

SEA-DOO®



Sport Boats

OPERATOR'S GUIDE

Includes SAFETY, VEHICLE and MAINTENANCE INFORMATION

SPEEDSTER™ 200 UTOPIA™ ISLANDIA™



 **WARNING**

Read this guide thoroughly.
It contains important safety information.
Do not remove this *Operator's Guide* from the
vehicle.

2006

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SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *OPERATOR'S GUIDE*, the *SAFETY VIDEOCASSETTE* and the on-product warning labels could cause injury, including the possibility of death. The operator has the responsibility to inform passenger(s) of safety precautions.

This *OPERATOR'S GUIDE* and *SAFETY VIDEOCASSETTE* should remain with the boat at the time of resale.



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Sea-Doo®

ROTAX™

BOMBARDIER LUBE®

Speedster™

Utopia™

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Perfect Pass®

Doin'it on your new Sea-Doo sport boat

Congratulations, you are now the proud owner of a Sea-Doo sport boat. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to view the *SAFETY VIDEOCASSETTE* provided with the boat, to read this Operator's Guide on-product warning/caution labels and familiarize yourself with the contents. This guide contains pertinent information which, if followed, will provide you with the necessary knowledge to help you fully enjoy the pleasures of this boat.

We strongly recommend that any boat operator complete a safety boating course. Check with your local Coast Guard or Power and Sail Squadron in your area for course availability. More serious boaters may want to obtain "Chapman Piloting" by Elbert S. Maloney, available at most book stores.

When introducing your family or friends to the sport, be sure they fully understand the controls and operation of the boat and the importance of courteous, responsible riding.

Each boat operator has a responsibility to ensure the safety of his/her passenger(s) and of other water users. Please follow all safety instructions and operate your boat with care.

We encourage you to have an Annual Safety Inspection of your boat. Please contact your authorized Sea-Doo sport boat dealer for further details.

Finally, we invite you to visit your authorized Sea-Doo sport boat dealer for regular safety maintenance as well as any boating accessories you may require.

Have fun and... Bon Voyage.

Please keep this guide on board. This guide should remain with the boat at time of resale.

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FOREWORD

This Operator's Guide has been prepared to acquaint the owner/operator or passenger of this boat with the various controls, maintenance and safe riding instructions. It is indispensable for the proper use of the product, and should be kept in a waterproof bag in the boat at all times. Make sure you read and understand the content of this document.

For any questions pertaining to the warranty and its application, please consult an authorized Sea-Doo sport boat dealer.

Hazard Statements

As you read this Operator's Guide, please note the hazard warnings which alert you to safety precautions related to unsafe conditions or operating procedures.

This guide uses the following symbols to emphasize particular information.



The safety alert symbol is recognized around the world. In this manual, it means read this information carefully! Be sure you understand the consequences of the hazards and how to avoid them. Failure to follow the recommendations in a hazard communication statement may result in property damage, personal injury, or death.

People often refer to a hazard statement as a warning in a general sense. This manual uses three kinds of "warnings" depending on the likely effect of a hazard (minor injury, severe injury, death).

WARNING

Identifies a potentially or imminently hazardous situation which, if not avoided, **COULD** result in serious personal injuries including the possibility of death or substantial property damage.

CAUTION: This signal word indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate personal injury or property damage. It may also be used to alert against unsafe practices.

NOTE: Indicates supplementary information needed to fully complete an instruction relating to equipment operation and/or maintenance procedures.

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

The warnings in this supplement do not and cannot address every conceivable situation. Always use common sense! If a procedure, method, tool, or part is not specifically recommended, you must satisfy yourself that it is safe for you and others and that your boat will not be damaged or made unsafe as a result of your decision.

Advisory Statements

Advisory statements alert you to conditions that affect equipment operation, maintenance, and servicing practices.

An **IMPORTANT** statement indicates a procedure intended to prevent damage to equipment or associated components.

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

Because of our ongoing commitment to product quality and innovation, BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations in this document show the typical construction of the different assemblies and may not reproduce the full detail or exact shape of the parts. However, they represent parts that have the same or similar function.

It is understood that this guide may be translated into another language. In the event of any discrepancy, the English version shall prevail.

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 more repair information.

SAFETY INFORMATION

SAFETY

Your safety and that of your passengers and fellow boaters is YOUR responsibility. Before launching your boat, you should completely read and understand this Operator's Guide, product warnings and labels, the *SAFETY VIDEOCASSETTE* and other information provided with your boat or by your dealer. Heed and follow all warnings, safety precautions and operating procedures.

BRP strongly recommends that you take an approved boating safety course. Always operate your boat in compliance with safe boating rules, and with consideration, courtesy and common sense. Failure to do so could result in injury, including the possibility of death, to you, your passengers, others you lend your boat to, or other water users.

Safe Boating Checklist

When leaving on a cruise, whether for an hour or for several days, go through the following *SAFE BOATING CHECKLIST*.

Reminders Regarding Operation...

- The performance of this boat may significantly exceed that of other boats you may have operated. Become completely familiar with the controls and operation of this boat before embarking on your first trip or taking on a passenger(s). If you have not had the opportunity to do so, practice driving solo in a suitable traffic-free area and feel the response of each control. Be fully familiar with all controls before accelerating above idle speed. Do not assume that all boats handle identically. Each model differs, often substantially.
- Always keep in mind that as the throttle lever is returned to the idle position, less directional control is

available. To turn the boat, both steering and throttle are necessary.

- Like any other boat, this boat has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe, traffic-free area to have an idea of how long it will take to stop the boat under varying conditions. Do not release the throttle when trying to steer away from objects. You need throttle to steer. Do not use the boat's reverse to stop.
- Do not start or operate the boat if any person is not properly seated in a seat intended for use when underway (not the sun deck or swim platform) or if a person is nearby in the water.
- The boat's jet thrust can cause injury. Always accelerate slowly, and decelerate in a controlled fashion.
- Observe the instructions on all safety labels. They are there to help assure that you have a safe and enjoyable outing.
- Riding with passenger(s) or pulling other boats, tubes, a skier or a wake boarder makes the boat handle differently and requires greater skill.
- Certain boats may come equipped with tow eyelets, a ski pole or a wakeboard tower which can be used to attach a tow rope for a skier, tube or wakeboarder. Do not use these attachment points or any other portion of the boat to tow a parasail or another craft. Personal injury or severe damage may occur.
- In shallow water, proceed with caution and at very low speeds. Grounding or abrupt stops may result in injury to you, your passengers or others. The jet pump may pick up debris and throw it rearward causing a risk of injuring people or damaging the jet pump or other property.

- Engine exhaust contains carbon monoxide (CO), which can cause injury or death if inhaled in sufficient quantities. Do not operate the boat in a confined area or allow CO to accumulate in or around the boat, or in enclosed or sheltered areas. Such as when docked, or when rafting. Be aware of risk of CO from exhaust of other boats.
- Educate all occupants about the risks and symptoms of CO accumulation and CO poisoning, particularly from engine and generator exhaust. Educate them about where engine exhaust outlets (and generator outlets if so equipped) are located. Regularly inspect exhaust and generator system and outlets for component failures or obstructions.
- Combustion engines need air to operate; consequently this boat can not be totally watertight. Any maneuvers such as figure eights that cause the upper deck to be under water may cause severe engine problems due to water ingestion. Refer to the *SPECIAL PROCEDURES* and *LIMITED WARRANTY* sections contained in this Operator's Guide.
- Respect no wake zones, the rights of other water users and the environment. As the "skipper" and owner of a boat, you are responsible for damage to other boats caused by the wake of your boat. Do not let anyone throw refuse overboard.
- Between sunset and sunrise, use the boat's navigation lights and reduce speed. Do not operate the boat in reduced visibility.
- Do not add accessories or equipment that may adversely affect visibility or alter control of the boat.
- The skipper should personally take the helm during storms.

Before Getting Underway...

- Always perform the pre-operation checks as specified in this Operator's Guide.
- Do not exceed the payload or passenger capacities for this boat, which are listed on the capacity plate and in the specifications. Overloading can affect maneuverability, stability and performance. Also, heavy seas reduce capacity. A payload or person capacity plate is not an excuse for failure to use common sense or good judgment.
- Regularly inspect the boat, the hull, engine, safety equipment, and all other boating gear and keep them in safe operating condition.
- Be sure you have the minimum required safety equipment, PFDs and any additional gear needed for your cruise.
- Check that all lifesaving equipment, including fire extinguisher, is in safe operating condition and easily accessible. Show all passengers where this equipment is, and make sure they know how to use it.
- Keep an eye on the weather. Check local weather broadcasts before departure. Be alert to changing conditions.
- Keep accurate and up-to-date charts of the boating area on board. Before getting underway, check water conditions in the planned boating area.
- Before departure, file a Float Plan with a responsible person ashore.
- Keep enough fuel on board for the planned trip. Always verify fuel level before use and during the ride. Apply the principle of 1/3 of the fuel to reach your destination, 1/3 to return, and keep 1/3 in reserve. Allow for changes due to adverse weather or other delays.

Operators and Passengers...

- Never operate a boat while under the influence of drugs or alcohol. It is a Federal offense. Allow only qualified drivers to operate your boat. Remember that sun, wind, alcohol, drugs, fatigue or illness may impair your judgement and reaction time.
- At least one passenger should be able to operate the boat in case the operator is unexpectedly unable to do so.
- Operation of this boat by a person under 16 years of age or a person with a disability that impairs vision, reaction time, judgment, or operation of the controls is NOT recommended.
- Always use the safety lanyard when operating the boat and ensure that all passengers are familiar with its use.
- Ensure that any operator and all passengers know how to swim and how to re-board the boat from the water. If a passenger does not know how to swim, ensure that passenger wears a PFD at all times and take extra precautions when boating.

Regarding Fuel and Fueling...

- Remember that fuel and gasoline fumes are flammable and explosive under certain conditions. Be very careful when fueling and adhere to the fueling procedures contained in this Operator's Guide and those given to you by the marina. Always stop the engine before fueling and never allow anyone to remain in the boat while fueling. Each time you fill up, assure that the engine compartment is free of gasoline vapors, and inspect fuel lines for leaks and hose deterioration.
- Do not smoke or allow open flames or sparks in the vicinity.
- Know the capacity of the fuel tank. Avoid fueling at night except under

well-lit conditions. Gas spills are not noticeable in the dark. Do not carry spare fuel or flammable liquids in any of the storage or engine compartments.

Safety Equipment

An operator and the boat's passenger(s) should have ready access to shatterproof glasses should riding conditions or personal preference warrant.

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

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

Required Safety Equipment

Safety equipment required by federal regulations is mandatory. Personal flotation devices must be fitted to the people wearing them. Minimum requirements include the following:

- personal flotation devices
- fire extinguisher
- visual distress signal
- navigation lights
- bell or whistle.

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

Personal Flotation Devices (PFDs)

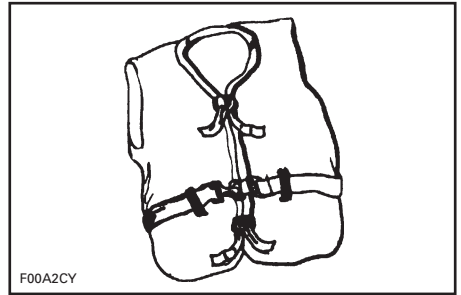
Federal regulations require that you have at least one Coast Guard approved personal flotation device (PFD) for each person in a recreational boat and require that all children under 13 years of age wear a PFD at all times when the boat is underway, except when below deck or in an enclosed cabin. You may not use your boat unless all PFDs are in serviceable condition, readily accessible, legibly marked with the Coast Guard approval number, and of an appropriate size (within the weight range and chest size marked on the PFD) for each person on board.

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

PFD Types

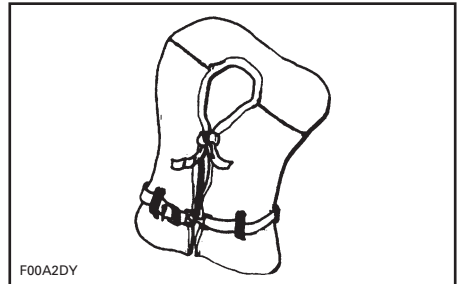
Five types of PFDs have been approved by the U.S. Coast Guard.

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



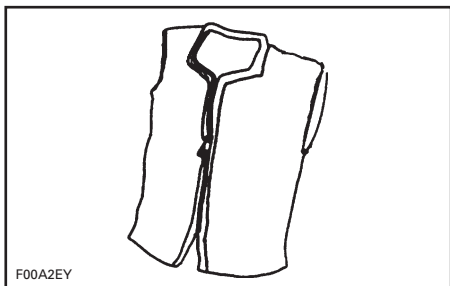
TYPE I — WEARABLE

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



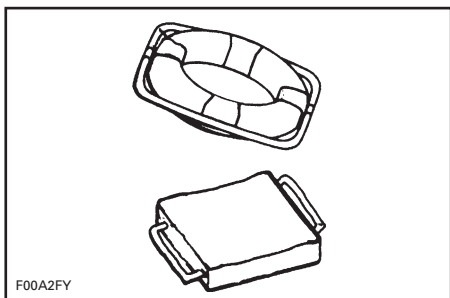
TYPE II — WEARABLE

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



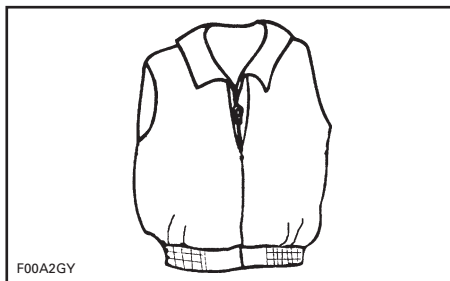
TYPE III — WEARABLE

PFD Type IV, Throwable is required in addition to the PFDs previously discussed. The most common Type IV PFD is a buoyant cushion or ring buoy. It is designed to be thrown to a person in the water, grasped and held by the user until he or she is rescued. A Type IV PFD should always be in serviceable condition and immediately available for use. Grasping this PFD may be difficult if the rescue is delayed or if the user is overcome by hypothermia (loss of body heat).



TYPE IV — THROWABLE

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



TYPE V — WEARABLE

PFD Pointers

The purpose of a PFD is to help save your life. If you want it to support you when you are in the water, it needs to fit, float, and be in good condition.

- Try the PFD on and adjust it until it fits comfortably in and out of the water. Mark your PFD if you are the only wearer.
- To make sure the PFD works, wear it in the water. This will show you how it works and give you confidence when you use it.
- Teach children how to put a PFD on and allow them to try it in the water. That way, they know what the PFD is for and how it works. They will feel more comfortable with it if they suddenly find themselves in the water.
- If the PFD is wet, allow it to dry thoroughly before storing it. Do not dry it in front of a radiator or heater. Store it in a well-ventilated area.
- Keep PFDs away from sharp objects which can tear the fabric or puncture the flotation pads.
- For their own safety and the safety of others, all non-swimmers, poor swimmers, and small children should wear PFD's at all times whether the boat is stationary or moving.
- Check the PFD frequently to make sure that it is not torn, that flotation pads have no leaks, and that all seams and joints are securely sewn.

- If a PFD contains kapok, the kapok fibers may become waterlogged and lose their buoyancy after the vinyl inserts are punctured. If the kapok becomes hard or if it is soaked with water, replace it. It may not work when you need it.

Hypothermia

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

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

Naturally, the warmer the water, the less insulation one will require. When operating in cold water (below 4.4°C (40°F)) consideration should be given to using a coat or jacket style PFD as they cover more of the body than the vest style PFDs.

Some points to remember about hypothermia protection:

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

the rate of heat loss and thus increase the survival time.

4. Always wear your PFD. It won't help you fight off the effects of hypothermia if you don't have it on when you go into the water.

Fire Extinguishers

As the owner of the boat, you are responsible for supplying an approved fire extinguisher (4.8 to less than 7.9 m (16 - 26 ft)) are required to carry one (1) B-1 type hand portable fire extinguisher unless the boat is equipped with a fixed fire extinguishing system in the engine compartment.

Hand-held portable fire extinguishers should be mounted in readily accessible locations away from the engine compartment. All persons aboard should know the location and proper operation of the fire extinguisher(s).

NOTE: Don't test fire extinguishers by squirting small amounts of the extinguishing compound. The extinguisher might not work when you really need it!

Visual Distress Signal Devices

Visual distress signal equipment may be of the pyrotechnic or non-pyrotechnic type. Regulations prohibit display of visual distress signals on the water under any circumstances except when assistance is required to prevent immediate or potential danger to persons on board a vessel.

The equipment must be approved, be in serviceable condition, and be stowed in a readily accessible location. Equipment having a date for serviceable life must be within the specified usage date shown.

Careful selection and proper stowage of visual distress equipment is very important if children are aboard.

WARNING

Fire! In case of fire, do not open engine compartment. Turn off engine. Using portable CO₂ fire extinguisher, continuously discharge entire contents at base of fire.

DAY USE ONLY

- Three orange smoke signals (one hand held and two floating) or one orange flag with black square and disk

NIGHT USE ONLY

- One S-O-S electric distress light

DAY AND NIGHT USE

- Three flares of the hand held, meteor or parachute type

Sound Signaling Devices

NOTE: No single signaling device is appropriate for all purposes. Consider keeping various types of equipment on board.

Boats less than 7.9 m (26 ft) in length are required to carry a hand, mouth, or power operated horn or whistle. It must produce a blast of two second duration and audible at a distance of at least 800 m (1/2 mi).

Following are standard whistle signals:

- one prolonged blast (warning signal)
- one short blast (pass on my port side)
- two short blasts (pass on my starboard side)
- three short blasts (engines in reverse)
- five or more blasts (danger signal).

Navigation Lights

Navigation lights are intended to keep other vessels informed of your presence and course. If you are out on the water between sunset and sunrise, you are required to display appropriate navigation lights.

Additional Recommended Equipment

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

BASIC GEAR

- flashlight
- mooring lines
- compass
- oar or paddle
- distress signals
- first aid kit
- dock fenders
- VHF radio
- EPIRB (Electronic Position Indicating Radio Beacon)
- boat hook
- extra warm clothing
- charts
- sunblock
- tow line
- second anchor and line
- dewatering device (pump or bailer)
- emergency supply of drinking water and food.

TOOLS

- spark plug wrench
- hammer
- screwdrivers
- jackknife
- pliers
- electrician's tape
- adjustable wrench
- lubricating oil
- duct tape.

For additional tools, see your dealer.

SPARE PARTS

- extra bulbs
- extra fuses
- extra drain plug
- spark plugs
- spare wire.

For additional parts, see your dealer.

Carbon Monoxide and Boating

Burning a material containing carbon produces carbon monoxide (CO), an odorless and colorless gas. Because CO weighs the same as air, it can spread throughout an enclosed space unnoticed because you cannot see it or smell it. Any device used to burn carbon-based materials on a boat can be a source of CO. Common sources of CO include internal combustion engines.

CO reacts with the blood to reduce the ability of the blood to carry oxygen. The reduced oxygen supply to body tissues results in death of the tissue. Prolonged exposure can cause brain damage or death. In high concentrations, CO can be fatal within minutes. The effects of CO in lower concentrations are cumulative and can be just as lethal over long periods of time.

Symptoms of CO poisoning include: Itchy and watering eyes, flushed appearance, throbbing temples, inability to think coherently, ringing in the ears, tightness across the chest, headaches, drowsiness, nausea, dizziness, fatigue, vomiting, collapse, and convulsions. If any of these symptoms are evident, begin treatment immediately. Prompt action can make the difference between life and death.

- Evacuate the area and move the victim to fresh air.
- Administer oxygen if available and get medical help.

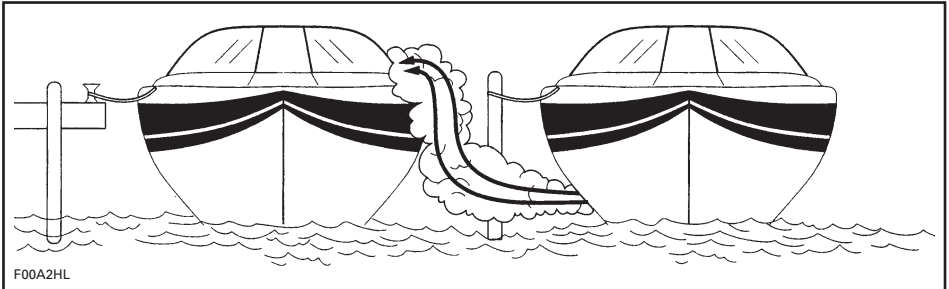
- Open all canvas enclosures to ventilate the area.
- Investigate the source of CO and take immediate corrective action.
- Be especially aware of other CO sources which may be near boat.

Carbon Monoxide Accumulation

Following are examples of possible situations where CO may accumulate within your boat while docked, anchored, or underway. Become familiar with these examples and their precautions to prevent personal injury or death.

WARNING

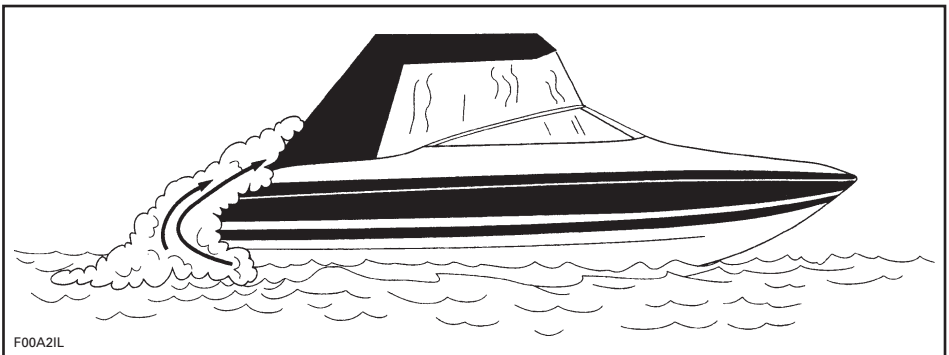
Exhaust Fumes! Generator or hull exhaust from other vessels while either docked or anchored can emit poisonous CO gas and cause excessive accumulation within cabin and cockpit areas. Be alert for generator exhaust from your vessel or other vessels alongside. Exhaust outlets near a pier, dock, seawall or outlets blocked by any other means can cause excessive accumulation of poisonous CO gas within cockpit area.



VESSEL ALONGSIDE

WARNING

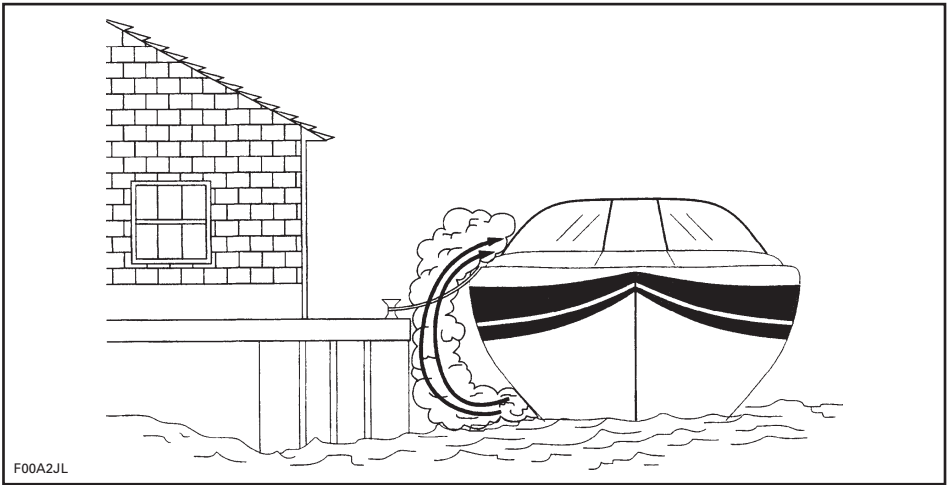
Engine exhaust fumes contain carbon monoxide (CO) which can accumulate in and around the boat (under Bimini top, in cockpit, etc.). CO can be harmful or fatal if inhaled. Assure there is adequate ventilation whenever running engine(s).



WHILE UNDERWAY (BACKDRAFTING)

While underway, CO concentrations can increase by backdrafting or “the station wagon effect”. Backdrafting is caused by factors such as relative wind direction, speed, or the bow being too high. To prevent this, open canvas whenever possible to provide positive airflow through the hull.

Boat houses, seawalls, and other boats in close proximity or confined areas can contribute to increased CO levels. Operators must be aware that operation, mooring, and anchoring in an area with other boats puts them in jeopardy of CO accumulation from other sources. Likewise, a boat operator must be aware of how exhaust from his boat will affect others. Operation of the engines while moored may cause CO accumulation in your boat and those around you.



CONFINED AREAS

Be sure to provide adequate ventilation. If the windshield has vents, open them before getting underway to increase positive air flow and decrease the chances of CO accumulation.

⚠ WARNING

Backdrafting! Under certain conditions, moving air currents can direct poisonous CO fumes into boat. These fumes can accumulate to dangerous levels without proper airflow. Provide adequate ventilation, redistribute the load or bring boat out of high bow angle.

Even with the best boat design and construction, CO may still accumulate in enclosed or confined areas under certain conditions. Continually observe passengers for symptoms of CO poisoning.

Do NOT Operate your Boat without Performing the Following Checklist:

Each Boating Day

OPERATION	✓
Make sure you and your passengers know where exhaust outlets are located on the vessel.	
Educate all passengers about the symptoms of co poisoning and where CO may accumulate.	
When docked or rafting with another boat, be aware of exhaust emissions from the other boat.	
Confirm that water flows from the exhaust outlet when the engine(s) is (are) started.	
Listen for any change in exhaust sound, which could indicate an exhaust component failure.	
Test the operation of each CO alarm by pressing the test button.	

CO Detector

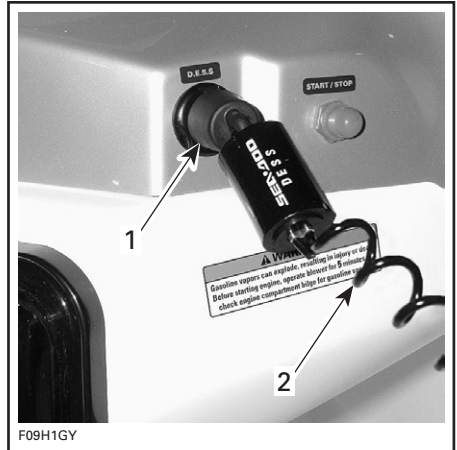
It is strongly recommended that you have CO detectors installed in boats with canvas enclosures. Monitors are available from your dealer. Monitors should be professionally installed and calibrated.

NOTE: A CO detector is not a gas fuel vapor detector. Gas fuel vapor detectors do not monitor the buildup of CO in an enclosed area.

Lanyard Stop Switch/DESS

This safety device automatically stops the engines if the lanyard is attached to the operator and the operator falls from the control station.

The DESS post incorporates a shutoff switch, lanyard cap, lanyard, and lanyard clip. The lanyard clip must be securely attached to the operator's PFD, clothing, arm, or leg. Be sure to attach the lanyard clip to a place where it is free of obstructions and to something that will move with the operator if he or she leaves the helm station. If the engine shuts down because the lanyard cap was removed, the cap must be reinstalled on the DESS post before the engine can be restarted.



TYPICAL — IGNITION INTERRUPTER (STOP SWITCH) WITH LANYARD

1. DESS cap
2. Safety lanyard

⚠ WARNING

Always use the safety lanyard when operating your boat. Keep DESS post free from obstructions that could interfere with its operation. Do not modify or remove DESS or bypass its safety features. The proper use of the DESS can prevent a runaway boat situation which otherwise could cause severe personal injury or death.

Safe Boating Practices

YOU are responsible for your own safety, the safety of your passengers, and the safety of fellow boaters.

Drugs and Alcohol

Do not use drugs or drink alcohol while operating a boat. Like driving a car, driving a boat requires sober, attentive care. Operating a boat while intoxicated or under the influence of drugs is not only dangerous, but it is also a Federal offense carrying a significant penalty. These laws are vigorously enforced. The use of drugs and alcohol, singly or in combination, decreases reaction time, impedes judgment, impairs vision, and inhibits your ability to safely operate a boat.

WARNING

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

Safe Operation

For safety reasons and proper care, always perform "Daily Pre-Operation Checks" as specified in your Operator's Guide before operating your boat. Safe operation means that you do not misuse your boat nor do you allow your passengers to do so. Safe operation means using good judgment at all times. It includes, without limitation, the following actions:

- Load the boat within the limits listed on the capacity plate. Balance loads bow to stern and port to starboard.
- Maintain boat speed at or below the local legal limit. Avoid excessive speed or speeds not appropriate for operating conditions.
- Do not use the boat in weather or sea conditions beyond the skill or

experience of the operator or the comfortable capability of the boat or passengers.

- Be sure at least one other passenger is familiar with the operation and safety aspects of the boat in case of an emergency.
- Make sure that passengers and gear do not obstruct the operator's view or ability to move.
- Do not exceed the maximum engine power rating stated on the certification plate attached to the boat.
- Observe all safety signs and warnings both inside the boat and in the immediate boating area.

Passenger Safety

Before getting underway, show all passengers where emergency and safety equipment is stowed, and explain how to use it. Everyone aboard should wear rubber-soled shoes which resist slipping on wet surfaces. While underway, passengers should remain seated inside the deck rails. Don't allow passengers to drag their feet or hands in the water. Always use handholds and other safety hardware to prevent falls. All non-swimmers, poor swimmers, and children should wear a PFD at all times. Federal regulations require that children under 13 years of age wear a PFD when the boat is underway unless they are in an enclosed cabin or below deck.

First Aid

As a boat operator, you should be familiar with basic first aid procedures that may be needed while you are far from help. Fish hook accidents or minor cuts and abrasions may be the most serious mishaps on board a boat, but you should also learn the proper procedures and be ready to deal with the truly serious problems like excessive bleeding, hypothermia, and burns. First aid literature and courses are available through most Red Cross chapters.

Operation by Minors

Minors should always be supervised by an adult whenever operating a boat. Many states have laws regarding the minimum age and licensing requirements of minors. Be sure to contact the state boating authorities for information. BRP recommends a minimum operator age of 16 years old.

Rules of the Road

As a responsible boater, you will comply with the "Rules of the Road". Navigating a boat is much the same as driving an automobile. Operating either one responsibly means complying with a set of rules intended to prevent accidents. Just as you assume other car drivers know what they are doing, other boaters assume you know what you are doing.

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

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

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

Remember these Rules of the Road Know the Right of Way Rules

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

CROSSING

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

RED light (give way to the other craft).

GREEN light (you have the right of way).

MEETING HEAD-ON

Keep right.

PASSING

Give right of way to other craft and keep clear.

Navigation System

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

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

Collision Avoidance

- Do not decrease throttle when trying to steer away from objects. You need throttle to steer.
- Always keep a constant lookout for other water users, other craft or objects, especially when turning. Be alert for conditions that may limit your visibility or block your vision of others.
- Respect the rights of other recreationists and/or bystanders and always keep a safe distance from all other craft, people and objects.
- Do not wake or wave jump, ride the surf line or attempt to spray or splash others with your boat. You may misjudge the ability of the boat or your own driving skills and strike a boat or person.
- This boat has the capability of turning more sharply than other boats. However, unless in an emergency, do not negotiate sharp, high speed turns. Such maneuvers make it hard for others to avoid you or understand where you are going. Also, you and/or your passenger(s) could be thrown from the boat.
- Like any other boat, this boat has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe, traffic free area to have an idea of how long it will take to stop the boat under varying conditions.
- Maintaining or increasing speed may be necessary to avoid a collision.

Safe Riding

- Always keep in mind that as the throttle lever is returned to idle position, less directional control is available, and when the engine is off, di-

rectional control is lost. You need throttle to steer.

- While your boat has the capacity of operating at high speeds, it is strongly recommended that high speed operation only be applied when ideal conditions exist and are permitted. Higher speed operation requires a higher degree of skill and increases the risk of severe injuries.
- In shallow water, proceed with caution and at very low speeds. Grounding or abrupt stops may result in injury. Debris may also be picked up and be thrown rearward by the jet pump onto people or property.
- Do not use the boat's reverse, to stop. You or your passenger(s) could be violently ejected forward or even off the boat onto the hazard.

Operator/Passenger Awareness

- Do not start or operate the boat if anyone is seated on the sun deck or swim platform, or is nearby in the water. Water and/or debris exiting jet thrust nozzle can cause severe injury.
- The operator and passenger(s) should be properly seated before starting or moving the boat. All passenger(s) should be instructed to use the handholds or seat straps provided.
- When accelerating a boat with a passenger(s), whether from a complete stop or while underway, always do so progressively. Fast acceleration may cause your passenger(s) to lose their balance or grip and strike something in the boat or fall out of the boat. Make sure that your passenger(s) know of, or anticipate, any rapid acceleration.

Maneuverability of the Boat/Towing

- Do not overload the boat or take on more passengers than designated for the particular boat. Overloading can affect maneuverability, stability and performance.
- Avoid adding on accessories or equipment which may alter your control of the boat.
- Riding with a passenger(s) or pulling a tube, skier or wakeboarder makes the boat handle differently and requires greater skill.
- Always respect the safety and comfort of your passenger(s) and person being towed on skis, wakeboard or other towables.
- Always carry an observer when pulling a tube, skier or wakeboarder, proceed with only as much speed as required and follow the observer's instructions. Unless absolutely necessary, do not make tight, sharp turns. Keep a safe distance from the docks, other swimmers, craft or objects.
- Use a tow rope of sufficient length and size and make sure it is adequately secured to your boat. Some boats are equipped or can be fitted with a specially designed towing mechanism. It can become a hazard should someone fall on it.

Don't Forget:

- Ride smart from the start and we all win!

Water Sports

WARNING

Avoid Personal Injury! Your boat is not designed for and should not be used for pulling parasails, kites, gliders, or any device which can become airborne. Use boat only for appropriate water sports.

WARNING

"Teak Surfing" is extremely dangerous to participants due to their proximity to the rear of the boat where direct contact with the exhaust fumes from the boat engine is the highest. Carbon monoxide poisoning can occur and result in mental disorientation, dizziness, drowsiness, and loss of consciousness. The combination of carbon monoxide exposure and non-use of a life jacket (PFD) make this new water recreation activity an incredibly dangerous and potentially deadly sport.

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

Both the boat operator and observer should monitor the location of the towrope when participating in water-sports. A slack tow rope can become entangled with person(s) or objects in the boat or in the water, particularly when making a tight turn or circling, and cause serious personal injury.

Everyone participating in a water sport should observe these guidelines:

- Allow only capable swimmers to take part in any water sport.
- Always wear an approved personal flotation device (PFD). Wearing a properly designed PFD helps a stunned or unconscious person

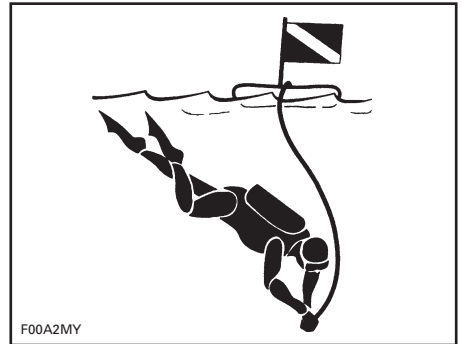
stay afloat. A Type-IV water-ski vest is an approved and practical PFD.

- Have a second person aboard to observe the person being towed and inform the driver about the participant's hand signals. The driver must give full attention to operating the boat and the waters ahead.
- Be considerate to others you share the water with.
- Never allow a person to "teak surf" behind your boat. Do not tow a person in any water sport on a short tow rope such that the person inhales exhaust fumes in concentration. Inhalation of concentrated exhaust fumes, which contain carbon monoxide, can result in CO poisoning, personal injury and death.
- Give immediate attention to a person who has fallen. He or she is vulnerable in the water alone and may not be seen by other boaters.
- Approach a person in the water from the lee side (opposite the direction of the wind). Turn off the motor before coming close to the person.
- Turn off engine and anchor the boat before swimming.
- Participate in water sports only in safe areas. Stay away from other boats, channels, beaches, restricted areas, swimmers, and heavily traveled waterways and underwater obstructions.
- Swim only in areas designated as safe for swimming. These are usually marked with a swim area buoy. Do not swim alone or at night.



SWIM AREA BUOY

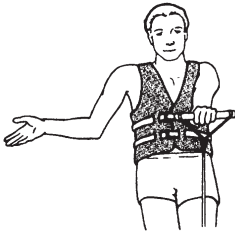
- Do not water ski between sunset and sunrise. It is illegal in most states.
- Do not drive the boat directly behind a water skier, tuber or wakeboarder. At 40 km (25 mi) per hour, the boat will overtake a person who falls in the water 60 m (200 ft) in front of your boat in about 5 seconds.
- Shut engine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



DIVER DOWN FLOAT

 **WARNING**

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



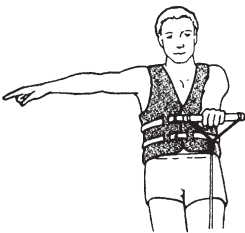
FASTER -
Palm of one hand pointing upward.



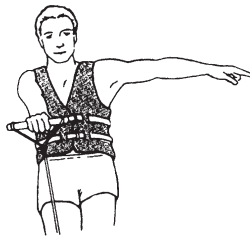
SLOWER -
Palm pointing down.



SPEED OK -
Arm upraised with thumb and finger joined to form circle.



RIGHT TURN -
Arm outstretched pointing to the right.



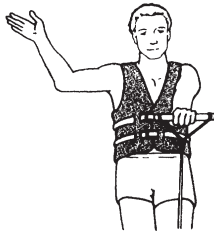
LEFT TURN -
Arm outstretched pointing to the left.



RETURN TO DROP-OFF AREA -
Arm at 45 degree from body pointing down to water and swinging.



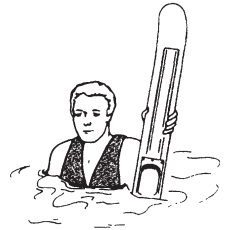
CUT MOTOR -
Finger drawn across throat.



STOP -
Hand up, palm forward, policeman style.



SKIER OK. AFTER THE FALL -
Hands clenched together overhead.



PICK ME UP OR FALLEN SKIER, WATCH OUT -
One ski extended vertically out of water.

F00A2NL

SKIING SIGNALS

VEHICLE INFORMATION

REGISTRATION NUMBER LOCATION

All boats are required by federal law to be registered and legally numbered. Due to space availability for proper display of registration number, refer to the following illustration for location. The registration number must appear on each side of the boat.



F13L12L

TYPICAL — SPEEDSTER 200
1. Registration number location



F10L36L

TYPICAL — UTOPIA 205
1. Registration number location



F14L01L

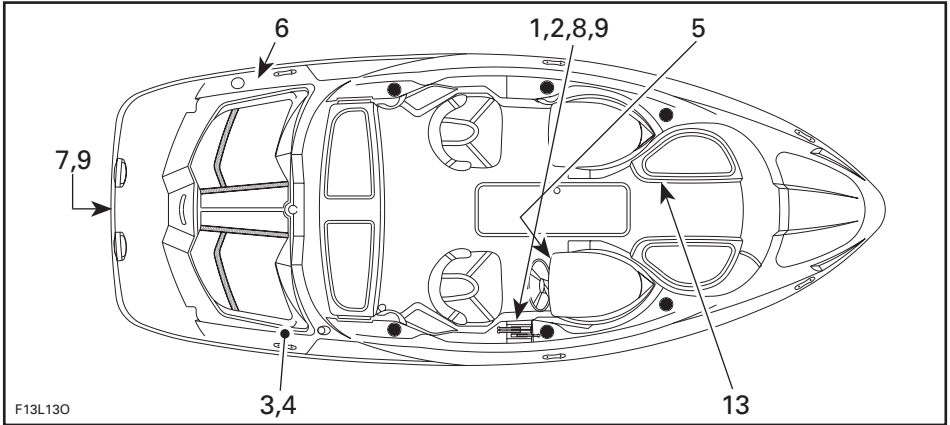
TYPICAL — ISLANDIA 220

1. Registration number location

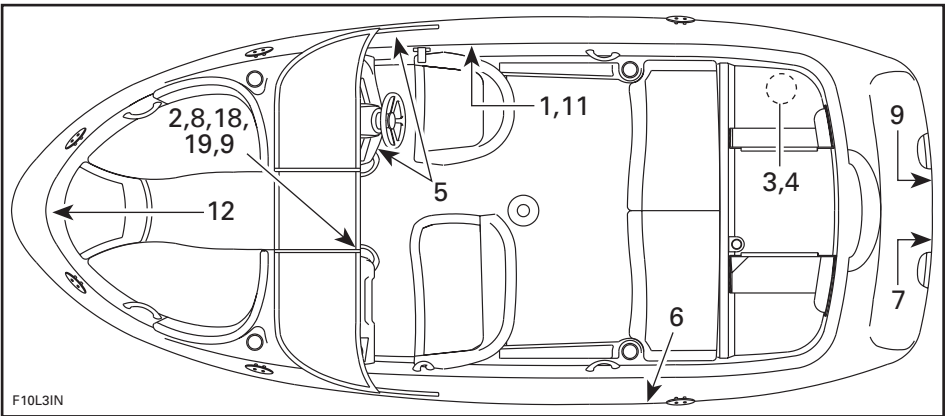
LOCATION OF THE IMPORTANT LABELS

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

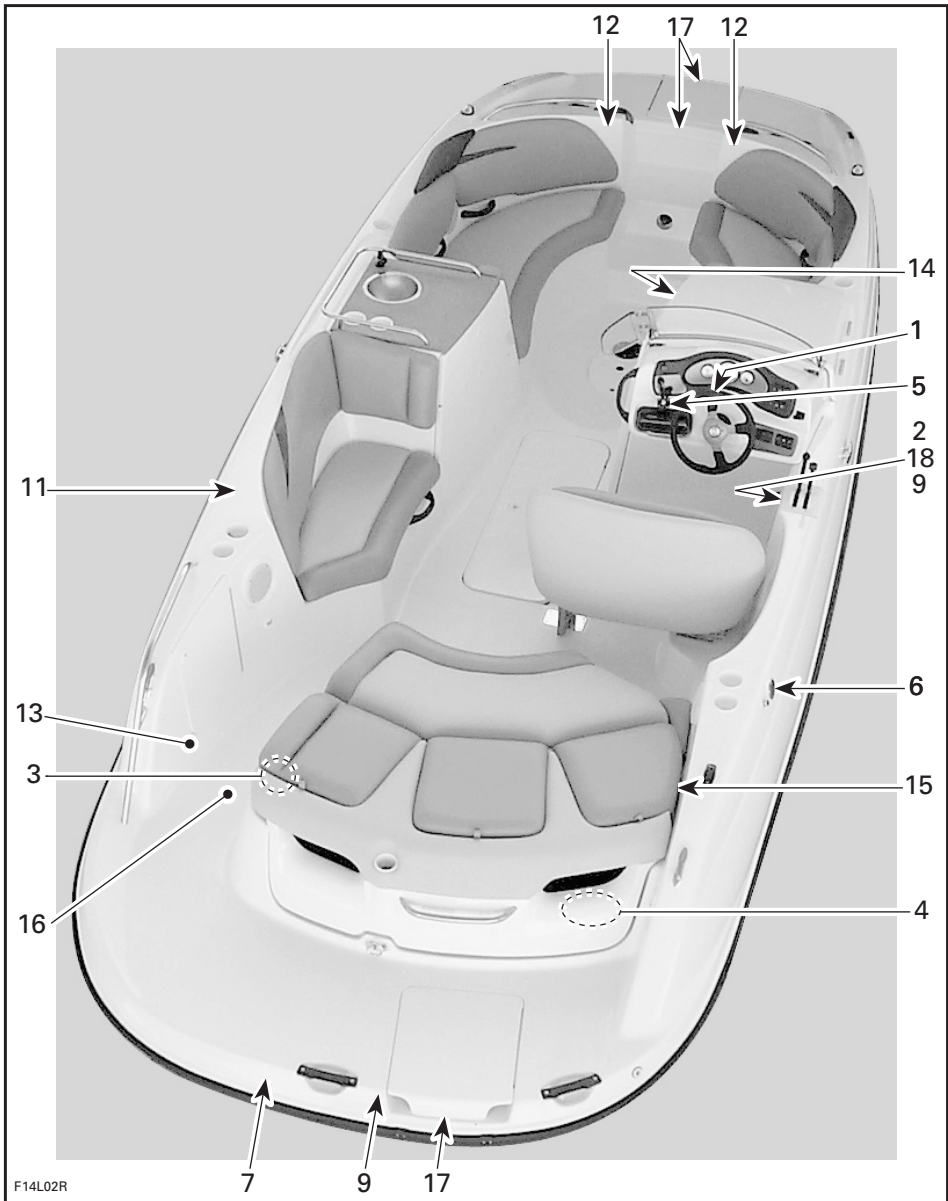
Please read the following labels carefully before operating your boat.



SPEEDSTER 200



UTOPIA 205



ISLANDIA 220

Label 1

⚠ WARNING

Read and follow warning labels and operator's guide before operation. Severe injury or death can result from ignoring warnings or improper use of this sport boat. The performance of this sport boat may significantly exceed that of other boats you may have operated.

- Check throttle/shifter and steering operation and position before starting engine(s).
- Directional control is reduced with decreasing speed and lost when engine is off.
- Do not splash others or jump waves or wakes.
- Occupants should always wear approved PFD and recommended protective clothing.
- Do not operate if passengers are not properly seated and using handgrips, or if visibility is obstructed. Do not allow passenger(s) to ride on any portion of the boat not designated in the operator's guide as a seat for use when underway.
- Properly attach safety lanyard to your PFD.
- Keep a safe distance from all other water users. Be aware of and observe all applicable laws and regulations.

F13L1UL

Label 2

MADE IN U.S.A., BOMBARDIER MOTOR CORPORATION OF AMERICA
U.S. COAST GUARD
MAXIMUM CAPACITIES
7 PERSONS OR 635KG/1400LBS
635 KG/1400 LBS, PERSONS, GEAR
THIS BOAT COMPLIES WITH U.S. AND CANADIAN COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
CE BOAT DESIGN CATEGORY: **C**

F13L1VY

SPEEDSTER 200

MADE IN U.S.A., BOMBARDIER MOTOR CORPORATION OF AMERICA
U.S. COAST GUARD
MAXIMUM CAPACITIES
8 PERSONS OR 600 KG/1320 LBS.
600 KG/1320 LBS, PERSONS, GEAR
THIS BOAT COMPLIES WITH U.S. AND CANADIAN COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
CE BOAT DESIGN CATEGORY: **C**

F10L30Y

*TYPICAL — UTOPIA 205 — REFER TO
ACTUAL LABEL ON BOAT*

MADE IN U.S.A., BOMBARDIER MOTOR CORPORATION OF AMERICA
U.S. COAST GUARD
MAXIMUM CAPACITIES
12 PERSONS OR 805 KG/1775 LBS.
805 KG/1775 LBS, PERSONS, GEAR
THIS BOAT COMPLIES WITH U.S. AND CANADIAN COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
CE BOAT DESIGN CATEGORY: **C**

F13L0GY

ISLANDIA 205

Label 3

NOTE: Refer to actual label on boat.

**MAXIMUM ENGINE POWER
CAPACITY RATING
OF THE CRAFT:**
321 KW

lmo2006-003-023_aen

TYPICAL — SPEEDSTER 200/ISLANDIA 220

**MAXIMUM ENGINE POWER
CAPACITY RATING
OF THE CRAFT:**
231 KW

lmo2006-003-024_aen

TYPICAL — UTOPIA 205

Label 4

⚠ WARNING

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

F13L1MY

Label 5

WARNING

Gasoline vapors can explode, resulting in injury or death. Before starting engine, operate blower for **5** minutes and check engine compartment bilge for gasoline vapors.

F13L1SY

Label 7

WARNING

Avoid serious personal injury or death.

- Turn off engine(s) before using swim platform.
- Keep people, clothing and hair away from jet nozzle(s) or intake grate(s) to avoid entanglement, drowning and carbon monoxide poisoning.

F13L1OY

Label 6

WARNING

Avoid serious injury or death from fire or explosion.

- Before fueling, stop engine and keep boat level.
- Open fuel cap slowly to relieve pressure.
- Do not overfill.
- Regularly inspect fuel system for leaks.
- Use regular unleaded gasoline and check oil level.

F13L1NY

Label 8

WARNING

Lock driver seat in forward position so that seat faces steering wheel during operation and does not swivel.

F13L1TY

Label 9

WARNING

Engine exhaust fumes contain carbon monoxide (CO) which can accumulate in and around the boat (under bimini top, in cockpit, etc.). CO can be harmful or fatal if inhaled. Assure there is adequate ventilation whenever running engine(s).

F13L1QL

Label 10

WARNING

Misuse of tower may cause severe injury or death.

- Use tower only for wakeboarding or water skiing.
- Do not allow tow rope to dangle or get entangled with occupants, boat or engine.
- Attach tow rope only at the center attachment point.
- Tow only 1 person at a time.
- Do not climb on, sit on or jump off tower.

F13L1PL

WAKE TOWER-OPTIONAL

Label 11

⚠ CAUTION

- Do not use bimini top as a support.
- Operate boat only at low speeds if bimini top is in use.
- Top can break or dislodge causing a risk of personal injury or interference with boat operation.

F04LCYY

BIMINI TOP — OPTIONAL

Label 12

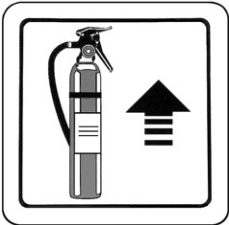
⚠ WARNING

**Avoid Serious Or Fatal Injury.
Do Not Occupy Seat When Speed
Exceeds 5 M.P.H.**

F00L3BY

UTOPIA 205/ISLANDIA 220

Label 13



F10L3EY

SPEEDSTER 200/ISLANDIA 220

Label 14

⚠ WARNING

- Do not use changing room when boat is in motion.
- Close cover before operating boat.

F14L3XY

TYPICAL — ISLANDIA 220

Label 15

⚠ WARNING

Rear seat backrests must always be
in upper position when boat is underway.

F04LD1Y

ISLANDIA 220

Label 16

⚠ WARNING

Close transom door and attach chain before operating boat.

F04LD2Y

ISLANDIA 220

Label 17

⚠ WARNING

- Engine must be OFF when using ladder or when swimmers are nearby.
- It is easier and safer to extend ladder while aboard boat, so extend prior to swimmer entering water.

F13L1YY

ISLANDIA 220

Label 18

⚠ WARNING

**Securely lock windshield door in the opened or closed position
before getting underway and at all times while boat is in motion.**

F21L25L

UTOPIA 205

Label 19

⚠ CAUTION

**Latch engine cover before operating or towing boat.
Open cover may be damaged or obstruct driver visibility.**

F21L26L

UTOPIA 205

Label 20

EMISSION CONTROL INFORMATION

This engine is certified to operate on unleaded gasoline and conforms to XXXX U.S. EPA and California emission regulations for Marine SI Engines.

Engine Family:	XBCXM,XXXXCR
FEL:	XXX g/kW-hr HC + NO _x
Engine Displacement:	XXX cc
Exhaust Emission Control System:	XX
Spark Plug Type:	XXX-XXXX-XX
Spark Plug Gap:	XXX in./XXX mm
Power:	XXXX kW

See operators guide for maintenance specifications

P/N 219 902 190

F04LCOY

Label 21

This product may be covered by one or more of the following US applications and/or patents and their non-US equivalents: 20040031431A1; 20040031430A1; 20030000449A1; 6,702,629; 6,701,863; 6,672,240; 6,601,528; 6,568,376; 6,544,086; 6,482,055; 6,428,371; 6,418,890; 6,415,759; 6,405,669; 6,390,869; 6,336,833; 6,332,422; 6,283,099; 5,690,520; 5,369,360; D490,766; D489,311; D485,798; D485,526; D483,315; D482,649; D469,053; D468,254; D467,860; D467,859; D465,446; D465,194; D464,601; D459,693; D409,555; D400,844.

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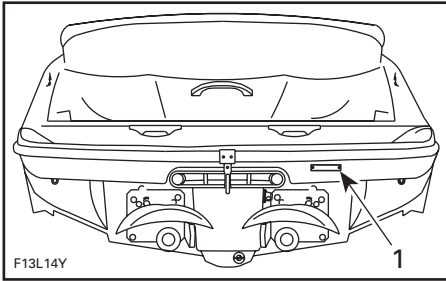
F00L3CL

IDENTIFICATION NUMBERS

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

Hull

The Hull Identification Number (H.I.N.) is located on the right side of the transom.

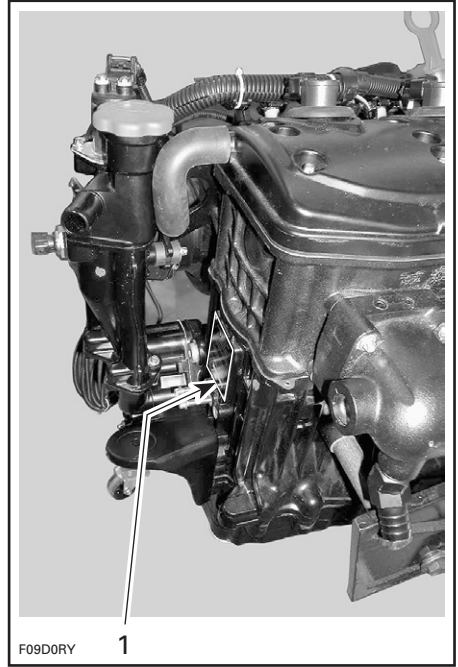


TYPICAL

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

4-Tec Engines

The Engine Identification Number (E.I.N.) is located on the upper crankcase on MAGNETO side of each engine.

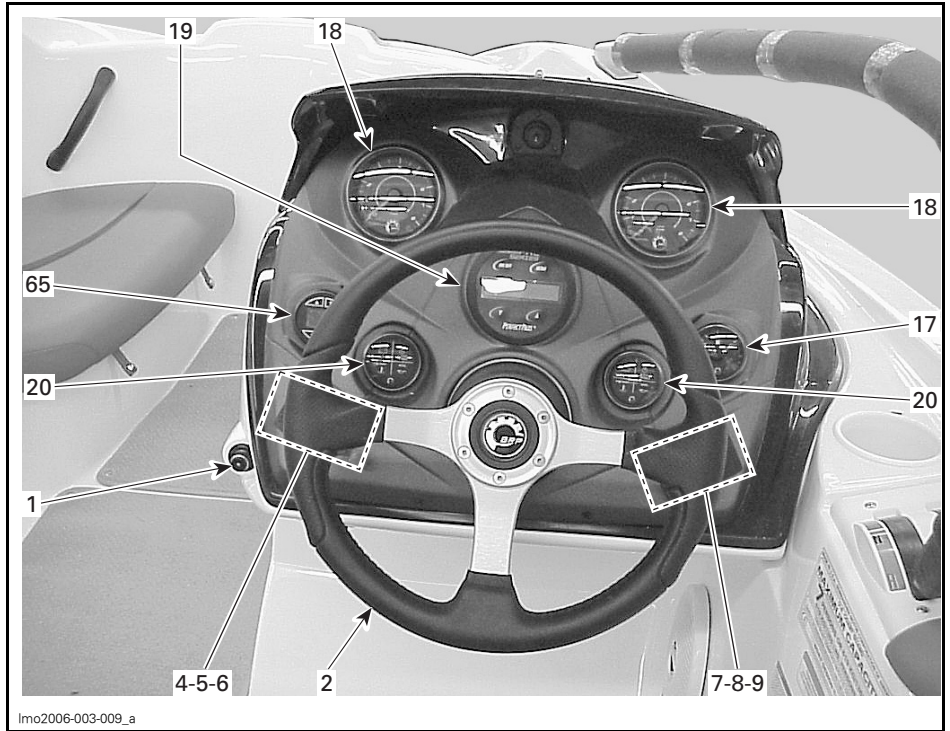


1. Engine Identification Number (E.I.N.)

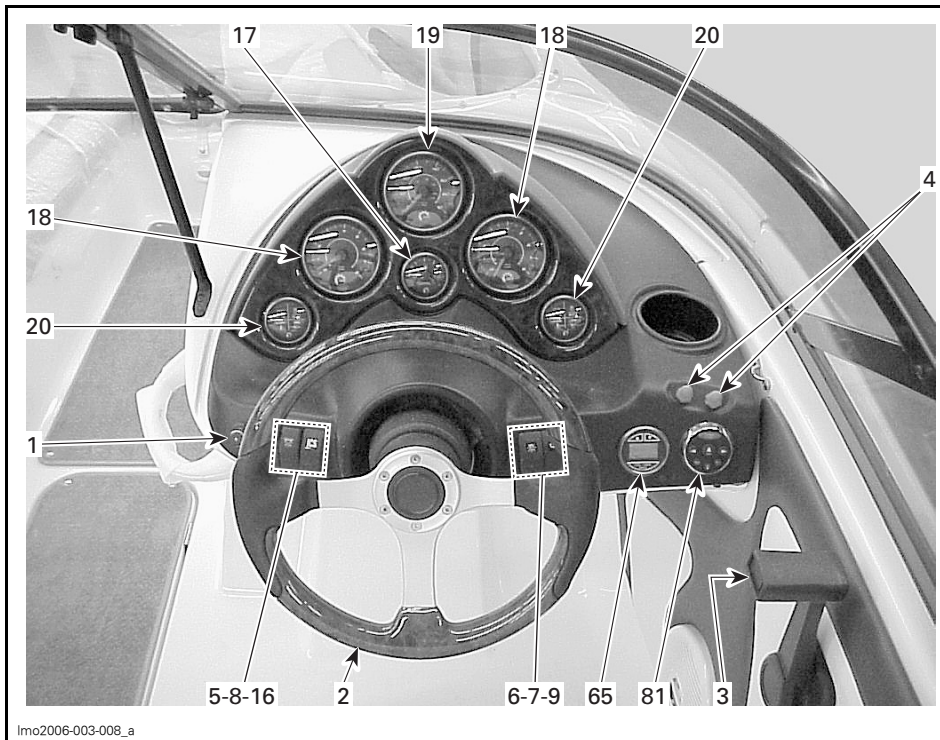
CONTROLS, COMPONENTS AND INSTRUMENTS LOCATION

NOTE: Some controls/instruments/equipment do not apply or are optional on some models. In these cases their reference numbers are deliberately missing in the illustrations.

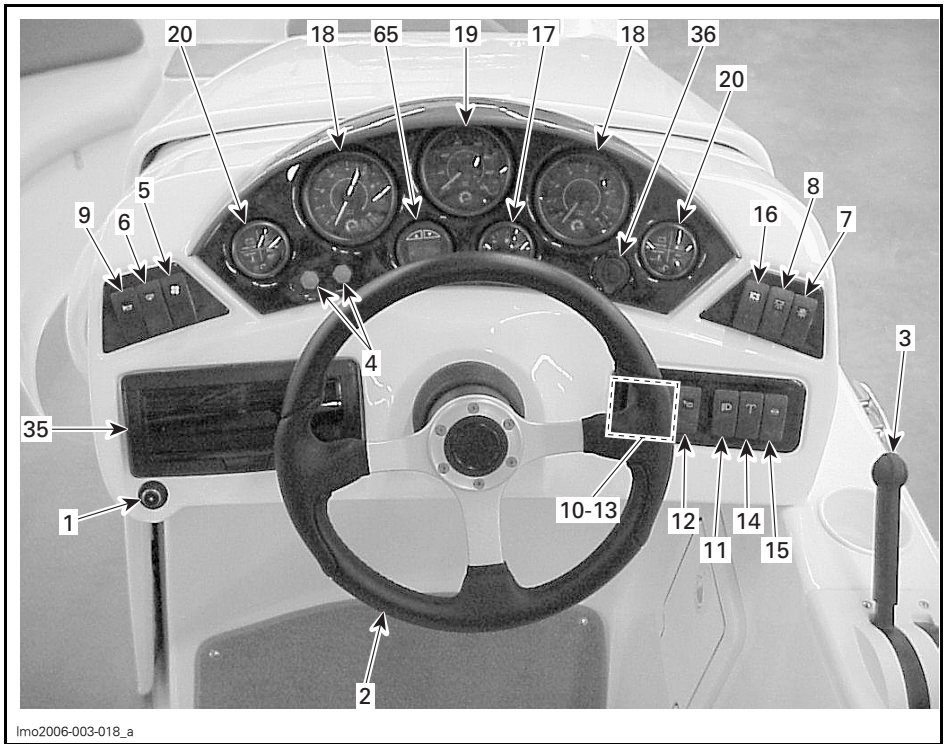
Cockpit



SPEEDSTER 200

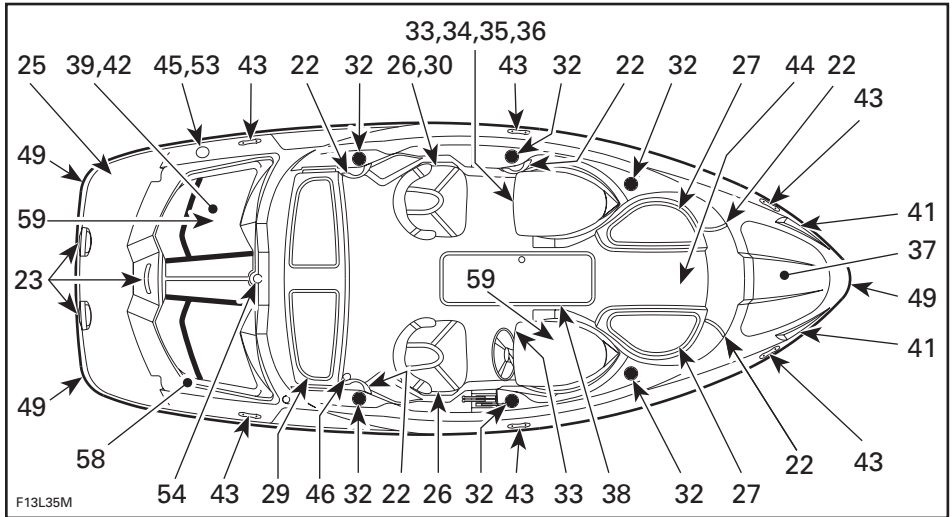


UTOPIA 205

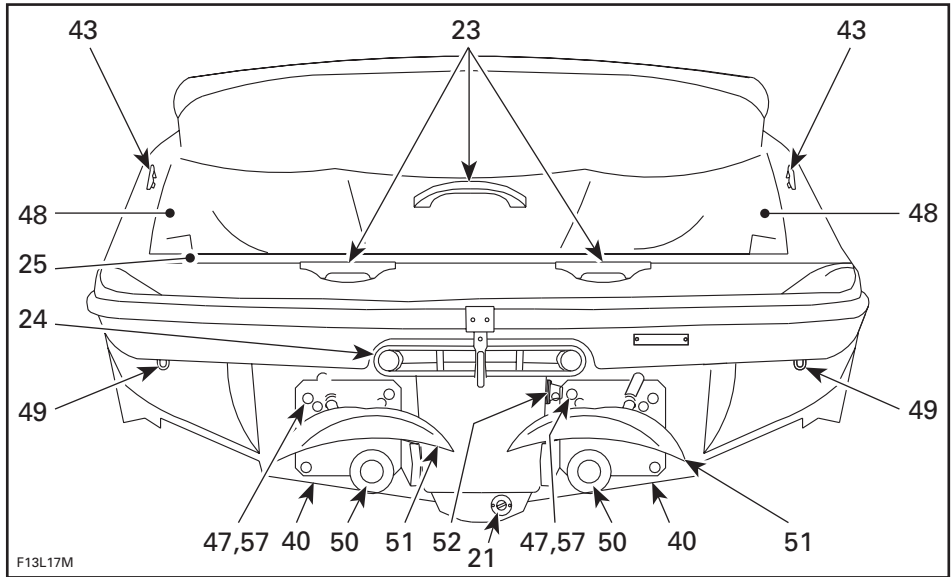


ISLANDIA 220

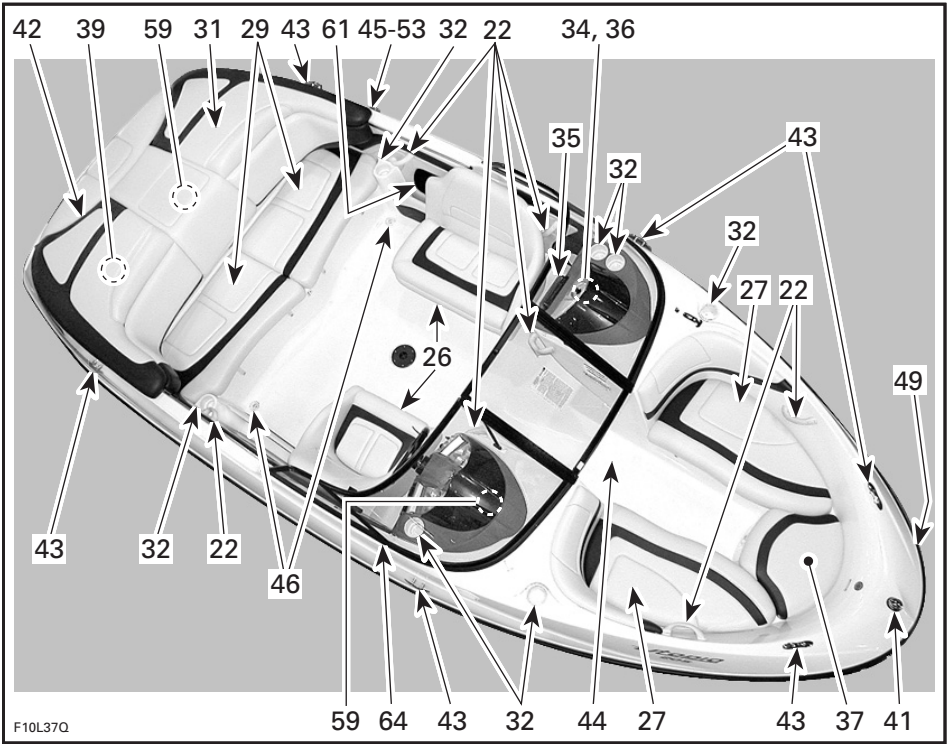
Overview



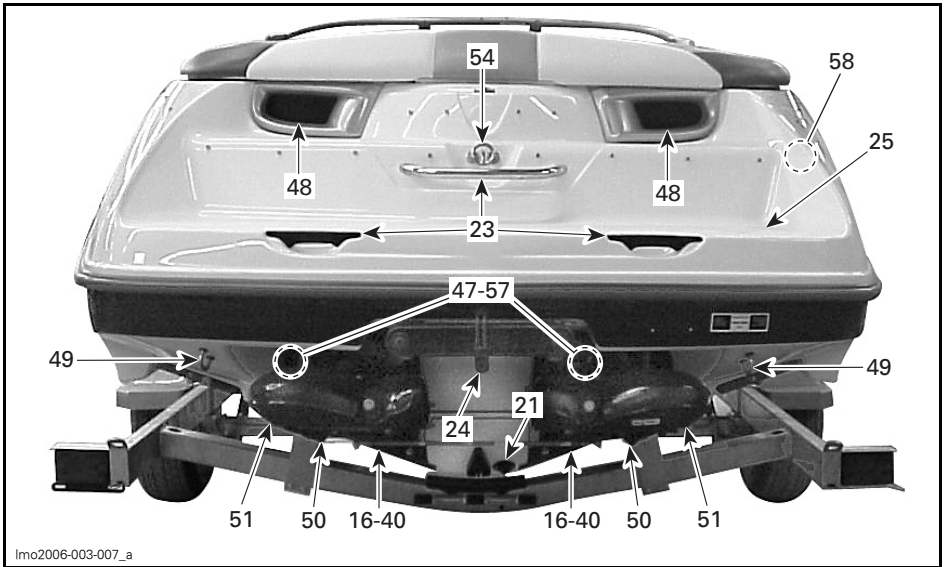
TYPICAL — SPEEDSTER 200



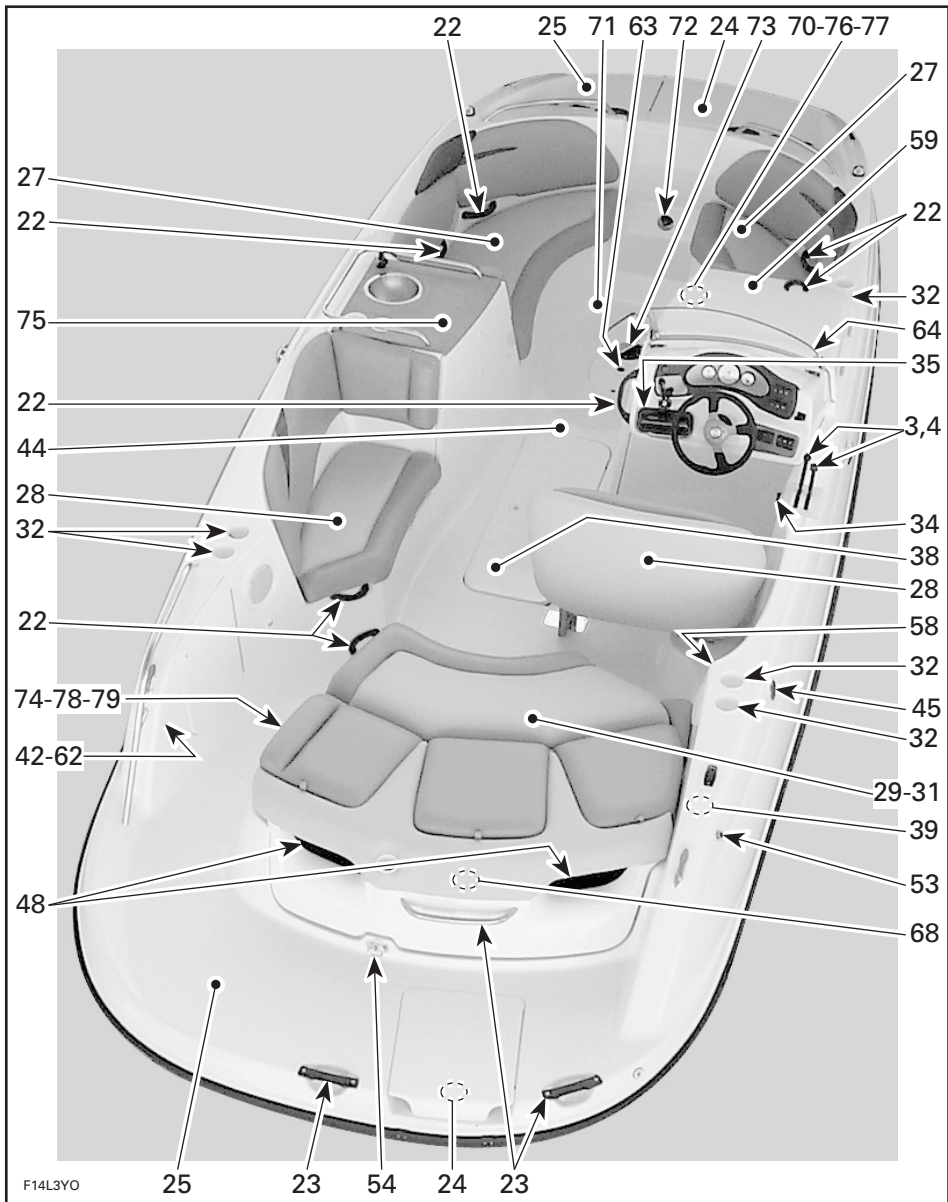
TYPICAL — REAR VIEW — SPEEDSTER 200



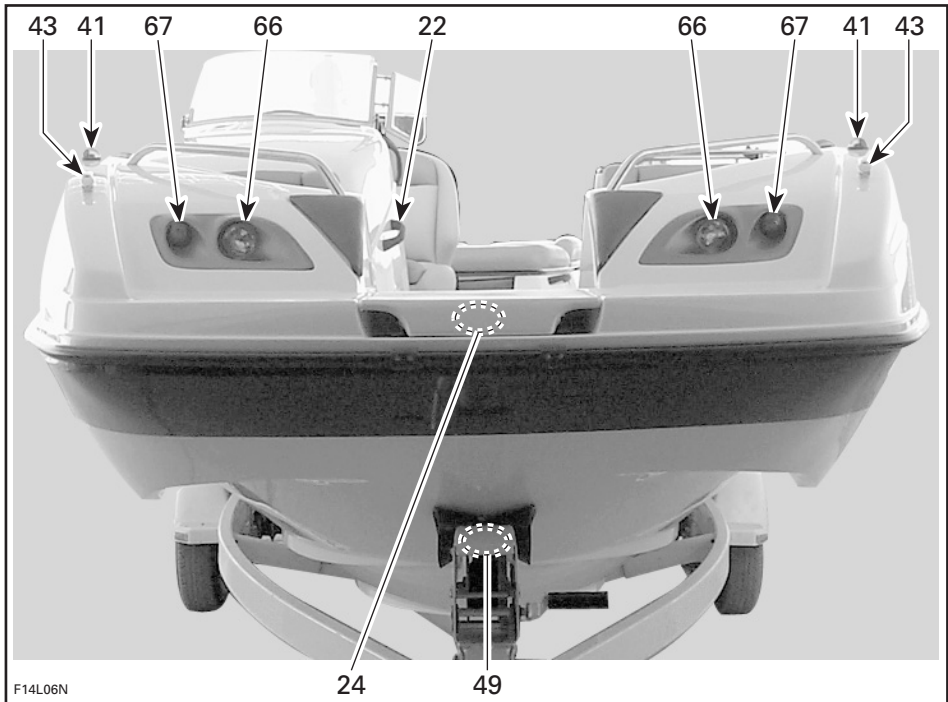
TYPICAL — UTOPIA 205



TYPICAL — REAR VIEW — UTOPIA 205

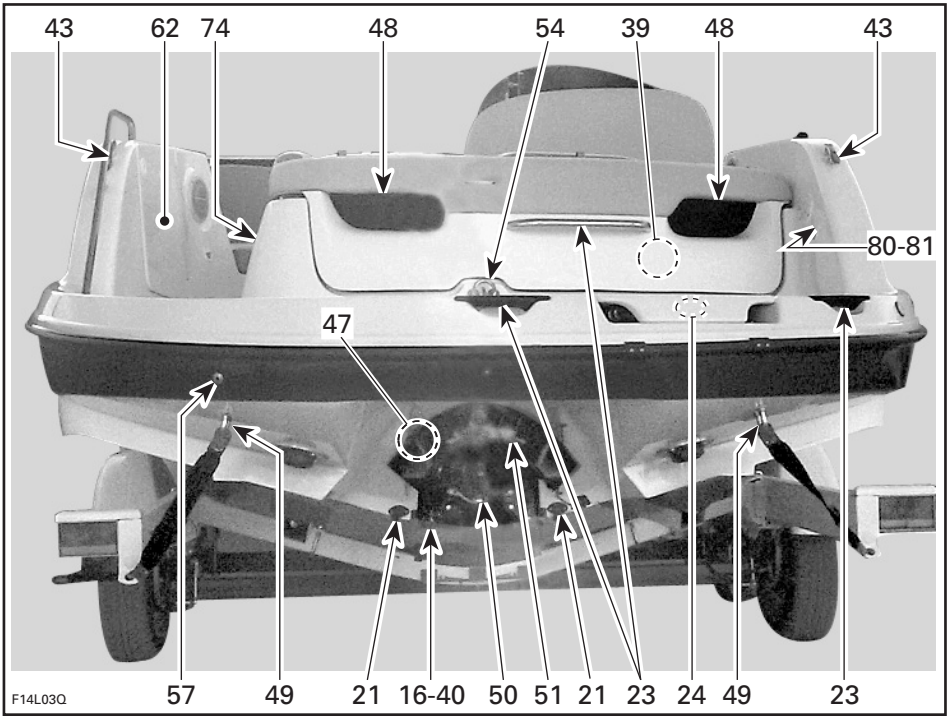


TYPICAL — ISLANDIA 220



F14L06N

TYPICAL — FRONT VIEW — ISLANDIA 220



TYPICAL — REAR VIEW — ISLANDIA 220

1. Safety Lanyard/DESS Switch (engine cut-out switch)
2. Steering Wheel
3. Throttle/Shifter Controller
4. Start/Stop Buttons
5. Bilge Air Blower Switch
6. Bilge Pump Switch
7. Navigation Light Switch
8. Deck Light Switch
9. Horn Switch
10. Docking Light Switch
11. Boarding Light Switch
12. Engine Compartment Light Switch
13. Low-Battery Warning System Switch
14. Fountain Pump Switch
15. Main Water Pump Switch
16. Inlet Clearance System (ICS) Switch
17. Fuel Gauge
18. Tachometers
19. Speedometer
20. Monitoring Gauges
21. Bilge Drain Plug
22. Grab Handles
23. Rear Grab Handle(s)
24. Retractable Ladder
25. Swim Platform
26. Seats
27. Bow Seats
28. Front Seats
29. Rear Seats
30. Spotter Seat
31. Sun Deck
32. Cup Holders
33. Port/Starboard Console Storage Compartments
34. Glove Box
35. AM/FM Radio/CD Player
36. 12-Volt Accessory Jack
37. Bow Storage Compartment
38. Deck Storage Compartment
39. Rear Storage Compartment (engine cover)
40. Jet Pump Water Intakes
41. Bow Lights
42. Removable Stern Light
43. Mooring Cleats
44. Deck
45. Fuel Tank Cap
46. Deck Drain
47. Flushing Connectors
48. Ventilation Ducts
49. Bow/Stern Eyelets
50. Jet Pump Nozzles
51. Reverse Gates
52. Scupper Valve
53. Fuel Tank Vent
54. Water Sport Towing Attachments
55. Pump System (ballast tank/Speedster wake)
56. Towing Tower
57. Exhaust Cooling System Bleed Outlets
58. Main Battery Cut-Off Switch
59. Fuses
60. Bimini Top
61. Side Panel/Tray Storage
62. Rear Side Storage Compartment
63. Cockpit Table
64. Windshield
65. Depth Finder
66. Docking Lights
67. Boarding Lights
68. Engine Compartment Light
69. Deck Lights
70. Changing Room Ceiling Light
71. Foot Well
72. Fountain Jet
73. Wash Down Valve
74. Potable Water Tank Cap
75. Convenience Center
76. Changing Room with Toilet
77. Portable Toilet
78. Transom Doors
79. Fire Port
80. Shower
81. AM/FM Radio/CD Player Remote Control

CONTROLS, COMPONENTS AND INSTRUMENTS FUNCTIONS

1) Safety Lanyard/DESS Switch (engine cut-out switch)

WARNING

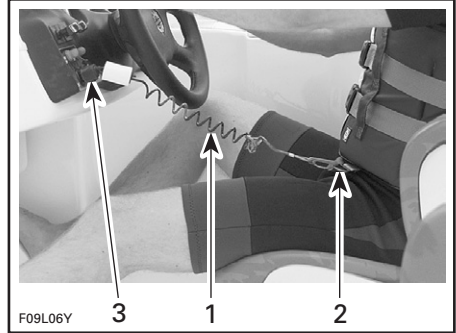
Always use the safety lanyard when operating your boat to help prevent a runaway boat and reduce the risk of personal injury or death. Disconnect the lanyard when stopped to help prevent accidental starting.

The safety lanyard should be securely snapped onto the Digitally Encoded Security System (DESS™) post to be fully operational.

Pulling the safety lanyard cap from the DESS post stops engines. Always attach the safety lanyard to the operator's Personal Flotation Device and snap the cap to the DESS post to be able to start each engine.

WARNING

Should the safety lanyard cap become loose or fail to remain on DESS post, replace it immediately.



TYPICAL

1. Safety lanyard
2. Secure to PFD
3. Snap to DESS post

WARNING

Directional control is reduced when throttle is decreased and lost when engine is off. Always disconnect safety lanyard when boat is not in operation.

CAUTION: Do not lubricate the DESS post.

WARNING

While the engines can be stopped using the start/stop buttons, good driving habits recommend that the safety lanyard also be disconnected when stopped.

Monitoring System

To assist you when using the boat, some components are monitored and audible signals are sent through a beeper to inform you of a particular condition. For coded signals, refer to the *TROUBLESHOOTING* section.

Digitally Encoded Security System (DESS)

The safety lanyard cap specifically contains an electronic circuit that gives it a unique electronic serial number.

This safety lanyard cannot be used on another boat and conversely, the one from another boat cannot be used on your boat.

However, the DESS brings a great flexibility. You can buy additional safety lanyards and have them programmed for your boat. To have an additional safety lanyard programmed, refer to an authorized Sea-Doo sport boat dealer.

If the engines are stopped with the start/stop buttons while the safety lanyard remains on the DESS post, they can be restarted within approximately 10 minutes by pressing the start/stop buttons. After this delay, it is necessary to remove and reinstall the lanyard cap on the DESS post. Two short beeps should sound indicating the system is ready again to allow engines starting. Otherwise, refer to *TROUBLESHOOTING* section for the coded signals chart.

2) Steering Wheel

The steering wheel controls the direction of the boat. Turning the steering wheel clockwise steers the boat to the right and inversely.

3) Throttle/Shifter Controller

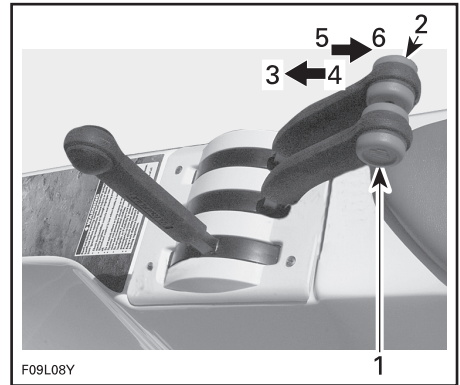
NOTE: Throttle/shifter controller must be in neutral position to allow engines starting.

NOTE: 4 short beeps will signal that shifter is not in neutral (with the safety lanyard on the DESS post while pressing one of the start/stop button). Thereafter, 1 short beep will confirm the neutral position (while shifting).

Throttle Lever(s)

When pushed forward, the boat accelerates. When fully pulled back, engines return to idle speed and the boat is gradually stopped by water drag.

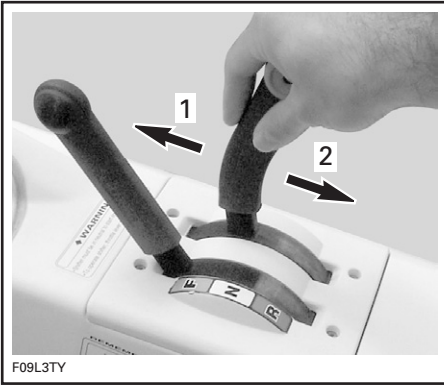
Speedster 200 and Islandia 220 Models



TYPICAL — SPEEDSTER 200 THROTTLE LEVERS

1. Port engine
2. Starboard engine
3. Full throttle
4. Increase speed
5. Decrease speed
6. Idle speed

The port throttle lever controls the RPM of the port engine and the starboard lever controls the RPM of the starboard engine. Although each engine RPM can be controlled individually, we recommend moving both levers at the same time.

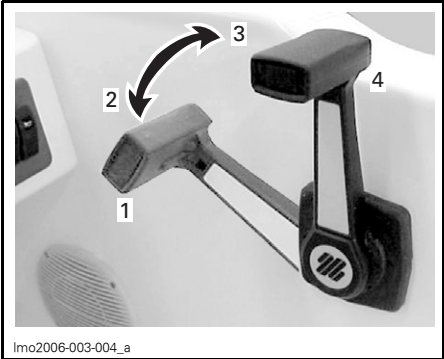


F09L3TY

TYPICAL — ISLANDIA 220 THROTTLE LEVER

1. Increase speed
2. Decrease speed

Utopia 205 Models



lmo2006-003-004_a

TYPICAL — UTOPIA 205 THROTTLE/SHIFTER CONTROLLER

1. Full throttle
2. Increase speed
3. Decrease speed
4. Idle speed (neutral)

All Models

Shifter Lever

NOTE: Throttle/shifter controller must be in neutral position to allow engines starting.

NOTE: 4 short beeps will signal that shifter is not in neutral (with the safety lanyard on the DESS post while pressing one of the start/stop button). Thereafter, 1 short beep will confirm the neutral position (while shifting).

A 3-position lever:

- forward
- neutral
- reverse.

Speedster 200 and Islandia 220 Models

⚠ WARNING

Shift lever should only be used when the engine is idling and boat is completely stopped.

All Models

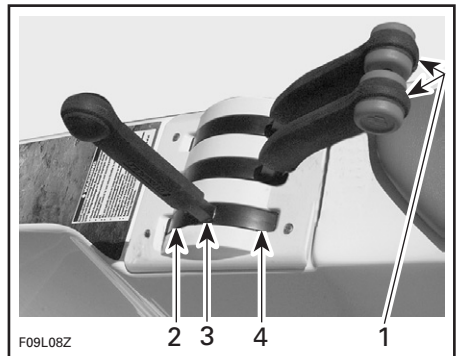
⚠ WARNING

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

CAUTION: Never rev the engine at high RPM in reverse.

Speedster 200 and Islandia 220 Models

In order to shift, throttle lever(s) must be fully pulled back to idle speed.



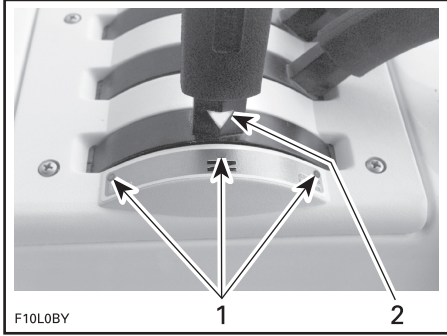
F09L08Z

TYPICAL — SHIFT LEVER

1. Throttle lever(s) must be fully pulled back (idle speed) to shift
2. Forward
3. Neutral
4. Reverse

CAUTION: Do not force lever, insure throttle levers are in idle position before shifting.

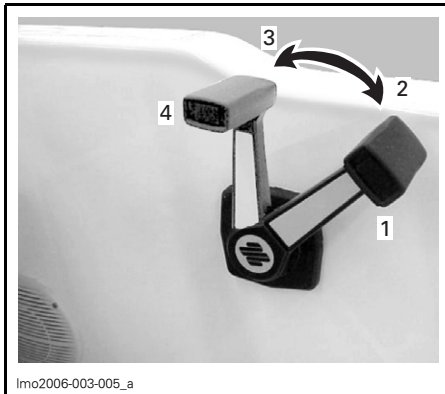
NOTE: To ease shifter use, line up the shifter arrow with the appropriate dot (Forward/Neutral/Reverse).



- TYPICAL**
1. Dots beside shifting positions
 2. Arrow on shifter

Utopia 205 Models

To obtain reverse, depress throttle/shift lever button then gradually pull lever backwards. The reverse gate will be in downward position, directing all the thrust toward the front of the boat.



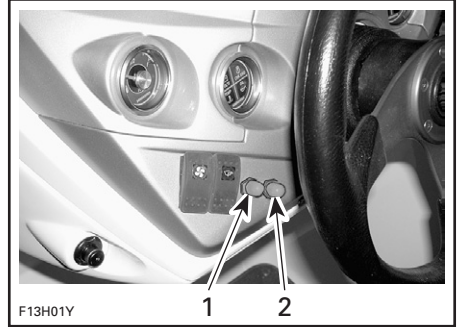
TYPICAL — THROTTLE/SHIFTER CONTROLLER

1. Reverse full throttle position
2. Increase speed
3. Decrease speed
4. Idle speed (neutral)

4) Start/Stop Buttons

Dual function push switches. Used to start as well as to stop engines.

Speedster 200 Models



TYPICAL — START/STOP BUTTONS

1. For port engine
2. For starboard engine

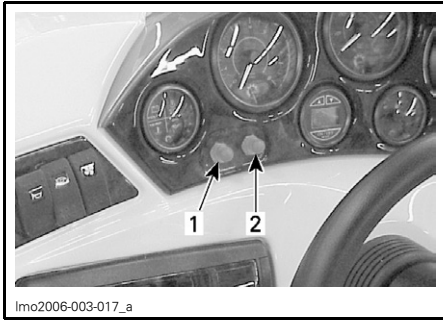
Utopia 205 Models



TYPICAL — START/STOP BUTTONS

1. For port engine
2. For starboard engine

Islandia 220 Models



lmo2006-003-017_a

TYPICAL — START/STOP BUTTONS

1. For port engine
2. For starboard engine

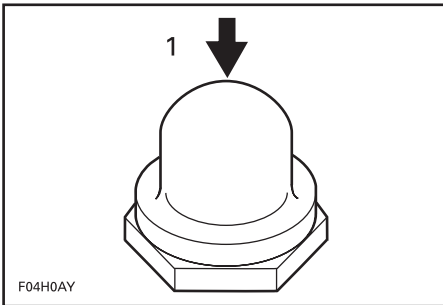
Starting

⚠ WARNING

Engine exhaust fumes contain carbon monoxide (CO) which can accumulate in and around the boat (under Bimini top, in cockpit, etc.). CO can be harmful or fatal if inhaled. Assure there is adequate ventilation whenever running engine(s).

Shifter must be in neutral position and the safety lanyard must be on the DESS post to allow starting engines.

To start engines, press and hold each button. Release immediately after each engine is started. Proceed the same way for the other engine. Only one engine at a time can be started.



F04H0AY

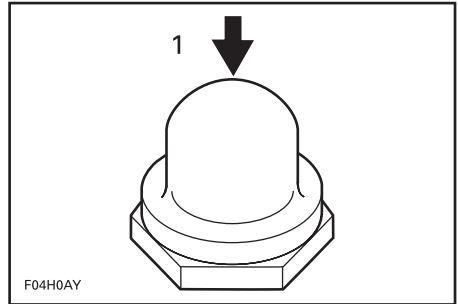
1. Start when engine is NOT running

Stopping

⚠ WARNING

While engines can be stopped by pressing the stop buttons, we strongly recommend stopping the engines by removing the safety lanyard. This will instill good habits.

Pressing either button when engines are running will stop that engine.



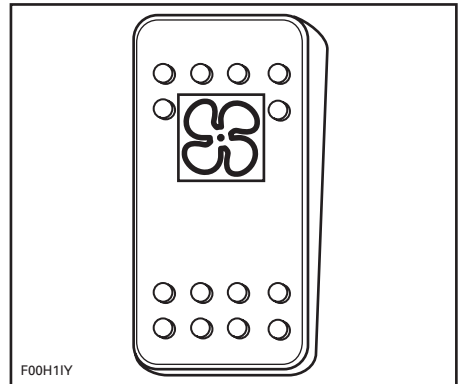
F04H0AY

1. STOP when engine IS running

⚠ WARNING

Directional control of the boat is not available when engines are stopped.

5) Bilge Air Blower Switch



F00H11Y

A 2-POSITION PUSH TYPE SWITCH

When turned ON, the blower ventilates the engine compartment.

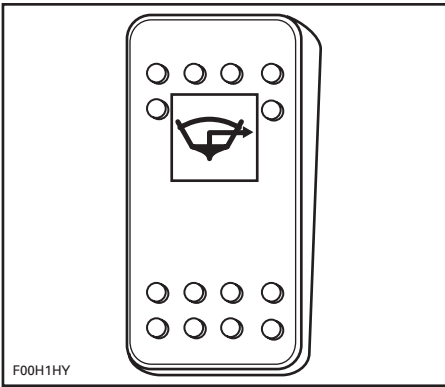
⚠ WARNING

Gasoline vapors can explode, resulting in injury or death. Always use blower for a minimum of 5 minutes before starting engine and turn it OFF above idle speed. Use of the bilge blower should never replace “smelling” for gasoline vapors.

CAUTION: Using the bilge blower for a prolonged time when the engines are not running will discharge the battery.

Blower should be turned off during boat operation.

6) Bilge Pump Switch



A 2-POSITION PUSH TYPE SWITCH

Turn bilge switch ON when a manual operation of the bilge pump is required (after cleaning, storage, etc.).

Turn it to OFF when finished.

CAUTION: Do not operate for a prolonged time if the bilge is dry: battery drainage will occur and pump will be damaged.

The bilge pump may be operated without the safety lanyard on its switch.

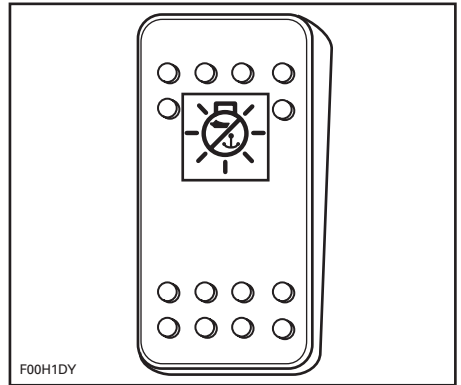
CAUTION: Always turn pump OFF when bilge is dry or before operating the engines above idle. Bilge pump will then switch to automatic mode.

Automatic Bilge Pump

An automatic bilge pump evacuates water from the bilge. A water sensor detects the water, activating the pump. After the water is pumped out, the pump shuts-off automatically. This automatic mode is working at all times: with/without safety lanyard on DESS post and with/without engines running.

CAUTION: When the main battery cut-off switch is turned OFF while boat is moored, the bilge pump will start if water comes up in the bilge.

7) Navigation Light Switch



A 3-POSITION NAV/OFF/ANC PUSH TYPE SWITCH

Press switch to first position to turn on the stern light (anchorage position).

Press switch to second position to turn on the bow and stern lights.

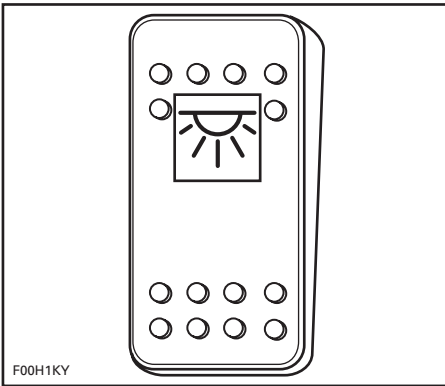
Press to OFF position to turn off navigation lights.

NOTE: Switches and gauges are lit when navigation lights are turned on. Lights may be operated without the safety lanyard on its switch.

⚠ WARNING

Navigation lights should always be used between sunset and sunrise. Ensure the stern light is installed. See *REMOVABLE STERN LIGHT* in this section for location and installation.

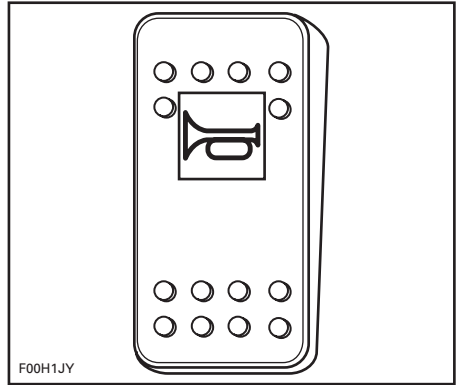
8) Deck Light Switch



A 2-POSITION PUSH TYPE SWITCH

CAUTION: Using the deck lights for a prolonged time when the engine is not running will discharge the battery.

9) Horn Switch

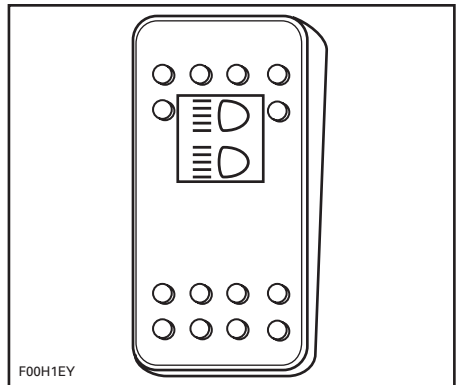


A 2-POSITION PUSH TYPE SWITCH

Press and hold the switch to activate the horn.

Release the switch to stop horn.

10) Docking Light Switch

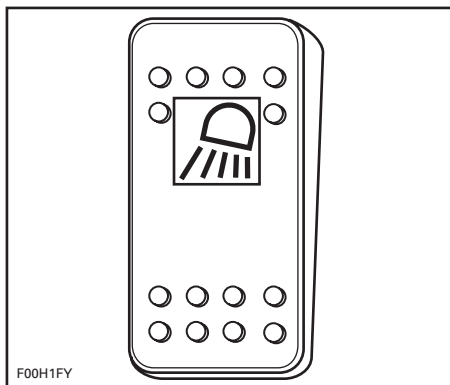


2-POSITION ON/OFF PUSH TYPE SWITCH

Lights may be operated without the safety lanyard on its switch.

CAUTION: Using the docking lights for a prolonged time when the engine is not running will discharge the battery.

11) Boarding Light Switch

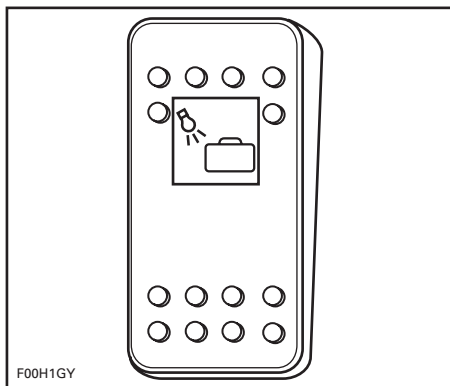


2-POSITION ON/OFF PUSH TYPE SWITCH

Lights may be operated without the safety lanyard on its switch.

CAUTION: Using the boarding lights for a prolonged time when the engine is not running will discharge the battery.

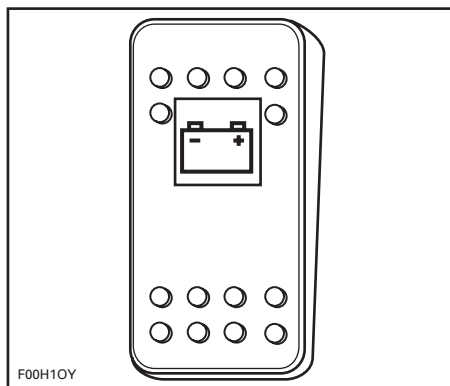
12) Engine Compartment Light Switch



2-POSITION ON/OFF PUSH TYPE SWITCH

CAUTION: Using the engine compartment light for a prolonged time when the engine is not running will discharge the battery.

13) Low-Battery Warning System Switch



2-POSITION ON/OFF PUSH TYPE SWITCH

This system is activated whenever the main battery cut-off switch is ON, and will monitor the charge level of the battery currently being used (see *MAIN BATTERY CUT-OFF SWITCH*).

Before the battery becomes too discharged to start the engine, a beeper will sound and the switch pilot lamp will flash to advise the operator.

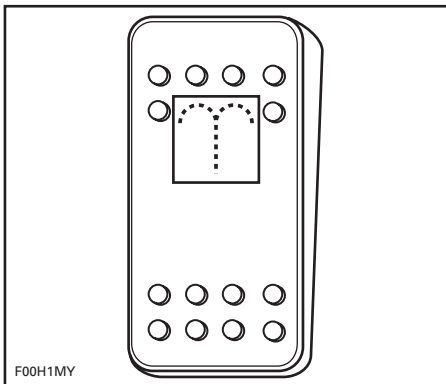
Press the switch to stop the beeper.

When the beeper sounds, you should discontinue use of all electrical accessories immediately and start the engine to recharge the battery.

Refer to the table on next page for more details.

	BATTERY SWITCH	
	Not pressed	Pressed
Engine OFF	<ul style="list-style-type: none"> LED will continue to flash for 5 minutes. Buzzer will continue to sound for 5 minutes. <p>After 5 minutes:</p> <ul style="list-style-type: none"> LED will stay on for 5 minutes with the buzzer off. Every 30 seconds the buzzer will come on and the LED will go off for 1 second as a reminder. <p>After 10 minutes:</p> <ul style="list-style-type: none"> LED and buzzer will go off. 	<ul style="list-style-type: none"> LED will stay on for 5 minutes with buzzer off. Every 30 seconds buzzer will come on and the LED will go off for 1 second as a reminder. Second switch press will terminate reminder cycle.
Engine ON	<ul style="list-style-type: none"> LED will flash and buzzer will sound, until voltage rises above minimum required for 5 seconds. 	<ul style="list-style-type: none"> Every 30 seconds buzzer will come on and the LED will go off for 1 second as a reminder.
Ignition	<ul style="list-style-type: none"> Both LED's will come on. After this start up routine the unit immediately begins monitoring the fuel level and the voltage condition. 	
Special	<ul style="list-style-type: none"> In the event of low fuel and low voltage, both LED's will come on with a continuous warning beep. Pressing either switch will cause the non-pressed switch to blink accompanied by a matching warning beep. Second switch press will turn off the buzzer with both LED's blinking alternately. Once voltage rises above minimum required unit will revert to the last active low fuel condition. 	

14) Fountain Pump Switch

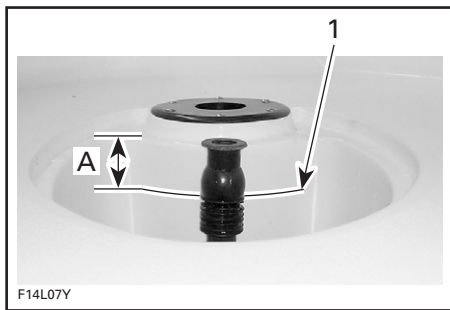


2-POSITION ON/OFF PUSH TYPE SWITCH

Press switch to ON position to turn on the fountain pump and activate fountain.

To activate fountain, water must be added in fountain sump, as shown in the next photo. Also refer to *WASH DOWN VALVE* (see item 73) for potable water supply.

NOTE: The fountain will not operate properly if the water level in the sump is too high.

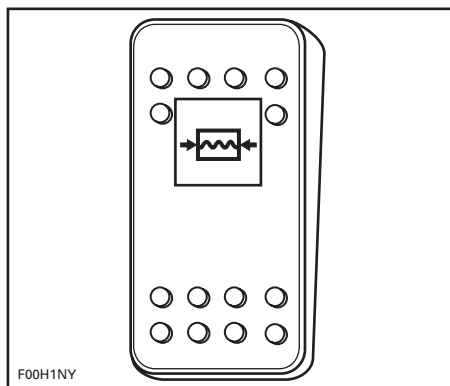


1. Maximum water level
A. 5 cm (2 in) from the top

Press switch to OFF position to turn off the pump.

CAUTION: Using the pump for a prolonged time when the engine is not running will discharge the battery.

15) Main Water Pump Switch



2-POSITION ON/OFF PUSH TYPE SWITCH

Activate main water pump to supply potable water to sink faucet, *SHOW-ER* (see item 80) and *WASH DOWN VALVE* (see item 73).

With the switch in the ON position, the pump will cycle ON and OFF automatically to maintain water pressure when the sink faucet, washdown valve or shower are used. For that reason main water pump can be turned ON at the beginning of the day and turned OFF at the end.

CAUTION: If potable water tank is empty and the main water pump switch is ON, the pump will run continuously and drain the battery. Always turn the switch to the OFF position when the water supply is depleted.

16) Inlet Clearance System (ICS) Switch

This switch is located next to the driver's seat, and allows water inlet grates to open beneath hull to dislodge weeds or accumulated debris near the water intakes.

Refer to *SPECIAL PROCEDURE* section.

17) Fuel Gauge

Located in dashboard, this gauge continuously indicates the amount of fuel in fuel tank when engines are running.

The gauge is illuminated whenever the navigation lights are used.

The fuel level can also be verified without having engines running. With the safety lanyard removed from the DESS post, push either start/stop button; the gauge will be activated for approximately 30 seconds.

18) Tachometers

The tachometers indicate the revolutions per minute (RPM) of the engines. Multiply reading by 1000 to obtain actual RPM.

The gauges are illuminated whenever the navigation lights are used.

19) Speedometer

The speedometer indicates the speed of the boat in miles per hour (MPH) and kilometers per hour (km/h).

The gauge is illuminated whenever the navigation lights are used.

Speed Control/Perfect Pass®

Speedster 200 Wake Edition Only

When activated, the Perfect Pass speed control system allows your boat to precisely maintain a constant speed for waterskiing or wakeboarding.

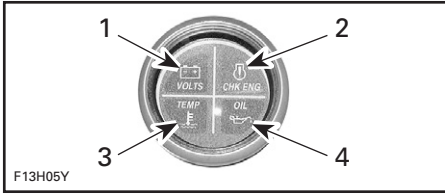
Please refer to the *PERFECT PASS MANUAL* provided with your boat for the operating instructions of the speed control system.

WARNING

- BEFORE using the speed control system or taking on passengers and starting any watersport activities:
 - Thoroughly read and understand all the operating instructions provided in the PERFECT PASS MANUAL.
 - Make sure to have acquired the appropriate experience with your boat to be thoroughly familiar with its operation and dynamic behavior.
- The Perfect Pass is not a steering control device. You must always be on the look-out and maintain control of the boat at all time using safe driving techniques.
- Always keep your hand on the throttle levers while the Perfect Pass is in operation.
- The Perfect Pass is no substitute for normal safe watersport practices. Never pull a skier, wakeboarder, or any other water toy without a spotter onboard.
- Do not modify the Perfect Pass system in any way. If a malfunction is noticed or suspected, do not use the system and have an authorized dealer inspect or repair it.

NOTE: BRP recommends including the linkage test described in the *TROUBLESHOOTING* section of the *PERFECT PASS INSTRUCTION MANUAL* as part of your normal *PRE-OPERATION* routine inspection.

20) Monitoring Gauges



TYPICAL

1. Battery
2. Engine
3. Temperature
4. Oil

Low Battery Warning Light

Before the battery becomes too discharged to start the engines, the volts indicator light will come on.

When the indicator light is on, you should discontinue all use of electrical accessories immediately and start the engine(s) in order to recharge the battery.

Check Engine Light

When the ECM detects a fault code, the check engine light will come on and a beep may sound.

Turn engine(s) off. Wait one (1) minute. Restart engine(s). If light(s) remains lit, take boat to nearest authorized Sea-Doo sport boat dealer for servicing.

Engine Temperature Light

CAUTION: If the temperature indicator light comes on, stop engine(s) as soon as possible.

Turn off engine as soon as possible. Check oil level(s) and refill.

Check coolant levels. Refer to *LIQUIDS*. If engine(s) still overheats, continue the following procedure.

Perform *JET PUMP WATER INTAKE AND IMPELLER CLEANING* procedure described in *SPECIAL PROCEDURES*.

When back to shore, flush exhaust cooling system. Refer to *POST-OPERATION CARE*.

Restart the engine(s). If this does not correct the situation, do not run the engine(s) further. Refer to an authorized Sea-Doo sport boat dealer for servicing.

CAUTION: Running engine(s) with low oil pressure may severely damage the engine(s).

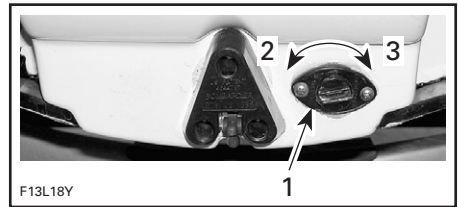
Oil Pressure Light

The oil light turns on when the oil pressure is low or high in the engine(s). Check oil as soon as possible. If lamp remains ON contact an authorized Sea-Doo sport boat dealer.

CAUTION: Never run engines out of oil. Serious engine damage will occur.

21) Bilge Drain Plug

Once boat is on trailer, unscrew the drain plugs, block the wheels and raise the bow slightly with the trailer jack (if so equipped) to allow water to drain.



TYPICAL

1. Drain plug
2. Loosen
3. Tighten

22) Grab Handles

Grab handles provide a handhold for the passengers.

Although grab handles are provided, never perform maneuvers that place a passenger or the driver at risk for being ejected or thrown out of their seat.

CAUTION: Never use the grab handles to pull anything or to lift the boat.

Refer to components location illustrations at the beginning of this section for grab handle locations.

23) Rear Grab Handle(s)

Provide a handhold for boarding when needed.

CAUTION: Never use the grab handle to tow anything or to lift the boat.

24) Retractable Ladder

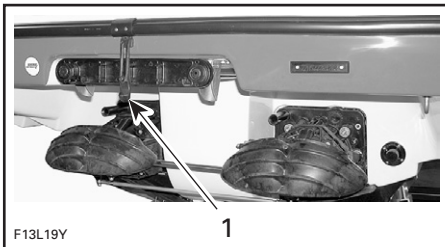
WARNING

Engines should be OFF when using ladder. Keep limbs away from jets or intake grates. Only one person at a time on the ladder. Never use the ladder for pulling, towing, diving or jumping, boarding a boat that is out of the water or any other purpose other than a ladder.

Speedster 200 and Utopia 205 Models

Located under the swim platform, the ladder conveniently helps in reboarding the boat.

Pull latch to release the ladder.



TYPICAL
1. Latch

Slide ladder toward rear, then push down.



TYPICAL — LADDER LOWERED

To store ladder, lift horizontally, slide toward front and secure latch.

Islandia 220 Models



LIFT LADDER COVER UNTIL STOPPED BY RETAINING SPRING (SPRING NOT SHOWN)



GENTLY PULL LADDER



FULLY EXTEND LADDER

CAUTION: In order to avoid damage to the ladders, they should not be used when the boat is out of the water.

To store ladder, lift and push it toward front.

To close cover, gently push on the side of the spring to release it and lower the cover.

25) Swim Platform

Provides an anti-skid surface for easy boarding either from front or rear of boat depending on the models.

WARNING

Engines must be off when using swim platform. Keep away from jets or intake grates.

26) Seats

Each passenger should be seated while underway.

WARNING

Allow no one to sit on edge of the boat or to stand up while in operation. Seat/grab handles should be used in rough waters.

27) Bow Seats

WARNING

Avoid serious or fatal injury. Do not occupy seat when speed exceeds 5 MPH.

Speedster 200/Utopia 205 Models

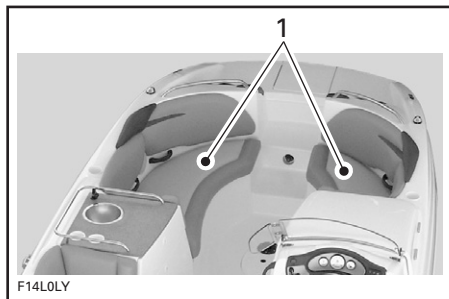
Bow Seat Storage Compartment

Separate storage compartments are located under port and starboard cushions.

Release snaps, lift cushion up and away from position.

To reinstall seat, position L-bracket first, push seat down and fasten snaps.

Islandia 220 Models



1. Bow seats

WARNING

No passenger should use the most forward seat in the bow area if it faces backwards unless the boat is stopped or under idle speed.

Use grab handles as necessary.

Bow Seat Storage Compartment



PORT SIDE LIFT, THEN PULL SEAT CUSHION TO GAIN ACCESS TO THIS STORAGE COMPARTMENT



STARBOARD SIDE LIFT, THEN PULL SEAT CUSHION TO GAIN ACCESS TO THIS STORAGE COMPARTMENT

To reinstall seat CUSHION, ensure to position L-bracket first then push seat down to snap into place.



1. L-bracket

28) Front Seats

Each passenger should be seated while underway.

WARNING

Allow no one to sit on edge of the boat or stand while in operation. Seat/grab handles should be used at all times.

Seat Storage Compartment



LIFT THEN PULL SEAT TO GAIN ACCESS TO THIS STORAGE COMPARTMENT

Driver Seat

Swivel

Driver seat can swivel backward. With this feature, the driver seat can be used as a complement to the rear seat, as shown in the next photos.



PULL LEVER



SWIVEL SEAT BACKWARD

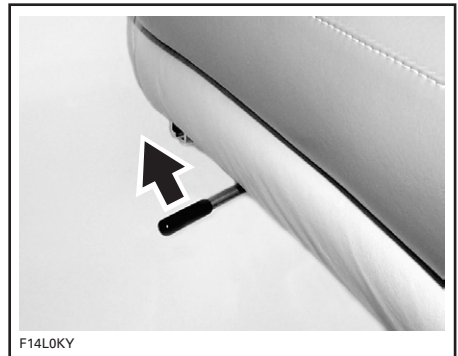
WARNING

Always ensure drivers seat swivel is locked so that seat faces steering wheel before riding.

Forward and Backward Adjustment

Driver seat is adjustable forward and backward.

Push lever to unlock seat. Move seat at the desired position. Release lever after adjustment is completed.



29) Rear Seats

Rear Seats/Storage

WARNING

Never leave any heavy or breakable objects in the storage compartment. Never operate the boat with the storage compartment cover open.

Speedster 200/Utopia 205 Models

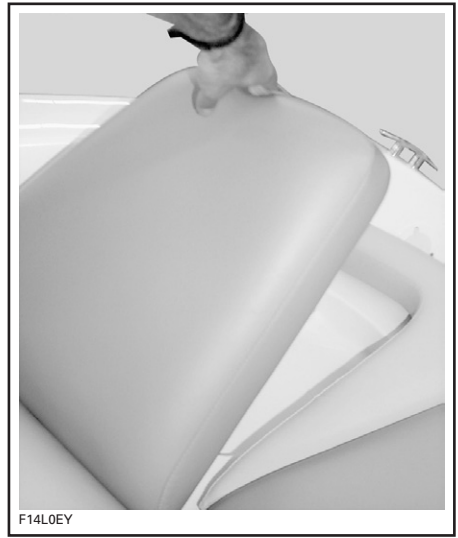
Separate storage compartments are located under port and starboard cushions.

Release snaps, lift cushion up and away from position.

To reinstall seat, position L-bracket first, push seat down and fasten snaps.

Rear Seats

Islandia 220 Models



PULL UP BACKREST UNTIL IT LOCKS

WARNING

All three rear seat backrests must always be in raised/locked position when boat is underway.



PULL UP BRACKET TO UNLATCH

30) Spotter Seat

Located beside driver seat, this seat is provided to be used by the observer when towing a skier. Rotate seat to rear facing position for use.

WARNING

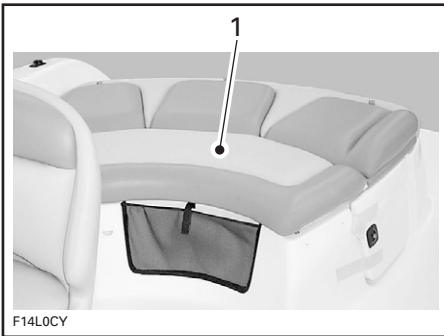
Always have an observer while towing a skier, proceed with only as much speed as required, and follow observer instructions.

31) Sun Deck

A convenient space to rest or sunbathe while anchored.

WARNING

Do not start or operate the boat if a person is seated on the sun deck.



TYPICAL — ISLANDIA MODELS
1. Sun deck

32) Cup Holders

Convenient locations for non-alcoholic beverages.

WARNING

Do not drink alcoholic beverages while aboard. Do not keep bottles, cans etc. in cup holders while riding at speed and/or on rough water.

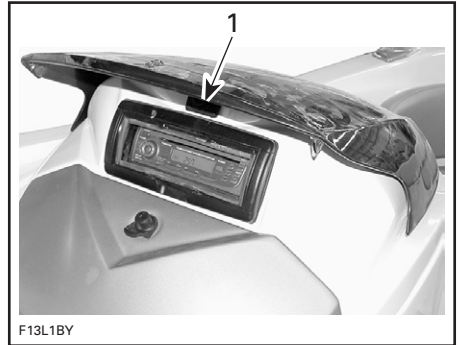
33) Port/Starboard Console Storage Compartments

Convenient watertight, lockable storage compartments, the starboard side is equipped with a removable basket for an onboard cooler.

WARNING

Never leave any heavy or loose breakable objects in the storage basket. Never operate the boat with the storage compartment cover open.

Push the latch button inward to unlock storage compartment cover. Lift cover until stopped by the retaining device. The cover will hold in this position on calm water.



TYPICAL
1. Push button in

The fire extinguisher (sold separately) should not be loose in the storage compartment. It's storage position is indicated by the fire extinguisher label located at one of the storage compartments.

The Operator's Guide should be kept in a waterproof bag and remain with the boat at all times.

⚠ WARNING

Do not remove the basket to use as additional storage area. Components can become entangled and cause serious operational hazards.

Push cover down to release mechanism then move down slowly. When bottomed on latch, firmly push cover to lock.

⚠ WARNING

Never leave any heavy or loose breakable objects in the storage basket. Never operate the boat with the storage compartment cover open.

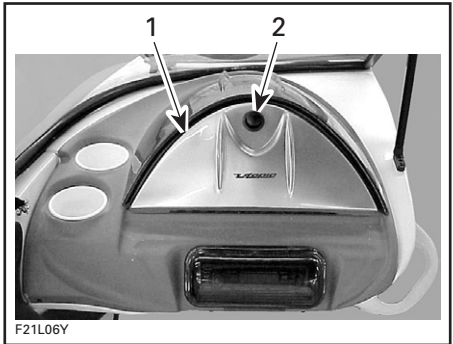
34) Glove Box

Convenient lockable storage location for carrying small personal articles.

NOTE: Always relatch glove box before operating boat.

⚠ WARNING

Never operate the boat with the glove box cover open.



TYPICAL — PORT SIDE UTOPIA 205

- 1. Glove box
- 2. Push button

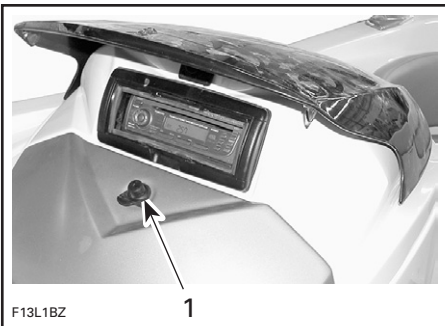


TYPICAL — STARBOARD SIDE ISLANDIA 220

35) AM/FM Radio/CD Player

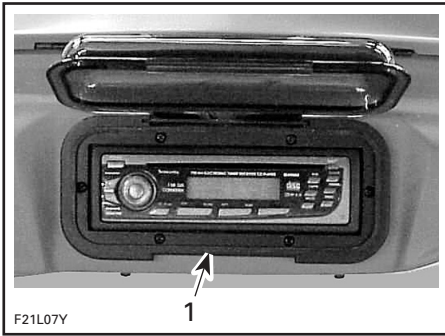
Refer to manufacturer's guide for complete explanation of features and controls.

CAUTION: Using the AM/FM radio/CD player for a prolonged time without engines running may discharge the battery.



TYPICAL — PORT SIDE SPEEDSTER 200

- 1. Glove box latch



TYPICAL

1. AM/FM Radio/CD Player

36) 12-Volt Accessory Jack

A 12-Volt jack is provided to power temporary accessories such as a cellular phone or other 12-Volt portable devices.

CAUTION: Close protective cap when jack is not in use to protect against weather.

CAUTION: Using the radio or other 12-Volt portable devices for a prolonged time without engine running may discharge the battery.

37) Bow Storage Compartment

⚠ WARNING

Never leave breakable objects in the bow storage compartment. Never operate the boat with the bow storage compartment cover open.

Speedster 200 Models

A large, convenient storage compartment for PFD's, towels, etc.

To open, lift T-handle and turn in either direction and lift. To close, lower cover and turn handle so it will lay flush in its recess.

NOTE: Always relatch compartment lid.

Utopia 205 Models

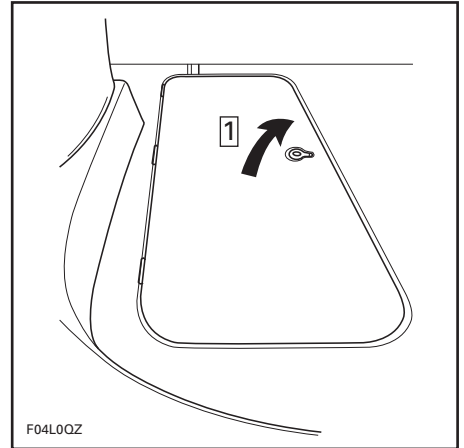
Located under the forward bow cushion with storage for anchor and line.

⚠ WARNING

Avoid serious or fatal injury. Do not occupy seat when speed exceeds 5 MPH.

38) Deck Storage Compartment

The deck storage compartment is a convenient location for water-skis, paddles, anchor and rope, etc.



TYPICAL

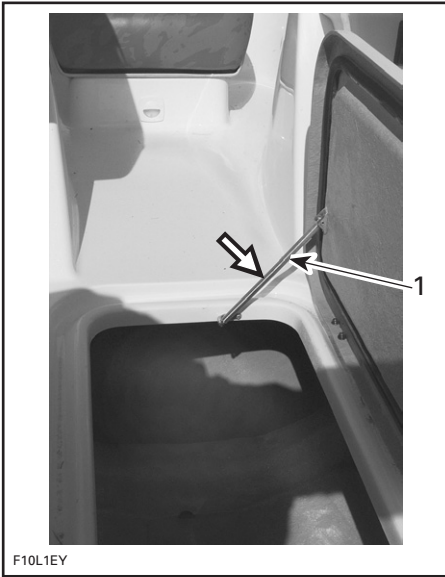
1. Pull latch and lift cover

Lift the latch ring and open cover gently until stopped by retaining spring.

When completely opened, the cover remains in that position on calm water.

To close, gently push on the side of the spring to release it and lower the cover.

Always close deck storage compartment cover before getting underway.



F10L1EY

TYPICAL

1. Gently push here to release the spring

⚠ WARNING

Never leave any heavy or loose breakable objects in the deck storage compartment. Never operate the boat with the deck storage compartment cover open.

39) Rear Storage Compartment (Engine Cover)

Convenient rear storage location for carrying large personal articles. Ideal location for spare Personal Flotation Device (PFD), towels, lunch etc.

⚠ WARNING

Never leave any heavy or breakable objects in the storage compartment. Never operate the boat with the rear storage compartment cover open.

⚠ WARNING

When engine cover is lifted, never touch any electrical part when starting engine or while in operation. Never leave any object, rag or tool in the engine compartment or in the bilge.

CAUTION: Always ensure rear storage compartment lid is closed and securely fastened before trailering.

Speedster 200 Models

The rear storage compartment latch is located in the passenger console storage compartment. Pull the latch lever upward and open engine cover gently until stopped.

The gas assist cylinder will complete the opening and hold cover open.

Additional access to the rear storage compartment is available by pulling the loop located between the sun deck cushions.



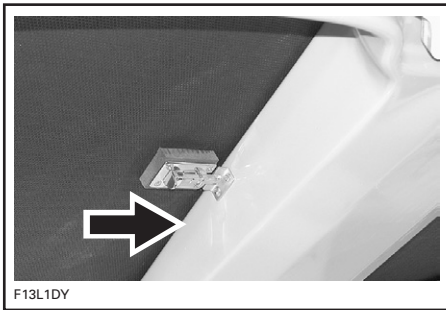
F13L1XY

1. Pull this loop

This will open the starboard-side lid. The port side may then be opened.

A manual lock is provided to secure the rear storage compartment. Ensure sundeck cushions are properly closed and open rear storage compartment lid by lifting latch lever in passenger console storage compartment.

Slide bolt into latch to secure.



SLIDE THIS DIRECTION TO SECURE

Storage Tray

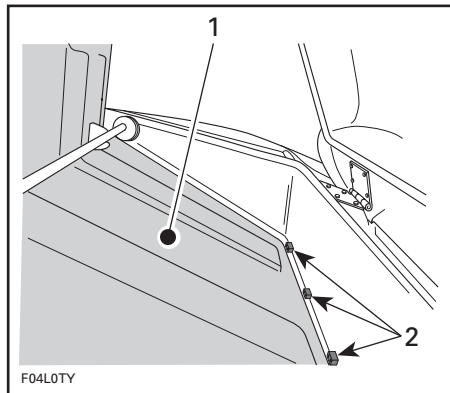
CAUTION: In order to avoid damage, **MAXIMUM LOAD** on storage tray must not exceed 22.5 kg (50 lb).

The storage tray is removable, allowing access to the engine compartment. Grab the handle and lift in a rearward movement until opposite holders release.

WARNING

When storage tray is lifted or removed, never touch any electrical part when starting engines or while in operation. Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

When reinstalling storage tray, properly locate it just below holders, gently lower tray then push it downward to lock.



TYPICAL

1. Rear storage compartment tray
2. Tray under holders

Firmly close storage compartment cover to relatch.

Utopia 205 Models



REAR STORAGE COMPARTMENT

1. Engine cover opened

The rear storage compartment is convenient for carrying large personal articles. It is an ideal location for spare Personal Flotation Device (PFD), towels, lunch etc.

Pull latch to open engine cover.

The gas assist cylinders will ease opening and hold engine cover open.

Islandia 220 Models

To open engine cover, open the rear side storage compartment panel and pull lever.

CAUTION: To avoid damage, driver seat must be rotated to forward position before opening engine cover.

NOTE: Unauthorized access to the rear storage compartment is prevented only when the rear side storage compartment is locked.

Firmly close engine cover to re latch.

40) Jet Pump Water Intakes

Water is drawn up by the impeller through these openings, minimizing entry of foreign objects into the propulsion system.

WARNING

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

41) Bow Lights

Mandatory red and green lights. See *NAVIGATION LIGHT SWITCH* as mentioned earlier in this section.

42) Removable Stern Light

Mandatory white stern light (white).

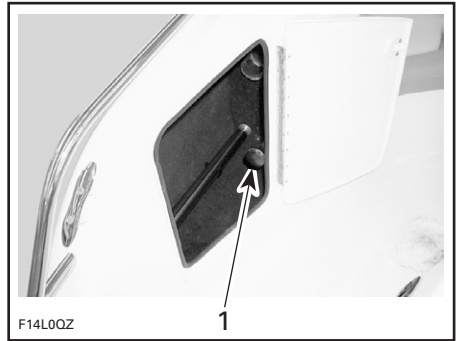
It is recommended to keep it in its storage compartment at all times except when needed.

To remove from storage cover, pull it out. Snap in place to store again.



F13L1EY

TYPICAL — STERN LIGHT IN STORAGE CLIPS



F14L0QZ

TYPICAL — STERN LIGHT IN STORAGE CLIPS ISLANDIA 220

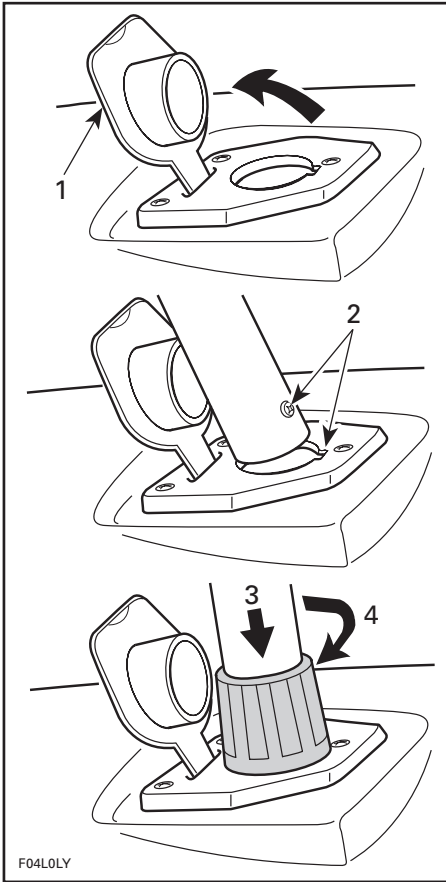
1. Removable stern light

CAUTION: Using the stern light for a prolonged time when the engine is not running will discharge the battery.

Installation

- Lift connector cap.
- Insert post in connector hole. Ensure to align hole keyway with post screw head.
- Firmly push downward to engage terminals.
- Push lock ring downward. Turn until locked. It may be necessary to slightly turn it to allow its insertion in the hole.

- Check light operation. See *NAVIGATION LIGHT SWITCH* as mentioned earlier in this section.



TYPICAL

1. Lift
2. Align screw in groove
3. Push downward
4. Turn to lock

CAUTION: Ensure dielectric grease is present in connector area of light to prevent corrosion.

43) Mooring Cleats

When mooring to a dock, it is recommended to secure with both front and rear cleats. The use of dock lines with sealed air fenders is recommended to protect your boat.

CAUTION: Never use mooring cleats to pull anything or to lift the boat.

44) Deck

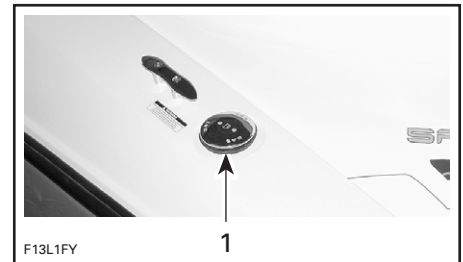
Flat surface of boat, deck should be kept clean and clear.

45) 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.

⚠ WARNING
 Always stop the engines before refueling. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Fuel tank may be pressurized. Slowly turn cap when opening. Never use an open flame to check fuel level. When fueling, keep boat level. Do not overfill or top off the fuel tank and leave boat in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the boat. Periodically verify fuel system.



TYPICAL — SPEEDSTER 200/UTOPIA 205
 1. Fuel tank cap

Islandia 220 Models



USE FUEL TANK CAP KEY



UNSCREW CAP



REMOVE CAP

46) Deck Drain

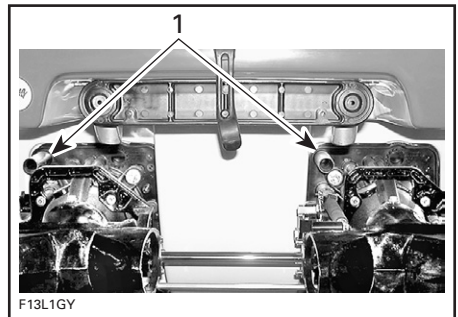
Deck drain provides drainage of water from rain, deck washing, water splashing, etc.

Keep clean to avoid clogging.

47) Flushing Connectors

Refer to *POST-OPERATION CARE* section for proper use.

NOTE: Each engine is provided with a flushing connector located on the jet pump support. Port connector is for port engine and starboard connector is for starboard engine.



TYPICAL

1. Flushing connectors

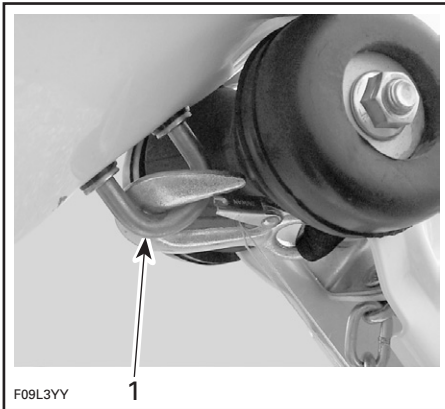
48) Ventilation Ducts

The ventilation ducts allow air to flow to ventilate engine compartment and supply air to engine. Never obstruct ventilation ducts.

49) Bow/Stern Eyelets

Bow Eyelet

Eyelets can be used for mooring, towing and as a tie-down point during transportation.

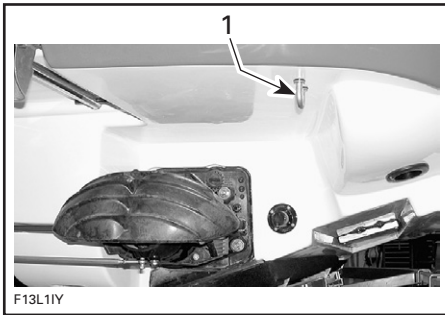


TYPICAL

1. Bow eyelet

Stern Eyelets

Eyelets can be used for mooring, towing and as a tie-down point during transportation.



TYPICAL

1. Stern eyelet

50) Jet Pump Nozzles

Jet pump nozzles provide directional control of boat when engines are running, turning side to side via input from the steering wheel. Refer to *PROPULSION* under *PRINCIPLE OF OPERATION*.

⚠ WARNING

Never use nozzle as a supporting point to board the boat or to lift it.

51) Reverse Gates

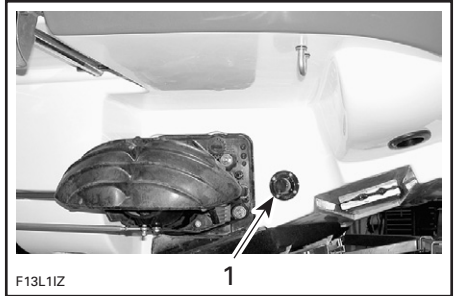
When selecting the neutral or reverse position with the shift lever, the reverse gates move up or down, obtaining the desired position.

⚠ WARNING

Never use gates as a supporting point to board the boat. Shift lever should only be used when the engine is idling and boat is completely stopped.

52) Scupper Valve

Location where water drains out from the deck. Keep clean to avoid clogging.



TYPICAL

1. Scupper valve

53) Fuel Tank Vent

The fuel tank vent is located in the fuel tank cap and allows fuel vapors and pressure to escape from fuel tank.

⚠ WARNING

Never use a lit match or open flame close to vent. Follow the **FUELING PROCEDURE** instructions in the **FUEL AND LUBRICATION** section.

54) Water Sport Towing Attachments

Please read and often refer to *WATER SPORTS* information in the *SAFETY* section at the front of this guide.

WARNING

Teak Surfing is extremely dangerous to participants due to their proximity to the rear of the boat where direct contact with the exhaust fumes from the boat engine is the highest. Carbon monoxide poisoning can occur and result in mental disorientation, dizziness, drowsiness, and loss of consciousness. The combination of carbon monoxide exposure and non-use of a life jacket (PDF) make this new water recreation activity an incredibly dangerous and potentially deadly sport.

Ski Tow

WARNING

When pulling a tube, skier or wakeboarder, always have an observer, proceed with only as much speed as required, and follow the observer's instructions.

CAUTION: Never use the ski tow to tow any other craft.

WARNING

Pulling a tube, skier or wakeboarder makes the boat handle differently and requires greater skill. Unless absolutely necessary, do not make tight, sharp turns. Keep a safe distance from the docks, swimmers, other craft or objects. Be advised that serious injury can result if the tow rope becomes slack during a tight turn or when circling. The rope could become wrapped around the neck or limbs of a person.

Ski Post

Speedster 200 Models

This boat comes equipped with a ski post.

Pull up the post to allow hooking a ski rope or other towables.

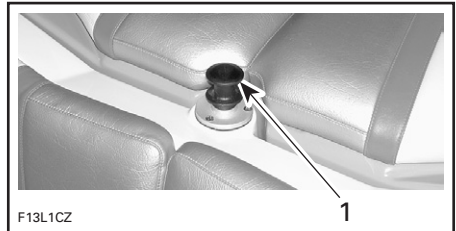


F13L1JY

TYPICAL

1. Lift ski post to use

Push down when finished.

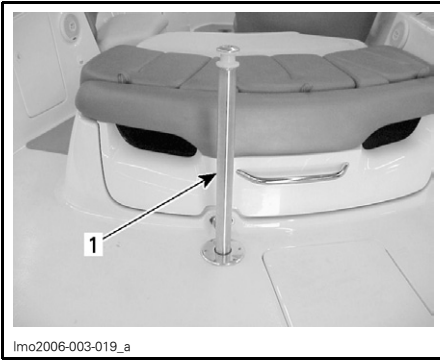


F13L1CZ

TYPICAL

1. Ski post position when not in use

Islandia 220 Models



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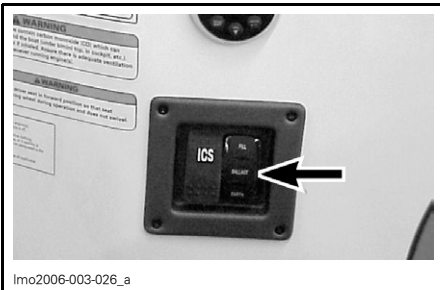
TYPICAL

1. Ski post in position

55) Pump System (ballast tank/speedster wake)

WARNING

The added weight of the ballast affects the handling characteristics of the boat. Do not perform high speed maneuvers when ballast tank contains water. Furthermore, it is then not recommended to operate the boat at speeds of more than 50 km/h (30 MPH).



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BALLAST TANK CONTROLS

To Fill

NOTE: Boat must be in water to fill ballast tank.

Open thru-hull valve located in the engine compartment.

NOTE: Handle will be in the vertical position when valve is open.

CAUTION: Failure to open valve will cause damage to the pump components.

Select FILL position on ballast switch located next to driver's position. Tank takes approximately 5 to 7 minutes to fill.

Tank is full when water evacuates from the thru-hull fitting located overboard on the driver's side of the vehicle.

Select OFF position on ballast switch when water flows from this fitting.

NOTE: It is not necessary to close the engine compartment thru-hull valve once the system is full.

To Empty

Ensure thru-hull valve located in the engine compartment is in the open position.

NOTE: Handle will be in the vertical position when valve is open.

Select EMPTY position on ballast switch. There is a noticeable tone different and some air bubbles will be present once the tank is empty.

Close thru-hull valve.

CAUTION: Closing of this valve is highly recommended when system is not in use. In the case of component failure, it prevents water to be taken on and possibly causing serious damage to the vehicle.

⚠ WARNING

Never tow a boat with water remaining in the ballast tank. The weight of ballast increases the load on the trailer, the axle, and the tires, which could lead to premature wear or failure. This also contributes to reduce the stability of your vehicle on the road by raising the center of gravity of the trailer. Always completely empty the ballast tank before trailering.

56) Towing Tower

CAUTION: Towing tower **MUST** be fastened in the upright position to avoid damage to the boat and towing vehicle while in transport or water operation.

⚠ WARNING

Pulling a tube, skier or wakeboarder makes the boat handle differently and requires greater skill. Unless absolutely necessary, do not make tight, sharp turns. Keep a safe distance from docks, swimmers, other craft or objects. Be advised that serious injury can result if the tow rope becomes slack during a tight turn or when circling. The rope could become wrapped around the neck or limbs of a person.

NOTE: For the complete tower removal procedure from boat, refer to an authorized Sea-Doo sport boat dealer.

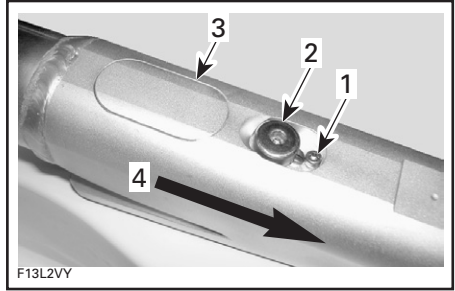
To Raise Tower for Transport and Use

NOTE: To raise tower will require 2 people.

Speedster 200 Models

Remove set screws from rear tow attachment points using a 3/32 in. Allen wrench.

Slightly press down on socket plug and push lock button away from plug to remove from socket.



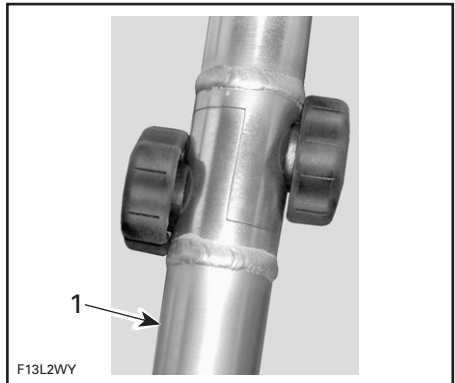
TYPICAL

- 1. Set screw
- 2. Lock button
- 3. Socket plug
- 4. Slide lock button (2) in this direction

Save socket plugs for later use.

With one person holding tower at center, install port or starboard upright into socket.

Place upright in position and screw knobs into upright and tighten as shown.



TYPICAL

- 1. Port upright with knobs installed

Repeat for other side.
Reinsert set screws.

Remove support poles shown below and store for later use.

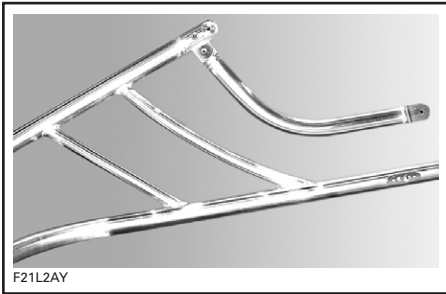


TYPICAL — STARBOARD SIDE SHOWN

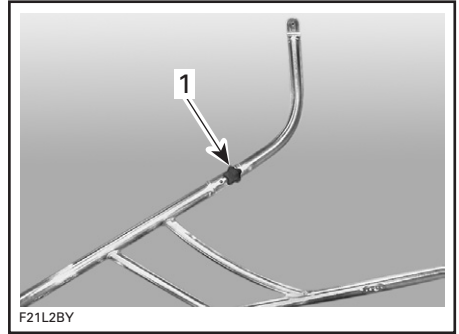
Tower is ready for use or towing.

Utopia 205 Models

Lift support arms from their storage positions and secure with previously removed knobs.

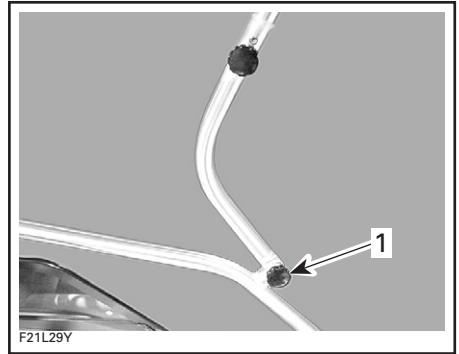


TYPICAL



TYPICAL
1. Secure with knob

Lift tower from its storage position.
With one person at center holding tower, install and secure port and starboard support arms to tower using previously removed knobs.

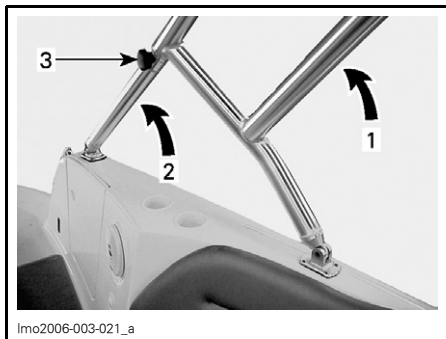


TYPICAL
1. Secure with knob

Tower is ready for use or towing.

Islandia 220 Models

Lift tower from its storage position.
With one person at center holding tower, install and secure port and starboard support arms to tower using previously removed knobs.



TYPICAL

1. Lift tower in its position
2. Lift support arms
3. Secure tower to arms with knobs

Tower is ready for use or towing.

To Lower Tower for Storage

NOTE: To lower tower will require 2 people.

Speedster 200 Models

Remove rear set screws from port and starboard attachment points.

Install support poles as shown above.

With one person holding the tower, loosen and remove knobs from either upright.

Hold upright and push lock button away from socket.

Lift upright from socket and repeat for other side.

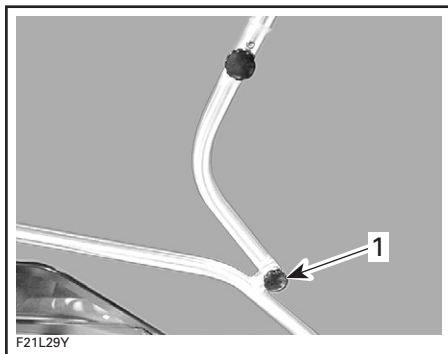
Carefully lower tower into support pole cradles.

Install plugs in rear sockets and reinsert set screws.

Carefully wrap port and starboard uprights and store in deck storage compartment.

Utopia 205 Models

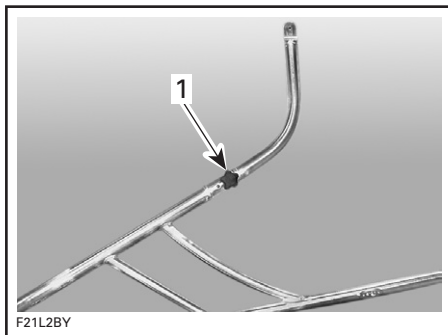
Remove knob from each side of tower.



1. Remove this knob

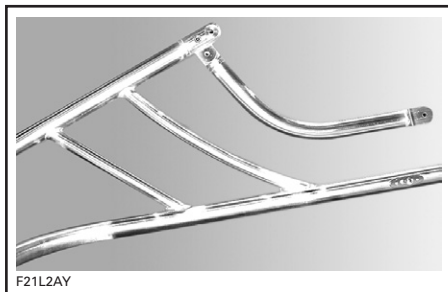
Carefully fold tower forward until storage pad is in contact with bow.

Remove knobs from curved extensions on each side of tower.



1. Remove this knob

Lower both supports arms into position show below.

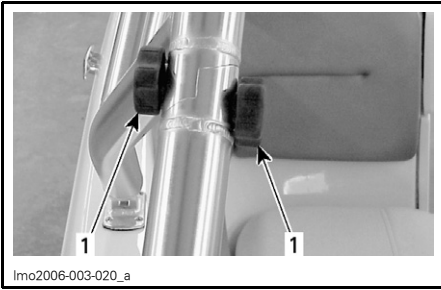


TYPICAL

Place knobs in glove box or other secure storage for later use.

Islandia 220 Models

Remove knobs from each side of tower.

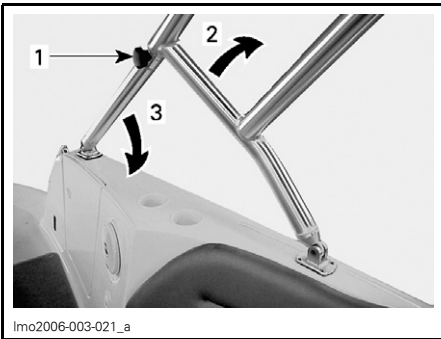


TYPICAL
1. Knobs

Carefully fold tower forward until storage pad is in contact with bow.

Place knobs in glove box or other secure storage for later use.

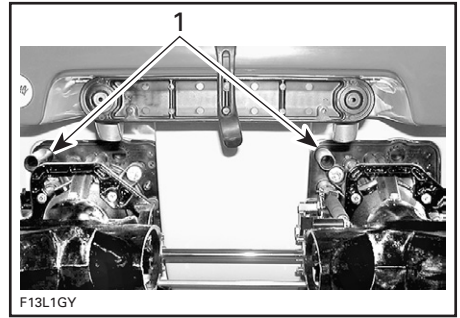
Lower both support arms.



TYPICAL
1. Remove knobs
2. Fold tower forward
3. Lower both supports arms

57) Exhaust Cooling System Bleed Outlets

When engines are running, water must flow through these holes. This allows air and water in exhaust cooling water jacket to escape.



TYPICAL
1. Bleed outlets

Start one engine and check water flow at exhaust outlet. Stop engine then start the other engine and check water flow. If everything is correct, restart the first engine.

CAUTION: If water does not flow from the outlet(s) a few seconds after engine is started, immediately stop engine and refer to **POST-OPERATION CARE** and look for **COOLING SYSTEM FLUSHING** or refer to an authorized Sea-Doo sport boat dealer for servicing.

58) Main Battery Cut-Off Switch

This switch allows a complete power cut-out of the electrical system.

When in OFF position, ALL electrical equipment and electronics will be OFF except bilge pump. The bilge pump **will** operate automatically with the battery switch on the OFF position.

Switch must be in the ON position to allow the use of electrical components and to start the engines.

CAUTION: Stop engines before switching to the OFF position.



TYPICAL — MAIN BATTERY CUT-OFF SWITCH

It is recommended to set this switch to the OFF position whenever performing maintenance in the engine compartment, on the electrical system, for transportation or during short term storage.

CAUTION: When the main battery cut-off switch is turned OFF while boat is moored, the automatic bilge pump will start if water comes up in the bilge.

59) Fuses

The electrical system is protected with fuses. Refer to *MAINTENANCE* section for details.

60) Bimini Top

The Bimini top is convenient for protection against inclement weather or sunshine.

WARNING

- Avoid body contact with Bimini top.
- Hold down straps are under tension.
- Do not use Bimini top as a support.
- Operate boat only at low speeds if Bimini top is in use.
- Top can break or dislodge causing a risk of personal injury or interference with boat operation.

Opening Bimini Top

Utopia 205 Models

Lift sun pad lid.

Slightly raise Bimini top above engine storage compartment and slide all the way to front of side rails.



TYPICAL

1. Bimini pivot base pulled forward on rail

Unzip cover and remove. Store cover in a storage area.

Lift Bimini top to vertical position and connect front straps to eyelets on body of boat.



TYPICAL

1. Hook strap to body eyelet

Pull canvas back and fasten rear straps to eyelets on body of boat.

Adjust strap tension as needed.

Close sun pad lid.

Closing/Storing Bimini Top

Utopia 205 Models

NOTE: If canvas of Bimini top has been splashed by salt water, rinse canvas with cold fresh water. At any time when canvas is wet, let dry before installing cover and storage.

Open sun pad lid.

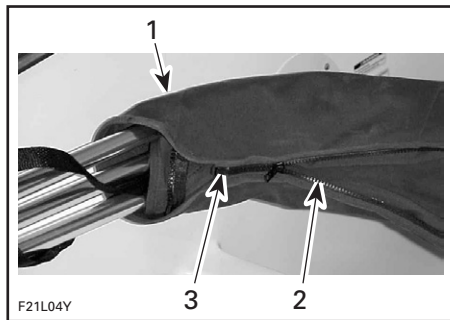
Unhook rear straps.

Unhook front straps.

Before laying the Bimini top down, hold the top/front tube and pull the second and third tubes toward the top/front tube.

Tilt Bimini top back towards storage compartment.

Position the protective cover so that the zipper will be on the inner side of the Bimini top and the starting end of the zipper will be on starboard side of boat.



TYPICAL

1. Bimini top at rear storage compartment area
2. Inner side of zipper
3. Start of zipper

Place Bimini top straps inside cover and slowly zip while packing canvas inside cover.

Slide Bimini top to the rear of side rail to store Bimini top underneath sun pad lid.

Close sun pad lid.

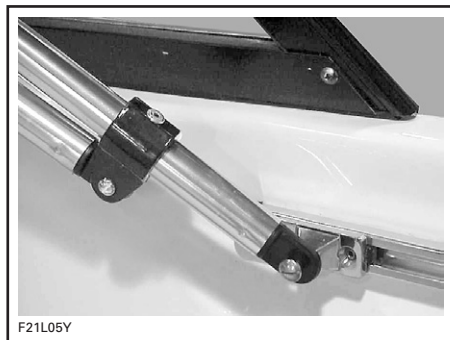
Removing Bimini Top from Boat

Utopia 205 Models

If it becomes necessary to remove Bimini top from boat, proceed as follows:

Open sun pad lid.

Remove fasteners at pivot point.



TYPICAL

With assistance, carefully lift Bimini top and remove.

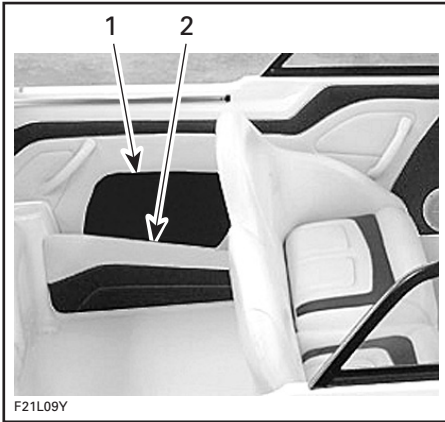
Reinstall pivot fasteners to prevent loss.

Installation is procedure in reverse, however, pay attention to Bimini top orientation for proper positioning.

Close sun pad lid.

61) Side Panel/Tray Storage

Utopia 205 Models



1. Side panel storage
2. Side tray storage

Located at the port and starboard sides of the boat, these storage areas provide quick, easy access for additional articles.

WARNING

Never leave any heavy or breakable objects in the storage compartment. Never operate the boat with the storage compartment cover open.

62) Rear Side Storage Compartment

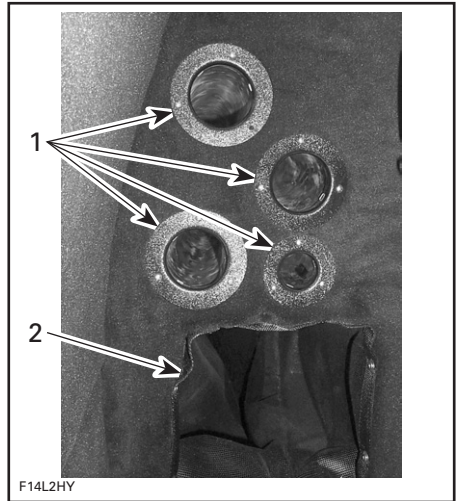
Convenient lockable storage location for carrying fire extinguisher, fishing rods, stern light, etc.

WARNING

Never leave any heavy or loose breakable objects in the storage compartment. Never operate the boat with the storage compartment cover open.



REAR SIDE STORAGE COMPARTMENT



1. Storage for fishing rods
2. Additional storage compartment

63) Cockpit Table

Utopia 205 Models

Conveniently stored atop the engine cover.



lmo2006-003-022_a

COCKPIT TABLE IN STORAGE POSITION

Swivel front seats into side-facing position.

Open sun pad lid.

Unclip table post and place in floor receptacle. Twist gently to ensure proper fit.

WARNING

When front seats are in side facing position and table post is not installed, floor receptacle poses potential hazard. Use proper judgement.



F21L0DY

COCKPIT TABLE INSTALLED

Close sun pad lid.

Cockpit Table Storage

Storage of cockpit table is the reverse of installation.

WARNING

Cockpit table must be properly stored before operating boat.



F21L0CY

1. Floor receptacle
2. Table post

Islandia 220 Models

Table and its post are stored inside rear side storage compartment.

To install table, first remove black plastic cap from table socket. Store properly.

Insert table post into table socket. Apply pressure on post to make sure it is properly seated in socket.

Install table on post end. Apply pressure on table to ensure it is securely installed.



F14L19Y

TABLE PROPERLY INSTALLED

⚠ WARNING

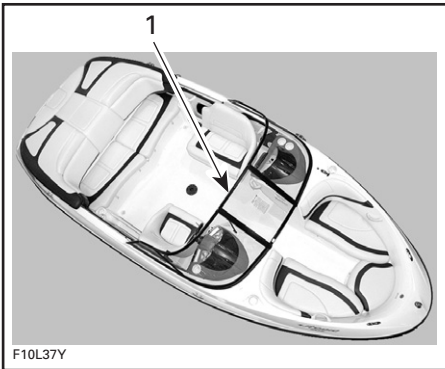
Do not operate boat with table installed.

Reinstall black plastic cap in the table socket and properly store table and its post back in rear side storage compartment when table is not being used.

64) Windshield

For your convenience, a windscreen is provided to divert the air flow.

Utopia 205 Models

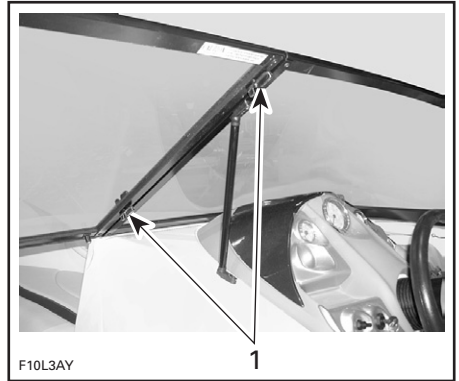


F10L37Y

TYPICAL

1. Windshield

To open windshield door, unlock both latches then open door, as shown in the following photo.



F10L3AY

TYPICAL

1. Unlock both latches

65) Depth Finder

Some Models

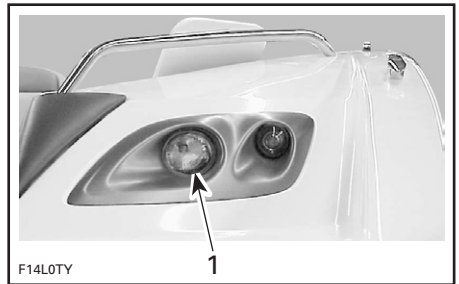
A depth finder is included as standard equipment and is located on the dashboard.

Please refer to included *MANUFACTURER'S INSTRUCTION SHEET* for depth finder operation.

66) Docking Lights

Convenient white lights that can be used between sunset and sunrise to assist when docking.

See *DOCKING LIGHT SWITCH* (item 10).



F14L0TY

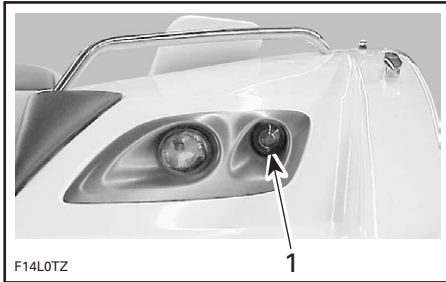
1. Docking light

CAUTION: Using the docking lights for a prolonged time when the engine is not running will discharge the battery.

67) Boarding Lights

Convenient lights that can be used between sunset and sunrise to assist passengers when boarding.

See *BOARDING LIGHT SWITCH* (item 11).



1. Boarding light

CAUTION: Using the boarding lights for a prolonged time when the engine is not running will discharge the battery.

68) Engine Compartment Light

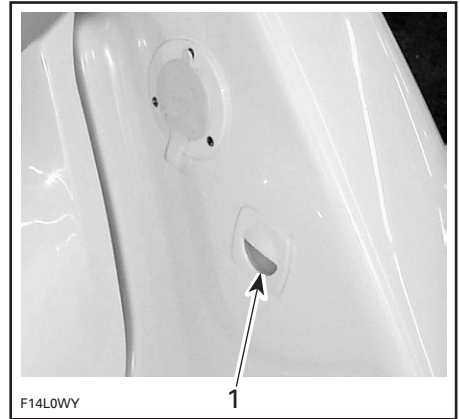
Convenient light mounted inside engine cover.

See *ENGINE COMPARTMENT LIGHT SWITCH* (item 12).

CAUTION: Using the engine compartment light for a prolonged time when the engine is not running will discharge the battery.

69) Deck Lights

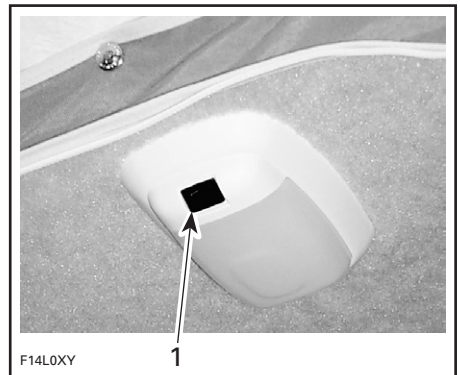
Convenient lights to use between sunset and sunrise. These lights can assist passenger when boarding as well as creating a nice ambience.



1. Deck light

CAUTION: Using the deck lights for a prolonged time when the engine is not running will discharge the battery.

70) Changing Room Ceiling Light



CHANGING ROOM CEILING LIGHT
1. 2-position ON/OFF switch

CAUTION: Using the changing room light for a prolonged time when the engine is not running will discharge the battery.

71) Foot Well

Convenient basin where water can be added for passenger's relaxation.

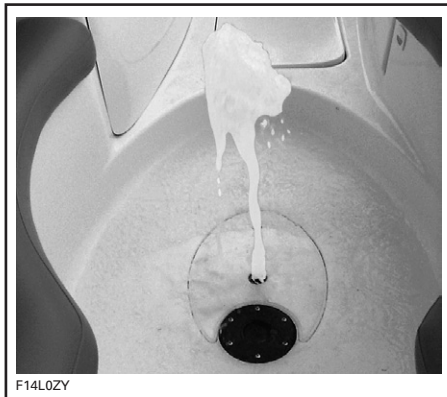


1. Foot well surface
2. Wash down valve

To add or drain water from foot well refer to *TO FILL* or *TO DRAIN FOUNTAIN SUMP OR FOOT WELL* at item 73.

72) Fountain Jet

Convenient water fountain for passenger's relaxation.



FOUNTAIN

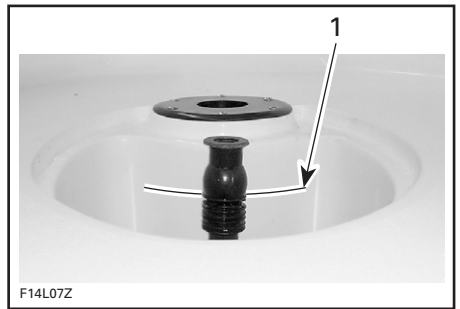
To Activate Fountain

Add water into fountain sump. Refer to *TO FILL FOUNTAIN SUMP OR FOOT WELL* at item 73.



REMOVE FOUNTAIN SUMP COVER

1. Cover



ADD WATER

1. Maximum specified water level

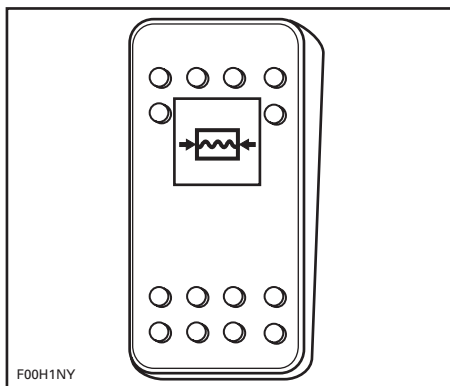
NOTE: The fountain will not operate properly if the water level in the sump is too high.



F14L12Y

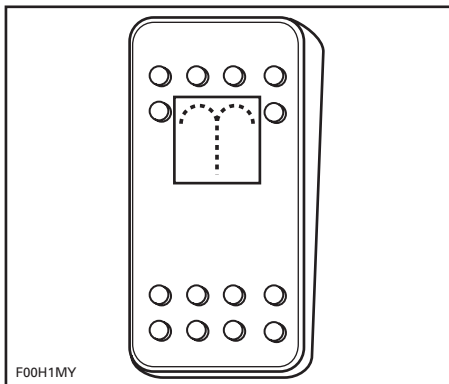
TURN VALVE TO THIS POSITION THEN REINSTALL COVER

To Fill Fountain Sump or Foot Well



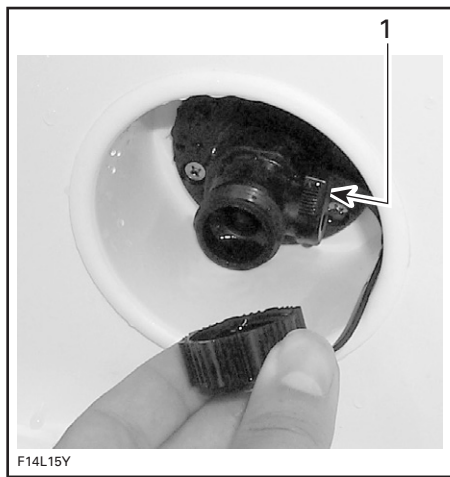
F00H1NY

ENSURE MAIN WATER PUMP SWITCH IS TURNED ON



F00H1MY

TURN ON FOUNTAIN PUMP SWITCH



F14L15Y

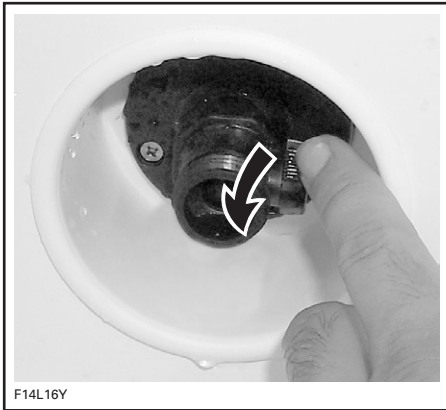
ENSURE WASH DOWN VALVE LEVER IS CLOSED THEN UNSCREW CAP
1. Wash down valve lever closed

73) Wash Down Valve

This valve supplies water to fountain sump and foot well. The valve can also be used to attach a garden hose which may be used to rinse the deck.

WARNING

Splashed water will make the deck more slippery than usual.



LOWER LEVER TO OPEN WASH DOWN VALVE AND LIFT TO CLOSE

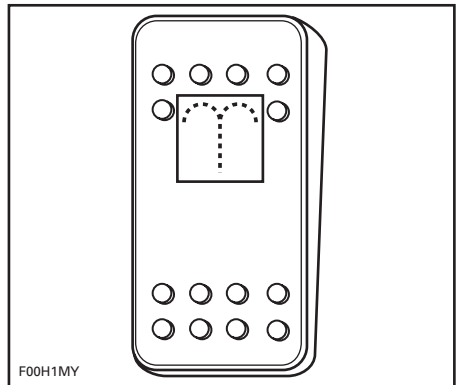
To Drain Fountain Sump or Foot Well



REMOVE FOUNTAIN SUMP COVER
 1. Cover



TURN VALVE TO THIS POSITION



TURN ON FOUNTAIN PUMP SWITCH THEN TURN OFF WHEN SUMP IS DRAINED

NOTE: Any water not pumped over-board can be drained into the bilge by removing the drain plug in the bottom of the sump.

74) Potable Water Tank Cap



PUSH

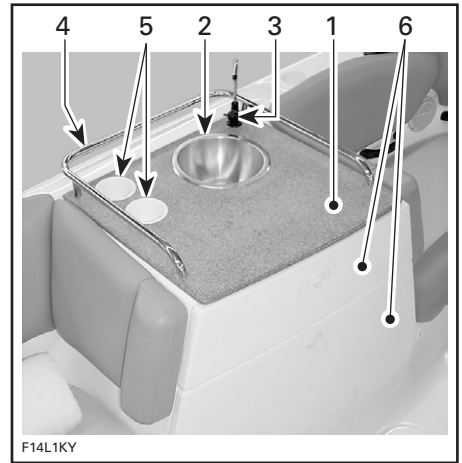


PULL



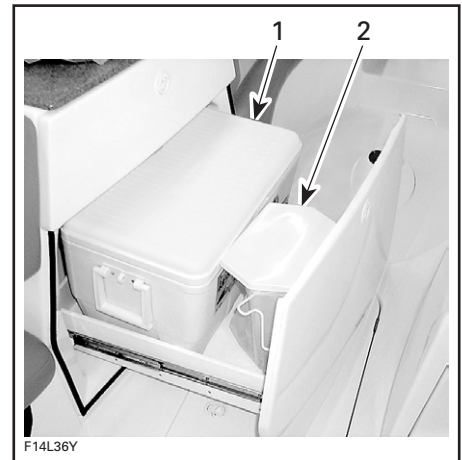
UNSCREW

75) Convenience Center



CONVENIENCE CENTER

1. Food preparation area
2. Sink
3. Faucet
4. Grab handle
5. Cup holders
6. Storage trays



LOWER STORAGE TRAY

1. Cooler
2. Trash container

CAUTION: In order to avoid damage, maximum load on lower storage tray must not exceed 27 kg (60 lb).

To Use Sink Faucet



INSTALL FAUCET TUBE

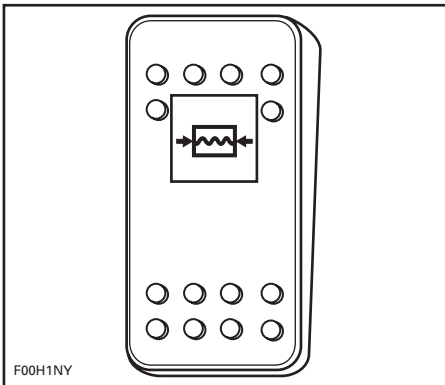


OPEN FAUCET VALVE

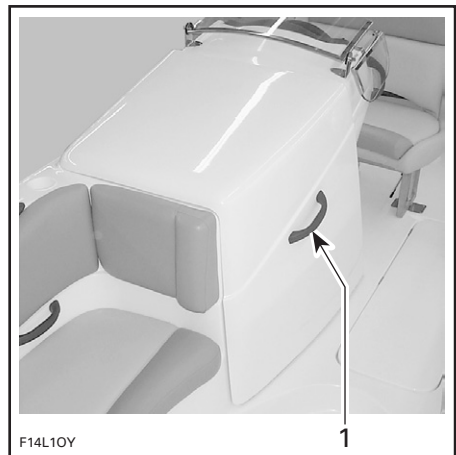
The pump consumes power only when water is being discharged.

CAUTION: Always remove faucet tube before installing mooring cover.

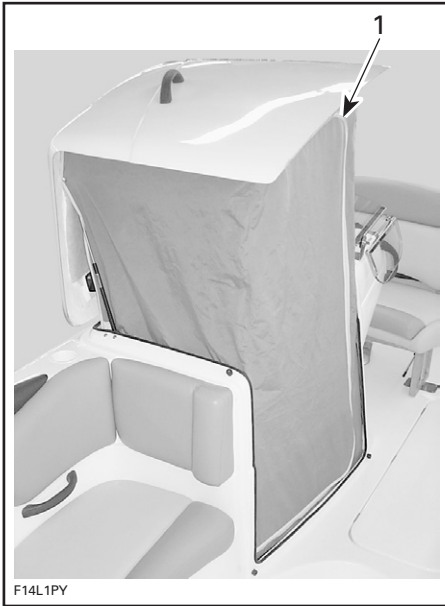
76) Changing Room with Toilet



ENSURE MAIN WATER PUMP SWITCH IS TURNED ON



GRAB HANDLE THEN LIFT COVER
1. Handle



OPEN ZIPPER TO GAIN ACCESS TO
CHANGING ROOM AND TOILET
1. Zipper

⚠ WARNING

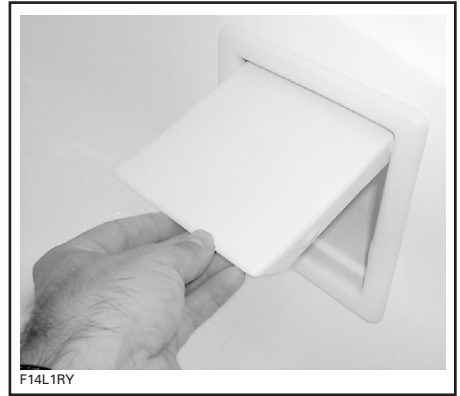
Changing room should never be used when boat is in motion. Always close cover before operating boat.

77) Portable Toilet

To gain access to the toilet, open changing room as described in item 76.

CAUTION: Ensure toilet is securely latched to the floor while boat is underway. Refer to *TOILET MANUFACTURER INSTRUCTIONS*.

Toilet Paper Holder



LIFT COVER THEN INSERT PAPER ROLL

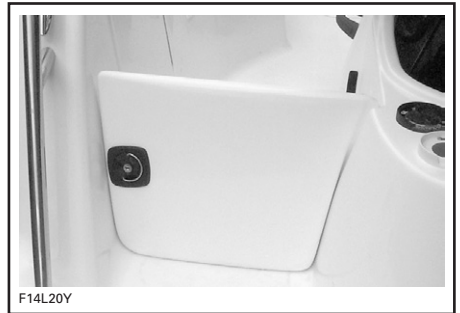
78) Transom Doors

Convenient lockable door to prevent unauthorized access.

Transom door should also be closed when underway.

⚠ WARNING

Always close the transom door and fix the chain to rail before operating this boat.



TRANSCOM DOOR CLOSED

79) Fire Port



IN CASE OF ENGINE COMPARTMENT FIRE, UNSCREW CAP THEN INSERT FIRE EXTINGUISHER NOZZLE AND DISCHARGE

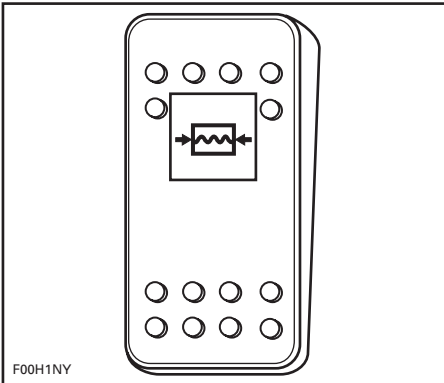


REMOVE PROTECTIVE CAP

80) Shower

Convenient telescopic shower connected to potable water system.

To Use Shower



ENSURE MAIN WATER PUMP SWITCH IS TURNED ON



PULL SHOWER HEAD OUT



PUSH BUTTON TO ACTIVATE
1. Button

81) AM/FM Radio/CD Player Remote Control

A remote control for the AM/FM Radio/CD Player is included as standard equipment and is located on the dashboard.

Please refer to included *MANUFACTURER'S INSTRUCTION SHEET* for remote control operation.

LIQUIDS

CAUTION: Carefully follow the instructions in this section. Failure to do so may reduce the life and/or performance of the engines.

Fueling Procedure

WARNING

Follow these safe boating fueling instructions explicitly.

Turn off engines.

Do not allow anyone to remain in or on the boat.

Tie boat securely to the fueling pier.

Use bilge blower for a minimum of 5 minutes.

Turn off bilge air blower, bilge pump and any other devices that could produce a spark.

Ensure engine cover is closed to prevent fumes from entering the engine compartment.

Have a fire extinguisher close at hand.

Insert the spout into the filler neck.

Pour fuel slowly so that air can escape from the tank and prevent fuel flow-back. Be careful not to spill fuel.

Do not overfill. Stop filling when the fuel reaches the bottom of filler neck. Fully tighten fuel tank cap.

WARNING

Always stop the engines before refueling. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Fuel tank may be pressurized. Slowly turn cap when opening. Never use an open flame to check fuel level. When fueling, keep boat level. Do not overfill or top off the fuel tank and leave boat in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the boat. Periodically verify fuel system.

Recommended Fuel

Naturally-Aspirated Engine Models

Use regular unleaded gasoline with the following recommended minimum octane number.

LOCATION	OCTANE NUMBER
Inside North America	87 Octane (RON+MON)/2
Outside North America	91 RON

Supercharged Engine Models

It is recommended to use a premium unleaded gasoline with the following octane number for optimum performance.

LOCATION	OCTANE NUMBER
Inside North America	91 Octane (RON+MON)/2
Outside North America	95 RON

As a minimum, regular unleaded gasoline with the following minimum octane number may be used.

LOCATION	OCTANE NUMBER
Inside North America	87 Octane (RON+MON)/2
Outside North America	91 RON

All Models

CAUTION: Never experiment with other fuels or fuel ratios. Never use fuel containing more than a maximum total of 10% of ethanol or methanol or both. The use of non-recommended fuel can result in boat performance deterioration and damage to critical parts in the fuel system and engine components.

Engine Oil

This boat features a 4-stroke engine that requires 4-stroke motor oil for internal engine lubrication. Ensure to respect the following requirements.

NA Engines

Sea-Doo sport boats featuring a 4-stroke engine without a supercharger require 4-stroke motor oil meeting the requirements for API service classification SL, SJ or SH. Always check the API service label on the oil container to be sure it includes those letters.

XP-S 4-stroke oil SAE 10W-40 (P/N 219 700 346) sold by authorized Sea-Doo sport boat dealers meets those requirements.

NOTE: A synthetic oil meeting the same requirements may be used. The XP-S 5W-40 Synthetic 4-stroke oil (P/N 293 600 039) is suitable.

Supercharged Engines

Use XP-S 4-stroke oil SAE 10W-40 (P/N 219 700 346) or an equivalent approved by BRP. The same oil lubricates both the engine and the supercharger clutch. XP-S 4-stroke oil SAE 10W-40 (P/N 219 700 346) has been thoroughly tested to be free of any additives that could impair the functionality of the supercharger clutch.

NOTE: Use of any oil that is not recommended may void BRP's limited warranty.

CAUTION: NEVER use synthetic oil in these engines. This would impair the proper operation of the supercharger clutch. Do not add any additives to the recommended oil. Beware that oils not recommended by BRP may contain additives (friction modifiers) that may cause inappropriate slippage of the supercharger and eventually lead to premature wear. For this reason, oils other than XP-S 10W-40 4-stroke oil (P/N 219 700 346) or an approved equivalent are not recommended.

All Engines

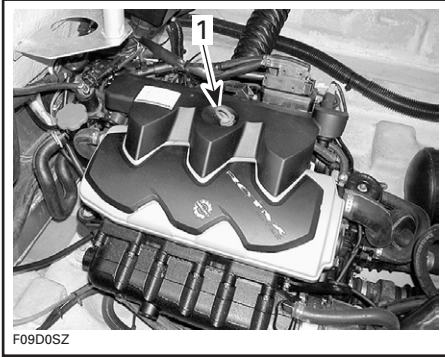
CAUTION: Never use any two-stroke engine oil.

Oil Viscosity

The same oil is recommended for all seasons and all ambient temperatures.

Oil Level

CAUTION: Check level frequently and refill if necessary. Do not overfill. Operating the engines with improper oil levels may severely damage engines. Wipe off any spillage.



TYPICAL

1. Dipstick

Check the oil level as follows:

NOTE: Before checking the oil level on these engines, it is necessary to let them idle for 30 seconds before shutting the engines off. Then it is necessary to wait 30 seconds before the oil can be checked. This is required to allow the oil to properly level out in the different oil chambers. Otherwise, you will have a false oil level reading.

– Boat must be level. Check oil level either with boat in water or out of water. Engines should be warm.

CAUTION: Never run engine(s) without supplying water to the exhaust cooling systems when boat is out of water.

– Once boat is on trailer, block the wheels and raise the bow slightly with the trailer jack (if so equipped) until the bumper rail is level. Install a garden hose to the flushing connectors. Refer to *FLUSHING* in *POST-OPERATION CARE* and follow the procedure.

CAUTION: Failure to supply water to the exhaust cooling systems, when engines are out of water, may severely damage engines and/or exhaust systems.

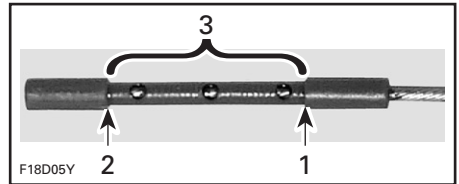
- Warm-up engines then let idle for 30 seconds before stopping.
- Stop engines.
- Wait at least 30 seconds then pull each dipstick out and wipe clean.

WARNING

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

CAUTION: Never run engines longer than 5 minutes. Drive line seals have no cooling when boat is out of water.

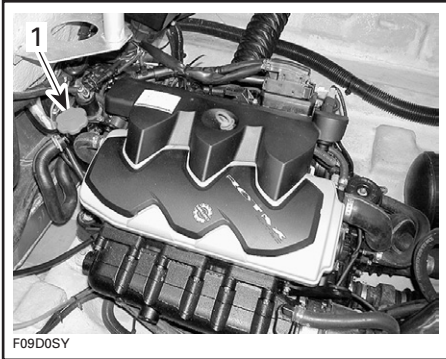
- Reinstall each dipstick, push in completely.
- Remove each dipstick and read oil levels. It should be between marks.



1. Full
2. Add
3. Operating range

- Otherwise, add oil up to have the level between marks as required.
- To add oil, unscrew oil cap. Place a funnel into the opening and add the recommended oil to the proper level. Do not overfill.

NOTE: Every time oil is added in engine, the complete procedure explained above must be done (engine restarted, idling for 30 seconds, 30 seconds waiting time and then, rechecking the oil level). This is required to allow the oil to properly transfer in the different oil chambers and to then level. Otherwise, you will have a false oil level reading. This must be done for each engine.



TYPICAL
1. Oil cap

- Properly reinstall oil cap and dipstick.

Engine Coolant

Recommended Coolant

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

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

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

BRP sells premixed coolant with freezing protection up to - 52°C (- 62°F) (P/N 219 700 362).

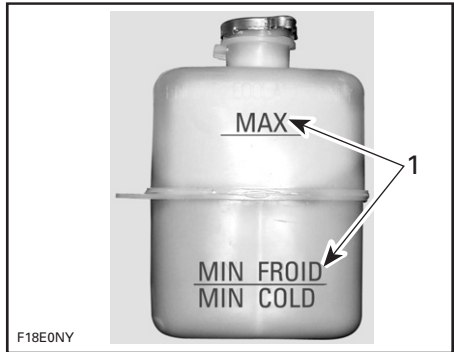
To prevent antifreeze deterioration, always use the same brand. Never mix different brands unless cooling system is completely flushed and refilled. Refer to an authorized Sea-Doo sport boat dealer.

Coolant Level

WARNING

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

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



1. Level between marks when engine is cold

NOTE: The boat is considered level when it is in water. When boat is on a trailer, block the wheels and raise the bow slightly with the trailer jack (if so equipped) until the bumper rail is level.

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

Properly reinstall and tighten filler cap then reinstall seat extension.

NOTE: A cooling system that frequently requires coolant indicates leaks or engine problems. See an authorized Sea-Doo sport boat dealer.

Coolant Replacement

Refer to *MAINTENANCE* section.

WARNING

In order to avoid potential burns, do not remove the radiator cap or loosen the engine drain plug if the engine is hot.

BREAK-IN PERIOD

CAUTION: Carefully follow the instructions in this section. Failure to do so may reduce the life and/or performance of the engines.

With Sea-Doo sport boats powered by Rotax engines, a break-in period of 10 hours is required for each engine before continuous operation at full throttle.

To achieve a good break-in, throttle levers should not be advanced more than 3/4, however, brief acceleration and speed variations contribute to a good break-in.

CAUTION: Continued wide open throttle runs and prolonged cruising without speed variations should be avoided. This can cause engine damage during the break-in period.

NOTE: Never add oil in fuel tank.

10-Hour Inspection

NOTE: The 10-hour inspection is at the owner's expense.

It is highly recommended that after the first 10 hours of operation, the boat be checked by an authorized Sea-Doo sport boat dealer. This inspection will also provide the opportunity to discuss any unanswered questions you may have encountered during the first hours of operation.

10-HOUR INSPECTION CHECK LIST	✓
Pressure test fuel system and inspect lines and fasteners	
Check cooling system coolant levels (refill as needed)	
Check oil level in each engine (refill as needed)	
Inspect heat exchanger/coolant leaks	
Inspect fuel tank strap	
Inspect fuel injection system sensors	
Inspect ski tow/wakeboard tower (if so equipped) and fasteners	
Inspect hull	
Inspect drive shaft/oil seal	
Inspect engine support and rubber engine mounts	
Inspect muffler and battery fastening devices	
Retighten exhaust system hose clamps	
Verify steering system	
Adjust steering cable/linkage rod (if required)	
Adjust shifter cable (if required)	
Ensure that throttle levers keep the selected position. Adjust lever tension as necessary	
Inspect condition of hoses and clamps	
Verify operation of bilge pump and bilge blower	
Verify operation of DESS system and start/stop buttons	
Test monitoring beeper	
Inspect electrical connections (starter, battery, etc.)	
Inspect lighting system	
Torque jet pump retaining nuts	
Inspect condition of impeller, wear ring and wear ring clearance	

10-HOUR INSPECTION CHECK LIST	✓
Inspect water intake grates/hull condition and verify ICS (Inlet Clearance System)	
Inspect condition of sacrificial anodes	
Inspect seals and fasteners for tightness	
Inspect/clean exhaust drain tubes	

NOTE: Inspection applies for both engine systems.

We recommend that this inspection chart be signed by an authorized Sea- Doo sport boat dealer.

Date of 10-hour inspection

Authorized dealer signature

Dealer code

PRE-OPERATION CHECKS

WARNING

The pre-operation check is very important before operating the boat. Always check the proper operation of critical controls, safety features and mechanical components before starting. If not done as specified here, severe injury or death might occur. Bring all safety equipment required by local laws.

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.

WARNING

Engines should be off and the safety lanyard must always be removed from DESS post before verifying any of the following. Only start boat once all items have been checked and operate properly.

SUMMARY

ITEM	OPERATION	✓
Hull	Inspect for damage.	
Jet pump water intakes	Inspect/clean.	
Bilge	Drain. Ensure plug is secured.	
Battery	Inspect tightness of cables and retaining straps and verify charge.	
Main battery cut-off switch	Ensure it is in the ON position.	
Navigation lights	Check operation.	
Fuel tank/engine oil (P/S)	Refill.	
Engine compartment	Verify fuel exhaust components.	
Fire extinguisher	Inspect condition/mounting.	
Steering	Check operation.	
Throttle/shifter system	Check operation.	
Speed control system/Perfect Pass(if applicable)	Perform linkage test (refer to <i>PERFECT PASS INSTRUCTION MANUAL</i>).	
ICS (Inlet Clearance System)	Ensure ICS is not activated or that grates are in down position.	
Bilge blower and bilge pump	Check operation.	
Safety lanyard/DESS/engine start/stop buttons	Check operation.	
Mandatory safety boating equipment	Check operation.	
Storage compartment covers	Ensure they are closed and latched.	

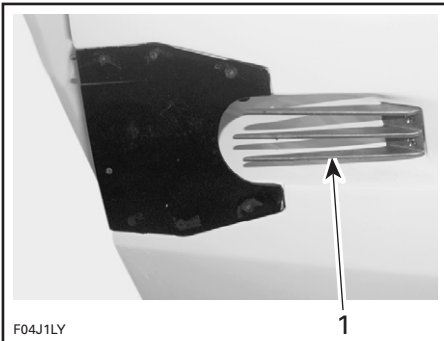
SUMMARY		
ITEM	OPERATION	✓
Engine coolant (anti-freeze)	Ensure proper level is in each engine.	
Sacrificial anodes	Verify condition (replace when 50% corroded).	

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intakes

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



TYPICAL

1. Inspect this area

Inspect leading edges of the impellers, for nicks or bends, which greatly reduce performance of the boat.

Bilge

If water is present in the bilge, turn on pump switch to empty the bilge.

When on a trailer, block the wheels, unscrew the drain plugs and raise the bow slightly with the trailer jack (if so equipped) so that water can flow out of the bilge.

WARNING

Make sure drain plug is properly secured before launching the boat in water.

Battery

WARNING

Verify tightness of battery cables to their posts and condition of retaining straps/fasteners. Do not charge or boost battery while installed in engine compartment.

Fuel Tank/Potable Water Tank/Oil Levels

With the boat horizontal, fill the fuel tank.

Check the oil level in each engine and refill as necessary.

Islandia 220 Models

Check the water level and refill as necessary.

Check potable water tank retaining straps/fasteners.

All Models

Check fuel tank retaining straps/fasteners.

Engine Compartment

WARNING

If any leaks or gasoline odors are present, do not start the engines. Consult an authorized Sea-Doo sport boat dealer.

WARNING

In order to avoid potential burns, do not remove the radiator cap or loosen the engine drain plug if an engine is still hot.

Fire Extinguisher

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

Steering System

Have another person help check steering operation for free movement. When the steering is centered, the jet pump nozzles should be in the straight ahead position. Ensure the jet pump nozzles pivot easily while steering is turned.

WARNING

Check operation of steering and corresponding steering nozzles before starting engines.

Throttle Levers

Speedster 200 Models

Check throttle levers for free and smooth operation.

NOTE: To activate throttle lever, shift lever must be in forward or reverse position.

WARNING

Check operation of throttle levers before starting the engines.

Throttle/Shifter Controller

Check that reverse gate moves freely. With shift lever in forward position, the gates must be in upward position and locked. With the shift lever in neutral position, gates must be in middle position. With shift lever in reverse position, gates must be in downward position.

WARNING

Verify the reverse gate lock.

To verify the reverse gate lock, move shifter to the FORWARD position.

Pull backwards on the starboard reverse gate.

The reverse gate lock is working if the reverse gate stays in the up position.

CAUTION: If the reverse gate does not stay in the up position when the shifter is at FORWARD, do not operate the boat further, see an authorized Sea-Doo sport boat dealer.

Inlet Clearance System

See *SPECIAL PROCEDURES* section.

Safety Lanyard and Engine Start/Stop Buttons

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

WARNING

If engines do not shut-off when pushing engine start/stop buttons or by disconnecting the safety lanyard from the DESS post, do not operate the boat further, see an authorized Sea-Doo sport boat dealer. Only start boat once all items have been checked and operate properly.

Storage Compartment Covers

Ensure they are closed and latched.

OPERATING INSTRUCTIONS

WARNING

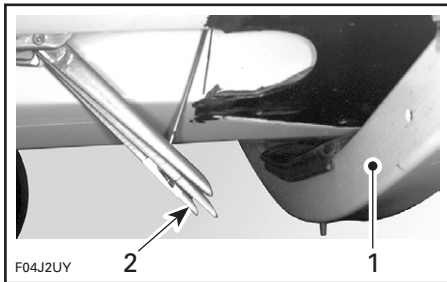
Always perform PRE-OPERATION CHECKS before operating the boat. Become thoroughly familiar with all controls and the function of each. Should any control or instruction be not fully understood, refer to an authorized Sea-Doo sport boat dealer.

Launching/Loading

CAUTION: Before launching the boat, ensure the main battery cut-off switch is turned ON and the bilge plugs are fully screwed into place.

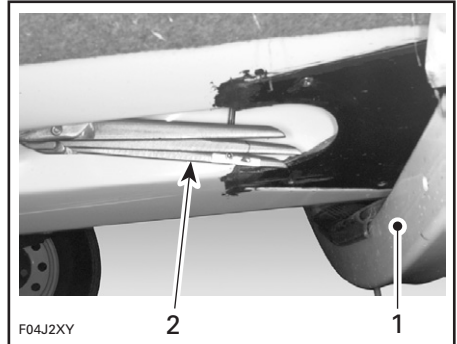
Before loading or launching the boat on/from the trailer, ensure that the ICS (Inlet Clearance System) is completely in the up position, eliminating the possibility of contact with the trailer.

CAUTION: Loading/launching the boat on/from the trailer with the water intake grate in lower position will cause damage to the ICS and possibly to the fiberglass hull.



TYPICAL — WRONG POSITION

1. Trailer frame
2. Grate in fully open position



TYPICAL — CORRECT POSITION

1. Trailer frame
2. Grate in fully close position

When finished loading the boat on trailer, turn the main battery cut-off switch to OFF.

Remove bilge plugs to drain bilge when boat is on trailer.

Trailer

Refer to the trailer instructions for proper capacity, operation, maintenance, accessories and warranty.

Check the regulations in your area concerning towing a trailer, especially the following rules:

- brake system
- tow vehicle weight
- mirrors.

NOTE: An optional brake system is available for your trailer, contact an authorized Sea-Doo sport boat dealer.

WARNING

Never tow a boat with water remaining in the ballast tank.

The weight of ballast increases the load on the trailer, the axle, and the tires, which could lead to premature wear or failure. This also contributes to reduce the stability of your vehicle on the road by raising the center of gravity of the trailer.

Always completely empty the ballast tank before trailering.

Take the following precautions when trailering the boat:

Tie the boat to both bow and stern (front/rear) eyelets so that it is firmly retained on the trailer.

- Remove stern light (if installed).
- Ensure that ski post is pushed down (if so equipped).
- Ensure all storage compartment covers are properly latched.
- Ensure windshield door is securely locked in the closed position (Utopia 205 models).
- Empty the ballast tank (if so equipped).
- Remove sink faucet tube (Islandia 220 models).
- Close Bimini top (if so equipped).
- A Sea-Doo cover can protect the boat, particularly before driving on dirt roads, to prevent dirt entering through the air intake openings.

Observe trailering safety precautions.

CAUTION: Always close and securely fasten rear storage compartment lid before trailering.

Principle of Operation

Propulsion

Each engine is directly coupled to a drive shaft which, in turn, rotates an impeller. This impeller rotates within a housing drawing water in from beneath the boat. Water is then forced by the impeller through a venturi. The venturi pressurizes and accelerates the water, producing thrust to move the boat. Pushing the throttle levers forward increases engine speed and therefore boat speed.

When shift lever is pushed forward, the boat moves forward. Pulled back in the reverse position, the boat moves backwards. The middle position is neutral and the boat is at the minimum thrust for most conditions. Neutral and reverse are achieved by means of gates, which are installed on the jet pump venturi housings. These gates direct the water flow to obtain the desired direction.

WARNING

When the shifter is in the neutral position, the impellers are turning.

Speedster 200 and Islandia 220 Models

WARNING

Shift lever should only be used when the engines are idling and boat is completely stopped.

All Models

WARNING

When an engine is started, the operator and passengers should always be sitting in the boat with the shifter lever in neutral position and throttle levers in idle position.

Throttle/Shift Controller

FORWARD

The throttle/shift controller or throttle lever should be in the forward position in order for the boat to advance.

Utopia 205 Models

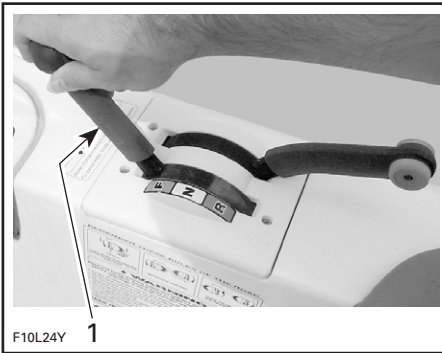
To move forward, depress throttle/shift lever button then gradually push lever forward to increase boat speed.



TYPICAL — FORWARD FULL THROTTLE POSITION

1. Throttle/shift lever button

Speedster 200 and Islandia 220 Models



TYPICAL

1. Shift lever in forward position

NEUTRAL

To obtain neutral, pull throttle/shift controller or shift lever to the upright position. Reverse gates will be in the middle position, directing half of the thrust toward the front of the boat to minimize movement.

WARNING

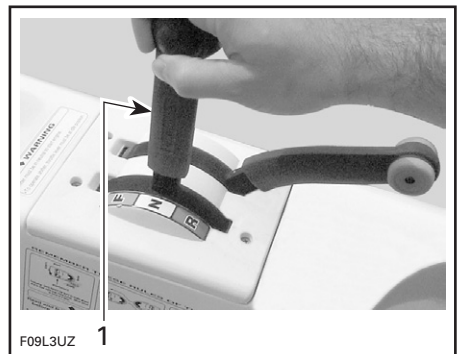
When the shifter is in neutral position, the impellers are turning.

Utopia 205 Models



TYPICAL — NEUTRAL POSITION

Speedster 200 and Islandia 220 Models



TYPICAL

1. Shift lever in neutral position

REVERSE

Utopia 205 Models

To obtain reverse, depress throttle/shift lever button then gradually pull lever backwards. The reverse gates will be in downward position, directing all the thrust toward the front of the boat.



TYPICAL — REVERSE FULL THROTTLE POSITION

Speedster 200 and Islandia 220 Models

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



TYPICAL — SHIFT LEVER IN REVERSE POSITION

All Models

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

Using Reverse

The boat behaves differently when using reverse. The steering response is the opposite of forward operation. So, turning the steering wheel clockwise will turn the back of the boat to the left and inversely. Use throttle moderately. Too much RPM will create water turbulence and reduce reverse efficiency. At first outing, carefully practice this maneuver away from anything with which you might collide.

⚠ WARNING

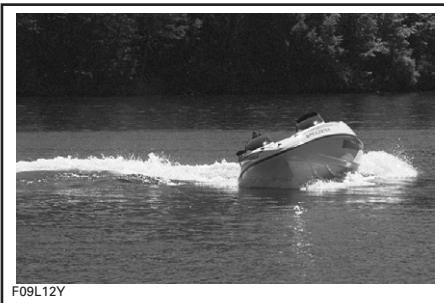
Become fully familiar with this feature during your first ride and before carrying passengers.

In reverse position, turn the steering wheel in the opposite direction that you want to move the rear of the boat.

For example, to steer the rear of the boat to the left side, turn the steering wheel to the right side.

Steering

Turning the steering pivots the jet pump nozzles which control the boat direction. Turning the steering clockwise will turn the boat to the right and inversely.



TYPICAL — RIGHT-HAND TURN

Above idle speed, the throttles must be applied to turn the boat.

WARNING

Throttle must be applied and steering turned to change the direction of the boat at speed. Steering efficiency will differ depending on the number of passengers, load and water conditions.

A jet propelled boat needs some throttle applied in order to turn. Practice in a safe area applying the throttle and turning away from an imaginary object. This is a good collision avoidance practice.

Using Reverse

The boat behaves differently when using reverse. The steering response is the opposite of forward operation. Turning the steering clockwise will turn the back of the boat to the left and inversely. Use throttle moderately. Too much RPM will create water turbulence and reduce reverse efficiency. At first outing, carefully practice this maneuver away from anything with which you might collide.

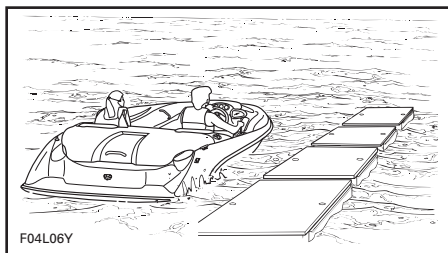
WARNING

Become fully familiar with this feature during your first ride and before carrying passengers.

Boarding from a Dock

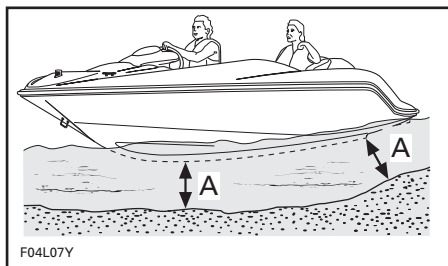
As with any boat, boarding should be done carefully and engines must not be running.

When boarding from a dock, slowly place one foot on the boat deck nearest to the dock and then move the other foot inside the boat. Push the boat away from the dock.



TYPICAL

CAUTION: Although the boat requires only 30 cm (1 ft) of water to float, the engines should be started with at least 90 cm (3 ft) of water below the hull. If the depth of the water is less than 90 cm (3 ft), debris can be drawn from the bottom and damage the propulsion system.



TYPICAL
A. 90 cm (3 ft)

Boarding from the Water

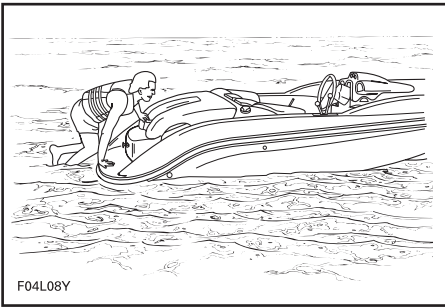
WARNING

Inexperienced riders should practice how to get aboard close to shore first before venturing into deep water.

⚠ WARNING

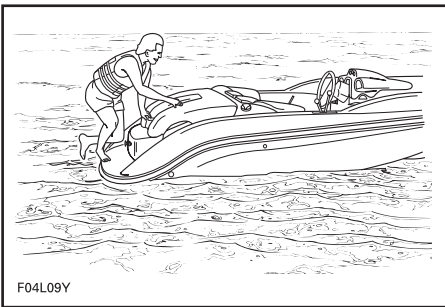
Engines should not be running while boarding. Never use propulsion components as a supporting point to board the boat.

Swim to the rear or front of the boat.
Release the one-step ladder, pulling ladder out and down into boarding position.
Climb the ladder and pull yourself upward using the swim platform grab handles.



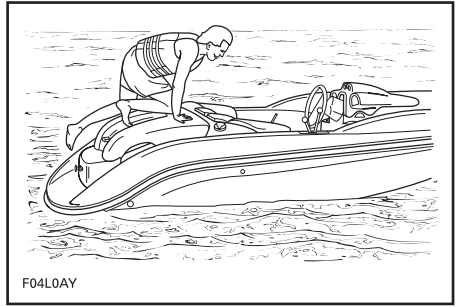
TYPICAL

When you can reach the engine cover grab handle, grip it and continue to pull yourself upward to place your knee on the swim platform.



TYPICAL

Continue to climb on engine cover to reach the deck.



TYPICAL

CAUTION: Do not leave ladder hanging when operating the boat. Before operating the boat, always fasten the ladder in place using the latch.

⚠ WARNING

Do not start engines until all passengers are properly seated.

Starting

⚠ WARNING

Engine exhaust fumes contain carbon monoxide (CO) which can accumulate in and around the boat (under the Bimini top, in cockpit, etc.). CO can be harmful or fatal if inhaled. Assure there is adequate ventilation whenever running engine(s).

⚠ WARNING

Always activate bilge blower 5 minutes minimum before starting the engines to allow the bilge blower to ventilate the bilge.

CAUTION: Bilge blower must be turned off during boat operation.

WARNING

Do not touch electrical parts or jet pump area when engines are running. Attach the safety lanyard to your PFD and snap the cap to the DESS post before starting the engine.

NOTE: If you hear beeper signals other than 2 short beeps, it indicates a particular condition that must be corrected. Refer to chart in the *TROUBLESHOOTING* section for the meaning of the coded signal.

Grip steering wheel with your right hand and place both feet on the floorboard. Turn off bilge blower.

Start one engine at a time. Check tachometers to monitor engines.

WARNING

Before starting, the operator and passengers should always be properly seated.

Cold or Warm Engine

CAUTION: To avoid overheating the starter motor, the cranking period should not exceed 5-10 seconds. A rest period of 30 seconds should be observed between cranking cycles to let the starter cool down and disengage its mechanism.

Leaving the Shore

With throttle lever(s) or throttle/shifter controller at idle, move throttle/shifter controller or shift lever to the desired position.

Slowly accelerate to reach deeper water. Do not apply full throttle until the engines are warm.

WARNING

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pumps and thrown rearward.

Rough Water or Poor Visibility Operation

Avoid operation in these conditions. If you must do so, proceed with caution and prudence using minimum speed. Turn on navigation lights if necessary.

Crossing Waves

Reduce speed when crossing waves. Always be prepared to steer and balance as necessary.

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

WARNING

When crossing wakes, slow down. Operator and passenger(s) can brace themselves by posting. Do not jump waves or wakes.

Stopping/Docking

The boat is slowed by water drag. The stopping distance will vary depending on the boat's size, speed, water surface condition, presence and direction of wind and current.

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

Reduce throttle speed to idle. Shift to neutral, reverse or forward as required when approaching a dock then shut off the engines just before coming alongside.

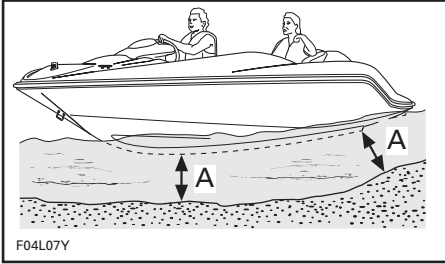
WARNING

Directional control is reduced when throttle is decreased and lost when engines are off.

Beaching

CAUTION: It is not recommended to run the boat onto the beach.

Slowly approach the beach and shut off the engines using the safety lanyard when water depth is 90 cm (3 ft) under the hull, then pull the boat to the beach. Ensure that all accessories are OFF.



A. 90 cm (3 ft) of water under the hull

WARNING

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pumps and be thrown rearward.

As necessary, the cooling system of each exhaust system should be flushed before restarting to remove sand or shell accumulation which may clog the water passages. Refer to *POST-OPERATION CARE* and look for *COOLING SYSTEM FLUSHING*.

Shutting Off the Engines

To shut off the engines, completely pull back throttle lever(s) or throttle/shifter controller then remove safety lanyard or press the engine start/stop buttons.

Always remove safety lanyard from the DESS post.

WARNING

If engines are shut off, directional control is not available. Never leave the safety lanyard connected on the DESS post when boat is not in operation to avoid unauthorized use by children, theft or others.

POST-OPERATION CARE

WARNING

Allow engines to cool before performing any maintenance.

General Care

Once boat is on trailer, unscrew the drain plug, block the wheels and raise the bow slightly with the trailer jack (if so equipped) to allow water to drain.

Remove any remaining water that is left in the engine compartment (bilge, engines, etc.) with clean dry rags. This is particularly important in salt water use.

Remove the boat from the water every day to prevent growth of marine organisms.

Additional Care for Foul Water or Salt Water

When the boat is operated in foul water and particularly in salt water, additional care must be taken to protect the boat and its components. Rinse trailer and boat's hull/bilge area with fresh water.

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

In coastal areas, special care should also be taken on stainless steel or chrome parts like grab handles, mooring cleats, fuel cap and navigation lights. Rinse with fresh water. Clean with a good car chrome polish. Protect with a good car or fiberglass wax.

Islandia 220 Models

NOTE: A garden hose plugged in to wash down valve can be used to wash deck. See *CONTROLS AND COMPONENTS LOCATION* earlier in this guide.

Exhaust Cooling System Flushing

General

Flushing the exhaust cooling systems with fresh water is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to remove sand, salt, shells or other particles in water jackets and/or hoses.

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

WARNING

Perform this operation in a well ventilated area.

Proceed as follows:

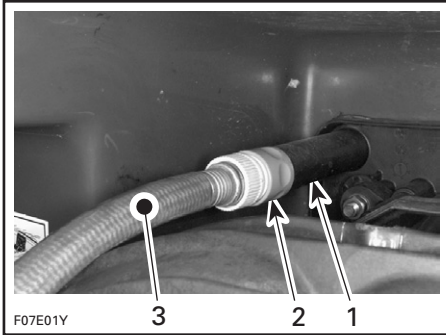
Clean jet pump by spraying water in its inlet and outlet and then apply a coating of BOMBARDIER LUBE® lubricant or equivalent.

WARNING

When operating the engines while the boat is out of the water, the heat exchangers become very hot. Avoid any contact with heat exchangers as burns may occur.

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

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



TYPICAL

1. Hose adapter
2. Quick connect adapter (optional)
3. Garden hose

Flushing

To flush the exhaust cooling systems, start each engine then immediately open the water tap.

WARNING

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

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

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

CAUTION: Never run engines without supplying water to the exhaust cooling systems when boat is out of water.

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

CAUTION: Never run engines longer than 5 minutes. Drive line seals have no cooling when the boat is out of water.

Close the water tap, then stop the engine.

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

Leave all compartments open to air dry.

Anticorrosion Treatment

To prevent corrosion, spray a corrosion inhibitor (salt water resistant) such as BOMBARDIER LUBE lubricant or equivalent over metallic components in engine compartment.

NOTE: Engine fogging should be done with BOMBARDIER LUBE lubricant whenever the boat is to be stored for few days or a long period.

Apply dielectric grease (salt water resistant) on battery posts and cable connectors.

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

SPECIAL PROCEDURE

Engine Overheating

CAUTION: If the monitoring beeper continuously sounds, stop engines immediately.

Perform the *INLET CLEARANCE SYSTEM (ICS)* procedure in this section.

Flush exhaust cooling system, refer to *POST-OPERATION CARE*.

If engines still overheat, refer to an authorized Sea-Doo sport boat dealer for servicing.

Potable Water System Disinfection

Islandia 220 Models

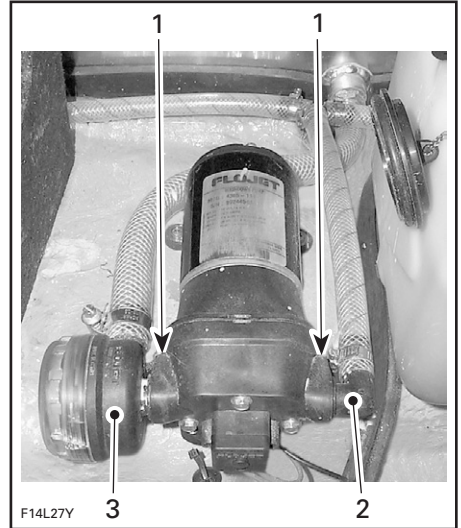
Potable water system disinfection should be performed at least once a year preferably at pre-season preparation.

Drainage

Remove both bilge drain plugs.

Open sink faucet and wash down valve.

Disconnect both hoses from main water pump by pulling black plastic tab on each side of the pump and pulling out the barb fitting on the outlet side and the filter fitting on the inlet side. See next photo.



1. Pull black tabs here
2. Pull out barb fitting
3. Pull out filter fitting

Pull shower out of its receptacle completely then press shower button until water is drained. Reinstall shower in its receptacle.

Water will drain into bilge and out drains.

Reconnect both hoses on pump by pushing both fittings back in place.

Disinfection

Fill potable water tank with approximately 15 L (4 U.S. gal) of potable water.

Add approximately 1 L (1 qt.) of domestic liquid chlorine bleach (1 percent) then fill up tank with water.

NOTE: It is important to proceed in this order to allow proper mixing of the chlorine in the water.

Start main water pump.

Open sink faucet. As soon as chlorine solution starts flowing (chlorine is smelled), close faucet.

Repeat procedure for washdown valve and shower.

Stop pump.

Allow chlorine solution to stand in system for one hour.

Drain chlorine solution, as described in *DRAINAGE*.

Most of the chlorine solution will drain into the bilge. Use a container for recovery. **DISPOSE OF CHLORINE SOLUTION AS PER YOUR LOCAL LAWS AND REGULATIONS.**

Reconnect both fittings onto pump.

Flushing

Fill potable water tank with fresh potable water.

Start main water pump.

Open sink faucet, shower and wash down valve to flush system.

Stop main pump when potable water tank is empty.

Drain remaining water in system as described in *DRAINAGE*.

Reconnect both fittings onto pump.

Refill

Fill system with fresh potable water.

Inlet Clearance System (ICS)

WARNING

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

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

1. **Cavitation:** Engine speed is high but boat moves slowly due to reduced jet thrust; jet pump components may be damaged.
2. **Overheating:** Since jet pump operation controls the flow of water to cool each engine's exhaust, clogged intakes will cause the engines to overheat and damage internal engine components.

The clogged area can be cleaned as follows:

Inlet Clearance System (ICS): Place shifter in neutral position. Let the boat stop by itself then push the ICS button. This will lower the water intake grates to allow weeds or other debris to escape from grates. Grates will open and retract automatically with a 10-second delay before returning to the closed, or up position. It may be necessary to repeat the procedure.

After releasing ICS button, wait about **10 more seconds** before moving shifter into either forward or reverse to allow grates to return to the up position, completing the cycle.

CAUTION: Operating the boat with the water intake grates in lower position will cause damage to the ICS.

In severe conditions if the above method does not work, the following can be performed:

- With engines running, put shift lever in reverse position and vary throttles quickly several times.
- Try accelerating again.

Most of the time, debris will escape from the propulsion system.

Out of water cleaning: If the system is still clogged, shut off the engines by removing the safety lanyard.

WARNING

Always remove safety lanyard from DESS post to prevent accidental engine starting before cleaning the jet pump area.

From underneath boat, manually clean each water intake area. If the system is still clogged, refer to an authorized Sea-Doo sport boat dealer for servicing.

CAUTION: Avoid operation in weeded areas. If unavoidable, vary speed. Weeds tend to entangle more at steady and slow speeds. Inspect water intake grates for damage. Refer to an authorized Sea-Doo sport boat dealer for repair as necessary.

Capsized Boat

This boat is designed so that it should not turn over easily due to its long and wide dimensions. If the boat ever capsizes, remember that it will continue to float. It is usually best to remain with it so you will be more easily located by others.

WARNING

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

Submerged Boat/Water-Flooded Engine

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

Drain bilge.

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

CAUTION: Never try to crank or start the engines. Water trapped in intake manifolds would flow towards the engines and may cause severe damage to the engines.

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

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

Fuel-Flooded Engines

When an engine does not start after several attempts, that engine may be fuel-flooded. Proceed as follows.

Crank engine several times.

If it does not work:

Disconnect ignition coil connectors.

WARNING

When disconnecting coil from spark plug, always disconnect coil from main harness first. Never check for engine ignition spark from an open coil and/or spark plug in the engine compartment as spark may cause fuel vapor to ignite.

CAUTION: Ensure there is no dirt in coil holes before removing the spark plugs. Otherwise, dirt would fall into cylinder and will damage the internal components.

Remove ignition coils.

Remove spark plugs.

NOTE: After loosening the spark plugs, a coil may be used to pull the spark plugs out. Simply bring the coil down to spark plug and "hook" it to then extract spark plug.

Install new spark plugs if available or dry spark plugs using a rag.

Reinstall spark plugs and ignition coils. Reconnect ignition coil connector.

NOTE: After installation, ensure the seal seats properly with the engine top surface.

Start engine(s) as explained above. If engine(s) continue to flood, see an authorized Sea-Doo sport boat dealer.

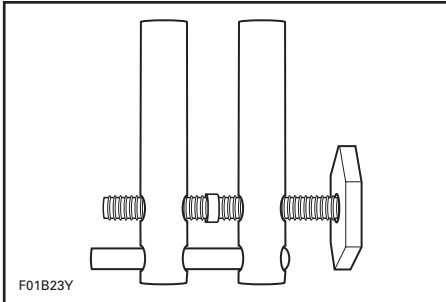
CAUTION: Never run an engine without supplying water to the exhaust cooling system when boat is out of water.

Towing the Boat in Water

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

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

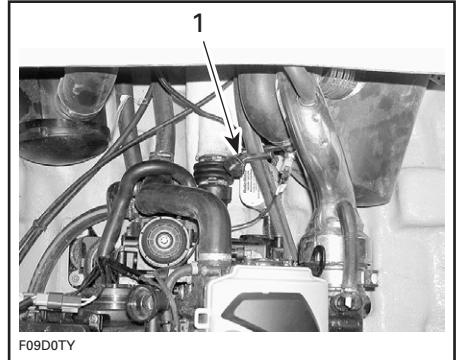
When towing your boat in water, pinch the water supply hose on each engine from the impeller housing to the exhaust manifold with a large hose pincher (P/N 529 032 500).



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

CAUTION: Failure to do this may result in damage to the engines. If your Sea-Doo sport boat must be towed in water and you do not have hose pinchers, be sure to stay well below the maximum towing speed of 24 km/h (15 MPH).

Snugly install the hose pinchers on the water supply hoses as shown for each engine.



TYPICAL
1. Hose pincher

CAUTION: When finished towing the boat, hose pinchers must be removed before operation. Failure to do so will result in damage to the engines.

Low-Charge Battery Condition

WARNING

See your authorized Sea-Doo sport boat dealer to have it charged or replaced. Do not charge or boost the battery while installed in the engine compartment. Electrolyte is poisonous and dangerous.

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of simple troubles. You may be able to solve many of these problems rather quickly, but others may require the skills of a mechanical technician. In such a case, consult an authorized Sea-Doo sport boat dealer for servicing.

Nothing is Working in the Electrical System

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
No beeps are heard when installing safety lanyard on DESS post.	<ul style="list-style-type: none">• Main battery cut-off switch is turned OFF.• Battery discharged or missing.	<ul style="list-style-type: none">• Verify and turn ON.• Charge or install new battery.

Monitoring Beeper Coded Signals

NUMBER OF BEEPS	POSSIBLE CAUSE	REMEDY
2 short (while installing safety lanyard on DESS post).	<ul style="list-style-type: none">• Everything is correct with the safety lanyard (good contact and right lanyard cap).	<ul style="list-style-type: none">• Engine can be started normally.
1 long (while installing safety lanyard on DESS post or when pressing start/stop buttons in some cases).	<ul style="list-style-type: none">• Bad connection between safety lanyard cap and DESS post.• Wrong safety lanyard.• Dirty safety lanyard cap.• Improper operation of interface or defective wiring harness.	<ul style="list-style-type: none">• Remove and reinstall the safety lanyard on the DESS post. Two short beeps should be heard which indicates the system is ready again to allow engine starting.• Use the safety lanyard that has been programmed for the boat. If it does not work, refer to an authorized Sea-Doo sport boat dealer.• Clean.• Refer to an authorized Sea-Doo sport boat dealer.
4 short (while pressing start/stop button with safety lanyard already installed).	<ul style="list-style-type: none">• Shifter is NOT in neutral.	<ul style="list-style-type: none">• Place shifter in neutral. While moving the shifter, 1 short beep indicates you reached the neutral position.
1 short (while moving shifter to neutral).	<ul style="list-style-type: none">• Confirmation that shifter is now in neutral.	<ul style="list-style-type: none">• Engine is now ready to be started.

NUMBER OF BEEPS	POSSIBLE CAUSE	REMEDY
8 short.	<ul style="list-style-type: none"> Defective Interface (memory). 	<ul style="list-style-type: none"> Refer to an authorized Sea-Doo sport boat dealer.
Continuous.	<ul style="list-style-type: none"> Engine(s) overheating. 	<ul style="list-style-type: none"> Refer to <i>ENGINE OVERHEATS</i> below.

Engine will not Start

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over and the monitoring beeper sounds.	<ul style="list-style-type: none"> Refer to monitoring beeper coded signals above. 	
Engine does not turn over.	<ul style="list-style-type: none"> Safety lanyard removed. Burnt fuse. Discharged battery. Battery connections, corroded or loose. Water flooded engine. 	<ul style="list-style-type: none"> Install cap over DESS post. Check wiring then replace fuse. Refer to an authorized Sea-Doo sport boat dealer. Refer to an authorized Sea-Doo sport boat dealer. Refer to an authorized Sea-Doo sport boat dealer.
Engine slowly turns.	<ul style="list-style-type: none"> Discharged or weak battery. 	<ul style="list-style-type: none"> Refer to an authorized Sea-Doo sport boat dealer.
Engine turns over.	<ul style="list-style-type: none"> Fuel tank empty or water contaminated. Fuel filter clogged or water contaminated. Fuel flooded engine: Fouled/defective spark plugs. 	<ul style="list-style-type: none"> Refill or siphon and fill with fresh fuel. Clean, check fuel tank for water. Replace.

Engine Misfires, Runs Irregularly

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark.	<ul style="list-style-type: none"> Fouled worn spark plugs. Faulty ignition component limiter. 	<ul style="list-style-type: none"> Replace. Refer to an Sea-Doo sport boat dealer.
Lean fuel mixture.	<ul style="list-style-type: none"> Fuel: Level too low, stale or water contaminated. Fuel filter, clogged or water contaminated. 	<ul style="list-style-type: none"> Siphon and/or refill. Refer to an authorized Sea-Doo sport boat dealer.
Rich fuel mixture (high fuel consumption).	<ul style="list-style-type: none"> Flame arrester dirty/clogged. 	<ul style="list-style-type: none"> Clean or replace.

Engine Overheats

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Monitoring beeper continuously sounds.	<ul style="list-style-type: none"> Clogged jet pump water intake(s). Incorrect type of fuel or oil. Clogged exhaust cooling system. 	<ul style="list-style-type: none"> Clean. Siphon and refill. Flush exhaust cooling system.

Engine Continually Backfires

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> Faulty ignition component. 	<ul style="list-style-type: none"> Refer to an authorized Sea-Doo sport boat dealer.
Weak spark.	<ul style="list-style-type: none"> Fouled, worn spark plugs. 	<ul style="list-style-type: none"> Replace.
Overheated engine(s).	<ul style="list-style-type: none"> See <i>ENGINE OVERHEATS</i>. 	

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. 	<ul style="list-style-type: none"> Use well known quality and recommended gasoline. Use recommended spark plugs.

Engine Lacks Acceleration or Power

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">• Weak spark.• Water in fuel.	<ul style="list-style-type: none">• Refer to <i>ENGINE MISFIRES</i>.• Siphon and replace.
Overheated engine(s).	<ul style="list-style-type: none">• See <i>ENGINE OVERHEATS</i>.	

Sport Boat can not Reach Top Speed

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">• Jet pump water intakes clogged.• Damaged impellers.	<ul style="list-style-type: none">• Clean.• Replace. Refer to an authorized Sea-Doo sport boat dealer.

Abnormal Noise from Propulsion System

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

SPECIFICATIONS

Speedster 200 Models

MODELS		SPEEDSTER 200 NA	SPEEDSTER 200 BV IC
ENGINE			
Number of engines		2	
Engine type		Rotax 1503 4-TEC, 4-stroke Single Over Head Camshaft (SOHC), liquid cooled	
Exhaust system		Water cooled/water injected. Direct flow from propulsion unit.	
Lubrication	Type	Dry sump (2 oil pumps). Rotax oil filter. Water-cooled oil cooler	
	Oil type	4-stroke engine oil SAE 10W40 (API Service classification SG,SH or SJ)	
Number of cylinders		6 (3 per engine)	
Displacement		1494 cm ³ (91.2 in) ³	
Induction type		Naturally-aspirated	Mechanically-driven supercharger
Rev limiter setting		7650 RPM	8000 RPM
COOLING			
Type		Liquid cooled. Closed circuit. (see also <i>EXHAUST SYSTEM</i>)	
Coolant		Ethylene-glycol 50%/50% antifreeze/demineralized water. Coolant containing corrosion inhibitors for internal combustion aluminum engines	

MODELS		SPEEDSTER 200 NA	SPEEDSTER 200 BV IC
ELECTRICAL			
Magneto generator output		360 W @ 6000 RPM	
Ignition system type		Digital Inductive type	
Ignition timing		Not adjustable	
Spark plug	Make and type	NGK, DCPR8E	
	Gap	0.75 mm (.030 in)	
Starting system		Electric starter	
Battery		Not supplied (1) ①	
Fuses	Main	20 A (3)	
	VCM supply	5 A	
	Charging system	15 A (2)	
	Bilge air blower	7.5 A	
	Bilge pump	3 A	
	Navigation lights	3 A	
	Gauges supply	5 A	
	Auxiliary system	10 A	
FUEL SYSTEM			
Fuel injection type		Rotax EMS (engine management system). Multipoint Fuel Injection. Single throttle body 52 mm (2.05 in)	
Fuel	RECOMMENDED FOR OPTIMUM PERFORMANCE		
	Type	Premium unleaded gasoline	
	Minimum octane number	Inside North America: 91 (R+M)/2 Outside North America: 95 RON	
	MINIMUM ALLOWED		
	Type	Regular unleaded gasoline	
	Minimum octane number	Inside North America: 87 (R+M)/2 Outside North America: 91 RON	

MODELS		SPEEDSTER 200 NA	SPEEDSTER 200 BV IC
PROPULSION			
Propulsion system		BRP Formula Pump	
Number of jet pumps		2	
Jet pump type		Axial flow, single stage. Greased bearings	
Transmission		Direct drive	
Impeller shaft reservoir, grease type		Sea-Doo grease (P/N 293 550 032)	
Pivoting angle of direction (nozzle)		~ 26°	
Minimum required water level for jet pump(s)		90 cm (3 ft)	
DIMENSIONS			
Overall length		6.02 m (19 ft 9 in)	
Overall length on trailer		7.08 m (23 ft 3 in)	
Beam		2.44 m (8 ft)	
Draft		30 cm (12 in)	
Dead rise		20°	
Overall height		1.42 m (4 ft 8 in)	
Overall height on trailer		1.88 m (6 ft 2 in) without tower 2.08 m (6 ft 10 in) w/tower down 2.95 m (9 ft 8 in) w/tower up	
Weight (dry)		1256.5 kg (2770 lb) 1269 kg (2820 lbs w/tower)	
Load limit (passengers + luggage)		7 passengers OR 635 kg (1400 lb) (based on calm water operation)	
Hull material		Composite (fiberglass)	
CAPACITIES			
Fuel tank		151 L (40 U.S. gal)	
Impeller shaft reservoir	Capacity	110 mL (3.7 U.S. oz)	
	Grease level	Fill cone	
Oil capacity (per engine)		3 L (3.2 U.S. quart)/oil change w/filter 4.5 L (4.8 U.S. quarts) total	

Utopia 205 Models

MODELS		UTOPIA 205
ENGINE		
Number of engines		2
Engine type		Rotax 1503 4-TEC, 4-stroke Single Over Head Camshaft (SOHC), liquid cooled
Exhaust system		Water cooled/water injected. Direct flow from propulsion unit
Lubrication	Type	Dry sump (2 oil pumps). Rotax oil filter. Water-cooled oil cooler
	Oil type	4-stroke engine oil SAE 10W40 (API Service classification SG,SH or SJ)
Number of cylinders		6 (3 per engine)
Displacement		1494 cm ³ (91.2 in) ³
Induction type		Naturally-aspirated
Rev limiter setting		7650 RPM
COOLING		
Type		Liquid cooled. Closed circuit. (see also <i>EXHAUST SYSTEM</i>)
Coolant		Ethylene-glycol 50%/50% antifreeze/demineralized water. Coolant containing corrosion inhibitors for internal combustion aluminum engines
ELECTRICAL		
Magneto generator output		360 W @ 6000 RPM
Ignition system type		Digital Inductive type
Ignition timing		Not adjustable
Spark plug	Make and type	NGK, DCPR8E
	Gap	0.75 mm (.030 in)
Starting system		Electric starter
Battery		Not supplied ①
Fuse	Main	20 A (3)
	VCM supply	5 A
	Charging system	15 A (2)
	Bilge air blower	7.5 A
	Bilge pump	3 A
	Navigation lights	3 A
	Gauges supply	5 A
	Auxiliary system	10 A

MODELS		UTOPIA 205
FUEL SYSTEM		
Fuel injection type		Rotax EMS (engine management system). Multipoint Fuel Injection. Single throttle body (52 mm (2.05 in)).
Fuel	RECOMMENDED FOR OPTIMUM PERFORMANCE	
	Type	Premium unleaded gasoline
	Minimum octane number	Inside North America: 91 (R+M)/2 Outside North America: 95 RON
	MINIMUM ALLOWED	
	Type	Regular unleaded gasoline
Minimum octane number	Inside North America: 87 (R+M)/2 Outside North America: 91 RON	
PROPULSION		
Propulsion system		BRP Formula Pump
Number of jet pumps		2
Jet pump type		Axial flow, single stage. Greased bearings
Transmission		Direct drive
Impeller shaft reservoir, grease type		Sea-Doo grease (P/N 293 550 032)
Pivoting angle of direction (nozzle)		~ 26°
Minimum required water level for jet pump(s)		90 cm (36 in)
DIMENSION		
Overall length		6.05 m (19 ft 10 in)
Overall length on trailer		7.11 m (23 ft 4 in)
Draft		30.5 cm (12 in)
Dead rise		°20
Overall width (beam)		2.44 m (8 ft)
Weight (dry)		1111 kg (2450 lb)
Load limit (passengers + luggage)		8 passengers or 600 kg (1320 lb) (based on calm water operation)
CAPACITIES		
Fuel tank (including reserve)		151 L (40 U.S. gal)
Impeller shaft reservoir	Capacity	110 mL (3.7 U.S. oz)
	Grease level	Fill cone
Oil capacity (per engine)		3 L (3.2 U.S. quart)/oil change w/filter 4.5 L (4.8 U.S. quarts) total

MODELS	UTOPIA 205
MATERIALS	
Hull	Composite (fiberglass and balsa)
Fuel tank	Polyethylene
Injection oil reservoir	Polyethylene
Seat	Base: Polyethylene Foam: Polyurethane
Windshield	Tinted, tempered glass

Islandia 220 Models

MODELS		ISLANDIA 220
ENGINE		
Number of engines		2
Engine type		Rotax 1503 4-TEC, 4-stroke Single Over Head Camshaft (SOHC), liquid cooled
Exhaust system		Water cooled/water injected. Direct flow from propulsion unit
Lubrication	Type	Dry sump (2 oil pumps). Rotax oil filter. Water-cooled oil cooler
	Oil type	4-stroke engine oil SAE 10W40 (API Service classification SG,SH or SJ)
Number of cylinders		6 (3 per engine)
Displacement		1494 cm ³ (91.2 in ³)
Induction type		Naturally-aspirated
Rev limiter setting		7650 RPM
COOLING		
Type		Liquid cooled. Closed circuit. (see also <i>EXHAUST SYSTEM</i>)
Coolant		Ethylene-glycol 50%/50% antifreeze/demineralized water. Coolant containing corrosion inhibitors for internal combustion aluminum engines
ELECTRICAL		
Magneto generator output		360 W @ 6000 RPM
Ignition system type		Digital Inductive type
Ignition timing		Not adjustable
Spark plug	Make and type	NGK, DCPR8E
	Gap	0.75 mm (.030 in)
Starting system		Electric starter
Battery		Not supplied ①

MODELS		ISLANDIA 220
ELECTRICAL (cont'd)		
Fuses (fuse block at helm location)	Gauges/Fuel/Battery	3 A
	Radio	5 A
	Fountain pump	5 A
	Blower	5 A
	Bilge pump	3 A
	12-Volt outlet	10 A
	Horn	3 A
	Navigation lights	3 A
	Boarding lights	4 A
	Courtesy lights	5 A
	Docking lights	10 A
	Water pump	10 A
	Engine compartment light	2 A
Changing room light	2 A	
Fuses (engine compartment)	Fuse block feed	20 A (3 fuses)
	Bilge pump automatic switch	7.5 A
FUEL SYSTEM		
Fuel injection type	Rotax EMS (engine management system). Multipoint Fuel Injection. Single throttle body (52 mm (2.05 in))	
Fuel	RECOMMENDED FOR OPTIMUM PERFORMANCE	
	Type	Premium unleaded gasoline
	Minimum octane number	Inside North America: 91 (R+M)/2 Outside North America: 95 RON
	MINIMUM ALLOWED	
	Type	Regular unleaded gasoline
Minimum octane number	Inside North America: 87 (R+M)/2 Outside North America: 91 RON	

MODELS		ISLANDIA 220
PROPULSION		
Propulsion system		BRP Formula Pump
Number of jet pumps		2
Jet pump type		Axial flow, single stage. Greased bearings
Pivoting angle of direction (nozzle)		~26°
Minimum required water level for jet pumps		90 cm (3 ft)
DIMENSIONS		
Overall length		6.7 m (22 ft)
Overall length on trailer		12.7 m (26 ft 11 in)
Beam		2.52 m (8 ft 3 in)
Draft		30 cm (12 in)
Dead rise		16°
Weight (dry)		1542 kg (3400 lb)
Load limit (passengers + luggage)		12 passengers
		816 kg (1800 lb) (based on calm water operation)
Hull material		Composite (fiberglass)
CAPACITIES		
Fuel tank (reserve included)		208 L (55 U.S. gal)
Impeller shaft reservoir	Capacity	110 mL (3.7 U.S. oz)
	Grease level	Fill cone
Oil capacity (per engine)		3 L (3.2 U.S. quart)/oil change w/filter 4.5 L (4.8 U.S. quarts) total
Potable water tank		76 L (20 U.S. gal)

① Recommended: Exide R-24-130, 12 V, 25 A•h (130 minutes reserve) or R-24-160 (160 minutes) or equivalent.

Battery posts: On top. Round taper type.

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

MAINTENANCE INFORMATION

PERIODIC INSPECTION CHART

	DESCRIPTION	FREQUENCY				
		TO BE PERFORMED BY				
		EVERY 100 HOURS OR PRESEASON				
		EVERY 50 HOURS				
		EVERY 25 HOURS				
		FIRST 10 HOURS				
GENERAL	Check fire extinguisher condition/mounting (4)	✓			(2) ✓	0
	Verify lubrication/corrosion protection	(1)		✓	✓	0
ENGINE	Engine oil and filter replacement including cover's O-rings	✓			✓	D
	Inspect condition and tightness of engine supports and rubber mounts	✓		✓		D
	Inspect exhaust system fasteners/hoses (4)	✓		✓	✓	D
	Inspect, clean and adjust spark plugs	✓				D
	Replace spark plugs			✓		D
	Inspect supercharger slipping moment (if so equipped)				✓	D
	Inspect supercharger drive gear, shaft and lock washer (if so equipped)				(5) ✓	D
EXHAUST SYSTEM	Ensure exhaust clamps are in place and secure		✓			0
	Inspect exhaust system for leaking components (such as rust and/or black streaking, water leaks or corroded/cracked fittings)		✓			0
	Inspect exhaust hoses for burnt, cracked or deteriorated sections. Hoses should be pliable and free of kinks. Replace cracked, charred or deteriorated exhaust hoses if found (4)		✓		✓	0/D
	Inspect metal exhaust components for cracking, rusting, leaking or loosening. Check cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow				✓	D
	Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped) (4)				✓	D

	DESCRIPTION	FREQUENCY					
		TO BE PERFORMED BY					
		EVERY 100 HOURS OR PRESEASON					
		EVERY 50 HOURS					
		EVERY 25 HOURS					
FIRST 10 HOURS							
COOLING SYSTEM	Flushing				Daily	0	
	Inspect hose and fastener condition	✓		✓	✓	D	
	Inspect/clean exhaust drain tube	(1) ✓	✓			D	
	Check coolant levels				Daily		
	Replace coolant, purge system of air, and check coolant levels				✓	D	
	Inspect cooling plates for leaks	Daily			✓	0/D	
FUEL SYSTEM	Inspect, adjust and lubricate throttle cables	(1)	✓		✓	D	
	Inspect fuel filter and lines	✓	✓		✓	D	
	Inspect fuel vent line		✓		✓	D	
	Pressurize fuel system. Inspect hoses, tank and fittings for cracks and leaks (4)	✓			✓	D	
	Inspect fuel rails, high pressure hoses and fuel pump modules	✓			✓	D	
	Inspect fastener tightening (throttle body, fuel lines) (4)	✓		✓	✓	D	
	Inspect fuel tank straps (4)	✓			✓	0	
LUBRICATION SYSTEM	Change oil and filter	✓			✓	D	
	Check engine oil level (refill as needed)				Daily	0	
POTABLE WATER SYSTEM	Verify operation of main and fountain water pumps	✓			(2) ✓	0	
	Clean (or replace) water filter		✓		✓	0	
	Rinse and disinfect potable water system				✓	D	
	Inspect condition of hoses	✓			✓	D	

	DESCRIPTION	FREQUENCY				
		TO BE PERFORMED BY				
		EVERY 100 HOURS OR PRESEASON				
		EVERY 50 HOURS				
		EVERY 25 HOURS				
		FIRST 10 HOURS				
ELECTRICAL SYSTEM	Test main battery cut-off switch (4)	✓	✓		✓	D
	Verify operation and condition of lights	✓	✓		(2) ✓	D
	Inspect bilge blower and bilge pump (4)	✓	✓		(2) ✓	D
	Inspect electrical connections (ignition system, electrical box(es), starting system, etc.) (4)	✓	✓		✓	D
	Verify Digitally Encoded Security System (DESS) (4)	✓			(2) ✓	D
	Verify monitoring beeper	✓		✓	✓	D
	Verify battery cable tightness and hold down condition (4)	✓		✓	(2) ✓	D
	Charge battery				✓	D
	Inspect sacrificial anodes	(1) ✓	✓			O
STEERING SYSTEM	Inspect and adjust cable (4)	✓		✓	✓	D
PROPULSION SYSTEM	Inspect drive shaft floating seal condition			✓		D
	Adjust shifter system/cable (4)	✓			✓	D
	Inspect jet pump reservoir grease level/condition				✓	D
	Impeller condition and impeller/wear ring clearance			✓		D
	Inspect condition of water intake grate			(2) ✓		O
	Drive shaft/impeller splines lubrication (NA engines)			✓		D
	Drive shaft/impeller splines lubrication (supercharged intercooled engines)				✓	D
SPEED CONTROL SYSTEM/ PERFECT PASS (if applicable)	Lubricate and test as per <i>PERFECT PASS INSTRUCTION MANUAL</i>	✓	✓			O/D

	DESCRIPTION	FREQUENCY				
		TO BE PERFORMED BY				
		EVERY 100 HOURS OR PRESEASON				
		EVERY 50 HOURS				
		EVERY 25 HOURS				
		FIRST 10 HOURS				
HULL AND BODY	Inspect and lubricate Inlet Clearance System (ICS)			✓		0
	Adjust/lubricate convenience center storage trays	✓			✓	D
	Inspect condition of windscreen and fasteners	✓	✓		✓	0
	Inspect hull condition (4)	✓			(2) ✓	0
	Inspect condition of ride shoes	✓			✓	0
	Lubricate storage compartment cover locks	(1)		✓		0
	Clean deck drains/scupper valve (4)	✓	✓		(2) ✓	0
	Check bilge pump for obstructions	✓			✓	0
	Inspect ski/wakeboard post and fasteners	✓		✓		0

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

D: Dealer

O: Operator

(1) Every 10 hours in salt water use.

(2) Daily checked.

(3) Daily flushing in salt water or foul water use.

(4) Safety item covered in the annual safety inspection (owner's expenses).

(5) Perform every 200 hours for **supercharged intercooled engines**.

MAINTENANCE

Emission Component Maintenance

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

- △ Only perform servicing procedures which are detailed in this guide. Further assistance or information can be obtained from your authorized Sea-Doo sport boat dealer. In many instances proper tools and training are required for certain servicing or repair procedures.
- △ Maintain the boat and equipment in top condition at all times. Adhere to the prescribed maintenance schedules. An annual inspection of the boat is always a good recommendation to follow.
- △ The bilge must be kept clean of oil, water or other foreign materials.
- △ Do not attempt to lift the boat without special equipment and training.
- △ The engine and the corresponding components identified in this guide should not be utilized on product(s) other than for those they were designed. Maintenance procedures and specified tightening torque must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. Each boat is designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by BRP. If required, contact your authorized Sea-Doo sport boat dealer for further servicing information.
- △ Operate your boat prudently and have fun. Don't forget that all persons must assist other boaters in an emergency.

Engine Emissions Information

Manufacturer's Responsibility

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

Dealer's Responsibility

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

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

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

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

Owner Responsibility

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

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

EPA Emission Regulations

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

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

Internet: <http://www.epa.gov/otaq/>

E-Mail: otaqpublicweb@epa.gov

FOR ALL COURIER SERVICES:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
1310 L Street NW
Washington D.C. 20005

REGULAR US POSTAL MAIL:

1200 Pennsylvania Ave. NW
Mail Code 6403J
Washington D.C. 20460

WARNING

Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized Sea-Doo sport boat dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must not be running, the safety lanyard must be removed from the DESS post and the main battery cut-off switch must be turned OFF for all maintenance procedures. Never use jet pump components to lift the boat. Certain components in the engine compartment may be very hot. Direct contact may result in skin burn. When operating the engine while the boat is out of the water, the heat exchangers may become very hot. Avoid any contact with heat exchangers as burns may occur.

NOTE: Where applicable, maintenance procedures apply for both engine systems.

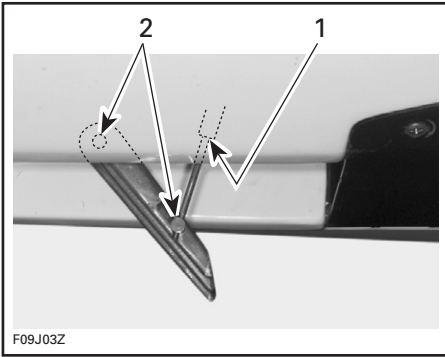
Lubrication

IMPORTANT: DO NOT lubricate safety lanyard/DESS post. This will prevent proper electrical contact.

Inlet Clearance System (ICS) Mechanisms

Use Sea-Doo synthetic grease and lubricate as follows:

From underneath of hull, lubricate water intake grates at pivoting points and cable rods using BOMBARDIER LUBE lubricant.



F09J03Z

TYPICAL

1. Lubricate cable rod
2. Lubricate pivoting points

Anticorrosion Protection

Throttle Cables

Lubricate throttle cables with BOMBARDIER LUBE lubricant every 25 hours of use (every 10 hours in salt water use).

Electrical Connections

Apply dielectric grease on battery posts and all exposed cable connectors including stern light connectors on mast and boat as needed.

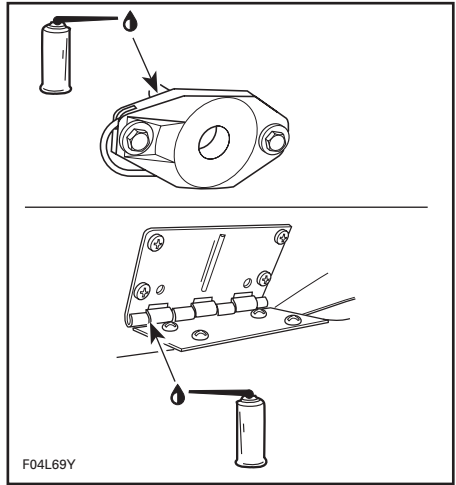
CAUTION: Do not lubricate connectors of the Interface and the engine Electronic Control Units (ECM ECU).

Additional Lubrication

BOMBARDIER LUBE lubricant will help to prevent corrosion and keep proper operation of moving mechanisms.

Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

Storage Compartments Cover Mechanism and Hinges



F04L69Y

TYPICAL

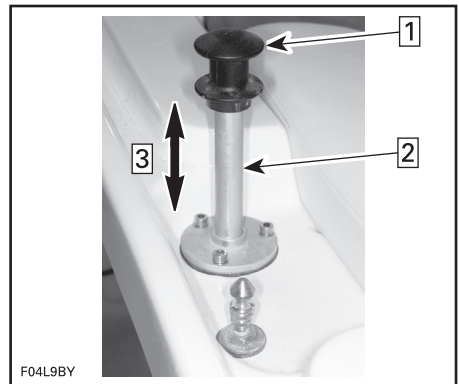
Engine Cover and Changing Room Cylinders

Lubricate rod of cylinders.

Ski Post

Speedster 200 Models

Lubricate ski post through all its length. Pull out then push in several times to distribute the lubricant.



F04L9BY

1. Lift ski post to lubricate
2. Lubricate here
3. Move post up and down several times to distribute lubricant

Reverse Gates

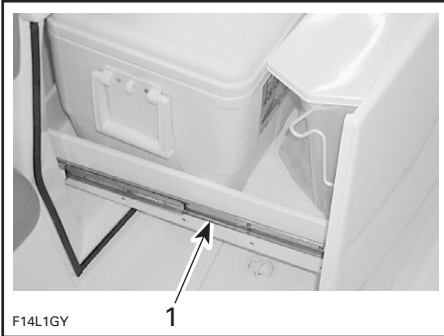
Lubricate pivoting points and mechanism on both sides of each gate.

Rear Storage Compartment Cover Cylinders

Lubricate rod of cylinders.

Convenience Center Storage Tray Rails

Islandia 220 Models



LUBRICATE ALL ALONG RAILS

1. Rails

Locks

Islandia 220 Models

Lubricate locks of glove box, convenience center storage trays, rear side storage compartment and deck storage compartment.

Periodic Inspection

Routine maintenance is necessary for all mechanized products. A periodic inspection contributes to the product's life span.

The *PERIODIC INSPECTION CHART* at the end of this document gives guidelines for regular boat servicing schedule to be performed by you and/or by an authorized Sea-Doo sport boat dealer. The schedule should be adjusted according to operating conditions and use.

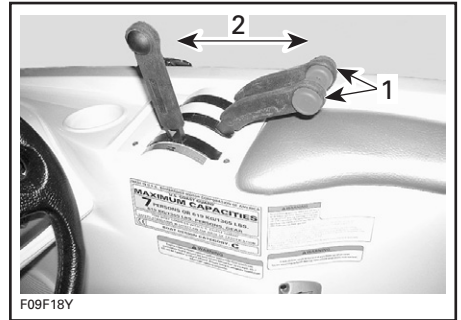
Throttle Cables

Speedster 200 Models

Move the throttle levers forward and rearward once. They must operate smoothly. Refer to an authorized Sea-Doo sport boat dealer if adjustment is necessary.

⚠ WARNING

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



TYPICAL

1. Throttle levers
2. Must move freely

Engine Oil Change and Oil Filter Replacement

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

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

Fuel Injection System

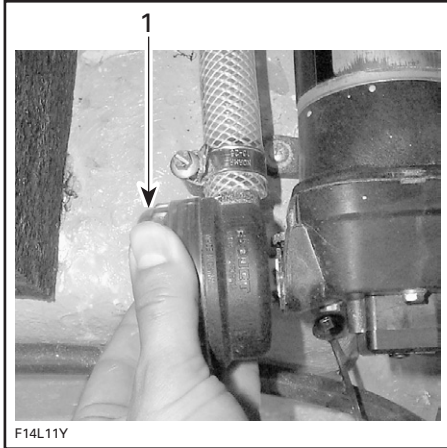
The fuel injection system inspection should be performed by an authorized Sea-Doo sport boat dealer. Fuel system pressurization should be conducted at the same time.

Potable Water Filter

Islandia 220 Models

Pinch both hoses at pump location.

Unscrew clear cover from filter housing on water pump then clean filter.



1. Remove this cover

Steering/Jet Pump Nozzle Adjustment

When the steering is aimed in straight ahead position, the jet pump nozzles should be in the same direction to allow the boat to run in a straight line.

Refer to an authorized Sea-Doo sport boat dealer if an adjustment is necessary.

WARNING

Ensure the steering/jet pump nozzles operate freely from side to side and are not stressing the steering cables.

Reverse Gates

When throttle/shifter controller is in forward position, reverse gates should be in an upward position and locked. With the throttle/shifter controller in neutral position, reverse gates should be in intermediate position. When throttle/shifter controller is in reverse position, reverse gates should be in downward position. Refer to an authorized Sea-Doo sport boat dealer if an adjustment is necessary.

WARNING

Ensure the throttle/shifter controller/reverse gates operate freely and are not stressing the reverse cable.

Deck Drain

Remove any obstructions from deck drain outlet.

Fuses

If a fuse is defective, replace by one of the same rating.

CAUTION: Do not use a higher rated fuse as this can cause a fire or severe damage. If a fuse has blown, the source of the malfunction should be determined and corrected before restarting. See an authorized Sea-Doo sport boat dealer for servicing.

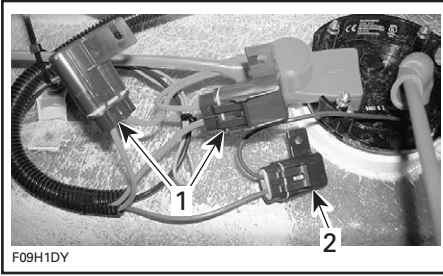
Main Fuses

If nothing at all is working, check that main cut-off switch is in ON position.

Still, if nothing is working, check main fuses, connected to the battery cut-off switch inside gunwale.

NOTE: There are spare fuses in rubber holders attached to the top of the fuseblock and the gauge interface.

Speedster 200 Models



F09H1DY

TYPICAL

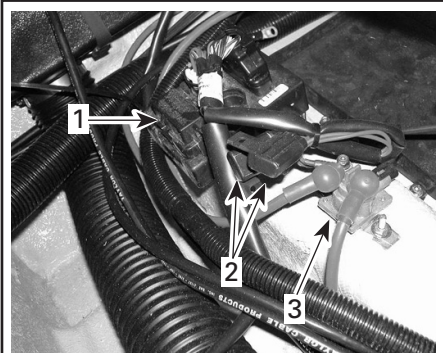
1. Gauge interface fuses
2. Automatic bilge pump fuse

Accessory Fuses

Speedster 200/Utopia 205 Models

Fuses for the electrical systems of each engine are mounted in fuse blocks, located in the engine compartment.

The main fuses for the engine electrical system are located near each engine solenoid, as shown below.

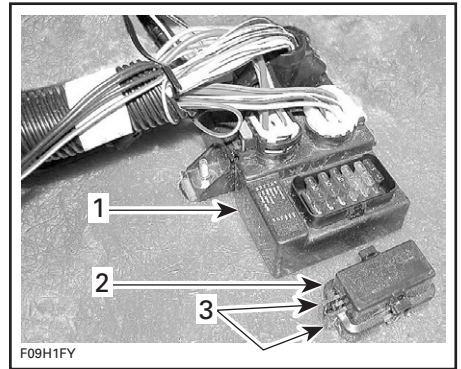


F09H1EY

TYPICAL

1. Engine fuse block
2. Engine electrical system main fuses
3. Solenoid

Fuses for the accessories and the gauges are mounted in the gauge interface, located in the driver console ahead of the dash.



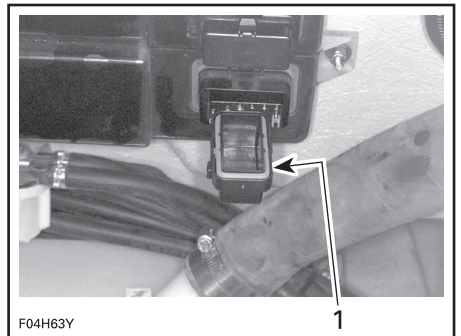
F09H1FY

TYPICAL

1. Interface
2. Fuse cover
3. Use these tabs as a fuse puller

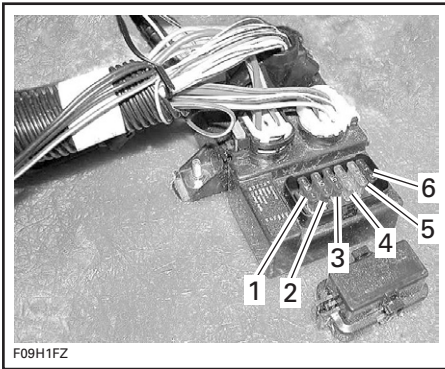
Squeeze cover locking tabs and pull cover out to access fuses.

Use the cover tabs to remove the fuse.



F04H63Y

1. Slide cover tabs each side of fuse then pull fuse out



TYPICAL — INTERFACE

1. Accessory
2. Radio
3. Blower
4. Bilge pump
5. Navigation lights
6. Courtesy lights

When finished, ensure seal is properly placed in cover.

Carefully position cover on fuse block then firmly push until you hear a snapping sound for each locking tab.

Utopia 205 Models

FUSES	
Gauges/low oil	3 A
Courtesy lights	1 A
Horn	10 A
Bilge blower	5 A
Bilge pump	3 A
Navigation/Anc lights	3 A
12-Volt outlet	10 A (2)
Radio	5 A
Main battery fuses	20 A (3)
Automatic bilge pump	7.5 A

Islandia 220 Models

FUSES	
<i>Fuse block at helm location</i>	
Gauges/Fuel/ Battery	3 A
Radio	5 A
Fountain pump	5 A
Blower	5 A
Bilge pump	3 A
12-Volt outlet	10 A
Horn	3 A
Navigation lights	3 A
Boarding lights	4 A
Courtesy lights	5 A
Docking lights	10 A
Water pump	10 A
Engine compartment light	2 A
Changing room light	2 A
<i>Engine compartment</i>	
Fuse block feed	20 A (3 fuses)
Bilge pump automatic switch	7.5 A

Charging System

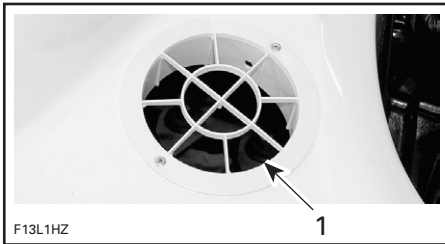
All Models

If the battery is regularly discharged, check condition of this fuse.

Fuses for the charging systems are located near the fuse blocks at the starter relays in the engine compartment.

Bilge Air Blower

Verify each bilge air blower for proper operation.



TYPICAL

1. Blower duct

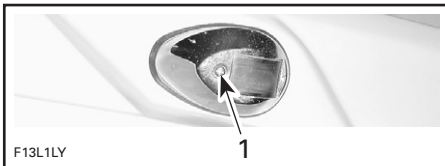
WARNING

If bilge blower does not operate properly, refer to an authorized Sea-Doo sport boat dealer before starting the boat.

Navigation Light Bulb Replacement

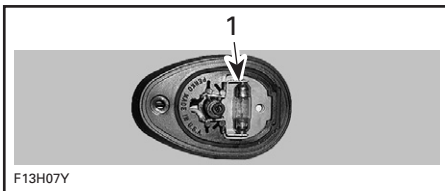
Bow Light

Speedster 200 Models



TYPICAL

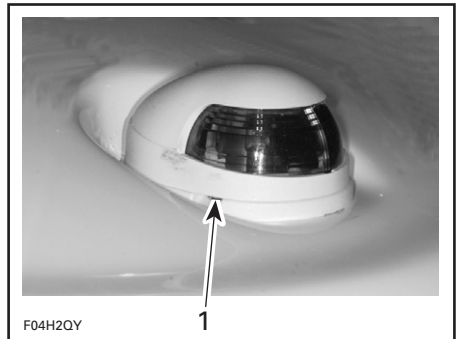
1. Remove this screw



TYPICAL

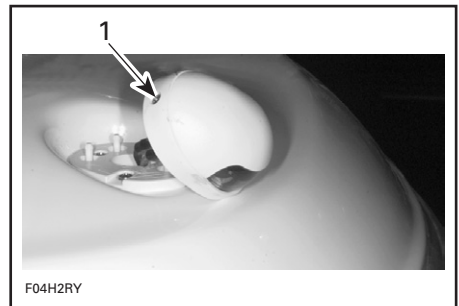
1. Lift up to remove bulb

Utopia 205 and Islandia 220 Models



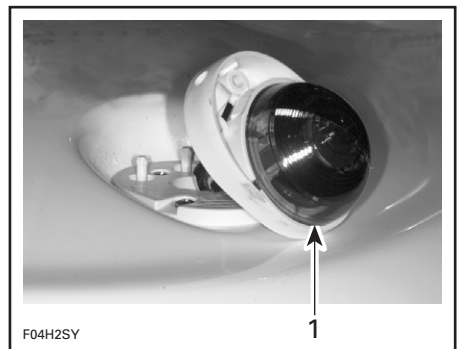
TYPICAL

1. Gently pry here with a screwdriver



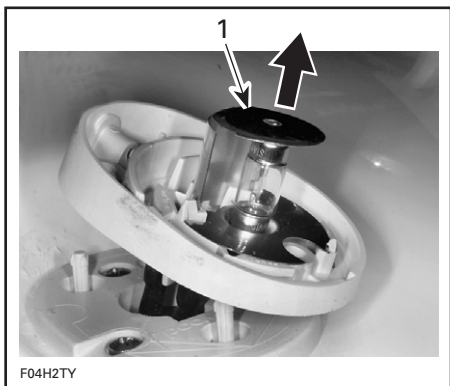
TYPICAL

1. Remove this screw



TYPICAL

1. Pull lens out



F04H2TY

TYPICAL

1. Lift and remove bulb

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

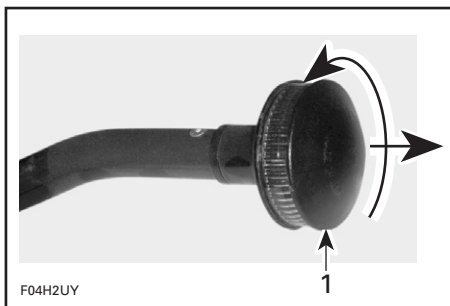
Apply dielectric grease on new bulb contact surface.

**Utopia 205 and
Islandia 220 Models**

When installing the bulb under the upper terminal plate, it is possible that the bulb remains loose. The cover will compress the terminal plate against the bulb at reinstallation.

Stern Light

Unscrew lens counterclockwise and pull it out.

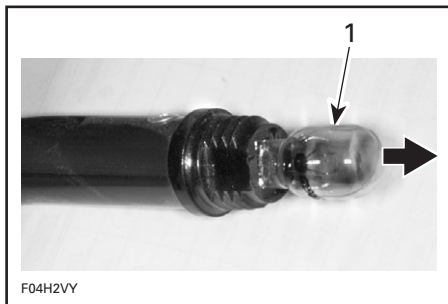


F04H2UY

TYPICAL

1. Unscrew then pull

Pull bulb to remove it.



F04H2VY

TYPICAL

1. Pull bulb out

Apply dielectric grease on new bulb contact surface.

Assembly is the reverse of removal procedure.

Boarding Light

Islandia Models

Remove both headlight screws to detach it from body.



F14H03Y

1. Headlight cover

Pull rubber grommet out and then pull the blade type bulb from its socket.

CAUTION: Do not use wires to pull rubber grommet.

Replace bulb with new one. Apply dielectric grease on contact surface.

To replace lens, simply loosen plastic nut then pull lens out of cover.



1. Grommet
2. Plastic nut

The assembly is the reverse of removal procedure.

Docking Light

Gently pull headlight cover to detach it from body. See *BOARDING LIGHT*.

Remove light from its support.

Remove black metal cap on the back of the light held in place by two screws.

Remove burnt bulb and replace with new one.

CAUTION: Never touch glass portion of an halogen bulb with bare fingers, as it shortens its operating life. If glass is touched, clean it using isopropyl alcohol which will remove film from bulb surface.

The assembly is the reverse of removal procedure.

Changing Room Light

Gently pull cover out and then replace bulb.

Sacrificial Anode System

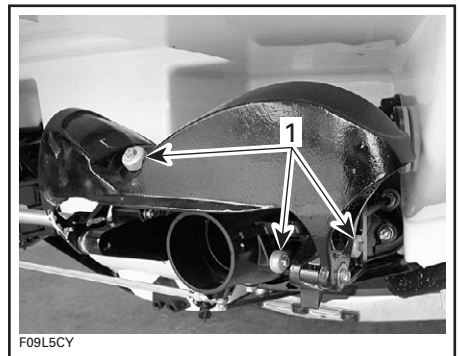
Corrosion of metal parts, especially those exposed to saltwater, is common for boats. Corrosion can be caused by stray electric currents from shorepower installations, improperly grounded A.C. lines and circuits, and poorly insulated D.C. powered equipment from boats moored nearby. Corrosion is accelerated when electric current is present.

Sacrificial anodes are attached to certain parts of this boat to reduce corrosion. The anode corrodes, rather than the part to which the anode is attached.

Change each anode when 50% by weight has corroded away.

Anodes are attached at the following locations:

- ride shoe(s)/cooling plate(s)
- pump housing(s)
- reverse gate support(s)
- steering nozzle(s)
- reverse gate(s).



TYPICAL
1. Sacrificial anodes

NOTE: Inspect anodes each time boat is to be launched. Do NOT paint anodes or apply protective coatings.

General Inspection and Cleaning

Inspection

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

WARNING

If at any time, gasoline leaks/odors are found, do not start the engines. Have the boat serviced by an authorized Sea-Doo sport boat dealer.

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

Inspect hull and jet pump water intake grates for damage. Replace or have damaged parts repaired.

Cleaning

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

Occasionally, wash the body with hot water and soap (only use mild detergent). Remove any marine organisms from engines and/or hull. Apply non-abrasive wax.

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

Wash windscreen with Bombardier cleaner (P/N 293 110 001) and water. For fine scratches and scuff mark removal, use a windshield polisher for acrylic, lucite, polycarbonate and similar materials.

Stains may be removed from seats and fiberglass with Knight's Spray-Nine[†] or the equivalent.

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

Islandia 220 Models

Convenience Center Top and Table Top

When necessary, periodic washing with a liquid, general purpose, non-abrasive cleanser should keep most surfaces looking like new. For more stubborn stains, a mild abrasive cleanser can be used.

Avoid using cleansers that contain chlorine. Chlorine is a bleach and could discolor the surface.

General Washing Tips

- Remove dust from surface.
- Use a sponge versus a cloth to wash and rinse the surface.
- Change the wash and rinse solutions frequently.
- To avoid streaking when cleaning soiled areas, start with the adjacent clean area and clean into the soiled area.

[†] Knight's Spray Nine is a registered trademark of Knight Oil Corporation

All Models

Engine Coolant

NOTE: Antifreeze to be replaced every 100 hours or once per season to prevent antifreeze deterioration.

A density test and/or antifreeze replacement should be performed by an authorized Sea-Doo sport boat dealer.

CAUTION: Improper antifreeze mixture might allow freezing of the liquid in the cooling system if boat is stored in area where freezing point is reached. This would seriously damage the engine. Failure to replace the antifreeze for storage may allow its degradation that could result in poor cooling when engine will be used.

WARNING

In order to avoid potential burns, do not remove the radiator cap or loosen the engine drain plug if the engine(s) is/are still hot.

STORAGE AND PRESEASON PREPARATION

WARNING

Because fuel and oil are flammable, have an authorized Sea-Doo sport boat dealer inspect the fuel and oil systems integrity as specified in the *PERIODIC INSPECTION CHART*.

Storage

NOTE: Leave drain plug out during storage period.

It is recommended that the boat be taken to an authorized Sea-Doo sport boat dealer for proper storage but the following operations can be performed by you with a minimum of tools.

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

Fuel System

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

CAUTION: Fuel stabilizer should be added before engine lubrication to protect fuel system components against varnish deposits.

WARNING

Always stop the engines before refueling. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Fuel tank may be pressurized. Slowly turn cap when opening. Never use an open flame to check fuel level. When fueling, keep boat level. Do not overfill or top off the fuel tank and leave boat in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the boat. Periodically verify fuel system.

Engine Oil and Filter Replacement

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

Exhaust Cooling System Flushing

Refer to *FLUSHING* under *POST-OPERATION CARE*.

CAUTION: Properly follow the instructions given in the flushing procedure.

Engine Internal Lubrication

Open the engine compartment lid.

Remove storage tray.

NOTE: Perform for each engine.

Remove dipstick.

Remove fuel rail cover.

Reinstall dipstick.

Disconnect ignition coil connectors.

WARNING

When disconnecting coil from spark plug, always disconnect coil from main harness first. Never check for engine ignition spark from an open coil and/or spark plug in the engine compartment as spark may cause fuel vapor to ignite.

IMPORTANT: Never cut the locking ties of ignition coil connectors. This would allow mixing the wires between cylinders.

CAUTION: Ensure there is no dirt in coil holes before removing the spark plugs. Otherwise, dirt would fall into cylinder and will damage the internal components.

Remove ignition coils.

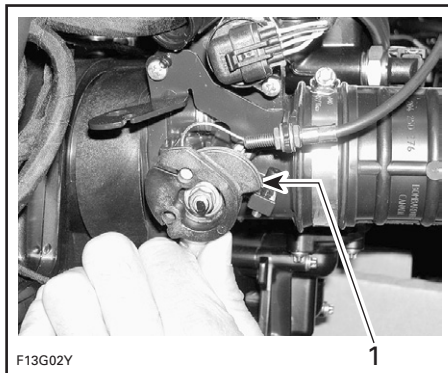
Remove spark plugs.

NOTE: After loosening the spark plugs, a coil may be used to remove the spark plugs. Simply bring the coil down to spark plug and "hook" it to then extract spark plug.

Spray BOMBARDIER LUBE lubricant or equivalent, into spark plug holes.

To prevent fuel injection and also cut the ignition at the engine cranking, proceed as follows.

From the engine compartment, have a second person hold throttle bell crank in fully opened position.



1. Fully-opened position

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

Apply anti-seize lubricant on spark plug threads then reinstall them.

NOTE: After installation, ensure the seal seats properly with the engine top surface.

Reinstall ignition coils. Reconnect ignition coil connectors.

To reinstall fuel rail cover, remove dipstick, push fuel rail cover downward until it snaps.

Reinstall dipstick.

NOTE: It is recommended to fog the engine valves with BOMBARDIER LUBE lubricant. Contact your authorized Sea-Doo sport boat dealer.

Battery

Contact your authorized Sea-Doo sport boat dealer.

Engine Cooling System

Antifreeze of each engine should be replaced for the storage period to prevent antifreeze deterioration.

A density test and/or antifreeze replacement should be performed by an authorized Sea-Doo sport boat dealer.

CAUTION: Improper antifreeze mixture might allow freezing of the liquid in the cooling system if boat is stored in area where freezing point is reached. This would seriously damage the engine. Failure to replace the antifreeze for storage may allow its degradation that could result in poor cooling when engine will be used.

 **WARNING**

In order to avoid potential burns, do not remove the radiator cap or loosen the engine drain plug if engine is still hot.

Boat Cleaning/Repair

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

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

Stains may be removed from seats and fiberglass with Knight's Spray-Nine or the equivalent.

If repairs are needed to the body or to the hull contact your authorized Sea-Doo sport boat dealer. For paint touch up to mechanical parts use Bombardier spray paint. For minor gelcoat repairs, a Gelcote[†] repair kit is available from Gelcote International (www.gelcote.ca). Replace damaged labels/decals.

[†] Gelcote is a registered trademark of Gelcote International

Once boat is on trailer, unscrew the drain plug, block the wheels and raise the bow slightly with the trailer jack (if so equipped) to allow water to drain. Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Leave all compartments open to air dry.

Potable Water System

Islandia 220 Models

Entire system must be drained and filled with biodegradable antifreeze solution, as follow:

DRAINAGE

Refer to *DRAINAGE* in *SPECIAL PROCEDURE* section for complete detailed procedure.

ANTIFREEZING PROTECTION

In cool regions where freezing point temperature may be encountered, potable water system must be filled with a biodegradable antifreeze solution.

 **WARNING**

Always use a biodegradable antifreeze solution specially formulated for potable water system protection. Refer to your authorized Sea-Doo sport boat dealer.

Add approximately 8 L (2 U.S. gal) of biodegradable antifreeze solution to potable water tank.

Start main water pump.

Open sink faucet. As soon as antifreeze solution starts flowing, close faucet.

Repeat procedure for washdown valve and shower.

Once all three items have been done, potable water system should now be filled.

Fountain Sump

Islandia 220 Models



TURN VALVE TO THIS POSITION

Remove drain plug to completely drain sump.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Lubricate the throttle cable with BOMBARDIER LUBE lubricant or equivalent.

Finalizing Storage Preparation

Apply a non-abrasive wax to body.

The engine storage cover should be left partially opened during storage (detach the gas shocks from the cover to prevent full opening). Remove storage tray. Place it on deck.

Using a flat screwdriver, lift tab as shown below.



TYPICAL — LIFT TAB

Detach shock end. Detach other side. Block and leave engine cover lid open slightly.

This will avoid engine compartment condensation and possible corrosion.

Reattach shock ends to engine cover lid before operating boat.

If the boat is to be stored outside, cover it with a vented opaque tarpaulin to prevent UV (ultraviolet) rays and grime from affecting the plastic components, boat finish, as well as preventing dust accumulation.

CAUTION: Never leave the boat stored in direct sunlight. UV radiation will dull finishes. The boat must never be left in water for storage. Make sure to turn off main battery cut-off switch.

For the storage period, block the wheels and raise the bow slightly with the trailer jack (if so equipped) so drainage can take place. Ensure the drain plug is unscrewed and unobstructed.

Preseason Preparation

Use the following chart.

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

WARNING

Only perform procedure 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 main battery cut-off switch must be turned OFF for all maintenance procedures.

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 BRP parts or approved equivalents.

Preseason Preparation Chart

NOTE: It is highly recommended that the dealer perform at the same time the annual safety inspection in addition to the preseason preparation.

OPERATIONS	TO BE PERFORMED BY
Verify lubrication/corrosion protection	OPERATOR
Inspect condition of safety lanyard cap and post	DEALER
Verify battery condition and charge and reinstall	DEALER
Verify starter connections and routing (1)	DEALER
Inspect condition of fuel line (1)	DEALER
Pressure test fuel system (1)	DEALER
Check fuel system fasteners	DEALER
Inspect steering system (1)	DEALER
Inspect throttle/shifter system (1)	DEALER
Inspect deck drains/bilge pump/drain plugs	DEALER
Check fire extinguisher condition/mounting (1)	OPERATOR
Engine oil level	DEALER

(1) Safety item covered in the annual safety inspection.

CAUTION: Only perform this operation in a well ventilated area. Garden hose must be installed or boat must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.

WARRANTY INFORMATION

BRP INTERNATIONAL LIMITED WARRANTY FOR MODEL YEAR 2006 SEA-DOO® SPORT BOATS

1) SCOPE

Bombardier Recreational Products Inc. ("BRP") warrants its new and unused Model Year 2006 Sea-Doo sport boats ("Sport Boat") that are sold by authorized Sea-Doo sport boat Distributors/Dealers outside of the fifty United States and Canada ("Distributor/Dealer") from defects in material and workmanship for the period and under the conditions below.

If your Sport Boat comes equipped with a Rotax™ engine, the Rotax engine is also covered by this Limited Warranty under the terms hereof. If your Sport Boat came equipped with another engine, that engine is covered by the Limited Warranty issued by the manufacturer of that engine and is not covered by this Limited Warranty.

2) WARRANTY COVERAGE DURATION

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

- TWELVE (12) CONSECUTIVE MONTHS ¹ for private, recreational use, except that the deck and hull fiberglass structure are covered for SIXTY (60) CONSECUTIVE MONTHS;
- FOUR (4) CONSECUTIVE MONTHS for commercial use, except that: the deck and hull fiberglass structure is covered for Twelve (12) consecutive months. A Sport Boat is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A Sport Boat is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

All genuine accessories installed by an authorized BRP Distributor/Dealer at the time of delivery carry the same warranty as the Sport Boat. The repair or replacement of parts or the performance of service to a Sport Boat under this warranty does not extend the life of this limited warranty beyond its original expiration date.

1. The warranty is TWENTY FOUR (24) consecutive months if the product was sold in any of the member states of the European Union (EC directive 1999/44/EC). The warranty period, however, is FOUR (4) consecutive months if the product is used for commercial purposes.

3) CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available only in the country in which the sale occurred and only after the purchaser and Distributor/Dealer have: completed and documented the BRP specified pre-delivery inspection process; and properly registered the Sport Boat. Only the original purchaser and any subsequent owners who reside in the country where the sale occurred are eligible for warranty coverage hereunder. Such limitations are necessary in order to allow BRP to protect the safety of its products, consumers, and the general public. As outlined in the Operator's Guide, timely required maintenance must be performed to maintain warranty coverage. BRP may require proof of proper maintenance prior to authorizing warranty coverage.

4) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The owner must notify an authorized Distributor/Dealer within two (2) days of the appearance of the defect and must promptly bring the Sport Boat, including any defective part, to Distributor/Dealer (in any event, within the warranty period) and must provide Distributor/Dealer with reasonable opportunity to repair the defect. If the Sport Boat has not previously been registered, the owner may also be required to present proof of purchase for warranty repairs. Owner is required to sign the repair/work order prior to the start of the repair in order to validate the warranty repair. All parts replaced under this warranty become the property of BRP.

5) WHAT BRP WILL DO

BRP's obligations under this warranty are limited to, at BRP's sole discretion, repairing or replacing parts of the Sport Boat found to be defective in material or workmanship, in the reasonable judgment of BRP. Such repair or replacement of parts will be done without charge for parts and labor, at any authorized Sea-Doo Distributor/Dealer in the country where the Sport Boat was sold. BRP's responsibility is limited to making the required repairs or replacements of parts with genuine BRP parts. The expenses of transporting the Sport Boat to and from Distributor/Dealer for warranty service are to be borne by the owner. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the Sport Boat to owner. In the event that warranty service is required outside of the country where the Sport Boat was purchased, owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve, modify or change its Sport Boats from time to time without assuming any obligation to modify Sport Boats previously manufactured.

6) EXCLUSIONS — The following are not warranted under any circumstances

- Replacement of parts due to normal wear and tear;
- Routine maintenance parts and services, including but not limited to adjustments, oil, lubricant and coolant changes, spark plug replacement, water pumps, carburetor maintenance and the like;
- Damage caused by improper or lack of maintenance or storage, or failure to follow the procedures and recommendations in the Operator's Guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, or modification, or use of parts or accessories not manufactured or approved by BRP, which in its reasonable judgement, are either incompatible with Sport Boats or adversely affect its operation, performance, or durability, or resulting from repairs done by a person that is not an authorized BRP Distributor/Dealer;
- Damage caused by abuse, misuse, abnormal use, neglect, racing, improper operation or operation of the Sport Boat in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damages resulting from external damage, submersion, water or foreign object ingestion, accident, fire, theft, vandalism or any act of God;
- Operation with fuel, oils or lubricants that are not suitable for the Sport Boat (see Operator's Guide);
- Damage from rust, corrosion or exposure to the elements;
- Damage from cooling system or jet pump blockage by foreign material;
- Damage to gel coat finish including but not limited to cosmetic gel coat finish defects, blisters, starrng, crazing; and fiberglass delamination caused by blisters, crazing, spyder or hairline cracks or exposure to the elements.

This warranty will be voided in its entirety and rendered null and void where:

- The Sport Boat has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use; or
- The Sport Boat is or has been used for racing at any point, even by a prior owner.

7) LIMITATIONS OF LIABILITY

ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS LIMITED WARRANTY. ALL INCIDENTAL, CONSEQUENTIAL, DIRECT, INDIRECT OR OTHER DAMAGES OF ANY KIND ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY INCLUDING, BUT NOT LIMITED TO: expense for gasoline, expense for transporting Sport Boat to and from Distributor/ Dealer, mechanic's travel time, in-and-out of water charges, slip or dock fees, trailering or towing, storage, telephone, cell phone, fax or telegram charges, rental of a like or replacement boat during warranty services or down time, taxi, travel, lodging, loss of or damage to personal property, inconvenience, cost of insurance coverage, loan payments, loss of time, loss of income, revenue or profits, or loss of enjoyment or use of Sport Boat. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, OR OTHER EXCLUSIONS IDENTIFIED ABOVE. AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY WITH THE JURISDICTION.

No Distributor, Dealer or any other person is authorized to make any affirmation, representation or warranty regarding a Sport Boat other than those contained in this limited warranty and, if made, shall not be enforceable against BRP. BRP reserves the right to modify this warranty at any time, although such modification will not alter the warranty conditions applicable to Sport Boats sold while this warranty was in effect.

8) TRANSFER

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

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

9) CONSUMER ASSISTANCE

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

If further assistance is required, the distributor's service department should be contacted in order to resolve the matter.

If the matter still remains unresolved then contact BRP by writing to us at the address listed below.

**BRP EUROPEAN DISTRIBUTION
CUSTOMER SERVICE
SWITZERLAND
TEL : +41 21 318 78 00**

DECLARATION CE OF CONFORMITY



CE OF CONFORMITY

DECLARATION

Application of Council Directives: 94/25/CE Recreational— craft 89/336/CEE
Electromagnetic compatibility

Standards to which conformity is declared: ISO 7840, ISO 8469, ISO 8665, ISO 8846, ISO 8848, ISO 8849, ISO 9094, ISO 9097, ISO 10087, ISO 10088, ISO 10133, ISO 10240, ISO 11105, ISO 11591, ISO 11592, ISO 12215, ISO 12216, ISO 13592, COLREGS, ABYC H-5, ABYC H-8

Manufacturers name: BRP US Inc.

Manufacturers address: 451 E. Illinois Ave Benton, Illinois 62812-0394

Importers name: Société— ANF Industrie S.A.

Importers address: 2, rue du Nouveau Bercy 94220 Charenton Paris, France

Notified body for Directive 94/25/CE: International Marine Certification Institute Trèves centre, rue de Trèves 45 1040 Brussels, Belgium

Competent body for Directive 89/336/CEE: UTAC Autodrome de Linas-Montlhéry, B.P. 212 91311 Montlhéry cedex, France

Type of equipment: Sport boats, inshore category C

Model names and numbers:

Model name

Model number(s)

I, the undersigned, hereby declare that the equipment specified above conforms to the above Directives and Standards.

Name of signatory: Fernando Garcia

Title of signatory on behalf of BRP US Inc.: Director - Public and Regulatory— Affairs Sea-Doo sport boats

Homologation and Certification

These boats comply with the following standards:

STANDARD	TYPE OF CERTIFICATION
United States Coast Guard	Self certification
Canadian Coast Guard	Self certification
Russian Maritime Register of Shipping	Certify by Russian Maritime Register of Shipping 8, Dvortsovaya Nab., 191186 St. Petersburg, Russia
Directive 89/336/CEE of the council relating to electromagnetic compatibility	Internal production control plus control carried out on the responsibility of a competent body. Competent body: UTAC Autodrome de Linas-Monthéry, B.P. 212 91311 Monthéry cedex, France
Directive 94/25/EC of the European Parliament and of the council relating to recreational craft	Internal production control plus control carried out on the responsibility of a notified body. Notified body: International Marine Certification Institute Trèves centre, rue de Trèves 45 1040 Brussels, Belgium

Operators Guide Confirmation of Receipt

Your dealer

Name:	_____
Address:	_____

Will assist you and help you to resolve any problems you may have.

Upon delivery of your boat, complete and sign the form hereunder and forward it to your dealer in order to be covered by our warranty.

Warranty conditions are as detailed in the *WARRANTY* section of this guide.

----- Cut here

Receipt	
Name:	_____
Address:	_____
Owner of _____	Sport Boat model No. _____
HIN (to be completed by customer or selling dealer)	_____
This warranty begins _____ (date).	
The dealer named on this document has instructed me on the operation, maintenance, safety features and warranty policy, all of which I understand and agree to be bound with. I am also satisfied with the predelivery set-up and inspection of my Sea-Doo sport boat. I have also received a copy of the Operators Guide and <i>SAFETY VIDEOCASSETTE</i> for my Sea-Doo sport boat.	
Signature:	_____
Date:	_____

PRIVACY INFORMATION

We wish to inform you that your coordinates will be used for safety and warranty purposes. Sometimes, we also use the coordinates of our clients to inform them about our products and to present them offers. Should you prefer not to receive information on our products, services and offers, please let us know by writing to the address below.

Also note that, from time to time, carefully selected and trustworthy organizations may be permitted to use the coordinates of our clients to promote quality products and services. If you prefer not to have your name and address released, please let us know by writing to the address below:

BRP European Distribution

Warranty Department

Chemin de Messidor 5-7

1006 Lausanne

Switzerland

Fax: +41 21 318 78 01

CHANGE OF ADDRESS

If your address has changed, be sure to fill out and mail the card provided on this page.

Such notification is likewise necessary for your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your boat becomes necessary.

NOTE: This card is strictly for change of address only.

STOLEN UNITS

In the event that your boat is stolen, you should notify your area's distributor warranty department of such.

Please provide your name, address, phone number, Hull Identification Number and date it was stolen.

BRP will provide a list of stolen units to all authorized Sea-Doo sport boat dealers on a monthly basis to aid in recovery of such units to their owners.



CHANGE OF ADDRESS

CHANGE OF OWNERSHIP

VEHICLE IDENTIFICATION NUMBER

Model Number

Vehicle Identification Number (V.I.N.)

OLD ADDRESS
OR PREVIOUS OWNER:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

NEW ADDRESS
OR NEW OWNER:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

V00A2F

AFFIX
PROPER
POSTAGE



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

V00A2G

BOAT MODEL No. _____

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

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

Owner: _____
NAME

No. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

Purchase Date _____
YEAR MONTH DAY

Warranty Expiry Date _____
YEAR MONTH DAY

To be completed by the dealer at the time of the sale.

DEALER IMPRINT AREA

F00A35L

Please verify with your selling dealer to ensure your SEA-DOO sport boat has been registered with BRP.



204 630 345

CA

OPERATOR'S GUIDE, SPEEDSTER 200, UTOPIA, ISLANDIA / ENGLISH
GUIDE DU CONDUCTEUR, SPEEDSTER 200, UTOPIA, ISLANDIA / ANGLAIS

FAIT AU / MADE IN CANADA

U/M:P.C.