

OPERATOR'S GUIDE



SEA-DODD®
JET BOATS

219 000 039



SAFETY WARNING

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

This *Operator's Guide* should remain with the jet boat at the time of resale.

AFTER-SALES SERVICE
BOMBARDIER INC.
VALCOURT (QUÉBEC)
CANADA JOE 2LO



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Bombardier Inc. :

SEA-DOO®

Sea-Doo Lube®

Sea-Doo Jet Pump Synthetic Oil

Sea-Doo Synthetic Grease

Gelcote® is a trademark of Gelcote International

Doin'it on your new Sea-Doo Jet Boat

Congratulations, you are now the proud owner of a jet boat. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to read this *Operator Guide* and familiarize yourself with its contents. The Guide contains pertinent information which if followed, will provide you with the necessary knowledge to help you fully enjoy the pleasures of this craft.

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

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

Each jet boat operator has a responsibility to ensure the safety of its passengers and other water users. Please follow all safety instruction and drive with care.

Finally, we invite you to visit your dealer regularly for regular and safety maintenance as well as any boating accessories you may require.

Have fun andBon Voyage.

TABLE OF CONTENTS

FOREWORD	5
◆SAFETY WARNING	6
THE 1995 BOMBARDIER JET BOAT LIMITED WARRANTY	9
LIST OF DISTRIBUTORS	11
WARRANTY QUESTIONS AND ANSWERS	12
REGISTRATION NUMBER LOCATION	14
IDENTIFICATION NUMBERS	15
Engine	15
Hull	15
CONTROLS AND COMPONENTS LOCATION	16
1) Safety Lanyard	20
2) Steering	21
3) Throttle lever(s)	22
4) Shifter Lever	22
5) Light Switch	23
6) Bilge Pump / Manual Boost Switch	23
7) Bilge Air Blower Switch	24
8) Choke Lever(s)	25
9) Start / Stop Button(s)	25
10) Fuel Gauge / Injection Oil Level Pilot Lamp	26
11) Tachometers (if equipped)	27
12) Speedometer (if equipped)	27
13) Bilge Drain Plugs	27
14) Fuel Tank Valve(s)	28
15-16) Passenger grab handles	28
17) Rear Grab Handle	28
18) Swim Platform	28
19) Operator / Rear Passenger Seats	28
20) Sun Seat	29
21) Cup Holders	29
22) Front Storage Compartment	29
23) Deck Storage Compartment	30
24) Rear Storage Compartment	30
25) Jet Pump Water Intake	31
26) Cooling System Bleed Outlet(s)	31
27) Navigation Light	32
28) Removable Stern Light	32
29) Mooring Cleats	34
30) Deck	34
31) Fuel Tank Cap	34
32) Deck Drain Holes	34
33) Oil Injection Tank Cap	34
34) Oil Injection Level Indicator	34

35) Flush Kit Fitting(s)	35
36) Ventilation Ducts	35
37) Rear Storage Compartment Cover Drains	35
38-39) Bow / Stern Eyelets	36
40) Jet Pump Nozzle(s)	36
41) Sacrificial Zinc Anode(s)	36
42) Reverse Gate(s)	36
Monitoring Beeper	36
Tool Kit	36
Operator's Guide	36
Fuses	36
FUEL AND LUBRICATION	37
Fueling Procedure	37
Recommended Fuel	37
Recommended Oil	37
Oil Injection System	37
BREAK-IN PERIOD	39
Engine	39
10-Hour Inspection	39
PRE-OPERATION CHECKS	41
Hull	41
Jet Pump Water Intake	41
Bilge	42
Battery	42
Fuel / Oil Reservoirs	42
Engine Compartment	42
Fire Extinguisher	42
Steering System	42
Throttle System	42
Shifter System	42
Safety Lanyard and Engine Start / Stop Button(s)	42
OPERATING INSTRUCTIONS	43
Principle of Operation	43
Boarding from a Dock or in Shallow Water	43
Starting the Engine(s)	44
Obstacles	45
Boarding in Deep Water	46
Rough Water or Poor Visibility Operation	46
Crossing Waves	46
Stopping / Docking	46
Beaching	46
Shutting Off the Engine(s)	47

POST-OPERATION CARE	48
General Care	48
Additional Care for Foul Water or Salt Water	48
SPECIAL PROCEDURES	51
Engine Overheating	51
Jet Pump Water Intake and Impeller Cleaning	51
Capsized Boat	51
Submerged Boat	52
Towing the Boat	52
Low-Charge Battery Condition	52
MAINTENANCE	53
Lubrication	53
Periodic Inspection	55
Periodic Inspection Chart	56
Throttle and Choke Cables	57
Carburetor	57
Fuel and Oil Filters	57
Steering / Jet Pump Nozzle Adjustment	57
Reverse Gate	57
Drain Holes	58
Fuses	58
Bilge Air Blower	60
Sacrificial Zinc Anode(s)	60
Light Bulb Replacement	60
General Inspection and Cleaning	61
TRANSPORTATION, STORAGE AND PRE-SEASON PREPARATION	63
Transportation	63
Storage	63
Pre-Season Preparation	65
TROUBLESHOOTING	67
SPECIFICATIONS	69
SI METRIC INFORMATION GUIDE	71
ACCESSORIES AND SERVICE PRODUCTS	72

FOREWORD

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

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

This guide uses the following symbols to emphasize particular information.

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

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

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

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

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

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

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

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

◆ **WARNING** : The engines and the corresponding components identified in this guide should not be utilized on product(s) other than those they were designed for. Maintenance procedures and specified tightening torques must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. This jet boat is designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. Mismatched or incorrect fasteners could cause damage to the jet boat or possible personal injury.

○ **NOTE** : The following list gives the equivalent of terms commonly used to designate boat references.

Port : LH side
Starboard : RH side
Bow : Front
Stern : Rear

This manual applies to 2 different models of 1995 Sea-Doo Jet boat, the Speedster and Sportster. It includes description and explanations of optional and standard equipment. As a result you may find material in this manual that does not apply to your specific jet boat.

◆ SAFETY WARNING

To fully appreciate the pleasures, enjoyment and excitement of boating there are some basic rules that **MUST** be observed and followed by any boater. Some rules may be new to you while others may be common sense or obvious, irrespective, we ask that you please take a few minutes of your time to read these safety instructions completely before you operate your craft. **Failure to follow this safety information and safe boating rules could result in injury, including the possibility of death to you, your passenger(s), or other water users.**

Information in this Guide is limited. It is strongly recommended that you obtain further boating information from the local Coast Guard or Power Squadron. We further recommend you take a safe boating course. Check local and federal boating laws applicable to the waterways where you intend to use the craft. Learn the local rules of the road.

Become completely familiar with the controls and operation of the craft before taking on a passenger(s) or embarking on a trip. If you have not had the opportunity to do so with your dealer, practice driving solo in a suitable area and feel the response of each control. Start, accelerate then stop using one then both engines (if equipped). Be fully familiar with all controls before fully advancing the throttle(s).

The performance of this jet boat may significantly exceed that of other jet boats you may have operated. Therefore, use of this jet boat by a novice or inexperienced operator is not recommended.

Observe and follow all on-product warning labels and the content of this Guide.

An operator and passenger(s) should wear suitable eye and body protection from wind and elements as well as deck shoes or booties.

Coast Guard approved personal flotation devices (PFD) must be worn by all aboard.

Operation of this craft by a minor or disabled person is NOT recommended.

Do not operate the craft after consuming alcohol or drugs.

Store or tie-down any loose articles or necessary boating equipment before operating the craft.

Always perform the pre-operation checks as specified in this Guide. This includes :

- Attaching the safety lanyard to your PFD.
- Verification of throttle lever(s), shifter and steering movement.
- Verification of start / stop button operation.
- Oil and fuel levels.
- Use of blower.
- Adequate water depth.
- Functional navigation lights.
- Required boating equipment. (Know how to use each).

The operator and passenger(s) must be properly seated in their designated seats before starting or moving the craft. Do not permit a passenger to use the sun seat except in calm waters and at very low speeds. Never allow anyone to sit on the engine compartment or boarding platform while the boat is operational. Allow no one to jump into the boat at anytime, or move during boat operation. The risk of an accidental fall or slip is always present.

Ensure operator all-round visibility is unrestricted.

While the engine(s) can be stopped by depressing the start / stop button(s), good habit recommends that the safety lanyard be used to stop the engine(s) at all times.

Wave or wake jumping is dangerous and in many regions illegal.

Most boating accidents occur as a result of the failure of the operator to keep a lookout for other water users or other potential hazards. Keep a safe distance from other boats or watercraft. Do not attempt to splash others with your wake. Do not ride the surf line.

This craft is equipped with bow and stern navigation lights which should be used as required after dark or before dusk. Lower speed and do not operate the craft in reduced visibility. The boat is not equipped with spotlights.

To prevent accidental starting or unauthorized use, always detach the safety lanyard from the boat during maintenance, cleaning of the intake grill(s), or when swimmers are nearby.

Ensure that all passengers know how to reboard the craft from the water.

Always have an observer while towing a skier.

Know the waters in which the craft is to be operated. Current, tides, rapids, shallow water, hidden obstacles etc., can effect safe operation.

When boating, apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply.

Maintain the craft and equipment in top condition at all times. Adhere to the prescribed maintenance schedules. Use a protective cover when not in use. After salt or foul water use, the craft should be thoroughly rinsed and protected from corrosion. If you suspect water ingestion into the engine, contact your dealer for proper servicing.

The bilge must be kept clean of oil, water or other foreign materials. Do not carry spare fuel and inflammable liquids in any of the storage or engine compartments.

Avoid adding on accessories, carrying equipment or passengers which may alter the craft's configuration or balance. Only perform servicing procedures which are detailed in this Guide. Further assistance or information can be obtained from your dealer. In many instances proper tools and training is required for certain servicing or repair procedures.

Gasoline fumes are flammable and explosive. Always adhere to the fueling and starting procedures contained in this Guide and those given to you by the marina.

Never operate the engine more than one minute without adequate water supply. (Optional flush kit installed, or in water).

Always keep in mind that as the throttle lever(s) are brought to idle position, less directional control is available. To turn the craft, both steering and throttle(s) are necessary. This craft has the capability of turning more sharply than other boats, however, unless in an emergency, do not negotiate sharp, high speed turns.

Like any other boat, this craft has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe area to have an idea of how long it will take to stop the craft under varying conditions.

Prolonged exposure to the sun, wind etc., causes fatigue and may affect your reaction time.

Do not overload the craft or take on more passengers than designated for the intended type of boating. Load and altitude will also affect boat performance.

Proceed with caution and at very low speeds in shallow water. Grounding or abrupt stops may result, or debris may be picked up and be jettisoned rearward towards people or property. The impellers are turning even when the shift lever is at neutral.

As the "skipper" of a boat you are responsible for damage to other boats and property caused by the wake of your craft. Respect no wake zones.

Respect the rights of other water users and the environment. Allow no one to throw refuse overboard.

Do not operate the craft in inclement weather.

Except when necessary during docking, always use both throttle levers (if equipped) simultaneously. If one lever is advanced more than the other, or if one engine is shut off during operation, directional control will be affected. Steering compensation may be required. Constant attention and control of the boat is required by the operator for safe operation.

Use of the bilge blower should never replace "smelling" for gasoline fumes. Blower and bilge pump must be off during boat operation.

The ski tow-universal eyelet can be used to attach a ski-rope. Do not use this ring for para-sailing or other uses which may overstress the transom.

Lifting the craft requires special equipment and experience. Do not attempt to lift the craft without such experience or equipment.

Respect the safety and comfort of your passenger(s) and persons being towed on skis.

Drive prudently and have fun.

THE 1995 BOMBARDIER JET BOAT LIMITED WARRANTY _____

1- WARRANTY COVERAGE PERIOD

BOMBARDIER INC. ("Bombardier"), as manufacturer warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER every 1995 SEA-DOO jet boat, sold as NEW AND UNUSED and PREDELIVERED by an authorized dealer for a period of:

a) For private use :

- twelve (12) consecutive months, with the exception for the body and hull fiberglass structure.
- sixty (60) consecutive months against any defect in material and workmanship for the body and hull fiberglass structure.

b) For commercial use :

- four (4) consecutive months, with the exception for the body and hull fiberglass structure.
- twelve (12) consecutive months against any defect in material and workmanship for the body and hull fiberglass structure.

The warranty coverage period on all genuine Bombardier accessories installed by an authorized Bombardier dealer **at the time of delivery** of the new and unused SEA-DOO jet boat, carry the same warranty coverage period as the SEA-DOO jet boat.

2- WHAT BOMBARDIER WILL DO

Bombardier will repair and /or replace, as its option, all genuine Bombardier components found defective in material and /or workmanship, under normal use, maintenance and service, with a genuine Bombardier component without charge for parts and labor, at any authorized SEA-DOO jet boat dealer during said warranty coverage period.

3- CONDITION TO HAVE WARRANTY WORK VALIDATED

Present to the servicing authorized SEA-DOO jet boat dealer the SEA-DOO Warranty Registration card or a proof of purchase of the NEW AND UNUSED 1995 SEA-DOO jet boat. The SEA-DOO jet boat customer must upon completion of all warranty work sign the Bombardier warranty claim form. All parts replaced under warranty become the property of Bombardier.

4- EXCLUSIONS - ARE NOT WARRANTED

- Normal wear and tear items.
- Damages related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks.
- Labor, parts and lubricant costs of all maintenance services.
- Damage caused by failure to provide proper maintenance and / or storage, as described in the *1995 Sea-Doo Jet Boat Operator's Guide*.
- Damage resulting from improper repairs, modification or use of non-approved parts.
- Damage resulting from abuse, misuse, neglect, racing.

-
- Damage resulting from accident, fire, theft, vandalism or any act of God.
Damages resulting from losses incurred as consequential damages, incidental, or damages of any kind such as but not limited to towing, telephone calls or taxis.
 - Water damage caused by water ingestion and improper service or maintenance.

5- EXPRESSED OR IMPLIED WARRANTIES

This warranty gives you specific rights and you may also have other legal rights which may vary from state to state, or province to province. Where applicable this warranty is expressly in lieu of all other expressed or implied warranties of Bombardier, its distributors and the selling dealer, including any warranty of merchantability or fitness for any particular purpose ; otherwise the implied warranty is limited to the duration of this warranty. However, some states or provinces do not allow limitation on how long an implied warranty lasts, so the above limitation may not apply.

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

Bombardier reserves the right to modify its warranty policy at any time, being understood that such modification will not alter the warranty conditions applicable to SEA-DOO jet boat sold while this warranty is in effect.

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

6- CONSUMER ASSISTANCE

- A) In the event of a controversy or a servicing problem arising in connection with this 1995 Bombardier Jet Boat Limited Warranty, Bombardier suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the dealer's service manager or owner.
- B) If further assistance is required, the distributor's service department should be contacted in order to resolve the matter.
- C) If the issue has still not been resolved, please submit in writing your complaint to:

Bombardier Inc.
Sea-Doo / Ski-Doo Division,
Customer Relations Center,
Valcourt, Qc, Canada
J0E 2L0

August 1994
Bombardier Inc.
Valcourt, Quebec, Canada

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LIST OF DISTRIBUTORS



CANADA

BOMBARDIER INC.
726 St-Joseph Street
Valcourt, Quebec, Canada
JOE 2LO
(514) 532-2211



USA

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

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

To find the nearest authorized Sea-Doo dealer, dial : 1-800-882-2900.

WARRANTY QUESTIONS AND ANSWERS

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

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

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

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

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

Q. What is cavitation?

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

Q. Does the warranty cover the jet drive system components?

A. *Yes, if components replacement is not due to cavitation or normal wear.*

Ex. : The impeller has to be considered a wear item since tiny particles and sand contained in the water will eventually cause some wear. This situation occurs most often when the jet boat is driven in shallow water where rocks and debris can be drawn into the pump.

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

Q. What are some examples of neglect or abuse?

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

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

A. *No. The warranty is limited to the repair of the SEA-DOO jet boat itself.*

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

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

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

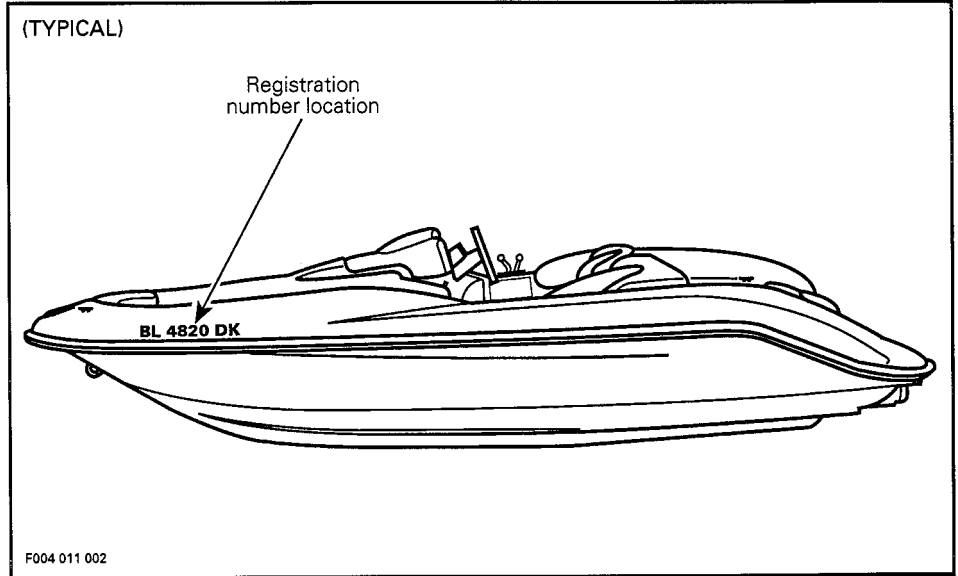
A. *No. The warranty on a new SEA-DOO jet boat cannot be "voided" or "cancelled". However, if a particular failure is caused by operation or maintenance other than as shown in the Operator's Guide, that failure may not be covered under warranty.*

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

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

REGISTRATION NUMBER LOCATION _____

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

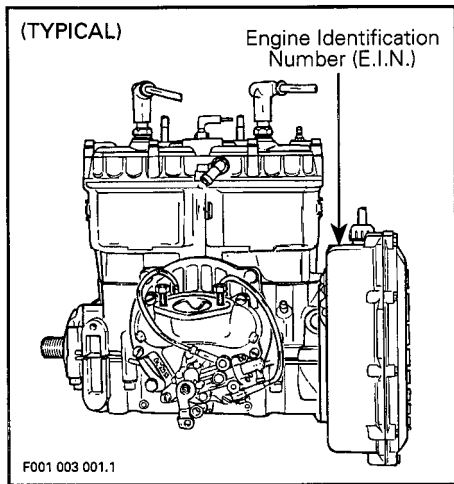


IDENTIFICATION NUMBERS

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

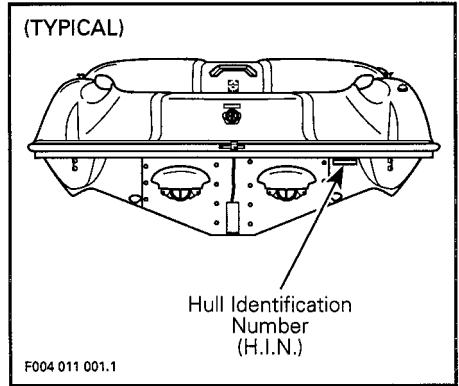
Engine

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

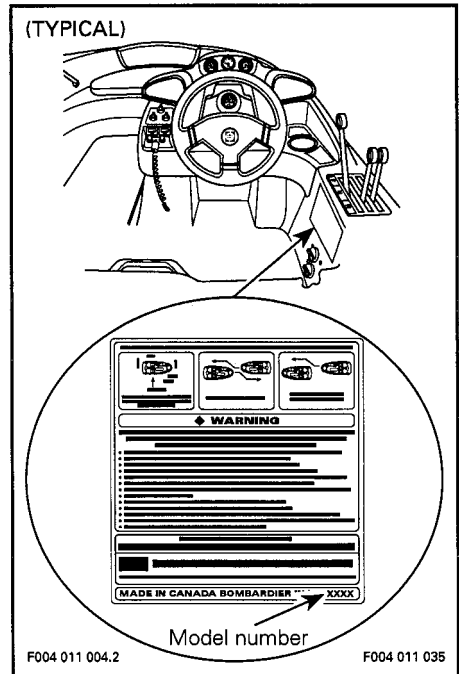


Hull

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

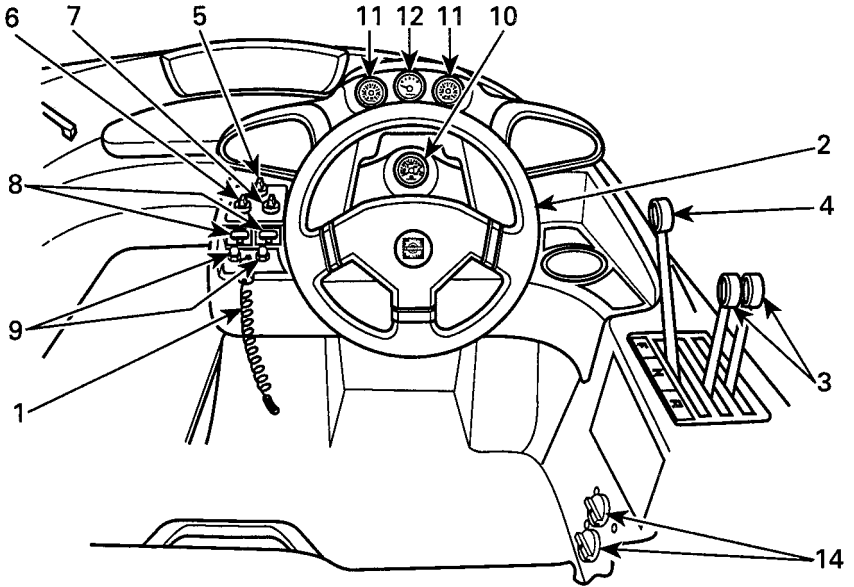


The jet boat model number can be found on RH side of operator position.

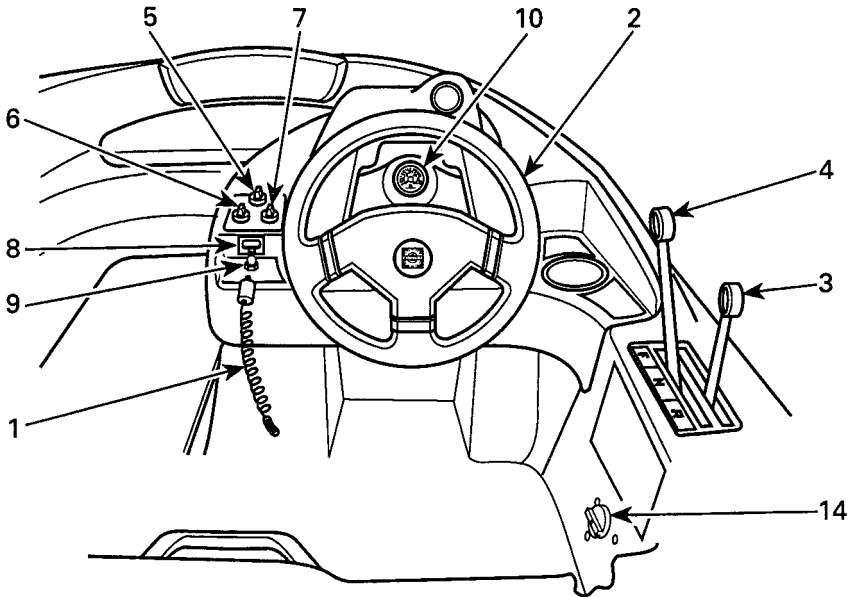


CONTROLS AND COMPONENTS LOCATION

SPEEDSTER MODEL



SPORTSTER MODEL

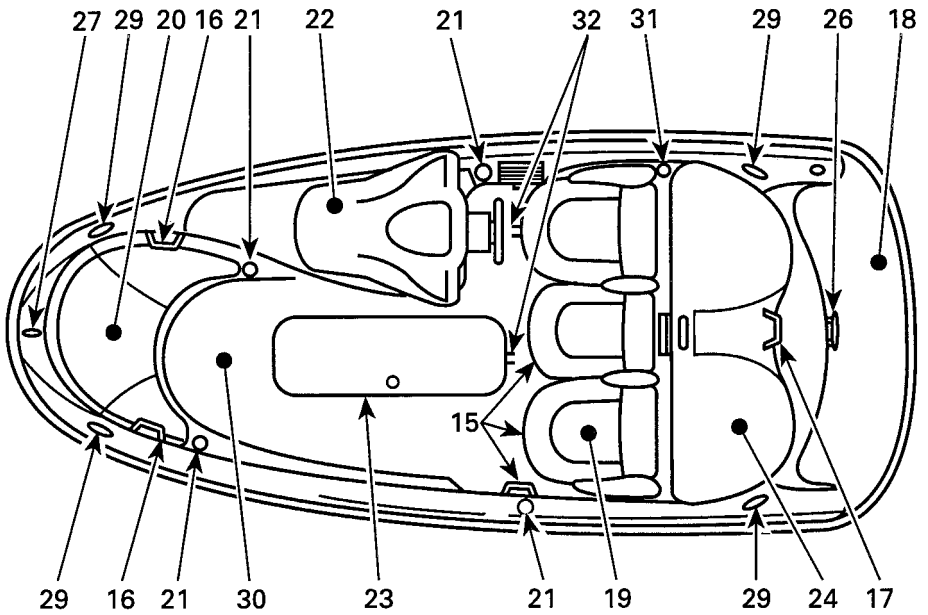


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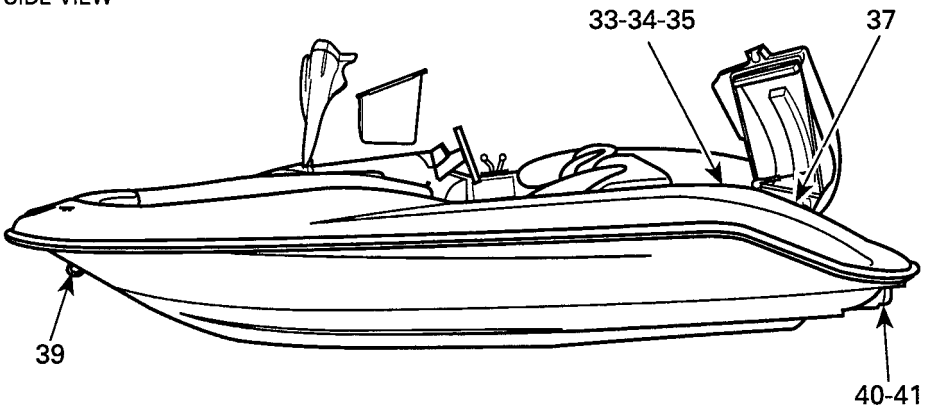
(TYPICAL)

TOP VIEW



(TYPICAL)

SIDE VIEW

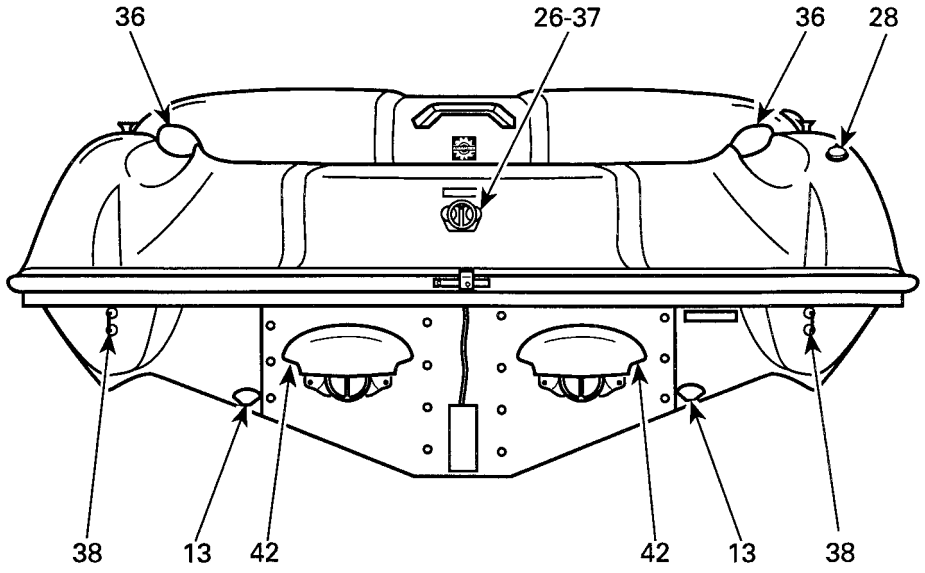


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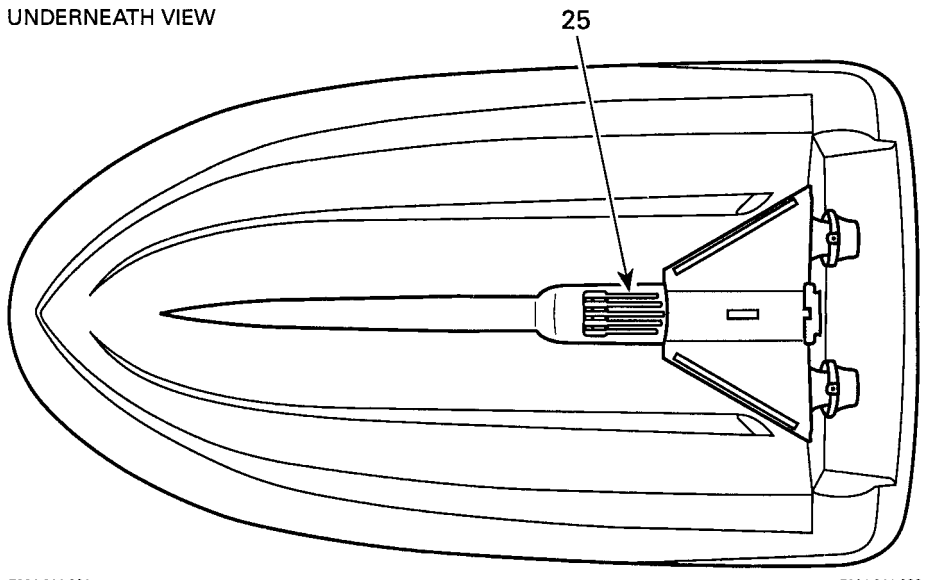
(SPEEDSTER MODEL)

REAR VIEW



(SPEEDSTER MODEL)

UNDERNEATH VIEW

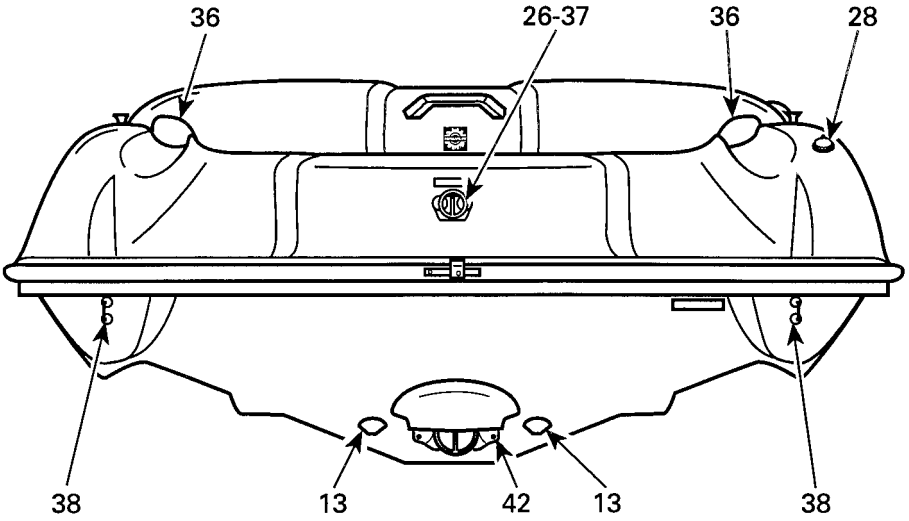


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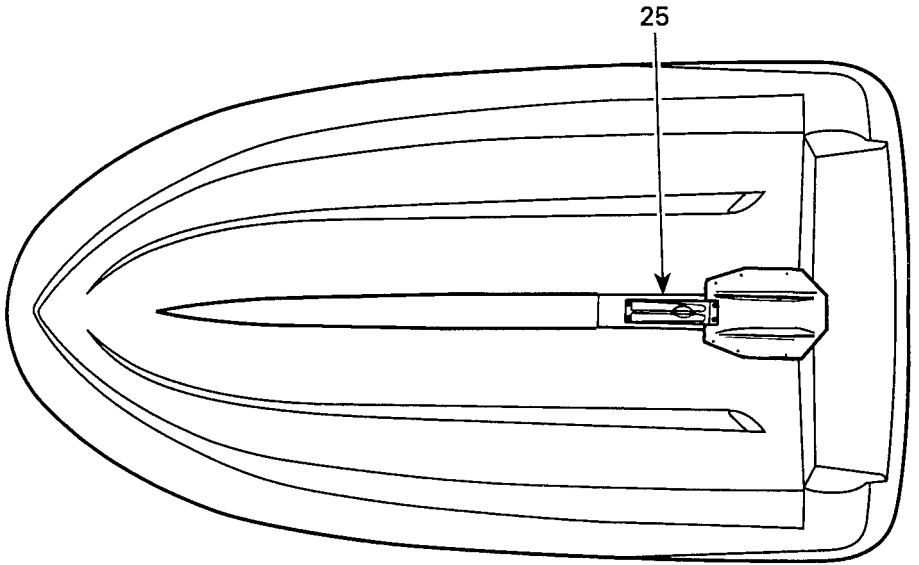
(SPORTSTER MODEL)

REAR VIEW



(SPORTSTER MODEL)

UNDERNEATH VIEW



-
- | | |
|---|---|
| 1. Safety Lanyard | 22. Front Storage Compartment |
| 2. Steering | 23. Deck Storage Compartment |
| 3. Throttle Lever(s) | 24. Rear Storage Compartment |
| 4. Shifter Lever | 25. Jet Pump Water Intake |
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| 10. Fuel Gauge / Injection Oil Level Pilot Lamp | 31. Fuel Tank Cap |
| 11. Tachometers | 32. Deck Drain Holes |
| 12. Speedometer | 33. Oil Injection Tank Cap |
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| 21. Cup Holders | 42. Reverse Gate(s) |
-

1) Safety Lanyard

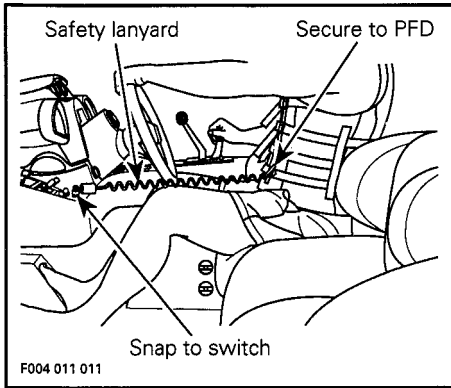
This is an advanced multi-function electronic device that features :

- Engine start enable / anti-start protection for unique-boat use.
- Safety engine stop.

◆ **WARNING : Always attach safety lanyard to your PFD while the engine(s) are operating.**

Engine Start Enable

Snap the cap to the switch to allow engine starting. Secure the other end to your operator's personal flotation device (PFD). Engine(s) can not be started without the safety lanyard in place on the switch and without the safety lanyard the MPEM (Multi Purpose Electronic Module) was programmed for.



NOTE : Two short beeps will confirm neutral position. If a different signal is heard when starting, it warns you that something is wrong. Refer to **Monitoring Beeper Coded Signals** in TROUBLESHOOTING section to correct the situation.

CAUTION : Always remove safety lanyard when leaving the boat to avoid battery drainage.

Anti-Start Protection

The electronic safety lanyard features an anti-start protection against unauthorized use of the boat. The safety lanyard you received with your boat is the only one that allows engine starting (it acts similar to a key of an automobile). Unless otherwise programmed, your safety lanyard can not be used on another boat and conversely, the cap of another boat can not be used on your boat.

NOTE : Your boat MPEM (Multi Purpose Electronic Module) can be programmed to allow the use of your safety lanyard on more than one boat and more than one safety lanyard for your boat.

For your convenience, we recommend the purchase of additional safety lanyard(s) from your authorized dealer. It will prove to be useful in case of loss as well as for additional operators. Your dealer will program the MPEM (Multi Purpose Electronic Module) of your boat to activate the new safety lanyard(s).

CAUTION : Always remove safety lanyard when leaving jet boat.

Safety Engine Stop

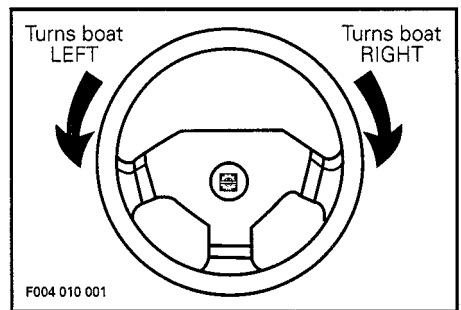
Pulling the safety lanyard from the switch stops engine(s).

WARNING : With jet propulsion systems, no directional control is available when engine(s) are stopped.

2) Steering

The steering controls the direction of the jet boat. Turning the steering clockwise steers the jet boat to the right and turning it counterclockwise steers to the left.

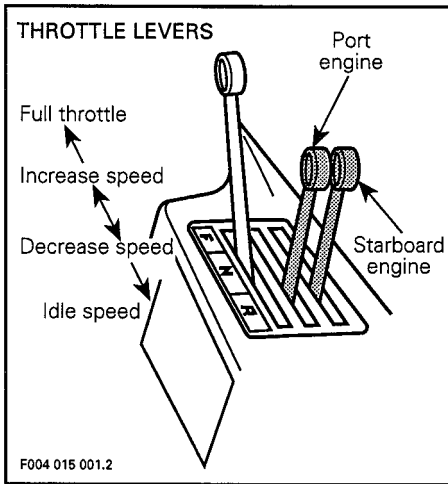
WARNING : Check steering and movement of steering nozzle(s) operation before starting.



3) Throttle Lever(s)

They control the speed of the engine(s) and therefore, the speed of the jet boat. When pushed forward, the jet boat accelerates. When fully pulled back engine(s) return to idle speed and the jet boat is gradually stopped by water drag.

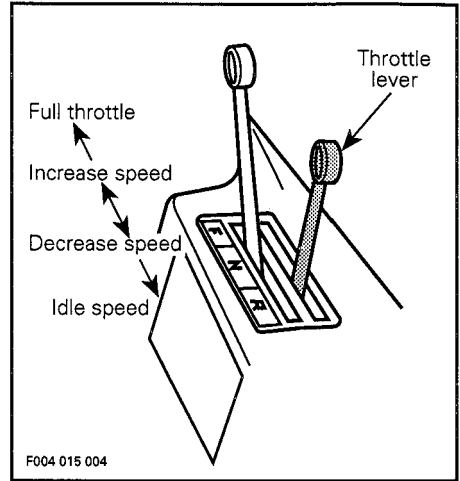
Speedster Model



The port throttle lever controls the RPM of the port engine and the starboard lever controls the starboard engine. Although each engine RPM can be controlled individually, we recommend to move both levers simultaneously.

◆ **WARNING :** Check each throttle lever operation before starting the engines.

Sportster Model



The throttle lever controls the RPM of the engine.

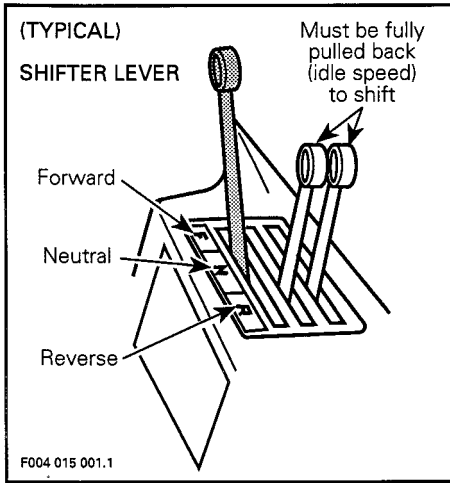
◆ **WARNING :** Check the throttle lever operation before starting the engine.

4) Shifter Lever

A 3-position lever :

- Forward
- Neutral
- Reverse

In order to shift throttle lever(s) must be fully pulled back to idle speed. Shifter must be in neutral position to allow engine starting. Two short beeps will confirm neutral position.



▼ **CAUTION** : Do not force lever, ensure throttle lever(s) are in idle position.

◆ **WARNING** : Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of obstacles, swimmers and children playing in shallow water. If engine stop is required, pull safety lanyard from switch.

5) Light Switch

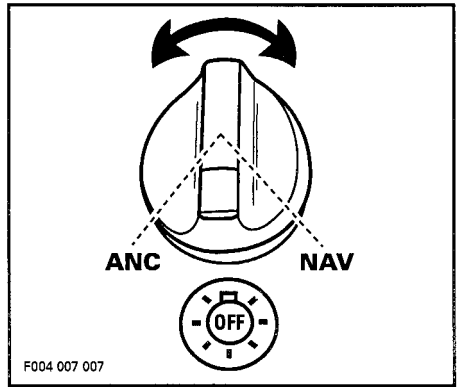
A 3-position rotary switch.

○ **NOTE** : The safety lanyard must be snapped to the switch to have navigation lights working.

ANC : Turns on the anchorage light when the boat is anchored. Only the rear light is lit.

OFF : Turns off all lights.

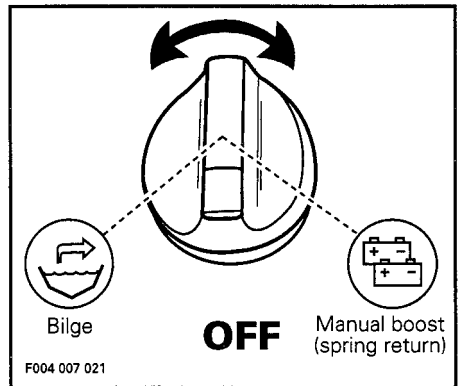
NAV : Turns on both bow and stern lights.



Lights should always be used between sunset and sunrise. Ensure that stern light post is installed and working. See further in this section for location and installation.

6) Bilge Pump / Manual Boost Switch

Speedster Model



A 3-position OFF / Bilge / Manual boost switch.

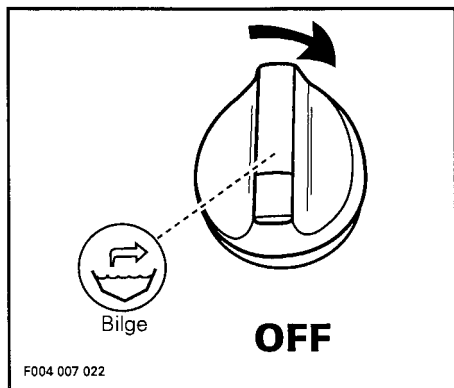
Turn to bilge position when a manual operation is required (after cleaning, storage, etc.). Turn it to OFF position when finished.

▼ **CAUTION** : Do not operate for prolonged time if the bilge is dry.

Turn it to manual boost position while cranking each engine for starting. This will increase the cranking power for each engine to enable quicker starting.

○ **NOTE** : The manual boost switch will automatically return to OFF position when released.

Bilge Pump Switch Sportster Model



A 2-position OFF / Bilge switch.

Turn to bilge position when a manual operation is required (after cleaning, storage, etc.).

Turn it to OFF when finished.

▼ **CAUTION** : Do not operate for prolonged time if the bilge is dry.

Speedster and Sportster

The bilge pump can be operated when engine(s) are not running.

It is not required that the safety lanyard be secured on its switch.

Using this equipment for a prolonged time without engine running will discharge battery.

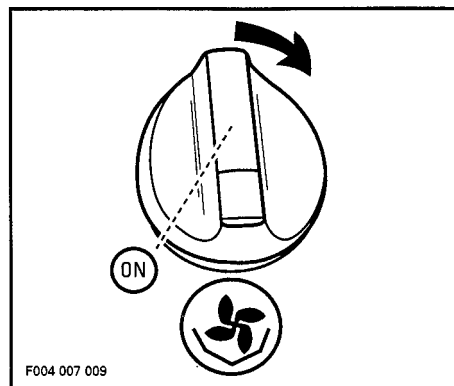
▼ **CAUTION** : Ensure to always turn OFF pump after starting engine(s) and before operating the engine(s) above idle.

7) Bilge Air Blower Switch

A 2-position ON / OFF rotary switch. When ON, it ventilates the engine compartment.

To start the air blower turn to the ON position. The air blower must be started 4 minutes prior to starting the engine.

◆ **WARNING** : Always use blower for a minimum of 4 minutes prior to all engine starting then, turn it OFF before operating the jet boat above idle.



The bilge air blower can be operated when engine(s) are not running.

It is not required that the safety lanyard be secured on its switch.

Using this equipment for a prolonged time without engine running will discharge battery.

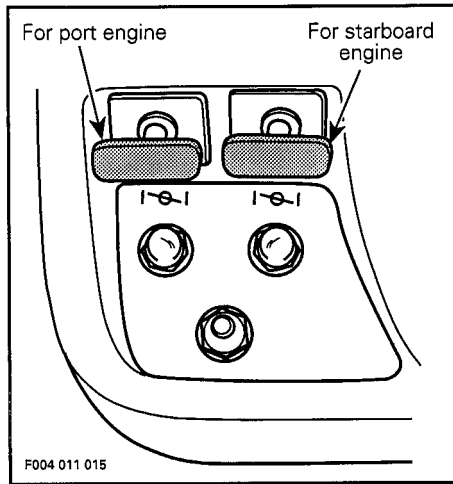
▼ **CAUTION** : Ensure to always turn OFF blower switch after use.

8) Choke Lever(s)

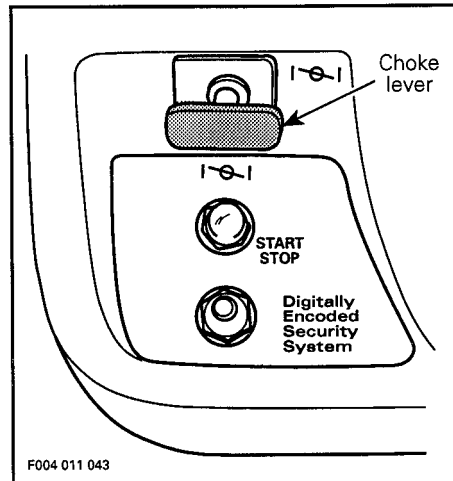
The choke(s) are provided to supply a richer fuel / air mixture when starting cold engine(s). When the lever(s) are completely pulled, the choke(s) are fully applied. The use of the choke(s) is not required with warm engine(s).

Choke lever must be pulled and held to operate. It will automatically return to its normal position when released.

Speedster Model



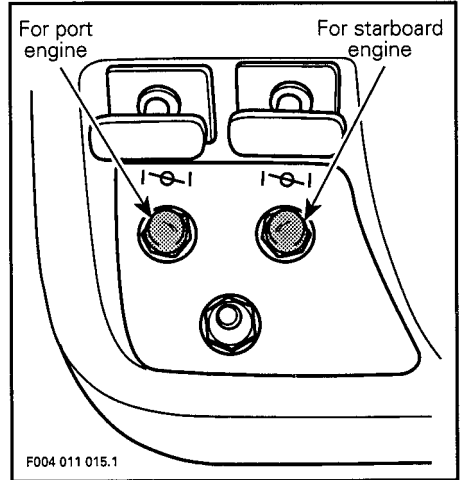
Sportster Model



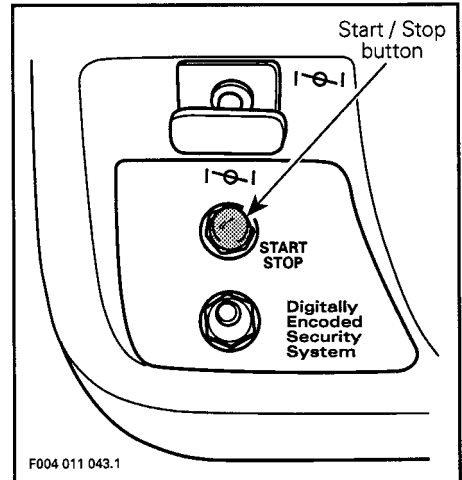
9) Start / Stop Button(s)

Dual function push switch(es). Work to start as well as to stop engine(s).

Speedster Model



Sportster Model

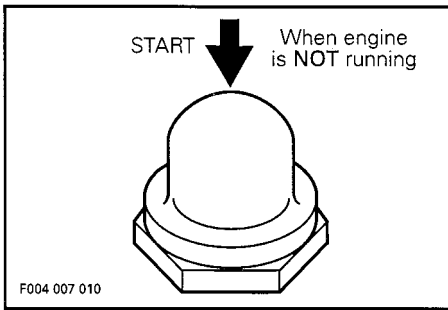


Starting

○ NOTE : Shifter must be in neutral position to allow engine starting. Two short beeps will confirm neutral position.

To start engine, press and hold the button. Release immediately after engine is started. Proceed the same way for other engine (if equipped).

○ NOTE : It does not matter which engine is started first.

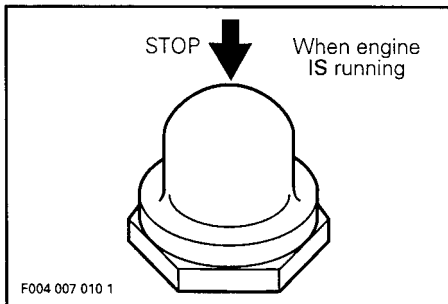


○ NOTE : Engine will not start if the safety lanyard is not secured on its switch. Start one engine at a time.

Stopping

◆ WARNING : While an engine can be stopped by pressing a stop button, we strongly recommend the engine be stopped by removing the safety lanyard. This will instill good habits.

Pressing button(s) when engine(s) is running will stop the engine(s).



○ NOTE : For complete step by step engine starting procedure, see **Starting the Engines** in OPERATING INSTRUCTIONS section.

◆ WARNING : With jet propulsion systems, directionnal control is not available when engine(s) are stopped.

10) Fuel Gauge / Injection Oil Level Pilot Lamp

Fuel Gauge

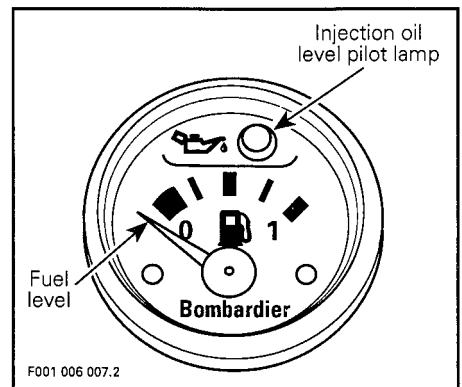
Located in dashboard, the analog gauge continuously indicates the amount of fuel in fuel tank when engine(s) is running.

○ NOTE : The fuel level can also be verified without having engine(s) running. With the safety lanyard disconnected, briefly push one starting button ; the gauge will be activated for approximately 30 seconds.

Injection Oil Level Pilot Lamp

The pilot lamp turns on when the injection oil level is low in oil reservoir. Fill reservoir as soon as possible.

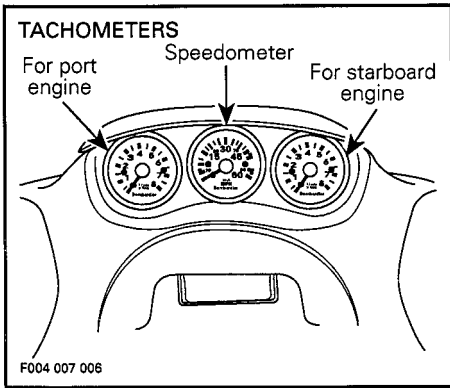
▼ CAUTION : Do not run engine(s) out of oil. Serious engine damage will occur.



○ NOTE : An injection oil level indicator is available in rear storage compartment. See Oil Injection Level Indicator in this section.

11) Tachometers (if equipped)

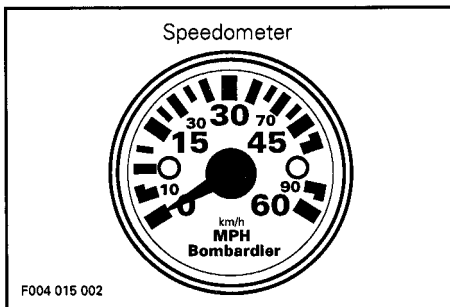
Analog tachometers indicate the revolutions per minute (RPM) of the engines. Multiply reading by 1000 to obtain actual RPM.



12) Speedometer (if equipped)

Analog speedometer indicates the speed of jet boat in miles per hour (MPH) and kilometers per hour (km / h). See illustration below.

A speed sensor mounted on the rear transom sends the signal to the speedometer.



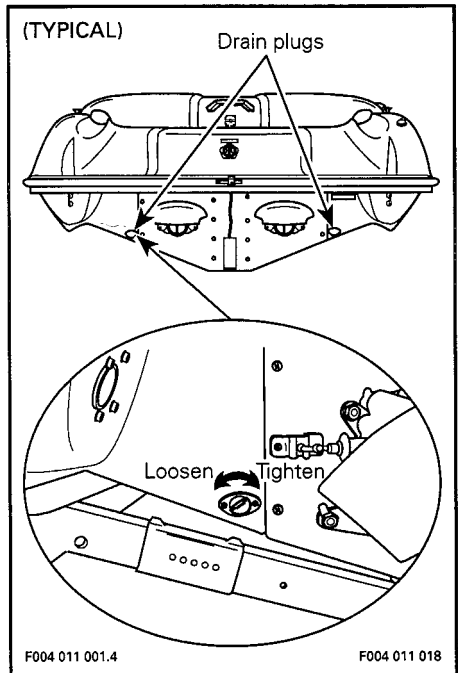
13) Bilge Drain Plugs

Should water be found in the bilge, it can be easily drained by unscrewing these plugs.

▼ CAUTION : Remove jet boat from water prior to unscrewing the drain plugs.

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

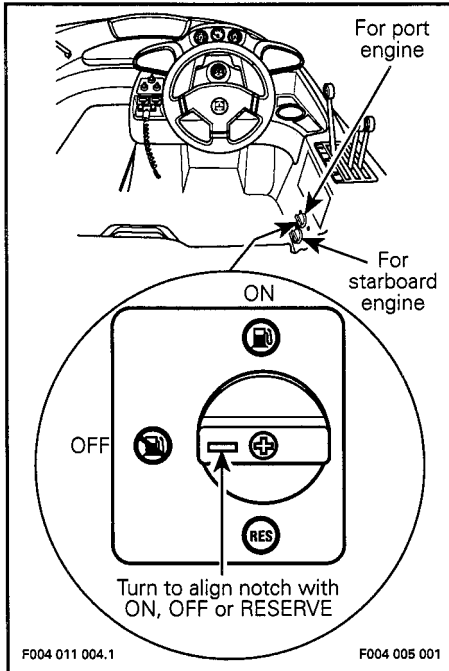
It is suggested to drain bilge on a ramp.



◆ WARNING : Always make sure bilge drain plugs are properly.

14) Fuel Tank Valve(s)

Three-position rotary valves : OFF, ON, RESERVE. Rotate the knob to align its notch with ON, OFF or RESERVE.



OFF : Stops fuel supply to carburetors.

▼ **CAUTION** : Turn valve(s) to OFF position when jet boat is not operated and for transportation on the trailer.

ON : Allows fuel to flow to carburetors. This is the normal position for operation of the jet boat.

RESERVE : When fuel is exhausted in the main tank an emergency supply of fuel is available in the reserve tank by turning the knob to RESERVE. The reserve tank is integral with the main tank. It is automatically replenished when the main tank is filled. The reserve contains approximately 10% of the fuel tank capacity.

▼ **CAUTION** : Improper opening of fuel valve(s) may restrict flow of fuel and damage engine(s). Make sure valve(s) are fully opened while running.

15-16) Passenger Grab Handles

Provides a handhold for the passengers.

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

Sun seat : 2 grab handles positioned each side.

Port seat : 1 grab handle on left, one under seat incorporated to the seat molding.

Central seat : 2 grab handles under seat incorporated to the seat molding.

17) Rear Grab Handle

Provides a handhold for boarding when needed.

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

18) Swim Platform

Provides a large antiskid surface for easy boarding from rear of jet boat.

◆ **WARNING** : To avoid risk of injury, swim platform should not be used when engines are running.

19) Operator / Rear Passenger Seats

Each passenger should be seated while underway.

◆ **WARNING** : Allow no one to sit on edge of boat or stand up while in operation.

20) Sun Seat

Provided as a sun seat while at anchor.

◆ **WARNING** : No passenger should use this seat except at idle speed in calm water or when the jet boat is stopped. Allow no one to sit on bow or sides of the boat while in operation.

21) Cup Holders

Convenient locations for non-alcoholic beverages.

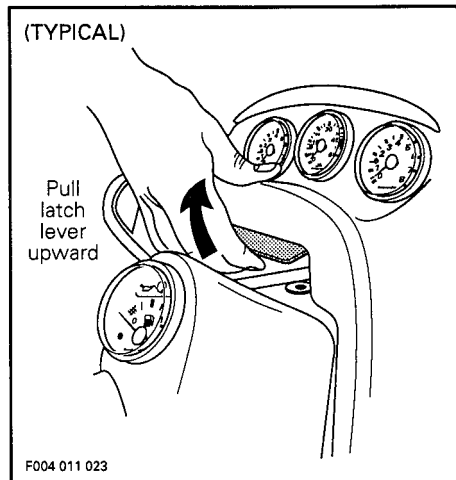
◆ **WARNING** : Do not drink alcoholized beverages while aboard. Do not keep bottles, cans etc. in cup holders while riding at high speed and / or on rough water.

22) Front Storage Compartment

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

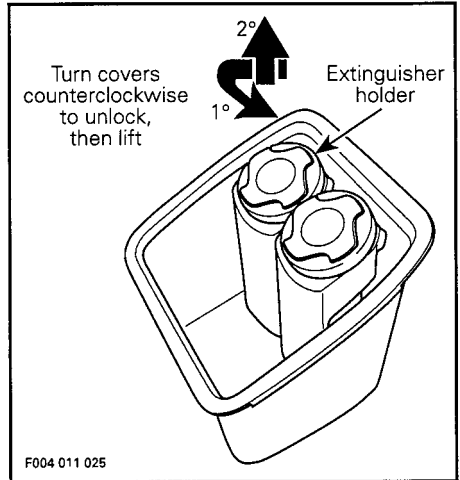
Pull the latch lever upward in order to open the storage compartment cover.

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

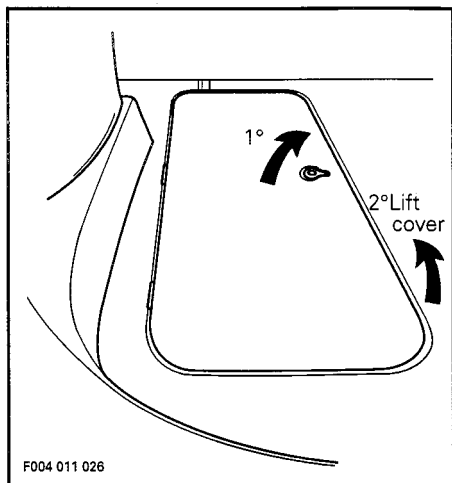
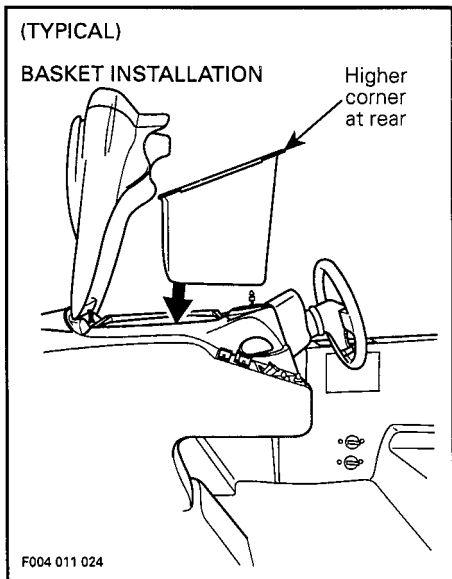


◆ **WARNING** : Never leave any heavy or loose breakable objects in the storage basket. Never store or carry anything below basket.

The basket is provided with a holder to store an approved fire extinguisher and tool kit. A second holder contains *Operator's Guide* and can be used to carry personal articles. Fire extinguisher (sold separately) should not be loose in the storage compartment.



Reinstall basket as shown. Always relatch cover.



Always relock after closing and lowering the latch ring.

23) Deck Storage Compartment

Convenient location for water-skis, paddles, anchor and rope, etc.

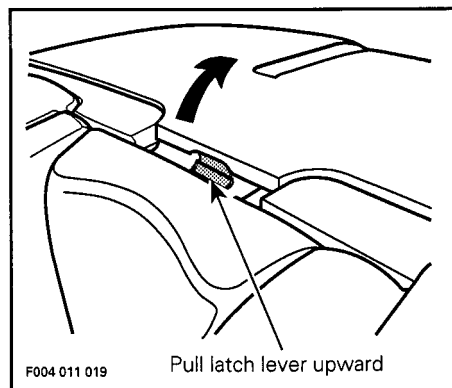
Lift the latch ring and open cover gently until stopped by retaining cable.

◆ **WARNING :** Wind or boat movement might unexpectedly shut the cover.

24) Rear Storage Compartment

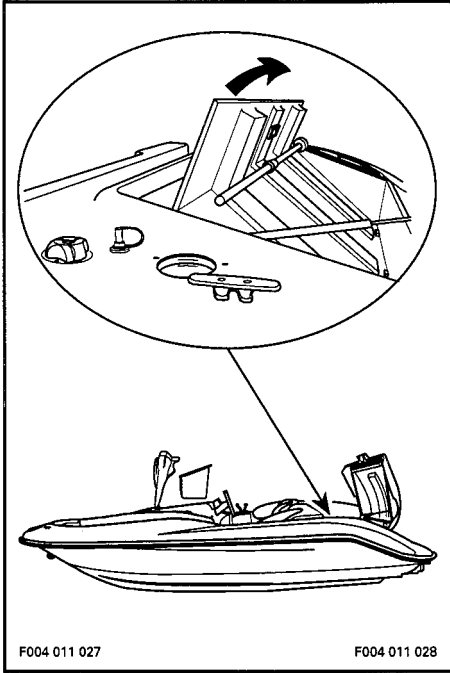
Convenient rear storage location to be used to carry large personal articles. Ideal location for towels, lunch etc.

Pull the latch lever upward and open cover gently until stopped. The gas assist cylinder will complete the opening and hold cover open.



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

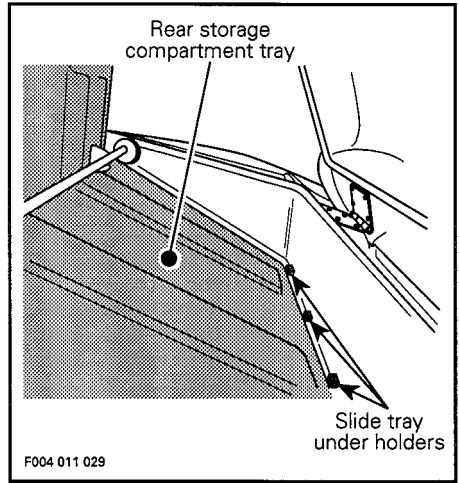
◆ **WARNING** : When storage tray is removed never touch any electrical part when starting engine(s) or while in operation.



◆ **WARNING** : Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

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

▼ **CAUTION** : If the rear storage compartment cover is not correctly latched, damage may occur.



Gently close storage compartment cover and ensure to relatch.

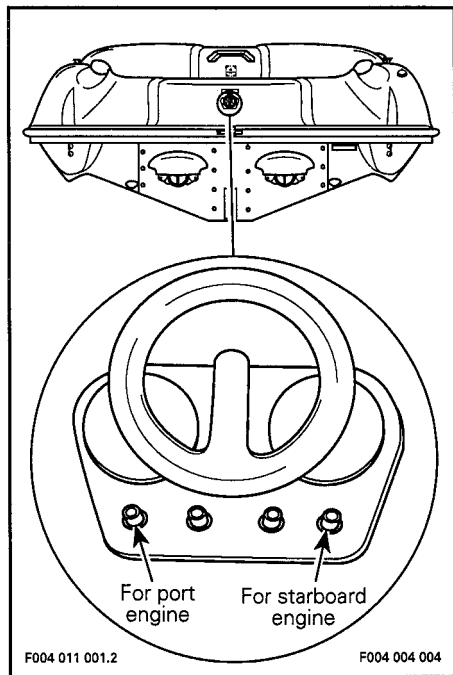
25) Jet Pump Water Intake

The water is drawn up by the impeller(s) through this opening. The impeller(s) and the drive shaft(s) are protected by a grate.

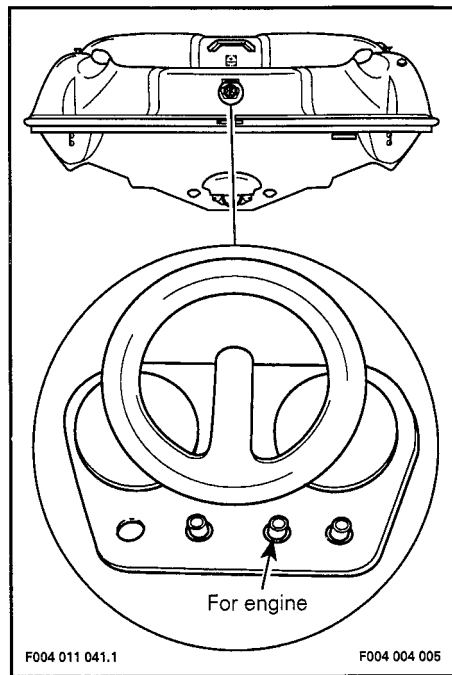
26) Cooling System Bleed Outlet(s)

When engine(s) are running, water must flow through these holes. This allows air in engine water jacket to escape.

Speedster Model



Sportster Model



▼ **CAUTION** : Should water not flow from those outlet(s) a few seconds after engine starts, immediately stop engine and refer to **POST-OPERATION CARE** and look for cooling system flushing or refer to an authorized dealer for servicing.

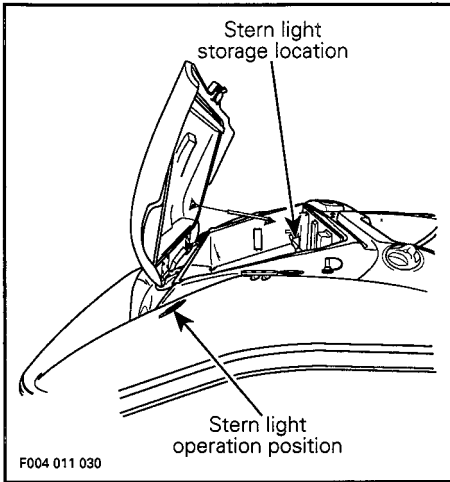
27) Navigation Light

Reglementary red / green light. Refer to **Light Switch**, item 5 in this section.

28) Removable Stern Light

It is recommended to keep it in rear storage compartment at all times except when needed in darkness, reduced visibility conditions, or at anchor (nighttime).

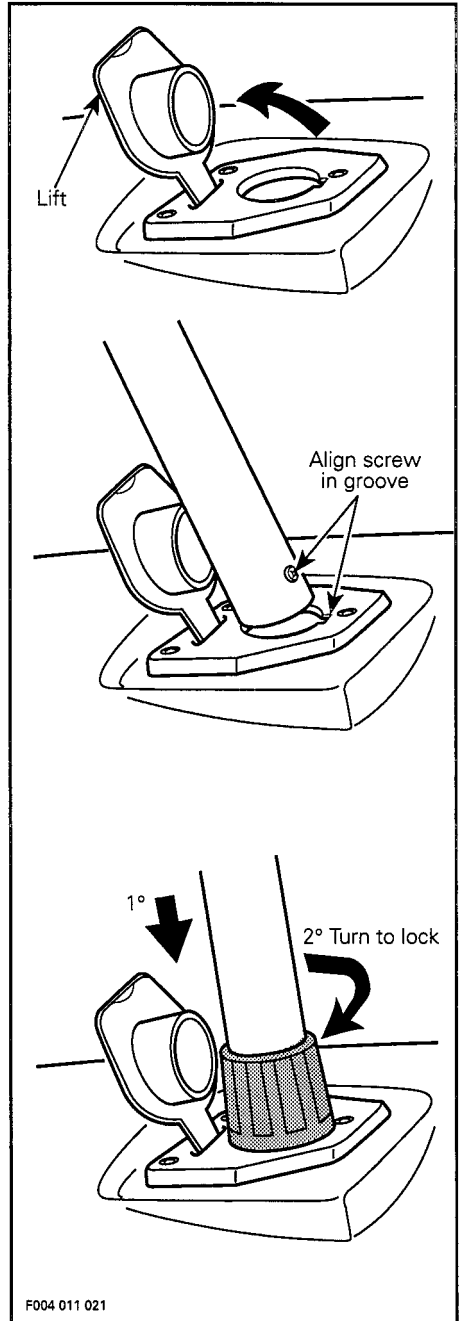
To remove from storage, pull it out. Resnap to store again.



Installation

- Lift connector cap.
- Insert post in connector hole. Ensure to align hole keyway with post screw head.
- Firmly push downward to engage terminals.
- Push lock ring downward. Turn until locked. It may be necessary to slightly turn it to allow its insertion in the hole.
- Check light operation. Refer to **Light Switch**, item 5 in this section.

◆ **WARNING** : The jet boat is not equipped with headlights or spotlights.



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

29) Mooring Cleats

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

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

30) Deck

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

31) Fuel Tank Cap

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

◆ **WARNING** : Never use a lit match or open flame to check fuel level. Refer to **Fuel and Lubrication** for fuel specification.

32) Deck Drain Holes

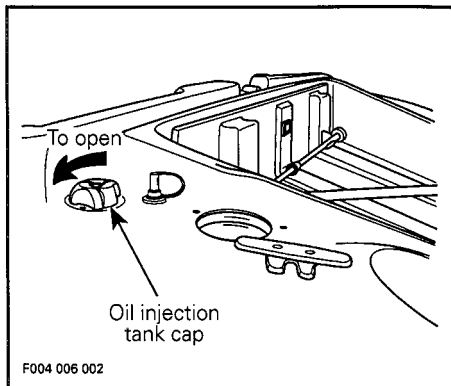
Central drain is located under deck storage cover close to rear center passenger seat. Operator's position drain is located at its seat base. They provide drainage for rain, deck washing, water splashing, etc., outside of jet boat.

Keep clean to avoid clogging.

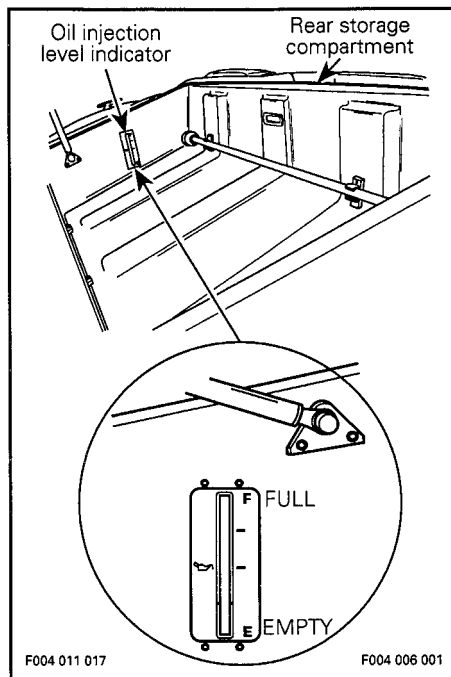
33) Oil Injection Tank Cap

Located in rear storage compartment on port side. Open cover to access cap. Unscrew cap counterclockwise and add appropriate amount of oil. Refer to **Fuel and Lubrication** for injection oil specifications. Firmly tighten by turning clockwise. The use of a funnel is recommended. Stop filling as soon as oil appears close to neck. Do not overfill.

◆ **WARNING** : Always wipe off any oil spillage.



34) Oil Injection Level Indicator



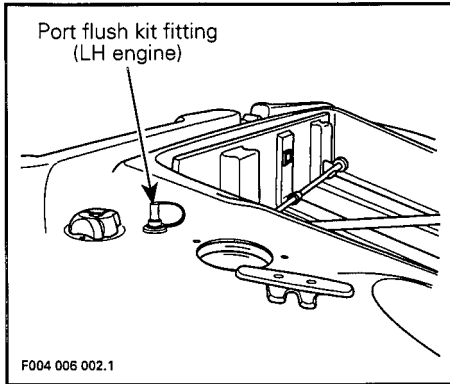
It indicates the amount of injection oil left in tank.

▼ **CAUTION** : Never allow oil level to go below 1/4 under red zone. Check oil level each time you refuel.

35) Flush Kit Fitting(s)

Located in rear storage compartment. Open cover to access fitting(s). Refer to POST-OPERATION CARE section for proper use.

○ **NOTE** : On Speedster model 5891 each engine is provided with a flush kit fitting. Port fitting is for port engine and starboard fitting is for starboard engine.



36) Ventilation Ducts

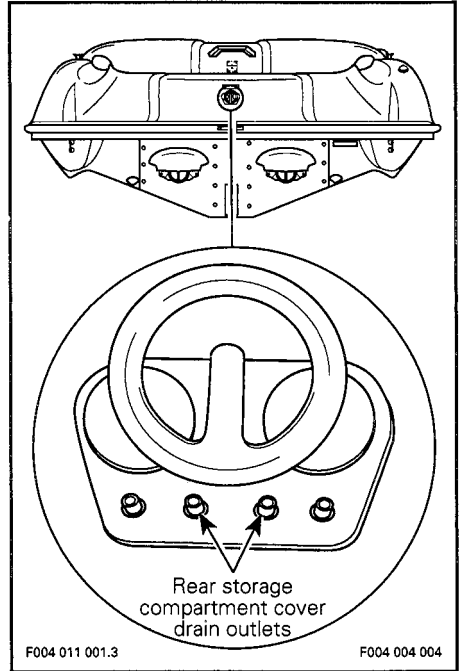
This is where air flows to supply engine and ventilate engine compartment.

◆ **WARNING** : Never obstruct the ducts.

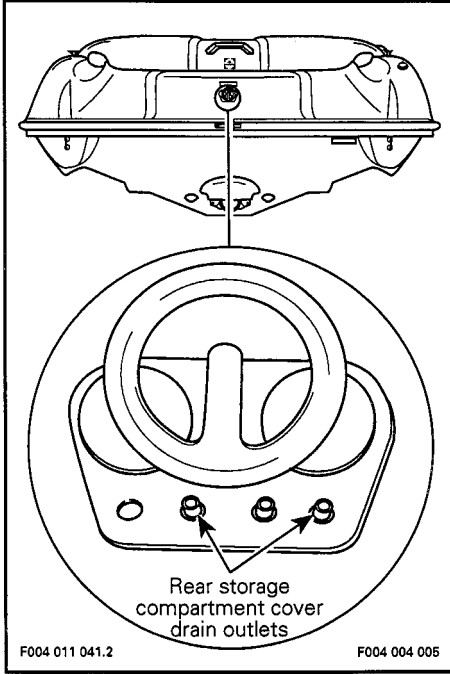
37) Rear Storage Compartment Cover Drains

Evacuate water in cover area out of boat. Keep clean to avoid clogging. Water outlets are beside cooling system bleed outlets.

Speedster Model



Sporster Model



38-39) Bow / Stern Eyelets

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

40) Jet Pump Nozzle(s)

They are turned from side to side via operator input from the steering. This provides jet boat directional control when engine(s) are running.

41) Sacrificial Zinc Anode(s)

Located on jet pump gate support, they protect the jet drive against galvanic corrosion by sacrificing its metal to be slowly eroded instead of the jet drive metals. Refer to MAINTENANCE section.

42) Reverse Gate(s)

Moves from upward to downward position to get Forward, Neutral, Reverse and inversely. These positions are obtained by moving shifter lever.

▼ **CAUTION** : Never use reverse gate as a supporting point to board the jet boat, it may damage reverse system components.

Monitoring Beeper

A beeper sends different coded signals whenever a particular situation occurs such as, engine overheat, engine start attempt when shifter is not in neutral, wrong safety lanyard etc. Refer to TROUBLESHOOTING section for description of signals and their signification.

○ **NOTE** : In the event that an engine overheats a beeper (continuous sound) will warn the operator. Stop the engine(s) and refer to SPECIAL PROCEDURES.

Tool Kit

It is located in one container in front storage compartment. Tool kit contains the tools needed to perform basic jet boat maintenance.

Operator's Guide

Should be kept in waterproof bag and remain with the jet boat at all times.

Fuses

Manual bilge pump switch, bilge pump float system, air blower, lights, control / instruments / main wiring, harness are protected by fuses. If an equipment is not working, check condition of the fuse. Refer to MAINTENANCE section.

FUEL AND LUBRICATION

Fueling Procedure

◆ **WARNING** : Follow these safe boating fueling instructions explicitly.

Make sure the jet boat is tied securely to the fueling pier.

Use bilge blower for a minimum of 4 minutes.

Turn off engine(s), bilge blower, bilge pump and any other devices that could produce a spark.

Close rear storage cover to prevent fumes from entering the engine compartment.

Disembark all people.

Do not smoke or allow open flames in the vicinity.

Have a fire extinguisher close at hand.

Do not insert the spout too far in filler neck.

Pour fuel slowly so that air can escape from the reservoir and prevent fuel flowback.

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

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

Ensure there are no fuel fumes in the engine compartment, ventilate using the blower as necessary.

Recommended Fuel

Use regular unleaded gasoline with 87 octane (Ron + Mon / 2) specification.

○ **NOTE** : Look on service station pump sticker for octane specification. Do not mix oil with fuel except at engine break-in. Refer to BREAK-IN PERIOD. Always check oil injection reservoir level when refueling.

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

▼ **CAUTION** : The use of a poor quality fuel can result in jet boat performance deterioration and damage to fuel system and engine components. Never experiment with other fuels or fuel ratios. Never use fuel containing alcohol, methanol or similar products including naphtha.

Recommended Oil

Use only BOMBARDIER ROTAX INJECTION OIL which is available from authorized dealers. It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

○ **NOTE** : High quality low ash API TC injection oil for 2-cycle engines can be used if BOMBARDIER ROTAX INJECTION OIL is not available.

▼ **CAUTION** : Never use 4-cycle petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard motor oils or other ashless type 2-cycle oil. Avoid mixing different brands of API TC oil as resulting chemical reaction may cause severe engine damage.

Oil Injection System

This jet boat features an oil injection system which does not require manual fuel / oil mixing.

Oil level in reservoir should be maintained almost full. To check, open rear storage cover. Read level on oil injection indicator on port side. Unscrew cap to add oil as necessary.

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

○ NOTE : Always carry a spare 1 liter of BOMBARDIER ROTAX INJECTION OIL.

▼ CAUTION : Always maintain a sufficient amount of injection oil in the oil reservoir. Check and refill every time you refuel. Do not overfill. If the engine(s) run out of oil, severe engine damage will occur. If the oil reservoir is allowed to almost empty, air can enter into the system and it must be bled. Immediately refer to an authorized dealer to have the oil injection system inspected.

BREAK-IN PERIOD

Engine

With Bombardier-Rotax® jet boat engine(s), a break-in period is required before operating the engine at full throttle. Engine manufacturer recommendation is about 10 operating hours.

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

To assure additional protection during the initial engine break-in, 2 L (1/2 gal) of BOMBARDIER ROTAX INJECTION OIL should be added to the fuel tank for the first full fuel tank filling only.


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

10-Hour Inspection

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

The 10-hour inspection is at the expense of the jet boat owner.

10-HOUR INSPECTION CHECK LIST	<input checked="" type="checkbox"/>
Engine ignition timing if required	<input type="checkbox"/>
Spark plug inspection, cleaning and adjustment	<input type="checkbox"/>
Fuel system lines and fasteners / pressurization test	<input type="checkbox"/>
Carburetor adjustment including throttle / choke cables if required	<input type="checkbox"/>
Oil lines and filters	<input type="checkbox"/>
Oil injection pump adjustment if required	<input type="checkbox"/>
Engine support and engine rubber mounts	<input type="checkbox"/>
Mufflers, batteries and reservoir fastening devices	<input type="checkbox"/>
Exhaust system hose clamps torque	<input type="checkbox"/>
Carburetor flange screws and flame arrester support	<input type="checkbox"/>
Steering system	<input type="checkbox"/>
Steering cable adjustment if required	<input type="checkbox"/>
Shift cable adjustment if required	<input type="checkbox"/>
Hose condition and fasteners	<input type="checkbox"/>
Bilge pump and blower	<input type="checkbox"/>
Safety lanyard switch, start / stop button operation and start enable / anti-start system	<input type="checkbox"/>
Engine overheating beeper	<input type="checkbox"/>
Electrical connections (starter, batteries, etc.)	<input type="checkbox"/>
Lighting system inspection	<input type="checkbox"/>
Impeller shaft reservoir oil replacement	<input type="checkbox"/>
Impeller condition, impeller / wear ring clearance	<input type="checkbox"/>
PTO flywheel lubrication	<input type="checkbox"/>
Seal carrier lubrication	<input type="checkbox"/>
Water intake grill / hull condition	<input type="checkbox"/>
Inspection of fasteners for tightness	<input type="checkbox"/>
Inspect / clean engine drain tube	<input type="checkbox"/>

 **NOTE :** Inspection applies for both engine systems where applicable.

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

_____ Date of 10-hour inspection

_____ Authorized dealer signature

_____ Dealer code

PRE-OPERATION CHECKS

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

Prior to operating the Jet boat, verify the following :

◆ **WARNING :** Except otherwise specified, safety lanyard must always be removed from switch prior to verify any of the following.

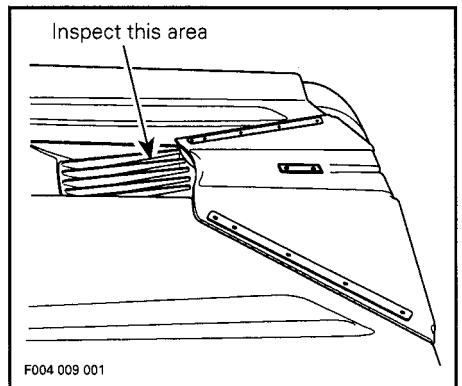
ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intake	Inspect / clean.	
Bilge	Drain. Ensure plugs are secured.	
Battery	Inspect tightness of cables and retaining straps.	
Navigation / anchor lights	Check operation (with safety lanyard installed)	
Fuel / oil reservoirs	Refill.	
Engine compartment	Verify fuel / oil system components.	
Fire extinguisher	Inspect condition / mounting.	
Steering	Check operation.	
Throttle / shifter system	Check operation.	
Blower and bilge pump	Check operation.	
Safety lanyard / engine start / stop button(s)	Check operation.	
Mandatory safety boating equipment	Check operation	

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake

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



Inspect leading edges of the impeller(s), if they have nicks or bends performance will be greatly reduced.

Bilge

Should water be present in the bilge, turn on pump switch to completely empty the bilge.

▼ **CAUTION** : Do not run the pump dry for a prolonged period of time.

Battery

◆ **WARNING** : Verify tightness of battery cables and retaining straps.

Fuel / Oil Reservoirs

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

Check the oil level and refill reservoir as necessary.

Engine Compartment

Check condition of fuel / oil system components.

◆ **WARNING** : Should any leak or gasoline odor be present, do not start the engine(s). Immediately refer to an authorized dealer.

Fire Extinguisher

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

Steering System

Assisted by another person, check steering operation for free movement. When the steering is centered, the jet pump nozzle(s) should be in the straight ahead position. Ensure the jet pump nozzle(s) pivot easily while steering is turned.

Throttle System

Check throttle lever(s) several times for free and smooth operation.

Shifter System

Check reverse gate operation for free movement. With shift lever in forward position, the gate(s) must be in upward position. With the shift lever in neutral position, gate(s) must be in middle position. With shift lever in reverse position, gate(s) must be in downward position.

Safety Lanyard and Engine Start / Stop Button(s)

Ensure that switches operate properly. Start engine(s) and stop them using each switch individually.

◆ **WARNING** : If engine does not shut-off when pushing engine start / stop button or by disconnecting the safety lanyard, stop the engine by applying the choke and turning fuel valve to OFF position. Do not operate the jet boat further, see an authorized dealer.

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

OPERATING INSTRUCTIONS

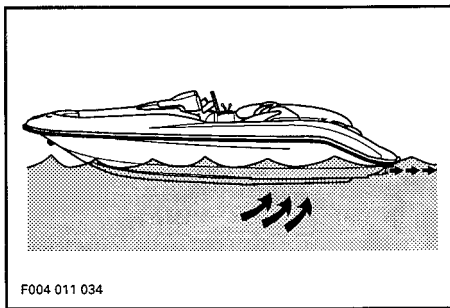
◆ **WARNING** : Always perform **PRE-OPERATION CHECKS** before operating the jet boat. Become thoroughly familiar with all controls and the function of each. Should any control or instruction be not fully understood, refer to an authorized dealer.

Principle of Operation

Propulsion

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

With shifter lever pushed forward, the jet boat moves forward. In pulled back position, the jet boat moves backward. The middle position is neutral. The jet boat is at the minimum trust for most conditions. Neutral and reverse are achieved by means of a gate, which is installed on jet pump venturi housing. This gate directs the water flow to obtain the desired direction.



◆ **WARNING** : Whenever an engine is to be started, the operator and passengers should always be sitting in the jet boat with the shifter lever in neutral position and throttle lever(s) in idle position.

Turning

Turning the steering pivots the jet pump nozzle(s) which controls the jet boat direction. Turning the steering clockwise to the right will turn the jet boat to the right and inversely. The throttle must be applied to turn the jet boat.

◆ **WARNING** : With jet propulsion systems, directional control is lost when the throttle(s) are pulled back. Throttle(s) must be engaged and steering turned to change the direction of the jet boat. Steering efficiency will differ depending on the number of passengers, load and water conditions.

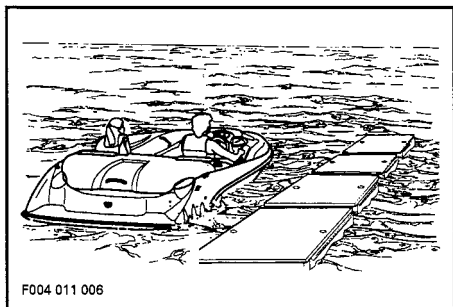
The more the throttle is applied while turning the steering, the more responsive the boat will be.

The jet boat may behave differently when carrying passengers. The passengers should grip the grab handles. Reduce speed and avoid sharp turns. Avoid excessive speeds and choppy water conditions when carrying passengers.

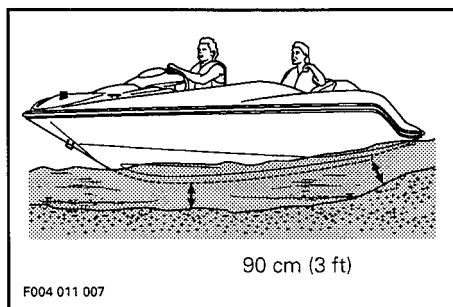
Boarding from a Dock or in Shallow Water

As with any craft, getting aboard should be done carefully and engine(s) must not be running.

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



CAUTION: Although the boat requires only 30 cm (1 ft) of water to float, the engine should be started with at least 90 cm (3 ft) of water below the hull to protect the propulsion system.



In shallow water, board the jet boat either from the side or the swim platform.

Starting the Engine(s)

Shifter lever must be in neutral position to allow engine starting. Two short beeps will confirm neutral position.

Always activate bilge air blower switch 4 minutes minimum before starting the engine. The bilge air blower will ventilate the bilge.

WARNING: Bilge air blower must be turned off during jet boat operation.

Before unloading the jet boat from the trailer, engine(s) can be started for about 10 seconds to verify proper operation. Remove stern (rear) strap before starting the engine(s).

WARNING: Do not touch electrical parts or jet pump area when engine is running.

Attach the safety lanyard to the operator's PFD and snap the cap to the switch.

Operator and passengers should be sitting in the jet boat seats prior to starting the engine(s).

Turn the fuel valve(s) to ON position.

Grip steering with your right hand and place both feet on the floorboard. Shut off bilge air blower switch.

Start one engine at a time. Check tachometer to monitor engine.

NOTE: Two short beeps will confirm neutral position. If a different signal is heard when pressing start button, it indicates a particular condition that must be corrected. Refer to the TROUBLESHOOTING section for the meaning of the coded signal.

Cold Engine

Fully pull back throttle lever(s) to idle position.

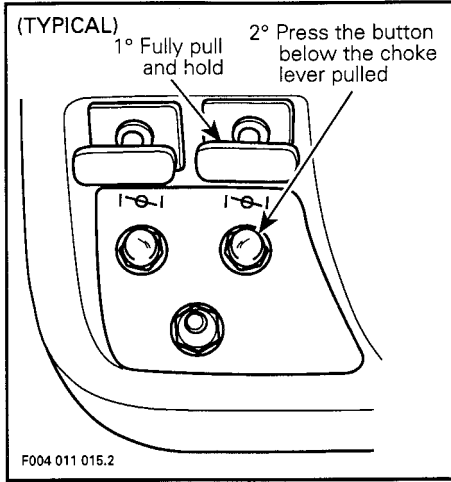
First Engine

Fully pull one choke lever and depress the starting button just below it.

If more cranking power is needed for Speedster model, turn bilge /manual / boost switch to manual boost position while cranking each engine. This will provide quicker starting. Release switch immediately when engine starts.

NOTE: The manual boost switch will automatically return to OFF position when released.

Either engine can be started first. It does not make a difference.



Immediately after engine is started, release starting button and release choke lever half way.

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

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

A few seconds after, completely release the choke lever and if necessary, slightly push throttle forward to keep engine running.

○ **NOTE** : In an emergency, the Speedster may be operated with one engine.

Second Engine (if equipped)

Start the second engine following the same procedure but use the other choke lever, start button and throttle lever. Always monitor engines with tachometers.

Leaving the Shore

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

○ **NOTE** : Throttle(s) must be in idle position in order to be able to shift in forward.

◆ **WARNING** : In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and be thrown rearward. This could damage impeller, components or clog the cooling system. Also could injure bystanders.

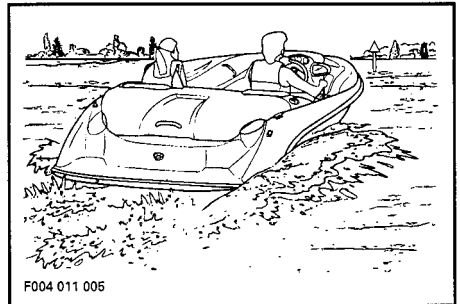
Warm Engine

The same procedure as a cold engine applies, except the choke does not need to be applied and throttle lever has to be slightly pushed forward to approximately 1/4.

Obstacles

Verify that the path ahead of the jet boat is clear of other craft or obstacles. Avoid riding close to swimmers. Check local boating laws for safe operational areas.

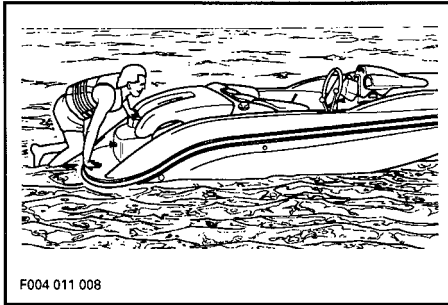
◆ **WARNING** : Collision with objects, other boaters, etc., is the most common cause of accidents resulting in injury.



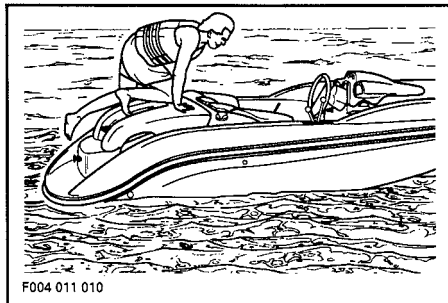
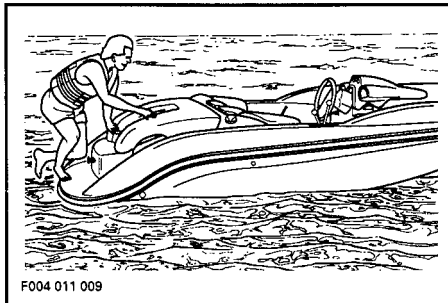
Boarding in Deep Water

Swim to the rear of the jet boat.

Grip the grab bar and pull yourself upward until your knee can reach the swim platform.



▼ **CAUTION** : Never use reverse gate as a supporting point to board the jet boat, it may damage reverse system components.



◆ **WARNING** : Do not start engine(s) until all passengers are properly seated.

Rough Water or Poor Visibility Operation

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

Crossing Waves

Substantially reduce speed and cross the wave head on to assist steering.

◆ **WARNING** : When crossing waves, operator and passengers should brace themselves. Wave or wake jumping can be dangerous and illegal.

Stopping / Docking

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

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

Reduce speed, reduce RPM to idle and shift to neutral, reverse or forward as required when approaching a dock then shut off the engine(s) just before coming alongside.

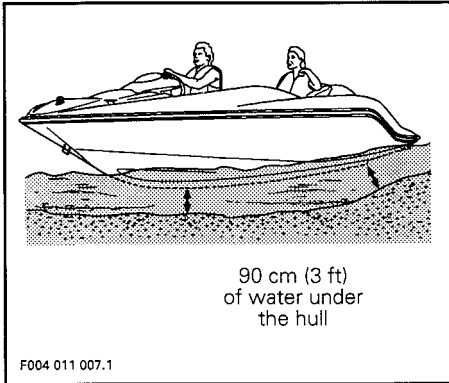
◆ **WARNING** : With jet propulsion systems, no directional control is available when the throttle(s) are closed or engine(s) are shut off.

Beaching

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

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

Come slowly to the beach and shut off the engine(s) using the safety lanyard when reaching about 90 cm (3 ft) of water under the hull, then pull the boat to the beach. Ensure that all accessories are OFF.



◆ **WARNING :** In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and be thrown rearward. This may damage impeller, components or clog or jam cooling system. Also, could injure bystanders.

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

Shutting Off the Engine(s)

To keep jet boat directional control, the engine(s) should be running until the jet boat is stopped assuming at least 90 cm (3 ft) of water is present underneath the hull.

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

Always remove safety lanyard from jet boat.

◆ **WARNING :** Should the engine be shut off, jet boat directional control is not available. Never leave the safety lanyard on an unattended jet boat.

POST-OPERATION CARE

General Care

Should any water be present in the bilge, unscrew the drain plugs and tilt the jet boat to the rear in order to allow water to flow out.

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

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

Additional Care for Foul Water or Salt Water

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

CAUTION : Failure to perform proper care such as : rinsing, cooling system flushing and anti-corrosion treatment, when used in salt water, will result in damage to the jet boat and its components.

Cooling System Flushing and Engine Internal Lubrication

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

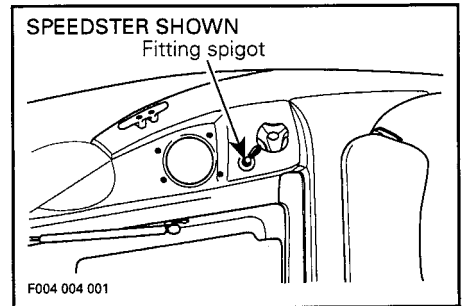
Engine lubrication and flushing should be performed when the jet boat is not expected to be used further the same day or when the jet boat is stored for any extended time.

An optional coupler hose can be installed on the jet boat to ease flushing.

Proceed as follows :

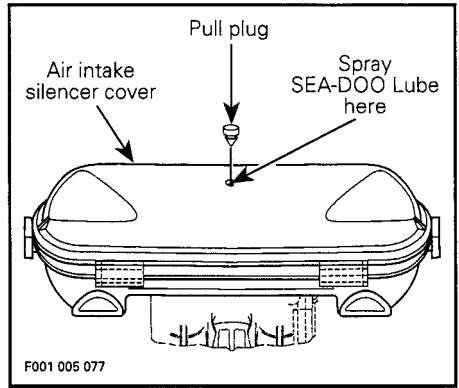
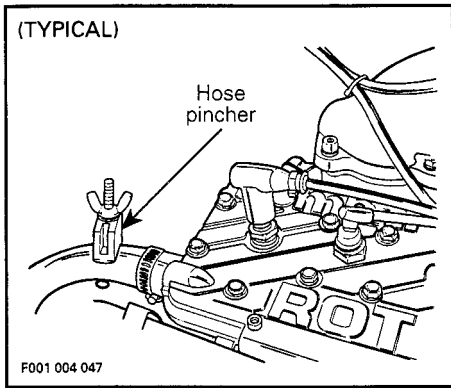
◆ **WARNING** : Perform this operation in a well ventilated area.

1. Clean jet pump by spraying water in its inlet and outlet and then spray SEA-DOO LUBE lubricant.
2. Open rear storage compartment cover to have access to cooling system fitting spigot(s).



○ **NOTE** : There is one fitting spigot per engine on each side of engine compartment. On the Sportster model 5892 the fitting spigot is on starboard side.

3. Remove dust cap from fitting spigot and attach coupler hose. Make sure coupler hose is properly locked to fitting spigot.
4. Attach other end of coupler hose to a garden hose. **Do not open water tap yet.**
5. Install a hose pincher (available at your dealer) on engine water outlet hose. This prevents water from exiting through outlet socket.



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

◆ **WARNING :** Do not touch any electrical parts or jet pump area when engine is running.

▼ **CAUTION :** Never flush a hot engine. Always start the engine before opening the water tap. Otherwise, water will back flow through the tuned pipe into the engine and may cause damage to internal parts. Open water tap immediately after engine is started to prevent overheating.

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

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

8. Remove plug from air intake silencer cover.

9. Spray SEA-DOO LUBE lubricant through air intake silencer keeping engine at fast idle.

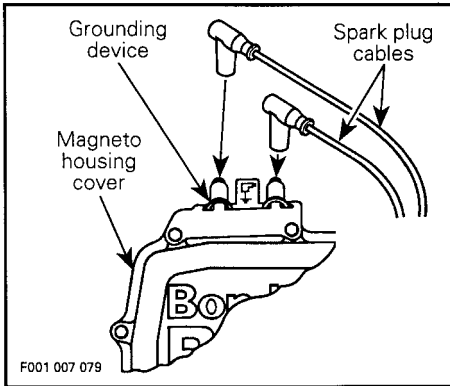
○ **NOTE :** This should be done for at least 1 minute. After approximately half a minute, close fuel valve to run engine out of fuel while lubricating.

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

10. Close the water tap then stop the engine.

11. Unlock and remove coupler hose. Reinstall dust cap over fitting spigot.

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



13. Remove both spark plugs and spray SEA-DOO LUBE lubricant into each cylinder.
14. Crank the engine a few turns to distribute the oil on cylinder wall.
15. Apply anti-seize lubricant on spark plug threads then reinstall them.
16. Reinstall plug on air intake silencer cover.
17. Remove hose pincher from engine water outlet hose.
18. Wipe up any residual water from the engine.

○ **NOTE :** Repeat the same procedure for the other engine (if equipped).

Anticorrosion Treatment

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

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

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

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

SPECIAL PROCEDURES

Engine Overheating

If the monitoring beeper continuously sounds, **stop engine(s) immediately.**

Perform the **Jet Pump Water Intake and Impeller Cleaning** procedure in this section.

Flush cooling system, refer to POST OPERATION CARE.

If engine(s) still overheat, refer to an authorized dealer for servicing.

Jet Pump Water Intake and Impeller Cleaning

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


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

The clogged area can be cleaned as follows :

In-water cleaning : Pull safety lanyard to stop engine(s). Let the boat stop by itself then wait about 10 seconds. Thereafter start engine(s). This waiting period may allow weeds or other debris to fall free from grate.


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

- With engine(s) running, put shifter in reverse position and vary throttle(s) quickly several times.
- Retry boat.
- If still clogged, restop engine(s) and rock the boat several times while repeatedly pressing the starting button(s) (one at a time) for short periods without starting the engine(s).

 **NOTE** : For Speedster model 5891 turn the bilge / manual boost switch to manual boost position while pressing starting buttons.


Most of the time, this will result in letting the debris fall from the intake area. Start engine(s) and make sure water flows out from bleed outlet(s) and jet boat operates properly.

If the system is still clogged, shut off the engine(s) by removing the safety lanyard.

 **WARNING** : Always remove safety lanyard from switch to prevent accidental engine starting before cleaning the jet pump area.


If the jet pump(s) can not be easily cleared of debris, the jet boat should be returned to the trailer or to a boat lift.

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

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

Capsized Boat

The jet boat is designed so that it should not turn over easily due to its longer and larger dimensions. If the jet boat ever capsizes, remember that it will continue to float, and it is usually best to remain with it, you will be more easily located by a search plane or boat.

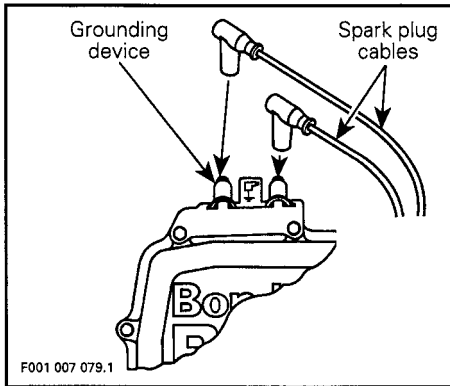
 **WARNING** : Operator and passengers should always wear approved personal flotation devices and be good swimmers.

Submerged Boat

If the jet boat has been submerged and engine(s) are water-flooded, it is strongly recommended that it be serviced by an authorized dealer immediately.

In the event the engine(s) cannot be serviced within a few hours, remove spark plug cables and connect them on the grounding device.

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



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

Cover spark plug holes with a rag.

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

Spray SEA-DOO LUBE lubricant into spark plug holes.

Crank engine again.

Repeat the same procedure for the other engine (if equipped).

Reinstall spark plugs and drain plugs.

Towing the Boat

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

Low-Charge Battery Condition

See your dealer to have it charged or replaced.

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

MAINTENANCE

◆ **WARNING :** Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized dealer be periodically obtained on other components / systems not covered in this guide. Unless otherwise specified, engine(s) must not be running and the safety lanyard must be removed for all maintenance procedures.

Lubrication

PTO Flywheel(s) and Seal Carrier(s)

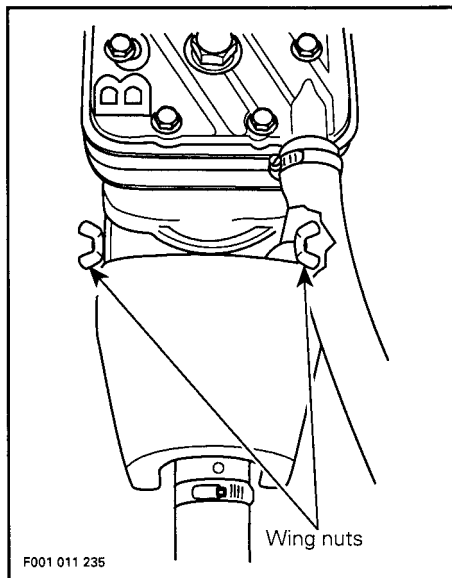
Use SEA-DOO synthetic grease and lubricate every 10 hours of use. Proceed as follows :

Open rear storage compartment cover.

Remove storage tray.

Remove the wing nuts, washers and pull out PTO flywheel guard(s).

◆ **WARNING :** Always remove safety lanyard cap from its receptacle to prevent accidental engine starting before removing the PTO flywheel guard.

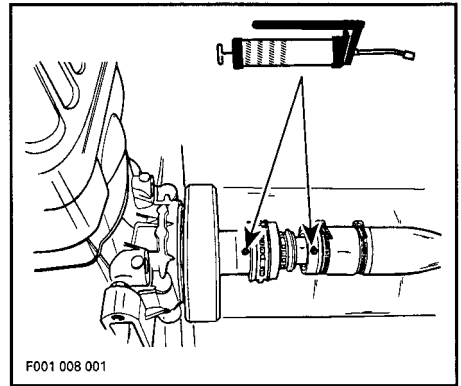


Using a grease gun, carefully lubricate PTO flywheel(s) at grease fittings until drive shaft boots are just beginning to expand.

▼ **CAUTION :** Immediately stop lubricating as soon as boots begin to expand to prevent boot damage or slipping.

Lubricate seal carriers at grease fittings until grease is just coming out.

▼ **CAUTION :** Never leave any clothing, tool or other objects near PTO flywheel(s) and seal carrier(s). As soon as grease comes out the seal immediately stop lubricating to prevent seal damage and eventual overheating.



Secure PTO flywheel guard(s).

Anticorrosion Protection

Throttle / Choke Cables

Lubricate the throttle and choke cables with SEA-DOO LUBE lubricant every 25 hours of use (every 10 hours in salt water use).

Electrical Connections

As necessary, apply an anticorrosion product such as a dielectric grease on battery posts and all exposed cable connectors including stern light connectors on mat and boat.

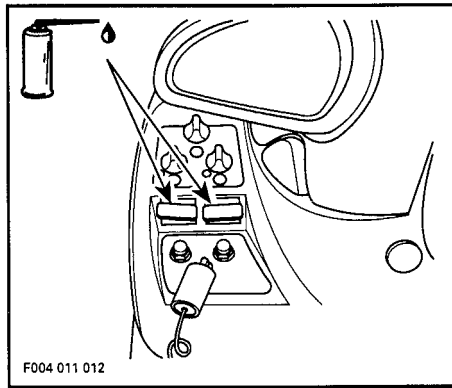
Additional Lubrication

SEA-DOO LUBE lubricant will help to prevent corrosion and keep proper operation of moving mechanisms.

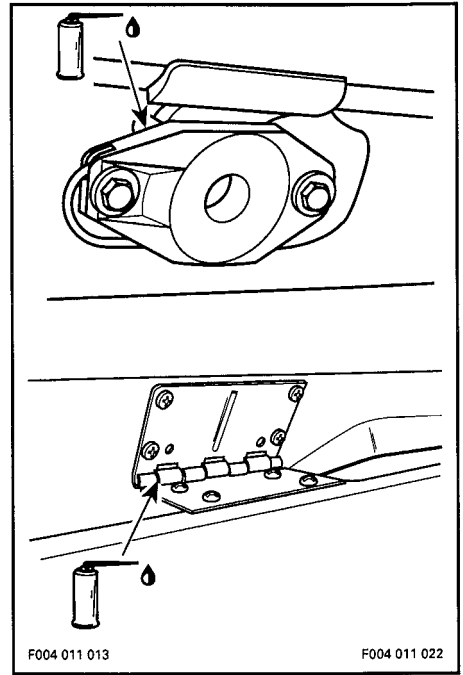
Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

Choke Lever(s)

Fully pull choke lever(s) and lubricate the metallic portion.

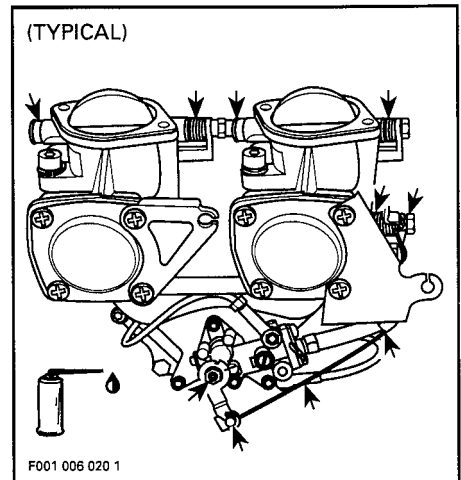


Rear Storage Compartment Cover Mechanism and Hinges



Carburetors and Oil Injection Pump(s)

Lubricate springs, shafts and exposed portion of cables.



Reverse Gate(s)

Lubricate pivoting points and mechanism of each side.

Periodic Inspection

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

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

Periodic Inspection Chart

DESCRIPTION	FREQUENCY				To be performed by
	every 10 hours	every 25 hours	every 50 hours	every 100 hours or seasonally	
Lubrication / corrosion protection	①		✓		OPERATOR
Engine ignition timing				✓	DEALER
Spark plug replacement			✓		DEALER
Throttle / choke cables operation / lubrication	①	✓			OPERATOR
Flame arrester inspection			✓		DEALER
Carburetor adjustment including choke / throttle cable adjustments				✓	DEALER
Oil injection pump adjustment				✓	DEALER
Fuel filter and oil filter inspection		✓			DEALER
Oil filter and fuel filter replacement				✓	DEALER
Engine head screws, retorque				✓	DEALER
Steering system			✓		DEALER
Throttle / shifter system				✓	DEALER
Fastener tightening (Flame arrester mount screws, carburetor mount screws, engine mount screws, exhaust system, etc.)			✓		DEALER
Muffler, battery and reservoir fastening devices			✓		DEALER
Fuel / oil line, check-valve and hose inspection, fuel system pressurization			✓		DEALER
Inspect / clean engine drain tube	①	✓			DEALER
Bilge pump / deck drain holes inspection			✓		OPERATOR
Electrical box condition			✓		DEALER
Battery condition			✓		DEALER
Starter cables		✓			DEALER
Monitoring beeper / electrical connections			✓		DEALER
Impeller shaft reservoir oil level / oil condition		✓		Replace	DEALER
Impeller condition and impeller / wear ring clearance		②	✓		DEALER
Drive shaft boot and spline condition (both ends)		②	✓		DEALER
PTO flywheel lubrication	✓				OPERATOR
Seal carrier lubrication	✓				OPERATOR
Water intake grate condition		②	✓		DEALER
Hull condition				✓	DEALER
Cooling system flushing ③		✓			OPERATOR
Light condition		✓			DEALER
Sacrificial zinc anode(s)			✓		OPERATOR
Air blower inspection			✓		DEALER

○ NOTE : Inspection applies for both engine systems where applicable. Some items are included in the PRE-OPERATION CHECKS and are not necessarily repeated in this chart.

① Every 10 hours in salt water use.

② These items have to be initially checked after 25 hours. Thereafter, servicing to be made as specified in this chart.

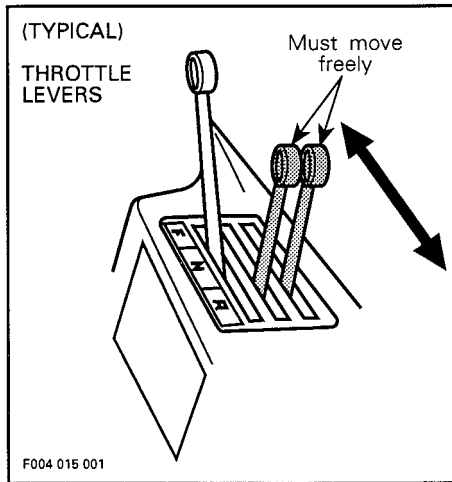
③ Daily flushing in salt water or foul water use.

Throttle and Choke Cables

Throttle Cable(s)

Move the throttle lever(s) forward and rearward several times. They must operate smoothly. Refer to an authorized dealer if adjustment is necessary.

◆ **WARNING** : Do not alter or tamper with throttle cables or routing.



Choke Cable

Ensure choke cable(s) operate smoothly and without any hesitation from fully open to fully closed. When the choke lever is fully pulled, choke must be fully applied. Refer to an authorized dealer if necessary.

Carburetor

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

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

Fuel and Oil Filters

These filters must be replaced by an authorized dealer annually. Fuel system pressurization should be conducted at the same time.

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

Steering / Jet Pump Nozzle Adjustment

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

Refer to an authorized dealer if an adjustment is necessary.

◆ **WARNING** : Ensure the steering / jet pump nozzle(s) operate freely from side to side and are not stressing the steering cable(s). Steering system should be inspected every 50 hours by an authorized dealer.

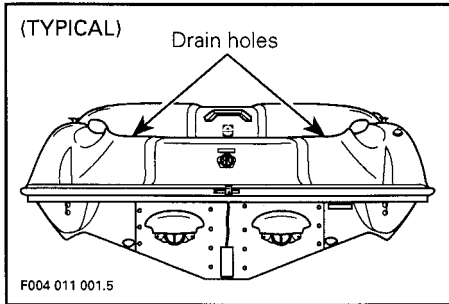
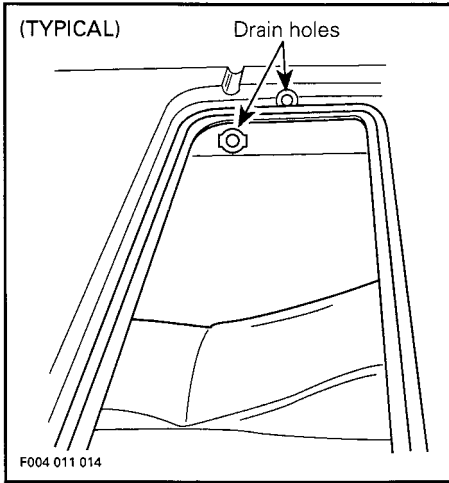
Reverse Gate

When shift lever is in forward position, reverse gate should be in an upward position. With the shift lever in neutral position, reverse gate should be in intermediate position. When shift lever is in reverse position, reverse gate should be in downward position. Refer to an authorized dealer if adjustment is necessary.

◆ **WARNING** : Ensure the shifter / reverse gate(s) operates freely and are not stressing the reverse cable(s).

Drain Holes

Remove any obstruction at drain outlets of deck, bilge and rear storage compartment cover.



Fuses

Electrical system is protected with 9 fuses.

Two fuses protect the starting system. If starter does not operate, check fuses.

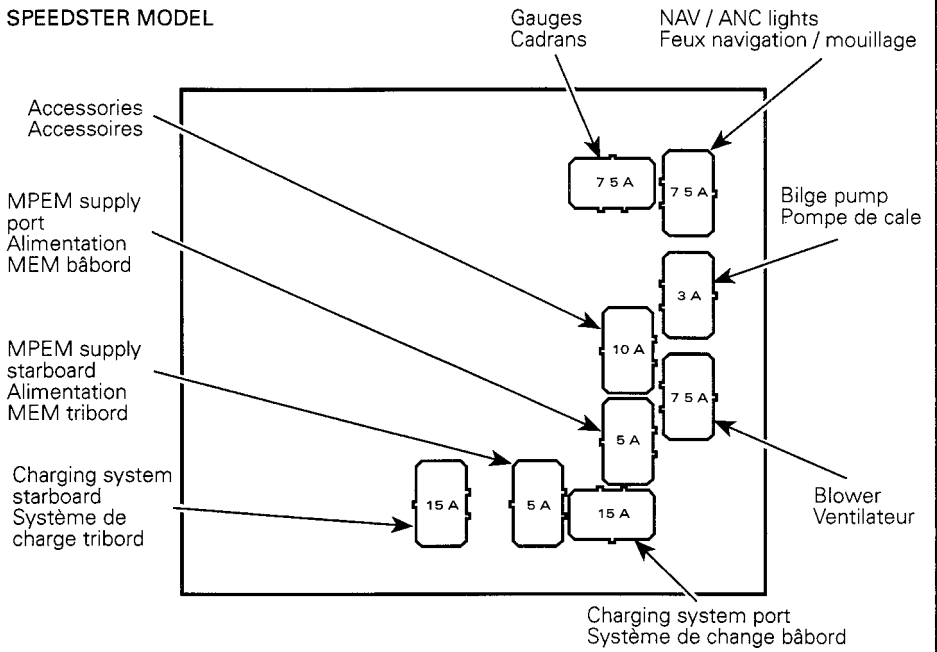
Two fuses protect the charging system. If battery is regularly discharged, check fuses.

Also, lighting system, bilge pump and bilge blower are protected with fuses.

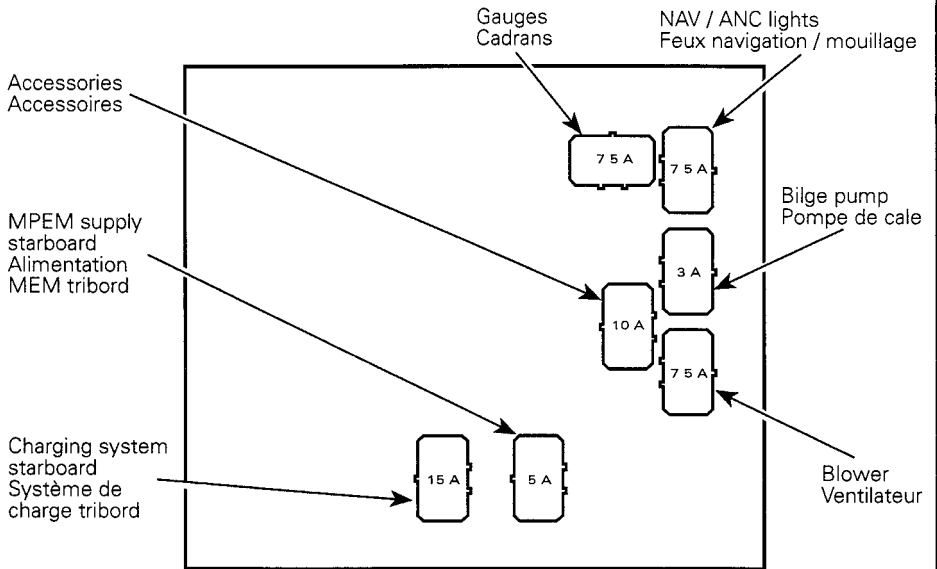
The fuse caps are in the electrical box.

To access fuse caps, remove cover of electrical box.

SPEEDSTER MODEL



SPORTSTER MODEL



F004 007 016

F004 007 011

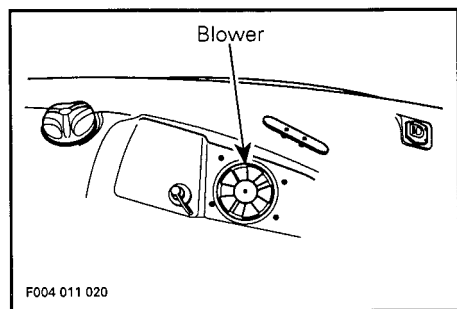
Replace the fuse by one of the same rating. Make sure to properly close the fuse cap.

CAUTION : Do not use a higher rated fuse as this can cause severe damage. Refer to SPECIFICATIONS section for recommended fuse rating.

Properly close electrical box cover making sure its seal is well positioned.

Bilge Air Blower

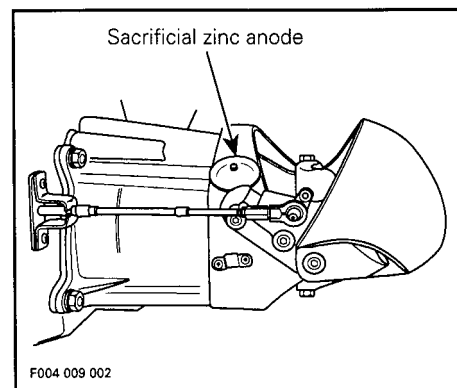
Verify bilge air blower for proper operation. It is located in starboard ventilation duct.



WARNING : If bilge air blower does not operate properly, immediately refer to an authorized dealer before operating the jet boat.

Sacrificial Zinc Anode(s)

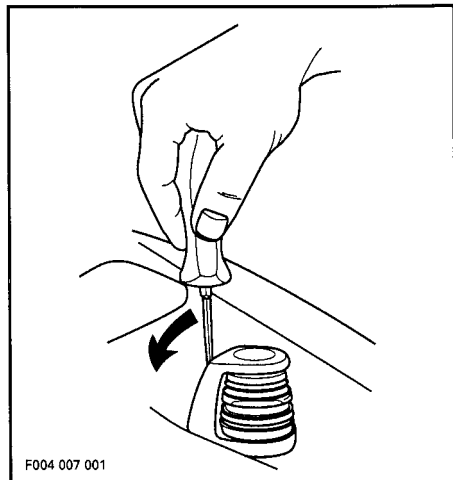
Replace as necessary.



Light Bulb Replacement

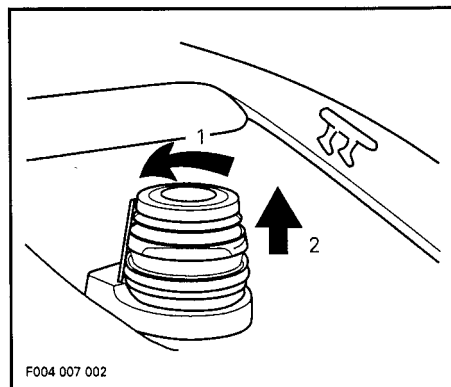
Bow Light

Remove screw.

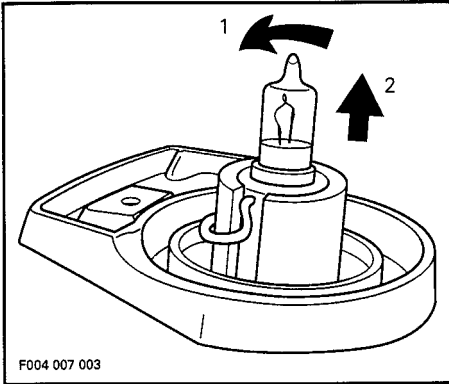


Pull out cover.

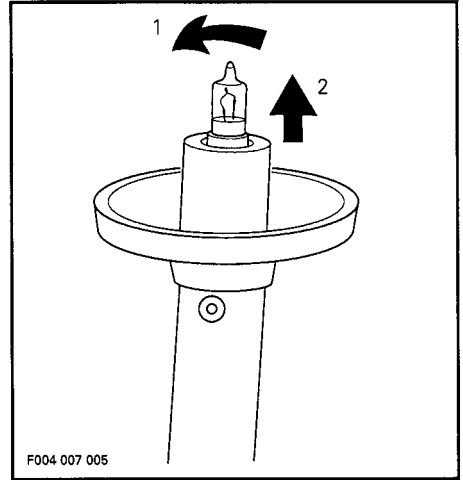
Turn lens counterclockwise and pull it out.



Push and turn bulb counterclockwise to remove it.



Push and turn bulb counterclockwise to remove it.



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

Apply dielectric grease on bulb contact surface.

Properly position lens : green on starboard side, red on port side.

Stern Light

Turn lens a quarter turn counterclockwise and pull it out.

Apply dielectric grease on new bulb contact surface.

The assembly is essentially the reverse of removal procedure.

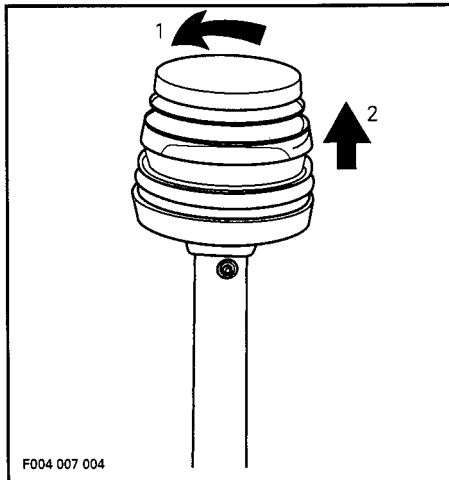
General Inspection and Cleaning

Inspection

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

◆ **WARNING :** If any gasoline leaks / odor are found, do not start the engine(s). Have the boat serviced by an authorized dealer.

Inspect muffler(s), battery(ies) and reservoir fastening devices. Check electrical connections for corrosion and tightness.



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

Cleaning

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

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

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

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

TRANSPORTATION, STORAGE AND PRE-SEASON PREPARATION

Transportation

Refer to the Trailer Owner's Guide for proper capacity, operation, maintenance accessories and warranty. However, pay particular attention to the following.

◆ **WARNING** : Always turn the fuel valve(s) to OFF position when transporting the jet boat.

Remove stern light (if installed).

Ensure rear storage compartment is properly latched.

A SEA-DOO cover should protect the jet boat, particularly before driving on dirt roads.

◆ **WARNING** : Observe trailering safety precautions.

Storage

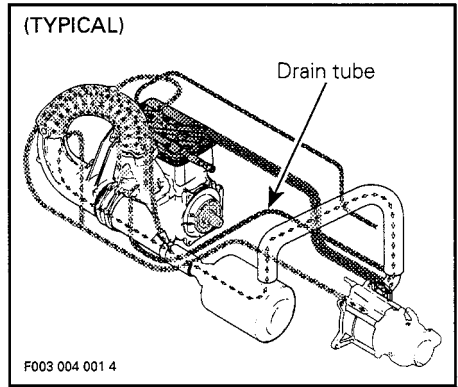
It is recommended that the jet boat be taken to an authorized dealer for proper storage but the following operations can be performed by you with a minimum of tools.

▼ **CAUTION** : Do not run the engine(s) during the storage period.

Engine Draining

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

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



Boat Rinsing

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

Unscrew drain plugs for the winter.

Propulsion System

Lubricant in impeller shaft reservoir should be drained and reservoir cleaned. Refilled with 65 mL (2.2 oz) of SEA-DOO synthetic polyolester oil 75W90 GL5 type C gear lube. Refer to an authorized dealer for this operation.

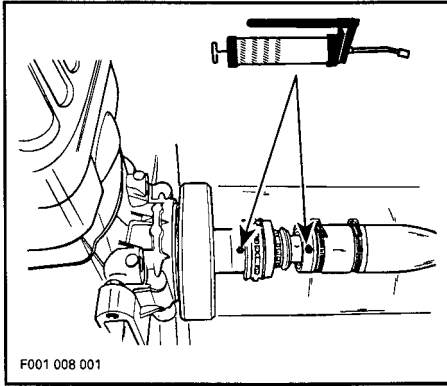
▼ **CAUTION** : Use only SEA-DOO jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

Lubricate PTO flywheel(s) at grease fitting(s) with synthetic grease.

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

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

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



Fuel System

SEA-DOO fuel stabilizer (or equivalent), can be added to fuel tank to prevent fuel deterioration and carburetor gumming. Follow manufacturer's instructions for proper use.

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

◆ **WARNING:** Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the jet boat. Always turn the fuel valve(s) to OFF position when storing the jet boat.

Cooling System Flushing and Engine Internal Lubrication

Refer to procedure discussed in POST-OPERATION CARE.

Battery

Contact your authorized dealer.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

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

Additional Recommended Protection

Cooling system may be filled with an equal part of water and antifreeze solution.

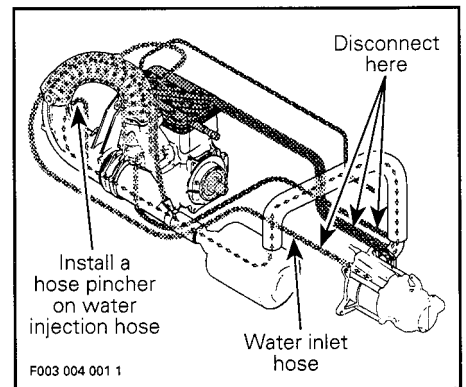
▼ **CAUTION:** Always use ethylene glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

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

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

Install a hose pincher on water injection hose.

Disconnect water inlet hose, drain hose and water outlet hose.

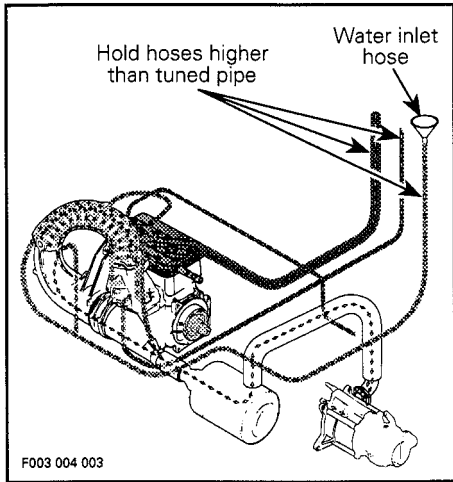


Raise all hoses above the highest point of tuned pipe and temporarily tie them together.

Insert a funnel into inlet hose going to the water inlet socket at tuned pipe. Pour about 2 liters (1/2 gal) of anti-freeze solution through the funnel.

Tie up all hoses higher than tuned pipe.

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



Repeat the same procedure for the other engine (if equipped).

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

Remove muffler(s) and drain out as much water as possible. Reinstall muffler(s).

OR : Disconnect one hose from muffler(s) and pour some antifreeze liquid inside muffler(s). Reconnect hoses.

Lubricate the throttle cable(s) with SEA-DOO LUBE lubricant.

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of jet boat to completely drain bilge. If any repairs are needed to body or to the hull contact your dealer. For paint touch up to mechanical parts use Bombardier spray paint. For small gelcoat repairs, a Bombardier repair kit is available. See **Accessories and Service Products** section. Replace damaged labels / decals.

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

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

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

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

▼ **CAUTION :** Never leave the jet boat stored in direct sunlight. UV radiation will dull finishes. The jet boat must never be left in water for storage. Make sure to turn off bilge pump and blower.

The engine storage cover should be partially left opened during storage. Remove storage tray. Place it on deck. This will avoid engine compartment condensation and possible corrosion.

Pre-Season Preparation

Use the following chart.

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

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

Pre-Season Preparation Chart

○ NOTE : It is highly recommended that the dealer perform at the same time the annual safety inspection in addition to the pre-season preparation.

OPERATIONS	To be performed by
Lubrication / corrosion protection	OPERATOR
Battery condition / charging and reinstallation	DEALER
Starter connections and routing ②	DEALER
Spark plug replacement ①	OPERATOR
Impeller shaft reservoir oil inspection	DEALER
Propulsion system inspection	DEALER
Oil filter replacement	DEALER
Oil injection reservoir filling	OPERATOR
Flame arrester cleaning / inspection ②	DEALER
Fuel filter replacement	DEALER
Fuel line condition ②	DEALER
Filler neck, fuel tank and fuel cap condition ②	DEALER
Check valves, fasteners, fuel system pressurization ②	DEALER
Choke cable inspection / adjustment	DEALER
Oil injection pump adjustment and bleeding	DEALER
Engine ignition timing	DEALER
Carburetor adjustment	DEALER
Steering system inspection ②	DEALER
Throttle / shifter system inspection ②	DEALER
Inspection of drain holes / bilge pump / drain plugs	DEALER
Inspection of cooling system inlet / outlet hoses ②, monitoring beeper	DEALER
Fire extinguisher condition / mounting ②	OPERATOR

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

② Safety item covered in the annual safety inspection.

◆ **WARNING** : Only perform this operation in a well ventilated area. Coupler hose must be installed or boat must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.

TROUBLESHOOTING

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

Monitoring Beeper Coded Signals

CODED SIGNALS	POSSIBLE CAUSE	REMEDY
4 short beeps	<ul style="list-style-type: none"> • Shifter not in neutral. 	Place shifter in neutral. Two short beeps will confirm neutral position.
1 long beep	<ul style="list-style-type: none"> • Bad connection • Uncoded safety lanyard • Safety lanyard 	Reinstall safety lanyard cap correctly over switch. Use only coded safety lanyard. Use another coded safety lanyard or refer to an authorized dealer.
8 short beeps	<ul style="list-style-type: none"> • Micro-processor. 	Refer to an authorized dealer.
Continuously beeps	<ul style="list-style-type: none"> • Engine overheat 	Refer to Engine Overheats below

ENGINE WILL NOT START

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over and the monitoring beeper sounds	<ul style="list-style-type: none"> • Refer to monitoring beeper coded signals above. 	
Engine does not turn over	<ul style="list-style-type: none"> • Safety lanyard removed • Burnt fuse • Discharged batteries • Battery connections, corroded or loose • Water flooded engine 	Install cap over switch. Check wiring then replace fuse. Refer to an authorized dealer. Refer to Submerged Jet Boat in SPECIAL PROCEDURES.
Engine slowly turns	<ul style="list-style-type: none"> • Discharged or weak batteries 	Refer to an authorized dealer.
Engine turns over	<ul style="list-style-type: none"> • Fuel tank empty or water-contaminated • Fuel filter clogged or water-contaminated • Fuel flooded engine : <ul style="list-style-type: none"> – Fouled spark plugs – Misuse of choke 	Refill. Syphon and fill with fresh fuel. Clean, check fuel tank for water. Replace. Use only with cold engine. Replace spark plugs.

ENGINE MISFIRES, RUNS IRREGULARLY

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

ENGINE OVERHEATS

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

ENGINE CONTINUALLY BACKFIRES

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">• Faulty rev limiter	Refer to an authorized dealer.
Weak spark	<ul style="list-style-type: none">• Fouled worn spark plugs	Replace.
Overheated engine	<ul style="list-style-type: none">• See ENGINE OVERHEATS	

ENGINE PINGING OR KNOCKING

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

ENGINE LACKS ACCELERATION OR POWER

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

JET BOAT CAN NOT REACH TOP SPEED

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none">• Jet pump water intake clogged• Damaged impeller(s)	Clean. Replace. Refer to an authorized dealer.

ABNORMAL NOISE FROM PROPULSION SYSTEM

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

SPECIFICATIONS

ENGINE		SPEEDSTER (5891)	SPORTSTER (5892)
Number of engines		2	1
Engine type		Bombardier-Rotax 657 X, 2-stroke	
Induction type		Rotary valve	
Exhaust system		Water cooled / water injected	
Lubrication	Type	Oil injection	
	Oil type	BOMBARDIER ROTAX INJECTION OIL	
Number of cylinders		2	
Displacement		650 cm ³ (39.66 in ³)	
Rev limiter setting		7000 RPM (+ 100 - 50)	7000 (+ 100 - 80)
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit.	
Monitoring beeper, switch on @		96-99°C (205-210°F)	
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	
Ignition system type		Capacitor discharge ignition (breakerless)	
Spark plug	Make and type	NGK, BR8ES (resistor type)	
	Gap	0.5 - 0.6 mm (.020 - .024 in)	
Starting system		Electric starter (with manual boost)	Electric Starter
Battery		12 V, 19 A (2)	12 V, 25 A (not supplied) Exide RV 24-160 recommended
Fuses	Charging system	15 A (2)	15 A (1)
	Starting system	5 A (2)	5 A (1)
	Blower	7.5 A	
	Bilge pump	7.5 A	
	Lighting system	7.5 A	
	Gauges	7.5 A	
	Auxiliary supply	3 A	
CARBURETION			
Fuel type		Regular unleaded gasoline	
Carburetor		Diaphragm type, quantity : 2	

PROPULSION		SPEEDSTER (5891)	SPORTSTER (5892)
Propulsion system		Bombardier Formula Jet Pump	
Number of jet pumps		2	1
Jet pump type		Axial flow, single stage	
Transmission		Direct drive	
Impeller shaft reservoir, oil type		SEA-DOO synthetic polyolester 75W90 gear oil	
Pivoting angle of direction (nozzle)		~26°	
Minimum required water level for jet pump(s)		90 cm (3 ft)	
DIMENSIONS			
Number of passengers ①		1 operator and 3 passengers	
Overall length		445 cm (174 in)	
Overall length on trailer		504 cm (200 in)	
Beam		216 cm (85 in)	
Draft		31 cm (12 in)	
Dead rise		51 cm (20 in)	
Overall height		107 cm (42 in)	
Overall height on trailer		150 cm (59 in)	
Weight (dry)		567 kg (1206 lb)	430 kg (905 lb)
Load limit (passengers + luggage)		295 kg (650 lb)	
Hull Material		Composite (Fiberglass)	
CAPACITIES			
Fuel tank (reserve included)		102 L (27 U.S. gal)	
Impeller shaft reservoir	Capacity	65 mL (2.2 U.S. oz)	
	Oil level	Up to plug	
Oil injection reservoir		9 L (2.4 U.S. gal)	

① Refer to load limits.

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

SI* METRIC INFORMATION GUIDE

BASE UNITS			
DESCRIPTION	UNIT	SYMBOL	
length	meter	m	
mass	kilogram	kg	
force	newton	N	
liquid	liter	L	
temperature	Celsius	°C	
pressure	kilopascal	kPa	
torque	newton-meter	N•m	
land velocity	kilometer per hour	km / h	
navigation velocity	knot	kn	
PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth of	0.01
milli	m	one thousandth of	0.001
micro	μ	one millionth of	0.000001
CONVERSION FACTORS			
TO CONVERT	TO [®]	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in ²	cm ²	6.45	
in ³	cm ³	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
lbf•in	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	lbf•in	12	
PSI	kPa	6.89	
imp. oz	U.S. oz	0.96	
imp. oz	mL	28.41	
imp. gal	U.S. gal	1.2	
imp. gal	L	4.55	
U.S. oz	mL	29.57	
U.S. gal	L	3.79	
knot	MPH	1.15	
MPH	km / h	1.61	
Fahrenheit	Celsius	$(°F - 32) ÷ 1.8$	
Celsius	Fahrenheit	$(°C × 1.8) + 32$	
hp	kW	.75	

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

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

○ NOTE : Conversion factors are rounded off to 2 decimals for easier use.

ACCESSORIES AND SERVICE PRODUCTS

These accessories and other fine Sea-Doo products are available at your dealer.

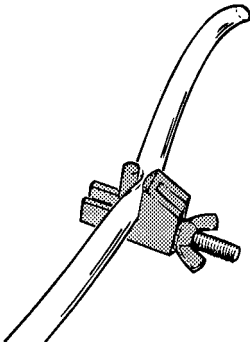
ACCESSORIES

Coupler Hose (flushing)
P / N 295 500 099



F001 004 035

Hose Pincher
P / N 295 000 076



A001 001 091

ACCESSORIES

Extinguisher
P / N 298 770 000 (US)
P / N 298 777 000 (CAN)



F001 001 023

Sea-Doo Cover
Jet Boat P / N 298 354 070

First Aid Kit
P / N 298 296 001
Survival Kit
P / N 298 295 040

Lift Kit
P / N 295 000 120

Shop Cover
P / N 295 000 129

PRODUCTS

Synthetic Grease
P / N 293 550 010



F001 001 041

Jet Pump Synthetic Oil
P / N 293 600 011



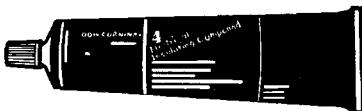
F001 001 025

Spray Paint for METALLIC Parts Only
P / N 293 500 020 Mauve
P / N 293 500 029 White



F001 001 026

Dielectric Grease
P / N 293 550 004



F001 001 042

PRODUCTS

Anti-seize Lubricant
P / N 293 800 023



F001 001 043

Sea-Doo Lube
P / N 293 600 016



F001 001 028

Gelcoat® (White)
P / N 295 500 075

Gelcoat Spray Paint (White)
P / N 293 500 076

PRODUCTS

Injection Oil

P / N 413 802 900 1 liter

P / N 413 803 000 4 liters



F001 001 044

Pipe Sealant

P / N 293 800 018



A000 001 104

Fuel Stabilizer

P / N 413 408 600



A000 001 139

CHANGE OF ADDRESS OR OWNERSHIP _____

If your address or ownership has changed, be sure to fill out and mail the card provided on this page.

Such notification is likewise necessary for your own safety even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your boat becomes necessary.

NOTICE TO ALL NEW OWNERS : Make sure to receive the warranty registration card from the previous owner, when the ownership is transferred, as you may be entitled to the unexpired portion of the warranty.

CHANGE OF ADDRESS / OWNERSHIP CARD

CHANGE OF ADDRESS

CHANGE OF OWNERSHIP

BOAT
IDENTIFICATION NUMBER

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

Model Number

Hull Identification Number (H.I.N.)

OLD ADDRESS :

NAME

NO.

STREET

APT

CITY

STATE / PROVINCE

ZIP / POSTAL CODE

NEW ADDRESS
OR NEW OWNER :

NAME

NO.

STREET

APT

CITY

STATE / PROVINCE

ZIP / POSTAL CODE

STOLEN UNITS

In the event that your boat is stolen, you should notify your area's distributor.

Please provide your name, address, phone number, hull identification number and date it was stolen.

Bombardier will provide a list of stolen units to all Sea-Doo Jet boat dealers on a monthly basis to aid in recovery of such units to their owners.

STAMP

BOMBARDIER INC.
SEA-DOO WARRANTY
VALCOURT, QUEBEC
CANADA J0E 2L0





P219000033 CA2001

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