

MAINTENANCE AND ADJUSTMENTS

Periodic Maintenance Chart

NOTE

○ Complete the Pre-Ride Checklist before each outing.

Description \ Frequency	Initial 10 Hours	Every 25 Hours	Every 100 Hours
Check all hose clamps, nuts, bolts, and fasteners	●	●	
* Torque cylinder head nuts	●	●	
Lubricate throttle cable fitting and choke cable fitting at carb		●	
Clean and gap spark plugs (replace if necessary)		●	
Lubricate choke cable and throttle cable, and throttle cable fitting at throttle case		●	
Lubricate steering cable/trim cable ball joints and steering nozzle/trim nozzle pivots		●	
* Lubricate handlebar pivot		●	

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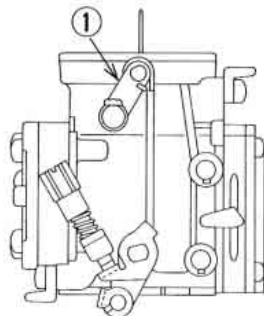
Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 100 Hours
* Inspect/clean fuel filter screens			●	
* Inspect/replace fuel filter				●
Adjust carburetor			●	
Flush bilge line and filter			●	
Flush cooling system (after each use in salt water)			●	
Inspect/clean flame arrester			●	
* Inspect impeller blades for damage (remove)				●
* Inspect/replace coupling damper				●
* Inspect carburetor throttle shaft spring (replace carburetor if necessary)				●
* Inspect steering/trim cables				●

* These items must be performed with the proper tools. See your authorized Kawasaki JET SKI dealer for service, unless you have the proper equipment and mechanical proficiency (refer to the Service Manual).

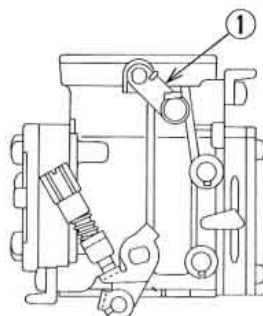
Control Cable Adjustments

Choke Cable Adjustment

- When the choke knob is pushed in (off), the choke butterfly valve in the carburetor should be completely open. Check that the choke pivot arm stands all the way toward the right side of the boat with minimal cable slack.



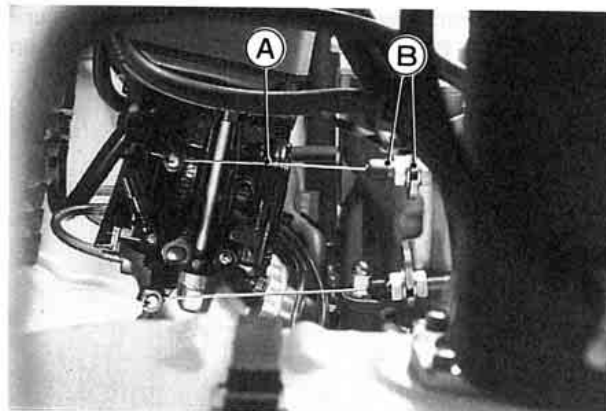
CHOKE OPEN
(PUSHED IN)



CHOKE CLOSED
(PULLED OUT)

1. Choke Pivot Arm

- If necessary, adjust the choke cable.
- Push the choke knob in completely.
- Loosen and turn the locknuts at the carburetor control bracket to allow a little cable slack.
- Tighten the locknuts securely.



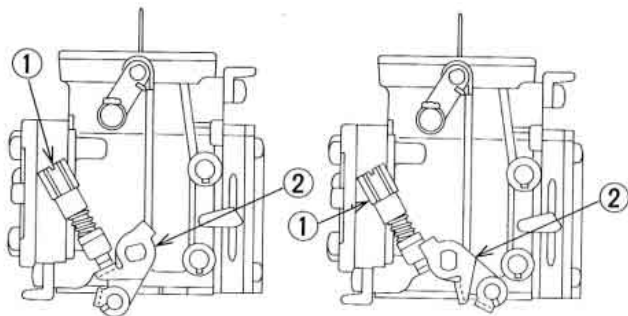
A. Choke Cable

B. Locknuts

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Throttle Cable Adjustment

- Check throttle cable adjustment.
- With the throttle lever released, the lower stop on the throttle pivot arm should rest against the idle adjust screw, and there should be slight slack in the throttle cable.
- When the throttle lever is fully applied (pulled), the upper stop on the pivot arm should be all the way up against the stop on the carburetor.

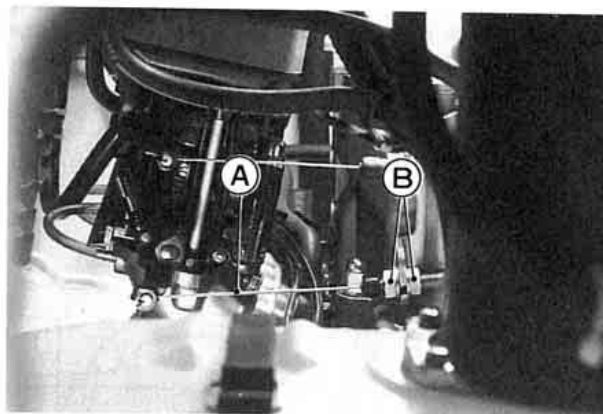


THROTTLE CLOSED
(RELEASED)

THROTTLE OPEN
(APPLIED)

- 1. Idle Adjust Screw
- 2. Throttle Pivot Arm

- If necessary, adjust the throttle cable.
- Loosen and turn the locknuts at the carburetor control bracket until the lower stop on the pivot arm hits against the idle adjust screw with slight cable slack.
- Tighten the locknuts securely.



A. Throttle Cable

B. Locknuts

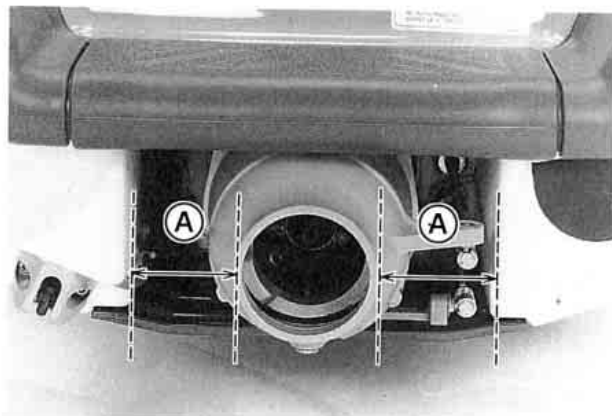
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Steering Cable Adjustment

- Center the handlebar in a straight ahead steering position.



- Check that the steering nozzle is the same distance from each side of the pump cavity.

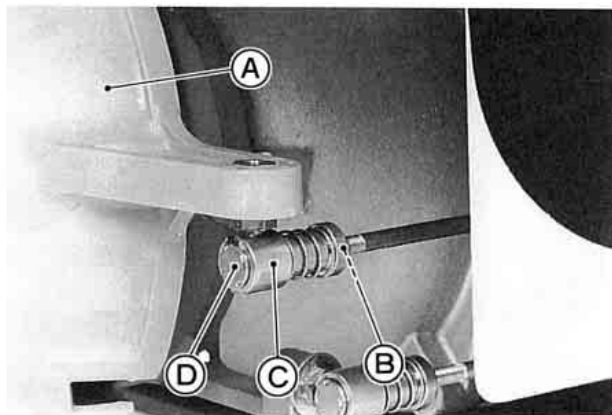


A. Equal

- If it is not, adjust the steering cable.

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- Loosen the locknut on the end of the steering link located to the right of the steering nozzle.



A. Steering Nozzle

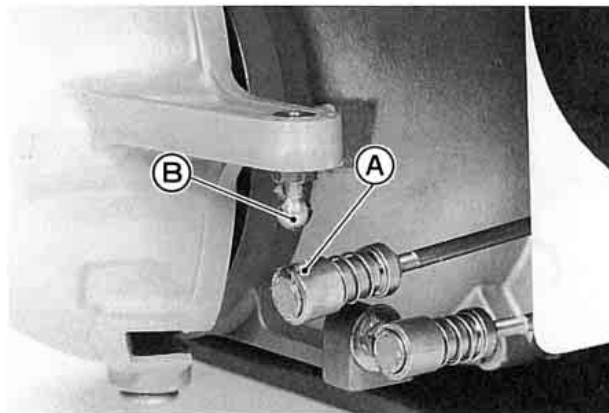
B. Locknut

C. Sleeve

D. Ball Joint

- Slide back the outer sleeve and take the ball joint off the ball.
- Center the handlebar in a straight ahead steering position.

- Turn the ball joint until the hole in it aligns with the ball when the steering nozzle is positioned in the center of the pump cavity.

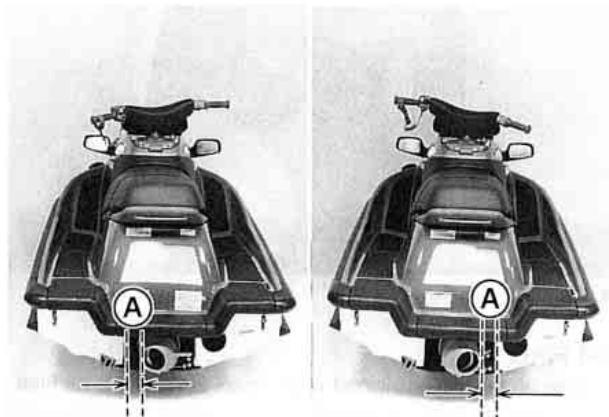


A. Hole

B. Ball

- Reattach the ball joint and check cable adjustment again.
- When adjustment is correct, tighten the locknut.

- As an additional check, turn the handlebar all the way to the left and right, and measure the distance between the nozzle and the edge of the pump cavity. It should be equal at both extremes.



A. Equal

Steering Cable Inspection

Steering cable inspection is best performed by your authorized Kawasaki JET SKI dealer. If the steering feels rough or "catchy," have your dealer inspect the steering cable.

NOTE

- The steering cable is sealed at each end and does not require lubrication.

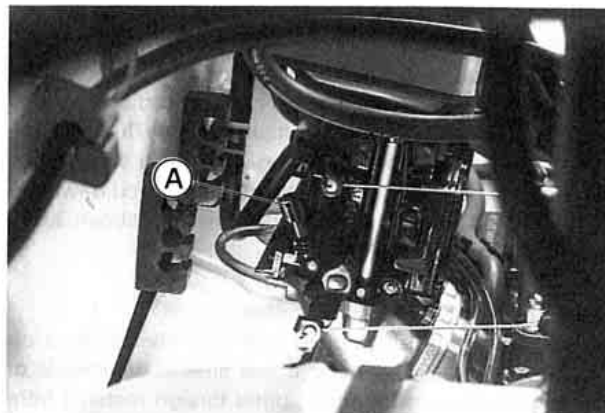
Fuel and Oil Systems

Carburetor Adjustments:

Idle Speed

The normal idle speed is the lowest stable speed.

- Turn the idle adjust screw to the right to increase idle speed or to the left to decrease it.



A. Idle Adjust Screw

Idle Speed

About 1 250 rpm – in water

About 1 800 rpm – out of water

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Mixture Screws

Every carburetor is adjusted individually at the factory for optimum performance under most conditions. DO NOT CHANGE THESE SETTINGS.

NOTE

○ If adjustment is needed, have it performed by your authorized Kawasaki JET SKI dealer.

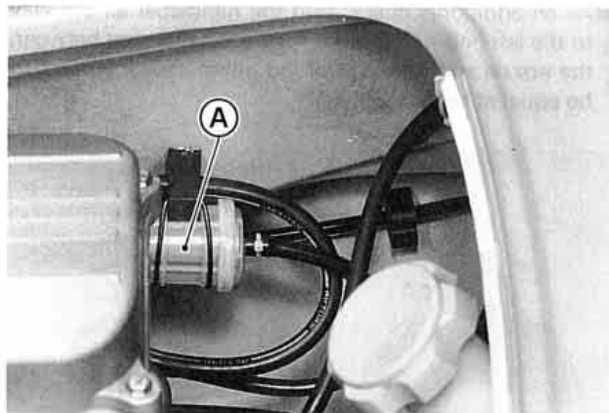
High Altitude Use

The original carburetor settings for this watercraft are best for sea level use. When the craft is used at high altitude, the thinner atmosphere makes the air/fuel mixture richer reducing performance and increasing fuel usage. Have the carburetor adjusted by your authorized Kawasaki JET SKI dealer if you intend to use this craft above 3,000 feet (1,000 m).

Fuel Filter Screens/Fuel Filter:

The watercraft is equipped with fuel filter screens on the fuel outlet assembly and a fuel filter at the middle of the fuel line to prevent dirt or other foreign material from entering the carburetor.

Have your Kawasaki JET SKI dealer inspect and clean or replace the screens and fuel filter in accordance with the **Periodic Maintenance Chart**, or whenever you find from outside any foreign material or water trapped in the fuel filter.



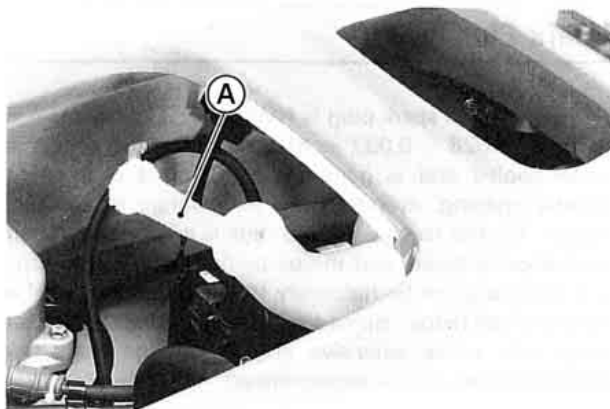
A. Fuel Filter

Oil Filter:

The oil tank is equipped with an oil filter in the oil filler. Check the oil filter for foreign particles every time you add the oil. If there are any foreign particles, the oil filter must be cleaned.

Oil Filter Cleaning

- Take out the oil filter out of the oil filler.



A. Oil Filter

- Wash the oil filter in a non-flammable or high flash-point solvent. Use a brush to remove any contaminants trapped in the filter.

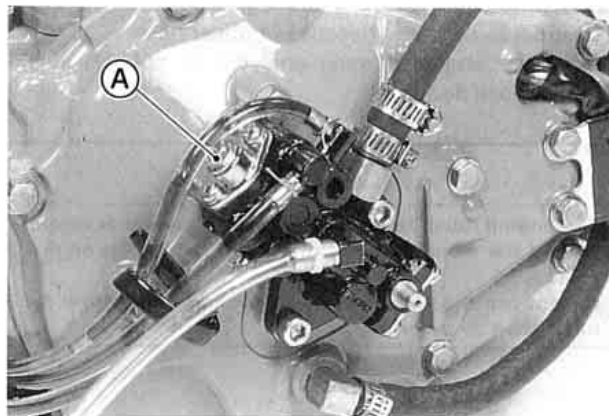
⚠ WARNING

Clean the oil filter in a well ventilated area, and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Do not use gasoline or a low flash-point solvent to clean the filter. A fire or explosion could result.

Oil Pump Bleeding:

When any of the oil pump hoses has been removed, air may become trapped inside, which will then obstruct oil flow.

- Make sure that there is plenty of engine oil in the oil tank and that oil flow is not restricted.
- Place a rag under the oil pump.
- Loosen the air bleeder screw on the oil pump a couple of turns until oil flows out, and then tighten the bleeder screw securely.



A. Bleeder Screw

- Check the oil line from the oil tank to the oil pump for air bubbles left inside.

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CAUTION

Air trapped in the oil line will cause obstruction of oil flow and subsequent engine damage. If any air bubbles will not disappear, have an authorized Kawasaki JET SKI dealer bleed the air from the oil line.

- Provide sufficient engine cooling by running water through the cooling hose (see the Cooling System Flushing section).
- Start the engine, keep it at idling speed and check the oil flow through the transparent outlet hose.
- Keep the engine running until the air bubbles in the outlet hose disappear.

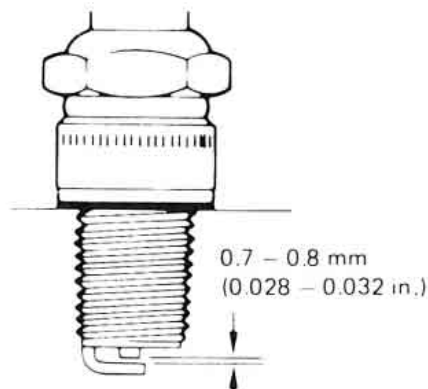
CAUTION

The engine must be running before the water is turned on and the water must be turned off before the engine is stopped.

Do not run the engine without cooling water flow for more than 15 seconds.

Spark Plug

The standard spark plug is NGK BR9ES set to a 0.7 – 0.8 mm (0.028 – 0.032 inch) gap. Since the engine is water-cooled and is generally operated at a constant throttle opening, cylinder head temperature is relatively stable. For this reason, if the engine is in good condition and properly tuned, and the oil pump is operating properly, it should not be necessary to use a spark plug of a different heat range. Since a spark plug of the wrong heat range can cause extensive engine damage, only the standard spark plug is recommended.



Spark Plug Inspection and Replacement

Remove the spark plugs and inspect the ceramic insulators. The appearance of the insulators reflects the efficiency of the combustion process. When the engine is operating properly, the plug insulators should be clean and show a light brown color. If the insulators look glazed or very white, if the electrodes appear overheated, or if there are gray metallic deposits on the plugs, combustion chamber temperatures are too high. Refer to the TROUBLESHOOTING GUIDE.

CAUTION

As excessive operating temperature can cause serious engine damage, the cause should be located and corrected immediately.

A dry, sooty black deposit on the insulators indicates an overly rich fuel/air mixture. Check for correct carburetor adjustment. If the black deposits are wet and oily, an improper oil type or an excessive oil pump output may be the cause. Refer to the TROUBLESHOOTING GUIDE.

Clean the electrodes and the ceramic insulators around the center electrode by scraping off any deposits or by using a sand blasting device. Make sure that all abrasive particles are removed from the plug and clean the plug in a high flash-point solvent. If the gap has widened, reset it to the standard 0.7 – 0.8 mm (0.028 – 0.032 inch) gap. If the electrodes are badly worn or burned, replace the plug. The spark plug must also be replaced any time there

is visible damage such as cracked ceramic or damaged threads.

Battery

The battery installed in this watercraft is a maintenance-free type, so it is not necessary to check the battery electrolyte level or add distilled water.

The sealed cap should not be pulled off once the specified electrolyte has been installed in the battery for initial service.

Since the electrical system of this watercraft is designed to use only a maintenance-free battery, do not replace it with a conventional battery.

CAUTION

Never remove the sealed cap, or the battery can be damaged.

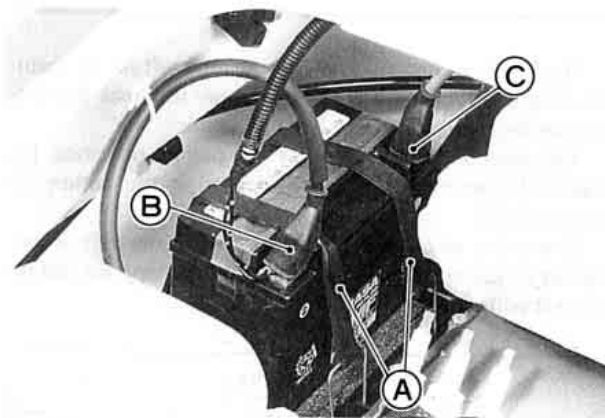
Do not install a conventional battery in this watercraft, or the electrical system will not work properly.

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NOTE

○ If you charge the maintenance-free battery, never fail to observe the instructions shown in the label on the battery.

Battery Removal



A. Straps

B. Black (ground) Lead

C. Red Lead

- Disconnect the black (ground) lead from the battery first.
- Disconnect the red lead.
- Release the two rubber hold-down straps securing the battery.
- Lift the battery out of the hull.

- Clean the battery top and terminals using a solution of baking soda and water. Scrape off any obstinate deposits with a wire brush or sand blasting device, and then rinse the battery with fresh water. Dry it thoroughly and coat the terminals with waterproof grease.

Battery Installation

- Install the battery in the reverse order of removal.
- After connecting the battery, coat the terminals with waterproof grease.

CAUTION

Do not reverse the battery connections, or damage to the regulator/rectifier unit will result.

Lubrication

As in all marine craft, adequate lubrication and corrosion protection is an absolute necessity to provide long, reliable service. Refer to the **Periodic Maintenance Chart** and **Pre-ride Checklist** in the OPERATING INSTRUCTIONS chapter for the frequency of the following items:

- Lubricate the following with a penetrating rust inhibitor, such as WD40 or BEL-RAY 6 in 1:

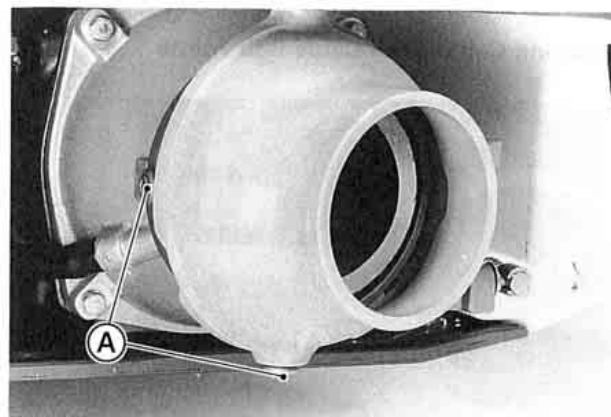
Choke Cable and Throttle Cable



Pressure Cable Luber

Part Number K56019-021

Steering Nozzle/Trim Nozzle Pivots

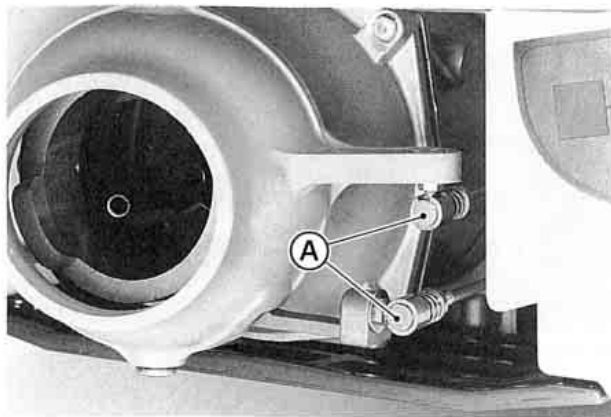


A. Nozzle Pivots

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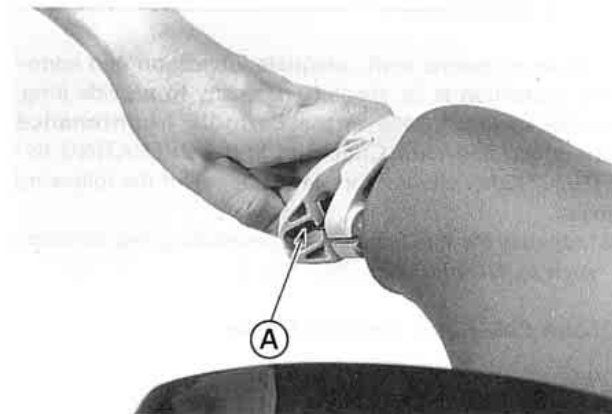
- Lubricate the following with a high quality waterproof marine grease.

Steering Cable/Trim Cable Ball Joints



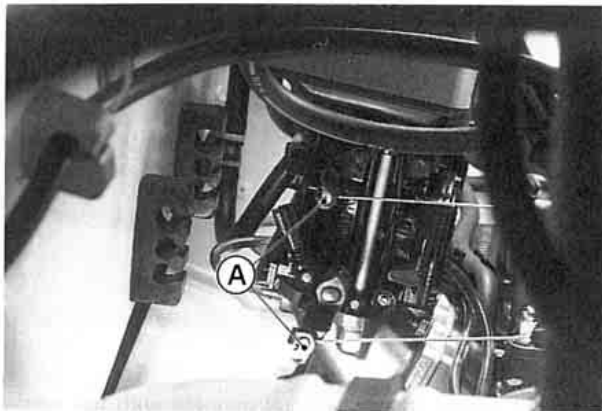
A. Ball Joints

Throttle Cable Fitting at Throttle Case



A. Apply grease.

Choke Cable Fitting and Throttle Cable Fitting at Carburetor



A. Apply grease.

CAUTION

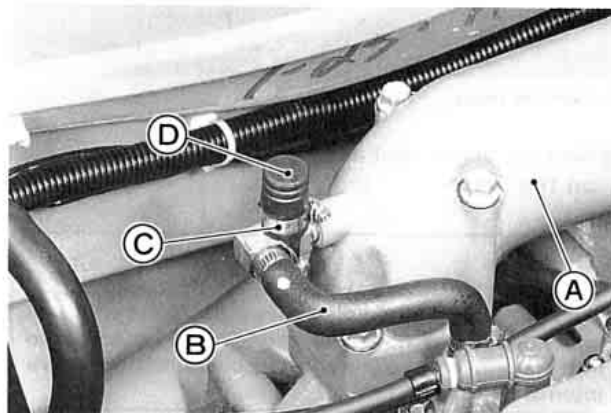
Disassemble and lubricate the handlebar pivot. This function should be performed by your Kawasaki JET SKI dealer.

Cooling System Flushing

To prevent sand or salt deposits from accumulating in the cooling system, it must be flushed occasionally. Flush the system according to the **Periodic Maintenance Chart**, after each use in salt water, or whenever there is reduced water flow from the bypass outlet in the right side of the hull.

This procedure is also used to provide auxiliary cooling when needed (for example during Oil Pump Bleeding).

- An inlet for auxiliary water supply is provided on the fitting for the cooling hose behind the exhaust pipe.

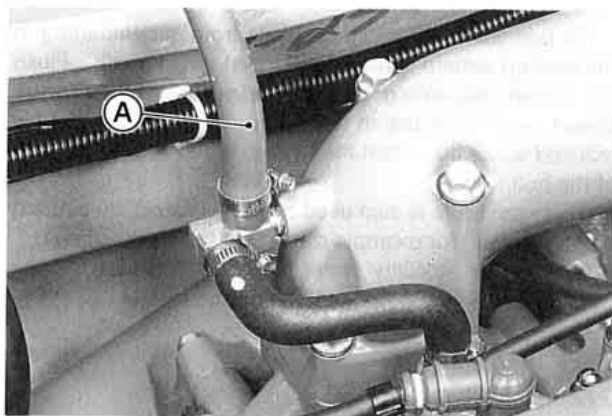


A. Exhaust Pipe
B. Cooling Hose

C. Clamp
D. Cap

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- Loosen the clamp and remove the cap, and then connect a garden hose.



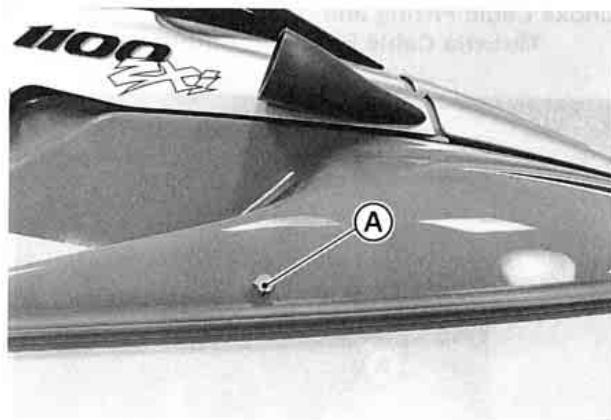
A. Garden Hose

- Start the engine and allow it to idle **before turning on the water.**

CAUTION

The engine must be running before the water is turned on or water may flow back through the exhaust pipe into the engine, resulting in the possibility of severe internal damage.

- Immediately turn on the water and adjust the flow so that a little trickle of water comes out of the bypass outlet in the right side of the hull.



A. Bypass Outlet

- Let the engine idle for several minutes with the water running.
- Turn off the water. **Leave the engine idling.**
- Rev the engine a few times to clear the water out of the exhaust system.

CAUTION

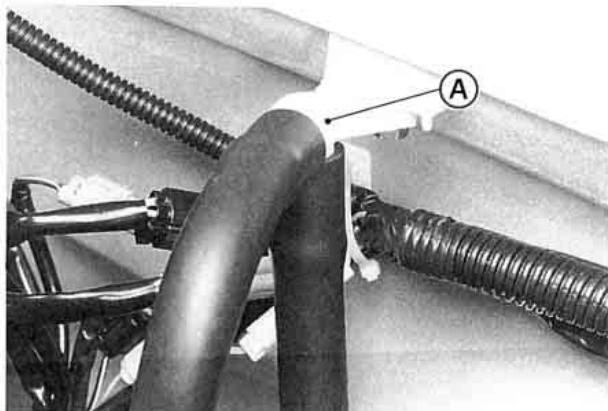
Do not run the engine without cooling water flow for more than 15 seconds. Overheating will cause severe engine and exhaust system damage.

- Switch off the engine, remove the garden hose, reinstall the cap and secure the clamp.

Bilge System Flushing

To prevent clogging, the bilge system should be flushed out according to the **Periodic Maintenance Chart**, or whenever you suspect it is blocked.

- Disconnect both bilge hoses at the plastic breather fitting. It is mounted on the left side in the engine compartment.

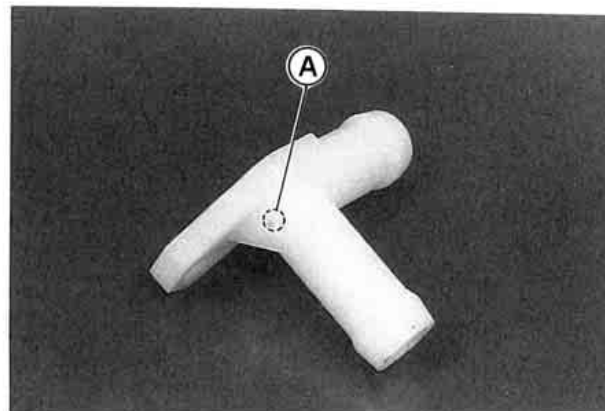


A. Breather Fitting

- Connect the bilge filter hose (from the hull bottom) to the garden hose, turn the water on, and flush it out for about a minute. During this procedure, water will flow into the engine compartment. Do not allow a large amount of water to accumulate in the engine com-

partment. Remove the drain screw in the stern to drain the engine compartment.

- Connect the other hose to the garden hose, turn the water on, and flush it out for several minutes.
- Before reconnecting the hoses to the plastic breather fitting, make sure the small breather hole in the fitting is clear. If the hole is clogged, the engine compartment will fill with water when the engine stops or idles. It may be necessary to remove the fitting.



A. Breather Hole

- Reconnect the bilge hoses.

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NOTE

- *If your watercraft is to be stored, blow air through both hoses before they are reconnected (see the Preparation for Storage section in the STORAGE chapter).*