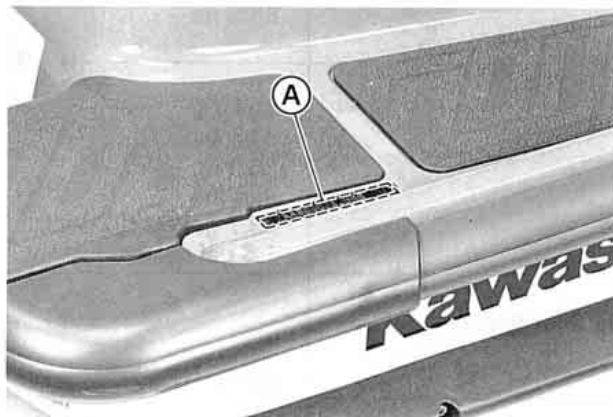


10 GENERAL INFORMATION

GENERAL INFORMATION

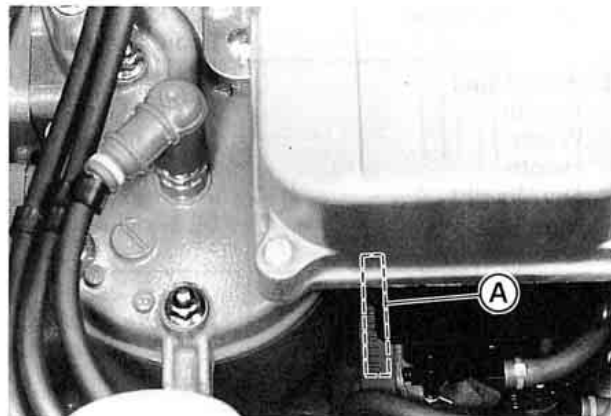
Serial Numbers

The hull and engine identification numbers are used to register the boat. They are the only means of identifying your particular machine from others of the same model. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, investigating authorities will require both numbers as well as the model number and any unique features of your machine that could help identify it. Record these numbers here.



A. Hull Identification Number (HIN)

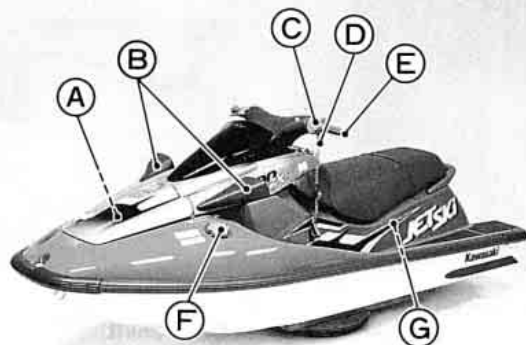
H.I.N.	
--------	--



A. Engine Number

Eng. No.	
----------	--

Parts Location

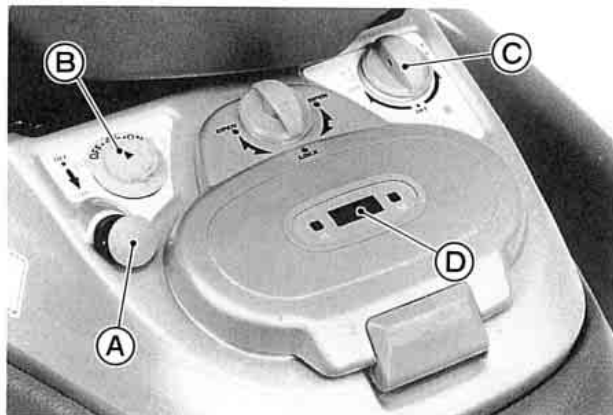


- A. Storage Compartment
- B. Rear View Mirrors
- C. Engine Start and Stop Buttons/Trim Adjust and Automatic Trim Switches
- D. Engine Shut-off Lanyard
- E. Handlebar
- F. Fuel Filler Cap
- G. Engine Compartment



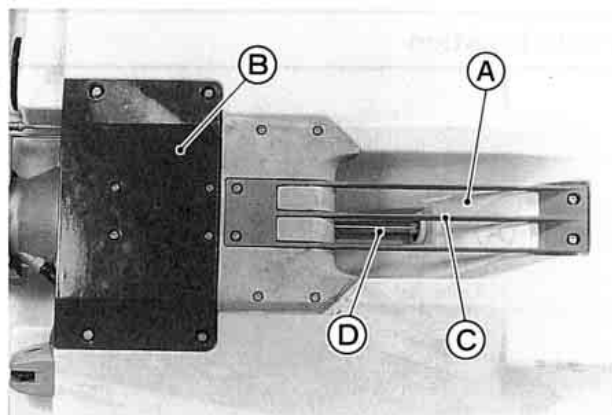
- A. Seat Latch
- B. Storage Pockets
- C. Throttle Lever
- D. Meter Instruments/Warning Lights
- E. Steering Nozzle
- F. Exhaust Outlet
- G. Drain Plug
- H. Bypass Outlet

12 GENERAL INFORMATION



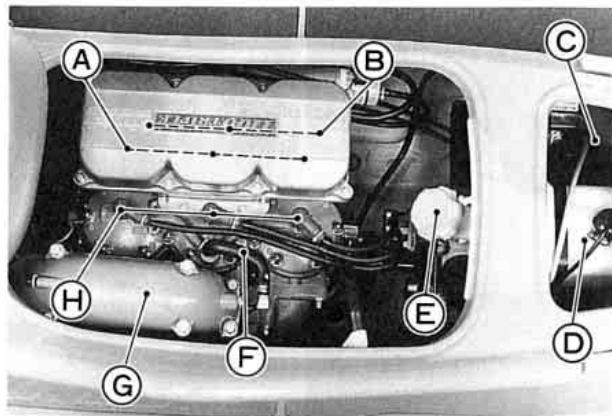
A. Choke Knob
B. Ignition Switch

C. Fuel Knob
D. Digital Clock



A. Water Intake
B. Jet Pump Cover

C. Grate
D. Drive Shaft



- A. Carburetor
- B. Flame Arrester
- C. Battery
- D. Oil Tank
- E. Oil Filler Cap
- F. Cooling Hose
- G. Exhaust Pipe
- H. Spark Plugs

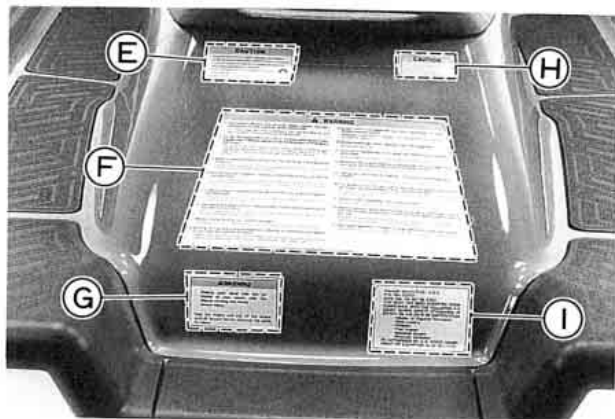
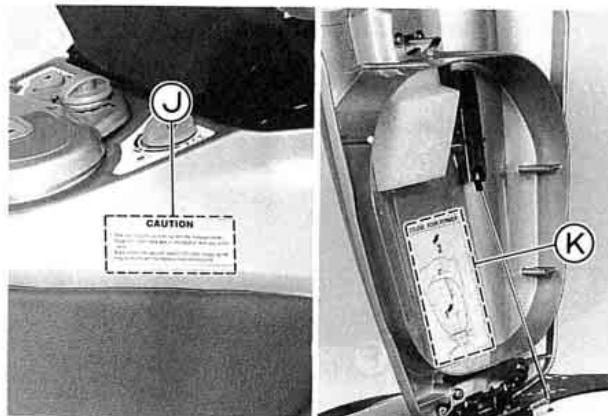
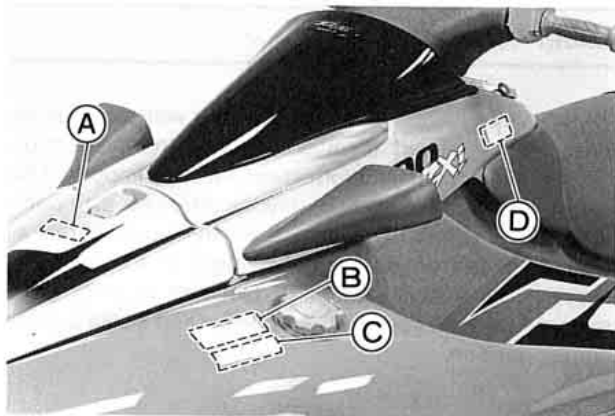
Label Location

All warning labels which are on your watercraft are repeated here. Read them and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your watercraft. Therefore, it is very important that all warning labels be on your watercraft in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

NOTE

○ The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.

14 GENERAL INFORMATION



- A. Fire Extinguisher Compartment
- B. Caution
- C. Warning
- D. Warning
- E. Caution
- F. Warning
- G. Warning
- H. Caution
- I. U.S. Coast Guard Grant of Exemption
(US model only)
- J. Caution
- K. Latch

Ⓐ

**FIRE EXTINGUISHER
COMPARTMENT**

56030-3755

Ⓑ

CAUTION

1. Check engine oil every time you refuel. Oil tank is under seat. Running out of oil will cause major engine damage.
2. Use a 50 : 1 gas-oil mixture in fuel tank only during break-in period (first 5 hours or 3 tanks of fuel). After break-in, oil injection system alone provides adequate lubrication.

56040-3969

Ⓒ

⚠ WARNING

Gasoline is extremely flammable and can be explosive. A fire or explosion can cause severe injury or death.

Shut engine off. Do not smoke. Refuel in a well ventilated area away from flame or sparks.

56040-3972

Ⓓ

⚠ WARNING

If operator falls off boat with engine shut-off lanyard unattached, the boat will not stop. This could cause the operator to become stranded in the water, and/or the boat to hit another boat or person.

Keep the engine shut-off lanyard attached to the operator at all times while operating the boat.

56070-3787

Ⓔ

CAUTION

1. If engine overheats, the water temperature light comes on and the engine slows down. Return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.
2. When rolling the craft onto its side, turn it in this direction only.



56070-3777



⚠WARNING

1. The Owner's Manual and warning labels contain important information on safe operation of this watercraft.
You must read and fully understand the Owner's Manual and warning labels before operating this watercraft.
2. The JET SKI watercraft is not a toy; it is a high performance Class A power boat. Underage operators may be hazardous to themselves and others.
You must know and observe your state's minimum boating age regulations. Kawasaki does not recommend operation of this watercraft by persons under the age required for a driver's license.
3. Riders of personal watercraft can fall into the water and experience exposure.
Operator and passenger must be competent swimmers and never travel farther from shore than they can swim.
4. Boating laws and navigation rules are for the safety of everyone sharing the waterways.
You must know and observe all local, state, and federal boating laws. Kawasaki recommends that all operators complete an approved boating safety course.
5. Drowning Hazard: a personal flotation device (PFD) must be worn by operator and passenger.
Kawasaki recommends that operator and passenger wear a vest-type PFD (type 1, 2 or 3) at all times.
6. Overloading this watercraft can adversely affect handling and stability which can lead to an accident.
Never exceed the capacity load limit of 330 lbs or allow more than two persons to ride this watercraft at one time.
7. Malfunctioning controls can cause an accident.
Check throttle control and steering for proper operation before starting engine.
8. Starting, turning, and accelerating without checking for other boats and objects in your path can cause an accident.
Always look carefully around you for other boats and objects before starting and making quick maneuvers. This is a very maneuverable, sport watercraft.
9. Quick turns or acceleration can cause passenger to lose balance and be injured.
Passenger should hold onto operator or hand strap and keep both feet on deck for balance.
10. Alcohol and drugs impair reaction time and judgement.
Never drink and ride.
11. In some circumstances water spray can momentarily interfere with vision.
Wear suitable eye protection while operating this watercraft.
12. Releasing the throttle completely reduces the ability to steer. This can cause you to hit an object you are trying to avoid.
You must have thrust to turn.
13. Towing can cause loss of steering control and create a hazardous condition.
Do not tow other watercraft, skiers, or objects behind this craft.
14. This watercraft will not self-right if capsized.
The operator must know the proper righting procedure or he could be stranded.
All operators of this watercraft must know the righting procedure explained in the Owner's Manual.
15. Objects hidden underwater may injure your feet.
Operator and passenger should wear foot protection at all times.
16. Riders of personal watercraft may suffer injury due to the forceful injection of water into body cavities either by falling into the water or while mounting the craft.
Kawasaki recommends that the operator and passenger of personal watercraft wear protective swimwear such as wetsuit bottoms.
17. High speed operation in choppy or rough water may cause back injuries.
Slow down before crossing waves.
Do not ride if you have a back condition.

GENERAL INFORMATION 17

Ⓔ

⚠ WARNING

Putting your hand into the jet intake or rear nozzle with the engine running can cause severe injury.

Stop the engine and pull off the engine shut-off lanyard before checking the pump for debris.

56040-3898

Ⓕ

CAUTION

Do not use handrail for towing objects, lifting craft, or attaching tie-downs.

56040-3973

Ⓖ

CAUTION

1. After turning the ignition switch ON, remove the key. Stow it in a secure place on the boat or with you while riding.
2. Always turn the ignition switch OFF after stopping the engine to prevent the battery from discharging.

56070-3769

Ⓘ

Kawasaki Motors Corp., U.S.A.
P. O. Box 25252
Santa Ana, CA 92799-5252

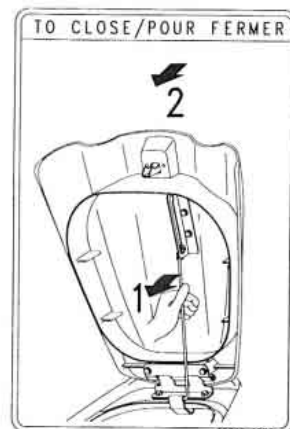
THIS BOAT HAS BEEN EXEMPTED FROM COMPLIANCE WITH THE FOLLOWING U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:

- Display of Capacity Information
- Safe Loading
- Flotation
- Fuel System
- Electrical System
- Powered Ventilation

AS AUTHORIZED BY U.S. COAST GUARD
GRANT OF EXEMPTION (CGD 80-018)

59462-3716

Ⓚ

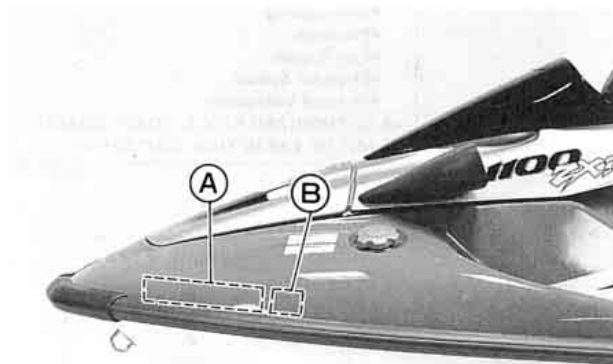


56030-3807

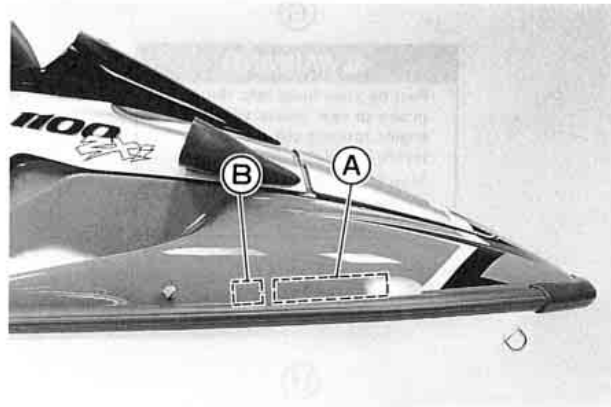
18 GENERAL INFORMATION

Registration Numbers

The graphic design of your JET SKI watercraft provides a specific location on each side for the registration numbers and validation decals.



A. Location for Registration Number
B. Location for Validation Decal



A. Location for Registration Number
B. Location for Validation Decal

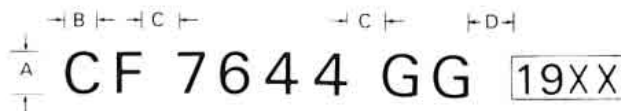
The registration numbers must read from left to right on both sides of the watercraft. Typically, the validation decal must be placed three inches beyond, and level with the first or last letter of the identification number.

NOTE

○ *Requirements for registration numbers and validation decals may vary from those given here for your state. Always follow the directions provided at the time you register your watercraft.*

Registration numbers must be block characters no less than 3 inches (76.2 mm) in height. They should be a

color contrasting with the background. The spaces between the numerals and the prefix/suffix letters must be equal to the width of any letter except "l" or any number except "1."



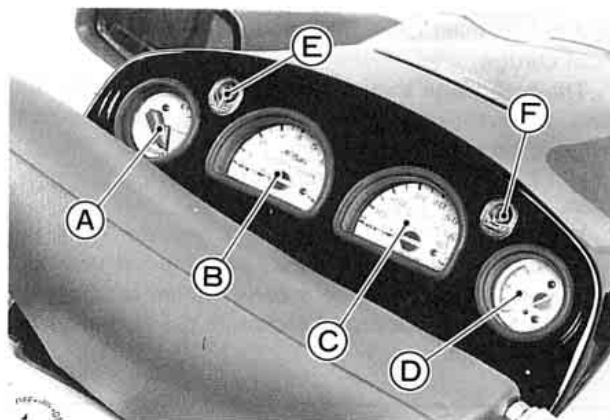
A = 3 inches (76.2 mm) minimum

B = C

D = 3 inches

Meter Instruments/Warning Lights

Ahead of the steering handlebar is a meter instrument/warning light panel.



A. Trim Indicator

B. Tachometer

C. Speedometer

D. Fuel Gauge

E. Cooling Water Temperature Warning Light

F. Oil Level Warning Light

Trim Indicator

The trim indicator shows the vertical position of the jet pump nozzle in trimming the watercraft. The needle stays

20 GENERAL INFORMATION

up when the ignition switch is turned off regardless of the actual nozzle position. Refer to the Controls section.

Tachometer

The tachometer shows the engine speed in the revolutions per minute (r/min, rpm).

Speedometer

The speedometer shows the speed of the watercraft. During a sharp turn the speed shown can be 10 to 20 km (6.2 to 12.4 mile) lower than the actual one.

Fuel Gauge

The fuel gauge shows the amount of fuel in the fuel tank. When the needle comes near the E(empty) position, refuel at the earliest opportunity.

: Cooling Water Temperature Warning Light

If the cooling water temperature gets too high, the warning light flashes to warn the riders; return to the shore immediately and check the cooling system for clogging (see the Special Procedures section in the Operating Instructions chapter).

CAUTION

If engine overheats, the water temperature warning light flashes and the engine slows down. Return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.

: Oil Level Warning Light

When the oil level in the oil tank gets low, the warning light flashes to warn the riders; add engine oil (see the Engine Oil section).

CAUTION

If the engine is run without oil, it will be severely damaged. If the oil tank is completely dry, add the oil and have your Kawasaki JET SKI dealer bleed the air from the oil line before operation.

Fuel

CAUTION

Do not use racing fuels or fuel additives. This watercraft has not been tested and certified for use with such fuels. Damage to the engine and fuel system may result from the use of improper fuel.

The octane rating of gasoline is a measure of its resistance to detonation or "knocking." Use a gasoline with an octane rating equal to or higher than that shown in the table below.

Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(\text{RON} + \text{MON})}{2}$	87
Research Octane Number (RON)	91

The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON). The Antiknock Index is posted on service station pumps in the U.S.A. If the Antiknock Index is not posted, be sure the Research Octane Number is adequate.

*Gasoline Containing Oxygenates
(Alcohols and ethers)*

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions. The types and volume of fuel oxygenates approved for use in unleaded gasoline include a broad range of alcohols and ethers. Gasoline quality is important. Fuels of low quality or not meeting industry specifications may result in unsatisfactory performance. Heed the following cautions:

CAUTION

Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

Never use gasohol with an octane rating lower than the minimum octane rating specified by Kawasaki for this product.

Never use gasohol containing more than 10% ethanol (grain alcohol).

Never use gasohol containing more than 5% methanol (wood alcohol). Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Never store this product with gasohol in the fuel system.

Gasoline containing alcohol can cause paint damage. Be extra careful not to spill gasohol during refueling.

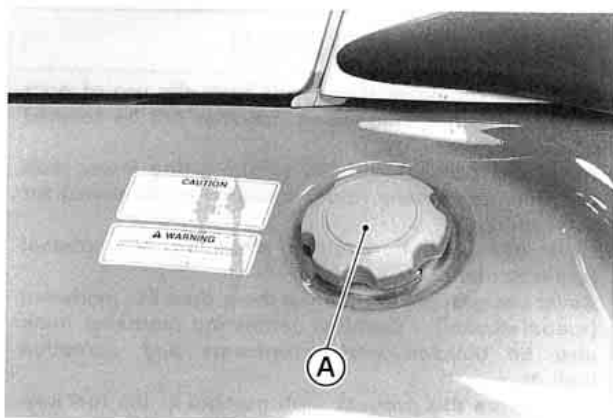
Filling the Tank:

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

The fuel tank is located inside the bow and the fuel filler cap is on the left side of the bow. Turn the cap counterclockwise and remove it.

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A. Fuel Filler Cap

Fill the tank with the recommended octane rating gasoline. The use of a small diameter pour spout (or funnel) will make filling easier. Pour slowly to avoid "spit back" and allow air to escape from the tank.

Leave about 100 mm (4 in.) between the top of the filler neck and the fuel level.

WARNING

Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent tube. After refueling, make sure the filler cap is closed securely.

After transporting or refueling and before starting the engine, open the storage compartment lid, take out the storage box and remove the seat (see the Seat Latch section) for several minutes to ventilate the engine compartment.

WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion.

Engine Oil

Kawasaki recommends using Kawasaki Jet Ski Oil (P/N W61020-102) or Kawasaki Jet Ski High Performance Oil (W61020-103) for extra protection under severe use conditions. Both oils are specially formulated for Kawasaki Jet Ski watercraft to minimize piston ring varnish and combustion chamber deposits, and provide excellent lubrication qualities.

If Kawasaki Jet Ski Oils are not available, ensure that you use only a high quality two cycle marine oil as a substitute. Look for the National Marine Manufacturers Association (N.M.M.A.) TC-W II or TC-W 3 certification on the container. The use of oil additives or products that are

not certified by N.M.M.A. as TC-W II or TC-W 3 are not recommended.

NOTE

○ *TC-W II and TC-W 3 are later classifications than TC-W with additional engine testing procedures in their qualification process that eliminate some of the inferior marine two cycle oils that exist in the marketplace. Kawasaki Jet Ski High Performance Oil is a certified TC-W II product. Although Kawasaki Jet Ski Oil has a TC-W classification, it is a high quality oil that performs as well as or better than TC-W II or TC-W 3 oils in this application and has proven its performance over many years of use.*



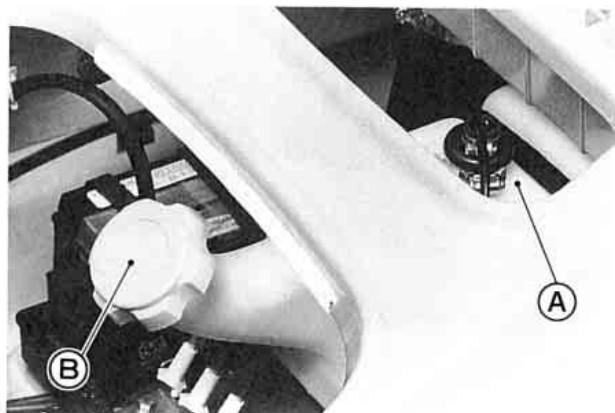
Adding Oil:

The oil tank is located in the engine compartment. Remove the seat (see the Seat Latch section) and remove the oil filler cap. Add the recommended oil.

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CAUTION

If the engine is run without oil, it will be severely damaged. If the oil tank is completely dry, add the oil and have your Kawasaki JET SKI dealer bleed the air from the oil line before operation.



A. Engine Oil Tank

B. Oil Filler Cap

NOTE

○Kawasaki recommends the use of a gasoline/oil premix in the fuel tank for extra lubrication during the break-in period. After the break-in period, the oil injection system provides the necessary engine lubrication without the need for premixed fuel. Refer to the Break-In section in the OPERATING INSTRUCTIONS chapter.

Controls

Steering Handlebar:



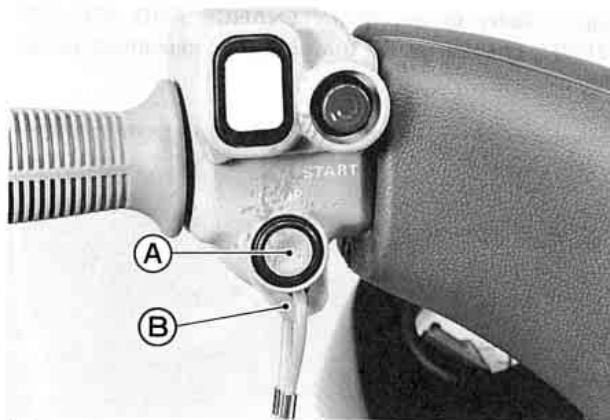
A. Handlebar

The steering handlebar functions much the same as a snowmobile or bicycle handlebar. Turning the handlebar will cause the watercraft to turn **ONLY WHEN THE ENGINE IS RUNNING AND ONLY WHEN THE THROTTLE IS APPLIED**. The handlebar is connected by a control cable to the jet pump steering nozzle at the rear of the boat.

Stop Button:

The stop button is in the case on the left hand side of the handlebar. The stop button is red and marked "STOP." Pushing the stop button turns off the engine.

The engine is also stopped by pulling the engine shut-off lanyard key off the stop button.



A. Stop Button

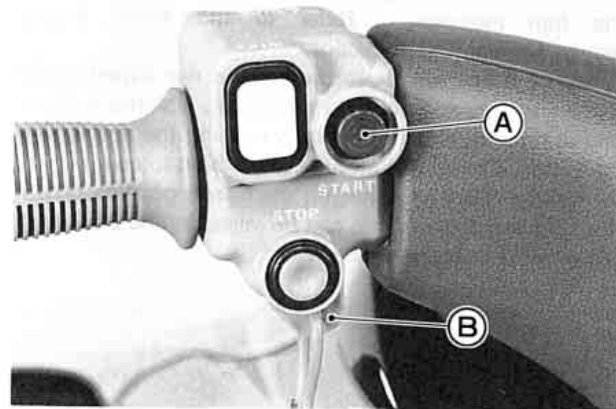
B. Lanyard Key

Start Button:

The start button is in the case on the left hand side of the handlebar. The start button is green and is marked "START." Pushing the start button with the engine shut-off lanyard key pushed under the stop button starts the engine. Release it when the engine starts. Without the lanyard key the engine neither cranks nor starts.

CAUTION

Do not push the "START" button while the engine is running or while the starter is still spinning, as it will hasten starter wear and may cause the starter to jam.



A. Start Button

B. Lanyard Key

NOTE

- For the engine to start, the ignition switch must be turned to the "ON" position and the engine shut-off lanyard key must be pushed under the stop button.
- Refer to the Starting the Engine section in the Operating Instructions chapter.

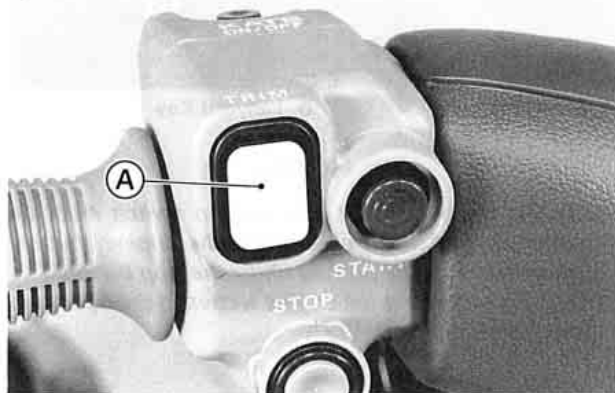
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Trim Adjust Switch:

The rocker type trim adjust switch is located next to the start button.

Pushing on the "UP" half of the switch moves the jet pump nozzle continuously up and pushing on the "DN" half moves the nozzle continuously down to trim the boat and control porpoising. The nozzle position is shown by the trim indicator. Refer to the Meter Instruments/Warning Lights section.

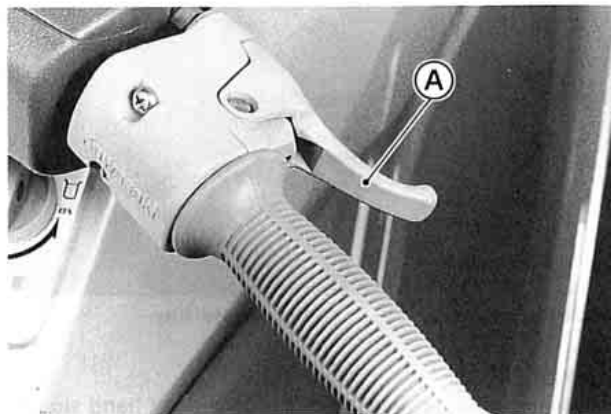
Heavy riders will cause the bow to rise higher in the water and may contribute to porpoising which is a rhythmic rising and falling of the bow causing the hull to slap the water. Control the attitude of the boat to compensate for heavier riders by adjusting the nozzle position down. For light loads the nozzle can be raised so the bow does not plow or push too much water.



A. Trim Adjust Switch

Throttle Lever:

The throttle lever is located on the right hand side of the handlebar. Squeezing the lever toward the handlebar grip increases engine speed. When released, spring pressure returns the lever to the idle position. Always check that the throttle lever returns normally before starting the engine. In addition, there must be adequate throttle cable play. Refer to the MAINTENANCE AND ADJUSTMENTS chapter for the throttle cable adjustment procedure.



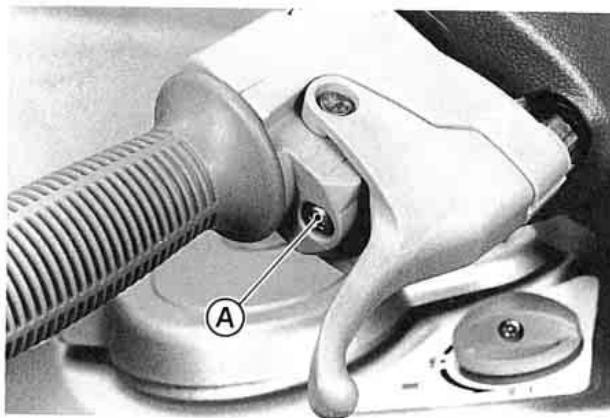
A. Throttle Lever

Throttle Limiter:

The watercraft is equipped with a throttle limiter to decrease maximum engine power for an unskilled rider. The limiter functions by restricting the moving distance of the throttle lever. Turn the limiter in or out. Turning out decreases the maximum engine power available. The other way increases the maximum engine power.

CAUTION

If the throttle limiter is adjusted, verify the changes in throttle in an open non-traffic area. Never try to adjust the limiter by racing the engine out of the water or the engine may be damaged.



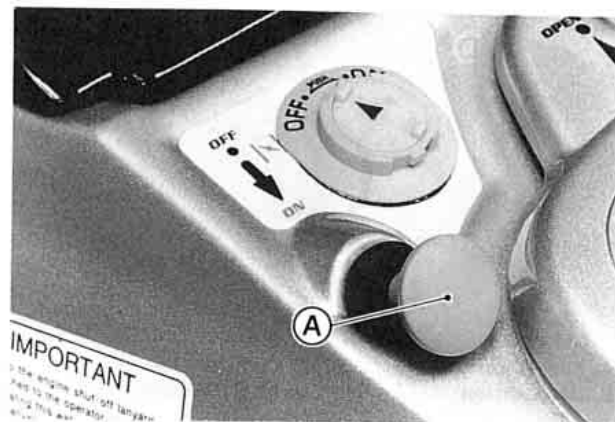
A. Throttle Limiter

Choke Knob:

The choke knob is located on the left side behind the steering handlebar. Pulling the choke knob out provides a rich mixture for starting. After the engine fires, the choke knob should be pushed all the way in.

NOTE

○ If the choke knob is left pulled out after the engine has started, it will waste fuel, reduce performance, and could cause spark plug fouling.

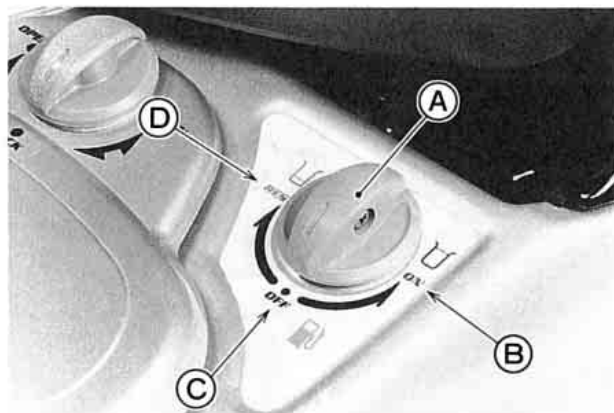


A. Choke Knob

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Fuel Knob:

The fuel knob is located on the right side behind the steering handlebar. It has three positions: ON, OFF, and RES (reserve). If you run out of fuel while the knob is in the ON position, turn the knob to RES. Reserve allows use of the last 7 liters (1.8 U.S. gal) of fuel and about 9 minutes of running time at full throttle.



A. Fuel Knob
B. ON position

C. OFF position
D. RES position

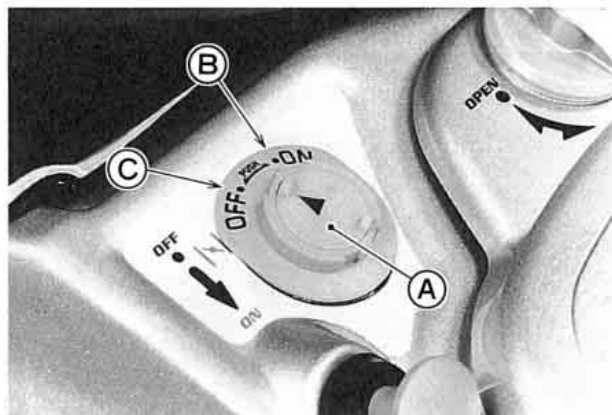
NOTE

○ Since operating distance is limited when on RES, refuel at the earliest opportunity.

○ Make certain that you turn the fuel knob to ON (Not RES) after filling up the fuel tank.

Ignition Switch:

The ignition switch is located next to the choke knob behind the steering handlebar. It is a 2-position, key operated switch. The key can be removed both when in the "OFF" and "ON" positions. Remove the key immediately after turning the ignition switch on and store it in the storage pocket in front of the seat. Be sure to turn the ignition switch off after stopping the engine to prevent the battery from discharging. After use of the watercraft remove the key to prevent unauthorized use.



A. Ignition Switch
B. ON position

C. OFF position

CAUTION

After turning the ignition switch ON, remove the key. Stow it in a secure place on the boat or with you while riding.

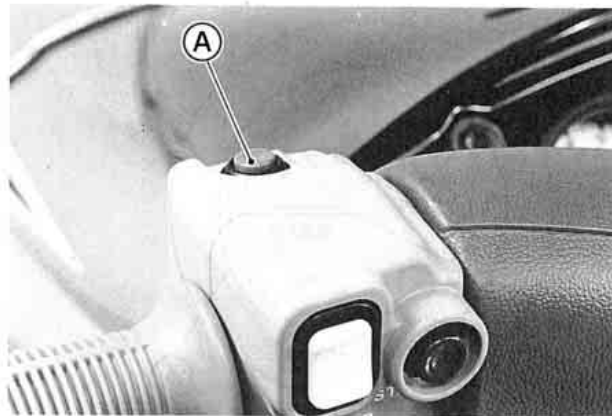
Always turn the ignition switch OFF after stopping the engine to prevent the battery from discharging.

Record your ignition switch key number. In the event of loss of the key, ask your dealer to get the same key as you have lost telling the key number.

Write your key number here.

Kawasaki Automatic Trim System (KATS)

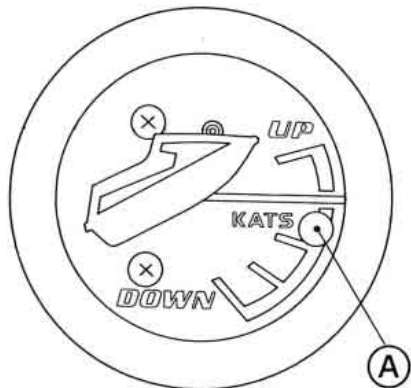
The Kawasaki Automatic Trim System (KATS) is designed for optimum low speed acceleration. The push type on/off automatic trim switch is located in the top of the case on the left hand side of the handlebar.



A. Automatic Trim Switch

When the switch is pushed in after the ignition switch is turned on, the LED indicator light in the trim indicator comes on and the steering nozzle goes all the way down. When the engine speed exceeds 2,000 rpm, the nozzle goes up to its level position and stays there. The nozzle goes down whenever the engine speed is lower than 2,000 rpm.

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A. Automatic Trim Indicator Light

You can turn off the system either by pushing the switch in again or by operating the trim adjust switch.

The red indicator light shows that the system is functioning, but if the engine is not started within three minutes after the switch is pushed in, the light goes off but the system stays on.

Digital Clock

In the lid of the storage pocket in front of the seat is a digital clock.

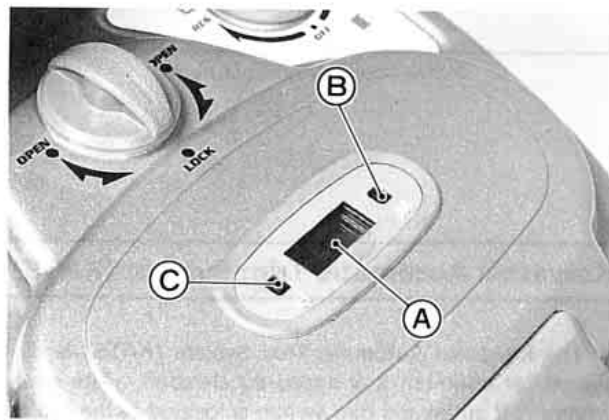
To adjust minutes push the "M" button and to adjust hours push the "H" button.

NOTE

○ Pushing the button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.

CAUTION

Do not use a sharp object to push the buttons, or the button seals could be punctured and leak. If water leaks into the clock, it will not run.

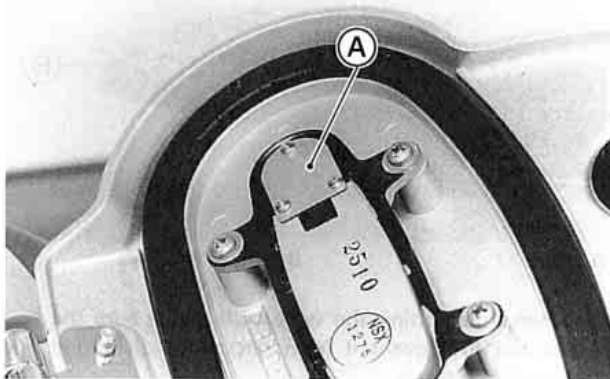


A. Digital Clock
B. "M" Button

C. "H" Button

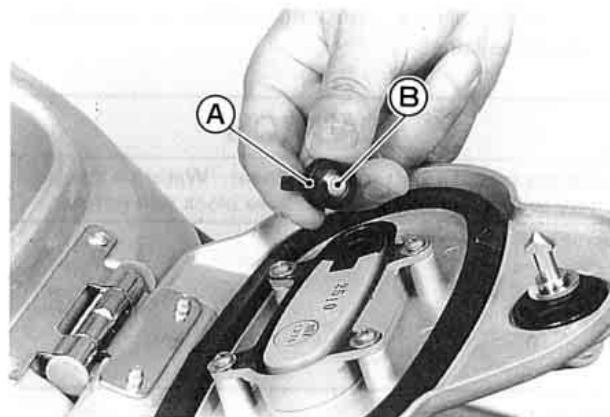
When replacing the battery with a new one (1.5 V) follow this procedure:

1. Open the storage pocket.
2. Unscrew the holding plate.



A. Plate

3. Pull out the grommet with the battery in it.



A. Grommet

B. Battery

4. Take the battery out of the grommet.
5. Push a new battery into the grommet with its (+) side inward.
6. Be sure to push the grommet in place until its outside surface is level with the bottom of the clock. Do not push the grommet with the plate to prevent loose electrical connections. Check to see that the time comes on in the display panel.

CAUTION

The grommet must be properly installed, or the clock will not run.

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7. When installing a new battery check to be sure it is absolutely dry.

CAUTION

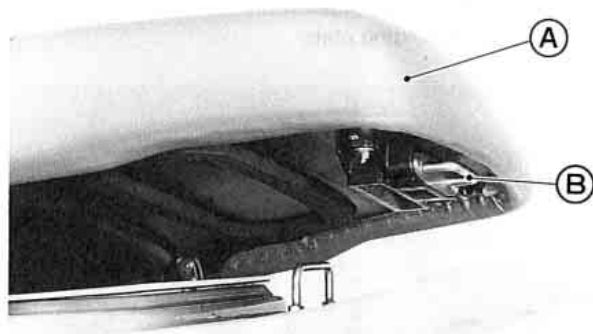
Do not install a battery that is wet. Water on the battery will cause corrosion, and the clock will not run.

Seat Latch

The seat can be removed by unlocking the latch under the rear end of the seat.

To Open: Pull the latch handle and remove the seat up and to the rear.

To Close: Engage the seat front end in place and slide it all the way forward by pushing the seat end, and then push down on the rear of the seat to lock it.



A. Seat

B. Latch Handle

When transporting the watercraft, make sure the seat is secured to prevent it from becoming dislodged and damaged as a result.

The handrail behind the seat is for boarding from deep water only, and is not designed for other purposes.

CAUTION

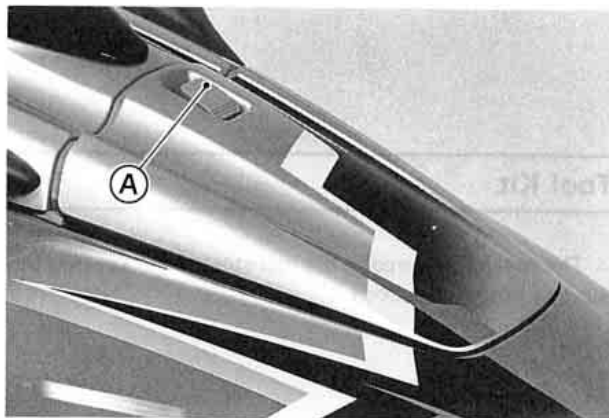
Do not use handrail for towing objects, lifting craft, or attaching tie-downs.

Storage Compartment

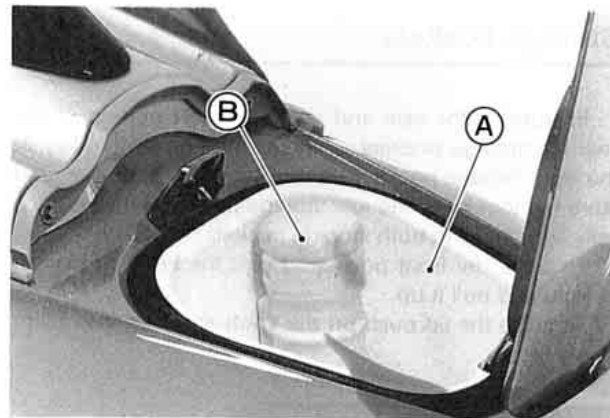
The box type storage compartment is located in the bow. The storage box can be taken out easily. In the storage box is provided a container for a fire extinguisher (not standard equipment with this watercraft). Store this Owner's Manual, put in a plastic bag, in the storage compartment.

To open the lid, pull the knob all the way up until the lid latches.

To close the lid, while pulling the supporting rod rearward raise the lid, let it down, and push on it near the knob until it latches.

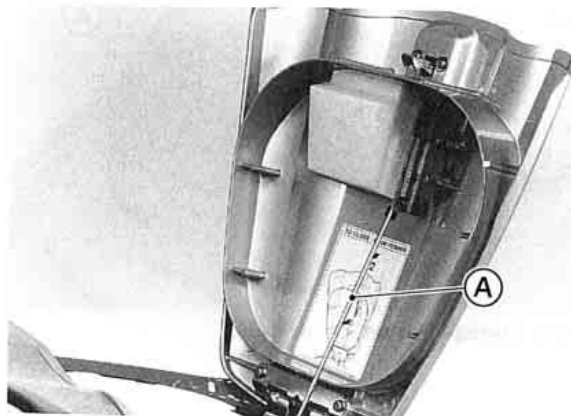


A. Knob



A. Storage Compartment (Box)

B. Fire Extinguisher Container



A. Supporting Rod

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Storage Pockets

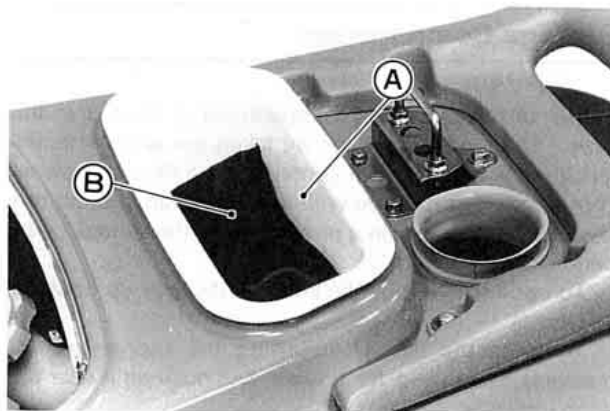
In front of the seat and under the rear portion of the seat are storage pockets. Put the ignition switch key in the front storage pocket after the switch is turned on and store the tool kit in the rear storage pocket. Always keep only light items in both storage pockets.

To open the front pocket lid turn the knob to the left or right and pull it up.

To close the lid push on the knob and turn it to point to the rear.



A. Front Storage Pocket B. Knob



A. Rear Storage Pocket B. Tool Kit

Tool Kit

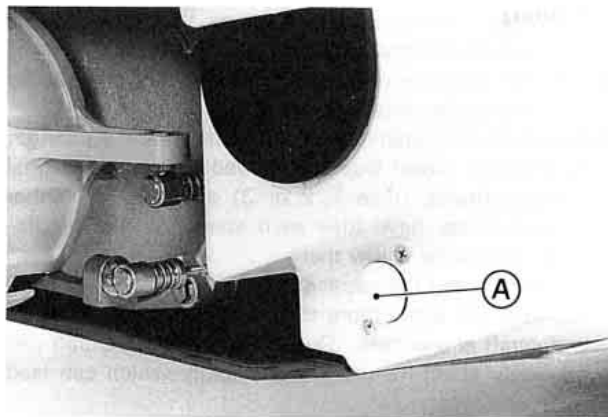
The tool kit is stored in the rear storage pocket (see the Storage Pockets section).

Drain Screw

There is a drain screw in the stern to drain water accumulated in the engine compartment. Open it only when the craft is out of the water.

CAUTION

Before launching be sure to securely tighten the screw to avoid flooding and swamping the craft.



A. Drain Screw