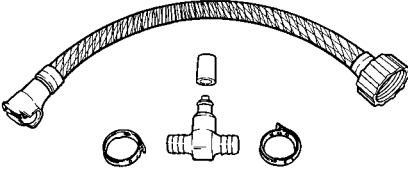
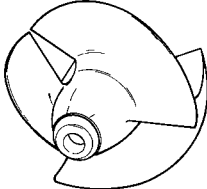

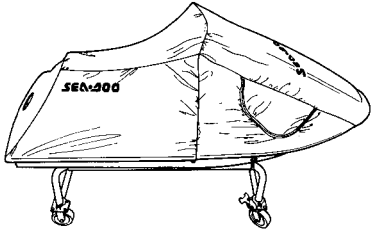
Pre-Season Preparation Chart

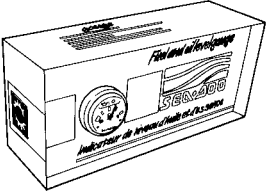
OPERATIONS	To be performed by
Lubrication/corrosion protection	OPERATOR
Battery condition/charging and reinstallation	OPERATOR
Battery, starter connections and routing	DEALER
Spark plugs replacement (new ones) ①	OPERATOR
Impeller shaft reservoir oil inspection	DEALER
Propulsion system inspection	DEALER
New oil filter installation and bleeding	DEALER
Oil injection tank filling	OPERATOR
Flame arrester cleaning/inspection	DEALER
Fuel filter cleaning	OPERATOR
Fuel line condition	DEALER
Filler neck condition	DEALER
Throttle/choke cables inspection/adjustment	DEALER
Oil injection pump adjustment	DEALER
Engine ignition timing	DEALER
Carburetor(s) adjustments	DEALER
Steering column play/steering cable adjustment	DEALER
Water tank trap drains/bilge lines/pick-ups inspection (animals nest)	DEALER
Cooling system inlet/exhaust outlet hoses (animals nest) engine overheating beeper	DEALER
General inspection (hull, check valves, leaks, fasteners, attachments)	DEALER
Fire extinguisher condition/mounting	OPERATOR



① Before installing new spark plugs, it is suggested to burn the excess SEA-DOO LUBE by starting the engine using the old spark plugs.



◆ WARNING : Only perform this operation in a well ventilated area. Flush kit (P/N 295 000 038) must be installed or watercraft must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.

ACCESSORIES & SERVICE PRODUCTS

ACCESSORY	PART NUMBER
<p>Flush Kit</p>  <p>F001 004 001</p>	<p>P/N 295 000 038</p>
<p>Stainless Steel Impeller</p>  <p>F001 001 022</p>	<p>P/N 271 000 046</p>
<p>Extinguisher</p>  <p>F001 001 023</p>	<p>P/N 298 770 000</p>
<p>Sea-Doo Cover</p>  <p>F001 001 024</p>	<p>SP P/N 298 305 080 SPI P/N 298 310 080 XP P/N 298 320 040</p>

ACCESSORY	PART NUMBER
Fuel & Oil Gauge Kit  F002 001 001	P/N 295 500 024
Mirror (not illustrated)	P/N 291 000 312
Sea-Doo Cleaner (not illustrated)	P/N 298 850 000
Tie-Down (Short) (not illustrated) Tie-Down (Ratchet) (not illustrated)	P/N 298 752 010 P/N 298 753 010

SERVICE PRODUCT	PART NUMBER
Jet Pump Synthetic Oil  F001 001 025	P/N 293 600 011
Spray Paint  F001 001 026	Yellow P/N 293 500 008 Mauve P/N 293 500 020 Blue P/N 293 500 014

SERVICE PRODUCT	PART NUMBER
<p>Gelcote® Repair Kit</p>  <p>F001 001 027</p>	<p>P/N 295 500 009</p>
<p>Lubricant Spray (Sea-Doo Lube)</p>  <p>F001 001 028</p>	<p>P/N 293 600 006</p>
<p>Injection Oil (not illustrated)</p> <p>1 liter</p> <p>4 liter</p>	<p>P/N 293 600 005</p> <p>P/N 293 600 004</p>
<p>“Dielectric” Grease (not illustrated)</p>	<p>P/N 293 550 004</p>

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of simple troubles. Many problems can be quickly solved by you but other complicated ones required skilled mechanical technicians. In such cases, refer to an authorized dealer for servicing.

ENGINE WILL NOT START

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over	<ul style="list-style-type: none"> • Fuse burnt • Battery discharged • Battery connections, corroded/loose 	Check wiring then replace fuse. Charge/replace. Clean and tighten.
Engine slowly turns	<ul style="list-style-type: none"> • Discharged or weak battery 	Charge/replace (have it checked).
Engine turns over	<ul style="list-style-type: none"> • Tether cord removed • Fuel tank, empty or water-contaminated • Fuel filter, clogged or water-contaminated • Flooded engine : <ul style="list-style-type: none"> — Fouled/defective spark plugs — Misuse of choke 	Install cap over switch. Refill. Syphon and fill with fresh fuel. Clean, check fuel tank for water. Replace. Use only with cold engine. Clean/Replace spark plugs.

ENGINE MISFIRES, RUNS IRREGULARLY

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	<ul style="list-style-type: none"> • Fouled / defective / worn spark plugs • Faulty RPM limiter • Too much oil supplied to engine 	Clean/verify spark plug and heat range. Replace as required. Refer to an authorized dealer. Improper oil pump adjustment, refer to an authorized dealer.
Lean fuel mixture	<ul style="list-style-type: none"> • Fuel : Level too low, stale or water-contaminated • Fuel filter, clogged or water-contaminated 	Syphon and/or refill. Clean, check fuel tank for water.
Rich fuel mixture (high fuel consumption)	<ul style="list-style-type: none"> • Flame arrester dirty/clogged • Partially closed choke 	Clean or replace. Refer to an authorized dealer.

ENGINE OVERHEATS

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Overheating beeper sounds	<ul style="list-style-type: none"> • Clogged jet pump water intake • Incorrect type of fuel or oil • Clogged coolant system 	Clean. Syphon and refill. Flush cooling system with flush kit.

ENGINE CONTINUALLY BACKFIRES

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> Faulty RPM limiter 	Refer to an authorized dealer
Weak spark	<ul style="list-style-type: none"> Fouled / defective / worn spark plugs 	Clean / verify spark plug and heat range. Replace as required.
Overheated engine	<ul style="list-style-type: none"> See ENGINE OVERHEATS 	

ENGINE PINGING OR KNOCKING

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> Poor quality gasoline / low octane Spark plug heat range too high 	Use well known quality and recommended gasoline. Use recommended spark plug number.

ENGINE LACKS ACCELERATION OR POWER

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> Weak spark / incorrect fuel mixture Water in fuel or injection oil 	Refer to ENGINE MISFIRES.... Syphon and replace.
Overheated engine	<ul style="list-style-type: none"> See ENGINE OVERHEATS 	

ENGINE RUNS TOO FAST

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Watercraft can not reach top speed	<ul style="list-style-type: none"> Cavitation, jet pump water intake clogged 	Clean.

ABNORMAL NOISE FROM PROPULSION SYSTEM

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> Weeds or debris jammed around impeller 	Clean and check for damage.
	<ul style="list-style-type: none"> Damaged impeller 	Refer to an authorized dealer.

SPECIFICATIONS

ENGINE		5804	5850
Engine Type		Rotax 2-stroke, type 587	Rotax 2-stroke, type 587
Induction Type		Rotary valve	Rotary valve
Exhaust System		Water cooled/water injected	Water cooled/water injected
Lubrication	Type	Oil injection	Oil injection
	Oil type	SEA-DOO INJECTION OIL	SEA-DOO INJECTION OIL
Number of Cylinders		2	2
Bore		76.0 mm (2.992 in)	76.0 mm (2.992 in)
Stroke		64.0 mm (2.520 in)	64.0 mm (2.520 in)
Displacement		580.7 cm ³ (35.43 in ³)	580.7 cm ³ (35.43 in ³)
Compression Ratio (corrected)		5.9 : 1	5.9 : 1
Maximum Power (approximately)		41 kW (55 hp) @ 5500 RPM	44 kW (60 hp) @ 6000 RPM
Maximum Torque (approximately)		67 N•m (49 lbf•ft) @ 5000 RPM	68.6 N•m (51 lbf•ft) @ 5500 RPM
RPM Limiter Operation @		6500 RPM ± 200	6500 RPM ± 200
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	
Overheating Beeper, Switch On @		96-99°C (205-210°F)	96-99°C 205-210°F)
ELECTRICAL			
Magneto Generator Output		160 W @ 5500 RPM	160 W @ 5500 RPM
Ignition System Type		Capacitor Discharge Ignition (Breakerless)	
Spark Plug	Make and Type	NGK BR7ES	NGK BR7ES
	Gap	0.6 mm (.024 in)	0.6 mm (.024 in)
Starting System		Electric starter	Electric starter
Ignition Timing	BTDC	2.18 mm (.086 in) (19° ± 2°)	2.18 mm (.086 in) (19° ± 2°)
	Note	Checked with engine cold. Marks must align @ 6000 RPM	
Battery		12 V, 20 A	12 V, 20 A
Starting System Fuse		8 A	8 A
Charging System Fuse		15 A	15 A
Gauges fuse			2 A
CARBURATION			
Fuel Type		Regular unleaded gasoline	Regular unleaded gasoline
Carburetor	Type and Number	Diaphragm type P/N 270 500 089	Diaphragm Type P/N 270 500 093 (MAG side) Diaphragm Type P/N 270 500 092 (PTO side)
	Low-speed Mixture Screw	~ 1-1/8 turn	~ 1-1/4 turn
Carburetor Adjustments	Idle Speed	1300 to 1500 RPM	1300 to 1500 RPM

PROPULSION		5804	5850
Propulsion System		Bombardier Formula Pump	Bombardier Formula Pump
Jet Pump Type		Axial flow, single stage	Axial flow, single stage
Impeller rotation (seen from rear)		Counterclockwise	Counterclockwise
Transmission		Direct drive	Direct drive
Coupling Type		Crown splines	Crown splines
Impeller Shaft Reservoir, Oil Type		SEA-DOO synthetic oil polyolester 75W90GL5 type C gear lube	
Pivoting Angle of Direction (nozzle)		~ 28°	~ 28°
Minimum Required Water Level for Jet Pump		60 cm (2 ft)	60 cm (2 ft)
Impeller Diameter		139.5 mm (5.49 in)	139.5 mm (5.40 in)
PERFORMANCE			
Cruising Time at Full Throttle	Fuel Tank without Reserve	~ 1.75 hour	~ 1.3 hour
	Fuel Tank Reserve	~ 20 minutes	~ 13 minutes
Maximum Speed ^①		64 km/h (40 MPH) (35 knots)	73 km/h (45 MPH) (39 knots)
DIMENSIONS			
Number of Passengers		1 operator and 1 passenger	1 operator and 1 passenger
Overall Length		244 cm (96 in)	244 cm (96 in)
Overall Width		105 cm (41.5 in)	105 cm (41.5 in)
Overall Height		92 cm (36.2 in)	92 cm (36.2 in)
Mass		166 kg (365 lb)	166 kg (365 lb)
Load Limit		160 kg (352 lb)	160 kg (352 lb)
Hull Material		Composite (fiberglass)	Composite (fiberglass)
CAPACITIES			
Fuel Tank		33 L (8.7 U.S. gal)	33 L (8.7 U.S. gal)
Impeller Shaft Reservoir	Capacity	65 mL (2.2 U.S. oz)	65 mL (2.2 U.S. oz)
	Oil Level	Up to plug	Up to plug
Injection Oil Reservoir		2.8 L (95 U.S. fl. oz)	2.8 L (95 U.S. fl. oz)

① Top speed may vary depending on operator and passenger weight, water conditions, wind, current, altitude, etc.

BOMBARDIER INC. 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.

SI* METRIC INFORMATION GUIDE

BASE UNITS			
DESCRIPTION	UNIT	SYMBOL	
length	meter	m	
mass	kilogram	kg	
force	newton	N	
liquid	liter	L	
temperature	Celsius	°C	
pressure	kilopascal	kPa	
torque	newton-meter	N•m	
land velocity	kilometer per hour	km/h	
navigation velocity	knot	kn	

PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth of	0.01
milli	m	one thousandth of	0.001
micro	μ	one millionth of	0.000001

CONVERSION FACTORS			
TO CONVERT	TO ①	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in ²	cm ²	6.45	
in ³	cm ³	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
lbf•in	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	lbf•in	12	
PSI	kPa	6.89	
imp. oz	U.S. oz	0.96	
imp. oz	mL	28.41	
imp. gal	U.S. gal	1.2	
imp. gal	L	4.55	
U.S. oz	mL	29.57	
U.S. gal	L	3.79	
knot	MPH	1.15	
MPH	km/h	1.61	
Fahrenheit	Celsius	$(°F - 32) ÷ 1.8$	
Celsius	Fahrenheit	$(°C × 1.8) + 32$	

*The international system of units abbreviates SI in all languages.

① To obtain the reverse sequence, divide by the given factor. To convert "millimeters" to "inches", divide by 25.4.

