

ROTAX® S115 AND S150 HP ENGINES, FEATURING STEALTH™ TECHNOLOGY

OPERATOR'S GUIDE

Includes Safety, Use and Maintenance Information



FOR 2024

⚠ WARNING

Read this guide thoroughly. It contains important safety information.
Minimum recommended operators age: 16 years old.
Keep this operator's guide with the boat at all times.

⚠ WARNING

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

CALIFORNIA PROPOSITION 65 WARNING

⚠ WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.p65warnings.ca.gov/products/recreational-vessels

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MODELS AND LANGUAGES

Available Languages

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Model	Power
S115HXF	115 HP
S150XF	150 HP
S150XP	150 HP
S150XS	150 HP

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GENERAL INFORMATION

FOREWORD

Congratulations on your purchase of a new boat equipped with a Rotax® outboard engine, featuring Stealth™ technology. It is backed by the BRP warranty and a network of authorized BRP dealers ready to provide the parts, service, or accessories that you may require.

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

At delivery, you were also informed of the warranty coverage and signed the *Pre-Delivery Check List* to ensure that your new boat was prepared to your complete satisfaction.

Know Before You Go


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


- *Safety Information*
- *Boat Information.*

Read and understand all safety labels on your boat.


Safety Messages

This operator's guide utilizes the following symbols and words to emphasize particular information:

The safety alert symbol  indicates a potential injury hazard.

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

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

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

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

About this Operator's Guide

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

Keep this Operator's Guide in the boat as you can refer to it for the operation, instructing others, maintenance and troubleshooting. This operator's guide must remain with the boat at all times.

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

If you want to view and/or print an extra copy of your operator's guide, simply visit the following website:

www.operatorsguides.brp.com

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

specifications in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

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SAFETY INFORMATION

SAFETY MESSAGES - GENERAL

WARNING

For your safety and the safety of others, follow all safety warnings and recommendations. Do not disregard any of the safety precautions and instructions. Anyone operating your boat should first read and understand this guide before they operate your boat and outboard.

- Operators must be qualified and licensed. Laws regarding the minimum age and licensing requirements vary from one jurisdiction to another. Be sure to contact the local boating authorities for information regarding the legal operation of a boat in the intended jurisdiction of use.
- Be sure at least one of your passengers knows how to handle your boat in case of an emergency.
- All passengers should know the location of emergency equipment and how to use it.
- Know the marine traffic laws and obey them.
- All safety equipment and personal flotation devices must be in good condition and suitable for your type of boat. Always comply with the regulations that apply to your boat.
- Wear the stop switch lanyard at all times when the engine is running to prevent your boat from running without a driver present at the controls.
- Remember, gasoline fumes are flammable and explosive. Always adhere to the fueling procedure contained in this Operator's Guide and those given to you by the fueling station. Always verify fuel level before use and during the ride. Apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply. Do not carry spare fuel or flammable liquids in any storage or engine compartments.
- Whenever running the engine, assure there is proper ventilation to avoid the accumulation of carbon monoxide (CO), which is odorless, colorless, and tasteless, and can lead to unconsciousness, brain damage, or death if inhaled in sufficient concentrations. CO accumulation can occur while docked, anchored, or underway, and in many confined areas such as the boat cabin, cockpit, swim platform, and heads. It can be worsened or caused by weather, mooring and operating conditions, and other boats. Avoid exhaust fumes from your engine or other boats, provide proper ventilation, shut off your engine when not needed, and be aware of the risk of back-drafting and conditions that create CO accumulation. In high concentrations, CO can be fatal within minutes. Lower concentrations are just as lethal over long periods of time.
- Keep your passengers seated in seats. The boat's bow, gunwale, transom, seat backs and swim platform are not intended for use as seats.
- Insist on the use of personal flotation devices, approved by the U.S. Coast Guard, by all passengers when boating conditions are hazardous, and by children and non-swimmers at all times.
- Proceed with caution and at very low speed in shallow water. Grounding or abrupt stops may result in personal injury or property damage. Also be alert for debris and objects in the water.
- Be familiar with the waters you are operating in. The gearcase of this outboard extends below the water surface and could potentially come in contact with underwater obstructions. Contact with underwater obstructions may result in loss of control and personal injury.
- Respect no wake zones, 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. Allow no one to throw refuse overboard.

- Do not operate your boat if you are under the influence of drugs or alcohol.
- High performance boats have a high power-to-weight ratio. If you are not experienced in the operation of a high performance boat, do not attempt to operate one at, or near, its top speed until you have gained that experience.
- Become completely familiar with the control and operation of your boat and outboard before embarking on your first trip or taking on a passenger(s). If you have not had the opportunity to do so with your Dealer, practice driving in a suitable area and feel the response of each control. Be familiar with all controls before applying the throttle above idle speed. As the operator, you are in control and responsible for safe operation.

IMPORTANT ON-PRODUCT LABELS

Outboard Engine Safety Labels

The labels are affixed to the outboard engine for the safety of the operator, passengers or bystanders.

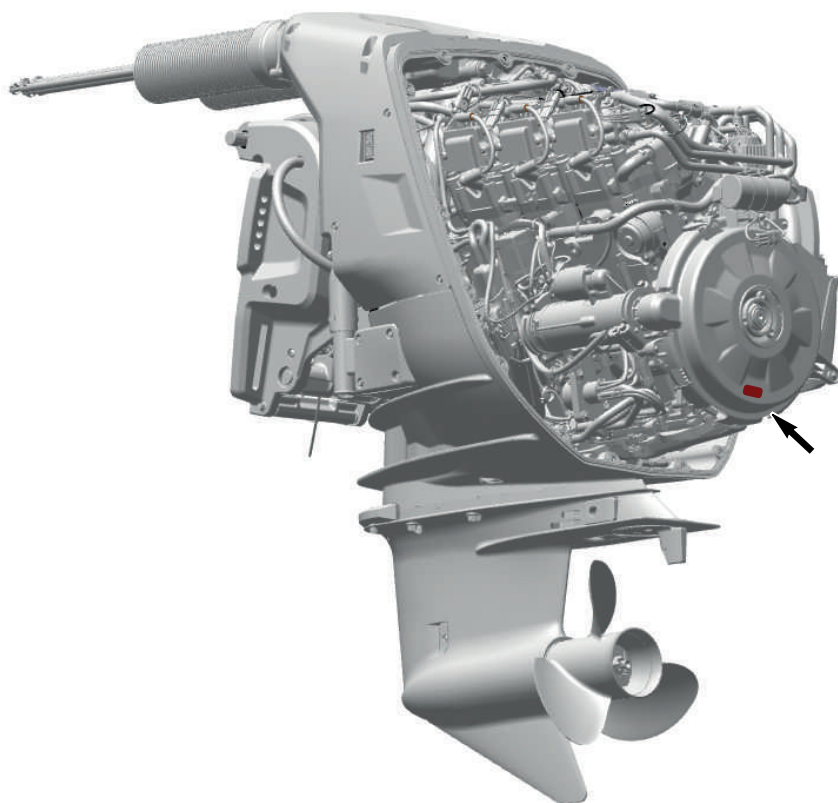
The operator and when applicable, the passenger, shall read and understand this information before riding.

The labels illustrated on the following pages are on your outboard engine. If missing or damaged, they should be replaced. See an authorized BRP dealer.

NOTE: In the event of any discrepancy between this guide and the outboard engine, the safety labels on the outboard engine have precedence over the labels in this guide.



ROTATING PARTS WARNING LABEL

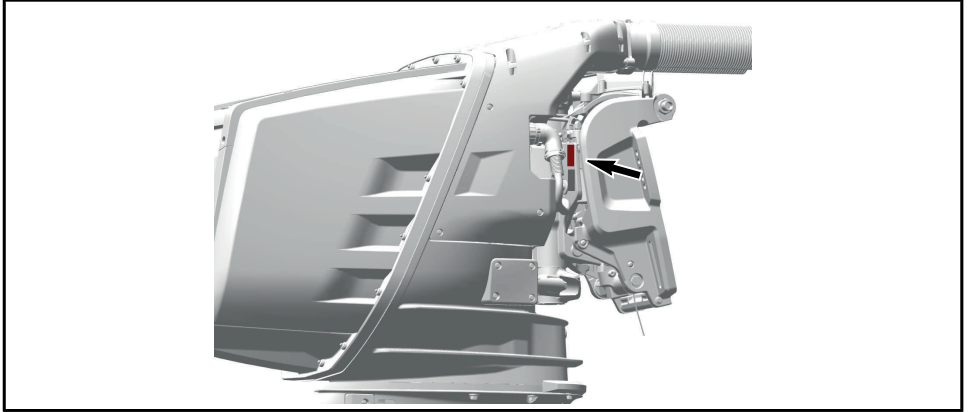


ROTATING PARTS WARNING LABEL - LOCATION (ENGINE AFT COVER REMOVED)

⚠ WARNING

Cancer and Reproductive Harm -
www.P65Warnings.ca.gov.

CALIFORNIA PROPOSITION 65 LABEL



CALIFORNIA PROPOSITION 65 LABEL - LOCATION

WHAT TO DO BEFORE LAUNCHING THE BOAT

Pre-Ride Inspection Checklist

WARNING

Always perform a pre-ride inspection before operating the boat. Check the proper operation of critical controls, safety features and mechanical components. Correct any problems BEFORE leaving the dock. Make sure all safety equipment required by local law is onboard.

WARNING

The engine(s) should be OFF and the key must always be removed from the engine key switch before verifying any of the following. Only start the engine(s) after all items have been checked and operate properly.

ITEM	OPERATION	X
Propeller	Inspect condition of propeller. Repair or replace if necessary.	
Cooling System	Inspect water intake screens.	
Safety Equipment	Ensure safety equipment is onboard.	
Oil Level	Check. Refill as needed.	
Battery	Check battery connections are clean, tight, and insulated. Ensure that battery/battery box are secure.	
Fuel Level	Check. Refill as needed.	
Steering System	Check operation.	
Stop Switch Lanyard	Inspect condition of lanyard. Attach to stop switch. Test operation. Re-attach lanyard to switch.	
Operator's Guide	Confirm that this Operator's Guide is onboard and readily accessible.	
Key / Engine Start Switches	Test operation.	
Displays & Gauges	Self-test and warning horn, check operation.	
Control Lever	Check operation.	
Trim System	Check operation.	
Outboard	Aquatic invasive species cleaning.	

Engine Oil

Ensure that the remote oil tank is full, as described in the *Injection Oil* section.

Steering System

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

Ensure that the outboard engine (and propeller) pivots easily and in the same direction as the steering wheel (e.g., when wheel is turned to the left, the outboard engine rear end must point toward the left side of boat).

⚠ WARNING

Check the steering wheel and propeller operation before starting. Never turn the steering wheel while someone is near the rear of the boat. Keep away from steering moving parts (engine components).

Control Lever

Check the control lever for free and smooth operation of the throttle. It should hold its position after being released.

⚠ WARNING

Check the control lever operation before starting the engine. If necessary, use the adjustment screws to obtain the correct amount of friction in the lever.

Engine Cut-Off Switch and Engine Key Switch

Refer to *Engine Starting and Stopping in Operating Instructions* for the complete and safe procedure for starting the engine.

Battery

NOTICE

Make sure that the battery is fully charged, especially when leaving the boat in the water for an extended period. The engine enclosure and exhaust water detection components are battery powered. Loss of battery power may result in water flooding the engine enclosure and exhaust.

For information on how to maintain the battery, refer to the *Maintenance Procedures* section.

Sacrificial Anodes

Inspect the anodes as described in the *Maintenance Procedures* section.

FUELING

Fueling Procedure

WARNING

Fuel is flammable and explosive under certain conditions. Follow these instructions to ensure safety when handling fuel:

- Always work in a well ventilated area.
- Always turn off the engine before fueling.
- Never permit anyone other than an adult to refill the fuel tank.
- Do not smoke, or allow open flames, or sparks or use electrical devices such as cellular phones in the vicinity of a fuel leak or while fueling.
- When fueling, keep boat level.
- Remove portable fuel tanks from the boat before fueling.
- Fuel tank may be pressurized, turn cap slowly when opening.
- Do not overfill or top off the fuel tank and leave boat in the sun. As temperature increases, fuel expands and might overflow.
- To prevent fuel back-flow, fill the fuel tank slowly so air can escape from tank.
- Always wipe off any fuel spillage.

ENVIRONMENTAL NOTE

Dispose of fuel contaminated towels in an environmentally responsible manner, or according to local regulations.

Do NOT add 2-stroke engine oil to the fuel.

On A Trailer

1. Make sure the boat is level.
2. Slowly open the fuel tank cap.
3. Insert the gas pump nozzle into the fuel tank filler neck and fill the fuel tank.
4. Stop filling immediately when the automatic shut-off feature of the gas pump handle activates.
5. Wait a moment before removing the gas pump nozzle from the filler neck. Do not retract the gas pump nozzle from the filler neck to top off the fuel tank.
6. Close the fuel tank cap.

In the Water

1. Turn off the engine.
2. Tie the boat securely to the fueling pier.
3. Do not allow anyone to remain in or on the boat.
4. Have a fire extinguisher close at hand.
5. Slowly open the fuel tank cap.
6. Insert the gas pump nozzle into the fuel tank filler neck and fill the fuel tank.
7. Stop filling immediately when the automatic shut-off feature of the gas pump handle activates.
8. Wait a moment before removing the gas pump nozzle from the filler neck. Do not retract the gas pump nozzle from the filler neck to top off the fuel tank.
9. Close the fuel tank cap.

WHAT TO DO AFTER LAUNCHING THE BOAT

Check the items listed in the following table after launching the boat and before going for a ride.

ITEM	OPERATION
Multifunction Display (MFD)	Check operation.
Power Trim System	Check operation.

Multifunction Display

1. Turn the key switch to the ON position and install stop switch lanyard.
2. As the MFD cycles through its self-test function, ensure all indications come on.

WARNING

The driver should always attach the stop switch lanyard clip to his or her clothing, leg, or arm when the engine is running.

Power Trim and Tilt System

With the engine running in forward thrust, use the trim/tilt switch to trim the outboard to the full down position and then up, to check system operation. Confirm the trim position indicator movement on the MFD.

Refer to *Operating Instructions* for detailed instructions.

WARNING

Stand clear of the Max Deck® swim platform when raising or lowering the outboard. When tilted up, the outboard will push open the Max Deck® pivoting cover, creating a pinch point hazard. Personal injury can result from contact with the Max Deck® pivoting cover.

WHAT TO DO AFTER LEAVING THE WATER

Aquatic Invasive Species (AIS)

Aquatic Invasive Species (AIS) are non-native plant or animal species that threaten the diversity or abundance of the native species. They also threaten the natural ecology of the body of water they infest. AIS almost always has a negative impact on the waterway, its native species, and recreational or commercial activities.

Common examples of AIS are:

- Eurasian Watermilfoil
- Hydrilla
- Sea Lampreys
- Zebra Mussels
- Asian Carp
- Gobies

Many other examples of AIS exist throughout the world's waterways.

A typical factor in AIS infestations is that the non-native species are introduced by human activity. Some AIS are introduced by commercial operations; however AIS can be introduced through recreational boating activities. The transportation of recreational boats and water sports equipment between waterways can be a major factor in the spread of AIS.

As responsible boat owners, we **MUST** do our part to prevent the spread of these aquatic hitchhikers. Check your boat each time you leave the water! In many cases it is required by law, be sure to check the local regulations for the waterways where you boat.

Clean, Drain and Dry- Everything, Every Time!

After each boating trip, before you leave the water access, follow these three simple steps to stop the spread of AIS. This is the boater's way to help protect the environment from the damage that AIS can cause.

Clean

Inspect and remove any visible mud, aquatic plants, fish, animals or other debris from the outboard, boat, trailer and any water sports equipment, gear and accessories before leaving the water body.

Clean all parts, equipment, and gear that came in contact with the water.

Drain

Drain and flush all water from the boat, including the ballast, bilge, livewell, engine, and gearcase. Dispose of unwanted live bait in the trash.

Dry

Allow the boat to dry completely (for 5 days or more, see local laws) before visiting any other bodies of water.

AIS Inspection Checklist

Use the following checklist as a guide when inspecting for AIS.

AIS Inspection Checklist			
Location	Reference ID	Inspection Items	✓
Boat	1	Inspect hull (including tubes for pontoon boat type).	
	2	Inspect floor.	
	3	Inspect live well.	
	4	Inspect transom well.	
		Inspect water inlet and outlet fittings (if equipped).	
		Inspect anchors and lines.	
		Inspect boarding ladder (if equipped).	
		Inspect transducers or other attachments to the hull.	
Accessories		Inspect fishing tackle and fishing lines.	
		Inspect bait buckets.	
		Inspect landing nets.	
		Inspect water sports equipment (skis, wakeboards, etc.).	
		Inspect tow ropes.	
Outboard	5	Inspect water intake screens.	
	6	Inspect gearcase.	
	7	Inspect propeller.	
Trailer	8	Inspect bunks and/or rollers.	
	9	Inspect fenders and frame.	
	10	Inspect tires and wheels (including spare tire).	
		Inspect license plate and brackets.	
		Inspect lights and wiring.	

OPERATION

FUEL REQUIREMENTS

⚠ WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Follow the instructions in this section explicitly. Improper handling of fuel could result in property damage, serious injury or death.

Leaking fuel is a fire and explosion hazard. All parts in the fuel system should be inspected frequently and replaced if signs of deterioration or leakage are found. Inspect the fuel system each time you refuel, each time you remove the engine cover and annually.

NOTICE

Always use fresh gasoline. Gasoline will oxidize; the result is loss of octane, volatile compounds, and the production of gum and varnish deposits which can damage the fuel system.

Fuel blending varies by country and region. Your outboard has been designed to operate using the recommended fuels; however, be aware of the following:

- The boat's fuel system may have different requirements regarding the use of alcohol fuels. Refer to the boat operator's guide.
- Alcohol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems or engine damage.
- Use of fuel containing alcohol above the percentage specified by government regulation can result in the following problems in outboard engines and fuel system components
 - Vapor lock or fuel starvation
 - Starting and operating difficulties
 - Deterioration of rubber or plastic parts

- Corrosion of metal parts
- Damage to internal engine parts
- Have your dealer inspect for fuel leaks or other fuel system abnormalities if you suspect the presence of alcohol in gasoline exceeds the current government regulation limits.

Recommended Fuel

Use unleaded gasoline with an AKI (R+M)/2 octane rating of 87, or an RON octane rating of 91.

Biobutanol (Bu16) Fuel

Biobutanol is a four-carbon alcohol produced from renewable, plant-derived energy sources in a fermentation process similar to beer and wine production. Biobutanol delivers more renewable energy content than ethanol while remaining compatible with current vehicles, boats, and infrastructure. Biobutanol does not phase separate in the presence of water like ethanol and is less corrosive to fuel system components such as fuel tanks, fuel fitting, and fuel hoses.

Biobutanol blended fuel (either isobutanol or n-butanol) may be used in all *Rotax* outboard engines. Use of biobutanol blended fuel will NOT void the warranty of your *Rotax* outboard engine.

Biobutanol blended fuel (Bu16 — up to 16.1% by volume) has been approved for use by the *National Marine Manufacturers Association (NMMA)*.

Use in North America

NOTICE

Do NOT use fuel from fuel pumps labeled E85. Never experiment with other fuels.

The use of unleaded gasoline containing alcohol above the percentage specified by government regulations is not recommended. Use of fuel

labeled E15 is prohibited by U.S. EPA Regulations.

Use of a boat-mounted, water-separating fuel filter is required.

Use Outside of North America

The use of unleaded gasoline containing alcohol above the percentage specified by local government regulations is not recommended.

Use of a boat-mounted, water-separating fuel filter is required.

Fuel System Information

IMPORTANT: In the United States, the U.S. EPA requires low-permeability fuel hose, portable fuel tanks, and fuel caps to be used with outboard engines.

Fuel Hose Connections

If the fuel hose is disconnected for any reason, seal the hose and fitting to prevent spillage or contamination.

Connect the fuel hose to the 3/8 in. (9 mm) fuel fitting.

Fuel Additives

NOTICE

Use of other fuel additives can result in poor performance or engine damage.

The only fuel additives approved for use in your *Rotax* outboard engine are:

- *BRP 2+4 Fuel Conditioner*®
- *BRP Fuel System Cleaner*

BRP 2 +4 Fuel Conditioner will help prevent gum and varnish deposits from forming in fuel system components and will remove moisture from the fuel system. It can be used continuously and should be used during any period when the outboard is not being operated on a regular basis. Its use

will reduce spark plug fouling, fuel system icing, and fuel system component deterioration.

BRP Fuel System Cleaner will help keep fuel injectors in optimal operating condition.

INJECTION OIL

Injection Oil Requirements

NOTICE

When operating in conditions under 32°F (0°C), BRP XPS Marine XD100™ oil must be used.

BRP Oil Brands

BRP XPS Marine XD 2–stroke outboard oils are formulated to give best engine performance while controlling piston and combustion chamber deposits, providing superior lubrication, and ensuring maximum spark plug life.

The following oils are required for use in your Rotax outboard engine:

- BRP XPS Marine XD100™ Direct Injection Oil
- BRP XPS Marine XD50™ 2–Stroke Oil
- Synthetic TC-W3 NMMA-certified oil

BRP XPS Marine XD100™ oil is preferred for your Rotax outboard engine. This synthetic formula oil provides uncompromising lubrication and superior performance, even in extreme conditions especially in cold temperatures down to 0°F (-17°C).

NOTICE

DO NOT add automotive type 4–stroke oils to 2–stroke engine oil tank(s). Do not add oil to the fuel.

Failure to follow oil specifications could void the engine warranty if a lubrication-related failure occurs.

Oil Tank Capacity

Your Rotax outboard engine is equipped a smaller on-engine oil tank and a remote oil tank installed on the boat. The on-engine oil tank has a capacity of 0.26 gallon (1.0 liter) and is automatically being replenished using the remote oil tank.

The remote tank location and capacity depend on the boat. Refer to the boat operator's guide for the remote tank location and capacity.

Injection Oil System Information

The on-engine oil tank only contains an oil level switch and does not have the ability to transmit an oil level reading. The remote oil tank contains an oil level sender and transmits an oil level reading to be displayed on the MFD.

If a “LOW OIL” warning occurs, you have a limited amount of time of normal operation before running out of oil. Refill the remote oil tank with approved oil as soon as possible.

Always “top off” your oil tank prior to prolonged usage or long trips. You may want to keep an extra supply of outboard oil in the boat.

New outboards are programmed to use additional oil during the first two hours of operation above 2000 RPM.

If you run the remote and on-engine oil tanks empty, REFILL the remote oil tank and prime the oil system before using the engine. Refer to *Filling the Remote Oil Tank* and *Priming the Oil System*.

If the oil hose is disconnected from the remote oil tank for any reason, seal it to prevent spillage. Install a cap on the hose fitting to prevent contamination.

Filling the Remote Oil Tank

1. Open the appropriate access hatch cover (location may differ depending on the boat model).
2. Remove the oil fill cap.
3. Fill the oil tank with outboard lubricant.
4. Replace the fill cap and tighten it securely.



OIL FILL CAP — TYPICAL

OPERATING INSTRUCTIONS

Safety Information

DANGER

Serious injury or death can result from contact with a rotating propeller or moving boat and outboard. Propeller blades can be sharp and the propeller can continue to turn even after the engine is off. Ensure that the engine propeller area is clear of people and objects before starting engine or operating the boat. Be aware of people in the water. Always shift the outboard to NEUTRAL and immediately shut off the engine when your boat is in an area where there might be people in the water.

DANGER

DO NOT run the engine indoors or without adequate ventilation or permit exhaust fumes to accumulate in confined areas. Engine exhaust contains carbon monoxide (CO) which, if inhaled, can cause serious brain damage or death.

WARNING

The engine cover is a machinery guard. DO NOT operate your outboard with the cover off unless you are performing maintenance. Be careful to keep hands, hair, and clothing clear of all moving parts. Contact with moving parts could cause injury.

WARNING

Be familiar with the waters you are operating in. The gearcase of this outboard extends below the water surface and could potentially come in contact with underwater obstructions. Contact with underwater obstructions may result in loss of control and personal injury.

WARNING

Always perform the *Pre-Ride Inspection* before operating this boat. Be sure to read the *Safety Information* and the *Boat Information* sections.

NOTICE

Make sure that the battery is fully charged, especially when leaving the boat in the water for an extended period. The engine enclosure and exhaust water detection components are battery powered. Loss of battery power may result in water flooding the engine enclosure and exhaust.

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

Power Steering

Your outboard is equipped with either a Dynamic Power Steering (DPS) system, or an *iDock* control system, which adds a joystick for precise control of docking maneuvers.

In either system, the steering wheel controls the direction of the boat during normal operation. While moving forward, turning the steering wheel to the right steers the boat to the right and inversely.

For detailed information about operation of the *iDock* control system, refer to the *Manitou Operator's Guide*.

⚠ WARNING

Check the steering wheel and corresponding engine operation before starting. Never turn the steering wheel while someone is near the propeller. Keep away from the propulsion system.

Dynamic Power Steering

DPS offers three power steering assist levels.

All power steering assist levels provide the same rate of assist at engine speeds below 4500 RPM.

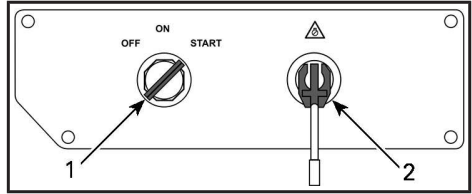
As engine speed increases above 4500 RPM, assist levels progressively decrease.

⚠ WARNING

Selection of power steering assist level is a matter of operator preference. Be aware that changing the power steering assist level can affect boat handling. After changing the level of power steering assist, operate the boat with care to become familiar with handling characteristics.

Remote Control

Your outboard remote control lever will only engage the forward and reverse gears when the engine is started using the key switch and stop switch lanyard located on the Switch panel.



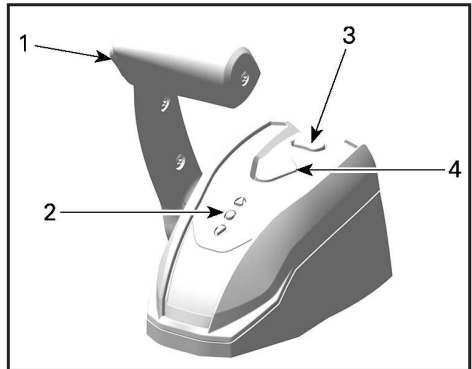
SWITCH PANEL

1. Engine Key switch
2. Engine Cut-off switch

Depending on your boat selection, the outboard engine can be equipped with an *ICON II™* Top Mount Binnacle or Concealed Side Mount remote control.

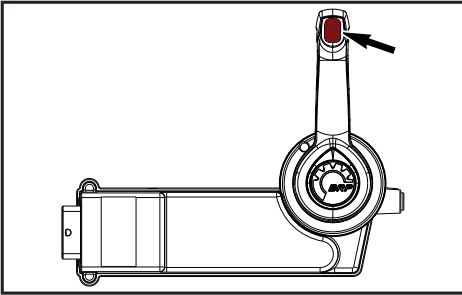
ICON II Remote Control Features

The *ICON II* Top Mount Binnacle and Concealed Side Mount are an intelligent, electronic shift and throttle control system for use with outboards.



TOP MOUNT BINNACLE CONTROL

1. Trim/tilt switch
2. Neutral button
3. Gear position indicator
4. RPM tune button



CONCEALED SIDE MOUNT CONTROL
Trim/tilt switch

Shifting

With the engine running and the control lever in the NEUTRAL position, move the lever forward or aft until it engages the forward or reverse gear detent.

Speed Control

After gear engagement, move the control lever slowly in the same direction to increase speed.

Power Trim and Tilt

The trim and tilt functions of your outboard are controlled by the Engine Management Module (EMM).

IMPORTANT: Activating any trim button while the key switch is in the OFF position will briefly turn on the system. This will cause the electric fuel pump to run and the remote control and any displays or gauges to turn on. There will be a short delay before the trim system operates. This is

normal. The system will turn off after a few seconds of non-use.

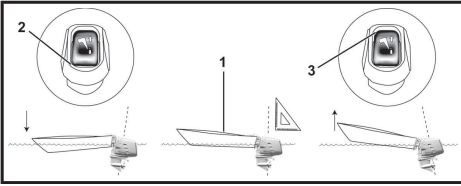
⚠ WARNING

When operating in rough water or crossing a wake, excessive bow up trim may result in the boat's bow suddenly rising skyward, possibly ejecting or otherwise seriously injuring occupants. Some boat/outboard/propeller combinations may encounter boat instability and/or high steering torque when operated at high speed at or near the outboard's trim range limits (full bow up or bow down). Boat stability and steering torque can also vary due to changing water conditions. If any adverse conditions occur, reduce throttle and/or adjust trim angle to maintain control. If you experience boat instability and/or high steering torque, see your Dealer to correct these conditions.

Some boats plow, or are difficult to plane, when operated in the lowest trim position. If your boat handles unsuitably when trimmed fully bow down, adjust the trim.

⚠ WARNING

If the bow of the boat plows the water at high speeds, the boat may bow steer or spin suddenly, possibly ejecting or otherwise seriously injuring occupants.



1. Parallel to the surface of the water
2. Trim switch DOWN (excessive bow down illustrated)
3. Trim switch UP (excessive bow up illustrated)

The boat should accelerate quickly, plane easily, and run parallel to the surface of the water at high speeds.

If trim position is too LOW the front of boat will be DOWN and push water.

If trim position is too HIGH the front of boat will be UP and bounce.

Trim

In most operating conditions, it is recommended to trim the outboard to the full down position while accelerating. As the boat comes on plane, trim the outboard up for best performance.

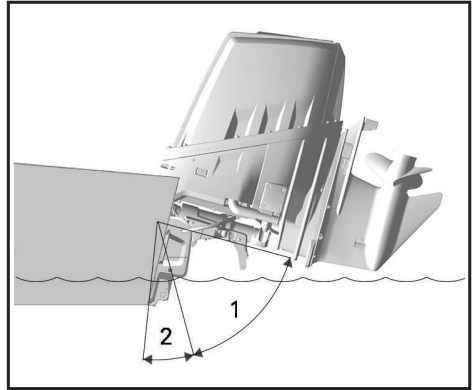
Run the boat in the water to determine the best trim angle.

Over-trimming increases engine RPM while decreasing speed. The best trim setting is when the highest speed is achieved with the lowest engine RPM.

IMPORTANT: Weight distribution can affect the performance of the boat. Distribute weight evenly in the boat.

Trim Angle Adjustment

Use the trim/tilt switch to adjust the outboard position in the tilt range or trim range.



1. Tilt Range
2. Trim Range

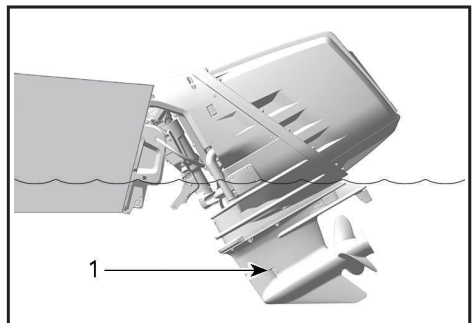
Shallow Water

NOTICE

When operating a tilted outboard, do not run above a fast idle speed. Keep the water intakes submerged at all time to prevent the engine from overheating.

NOTE: Throttling past idle with the engine tilted will cause the engine to automatically trim down into the water to help protect the engine.

Adjust the outboard position within the tilt range for shallow water operation.



1. Water intakes

Tilt

The tilt range allows the operator to tilt the outboard for clearance when beaching, mooring, launching, or trailering.

⚠ WARNING

Stand clear of the Max Deck® swim platform when raising or lowering the outboard. When tilted up, the outboard will push open the Max Deck® pivoting cover, creating a pinch point hazard. Personal injury can result from contact with the Max Deck® pivoting cover.

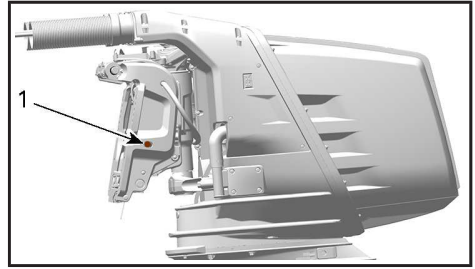
Manual Release Valve, Power Trim and Tilt

If needed, the outboard will tilt up or down manually, using the manual release valve.

⚠ WARNING

Keep everyone clear of a tilted outboard when backing out the manual release screw. The outboard could drop suddenly and forcibly. Be sure to tighten the manual release screw after manually repositioning the outboard. Tightening the screw also reactivates the outboard's impact protection and reverse thrust capability.

1. Turn the manual release screw counter-clockwise, slowly (about 3 1/2 turns), until it lightly contacts its retaining ring.
2. Reposition the outboard.
3. Tighten the manual release valve to hold the outboard in its new position.



1. Screw, Manual Release Valve For Power Trim and Tilt

Impact Damage Protection

If your Rotax outboard is rigged on a vessel with a Max Deck®, there are bungee cords, which limit the travel of the pivoting portion of the Max Deck®. The bungees must be replaced after an impact-related situation, as they will have been stretched to their service limit.

Failure to replace them after an impact-related situation can result in insufficient protection if another such situation occurs.

⚠ WARNING

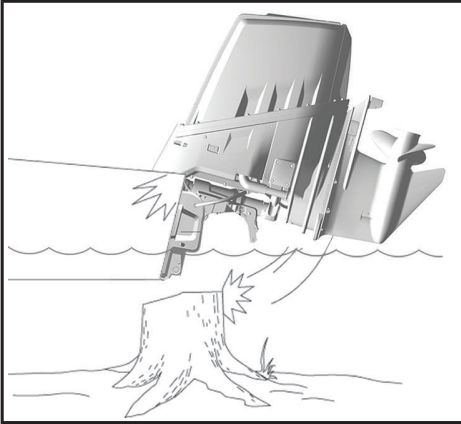
Any malfunction of the power trim and tilt unit could result in loss of shock absorber protection if an underwater obstruction is hit. Malfunction can also result in loss of reverse thrust capability. Correct fluid level must be maintained to ensure operation of the impact protection on this unit.

Your outboard has a shock absorption system designed to help withstand damage from impact with underwater objects at low to moderate speeds.

Such impacts can result in serious damage to your outboard or boat. Occupants can also be ejected or injured by falling against portions of the boat as a result of rapid deceleration following impacts.

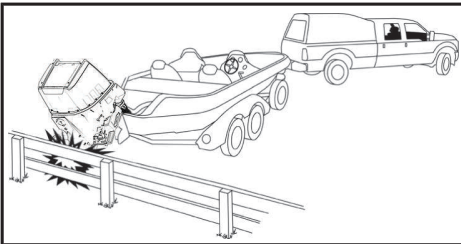
When boating in unfamiliar, shallow, or debris-laden waters, seek information on safe boating areas and navigation hazards from a reliable local source. Reduce your speed and keep a sharp lookout!

IMPORTANT: Impact damage is NOT covered by the outboard warranty.



NOTICE

The outboard's shock absorption system does not work while operating in reverse. If you back into an object, either in the water or while trailering, your boat and outboard can be seriously damaged.



If you hit any object:

- STOP immediately and examine the outboard for loosening of attaching hardware.

- INSPECT for damage to swivel and stern brackets, and steering components.
- EXAMINE the boat for structural damage.
- TIGHTEN any loosened hardware.

If the collision occurred in the water, proceed slowly to harbor.

If your engine will not trim to the fully DOWN position, it may have impacted an underwater object.

NOTICE

Before boating again, have your Dealer thoroughly inspect all components. When an impact has occurred to the engine, the bungees securing the Max Deck® pivoting cover must be replaced.

⚠ WARNING

Failure to inspect for damage after an accident or striking an object could result in sudden, unexpected component failure, loss of boat control, and personal injury. Ignored damage could reduce your boat and outboard's ability to resist future impacts.

Engine Starting and Stopping

Refer to the *Pre-Ride Inspection*. Complete the inspection before using your outboard engine.

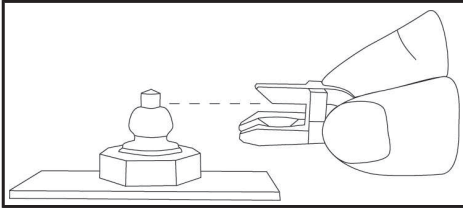
NOTICE

You **MUST** supply water to the engine before attempting to start it. Engine damage can occur quickly.

Engine Key Switch / Stop Switch Lanyard

An engine key switch and stop switch are features of *Icon II* prewired remote controls and all control wiring kits.

Connect the lanyard clip to the engine stop switch.



⚠ WARNING

United States Federal Law requires the use of Stop Switch Lanyards.

Always use the stop switch lanyard when operating your boat to help prevent a runaway boat and reduce the risk of personal injury or death

In an emergency situation, the engine can be started without the safety lanyard installed on the engine stop switch.

Follow the normal starting procedure.

Depress the engine stop switch and keep it depressed until safety is reached.

Reinstall a stop switch lanyard as soon as possible. The operator should

always use the lanyard clip to start the engine.

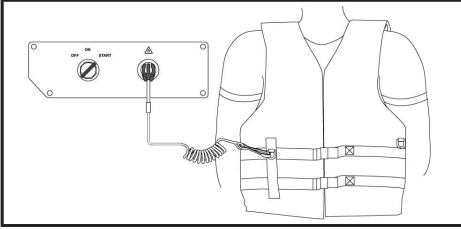
⚠ WARNING

Avoid knocking or pulling the lanyard clip off the engine stop switch during normal boating. Avoid bumping the key in all operating conditions. The resulting unexpected loss of forward motion can throw occupants forward, causing injury.

Keep the lanyard free from obstructions and entanglements. At each outing, test the system's operation. With the engine running, remove the clip from the stop switch by pulling the lanyard. If the engine does not stop running, seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA EMISSION-RELATED WARRANTY contained in your Warranty Guide for information about warranty claims.

IMPORTANT: Your engine stop switch can be effective only when in good working condition. At each outing, inspect the clips and lanyard for cuts, breaks, or wear. Replace worn or damaged parts.

Attach the stop switch lanyard clip onto a secure place on the operator's clothing or life vest — not where it might tear away instead of activating the engine stop switch.

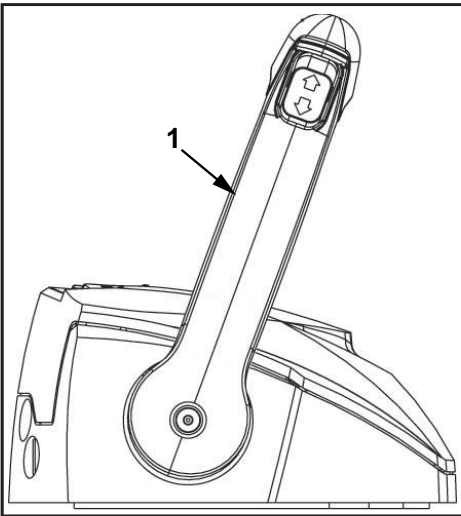


Disconnecting the lanyard clip from the engine stop switch will prevent the boat from becoming a runaway if the driver moves beyond the range of the lanyard. If the lanyard is too long, it can be shortened by knotting or looping it. DO NOT cut and re-tie the lanyard.

NOTICE

Carefully check the function of all control and engine systems before leaving the dock.

Move the remote control lever to NEUTRAL.



1. Control lever

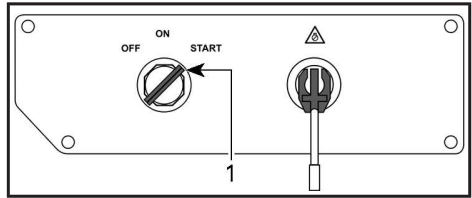
DO NOT advance the throttle before startup. Advancing the throttle overrides the electronic idle control system.

If the outboard is started with the throttle advanced, the outboard will be in S.A.F.E.™ (Speed Adjusting Failsafe Electronics) mode.

It will not respond to throttle until the throttle is returned to slowest IDLE position.

Engine Starting

Turn the key switch to the ON position, then turn the key fully clockwise to the START position.



1. Key switch START position

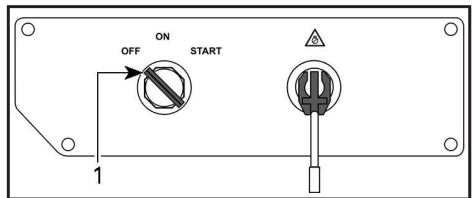
Upon start-up, release the key.

- If the engine did not start, release the key momentarily, then try again.
- Each time the key switch is turned from OFF to ON, the warning system will self-test.
- If your outboard does not react normally to this starting procedure or if it fails to start, bring the boat and the engine to an authorized BRP dealer to have it serviced.

Engine Stopping

Move the control lever to the NEUTRAL position.

- Turn the key switch counterclockwise to the OFF position.



1. Key switch OFF position

Remove the key and stop switch lanyard whenever the boat will be left unattended.

 **WARNING**

After operation, always remove the key from the key switch to avoid unauthorized use by children or others and to prevent starting in a closed environment (e.g., a garage).

SPECIAL OPERATING CONDITIONS

Cold and Freezing Weather

NOTICE

When operating in conditions under 32°F (0°C), XD100™ oil must be used.

During operation in freezing weather, keep the gearcase submerged at all times.

Upon removing your outboard from the water, leave it in a vertical position until its cooling system is drained. Store the outboard vertically.

NOTICE

Water remaining in the gearcase, cooling system or other components can freeze, causing serious engine damage.

High Altitude

Your outboard's *EMM* will automatically compensate for changes in altitude. However, if you boat above 3000 ft. (900 m), you will experience some loss of power due to reduced air density.

If your engine drops below the recommended RPM operating range at full throttle, have your Dealer select a lower pitch propeller.

If you return to sea level, have your Dealer install the original propeller and verify correct RPM operating range.

Salt Water

Anode protection for the outboard has been provided for use in salt or brackish water.

Upon removal from salt water, leave the outboard in a vertical position until its cooling system has drained. During long periods of mooring, tilt the gearcase out of the water, except in

freezing temperatures. Flush the outboard, if desired. Refer to *Flushing*.

Shallow Water

Gearcase damage can occur if the gearcase is allowed to drag on the waterway bottom. Use caution when operating in shallow water.

IMPORTANT: Impact damage is NOT covered by the outboard warranty.

Weedy Water

Weeds block water intakes and may cause your outboard to overheat. Weeds on the propeller create vibration and reduce boat speed.

When operating in weedy water, run at slow speeds and in REVERSE frequently to clear weeds from the propeller and water intakes. Check the water pressure often.

If the REVERSE operation does not clear away weeds, SHUT OFF the engine. Remove weeds from propeller area and water intakes before operating at higher speed.

SPECIAL PROCEDURES

Emergency Start Procedure

IMPORTANT: The *Rotax* outboard engines use a dedicated remote control network for all remote control-related functions. In the event network communication between the remote control and the engine *EMM* is disabled, back-up remote control function is provided using the *NMEA 2000* network.

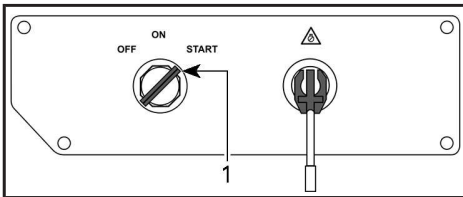
Start the engine using the following procedure:

1. Turn the key switch to the ON position.

NOTE:

The NEUTRAL LED indicator on the remote control will flash rapidly, and digital displays may show a network communication service code or warning.

2. Use either button on the trim switch on the port side on the engine to momentarily activate the trim system.
3. Turn the key switch to the start position and release.



1. Key switch START position

Submerged Outboard

If your outboard has been under water, **have it serviced immediately upon recovery.**

After submersion, all boat and engine electrical, fuel, and oiling systems must be inspected for signs of water intrusion.

Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair,

or replacement. Please refer to the US EPA EMISSION-RELATED WARRANTY contained in your Warranty Guide for information about warranty claims.

Water-Flooded Engine

NOTICE

Make sure that the battery is fully charged, especially when leaving the boat in the water for an extended period. The engine enclosure and exhaust water detection components are battery powered. Loss of battery power may result in water flooding the engine enclosure and exhaust.

NOTICE

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

Bring the engine to an authorized BRP dealer as soon as possible to have it serviced.

NOTICE

Failure to have the engine properly serviced may cause severe engine damage.

Towing the Boat in Water

Should you require a tow from another boat:

- Shift the engine to NEUTRAL.
- Tilt the gearcase out of the water.
- Offload all persons to another boat.

- Keep the speed slower than planing speed.

NOTICE

Failure to follow these instructions may result in damage to the engine.

NOTICE

Never tow a boat facing backwards as water intrusion may occur.

CAUTION

A tow line shall always be made fast in such a way that it can be released when under load.

Transporting the Outboard

Trailing

WARNING

Keep everyone clear of stern area when raising or lowering the outboard. Personal injury or death can result from contact with moving parts of the outboard.

NOTICE

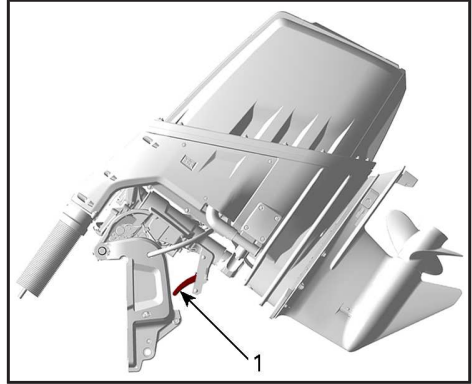
When trailing your outboard, DO NOT cover the engine with canvas. This will dull the finish of the outboard's engine covers.

Trailing Lever

The outboard is designed to be trailed either in a tilted position using the trailing lock lever, or in a vertical position.

To engage the lock lever, tilt the outboard to the full-up position.

Lower the lock lever.

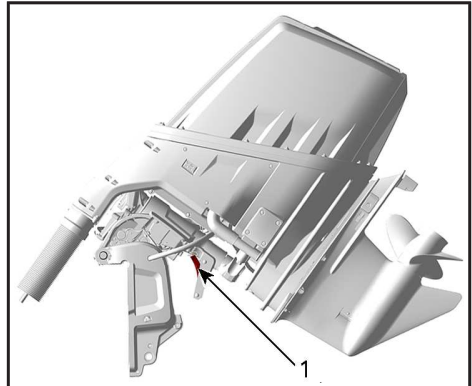


TRAILERING LOCK LEVER — LOWERED

1. Trailing lock lever

Tilt the outboard down until the trailing lock lever engages the stern bracket.

To release the trailing lock lever, tilt the outboard up and then retract the lever to the storage position.



TRAILERING LOCK LEVER — RETRACTED

1. Trailing lock lever

Transporting / Storage

If the outboard is removed from the boat for transportation or storage, you MUST:

- Seal the oil and fuel lines on the boat and on the outboard to prevent leaks and prevent

- contaminants from entering the oil or fuel system.
- Cap steering fittings on the out-board and hydraulic hoses to prevent leaks and prevent contaminants from entering the hydraulic system.

 **WARNING**

A small amount of fuel may be released when the fuel line is disconnected.

Gasoline is extremely flammable and highly explosive under certain conditions. Do not allow disconnected fuel hoses to leak fuel.

Use caution when working on the fuel system. Wear safety glasses and work in a well ventilated area. Extinguish all smoking materials and make certain no open flames or ignition sources exist.

Always wipe off any fuel spillage.

ENVIRONMENTAL NOTE

Dispose of oil or fuel contaminated towels in an environmentally responsible manner, or according to local regulations.

MAINTENANCE

INSPECTION SCHEDULE

EPA Regulation - Canadian and USA Engines

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems. These instructions do not require components or service by BRP or authorized dealers. Although an authorized dealer has an in-depth technical knowledge and tools to service your engine, the emission-related warranty is not conditioned on the use of an authorized BRP dealer or any other establishment with which BRP has a commercial relationship. Proper maintenance is the owner's responsibility. A warranty claim may be denied if, among other things, the owner or operator caused the problem through improper maintenance or use. For emission-related warranty claims, BRP is limiting the diagnosis and repair of emission-related parts to the authorized BRP dealers. For more information, please refer to the US EPA Emission-Related Warranty contained in the Warranty Guide. You must follow the instructions for fuel requirements in the fueling section of this manual. Even if gasoline containing greater than ten volume percent ethanol is readily available, the US EPA issued a prohibition against the use of gasoline containing greater than 10 vol% ethanol that applies to this engine. The use of gasoline containing greater than 10 vol% ethanol with this engine may harm the emission control system.

Inspection Table

Routine inspection and maintenance is necessary to prolong outboard life.

The first year / 100 hour inspection should be performed by an authorized BRP dealer.

Subsequent 100 hour inspections should be performed by an authorized BRP dealer or the customer, if performed by the customer, they should be able to provide receipts and records of the work performed.

The 5 year / 500 hour maintenance service should be performed by an authorized BRP dealer.

Any inspection that requires opening the engine is best performed by an authorized BRP dealer because in-depth technical knowledge and specialized diagnostic tools are required to ensure watertightness of the engine following the inspection.

IMPORTANT: Outboards used in rental, commercial, or other high-hour applications require more frequent inspections and maintenance. Adjust the schedule for operating and environmental conditions.

Description	Dealer Maintenance Every 5 Years or 500 Hours ⁽¹⁾				
	Customer Inspection Every 100 Hours or Annually ⁽¹⁾				
	Dealer Inspection at First Year or First 100 Hours				
	Engine Care Products				
	Action				
Anodes ^{(1), (2)} (corrosion protection)	Check condition		X	X	X
Check for Product Updates, Bulletins, or Campaigns	Check for Recommended Updates		X		X
Electrical and Ignition Wires	Inspect for Wear or Chafing		X	X	X
Engine to Transom Mounting Hardware	Inspect, Re-Torque		X	X	X
Fasteners	Inspect for Loose Components		X	X	X
Fluid Level (Hydraulic Steering)	Inspect Level	A	X	X	X
Fluid Level (Power Trim and Tilt)	Inspect Level	B	X	X	X
Water/Fuel Separating Filter (boat mounted)	Replace		X	X	
Fuel Filter (engine mounted)	Replace				X
Gearcase and Gearbox Lubricant	Inspect Level and Condition. See "Gearcase Lubricant Level"	C	X	X	
Gearcase and Gearbox Lubricant	Replace	C			X
Grease Fittings ⁽²⁾	Lubricate	D	X	X	X
Oil Filter	Replace				X
Propeller Shaft Splines ⁽²⁾	Inspect and Lubricate	D	X	X	X

Description	Dealer Maintenance Every 5 Years or 500 Hours ⁽¹⁾				
	Customer Inspection Every 100 Hours or Annually ⁽¹⁾				
	Dealer Inspection at First Year or First 100 Hours				
	Engine Care Products				
	Action				
Rigging / Air Inlet Hoses	Inspect		X		X
Service Codes	Access EMM, Check for and Resolve any Codes		X		X
Spark Plugs ⁽³⁾	Replace				X
Thermostat and Pressure Valve ⁽³⁾	Inspect				X
Water Pump	Replace				X
Water Hoses	Inspect for Leaks		X	X	X

(1) Whichever comes first. Certain conditions may require more frequent inspection and maintenance.

(2) Annually in salt water applications.

(3) Emission-related component.

Engine Care Products

The engine care products listed in the table below are referenced in this guide and are recommended for use with *Rotax* outboard engines.

	Product	P/N	Notes
A	<i>SeaStar</i> Steering Fluid. or Hydraulic Fluid Meeting MIL SPEC: MIL-H-5606	770891	Hydraulic steering system
B	<i>Power Trim/Tilt</i> Fluid	767969	Power trim and tilt system
C	HPF Pro™ Gearcase Lubricant	778755	1 qt. container
		778756	1 gal. container
D	<i>Triple-Guard</i> Grease	508298	8 oz. tube
		775616	3 oz. cartridge
		775776	14 oz. cartridge
—	<i>BRP 2+4</i> Fuel Conditioner	766209	16 oz. bottle
		766210	32 oz. bottle
—	Anti-Corrosion Spray	777193	Protects metal parts from corrosion.
—	<i>BRP</i> Fuel System Cleaner	764687	Keeps fuel injectors in optimal condition.

MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures.

⚠ WARNING

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

⚠ WARNING

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

NOTICE

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

Fuel Requirements

To learn about the fuel requirements for your *Rotax* outboard engine, refer to *Operation*.

Injection Oil Reference

To learn about the injection oil requirements for your *Rotax* outboard engine, refer to *Boat Information*.

Priming the Oil System

The oil systems of *Rotax* outboard engines are primed at the factory.

Priming the oil system is only required if:

- The oil system has been disassembled for servicing or parts replacement
- The oil tank has run out of oil

NOTE: If the oil tank has run out of oil, the *EMM* will activate SHUT DOWN mode, set the appropriate fault

code, and display the NO OIL warning.

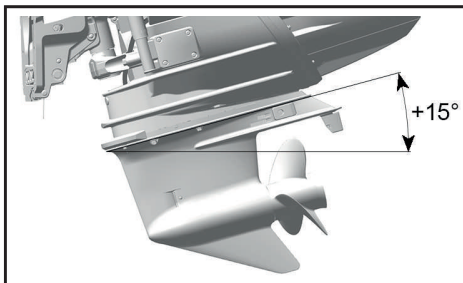
After refilling an empty oil tank or servicing the oil system, air **MUST** be removed from the oil system before operating the outboard.

Prime the oil system by performing the *Long-Term Storage (Winterization)* procedure —TWO times.

If available, *BRP Marine Diagnostics* software may be used to prime the oil system ONE time.

Gearcase Lubricant Replacement

1. Ensure that the Gearcase Anti-Ventilation (AV) plate is level.
2. Adjust the outboard trim angle until the Gearcase AV plate is +15 degrees from the level position.

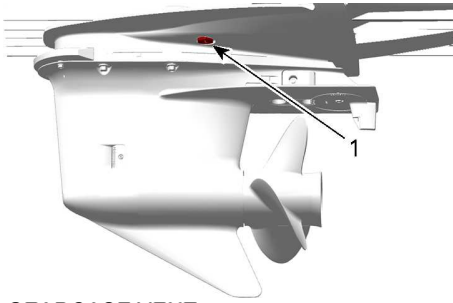


⚠ WARNING

Gearcase lubricant may be under pressure and/or hot if outboard was recently operated or if gearcase lubricant is above the Maximum level.

Wear safety glasses and take precautions to avoid injury when removing vent plug.

3. Open the gearcase vent plug.



GEARCASE VENT

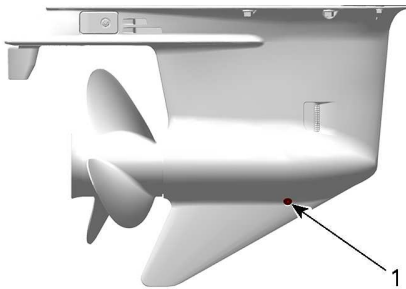
1. Vent plug

4. Place a container under the drain.

ENVIRONMENTAL NOTE

Dispose of used oil or oil contaminated shop towels in an environmentally responsible manner, or according to local regulations.

5. Open the gearcase drain plug.



GEARCASE DRAIN

1. Drain plug

IMPORTANT: The recommended gear lubricant is formulated for marine applications. Do not use automotive gear lubricants, engine oils, or any other oil or grease.

6. Use Gearcase Filler, P/N 501882, to slowly fill the gearcase with *HPF Pro* lubricant until lubricant exits the gearcase vent.

IMPORTANT: Filling the gearcase too quickly can cause air pockets and the gearcase may not fill completely.

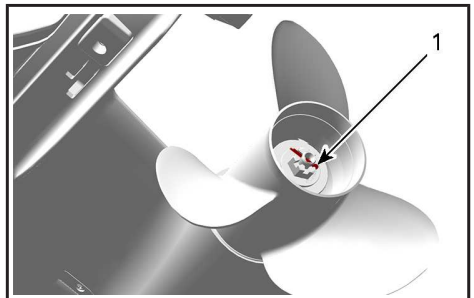
7. Wait 5 minutes for the oil to settle.
8. Continue filling again until oil exits the vent. For recommended gearcase lubricant capacity, refer to *TECHNICAL SPECIFICATIONS*.
9. Clean vent seal area and install the gearcase vent plug and a **new** seal. Tighten the plug to a torque of 60 to 84 in. lbs. (7 to 9.5 N·m).
10. Clean drain seal area and install the lubricant drain/fill plug and a **new** seal. Tighten the plug to a torque of 60 to 84 in. lbs. (7 to 9.5 N·m).

Propeller Removal

⚠ WARNING

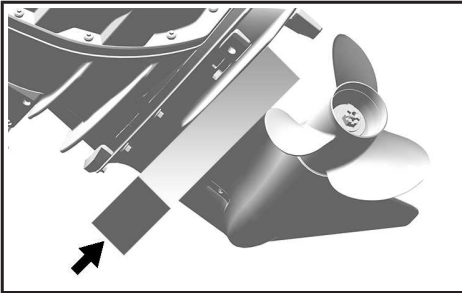
When servicing the propeller, always shift the outboard to the **NEUTRAL** position, turn the key switch **OFF**, and remove the key so the outboard cannot be started accidentally.

1. Remove the cotter pin from the propeller shaft. Discard the cotter pin.

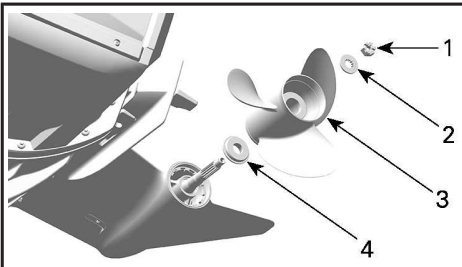


1. Cotter pin

2. Wedge a block of wood between the propeller blade and the anti-ventilation plate.



3. Remove the slotted nut, and then remove the block of wood.
4. Remove the spacer.
5. Remove the propeller.
6. Remove the thrust bushing.



1. Slotted nut
2. Spacer
3. Propeller
4. Thrust bushing

Installing the Propeller

WARNING

When servicing the propeller, always shift the outboard to the **NEUTRAL** position, turn the key switch **OFF**, and remove the key so the outboard cannot be started accidentally.

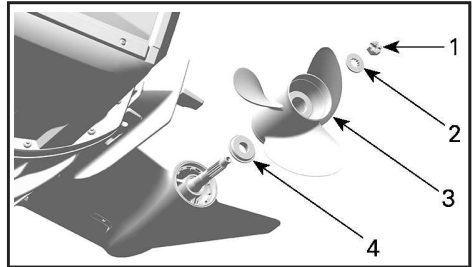
IMPORTANT: Rotax outboard engines REQUIRE propeller hardware kit, P/N 5012290. This kit can be ordered from an authorized BRP dealer.

1. Apply *Triple Guard* grease to the entire propeller shaft before installing the propeller.

Required Product

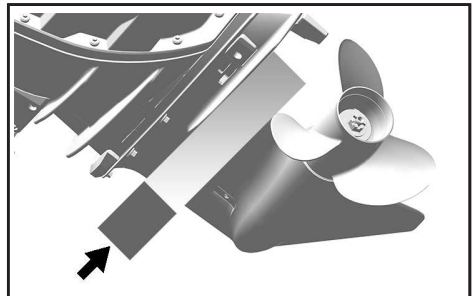
Triple Guard grease
P/N 508298

2. Install the thrust bushing so that the taper of the bushing matches the taper of the shaft.
3. Align the splines of the propeller with the splines of the propeller shaft. Push the propeller until it is seated on the thrust bushing.
4. Install the spacer.

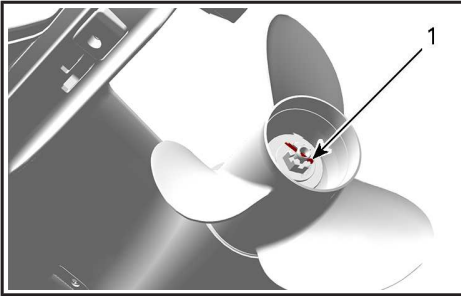


1. Slotted nut
2. Spacer
3. Propeller
4. Thrust bushing

5. Wedge a block of wood between the propeller blade and the anti-ventilation plate.



6. Tighten the slotted nut to a torque of 120 to 144 in·lb (13.6 to 16.3 N·m), and then remove the block of wood.
7. Install a new cotter pin.



1. Cotter pin

IMPORTANT: After installation, make sure outboard is in NEUTRAL and carefully spin the propeller. The propeller must turn freely without binding and should not spin off center. If the propeller binds, check for the correct propeller thrust washer, P/N 128805. If propeller appears to wobble, check for possible bent propeller shaft.

Battery Maintenance

When storing the boat, the battery should always be stored in a warm, dry place.

⚠ WARNING
Never charge or boost the battery while installed in the boat.

For information about the recommended battery type for your engine, refer to *Technical Specifications*.

Removing the Battery

1. Disconnect BLACK (-) cable first, then RED (+) cable.

NOTICE
Always disconnect the BLACK (-) cable first, then the RED (+) cable.

2. Remove the battery hold down tray or tie down.
3. Remove battery.

Charging the Battery

Use any automotive type battery charger. Always refer to the battery charger manufacturer's instructions.

Cleaning the Battery

Clean battery casing and battery posts using a soft brush and a solution of baking soda and water.

Remove corrosion from battery cable terminals and battery posts using a firm wire brush.

Rinse with clear water then dry well.

Installing the Battery

1. Connect the battery cables.

NOTE: Remove any water or debris if present in the compartment before installing the battery.

NOTICE
Always connect the RED (+) cable first, then the BLACK (-) cable.

2. Tighten the battery cable nuts to specification.

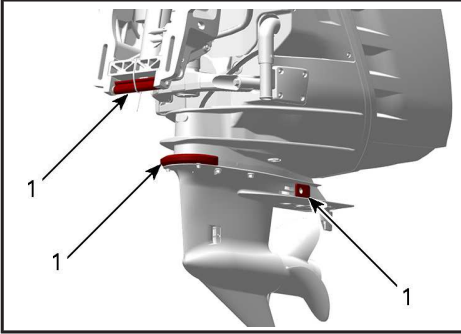
Tightening Torque	
Battery cable nut	4 ± 0.5 Nm (35 ± 4 lbf-in)

3. Apply dielectric grease on battery posts.
4. Cover positive battery post with rubber boot.
5. Verify cable routing and attachments.

Sacrificial Anode Inspection

Your outboard is equipped with one or more sacrificial anodes that protect it from galvanic corrosion. Disintegration of the anode is normal and indicates it is working. Check each anode periodically. Replace anodes smaller

than 2/3 their original size. See an authorized BRP dealer for replacements.



1. Anode

Galvanic corrosion destroys underwater metal parts and can occur in fresh or salt water; however, salt, brackish, and polluted waters will accelerate corrosion.

Metal-based anti-fouling paint on the outboard and the use of improperly installed shore power in the area of your moored boat will also accelerate corrosion.

NOTICE

NEVER paint the anode, its fasteners, or its mounting surface. Painting will reduce its corrosion protection.

Flushing

Flushing – Outboard Running

⚠ DANGER

DO NOT run the engine indoors or without adequate ventilation or permit exhaust fumes to accumulate in confined areas. Engine exhaust contains carbon monoxide (CO) which, if inhaled, can cause serious brain damage or death.

⚠ WARNING

To prevent injury from contact with rotating propeller, remove the propeller before flushing.

1. Open the appropriate access hatch cover (location may differ depending on the boat model).
2. Place outboard in VERTICAL (DOWN) position in a well ventilated area.
3. Remove the cap from the flushing port.



FLUSHING PORT — TYPICAL

4. Thread the garden hose onto the flushing port.
5. Turn water supply on.
6. Run outboard at IDLE only until full operating temperature is reached.
7. Leave the outboard in VERTICAL (DOWN) position long enough for

-
- the powerhead to drain completely.
 8. Remove the garden hose from the flushing port.
 9. Install the cap onto the flushing port.
 10. Close the access hatch cover.
 11. Reinstall propeller.

Flushing — Outboard Not Running

1. Open the appropriate access hatch cover (location may differ depending on the boat model).
2. Place outboard in VERTICAL (DOWN) position.
3. Remove the cap from the flushing port.
4. Thread the garden hose onto the flushing port.
5. Turn water supply on.
6. Flush outboard for at least five minutes.
7. Turn off water supply.
8. Leave the outboard in VERTICAL (DOWN) position long enough for the powerhead to drain completely.
9. Remove the garden hose from the flushing port.
10. Install the cap onto the flushing port.
11. Close the access hatch cover.

ENGINE CARE

Post-Operation Care

Engine Flushing

The outboard engine cooling system should be flushed daily when boat is used in salt or foul water.

Refer to Maintenance Procedures.

IMPORTANT: The outboard must be located in a well ventilated area with appropriate ground drainage during the flushing procedures.

Keep water inlet pressure between 20 to 40 psi (140 to 275 kPa).

Engine Covers

Outboard External Finish

Periodically, wash the entire boat and outboard with soapy water and apply a coat of automotive wax. Leave the engine covers in place when washing the outboard.

NOTICE

If needed, use *BRP Marine Cleaner* to clean plastic covers or panels. Do NOT use solvents such as acetone.

STORAGE AND PRE-SEASON PREPARATION

DANGER

DO NOT run the engine indoors or without adequate ventilation or permit exhaust fumes to accumulate in confined areas. Engine exhaust contains carbon monoxide (CO) which, if inhaled, can cause serious brain damage or death.

Protect against natural environmental conditions that can be damaging to an outboard. Your warranty does not cover engine failure caused by these conditions.

NOTICE

Temperature and humidity changes during storage period can cause corrosion of internal engine components.

Stabilize the fuel supply. Fuel remaining in your fuel tank can oxidize, resulting in loss of octane and fuel system deposits.

Use *BRP 2+4 Fuel Conditioner* to prevent gum and varnish deposits from forming in fuel system components.

WARNING

Prevent injury from moving engine components. Before starting the outboard:

- Shift it to **NEUTRAL**.
- Keep hands, clothes, and hair clear of powerhead.

If on a trailer, remove the propeller.

If the outboard is removed from the boat for transportation or storage, you **MUST**:

- Seal the oil and fuel lines on the boat and on the outboard to prevent leaks and prevent contaminants from entering the oil or fuel system.

- Cap steering fittings on the outboard and hydraulic hoses to prevent leaks and prevent contaminants from entering the hydraulic system.
- Block the air intake hose to prevent the intrusion of debris.

WARNING

To prevent injury from a moving swim platform engine access cover, ensure that the restraint cables are secured to the swim platform cover and the transom after the outboard has been serviced.

Short-Term Storage

If you must tilt the outboard to remove it from the water, lower it and allow the cooling system to drain completely as soon as you clear the launch area. Between uses, store your outboard in a vertical position.

Long-Term Storage (Winterization)

WARNING

If winterizing on a trailer, the propeller must be removed before performing procedure. Failure to remove propeller can cause personal injury or death.

Winterization prepares your outboard for long-term off-season storage. During winterization, the engine is “fogged” with extra oil to coat internal engine components.

Winterization requires a specific process of steps.

Closely follow the winterization procedure for your outboard.

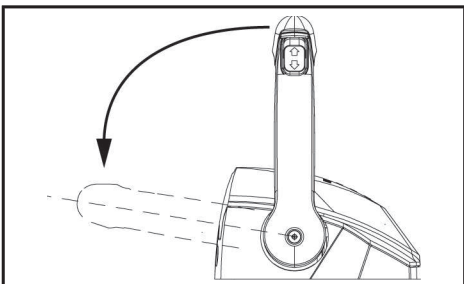
You can confirm that your outboard has entered winterization mode when the engine runs at fast idle and:

- The *Garmin* multifunction display (MFD) shows a winterization message (if equipped).

Preparation

Your outboard can be winterized in the water. If winterizing in water, make sure the water intake screens are completely submerged.

1. Stabilize the engine's fuel supply. Add 2 +4 Fuel Conditioner following instructions on container. Fill fuel tank.
2. If winterizing on a trailer, remove the propeller. Refer to *Removing the Propeller*. Attach a garden hose to flushing port and turn on the water. Refer to *Flushing*.
3. Turn the key switch to the OFF position.
4. Move the lever to the FORWARD wide-open throttle position.



WIDE-OPEN THROTTLE POSITION

5. Turn the key switch to ON and wait a minimum of three seconds.
6. Attempt to start the outboard three times within three seconds (the starter will not engage or crank the outboard).
7. Move the lever to NEUTRAL and start the outboard.
8. Run the outboards at idle for a minimum of three seconds.
9. With the outboard running, attempt to start the outboard three times within three seconds (the starter will not engage or crank the outboard).

10. The remote control will send the winterization message to the outboard. The running outboard will be winterized.
11. The outboard will automatically shut off when the process is complete.

During the winterization process, the remote control will ignore all throttle, gear, and switch operations. The control WILL acknowledge Key OFF or Emergency Stop commands. Trim the outboard to the fully down position to store. If the outboard must be stored in a tilted position, make SURE the cooling system is drained completely BEFORE tilting.

Pre-Season Check

Remove your outboard from storage and prepare it for a season of reliable service by performing a general check and a few preventive maintenance procedures.

Check for loosened or removed hardware. Replace damaged or missing parts with *Rotax* outboard engine genuine parts or equivalent. Check the gearcase for leakage. If leakage is evident, the gearcase seals should be replaced.

IMPORTANT: Gearcase lubricant is thick and clear. Do not confuse this with engine oil, which may normally appear on the skeg after performing the long-term storage procedure.

Check the condition of the anti-corrosion anodes. See **Sacrificial Anodes**.

Charge the battery. See **Battery**

⚠ WARNING

Do not use a booster battery and jumper cables to start the outboard. Gasoline fumes can cause explosion and fire, resulting in property damage, personal injury or death.

Review your outboard's warning system self-test routine. During start-up, make sure the warning system self-tests properly.

NOTICE

Do not run your outboard—even for a brief start-up—without supplying water to it.

Following the **Engine Starting** procedure, start the outboard. If the outboard was winterized, it will emit a puff of smoke on the first start of the season.

Let engine idle while you:

Observe running quality. If poor, refer to *TROUBLESHOOTING*.

Stop the outboard and check the fuel system for leaks.

⚠ WARNING

Failure to check for fuel leakage could allow a leak to go undetected, resulting in fire or explosion.

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TECHNICAL INFORMATION

IDENTIFICATION NUMBERS

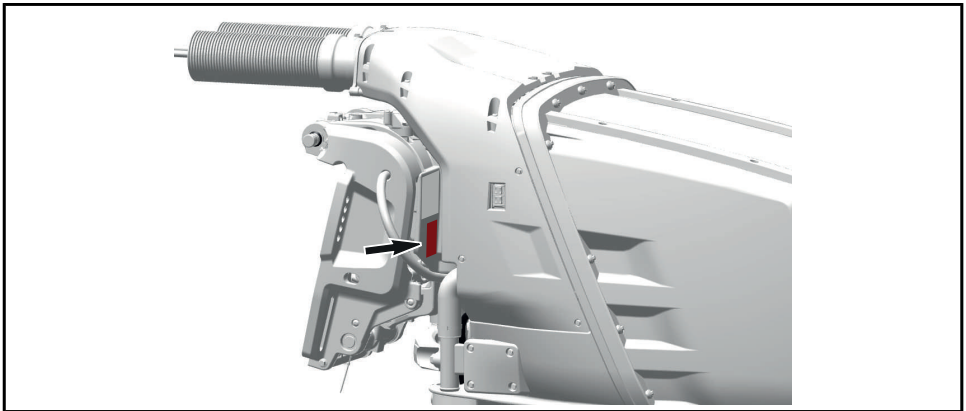
The main components of the boat (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the boat in the event of theft.

Engine Identification Number

The Engine Identification Number (EIN) is located on the Port Side of the Swivel bracket.



ENGINE IDENTIFICATION NUMBER (EIN) LABEL



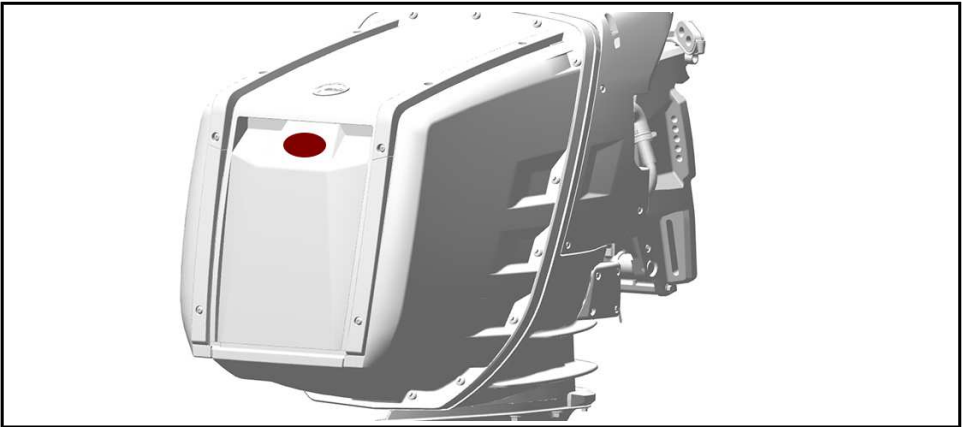
EIN LABEL - LOCATION

COMPLIANCE

Emission Control Labels



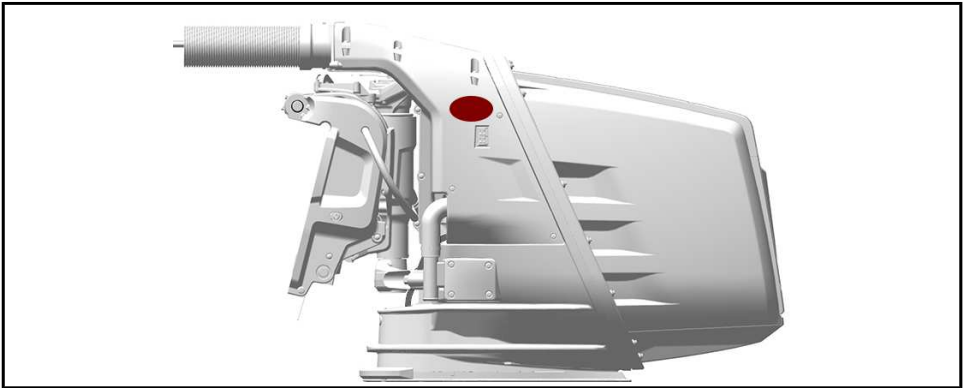
3 STAR LABEL



3 STAR LABEL - LOCATION



EUROPEAN UNION (EU) LABEL

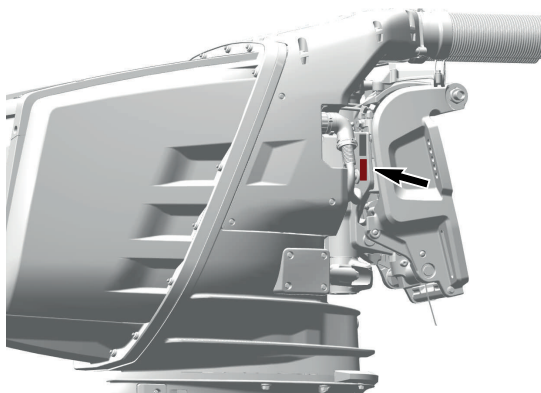


EU LABEL — LOCATION

CAN ICES-002/NMB-002



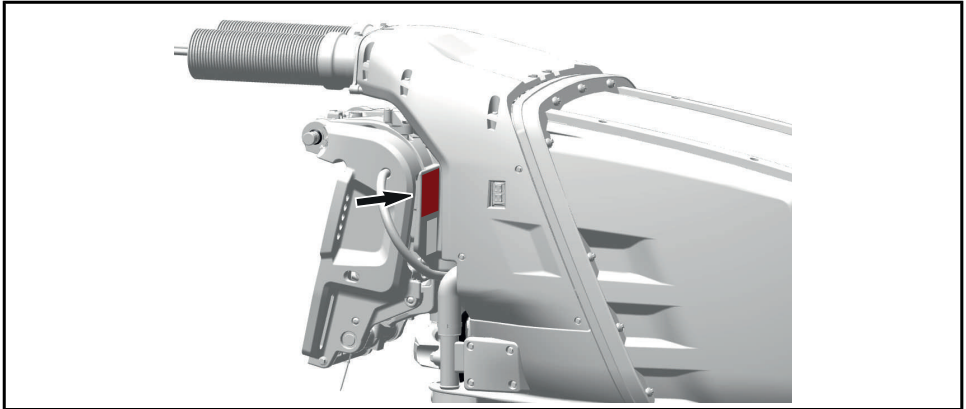
ELECTROMAGNETIC COMPATIBILITY (EMC) LABEL



ELECTROMAGNETIC COMPATIBILITY (EMC) - LOCATION



EMISSION CONTROL INFORMATION (ECI) LABEL



EMISSION CONTROL INFORMATION (ECI) LABEL - LOCATION

ENGINE EMISSIONS INFORMATION

Manufacturer's Responsibility

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 Spark-Ignition Propulsion Marine Engines (SIPME) at the time of manufacture.

Dealer's Responsibility

When performing service on a *Rotax* SIPME that carries an emissions control information label, adjustments must be kept within published factory specifications.

Replacement or repair of any emissions-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's Responsibility

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

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

EPA Emission Regulations

Rotax SIPMEs manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new SIPMEs. 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:

U. S. Environmental Protection Agency
Certification Division
Gasoline Engine Compliance Center
2000 Traverwood Drive
Ann Arbor MI 48105
USA

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

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TECHNICAL SPECIFICATIONS

SPECIFICATIONS TABLE

Engine		
Type	<i>Rotax</i> inline 3-cylinder, direct fuel injection two-stroke outboard	
Model	S115HXF S150XF, S150XP, S150XS	
Declared Power ⁽¹⁾	S115 models	115 HP H.O. – (84.60 kw) @ 5500 RPM
	S150XF models	150 HP – (110.32 kw) @ 5500 RPM
Induction	Naturally aspirated	
Displacement	113.865 cu. in. (1865 cc)	
Full Throttle Operating Range ⁽¹⁾	S115 models	5000 to 6000 RPM
	S150 models	
Idle RPM in Neutral ⁽²⁾	600 ±50	
Idle RPM in Gear ⁽²⁾	650 ±50	
Emission Control System: per SAE J1930 ⁽²⁾	EMM, <i>Rotax</i> (Engine Management Module)	

(1) Rated following the standards of ICOMIA 28.83, ISO 3046 and NMMA

(2) Emission Control Information.

Fluids		
Injection Oil System	Oil	<i>BRP XPS XD100</i> (preferred), <i>BRP XPS XD50</i> or Synthetic TC-W3 NMMA-certified oil
	Capacity	Engine onboard oil tank capacity 33.8 fl. oz. (1.0 Liter) Refer to Boat Operator's Guide for remote oil tank capacity.
Gearcase	Lubricant ⁽³⁾	<i>BRP HPF Pro</i> Gearcase Lubricant

Fluids		
	Capacity	Gearcase and Gearbox – 50.7 fl. oz. (1.5 L)
Hydraulic Steering	Fluid	Use ONLY: SeaStar hydraulic fluid, P/N 770891 Hydraulic fluid meeting MIL SPEC: Mil-H-5606
Power Trim/Tilt	Fluid	<i>Power Trim/Tilt Fluid</i> , P/N 767969
	Capacity	21 fl. oz. (710 ml)

(3) Use *BRP HPF Pro* Gearcase Lubricant for high performance outboards and commercial applications. *BRP HPF Pro* Gearcase Lubricant delivers exceptional durability and reliability and promotes long gearcase life in marine use.

Fuel System		
Fuel Requirements ⁽²⁾	AKI (RON + MON)/2 — 87 Octane (inside North America) 90 (RON) E10 (outside North America)	
Fuel Filters	Inline	P/N 360941
	Water Separating	P/N 5009902

(2) Emission Control Information.

Electrical System		
Ignition Timing ⁽²⁾	Controlled by the outboard's <i>EMM</i>	
Battery, minimum ⁽⁴⁾	675 CCA (845 MCA) 12 volt or 750 CCA (940 MCA) 12 volt below 32°F (0°C)	
Spark Plug ⁽²⁾	Type	CHAMPION QC10WEPI
	Gap	0.028 in. (0.71 mm)
Battery Charging	30 amp, fully regulated, single output	

Electrical System	
<i>NMEA 2000</i> Support	<p>Load Equivalency Number (LEN): 1 Receive PGNs: 127488, 129026</p> <p>Transmit PGNs: 127488, 127489, 127493, 127505, 127508, 130310</p> <p>Also supports the mandatory PGNs included in <i>NMEA 2000</i> Library Version 3.101</p>

(2) Emission Control Information.

(4) Under extraordinary electrical load or environmental conditions, use a 107 amp-hour minimum battery (generally available in group 29 size).

Propulsion	
Propeller	<p>Factory-installed Viper (3 blades) or Rogue (4 blades), depending on application. See an authorized BRP dealer for more information.</p>

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE WILL NOT START

- 1. Stop switch lanyard clip removed.**
 - Turn the key switch to *ON*.
 - Install lanyard clip over engine stop switch within 5 seconds after turning the key switch.
 - Turn the key switch to *START*.
- 2. Discharged battery.**
 - Refer to an authorized BRP dealer.

WARNING

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

- 3. Battery connections, corroded, or loose. Bad ground.**
 - Refer to an authorized BRP dealer.
- 4. Water-flooded engine.**
 - Refer to *Water-Flooded Engine in Special Procedures*.
- 5. Faulty sensor or EMM.**
 - Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.
- 6. Seized propeller.**
 - Try to clean. Otherwise, refer to an authorized BRP dealer.

ENGINE CRANKS SLOWLY

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

ENGINE TURNS NORMALLY BUT WILL NOT START

1. **Fuel tank empty or water-contaminated.**
 - *Refill. Siphon and fill with fresh fuel.*
2. **Fouled/defective spark plugs.**
 - *Replace.*
3. **Water-flooded engine.**
 - *Refer to Water-Flooded Engine in Special Procedures.*
4. **Engine management system fault detected (check engine pilot lamp is ON).**
 - *Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.*
5. **Faulty fuel pump.**
 - *Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.*

ENGINE MISFIRES, RUNS IRREGULARLY

1. **Fouled/defective/worn spark plugs.**
 - *Replace.*
2. **Fuel: Level too low, stale or water-contaminated.**
 - *Siphon and/or refill.*
3. **Faulty ignition coil(s).**
 - *Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.*
4. **Clogged injectors.**
 - *Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.*
5. **Engine management system fault detected (check engine pilot lamp is ON).**
 - *Refer to Monitoring System.*

ENGINE OVERHEATS

1. **Clogged cooling system.**
 - Flush cooling system.

ENGINE LACKS ACCELERATION OR POWER

1. **Damaged propeller.**
 - Replace. Refer to an authorized BRP dealer.
2. **Weak spark.**
 - Refer to ENGINE MISFIRES, RUNS IRREGULARLY.
3. **Engine management system fault detected (check engine pilot lamp is ON).**
 - Refer to Monitoring System.
4. **Clogged injectors.**
 - Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.
5. **Low fuel pressure.**
 - Seek service from an authorized BRP dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in your Warranty Guide for information about warranty claims.
6. **Water in fuel.**
 - Siphon and replace.
7. **Engine damaged by water ingestion.**
 - Refer to an authorized BRP dealer.

BOAT CAN NOT REACH TOP SPEED

1. **Damaged propeller.**
 - Replace. Refer to an authorized BRP dealer.
2. **Engine management system fault detected (check engine pilot lamp is ON).**
 - Refer to Monitoring System.

ABNORMAL NOISE FROM PROPULSION SYSTEM

1. **Weeds or debris jammed around propeller.**
 - *Clean. Refer to Propeller Cleaning in Special Procedures section.*
 - *Check for damage.*
2. **Damaged propeller shaft or drive shaft.**
 - *Refer to an authorized BRP dealer.*

MONITORING SYSTEM

The engine monitoring system provides engine operating information and alerts you of abnormal conditions that could damage your outboard. The monitoring system consists of a dashmounted display or gauge, sensors on the engine and oil tank, and other components of the electrical system.

When a fault occurs, this system sends visual messages through the Multifunction Display (MFD) to inform you of a particular condition. A fault code may also be recorded.

When a minor or transient fault occurs, the fault message will cease automatically if the condition that caused it no longer exists.

Returning the control lever to the neutral position and letting the engine return to idle speed may allow normal operation to return.

The monitoring system will react differently depending on the fault type. In severe failure, the engine may not be allowed to be started. In other cases, the engine will operate in S.A.F.E. mode (reduced speed).

When a fault occurs, please refer to the *INDICATORS AND MESSAGE DISPLAY INFORMATION* section for information.

Fault Codes

When a fault occurs, a numerical fault code may be recorded, depending on the fault type and system.

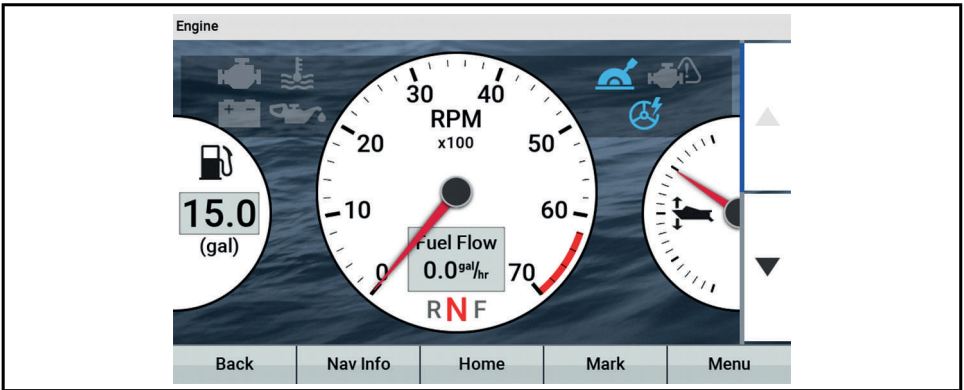
These fault codes can be used by an authorized BRP dealer to troubleshooting the boat systems when comparing them to a fault list.

Fault codes can be viewed by the operator using the MFD; however, this function is only available while the fault is active.






The operator may then choose to call their authorized BRP dealer to pass on the fault code. The dealer will then advise the operator on the steps to take to solve the problem, or to stop using the boat and to bring it in to the dealer for repairs.



Indicators and Message Display Information

The indicators (icons) and messages displayed on the MFD will inform you when a particular condition or anomaly occurs. Depending on the boat selection, the MFD features and interface may differ. The following graphics illustrate typical information available when your outboard is combined with the *Garmin* MFD.



TYPICAL GARMIN MFD ENGINE MONITORING INTERFACE

Indicator/Icon (ON)	Description
	Check engine (minor fault requiring maintenance) or S.A.F.E. mode (major engine fault). Turn off engine as soon as possible. Seek service from an authorized BRP dealer.
	Engine or exhaust system overheating. Attempt to clear the water intakes of weeds and debris (refer to <i>Weedy Water</i>). If fault persists, seek service from an authorized BRP dealer.
	Low/high battery voltage. Check for loose connections. If necessary, charge the battery (refer to <i>Battery Maintenance</i>). If fault persists, seek service from an authorized BRP dealer.
	Low oil level. Turn off engine as soon as possible. Check oil level and refill (refer to <i>Engine Oil Requirements</i>). If fault persists, seek service from an authorized BRP dealer.
	Remote control active. No action.

Indicator/Icon (ON)	Description
	Engine data communication fault. Seek service from an authorized BRP dealer.
	Power steering (DPS) active. No action.

NOTICE

Running engine with low oil level may severely damage the engine.

CUSTOMER INFORMATION

DATA PRIVACY INFORMATION

Bombardier Recreational Products inc., its affiliates and subsidiaries (“BRP”) is committed to protecting your privacy and support a general policy of openness about how we collect, use and disclose your personal information in the course of managing our relationship with you. **More details can be found by visiting BRP’s Privacy Policy at: <https://brp.com/en/privacy-policy.html> or by scanning the QR Code below.**

Please be assured that we have appropriate security measures in place to ensure that your personal information is protected against loss and unauthorized access.

Your personal information that may be collected by BRP, directly from you or from authorized dealers or authorized third parties, includes:

- **Contact, Demographic & Registration Information** (e.g., name, full address, phone number, email, gender, ownership history, language of communication)
- **Vehicle Information** (e.g., serial number, purchase and delivery date, unit usage, vehicle location and movements)
- **Third Party Information** (e.g., information received from BRP partners, joint-marketing activities information, social media)
- **Technological Information** (e.g., IP address, type of device, operating system, browser type, webpages you view, cookies and similar technologies when you use BRP or dealers’ websites or mobile application)
- **Interaction with BRP Information** (e.g., information collected when you call BRP’s in-house sales representatives, buy items on a BRP web Site, sign up for BRP emails, participate in BRP-sponsored contests and sweepstakes or attend BRP-sponsored events)
- **Transactional Information** (e.g., information necessary to handle returns, payment information when you purchase our products or services through our websites or mobile applications and other issues related to your purchase of BRP products)

This information may be used and processed for the following purposes:

- Safety & Security
- Customer Support for Sales & After Sales (e.g., complete or follow up with you about your purchase or maintenance)
- Registration & Warranty
- Communication (e.g., sending you a BRP satisfaction survey)
- Online Behavioural Advertising, Profiling and Location-Based Services (e.g., offer customized experience)
- Compliance & Dispute Resolution
- Marketing & Advertising
- Assistance (e.g., help with any delivery issues, handle returns, and other issues related to your purchase of BRP products).

We also may use personal information to generate aggregated or statistical data that no longer identifies you personally.

Your personal information may be disclosed to the following: BRP, BRP’s authorized dealerships, distributors, service providers, advertising & market research partners and other authorized third parties.

We may receive information about you from diverse sources, including third parties, such as BRP’s authorized dealerships and partners, with whom we offer

services or engage in joint-marketing activities. We may also receive information about you from social media platforms such as Facebook and Twitter, when you interact with us on those platforms.

Depending on the circumstances, your personal information may be communicated outside the region where you reside. Your personal information is retained only for as long as necessary for the purpose for which we obtained it and according to our retention policies.

To exercise your data privacy rights (e.g. right of access, right of rectification), to withdraw your consent in order to be removed from the address list for marketing purposes or for the satisfaction survey or for general data privacy questions, please contact BRP's Data Protection Officer at or by mail at **privacyofficer@brp.com** or by mail at:

BRP Legal Service, 726 St-Joseph, Valcourt, Quebec, Canada, J0E 2L0.

When BRP processes your personal information, they do so in compliance with its Privacy Policy available at: <https://www.brp.com/en/privacy-policy.html> or by using the following QR Code.



CONTACT US

www.brp.com

Asia Pacific

Australia

Level 26
477 Pitt Street
Sydney, NSW 2020

China

上海市徐汇区衡山路10号6号楼301
Rm 301, Building 6,
No.10 Heng Shan Rd,
Shanghai, China

Japan

21F Shinagawa East One Tower
2-16-1 Konan, Minato-ku-ku,
Tokyo 108-0075

New Zealand

Suite 1.6, 2-8 Osborne Street,
Newmarket, Auckland 2013

North America

Canada

3200A, rue King Ouest,
Suite 300
Sherbrooke (Québec) J1L 1C9

United States of America

10101 Science Drive
Sturtevant, Wisconsin
53177

CHANGE OF ADDRESS/OWNERSHIP

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


- Notifying an authorized dealer.
- **North America Only:** calling at 1 844 345-4277.
- Mailing one of the change of address cards on the following pages at one of the BRP addresses indicated in the *CONTACT US* section of this guide.

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

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

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

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CHANGE OF ADDRESS CHANGE OF OWNERSHIP 

HULL IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Hull Identification Number (H.I.N.)


OLD ADDRESS OR PREVIOUS OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
TELEPHONE	

NEW ADDRESS OR NEW OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
TELEPHONE	

E-MAIL ADDRESS

CHANGE OF ADDRESS CHANGE OF OWNERSHIP 

HULL IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Hull Identification Number (H.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:


NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
TELEPHONE	

NEW ADDRESS OR NEW OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
TELEPHONE	

E-MAIL ADDRESS

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CHANGE OF ADDRESS CHANGE OF OWNERSHIP 

HULL IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Hull Identification Number (H.I.N.)


OLD ADDRESS OR PREVIOUS OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
	TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
	TELEPHONE

E-MAIL ADDRESS

CHANGE OF ADDRESS CHANGE OF OWNERSHIP 

HULL IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Hull Identification Number (H.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
	TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME	
NO.	STREET
CITY	STATE/PROVINCE
COUNTRY	ZIP/POSTAL CODE
	TELEPHONE

E-MAIL ADDRESS

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BOAT

Model No. _____

HULL

Identification Number (H.I.N.) _____

ENGINE

Identification Number (E.I.N.) _____

Serial Number (S.N.) _____

OWNER: _____

NAME

No.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

Purchase Date

YEAR	MONTH	DAY

Warranty Expiry Date

YEAR	MONTH	DAY

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

DEALER IMPRINT AREA

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