

SEA-DOO

Sport Boats

OPERATOR'S GUIDE



219 000 139

EXPLORER

SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide*, the *Safety Handbook*, the *Safety Videocassette* and the on-product *Warning Labels* could cause injury, including the possibility of death. The operator has the responsibility to inform passenger(s) of safety precautions.

This *Operator's Guide*, the *Safety Handbook* and *Safety Videocassette* should remain with the craft at the time of resale.

BOMBARDIER
RECREATIONAL PRODUCTS



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

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SEA-DOO®

BOMBARDIER-ROTAX®

BOMBARDIER LUBE®

Sea-Doo Synthetic Grease

Doin'it on your new Sea-Doo Sport Boat

Congratulations, you are now the proud owner of a Sea-Doo sport boat. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to view the videocassette provided with the craft, to read this *Operator's Guide*, the *Safety Handbook* and on-product warning/caution labels and familiarize yourself with the contents. These manuals contain 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 craft 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 craft and the importance of courteous, responsible riding.

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

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

Finally, we urge you to visit your authorized Sea-Doo dealer regularly for regular and safety maintenance as well as any craft accessories you may require.

Have fun and... Bon Voyage.

Please keep this guide and *Safety Handbook* on board. These manuals should remain with the craft at time of resale.

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FOREWORD

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

Make sure you read and understand the content of the *Operator's Guide* and *Safety Handbook*.

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

This guide uses the following symbols to emphasize particular information.

**WARNING**

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

CAUTION: Denotes an instruction which, if not followed, might damage the craft 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 writing. Bombardier Motor Corporation of America (B.M.C.A.) however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

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

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

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

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

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

⚠ SAFETY MEASURES

General

- ⚠ To fully appreciate the pleasures, enjoyment and excitement of boating there are some basic rules that should be observed and followed by any rider. Some rules may be new to you or covered in the *SEA-DOO Safety Handbook* or *Safety Video-cassette*, others may be common sense or obvious... irrespective, we ask that you please take a few minutes of your time to completely read these safety instructions 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.**
- ⚠ Bombardier recommends not to operate under 16.
- ⚠ Become completely familiar with the controls and operation of the craft before embarking on your first trip or taking on a passenger(s). If you have not had the opportunity to do so with your authorized SEA-DOO dealer, practice driving solo in a suitable area and feel the response of each control. Be fully familiar with all controls before applying the throttle above idle speed. As its operator, you control and are responsible for the craft's safe operation.
- ⚠ Always carry the regulatory required safety items on board. Check the local regulations or consult your authorized Sea-Doo dealer.
- ⚠ Make sure that all users of the watercraft read and understand all on-product warning labels.

Operation

- ⚠ Always perform the pre-operation checks as specified in this guide.
- ⚠ Operator and passenger(s) should at all times wear a coast guard approved personal flotation device (PFD) that is suitable for this craft.
- ⚠ Operator and passenger(s) should wear protective clothing. Severe internal injuries can occur if water is forced into lower body cavities (of males or females) as a result of falling into water or being near jet thrust nozzle. Wet suit bottom (or thick, tightly woven, snug fitting clothing that provides equivalent protection. Thin bike shorts for example would not be appropriate), footwear, gloves and goggles/glasses are recommended.
- ⚠ Always keep in mind that as the throttle lever is released to idle position, less directional control is available. **To turn the craft, both steering and throttle are necessary.**
- ⚠ Like any other boats, 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, traffic free area to have an idea of how long it will take to stop the craft under varying conditions. Do not release throttle when trying to steer away from objects. You need throttle to steer. Do not use the craft's reverse, if so equipped, to stop.
- ⚠ Ensure that all passengers know how to swim and how to reboard the craft from the water.



- ⚠ The operator and passenger(s) should be properly seated and wearing a coast guard approved PFD before starting or moving the craft and at all times when craft is in motion.
- ⚠ **Do not** start or operate the craft if someone is seated on the swim/boarding platform, or is nearby in the water.
- ⚠ The craft's jet thrust can cause injury. Always accelerate slowly.
- ⚠ To prevent accidental starting or unauthorized use, always detach the safety lanyard from the craft especially when swimmers are boarding or nearby, or during removal of any weeds or debris from the intake grate.
- ⚠ Keep away from intake grate while engine is on. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts resulting in severe injury or drowning.
- ⚠ Ride within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection and collision.
- ⚠ Riding with a passenger(s) or pulling other boats, tubes, skier or wakeboarder makes the craft handle differently and requires greater skill. Do not overload the craft or take on more passengers than designated for the particular craft. Overloading can affect maneuverability, stability and performance.
- ⚠ Avoid adding on accessories, or equipment which may alter your control of the craft. The craft may be fitted with tow eyelets which can be used to attach a ski rope. However, do not use these eyelets or the craft's cleats to tow a parasail. Severe craft damage may occur.
- ⚠ In shallow water, proceed with caution and at very low speeds. Grounding or abrupt stops may result in injury. Debris may also be picked up and be thrown rearward by the jet pump onto people or property.
- ⚠ Respect no wake zones, the rights of other water users and the environment. As the "skipper" and owner of a craft you are responsible for damage to other boats caused by the wake of your craft. Allow no one to throw refuse overboard.
- ⚠ This craft is equipped with navigation lights which should be used between sunset and sunrise. Reduce speed and do not operate the craft in reduced visibility.
- ⚠ Remember, gasoline fumes are inflammable and explosive. Always adhere to the fueling procedure contained in this guide and those given to you by the marina. Always verify fuel level before use and during the ride. Apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply. Do not carry spare fuel or inflammable liquids in any of the storage or engine compartments.
- ⚠ Combustion engine needs air to operate; consequently this craft can not be totally watertight. Any maneuvers such as figure eights etc., that cause the upper deck to be under water may cause severe engine problems due to water ingestion. Refer to SPECIAL PROCEDURES and LIMITED WARRANTY contained in this guide.
- ⚠ Never ride after consuming drugs or alcohol. Operate your craft prudently and have fun. Don't forget that all persons must assist other boaters in an emergency.

Maintenance

- ⚠ Only perform servicing procedures which are detailed in this guide. Further assistance or information can be obtained from your authorized SEA-DOO dealer. In many instances proper tools and training is required for certain servicing or repair procedures.
- ⚠ Maintain the craft and equipment in top condition at all times. Adhere to the prescribed maintenance schedules. An annual inspection of the craft is always a good recommendation that should be followed.
- ⚠ Always use spark plug cable grounding device when removing spark plugs.
- ⚠ The bilge should be kept clean of oil, water or other foreign materials.
- ⚠ Do not attempt to lift the craft without special equipment and training.
- ⚠ The engine and the corresponding components identified in this guide should not be utilized on product(s) other than for those they were designed. Maintenance procedures and specified tightening torque must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. These craft are designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. If required, contact your authorized SEA-DOO dealer for further servicing information.

LIST OF DISTRIBUTORS

NORTH AMERICA

<p>USA</p>  <p>(Except Puerto Rico)</p>	<p>BOMBARDIER MOTOR CORPORATION OF AMERICA 7575, Bombardier Court P.O. Box 8035 WAUSAU, WI. 54401 (or for P.O. Box 54402) Phone: (715) 848-4957 Fax: (715) 847-6879 http://www.bombardier.com</p>
<p>CANADA</p>  <p>Alberta British Columbia Manitoba North West Territories Ontario Quebec Saskatchewan Yukon New-Brunswick Nova Scotia Prince Edward Island Nunavut Newfoundland</p>	<p>BOMBARDIER INC. RECREATIONAL PRODUCTS 75, J.A. BOMBARDIER ST. SHERBROOKE, QC J1L 1W3 Phone: (819) 566-3366 Fax: (819) 566-3062 http://www.bombardier.com</p>

If your SEA-DOO craft requires warranty service, you should 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.

NOTE: If outside Canada and USA, consult your local authorized SEA-DOO distributor.

BOMBARDIER LIMITED WARRANTY NORTH AMERICA: SEA-DOO® EXPLORER™ CRAFT

1. WARRANTY COVERAGE PERIOD

BOMBARDIER MOTOR CORPORATION OF AMERICA ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each SEA-DOO Explorer craft sold, as NEW and UNUSED and PREDELIVERED by an authorized North American SEA-DOO dealer, will be free from any defects in material and/or workmanship for a PERIOD of:

a) For private owners:

TWELVE (12) CONSECUTIVE MONTHS.

b) For commercial use:

FOUR (4) CONSECUTIVE MONTHS.

Explorer inflatable tube supplied as original equipment is warranted separately by the inflatable tube manufacturer as identified below. If an original inflatable tube has a defect in material or workmanship, please contact this manufacturer or ask your authorized SEA-DOO dealer for assistance:

Orca Inflatables Ltd.
255 Gladstone St.
Hawkesbury, Ontario
Canada
K6A 2R9

Telephone: 613 636-0529
613-632-1282

All genuine Bombardier accessories, installed by an authorized SEA-DOO dealer at the time of delivery of the new and non-current new and unused SEA-DOO Explorer craft, carry the same Warranty Coverage Period as for the SEA-DOO Explorer craft.

2. WHAT BOMBARDIER WILL DO

Bombardier will repair or replace, at its option, all genuine Bombardier part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine Bombardier part without charge for parts and labor, at any authorized SEA-DOO dealer during the Warranty Coverage Period.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify an authorized SEA-DOO dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO dealer a proof of purchase of the NEW and UNUSED SEA-DOO Explorer craft and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of Bombardier.

4. EXCLUSIONS - ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services.
- Damages caused by failure to provide proper maintenance and/or storage, as described in the "*SEA-DOO Explorer Operator's Guide*";
- Damages resulting from improper repairs, modifications or use of non-approved parts or, repairs not performed by a authorized SEA-DOO dealer;
- Damages resulting from abuse, misuse, neglect, racing;
- Damages resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind such as but not limited to towing charges, telephone calls or taxi;

- Water damages caused by water ingestion;
- Damages related to gelcoat finish including but not limited to cosmetic gelcoat finish, blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

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 GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

Neither the distributor, any authorized SEA-DOO 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.

In no event shall Bombardier be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

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

6. TRANSFER

If the customer sells the SEA-DOO Explorer craft guaranteed under the present, he/she shall assign and transfer this warranty, which shall be valid for the rest of the relevant PERIOD as defined in section 1 hereinabove, to the new customer.

7. CONSUMER ASSISTANCE

- In the event of a controversy or a dispute arising in connection with this BOMBARDIER LIMITED WARRANTY, Bombardier suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- If further assistance is required, Bombardier's service department should be contacted in order to resolve the matter in Canada and the USA.
- If the issue has still not been resolved, please submit in writing your complaint to:

IN CANADA:

**BOMBARDIER INC.
RECREATIONAL PRODUCTS**
SEA-DOO®
CUSTOMER ASSISTANCE CENTER
VALCOURT QC J0E 2L0
Tel: (819) 566-3366

IN USA:

**BOMBARDIER MOTOR
CORPORATION OF AMERICA**
SEA-DOO®
CUSTOMER ASSISTANCE CENTER
P.O. BOX 8035
7575 BOMBARDIER COURT
WAUSAU WI 54402-8035
Tel: (715) 848-4957

BOMBARDIER INTERNATIONAL LIMITED

WARRANTY: SEA-DOO® EXPLORER™ CRAFT

1. WARRANTY COVERAGE PERIOD

Bombardier Motor Corporation of America ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each SEA-DOO Explorer Craft sold anywhere in the world except the United States and Canada, as NEW and UNUSED and PREDELIVERED by an authorized SEA-DOO dealer, duly appointed by an authorized SEA-DOO International Distributor, will be free from any defects in material and/or workmanship for a PERIOD of:

a) For private owners:

TWELVE (12) CONSECUTIVE MONTHS.

b) For commercial use:

FOUR (4) CONSECUTIVE MONTHS.

Explorer inflatable tube supplied as original equipment is warranted separately by the inflatable tube manufacturer as identified below. If an original inflatable tube has a defect in material or workmanship, please contact this manufacturer or ask your authorized SEA-DOO dealer for assistance:

Orca Inflatables Ltd.

255 Gladstone St.

Hawkesbury, Ontario

Canada

K6A 2R9

Telephone: 613 636-0529

613-632-1282

All genuine Bombardier accessories, installed by an authorized SEA-DOO dealer at the time of delivery of the new and unused SEA-DOO Explorer craft, carry the same Warranty Coverage Period as for the SEA-DOO Explorer craft.

2. WHAT BOMBARDIER WILL DO

Bombardier through the local authorized SEA-DOO International Distributor will, during the Warranty Coverage Period, repair or replace, at its option, all genuine Bombardier part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine Bombardier part without charge for parts and labor, at any local authorized SEA-DOO dealer.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify a local authorized SEA-DOO crafts dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO dealer a proof of purchase of the NEW and UNUSED SEA-DOO Explorer craft and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS – ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damages caused by failure to provide proper maintenance and/or storage, as described in the "*SEA-DOO Explorer Operator's Guide*";
- Damages resulting from improper repairs, modifications or use of non-approved parts or, repairs not performed by a authorized SEA-DOO dealer;
- Damages resulting from abuse, misuse, neglect, racing;
- Damages resulting from accident, fire, theft, vandalism or any act of God;

- Incidental or consequential damages, or damages of any kind such as but not limited to towing charges, telephone calls or taxi;
- Water damages caused by water ingestion;
- Damages related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spider or hairline cracks; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country. WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

Neither the SEA-DOO international distributor, the selling local authorized SEA-DOO 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.

In no event shall Bombardier be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some countries do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

Every SEA-DOO craft is sold with the English version of this warranty. Some authorized SEA-DOO International Distributor may elect to translate this warranty into local language, it is then understood and agreed that in the event of any discrepancies or inconsistencies between the two versions, the English version shall prevail.

It is the customer's responsibility to ensure that the SEA-DOO craft complies with all boating regulations and standards of any country, other than the original country of sale, where the SEA-DOO Explorer is intended to be used.

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

6. TRANSFER

If the customer sells the SEA-DOO Explorer craft guaranteed under the present, he shall assign and transfer this warranty, which shall be valid for the rest of the relevant PERIOD as defined in section 1 hereinabove, to the new customer.

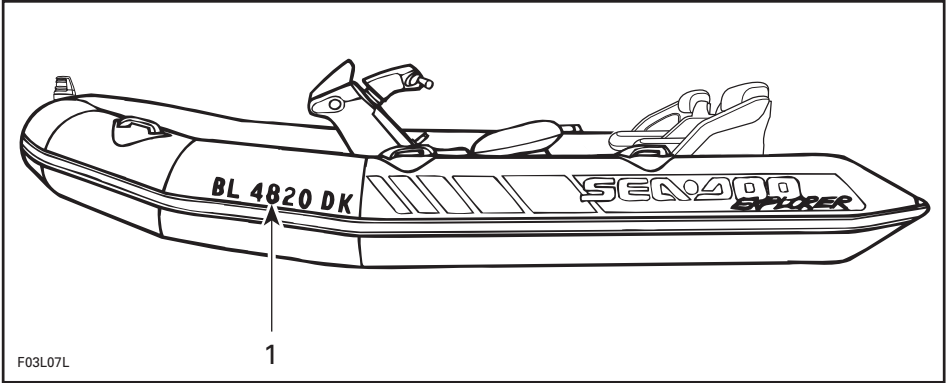
7. CONSUMER ASSISTANCE

- In the event of a controversy or a dispute arising in connection with this BOMBARDIER INTERNATIONAL LIMITED WARRANTY, Bombardier suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- If further assistance is required, the authorized local SEA-DOO INTERNATIONAL DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.

REGISTRATION NUMBER LOCATION

All craft 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 should appear on each side of craft.



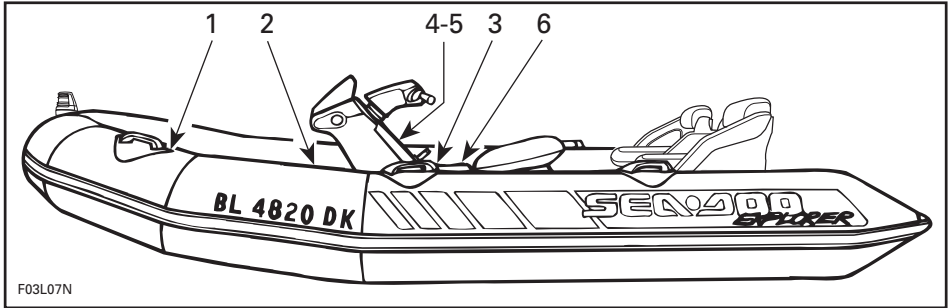
1. Registration number location

NOTE: The registration number must be above the water line. Ensure also that the numbers are of the correct size and color. Check with local applicable regulations.

LOCATION OF THE IMPORTANT LABELS

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

Please read the following labels carefully before operating this craft.



F03L07N

Label 1

⚠ WARNING

To reduce the risk of SEVERE INJURY or DEATH:

WEAR A PERSONAL FLOTATION DEVICE (PFD). All riders must wear a Coast Guard approved PFD that is suitable for personal watercraft (PWC) use.

WEAR PROTECTIVE CLOTHING. Severe internal injuries can occur if water is forced into body cavities as a result of falling into water or being near jet thrust nozzle. Normal swimwear does not adequately protect against forceful water entry into lower body opening(s) of males or females. All riders must wear a wet suit bottom or clothing that provides equivalent protection (see Operator's Guide). Footwear, gloves and goggles/glasses are recommended.

KNOW BOATING LAWS. Bombardier recommends a minimum operator age of 16 years old. Know the operator age and training requirements for your province/state. A boating safety course is recommended and may be required in your province/state.

ATTACH ENGINE SHUT-OFF CORD (LANYARD) to PFD and keep it free from handlebars so that engine stops if operator falls off. After riding, remove cord from PWC to avoid unauthorized use by children or others.

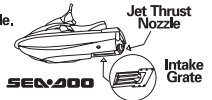
RIDE WITHIN YOUR LIMITS AND AVOID AGGRESSIVE MANEUVERS to reduce the risk of loss of control, ejection and collision. This is a high performance boat - not a toy. Sharp turns or jumping wakes or waves can increase the risk of back/spinal injury(paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump wakes or waves.

DO NOT APPLY THROTTLE WHEN ANYONE IS AT REAR OF PWC - turn engine off or keep engine at idle. Water and/or debris exiting jet thrust nozzle can cause severe injury.

KEEP AWAY FROM INTAKE GRATE while engine is on. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts resulting in severe injury or drowning.

NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL

READ AND FOLLOW OPERATOR'S GUIDE



⚠ WARNING

Collisions result in more INJURIES AND DEATHS than any other type of accident for personal watercraft (PWC).

TO AVOID COLLISIONS:

SCAN CONSTANTLY for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.

OPERATE DEFENSIVELY at safe speeds and keep a safe distance away from people, objects, and other watercraft.

- Do not follow directly behind PWCs or other boats.
- Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
- Do not go near others to spray or splash them with water.
- Avoid areas with submerged objects or shallow water.

TAKE EARLY ACTION to avoid collisions. Remember, PWCs and other boats do not have brakes.

DO NOT RELEASE THROTTLE WHEN TRYING TO STEER away from objects - you need throttle to steer. Always check throttle and steering controls for proper operation before starting PWC.

Follow navigation rules and province/state and local laws that apply to PWCs. See Operator's Guide for more information.



F06L1BL

Label 2

◆ WARNING

- Gasoline vapors may cause fires or explosions.
- Do not over fill fuel tank.
- Keep the craft away from open flames and sparks.
- Do not start craft if liquid gasoline or vapors are present.
- Always replace engine cover (or seat) before starting.

F00L2MY

Label 3

• WARNING

**DO NOT BOOST BATTERY
WHILE INSTALLED.**

F00L050

Label 4

**MAXIMUM ENGINE POWER
CAPACITY RATING
OF THE CRAFT:

63 KW**

F04LA1Y

Label 5

◆ WARNING

Gasoline vapors can explode. Before starting engine,
operate blower for **5** minutes and check engine
compartment bilge for gasoline vapors.
Run blower when operating below cruising speed.

F04LAXY

Label 6

MADE IN U.S.A., BOMBARDIER MOTOR CORPORATION OF AMERICA

MAXIMUM CAPACITIES

5 PERSONS OR 375 KG/826 LBS.
375 KG/826 LBS. PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. AND CANADIAN COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION



BOAT DESIGN CATEGORY: C

BOAT TYPE: RIB

THIS CRAFT COMPLIES WITH 130 - 6185

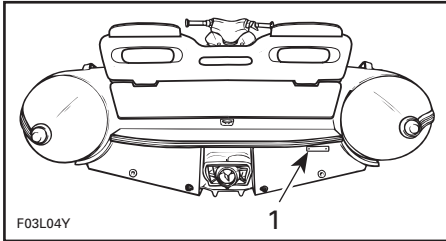
F10L2PY

IDENTIFICATION NUMBERS

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

Hull

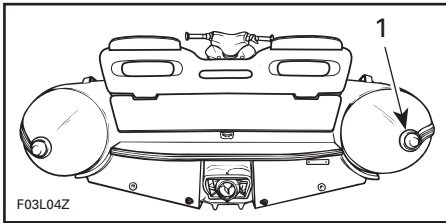
The Hull Identification Number (H.I.N.) is located at right hand rear side of hull.



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

Tube

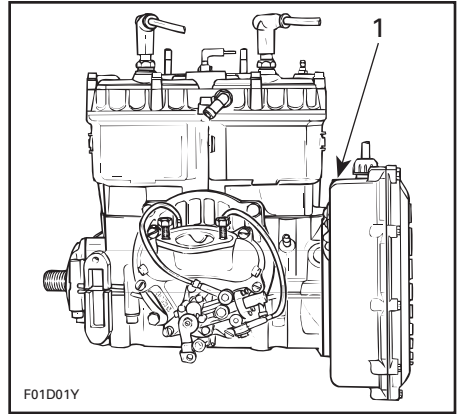
The Tube Identification Number (T.I.N.) is located on right hand plastic cone.



1. Tube Identification Number (T.I.N.)

Engine

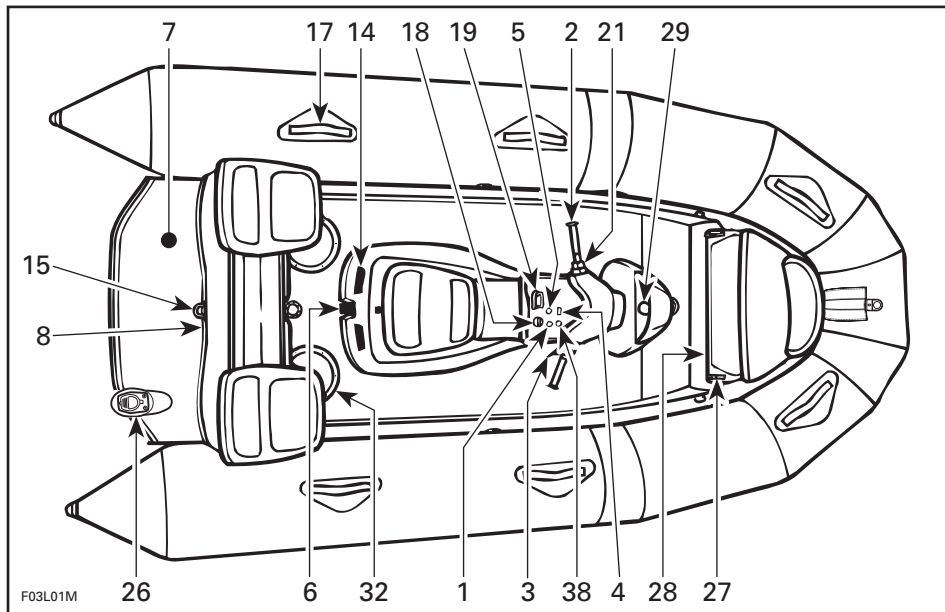
The Engine Identification Number (E.I.N.) is located on the upper side of the magneto housing.



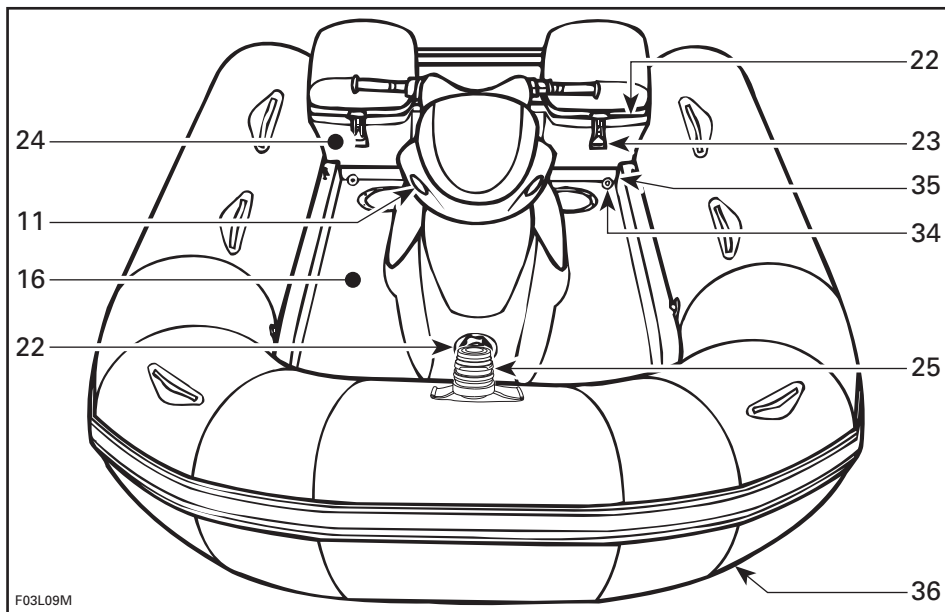
TYPICAL

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

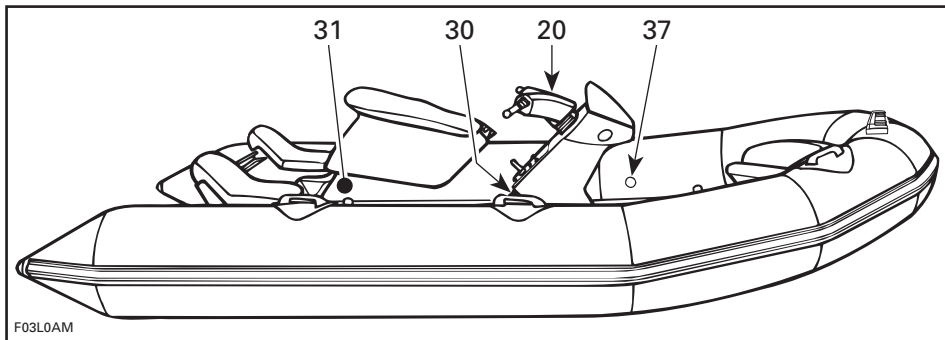
CONTROLS, COMPONENTS AND INSTRUMENTS LOCATION



TOP VIEW

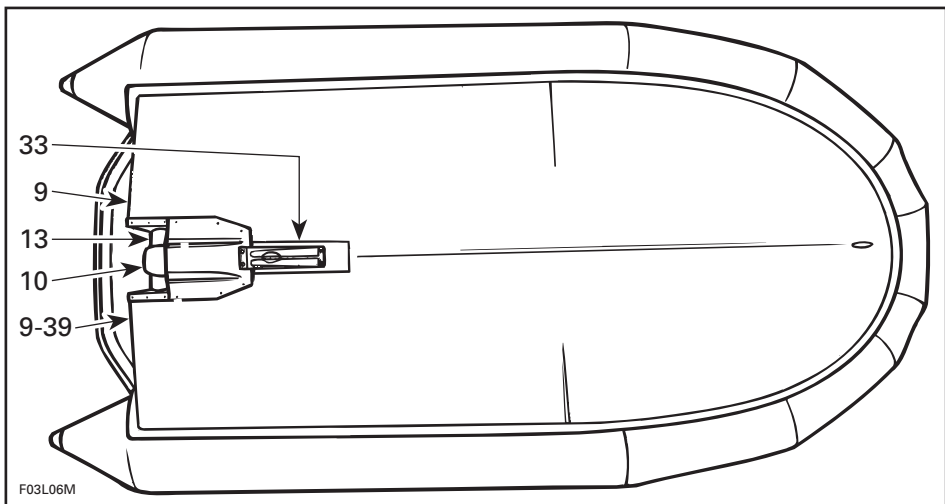


FRONT VIEW



F03L0AM

SIDE VIEW



F03L06M

UNDERNEATH VIEW

- | | |
|--------------------------------|------------------------------------|
| 1. Safety Lanyard Switch | 14. Rear Vent Grills |
| 2. Handlebar | 15. Bow and Stern Eyelets |
| 3. Throttle Lever | 16. Deck |
| 4. Choke Lever | 17. Grab Handles |
| 5. Light Switch | 18. Fuel tank Valve |
| 6. Engine Cover Latch | 19. Shift Lever |
| 7. Swim/Boarding Platform | 20. Engine Overheating Beeper |
| 8. Cooling System Bleed Outlet | 21. Engine Start/Stop Button |
| 9. Bilge Drain Plugs | 22. Rear Storage Compartment Cover |
| 10. Jet Pump Nozzle | 23. Rear Storage Compartment |
| 11. Air Intake Openings | 24. Tool Kit |
| 12. Fuel Tank Cap | 25. Bow Light |
| 13. Reverse Gate | 26. Removable Stern Light |

27. Front Storage Cover Latch
28. Front Storage Compartment
29. Fuel Gauge/Low Oil Warning Light
30. Oil Injection Reservoir Cap
31. Engine Compartment
32. Access Covers
33. Jet Pump Water Intake
34. Deck Drain Holes
35. Deck Eyelets
36. Inflatable Tube
37. Inflatable Tube Valves
38. Air Blower Switch
39. Flushing Connector

CONTROLS, COMPONENTS AND INSTRUMENTS FUNCTIONS

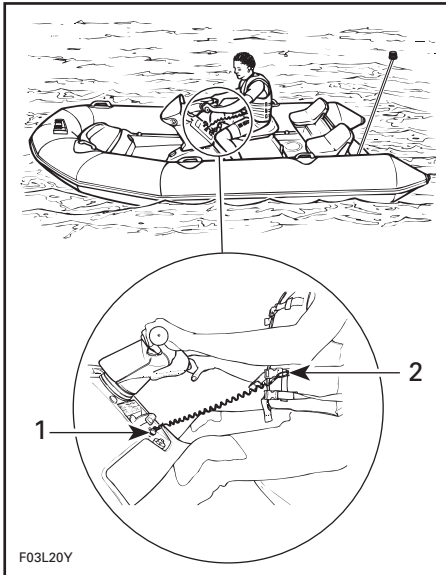
1) Safety Lanyard Switch (engine cut-out switch)

The safety lanyard cap should be securely snapped onto its switch to be fully operational.

Pulling the safety lanyard from the switch stops the engine operation. Attach the safety lanyard to the operator's Personal Flotation Device (PFD) and snap the cap to the switch to be able to start the engine.

WARNING

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



1. Safety lanyard cap on the switch
2. Safety lanyard secured on operator's PFD

2) Handlebar

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

3) Throttle Lever

When squeezed, the craft accelerates. When fully released, engine automatically returns to idle speed and craft is gradually stopped by water drag.

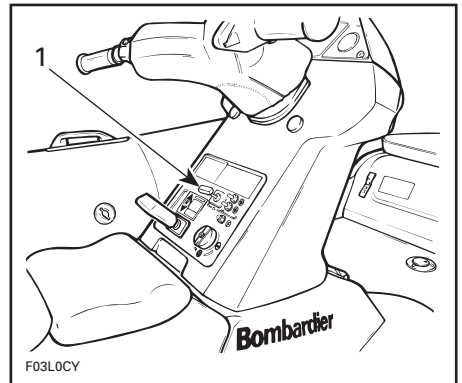
Do not depress lever unnecessarily when engine is not running. A fuel accelerator pump delivers fuel to the engine each time throttle lever is applied.

CAUTION: Engine can be flooded if throttle lever is unnecessarily applied several times. If engine is flooded, it will not start. Refer to Special procedures for instructions.

4) Choke Lever

The choke is provided to supply a richer fuel/air mixture when starting a cold engine.

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



1. Fully pulled

5) Light Switch

A 3-position switch.

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

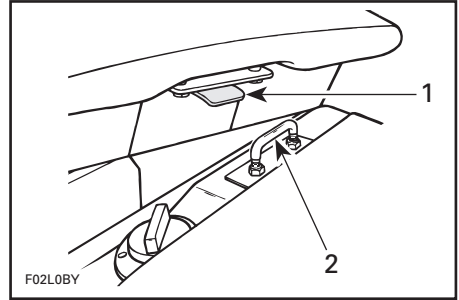
ANC: Turns on the anchorage light when craft is anchored. Only the stern light is lit.

OFF: Turns off all lights.

NAV: Turns on both bow and stern lights.

WARNING

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



TYPICAL

1. Insert this tab in hook
2. Hook

WARNING

Periodically verify the engine cover hook upper nuts and lock nuts, tighten if needed. Make sure engine cover latches properly.

6) Engine Cover Latch

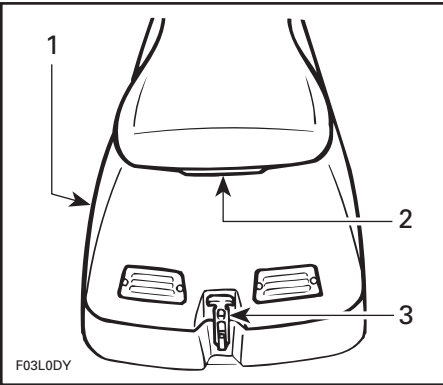
The engine cover latch is located at the rear end of cover.

To remove engine cover, pull the latch lever upward. With the operator seat integrated handle, lift and pull the engine cover rearward.

7) Swim/Boarding Platform

Provides a large surface for easier boarding from rear of craft.

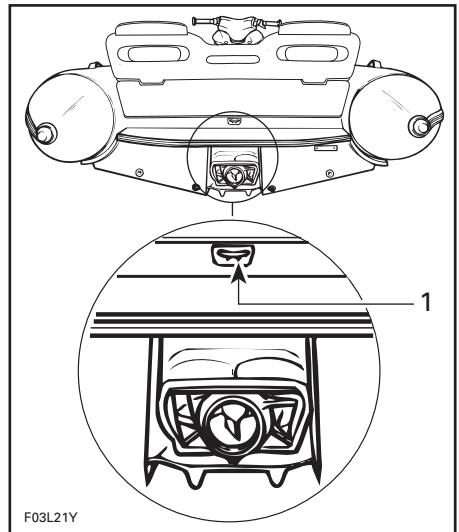
8) Cooling System Bleed Outlet



TYPICAL

1. Engine cover
2. Seat integrated handle
3. Latch

When reinstalling the engine cover, insert engine cover front tab into body hook and install rear latch lever.



TYPICAL

1. Bleed outlet

When engine is running, water should flow from this hole. This allows air in engine water jacket to escape. It also indicates that water is circulating in the cooling system.

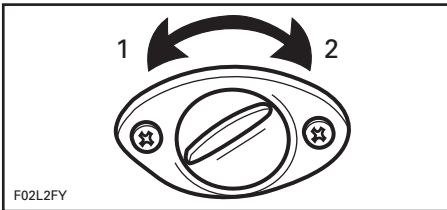
NOTE: It may be required to increase slightly the engine RPM to see the water flowing out.

CAUTION: Should water not flow from this outlet 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 SEA-DOO dealer for servicing.

9) Bilge Drain Plugs

Should water be found in the bilge, it can be easily drained by unscrewing the drain plugs when engine is off and craft is out of water.

CAUTION: Remove boat from water prior to unscrew drain plugs.



1. *Unscrew*
2. *Tighten*

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

It is suggested to drain bilge on a ramp.

CAUTION: Make sure drain plugs are properly secured prior to launching the craft in water.

10) Jet Pump Nozzle

Jet pump nozzle turns side to side via rider input at the handlebar. This provides craft directional control when engine is running.

11) Air Intake Openings

This is where air enters to supply the engine and ventilate the engine compartment. If the air intake opening is kept under water, water will get inside bilge.

CAUTION: If the air intake opening is kept under water, such as turning constantly in tight circles, water will get inside bilge, which may cause severe damage to internal parts of the engine.

12) Fuel Tank Cap

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

WARNING

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

13) Reverse Gate

When selecting the neutral or reverse position with the shift lever, the reverse gate moves up or down to obtain the desired position.

WARNING

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

14) Rear Vent Grills

Allows air to get in or out depending on engine operation.

15) Bow and Stern Eyelets

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

16) Deck

Flat surface of the craft. Should be kept clean and clear.

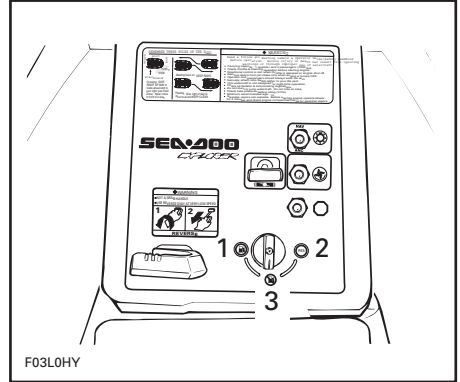
17) Grab Handles

Provide a handhold for the passengers.

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

18) Fuel Tank Valve

A 3-position rotating valve, OFF, ON and RES (RESERVE):



1. ON
2. RES
3. OFF

OFF: Stop fuel supply to carburetor.

CAUTION: Turn valve to OFF position when craft is not operated and for transportation on the trailer.

ON: Allows fuel to flow to carburetors. This is the normal position for craft operation.

CAUTION: Improper opening of fuel valve may restrict flow of fuel and may lead to engine damage. Make sure valve is fully opened while running.

RES (RESERVE): When fuel is exhausted in the fuel tank when in the ON position, an emergency supply of fuel is available by turning the knob to RES. The reserve contains approximately 10% of the fuel tank capacity.

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

19) Shift Lever

When pushed in, the craft is in forward. To obtain neutral, unlock lever by turning it counterclockwise, then pull lever until neutral mark appears on rod. To engage reverse, repeat same procedure as for neutral, but pull lever until reverse mark appears on rod. Lever locks in forward and in neutral positions only.

WARNING

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

WARNING

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

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

20) Engine Overheating Beeper

In the event the engine overheats, a beeper (continuous sound) will warn the operator. Stop the engine and refer to SPECIAL PROCEDURES.

21) Engine Start/Stop Button

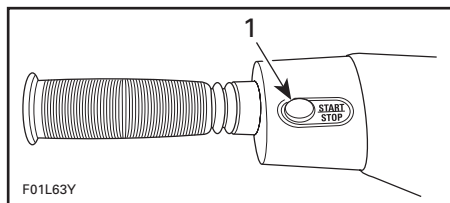
Dual function push type switch.

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

To stop engine, fully release throttle lever then depress the button and disconnect the safety lanyard from its switch.

WARNING

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



1. Engine START/STOP Button

22) Rear Storage Compartment Cover

To access storage compartment, lift both toggle latches and gently lift cover. When completely lifted, the cover stays open with the help of a wire. Push on cover to close it. Secure cover latch after closing.

23) Rear Storage Compartment

A convenient watertight, compartment to carry the tool kit, *Operator's Guide* and personal articles. Ideal location for spare spark plugs, tow rope, first aid kit, tube repair kit, foot pump, etc.

WARNING

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

This area is the preferred location to store an approved extinguisher. The fire extinguisher holder is installed in the top right portion of the compartment. This holder contains tool kit, *Operator's Guide*, *Safety handbook* and it has a compartment to carry personal articles. Fire extinguisher (sold separately) should not be left loose in the storage compartment.

24) Tool Kit

Contains tools needed to perform basic craft maintenance.

25) Bow Light

Mandatory red/green light. See **Light Switch** as mentioned earlier in this section.

26) Removable Stern Light

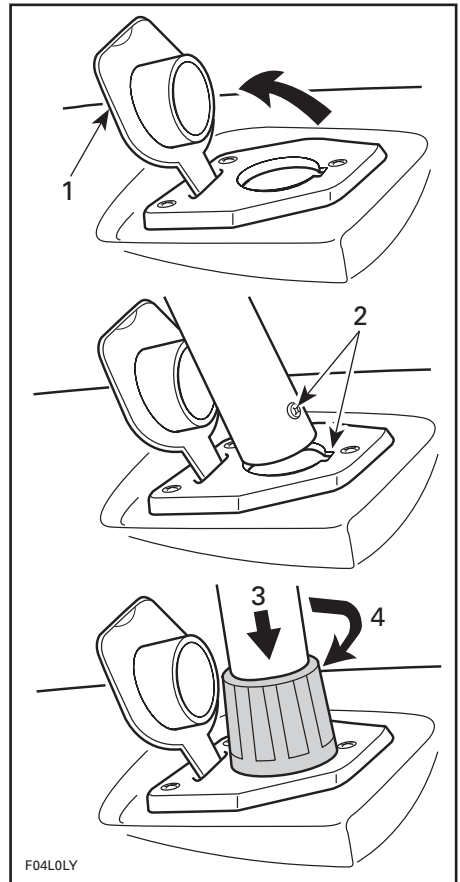
Mandatory stern white light.

It is recommended to keep it in rear storage compartment at all time except when needed.

To remove from storage, pull it out. Re-snap 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.



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

See **Light Switch** as mentioned earlier in this section.

27) Front Storage Cover Latch

Pull the latch lever downward and lift in order to open the storage compartment cover. Always relatch.

28) Front Storage Compartment

WARNING

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

A convenient watertight compartment to carry fishing seat, anchor, additional PFD, etc.

29) Fuel Gauge/Low Oil Level Pilot Lamp

Fuel Gauge

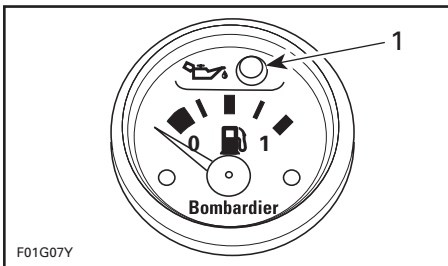
NOTE: To check fuel level when engine is not running, remove safety lanyard and briefly depress engine start/stop button; the gauge will be activated for approximately 30 seconds.

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

Low Oil Level Pilot Lamp

Pilot lamp turns on when level is low in oil reservoir. Fill reservoir as soon as possible.

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

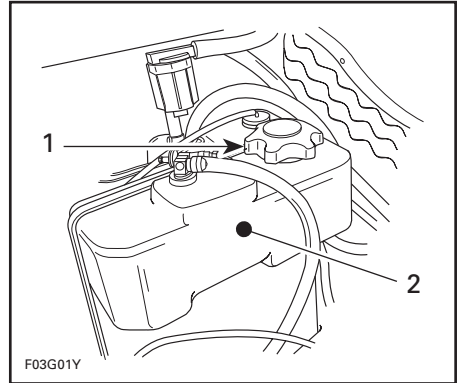


1. Low oil warning light

30) Oil Injection Reservoir Cap

NOTE: Engine cover has to be removed to access oil cap.

Verify oil level through oil reservoir. Unscrew the cap counterclockwise and add appropriate amount of oil.



TYPICAL

1. Cap
2. Oil injection reservoir

31) Engine Compartment

NOTE: Engine cover has to be removed to access engine compartment.

This is where the mechanical, electrical and fuel/oil systems are located.

WARNING

Components inside engine compartment may be hot. When starting or operating the engine, do not touch any electrical part. Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

32) Access Covers

NOTE: Covers have to be removed to access bilge.

This is where vacuum bailer pick-ups, cooling inlet and outlet, seal carrier and exhaust system are located.

33) Jet Pump Water Intake

The water is drawn up by the impeller through this opening. The water intake grate minimizes the entry of foreign objects into the propulsion system.

WARNING

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

34) Deck Drain Holes

These 2 holes are located on each side of the deck at the rear. They provide drainage for rain, deck washing or water splashing.

35) Deck Eyelets

Eyelets should be used as material tie-down or for lifting the craft.

36) Inflatable Tube

Inflatable tube is composed of 3 air-tight compartments, separated by partitions, inflated through recessed valves. It is equipped with 6 grab handles.

Refer to MAINTENANCE for proper care of the tube.

37) Inflatable Tube Valves

Three valves are installed on the tube, one for each compartment. They are used to inflate or deflate tube as necessary. Refer to MAINTENANCE for proper inflation of the tube.

38) Air Blower Switch

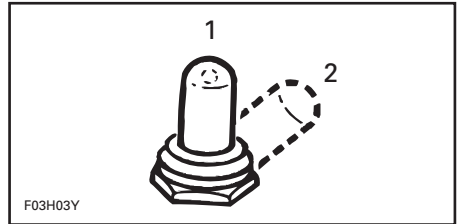
A 2-position ON/OFF toggle type switch. When turned ON, a blower is activated to ventilate the engine compartment.

WARNING

Always use blower for a minimum of 5 minutes prior to engine starting then, turn it OFF above idle speed. Use of the bilge blower should never replace "smelling" for gasoline vapors.

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

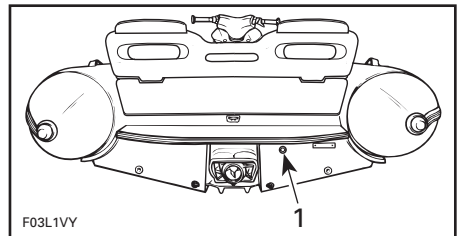
Blower should be turned off during boat operation.



1. OFF
2. ON

39) Flushing Connector

Refer to POST-OPERATION CARE section for proper use.



1. Flushing connector

FUEL AND LUBRICATION

CAUTION: Scrupulously follow the instructions of this section. Failure to do so may reduce the engine's life and/or performance.

Fueling Procedure

WARNING

Follow these safe boating fueling instructions explicitly.

Turn OFF engine.

Do not allow anyone to remain on the craft.

Tie craft securely to the fueling pier.

Use bilge blower for a minimum of 5 minutes.

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

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.

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

WARNING

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

Recommended Fuel

Use regular unleaded gasoline with 87 octane ((R + M)/2) specification.

NOTE: Do not mix oil with fuel except at engine break-in. Refer to BREAK-IN PERIOD. Always check injection oil reservoir level when refueling.

CAUTION: Never experiment with other fuels or fuel ratios. Never use fuel containing more than 10% alcohol, (ethanol or methanol). The use of non-recommended fuel can result in craft performance deterioration and damage to critical parts in the fuel system and engine components.

Recommended Oil

WARNING

Do not overfill. Reinstall cap and fully tighten. Oil is inflammable. Always wipe off any oil spillage from the bilge.

Use only two-stroke engine injection oil sold by authorized SEA-DOO dealers.

Use BOMBARDIER Formula XP-S synthetic injection oil (or equivalent)

OR

BOMBARDIER injection oil (or equivalent).

If BOMBARDIER injection oil is not available, API TC high-quality ashless two-stroke injection oil may be used.

BOMBARDIER FORMULA XP-S synthetic injection oil and BOMBARDIER injection oil are compatible, they can be mixed together.

BOMBARDIER injection oil is a special blend of basic oil and additives especially selected to ensure unequalled lubrication, engine cleanliness and minimum spark plug fouling.

The BOMBARDIER Formula XP-S synthetic injection oil **provides superior lubrication**, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and antifriction properties. This synthetic injection oil meets the latest ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

CAUTION: Never use four-stroke 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. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

Oil Injection System

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

A sufficient amount of injection oil should be maintained in the reservoir.

NOTE: It is recommended to carry a 1 L of spare injection oil.

To check oil level, remove seat to expose oil reservoir. Verify through oil reservoir. Unscrew cap to add oil as necessary.

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

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

BREAK-IN PERIOD

CAUTION: Scrupulously follow the instructions of this section. Failure to do so may reduce the engine's life and/or performance.

Engine

With SEA-DOO craft powered by Rotax® engines, a break-in period of 10 hours is required before continuous operation at full throttle.

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

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

To assure additional protection during the initial engine break-in, it is recommended to add 1 L of the same oil as in the injection oil reservoir in the fuel tank for the first full fuel tank filling only.

To add injection oil in the fuel tank, proceed as follows:

Fill fuel tank with approximately 15 liters (4 gal) of gasoline; then, add the injection oil in the fuel.

Fill up fuel tank with gasoline. Do not overfill.

NOTE: It is important to proceed in this order to allow a proper mixing of the oil in the gasoline. If oil is added first in an empty fuel tank, fuel lines will be filled up with injection oil leading in a no start condition of the engine.

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 craft be checked by an authorized SEA-DOO dealer. This inspection will also provide the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

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

10-HOUR INSPECTION CHECK LIST	✓
Engine ignition timing (if required)	
Spark plug inspection, cleaning and adjustment	
Fuel system lines and fasteners/pressurization test	
Carburetor adjustment including throttle/choke cables (if required)	
Oil lines and filter	
Oil injection pump adjustment (if required)	
Engine support and engine rubber mounts	
Muffler, battery and reservoir fastening devices	
Exhaust system hose clamp torque	
Carburetor flange nuts and flame arrester bracket	
Steering stem arm torque	
Steering cable adjustment (if required)	
Reverse cable adjustment (if required)	
Cooling system hose condition and fasteners	
Bailer pick-ups, check for obstructions	
Safety lanyard switch	
Engine overheating beeper	
Lighting system	
Electrical connections (starter, battery, etc.)	
RPM limiter operation	
Impeller shaft reservoir oil replacement	
Impeller boot condition, impeller/wear ring clearance	
PTO flywheel lubrication	
Seal carrier lubrication	
Water intake grate/hull condition	
Inspection of fasteners for tightness	
Inspect/clean engine drain tube	
Front and rear storage gasket condition	
Inflatable tube condition	
Sacrificial anode condition	

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

Date of 10-hour inspection

Authorized dealer signature

Dealer number

PRE-OPERATION CHECKS

WARNING

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

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

WARNING

Engine should be off and the safety lanyard should always be removed from its post prior to verifying any of the following points. Only start craft once all items have been checked and operate properly.

ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intake	Inspect/clean.	
Bilge	Drain. Ensure plugs are secured.	
Battery	Inspect tightness of cables and retaining straps.	
Fuel tank and oil reservoir	Refill.	
Engine compartment	Verify for any fuel leak/odor.	
Fire extinguisher	Inspect condition/mounting.	
Steering and throttle systems	Check operation.	
Shifter system	Check operation.	
Inflatable tube	Visually inspect/verify air pressure.	
Storage compartment covers and seat	Ensure they are closed and latched.	
Safety lanyard, engine start/stop button	Check operation.	

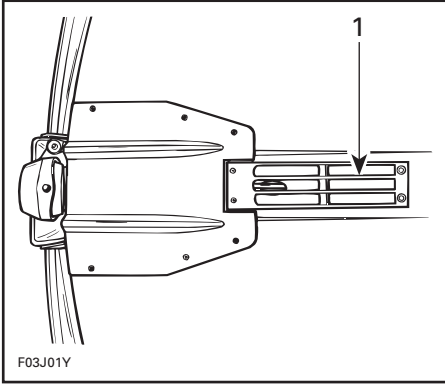
NOTE: See the detailed instructions hereinafter.

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 cooling system or propulsion unit. Clean as necessary. If any obstruction can not be removed, refer to an authorized SEA-DOO dealer for servicing.



TYPICAL

1. Inspect this area

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

Bilge

Should water be found in the bilge, it can be easily drained by unscrewing the drain plugs when engine is off and craft is out of water.

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

It is suggested to drain bilge on a ramp. Reinstall bilge drain plugs.

⚠ WARNING

Make sure drain plugs are properly secured prior to launching the craft in water.

Battery

⚠ WARNING

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

Fuel Tank and Oil Reservoir

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

Check the oil level and refill reservoir as necessary.

Check fuel tank and oil reservoir retaining straps/fasteners.

Engine Compartment

⚠ WARNING

Should any leak or gasoline odors be present, do not start the engine. Refer to an authorized SEA-DOO dealer before use.

Fire Extinguisher

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

Steering and Throttle Systems

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

⚠ WARNING

Check handlebar and corresponding steering nozzle operation before starting.

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

 **WARNING**

Check throttle lever operation before starting the engine.

CAUTION: Engine can be flooded if throttle lever is applied several times when engine is not running. If engine is flooded, it will not start.

Shifter System

Check reverse gate operation for free movement. With the shift lever pushed in and locked, the gate should be in upward position. Ensure the reverse gate moves easily while shift lever is pulled out.

 **WARNING**

Verify the reverse gate operation before starting the engine.

Inflatable Tube

Inspect tube for scratches and/or damage. Verify air pressure using valve adapter and pressure gauge. The air pressure should always be at 21 kPa (3 PSI).

NOTE: The valve adapter is part of the tube repair kit. A low pressure gauge can be used.

CAUTION: An incorrect pressure will reduce the tube service life.

 **WARNING**

Never inflate tube more than 21 kPa (3 PSI). Inflating tube more than specified pressure may damage tube and cause personal injury. Never use high pressure to inflate tube.

Storage Compartment Covers and Seat

Ensure they are closed and latched.

 **WARNING**

Make sure seat is securely latched.

 **WARNING**

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

Safety Lanyard and Engine Start/Stop Button

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

 **WARNING**

Should the safety lanyard cap be loose or fail to remain on its post, replace it immediately in order to avoid unauthorized use or theft.

 **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 craft further, see an authorized SEA-DOO dealer.

OPERATING INSTRUCTIONS

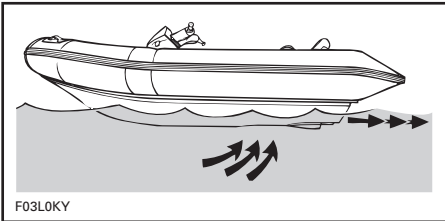
WARNING

Always perform the PRE-OPERATION CHECKS before operating the craft. Become thoroughly familiar with all controls and the function of each one of them. Should any control or instruction be not fully understood, refer to an authorized SEA-DOO dealer.

Principle of Operation

Propulsion

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



WARNING

Whenever the engine is to be started, the operator and passenger(s) should always be properly sitting on the craft and be wearing protective clothing including a Coast Guard approved PFD and a wet suit bottom.

WARNING

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

The shift lever is used for either driving forward or backward. With lever pushed in, the craft is in forward position, with the lever fully pulled out reverse position is obtained. The lever middle position is neutral. These 3 functions are produced by the mean of a gate, which is installed on jet pump venturi housing. This gate directs the water flow to get the proper function.

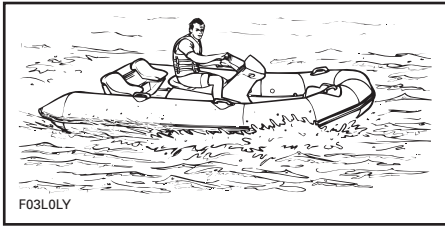
WARNING

Never use jet pump components as a supporting point to board the craft. Shift lever should only be used when the engine is idling and craft is completely stopped. Never rev the engine at high RPM in reverse. Do not use reverse to stop the craft. Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of objects and persons including children playing in shallow water.

WARNING

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

Turning



TYPICAL

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

⚠ WARNING

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

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

⚠ WARNING

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

The craft behaves differently with passengers and requires greater skill. The passengers should always grip the grab handles. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying passengers.

Boarding the Craft

General

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

⚠ WARNING

Engine should be OFF when boarding the craft.

⚠ WARNING

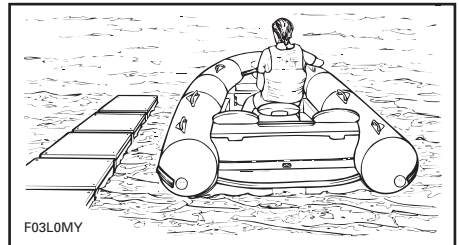
Inexperienced riders should practice how to get aboard (all methods explained here) close to shore first before venturing into deep water.

⚠ WARNING

Never use jet pump components as a supporting point to board the craft.

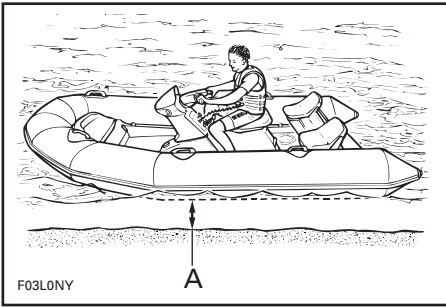
Boarding from a Dock or in Shallow Water

When boarding from a dock, slowly place one foot on the craft deck nearest the dock and then move the other foot over inflatable tube. Never use the inflatable tube as a boarding support. Push the craft away from the dock.



TYPICAL

CAUTION: The engine should be started with at least 90 cm (3 ft) of water below the hull.



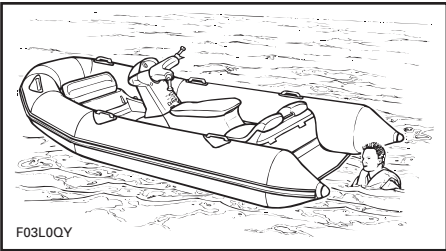
TYPICAL
A. 90 cm (3 ft)

In shallow water, board the craft from the rear.

Boarding in Deep Water

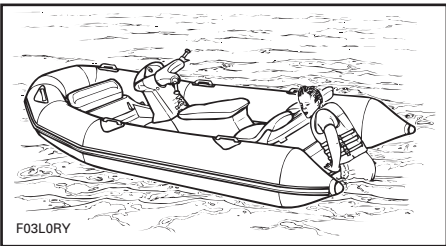
Operator Alone

Swim to the rear of the craft.

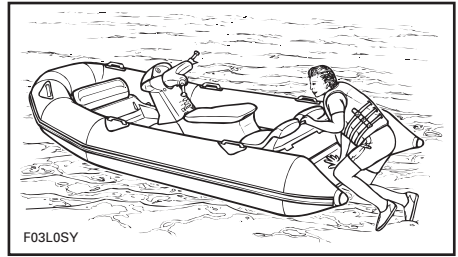


TYPICAL

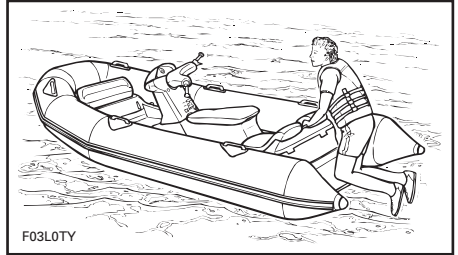
Grip the grab handle and pull yourself upward until your knee can reach the boarding platform.



TYPICAL



TYPICAL



TYPICAL

Operator with Passengers

The operator climbs on the craft the same way as explained previously.

Starting Preparation

Before unloading the craft from the trailer, it can be started for about 10 seconds to verify proper operation.

⚠ WARNING

Components inside engine compartment may be hot. Do not touch electrical parts or jet pump area when engine is running.

Always activate air blower 5 minutes before starting the engine.

⚠ WARNING

Always use blower for a minimum of 5 minutes prior to engine starting then, turn it OFF above idle speed. Use of the bilge blower should never replace "smelling" for gasoline vapors.

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

Blower should be turned off during boat operation.

Attach the safety lanyard to your PFD and snap the cap to its switch.

⚠ WARNING

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

Position shift lever to neutral.
Turn the fuel tank valve to ON position.

Firmly grip handlebar with your left hand and place both feet on the deck.

To start engine, depress and hold the engine start/stop button. Follow procedure below for cold or warm engine starting.

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

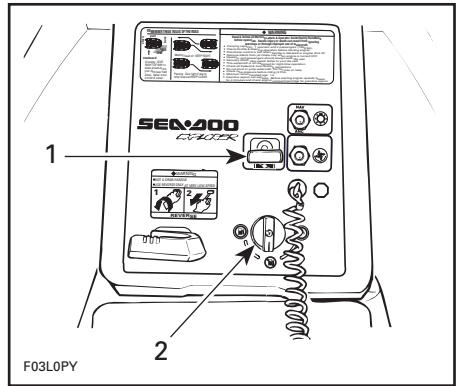
CAUTION: Do not hold start/stop button more than 30 seconds to avoid starter overheating. A rest period should be observed between the cranking cycles to let starter cool down. Pay attention not to discharge battery. The engine should be started only after boarding, when there is at least 90 cm (3 ft) of water below the hull. Do not accelerate fast.

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

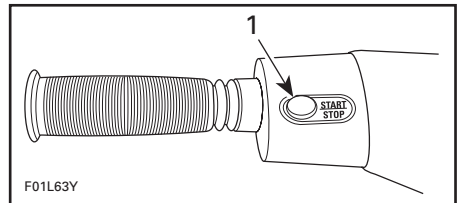
Cold Engine

The choke is provided to supply a richer fuel/air mixture when starting a cold engine.

Fully pull the choke lever with your right hand and hold while starting the engine.



1. Fully pull
2. Turn to ON



1. Press

After engine is started, release start/stop button and completely release choke.

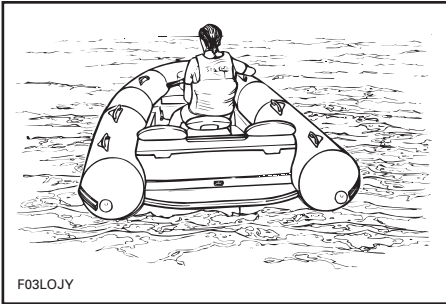
It may be necessary to reapply the choke and if necessary, slightly apply throttle to keep engine running. A few seconds after, completely release the choke lever and, if necessary, slightly apply throttle to keep engine running.

Warm Engine

The choke does not need to be applied.

Riding

Slowly accelerate to reach deeper water. Do not apply full throttle until the engine is warm.



TYPICAL

CAUTION: Avoid craft operation in weeded areas. If unavoidable, vary craft speed.

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/Wakes

Reduce speed.

Always be prepared to steer and balance as necessary.

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

WARNING

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

Stopping/Docking

The craft 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.

Release the throttle at a sufficient distance before the expected landing area, water resistance will slow down the craft.

Reduce speed when approaching a dock. To ease docking maneuvers, shift to neutral, reverse or forward as required.

Shut off the engine just before docking.

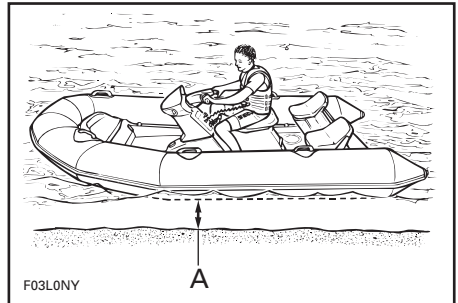
WARNING

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

Beaching

CAUTION: It is not recommended to run the craft to the beach.

Come slowly to the beach and shut off the engine when reaching about 90 cm (3 ft) of water under the hull then pull the craft to the beach.



TYPICAL

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

Shutting Off the Engine

To keep craft directional control, the engine should be running until the craft is at idle.

To shut off the engine, completely release throttle lever and press the engine start/stop button.

Remove safety lanyard from craft.

WARNING

Should the engine be shut off, craft directional control is lost. Never leave the safety lanyard on its post when craft is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

Night Time Operation

WARNING

Proceed with caution and reduce your speed.

Turn on navigation lights.

WARNING

Navigation lights should always be used between sunset and sunrise. Ensure the stern light is installed. See **Navigation Light** for location and installation.

Be extremely cautious when operating at night.

All day time hazards exist but are hidden by darkness.

The boat is not equipped with head or search lights.

POST-OPERATION CARE

WARNING

Allow engine to cool before performing any maintenance.

General Care

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

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

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

Additional Care for Foul Water or Salt Water

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

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

Cooling System Flushing and Engine Internal Lubrication

General

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 clean up 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 craft is not expected to be used further the same day or when it is stored for any extended time.

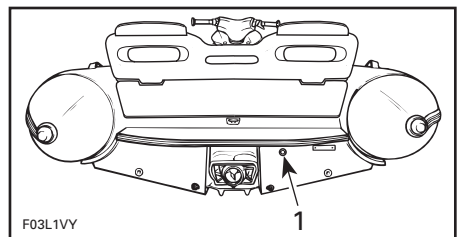
WARNING

Perform this operation in a well ventilated area.

Proceed as follows:

PREPARATION

1. Clean jet pump by spraying water in its inlet and outlet and then apply a coating of BOMBARDIER LUBE lubricant or equivalent.
2. Connect a garden hose directly to the flushing connector. To prevent water leak, ensure the rubber washer is in the craft's connector. **Do not open water tap yet.**



1. Flushing connector

FLUSHING

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

WARNING

Components inside engine compartment may be hot. 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. Open water tap immediately after engine is started to prevent overheating.

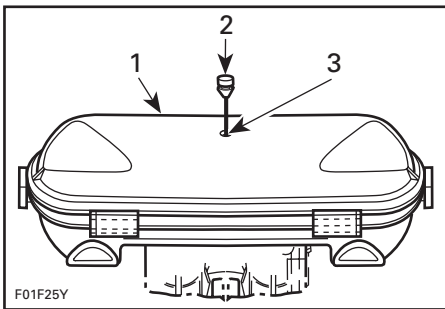
4. Run the engine about 3 minutes at a fast idle around 3500 RPM.

Ensure water flows out of drain lines (engine crankcase and engine cylinder) while flushing. Otherwise, clean the lines.

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

ENGINE LUBRICATION

5. Pull plug from air intake silencer cover.
6. Spray BOMBARDIER LUBE lubricant or equivalent through hole of air intake silencer cover keeping engine at fast idle during one minute.



1. Air intake silencer cover
2. Pull plug
3. Spray BOMBARDIER LUBE here

7. Close the water tap then stop the engine.

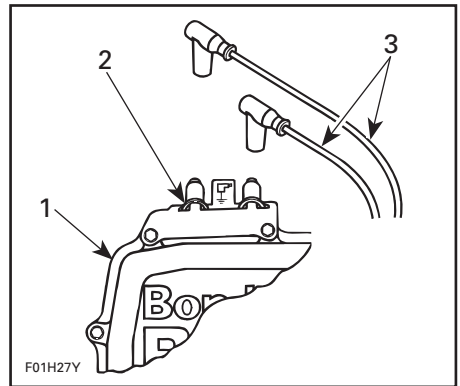
CAUTION: Always close the water tap before stopping the engine.

FINAL STEPS

8. Disconnect the garden hose. Ensure the rubber washer remains in boat's connector.
9. Wipe up any residual water from the engine.
10. Remove spark plug cables and connect them on the grounding device.

WARNING

Always use spark plug cable grounding device when removing spark plugs.



1. Magneto housing cover
2. Grounding device
3. Spark plug cables

11. Remove both spark plugs and spray BOMBARDIER LUBE lubricant into each cylinder.
12. Crank the engine a few turns to distribute the oil onto cylinder wall.
13. Apply antiseize lubricant on spark plug threads then reinstall them.
14. Reinstall plug on air intake silencer cover.
15. Properly reconnect spark plug cables to spark plugs.

Wipe up any residual water from the engine.

Anticorrosion Treatment

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

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

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

SPECIAL PROCEDURES

Engine Overheat

CAUTION: If the engine overheating beeper continuously sounds, **stop engine immediately.**

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

Flush cooling system, refer to POST-OPERATION CARE.

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

Jet Pump Water Intake and Impeller Cleaning

WARNING

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

WARNING

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

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

1- **Cavitation:** Engine speed is high but craft 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:

Shut off the engine and let the craft stop by itself then wait approximately 10 seconds before restarting engine. This waiting period may allow weeds to fall free from grate.

If system is still clogged, proceed with following procedure:

With the engine running, put shift lever in reverse position and vary throttle quickly several times.

If still clogged, restop boat and rock several times while repeatedly pressing start/stop button for short period without starting engine.

If the jet pump can not be cleared of debris, the craft should be returned to the trailer or to a boat lift to be manually cleaned.

If the system is still clogged, refer to an authorized SEA-DOO dealer for servicing.

CAUTION: Inspect water intake grate for damage. Refer to an authorized SEA-DOO dealer for repair as necessary.

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

Capsized Craft

The craft is designed so that it should not turn over easily, due to its longer and larger dimensions and its inflated tubes. If it turns over, it will remain capsized.

⚠ WARNING

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

To return the craft upright proceed as follows:

- Deflate the right tube (seen from rear)
- Rotate craft **clockwise** (seen from rear) by pushing on the right side
- Handhold the **side of water intake hole** and use your weight to complete the craft rotation.

⚠ WARNING

In the event it is impossible to upright the boat, remain with it, you will be more easily located by a search plane or boat.

Submerged Craft

⚠ WARNING

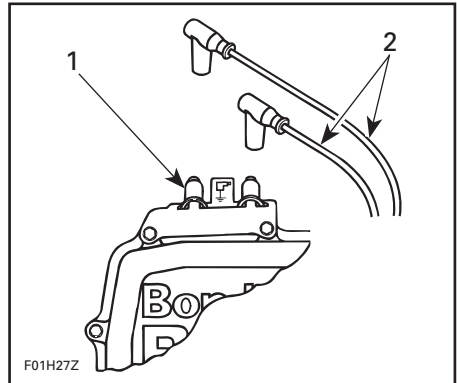
DO NOT attempt to restart engine. See an authorized dealer as soon as possible to service the engine.

Water-Flooded Engine

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

⚠ WARNING

Never crank engine with spark plugs removed unless spark plug cables are connected to the grounding device. Be careful when cranking engine, water will spray out from spark plug holes.



1. Grounding device
2. Spark plug cables

Remove spark plugs and dry them with a clean cloth.

Cover spark plug holes with a rag.

Ensure choke lever is completely pushed in.

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

Spray BOMBARDIER LUBE lubricant or equivalent into spark plug holes.

Crank engine again.

Reinstall spark plugs. Install clean dry spark plugs if possible. Reconnect cables.

⚠ WARNING

Always reconnect spark plug cables at the same spark plugs where they come from. The cable coming out the edge of the electrical box must be connected to the MAG side spark plug.

Start engine normally.

Fuel-Flooded Engine

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

Install the safety lanyard cap on its post.

Ensure choke lever is completely pushed in.

Depress the throttle lever at full throttle position and hold while starting the engine. Try several times.

As soon as the engine starts, release throttle lever. Do not race engine.

If it does not work:

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

WARNING

Always use spark plug cable grounding device when removing spark plugs.

Remove spark plugs and dry them using a rag.

Cover spark plug holes with a rag.

Crank engine several times.

Reinstall spark plugs. Install clean dry spark plugs if possible. Reconnect cables.

WARNING

Always reconnect spark plug cables at the same spark plugs where they come from. The cable coming out the edge of the electrical box must be connected to the MAG side spark plug.

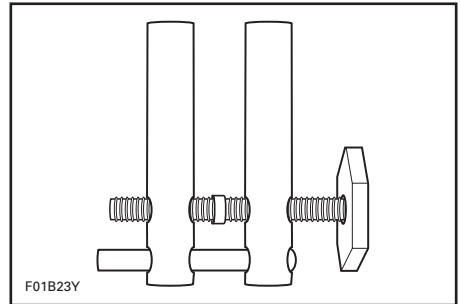
Start engine as explained above. If engine continues to flood, see an authorized SEA-DOO dealer.

Towing the Craft in Water

In the event the craft becomes inoperative, tie a tow rope to the bow (front) eyelet. However, special precautions should be taken.

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

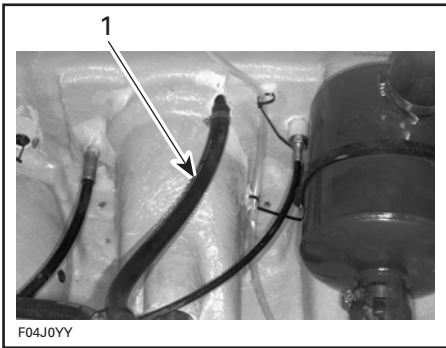
When towing your craft in the water, pinch the water supply hose from the impeller housing to the engine with a hose pincher (P/N 529 032 500) shown in the following illustration.



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

CAUTION: Failure to do this may result in damage to the engine. If you must tow a stranded boat and do not have a hose pincher be sure to stay well below the maximum towing speed of 24 km/h (15 MPH).

Snugly install the hose pincher on the hose as shown in the following illustration.



TYPICAL

1. Install hose pincher on this hose

CAUTION: When finished towing the boat, hose pincher should be removed before operating it. Failure to do so will result in damage to the engine.

Low-Charge Battery Condition

See your authorized SEA-DOO dealer to have it charged or replaced.

⚠ WARNING

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

MAINTENANCE

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

Engine Emissions Information

Manufacturer's Responsibility

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

Dealer's Responsibility

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

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

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

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

Owner Responsibility

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

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

EPA Emission Regulations

All new 1998 and more recent SEA-DOO craft manufactured by Bombardier are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new craft engines. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

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

VIA U.S. POSTAL SERVICE:

Office of Mobile Sources
Engine Programs and Compliance
Division
Engine Compliance Programs
Group (6403J)
401 M St. NW
Washington, DC 20460

VIA EXPRESS or COURIER MAIL:

Office of Mobile Sources
Engine Programs and Compliance
Division
Engine Compliance Programs
Group (6403J)
501 3rd St. NW
Washington, DC 20001

EPA INTERNET WEB SITE:

www.epa.gov

⚠ WARNING

Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must not be running and the safety lanyard must be removed from its post for all maintenance procedures. Components inside engine compartment may be hot. Never use jet pump components to lift the craft.

NOTE: Servicing period is given in hours.

Lubrication

PTO Flywheel and Seal Carrier

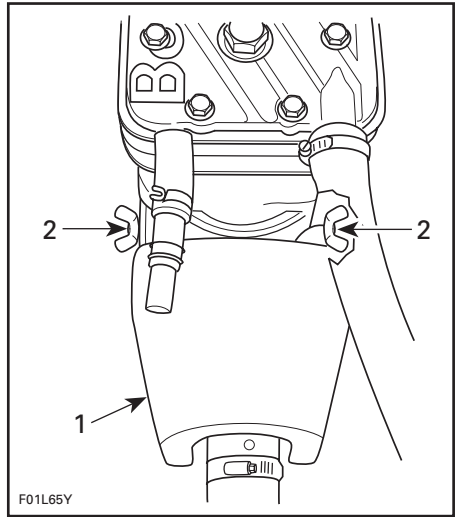
Use SEA-DOO synthetic grease and lubricate every 10 hours. Proceed as follows:

Remove engine cover to access engine compartment.

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

⚠ WARNING

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



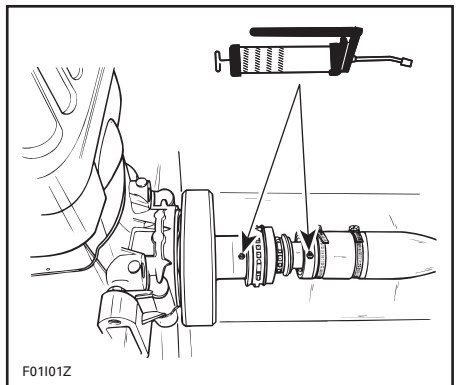
TYPICAL

- 1. Flywheel guard
- 2. Wing nuts

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

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

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



CAUTION: As soon as grease comes out the seal immediately stop lubricating. Never leave any clothing, tool or other objects near PTO flywheel and seal carrier.

Reinstall and secure PTO flywheel guard.

Anticorrosion Protection

Throttle/Choke Cables

Lubricate the throttle and choke cables with BOMBARDIER LUBE lubricant every 25 hours and every 10 hours in salt water use.

Electrical Connections

As necessary, apply anticorrosion product such as a dielectric grease on battery posts and all exposed cable connectors.

Additional Lubrication

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

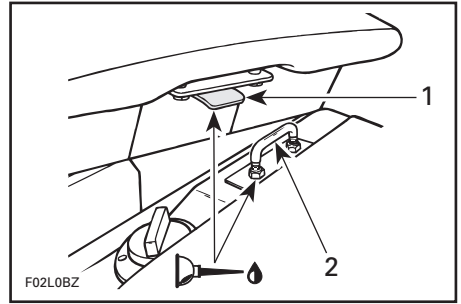
Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

Choke Lever

Fully pull choke lever and lubricate the metallic portion.



Engine Cover Attachment, Tab and Hook



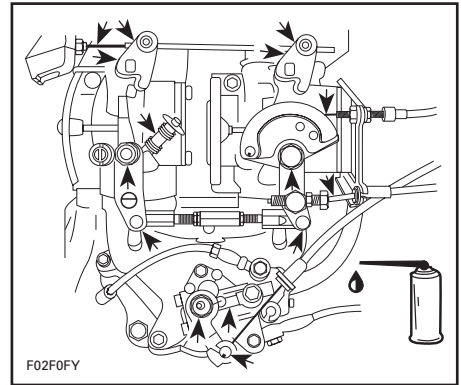
TYPICAL

1. Tab
2. Hook

Carburetors and Oil Injection Pump

Lubricate springs, shafts and exposed portion of cables.

NOTE: Grease carburetor linkage at both ends with synthetic grease.



TYPICAL

Shifter System

Lubricate support plate sliding area of sliding block, triangular lever, sliding washer and shift lever stem with synthetic grease.

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 craft servicing schedule to be performed by you and/or by an authorized SEA-DOO dealer. The schedule can be adjusted according to operating conditions and use.

IMPORTANT: Schedule for craft rental operations or higher number of hour use, will require greater frequency of inspection and maintenance.

Periodic Inspection Chart

	DESCRIPTION	FREQUENCY				
		FIRST 10 HOURS	EVERY 25 HOURS	EVERY 50 HOURS	EVERY 100 HOURS OR PRE-SEASON	TO BE PERFORMED BY
GENERAL	Fire extinguisher condition/mounting ④	✓			✓ ^②	O
	Lubrication/corrosion protection	①		✓	✓	O
ENGINE	Head bolts, retorque	✓			✓	D
	Support and rubber mount condition/tightness	✓		✓		D
	Exhaust system fasteners/hoses ④	✓		✓	✓	D
	RAVE valve cleaning			✓	✓	D
	Counterbalance shaft oil level (if so equipped)			✓	✓	D
	Spark plug inspection, cleaning and adjustment	✓				D
	Spark plug replacement			✓		D
COOLING SYSTEM	Ignition timing	✓			✓	D
	Flushing		✓ ^③			O
	Hose condition and fasteners	✓		✓	✓	D
	Inspect/clean engine drain tube	✓ ^①	✓			D
FUEL SYSTEM	Water flow regulator valve inspection				✓	D
	Carburetor adjustment including choke/throttle cable adjustments				✓	D
	Throttle/choke cables, inspection/ lubrication ④	①	✓		✓	D
	Fuel filter and lines inspection ④	✓	✓		✓	D
	Fuel filter replacement				✓	D
	Fuel vent line pressure relief valve inspection		✓		✓	D
	Fuel lines, check-valve and fuel system pressurization ④	✓	✓		✓	D
	Fastener tightening (carburetors/throttle body, fuel lines) ④	✓		✓	✓	D
	Fuel tank straps ④	✓			✓	O
LUBRICATION SYSTEM	Fuel tank filling				✓ ^②	O
	Oil injection pump adjustment	✓			✓	D
	Oil lines inspection ④	✓	✓		✓	D
	Oil filter replacement				✓	D
	Oil reservoir straps ④	✓			✓	O
	Oil reservoir filling				✓ ^②	O

	DESCRIPTION	FREQUENCY				
		FIRST 10 HOURS	EVERY 25 HOURS	EVERY 50 HOURS	EVERY 100 HOURS OR PRE-SEASON	TO BE PERFORMED BY
ELECTRICAL SYSTEM	Main battery cut-off switch ④	✓	✓		✓	D
	Lights condition/operation	✓	✓		✓ ^②	D
	Bilge blower and bilge pump inspection ④	✓	✓		✓ ^②	D
	Electrical connections (ignition system, electrical box(es), starting system, etc.) ④	✓	✓		✓	D
	Digitally Encoded Security System ④	✓			✓ ^②	D
	Monitoring beeper	✓		✓	✓	D
	Battery tightness ④	✓		✓	✓ ^②	D
	Battery charging				✓	D
	Sacrificial aluminum anode			✓		O
STEERING SYSTEM	Inspection and cable adjustment ④	✓		✓	✓	D
LOW-SPEED STEERING SYSTEM	Inspection and throttle cable adjustment ④	✓		✓	✓	D
PROPULSION SYSTEM	Drive shaft boot and spline condition			✓		D
	Drive shaft floating seal C-clip position			✓		D
	PTO flywheel lubrication	✓	✓			O
	Shifter system/cable adjustment ④	✓			✓	D
	Jet pump reservoir oil level/oil condition	REPLACE	✓		REPLACE	D
	Jet pump cover pusher inspection				✓	D
	Impeller condition and impeller/wear ring clearance			✓		D
	Water intake grate condition			✓ ^②		O
HULL AND BODY	Weedless system lubrication/condition			✓		O
	Hull condition ④	✓			✓ ^②	O
	Ride shoe condition	✓			✓	O
	Storage compartment cover locks lubrication	①		✓		O
	Deck drains/scupper valve cleaning ④	✓	✓		✓ ^②	O
	Inflatable tube condition		✓		⑤	

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

D: Dealer

O: Operator

① Every 10 hours in salt water use.

② Daily checked.

③ Daily flushing in salt water or foul water use.

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

⑤ Inflatable tube should be removed and cleaned. Also verify tube attachment condition.

Throttle and Choke Cable Inspection

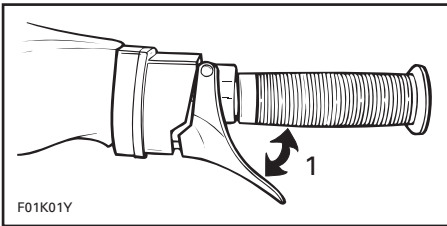
Throttle Cable

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

Do not activate throttle lever unnecessarily, when engine is not running. Carburetors are equipped with fuel accelerator pumps. These pumps deliver fuel to the engine each time throttle lever is depressed.

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

⚠ WARNING
If throttle lever does not automatically return, do not operate craft and see your authorized SEA-DOO dealer.



1. Should move freely

Choke Cable Inspection

Ensure it operates smoothly and without any hesitation from fully opened to fully closed. When the choke lever is fully pulled, choke should be fully applied. Refer to an authorized SEA-DOO dealer if necessary.

Carburetor Adjustment

Carburetor adjustment is very important to allow good engine operation and therefore craft performance. Carburetor adjustment requires technical knowledge and experience to have the correct mixture supplied to the engine.

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

Fuel and Oil Filters

These filters should be replaced by an authorized SEA-DOO dealer. 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 Alignment

When the handlebar is directed in straight ahead position, the jet pump nozzle should be in the same direction allowing the craft to run in a straight line.

Refer to an authorized SEA-DOO dealer if an adjustment is necessary.

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

Reverse Gate Adjustment

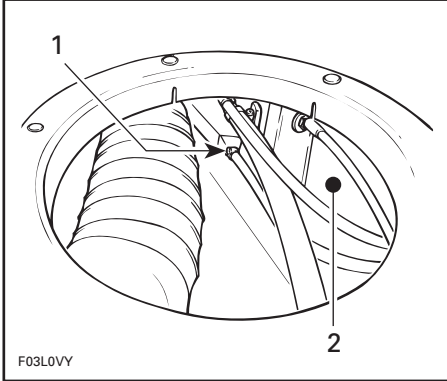
When shift lever is pushed in and locked, reverse gate should be in upward position. With the lever half way out and locked, reverse gate should be in middle position. When lever is fully pulled out, reverse gate should be in downward position. Refer to an authorized dealer if adjustment is necessary.

CAUTION: Ensure the shift lever/reverse gate operate freely and are not stressing the reverse cable. Always make sure shift lever locks in forward.

Vacuum Bailer Pick-Ups and Deck Drain Holes

Vacuum Bailer Pick-Ups

Remove access covers. Bailers are located each side of the drive shaft tunnel.



1. Vacuum bailer pick-up
2. Drive shaft tunnel

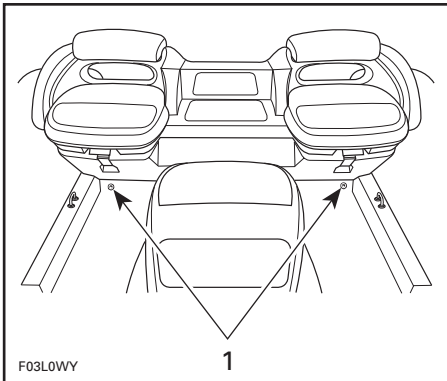
This craft features a vacuum activated syphon. Two pick-ups use a low pressure area in the jet pump to syphon the water out of the bilge.

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

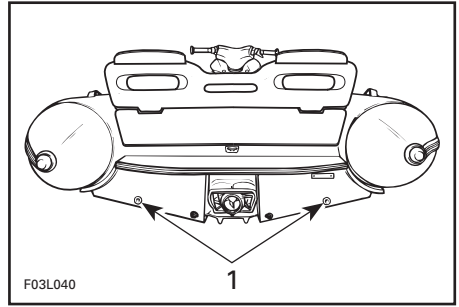
Make sure hose routing is not changed.

Deck Drain Holes

Remove any possible obstructions at drain inlets and outlets.



1. Deck drain inlets



1. Deck drain outlets

Fuses

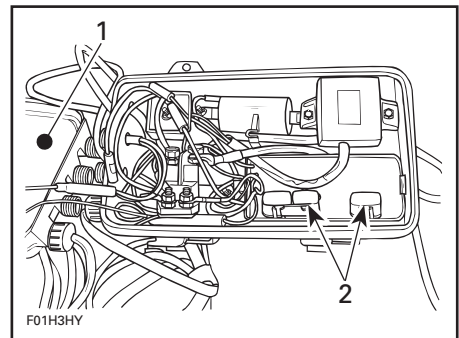
Electrical system is protected with 4 fuses. One fuse protects the charging circuit, the second fuse protects the accessories and controls. If starter does not operate or if battery is regularly discharged, check fuse condition.

The lighting system and blower are protected with 2 fuses. If one of the system doesn't work, check fuse condition.

The fuse caps are in the electrical box located on port side (left) and hold spare fuses.

To access fuse caps unclip electrical box from its seat.

Bring it over magneto housing and remove cover.



TYPICAL

1. Remove cover
2. Fuse caps

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

⚠ WARNING

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

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

⚠ WARNING

If any water is found in the electrical box, immediately refer to an authorized SEA-DOO dealer before operating the craft.

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

Air Blower

Verify air blower for proper operation.

⚠ WARNING

If air blower does not operate properly, immediately refer to an authorized SEA-DOO dealer before operating the craft.

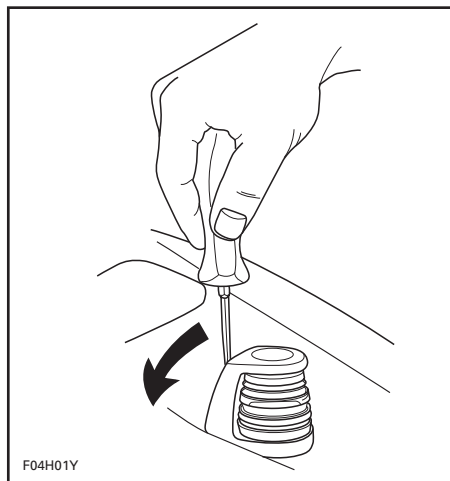
Zinc Anode

This is a sacrifice anode to help reduce propulsion system corrosion in salt water use. Zinc anode is located on ride shoe. Verify anode. Replace it as necessary.

Light Bulb Replacement

Bow Light

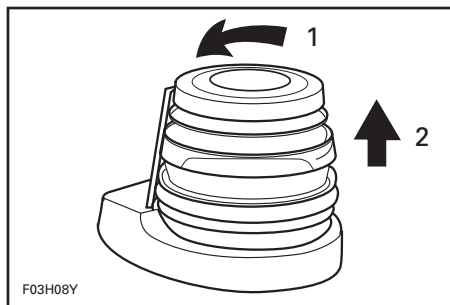
Remove screw.



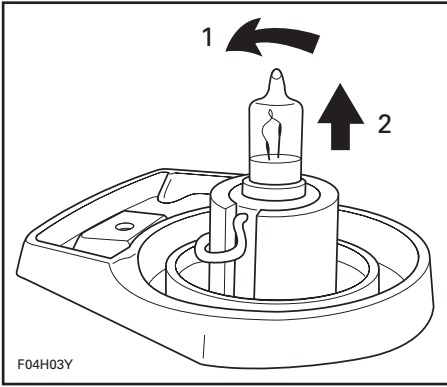
TYPICAL

Pull out cover.

Turn lens counterclockwise and pull it out.



Push and turn bulb counterclockwise to remove it.



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

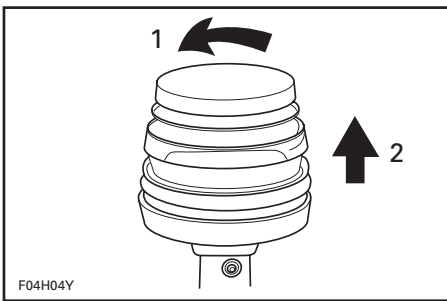
Apply dielectric grease on bulb contact surface.

CAUTION: Avoid finger contact or grease on bulb glass. If glass is touched, clean it with isopropyl alcohol.

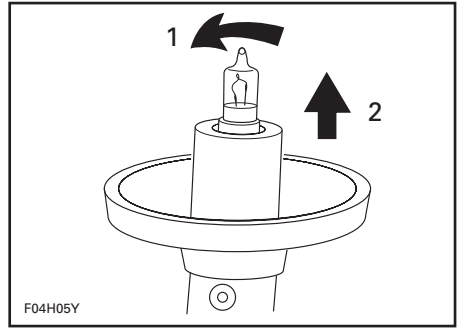
Properly position lens: green on starboard side, red on port side.

Stern Light

Turn lens a quarter turn counterclockwise and pull it out.



Push and turn bulb counterclockwise to remove it.



Apply dielectric grease on new bulb contact surface.

CAUTION: Avoid finger contact or grease on bulb glass. If glass is touched, clean it with isopropyl alcohol.

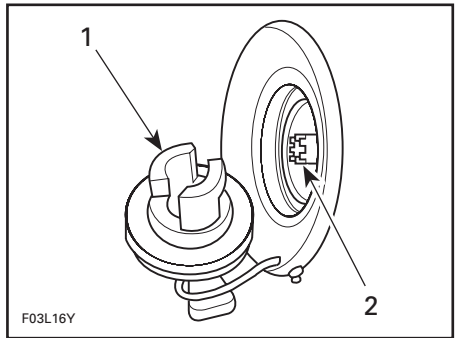
The assembly is essentially the reverse of removal procedure.

Tube Inflation

Proceed as follows:

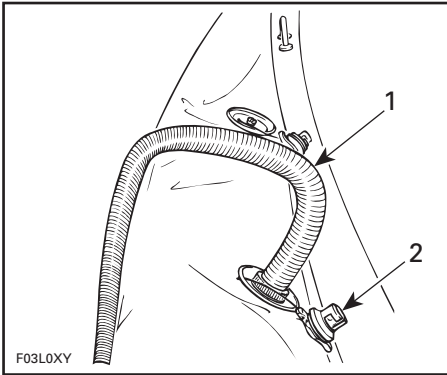
Remove valve cap of a rear section by unscrewing it a quarter of a turn counterclockwise.

Check that the center plunger is in the upright position.



1. Valve cap removed
2. Center plunger upright

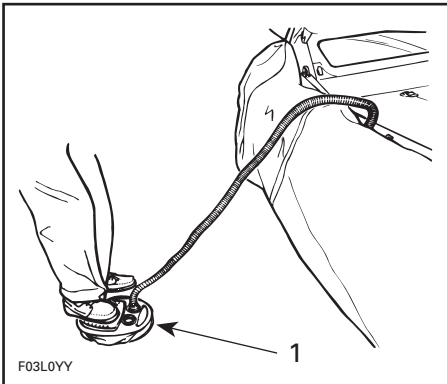
Insert foot pump hose end with proper adapter into the valve opening.



1. Foot pump hose
2. Valve cap

Inflate with one foot by pressing down on the foot pump.

CAUTION: Always inflate rear sections FIRST. Inflate front section LAST. Never use high pressure to inflate tube, moisture will damage tube seams.



1. Foot pump

NOTE: Inflation is sufficient when you can no longer put air into the tube section using one foot.

When inflation is finished, remove foot pump hose end from valve.

Verify pressure using valve adapter (included in tube repair kit) and a low pressure gauge (70 kPa (10 PSI)).

NOTE: Seat valve adapter as quickly as possible onto valve opening and firmly maintain in position to avoid air loss.

Pressure must be set at 21 kPa (3 PSI). If pressure is too high, reduce it by slightly pushing the center plunger.

⚠ WARNING

Never inflate tube more than 21 kPa (3 PSI). Inflating tube more than specified pressure may damage tube and possibly cause personal injury.

When pressure is set, screw valve cap.

NOTE: It is very important to seal the valve with this cap in order to increase air tightness and to keep out unwanted dirt and water.

Proceed with the same procedure for the remaining tube sections.

Order of Inflation

The tubes must be inflated to the recommended pressure at all times.

NOTE: When you cannot depress the tube with the pressure of your finger, you have reached approximate working pressure.

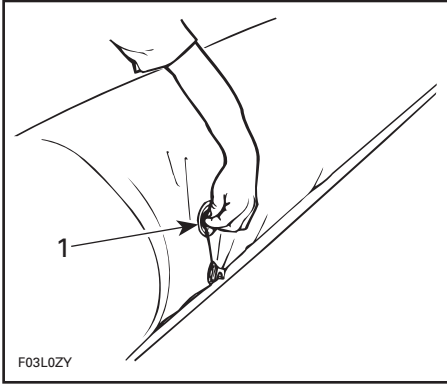
Air pressure in tube sections should be rechecked while the craft is afloat; adjust if necessary, as the temperature of the water may be different from that of the air, which could result in changes in air pressure.

NOTE: Exterior air temperature affects tube air pressure; always adjust.

Tube Deflation

Remove valve cap of any tube sections by unscrewing it a quarter of a turn counterclockwise.

Push and twist the center plunger in either direction to lock it into the open position.



1. Valve button

The tube section will now automatically deflate.

Reinstall valve cap.

Proceed with the same procedure for the remaining tube sections.

Tube Minor Repairs

Tear Repair of Less than 5 cm (2 in)

For best results, repairs should be performed in temperatures of 18° to 25°C (64° to 77°F). Avoid carrying out repairs in direct sunlight, rain or in conditions of high humidity.

NOTE: For any major repair, refer to an authorized SEA-DOO dealer.

Deflate completely tube section to be repaired.

Cut a patch about 75 cm (3 in) larger than the tear in every direction. Always round corners.

Using only a pencil, trace the position of the patch on the tube.

CAUTION: Do not use pen or felt-tip pen as ink will permanently mark tube.

Sand thoroughly the area of the tube with a 80 grit sandpaper.

NOTE: Protect tube surface in vicinity with masking tape.

NOTE: Supplied materials included in repair kit do not need to be sanded.

Remove masking tape.

Clean the patch and tube areas with a solvent such as methyl ethyl ketone, toluene or acetone. Allow solvent to completely evaporate.

Apply a **thin** layer of adhesive (included in repair kit) to the patch and the tube. Allow to dry so that adhesive is dry to the touch.

Apply a second **thin** layer of adhesive on both parts.

Allow the second coat to dry until tacky to the touch; then, apply the patch.

Smooth out the patch with a spoon-shaped tool working from the center to the outside to remove all excess glue and air bubbles.

Allow 24 hours to dry before inflating.

Clean any excess of glue.

General Inspection and Cleaning

Inspection

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

WARNING

If any gasoline leak or odor are present, do not start the engine. Have the craft serviced by an authorized SEA-DOO dealer.

Inspect muffler, battery, fuel tank and oil reservoir fastening devices. Visually check electrical connections for corrosion and tightness.

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

⚠ WARNING

Periodically verify the seat lock pin and tighten if needed. Make sure seat securely latches.

⚠ WARNING

Periodically verify the engine cover hook upper nuts and lock nuts, tighten if needed. Make sure engine cover latches properly.

Cleaning

The bilge should be cleaned by an authorized SEA-DOO dealer to remove any 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 such as silicone wax.

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

When the craft is operated in foul water and **particularly in salt water**, tube must be rinsed frequently with fresh water.

Occasionally, wash the tube with warm water and soap (only use mild detergent).

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

Stubborn stains and scuff marks may be removed using methyl ethyl ketone, toluene or acetone.

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

TRAILERING, STORAGE AND PRE-SEASON PREPARATION

Trailerling

WARNING

Always turn the fuel valve to OFF position when trailerling or docking the craft.

Make sure that oil reservoir and fuel tank caps are properly installed.

WARNING

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

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

- brake system
- tow vehicle weight
- mirrors.

Take the following precautions when towing the craft:

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

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

Ensure engine and storage covers are properly latched.

A SEA-DOO cover should be used to protect the craft, particularly before driving on dirt roads.

WARNING

Make sure engine cover is securely latched prior to trailerling.

Observe trailerling safety precautions.

Launching/Loading

CAUTION: Before launching the craft, ensure the bilge plugs are fully screwed. After loading the craft, ensure they are removed to drain bilge.

Storage

WARNING

Because fuel and oil are inflammable, have an authorized SEA-DOO dealer inspect the fuel and oil systems integrity as specified in the periodic inspection chart.

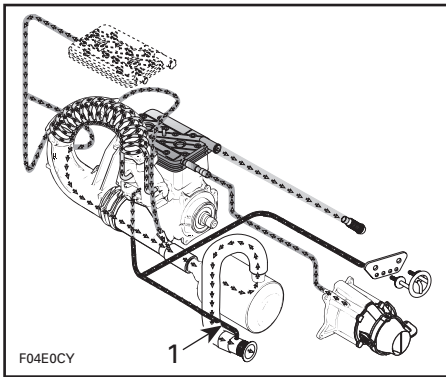
It is recommended that the craft be serviced by an authorized SEA-DOO dealer for storage but the following operations can be performed by you with a minimum of tools.

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

Engine Draining

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

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



TYPICAL

1. Drain tube

Craft Rinsing/Repair

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

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

For small gelcoat repairs, a Bombardier repair kit is available. Refer to an authorized SEA-DOO dealer. Replace damaged labels/decals.

Propulsion System

Lubricant in jet pump reservoir should be drained and reservoir cleaned. Refer to an authorized SEA-DOO dealer for this operation.

Grease lubrication point(s) of propulsion system as explained in MAINTENANCE section.

Fuel System

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

CAUTION: Fuel stabilizer should be added prior engine lubrication to ensure fuel system components against varnish deposit.

WARNING

Fuel is inflammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Fuel tank may be pressurized, slowly turn cap when opening. Never use an open flame to check fuel level. When fueling, keep craft level. Do not overfill or top off the fuel tank and leave craft in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the craft. Always turn the fuel tank valve (**if so equipped**) to OFF position when storing the craft.

Cooling System Flushing and Engine Internal Lubrication

Refer to procedure in POST-OPERATION CARE.

Battery

Contact your authorized SEA-DOO dealer.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray BOMBARDIER LUBE lubricant over metallic components in engine compartment.

Antifreezing Protection

NOTE: This procedure requires approximately 2.5 L (2.6 U.S. qt.) of antifreeze.

In cool regions (where freezing point temperature may be encountered), cooling system should be filled with water and antifreeze solution. (50% water, 50% antifreeze).

CAUTION: Antifreeze mix must be fed in cooling system. Otherwise remaining water will freeze. This operation requires a good technical knowledge of the cooling system path. If antifreezing is not performed adequately engine/exhaust system may freeze and cause severe engine damage. We strongly recommend this operation be performed by an authorized SEA-DOO dealer.

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

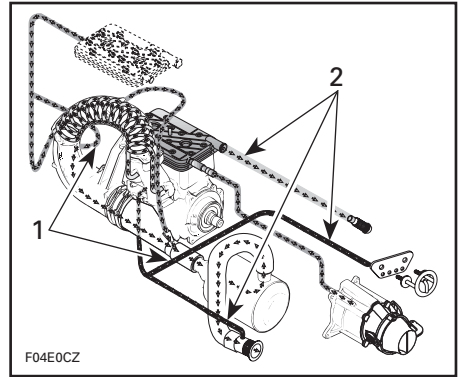
NOTE: When available, it is recommended to use biodegradable antifreeze compatible with internal combustion aluminum engines. This will contribute to protect the environment.

NOTE: The engine will not have to run during this operation but should have been ran before, to exhaust as much water as possible, from cooling system components.

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 (not supplied) on water injection hose.

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



TYPICAL

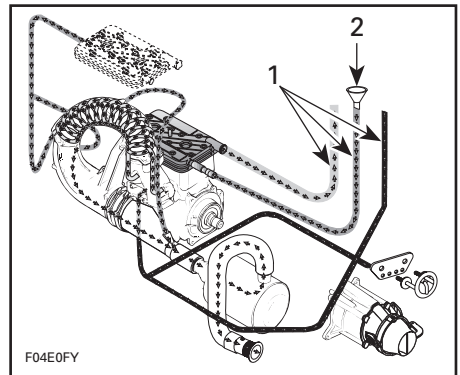
1. Install a hose pincher on water injection hose and CSI hose
2. Disconnect here

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.



TYPICAL

1. Hold hoses higher than tuned pipe
2. Water inlet hose

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

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

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

Lubricate the throttle cable with BOMBARDIER LUBE lubricant.

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of craft to completely drain bilge. If any repairs are needed to body or to the hull, contact your authorized SEA-DOO dealer. For paint touch up to mechanical parts use Bombardier spray paint. For small gelcoat repairs, a Bombardier repair kit is available. 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 marine organisms from the hull. Apply a nonabrasive wax such as silicone wax.

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

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

For storage period, tube should be cleaned and dried.

If possible, store the craft with the tube sections 90% inflated. If it is not possible, fold the tube into the hull and tie it loosely into this position.

CAUTION: Never leave the craft stored in direct sunlight. UV radiation will decrease tube life and dull finish. The craft must never be left in water for storage. Keep away from rodents.

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

NOTE: If the craft is stored outside with engine cover partially opened and without a tarpaulin, unscrew the rear drain plugs in order to avoid water build up in the bilge during rainfall. Tilt the craft to the rear so that water can flow out of floorboard.

Pre-Season Preparation

Use the PERIODIC INSPECTION CHART and refer to the pre-season column.

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

WARNING

Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized SEA-DOO dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must not be running and the safety lanyard must be removed from its post for all maintenance procedures. Components inside engine compartment may be hot. When component conditions seem less than satisfactory, replace with genuine BOMBARDIER parts or approved equivalents.

TROUBLESHOOTING

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

Engine Will Not Start

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over	<ul style="list-style-type: none"> • Safety lanyard removed • Burnt fuse • Discharged battery • Battery connections, corroded or loose • Water-flooded engine 	Install cap over switch. Check wiring then replace fuse. Refer to an authorized dealer. Refer to an authorized dealer. Refer to Submerged Boat in SPECIAL PROCEDURES.
Engine slowly turns	<ul style="list-style-type: none"> • Discharged or weak battery 	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/defective spark plugs – Misuse of choke – Fuel valve closed 	Refill. Syphon and fill with fresh fuel. Clean, check fuel tank for water. Replace. Use only with cold engine. Replace spark plugs. Turn fuel valve to ON position.

Engine Misfires, Runs Irregularly

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	<ul style="list-style-type: none"> • Fouled/defective/worn spark plugs • Faulty rev 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
Overheating beeper sounds	<ul style="list-style-type: none"> • Clogged jet pump water intake • Incorrect type of fuel or oil • Clogged coolant system 	Clean. Syphon and refill. Flush cooling system with 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/defective/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 Ignition timing 	<p>Use well known quality and recommended gasoline.</p> <p>Use recommended spark plugs.</p> <p>Refer to an authorized dealer.</p>

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 	<p>Refer to ENGINE MISFIRES...</p> <p>Syphon and replace.</p>
Overheated engine	<ul style="list-style-type: none"> See ENGINE OVERHEATS 	

Craft Can Not Reach Top Speed

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Cavitation	<ul style="list-style-type: none"> Jet pump water intake clogged Damaged impeller or boot 	<p>Clean.</p> <p>Replace. Refer to an authorized dealer.</p>

Abnormal Noise From Propulsion System

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

SPECIFICATIONS

ENGINE		EXPLORER
Engine type		Bombardier-Rotax 717, 2-stroke
Induction type		Rotary valve
Exhaust system		Water cooled/water injected
Lubrication	Type	Oil injection
	Oil type	BOMBARDIER Formula XP-S synthetic injection oil (or equivalent) OR BOMBARDIER injection oil (or equivalent)
Number of cylinders		2
Displacement		718 cm ³ (43.81 in ³)
Rev limiter setting		7000 RPM (+100, - 50)
COOLING		
Type		Water cooled, total loss type. Direct flow from propulsion unit.
ELECTRICAL		
Magneto generator output		160 W @ 6000 RPM
Ignition system type		Capacitor discharge ignition (CDI)
Spark plug	Make and type	NGK, BR8ES
	Gap	0.5 - 0.6 mm (.020 - .024 in)
Starting system		Electric starter
Battery		12 V, 19 A
Fuse	Starting system	5 A
	Charging system	15 A
	Lights and auxiliary system	7.5 A
	Blower system	7.5 A
CARBURETION		
Fuel type		Regular unleaded gasoline
Carburetor		Single diaphragm type with accelerator pump, quantity: 1

PROPULSION		EXPLORER
Propulsion system		Bombardier Formula Jet Pump
Jet pump type		Axial flow, single stage
Transmission		Direct drive
Impeller shaft reservoir oil type		SEA-DOO synthetic polyolester oil 75W90 GL5 gear oil
Pivoting angle of direction (nozzle)		~ 26°
Minimum required water level for jet pump		90 cm (3 ft)
DIMENSIONS		
Number of passengers ①		1 operator and 4 passengers
Overall length		396 cm (155.9 in)
Overall width		206 cm (81.1 in)
Overall height		132 cm (52 in)
Weight (dry)		323 kg (711 lb)
Load limit (passengers + luggage)		475 kg (1045 lb)
Hull material		Composite (fiberglass)
Tube material		Neoprene, hypalon, polyester reinforced
CAPACITIES		
Fuel tank		48 L (12.6 U.S. gal)
Impeller shaft reservoir	Capacity	90 mL (3 U.S. oz)
	Oil level	Up to plug
Injection oil reservoir		4.5 L (153 U.S. fl. oz)

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

BASE UNITS			
DESCRIPTION	UNIT	SYMBOL	
length	meter	m	
mass	kilogram	kg	
force	newton	N	
liquid	liter	L	
temperature	Celsius	°C	
pressure	kilopascal	kPa	
torque	newton-meter	N•m	
land velocity	kilometer per hour	km/h	
navigation velocity	knot	kn	
PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth of	0.01
milli	m	one thousandth of	0.001
micro	μ	one millionth of	0.000001
CONVERSION FACTORS			
TO CONVERT	TO ①	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in ²	cm ²	6.45	
in ³	cm ³	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
lbf•in	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	lbf•in	12	
PSI	kPa	6.89	
imp. oz.	U.S. oz.	0.96	
imp. oz.	mL	28.41	
imp. gal.	U.S. gal.	1.2	
imp. gal.	L	4.55	
U.S. oz.	mL	29.57	
U.S. gal.	L	3.79	
knot	MPH	1.15	
MPH	km/h	1.61	
Fahrenheit	Celsius	(°F - 32) ÷ 1.8	
Celsius	Fahrenheit	(°C × 1.8) + 32	
hp	kW75	

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

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

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



AFFIX
PROPER
POSTAGE

BOMBARDIER
RECREATIONAL PRODUCTS
WARRANTY DEPARTMENT
75, J.A. BOMBARDIER ST.
SHERBROOKE (QUEBEC)
CANADA J1L 1W3

CRAFT MODEL No. _____

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

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

Owner: _____
NAME

No. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

Purchase Date _____
YEAR MONTH DAY

Warranty Expiry Date _____
YEAR MONTH DAY

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

DEALER IMPRINT AREA

Please verify with your selling dealer to ensure your SEA-DOO craft has been registered with Bombardier.



BOMBARDIER
RECREATIONAL PRODUCTS

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