

## OPERATING INSTRUCTIONS

### Safe Operation

#### Operation by Children:

#### WARNING

The JET SKI watercraft is not a toy; it is a one or two person high performance Class A power boat with a capacity load limit of 150 kg (330 lb). 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.

#### Operator Swimming Ability:

#### WARNING

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.

Drowning Hazard: a personal flotation device (PFD) must be worn by the operator and passenger. Kawasaki recommends that the operator and passenger wear a vest-type PFD (type 1, 2 or 3) at all times.

#### Safe Riding Rules:

#### WARNING

Always follow these rules when operating your watercraft, for your own safety and that of others.

- Always comply with any Navigation Rules in effect in your area. The Coast Guard office or state boating authority nearest you can usually furnish you with the applicable rules. Check local and state regulations before operating. Kawasaki recommends that all operators complete an approved boating safety course.
- See the Navigation Rules section in this chapter for basic navigation rules.
- Kawasaki recommends that the operator and passenger wear a U.S. Coast Guard approved vest-type personal flotation device (type 1, 2 or 3) at all times. Other countries may have their own standards and regulations; be sure to follow them.
- Do not exceed the capacity load limit of 150 kg (330 lb). Do not allow more than two persons to ride this watercraft at one time. Overloading this watercraft can adversely affect handling and stability which can lead to an accident.
- Check the throttle control and steering for proper operation before starting the engine. Malfunctioning controls can cause an accident.
- Look carefully around you for other boats and objects in your path before starting and making quick maneu-

vers, especially before executing any quick turns. Because the watercraft is very maneuverable, other boaters may not be expecting you to turn as quickly as you are able (see the Turning the JET SKI Watercraft section). Before making a turn, always look over your shoulder to make sure no other watercraft is coming from behind. Do not rely solely on the rear view mirror; you may misjudge a watercraft's direction, distance or speed, or you may not see it at all.

- The passenger should hold on to the operator or hand strap while keeping both feet on the deck for balance at all times during operation, or he can lose balance and be injured.
- The operator must always keep the engine shut-off lanyard attached to himself while operating the watercraft. If the operator falls, the lanyard stops the engine (see the Starting the Engine section).
- Alcohol and drugs impair judgement and reaction time. Never drink and ride.
- Wear suitable eye protection while operating this watercraft. In some circumstances water spray can momentarily interfere with vision and create a hazard.
- Operator and passenger should wear foot protection at all times. Objects hidden underwater may injure your feet.
- Kawasaki recommends that the operator and passenger of personal watercraft wear protective swimwear such as wetsuit bottoms. 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.

- You must have thrust to turn. Releasing the throttle completely reduces the ability to steer and the watercraft can hit an object you are trying to avoid.
- Do not tow other watercraft, skiers, or objects behind this watercraft. The eyes in the bow and stern are designed only as tie-down points for transporting the craft. Towing anything can cause loss of steering control and create a hazardous condition. Also, other boat operators may not expect the watercraft to be towing anything.
- All operators of this watercraft must know the righting procedure because this craft will not self-right if it is capsized (see Righting the Capsized Watercraft in the Riding the JET SKI Watercraft section).
- Never operate the watercraft after dark. It was not designed for such use, and has no lighting equipment.
- Avoid operating the watercraft in waters full of weeds or debris, as they may clog the jet pump, and cause an injury if you fall.
- Do not operate in shallow water, or the impeller may be damaged and sand may clog the water cooling hoses.
- Be very careful of other boats, especially those towing water skiers. Give them plenty of room.
- Never go over a ski jump. You could damage the watercraft or injure yourself.
- Do not operate the watercraft in ocean surf. In addition to being dangerous, it may be illegal in certain localities.
- Slow down before crossing waves. Do not ride if you have a back condition. High speed operation in choppy or rough water may cause back injuries.

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### CAUTION

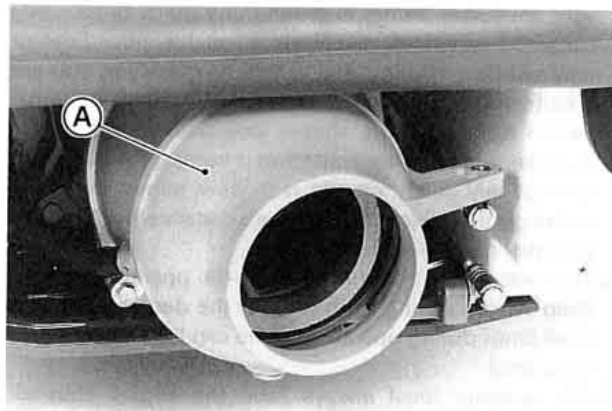
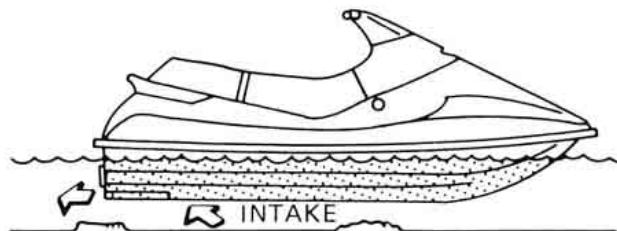
Jumping waves can overstress the watercraft hull causing it to crack.

### Jet Pump Safety:

Although the jet pump is inherently safer than a propeller drive, certain safety precautions must always be observed.

### ⚠ WARNING

Keep your hands, feet, and clothing away from the jet pump intake (bottom of the boat, in the middle) and never stick anything into the pump outlet (steering nozzle at the back of the boat) whenever the engine is running, or a severe injury can occur.



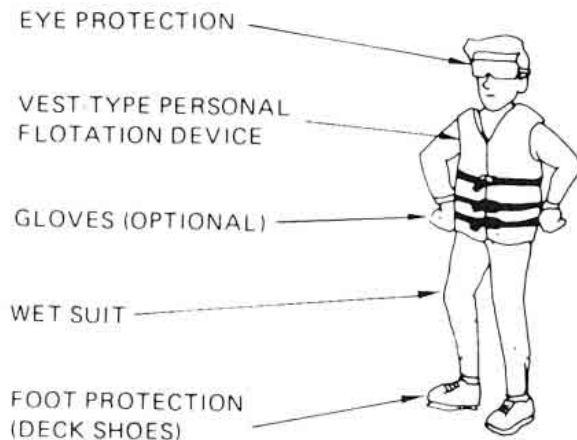
A. Steering Nozzle

### Personal Flotation Device and Safety Gear:

U.S. federal regulations require that one U.S. Coast Guard approved personal flotation device (PFD) be carried for each person aboard when operating on water under Coast Guard jurisdiction. In some state waters not under federal jurisdiction, other flotation devices are permissible in addition to those specified by federal law. Other countries may have their own standards and regulations; be sure to follow them. As a rule, waist-type ski belts do not qualify as adequate flotation devices. The full vest type is recommended. Check local regulations to see what type of personal flotation device may be required in your area.

**⚠ WARNING**

**Drowning Hazard:** a personal flotation device (PFD) must be worn by the operator and passenger. Kawasaki recommends that the operator and passenger wear a vest-type PFD (type 1, 2 or 3) at all times.

**⚠ WARNING**

In some circumstances water spray can momentarily interfere with vision which could be hazardous. Wear suitable eye protection while operating this watercraft.

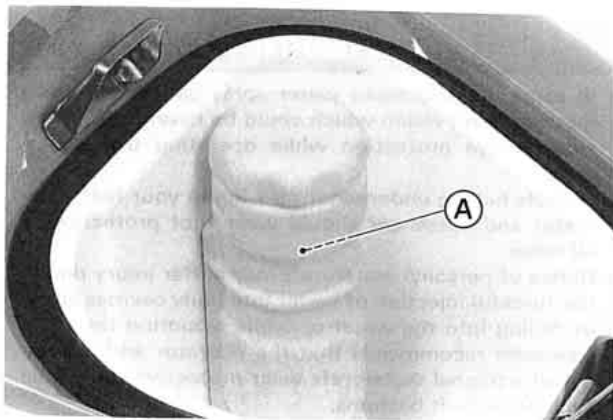
Objects hidden underwater may injure your feet. Operator and passenger should wear foot protection at all times.

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.

**Fire Extinguisher:**

A charged and functional fire extinguisher must be carried on board, and may be stored in the container provided in the storage box in the bow (see the Storage Compartment section in the GENERAL INFORMATION chapter). Be sure to install the container cap securely.

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A. Store here.

Because the watercraft is a "Class A" inboard boat, federal regulations require that a fire extinguisher rated "B-1" (minimum 2 pound capacity) be aboard when operating on navigable waters under Coast Guard jurisdiction. In addition, most states, parks, and wildlife departments require that a U.S.C.G. approved fire extinguisher be carried aboard, even on waters not under federal jurisdiction.

Other countries may have their own standards and regulations; be sure to follow them.

### **WARNING**

Do not use your watercraft unless it has a fire extinguisher on board.

Standard equipment does not include a fire extinguisher. Many owners prefer to provide their own fire extinguishers. If you wish, your dealer can furnish you with an approved Kawasaki accessory fire extinguisher (P/N. W99997-101).



## Navigation Rules

The navigation rules or nautical "rules of the road" are like highway traffic laws. They dictate who has the right-of-way when boats meet in open water. As the boat operator you are obligated to know and obey these rules. They are also legally binding on boat operators.

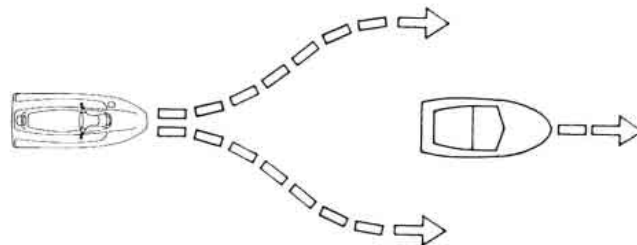
This section provides basic navigation rules. We recommend that you obtain more information on navigation rules and navigation aids from your state when registering your craft. If you have never owned a boat before, an excellent introduction to the arts of boat handling and seamanship can be obtained from the U.S. Power Squadrons, the U.S. Coast Guard Auxiliary, or other volunteer organizations.

In nautical terms, the stand-on (privileged) boat has the right of way; and the give-way (burdened) boat must give way. Whenever you come near another boat, be cautious and use common sense. You cannot rely on other boaters to know or follow these rules.

### Sailboats:

Sailboats have right-of-way over power boats in nearly all cases. Stay clear of these craft and do not create a wake which may cause them trouble.

### Overtaking and Passing Situation:



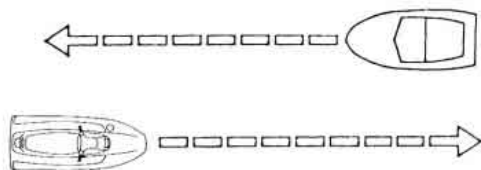
Give-way (Burdened)  
Vessel Overtaking

Stand-on (Privileged)  
Vessel Being Overtaken

If you are overtaking and passing another boat, the boat being passed has right-of-way, and you are required to stay clear.

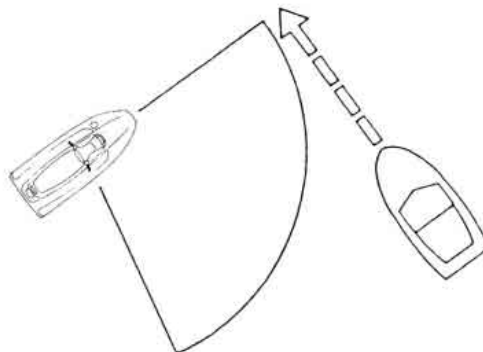
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### Meeting Situation:



If you are meeting another power boat head on, neither you nor the other boat has right-of-way. Each boat should keep to its right.

### Crossing Situation:



Give-way  
(Burdened)  
Vessel

Stand-on (Privileged) Vessel  
holds course and speed.

If you have another power boat on your right, the boat on the right has right-of-way. You must keep out of the way of the boat by directing your course to the starboard (right) and passing astern of (behind) the stand-on boat. If necessary, you may have to slow, stop, or reverse your craft to allow the stand-on boat to pass. Before passing behind another boat, look carefully for a water skier or any towed object. Pass behind the object in tow.

If you have another boat on the left, you have right-of-way. You must keep your course and speed.

## Pre-ride Checklist

Each day before using the watercraft, check the following items:

### Check Outside Craft:

- ☐ CLEAN PUMP – Clear the water inlet, jet pump, and drive shaft of foreign objects.
- ☐ PUMP COVER TIGHT – Check the jet pump cover and inlet grate for looseness. Tighten the mounting bolts, if needed.
- ☐ HULL DAMAGE – Inspect the hull for damage.
- ☐ DRAIN SCREW – Check that the drain screw in the stern is securely installed.
- ☐ STEERING – Check the operation of the steering for binding, rough spots, or excessive play. Adjust the cable if needed (see the Control Cable Adjustments section in the MAINTENANCE AND ADJUSTMENTS chapter). The steering cable is sealed at both ends and does not need lubrication. If the seals are damaged, the cable must be replaced.

### Check Inside Craft:

- ☐ THROTTLE CONTROL – Check the operation of the throttle for binding, rough spots or excessive play. Adjust the cable if needed (see the Control Cable Adjustments section in the MAINTENANCE AND ADJUSTMENTS chapter). The throttle lever must return to the fully closed position when released.

## ⚠ WARNING

If the throttle does not return freely and completely, it may cause loss of control.

- ☐ VENTILATE ENGINE COMPARTMENT – Open the storage compartment lid, take out the storage box and remove the seat, and keep open for several minutes to purge gasoline fumes from the engine compartment.

## ⚠ WARNING

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

- ☐ FIRE EXTINGUISHER – Check your fire extinguisher for a full charge.
- ☐ FUEL PRESSURE – Loosen the fuel tank cap to relieve any pressure, then tighten the cap securely.
- ☐ FUEL LEVEL – Check the fuel level. Refill if necessary and turn the fuel knob to the ON position.
- ☐ ENGINE OIL LEVEL – Check the oil level in the oil tank. Refill if necessary.
- ☐ FUEL LEAKS – Check the engine compartment for fuel leaks.
- ☐ OIL LEAKS – Check the engine compartment for oil leaks.
- ☐ FASTENERS – Check and tighten any loose bolts, nuts, or clamps.
- ☐ HOSE CONNECTIONS – Be sure all hose connections are secure and that all hose clamps are tight. Check all



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hoses for cracks or deterioration and replace if necessary.

- ☐ **DRAIN BILGE** – Drain any water out of the engine compartment by removing the drain screw. Install the drain screw securely when all the water has been drained.
- ☐ **ENGINE SHUT-OFF LANYARD KEY** – Start the engine and run it for a few seconds (see the Starting the Engine section). Pull the lanyard key off the engine stop button to check that the engine stops immediately.

### **WARNING**

Do not run the engine in a closed area. Exhaust gases contain carbon monoxide: a colorless, odorless, poisonous gas. Breathing exhaust gas leads to carbon monoxide poisoning, asphyxiation, and death.

### **CAUTION**

Do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Overheating will cause engine and exhaust system damage.

- ☐ **STOP BUTTON** – Again start the engine, run it for a few seconds, and then check that the engine STOP button works.
- ☐ **SEAT** – Check that the seat latch is secure.
- ☐ **RIDER PROTECTION** – Always wear the proper flotation device and protective gear.

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## Break-In

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A new watercraft should be ridden with care during the break-in period to allow mechanical components to "bed-in" and produce smooth, long wearing surfaces.

Kawasaki recommends use of a 50 : 1 gas/oil premix in the fuel tank for extra lubrication during the break-in period. Use premixed fuel for the first five hours (approx. three tanks of fuel). After the break-in period, the oil injection system provides the necessary engine lubrication without the need for premixed fuel. During the first five hours of engine operation, do not subject the engine to heavy lugging or prolonged full throttle operation. For this period, up to  $\frac{3}{4}$  throttle is recommended. Turn out the throttle limiter by  $\frac{1}{2}$  of its full travel from the unlimited position (throttle fully opening).

Vary the operating speed often, not running for a prolonged time at any one speed.

**Mixing:**

A convenient way to mix fuel is to use a five gallon container. Add 12.8 ounces of oil to 2½ gallons of gas and mix thoroughly. Add another 2½ gallons of gas, and mix again to get the proper 50 : 1 ratio. Refer to the following chart for smaller quantities.

**Fuel Ratio Chart 50 : 1**

Ounces of Oil to Gallons of Gas (U.S)			
Ounces of Oil	Gallons of Gas	Ounces of Oil	Gallons of Gas
2.6 oz	1.0 gal	7.7 oz	3.0 gal
3.8 oz	1.5 gal	9.0 oz	3.5 gal
5.1 oz	2.0 gal	10.2 oz	4.0 gal
6.4 oz	2.5 gal	12.8 oz	5.0 gal

**Recommended Oil**

**Kawasaki JET SKI Oils or**

**N.M.M.A. Certified TC-W II or TC-W 3 Oils**

Careful treatment of the craft during the break-in period will result in more efficient, reliable performance and a longer life for the craft.

In addition to the break-in described above, we recommend that the owner take his watercraft to an authorized Kawasaki JET SKI dealer after the first ten hours of operation for initial maintenance service. See the Periodic Maintenance Chart in the MAINTENANCE AND ADJUSTMENTS chapter.

**Stopping the Engine**

The engine can be stopped in one of the following two ways.

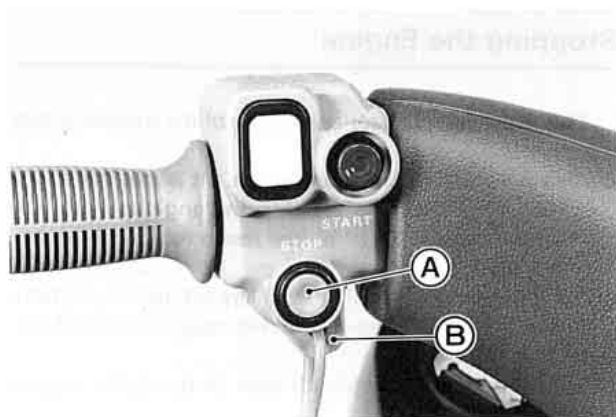
- Push the RED engine stop button. It is not necessary to hold the button "in" to stop the engine. After the engine stops, the STOP button resets itself and the engine is ready to start.
- Pull the engine shut-off lanyard key off the stop button. To start the engine the lanyard key must be pushed under the stop button.

Turn the ignition switch off after stopping the engine in either case.

**⚠ WARNING**

You have no directional control of the watercraft when the engine is stopped.

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A. Engine Stop Button

B. Lanyard Key

If the engine must be stopped immediately in an emergency, push the RED engine stop button or pull the engine shut-off lanyard key off the stop button.

Some possible EMERGENCY situations are:

- The engine speeds out of control.
- The throttle lever will not release completely.

### WARNING

If the throttle fails, do not operate the watercraft until the source of the problem is found and corrected.

### CAUTION

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

## Starting the Engine

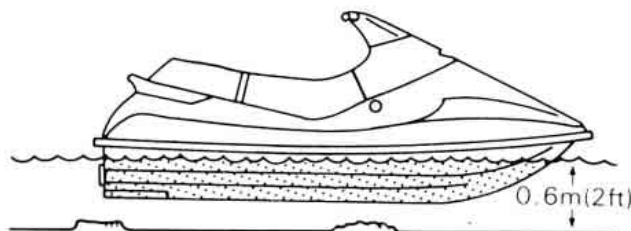
- Read the Pre-ride Checklist in this manual and follow its instructions before putting the watercraft in the water.
- After transporting or refueling and before starting the engine, open the storage compartment lid, take out the storage box and remove the seat for several minutes to ventilate the engine compartment.

### WARNING

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

- Place the watercraft in at least 0.6 m (two feet) of water which is clear of weeds and debris. Make sure the area ahead of the watercraft is clear of swimmers, boats, and obstacles.

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### CAUTION

The watercraft must be at least 0.6 m (2 ft) off the bottom when starting to prevent jet pump damage by objects sucked up from the bottom.

- Check that the fuel knob is in the ON position.
- In the seated position push the lanyard key under the stop button and put your left hand through the other end of the lanyard to attach it to your wrist. Pull the lanyard to make sure it is securely attached.

### NOTE

- The engine neither cranks nor starts with the lanyard key removed from the stop button.

### CAUTION

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

- If you prefer the KATS, push in the automatic trim switch. The LED indicator light comes on and the steering nozzle goes all the way down (see the Kawasaki Automatic Trim System section in the General Information chapter).
- Pull the choke knob all the way out.
- With your left hand, push the green start button and release it when the engine starts. If the engine does not start within 5 seconds, release the button. Wait 15 seconds before trying again. If the engine will not start after several attempts, see the TROUBLESHOOTING GUIDE chapter.

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A. Start Button

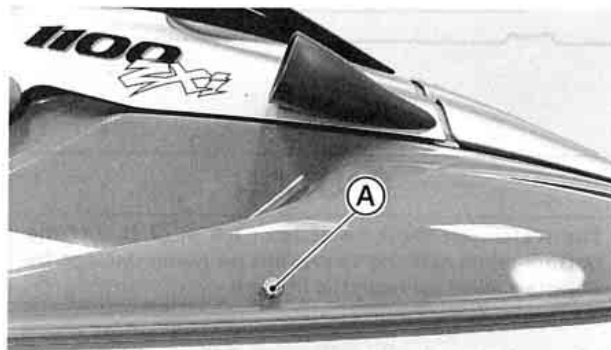
### NOTE

- Wait 15 seconds between each operation of the starter. This will extend battery and starter life significantly.
- When the engine first fires, even if it doesn't actually start, push the choke knob in fully (off). This will prevent engine flooding.
- When the engine is warm, the choke is not needed.

### 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.

- After the engine has started, allow it to warm up for about 1 minute. Apply a little throttle occasionally. Excessive idling can foul the spark plugs.
- Check that water comes out of the bypass outlet in the right side of the hull when the throttle is applied. This indicates that cooling water is circulating. If there is none, shut off the engine and find the source of the trouble. When the exhaust system is dry, it can take up to 15 seconds for water to appear at the bypass outlet.



A. Bypass Outlet

### NOTE

- After the engine has started, do not repeatedly operate the throttle. The accelerator pump may foul the spark plugs with excess fuel.

## Launching

### Launching from a Dock:

- Do not jump onto the watercraft from the dock.
- First place one foot on the deck near the dock, then while holding the handlebar and balancing the craft by transferring body weight straddle the craft and sit down on the seat.
- When leaving the dock, either push the watercraft away from the dock or run at a slight angle away from it until there is enough room for the rear of the craft to swing, since the watercraft turns at the stern and not at the bow.
- Check that the water in your path is clear and move the handlebar in the direction you want to go.

### WARNING

Don't forget to watch out for other boats or obstructions in your path. This is especially critical during a beginner's first exciting ride.

- Apply the throttle to produce enough thrust from the jet pump to allow directional control over the watercraft.

## CAUTION

Avoid quick turns or acceleration when leaving the dock, or you might hit the dock and damage the watercraft. The operator should make sure there is room for a turn before making any quick maneuvers.

- Accelerate gradually as you proceed into open water. Remember to observe "No Wake" zones and speed limits.
- As speed increases the boat will level out in the water. This is called planing.
- Once the boat has planed, you can back off the throttle and select your desired speed.
- If the craft "porpoises" excessively, try adjusting nozzle position. Refer to the Controls section in the General Information chapter.
- Keep alert for other boats, swimmers, or obstructions in your path.

## NOTE

- *While riding do not repeatedly operate the throttle. The accelerator pump may foul the spark plugs with excess fuel.*

### Launching from a Ramp:

- Before putting the watercraft in the water be sure you have followed the Pre-ride Checklist.
- Before launching, check the ramp for suitable surface conditions, inclination and width for both the trailer and tow vehicle.

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- Attach a bow line to the watercraft and detach the trailer tie-downs.

### CAUTION

Be sure the drain screw in the stern is securely installed to prevent the craft from flooding and swamping.

- Wait until it's your turn then back the trailer to the water. Unlock the winch and push the craft slowly off the trailer into the water.
- Move your watercraft to a docking or loading area and park your tow vehicle. Do not block the ramp.

### Deep Water Start:

#### *Solo Operation*

- Move to the rear of the watercraft.
- Grasp the handrail at the seat rear end, pull yourself up and place one knee on the deck rear end, then the other.
- Grasp the hand strap and while balancing the craft place your feet on the deck.
- Sit astride the seat.

#### *Operator and Passenger*

- While the operator is balancing the craft, the passenger climbs aboard from the rear of the craft in the same way as in Solo Operation.

### Shallow Water Start:

### CAUTION

The watercraft must be at least 0.6 m (2 ft) off the bottom when starting to prevent jet pump damage by objects sucked up from the bottom.

- You can board either from the side of the craft or from the rear. In either case balance the craft when going aboard for more stability.

## Stopping the JET SKI Watercraft

### Normal Stopping:

### ⚠ WARNING

Never directly approach any moving or stationary object closer than 100 m (330 feet) when traveling at top speed. Always throttle down before approaching your intended stopping area.

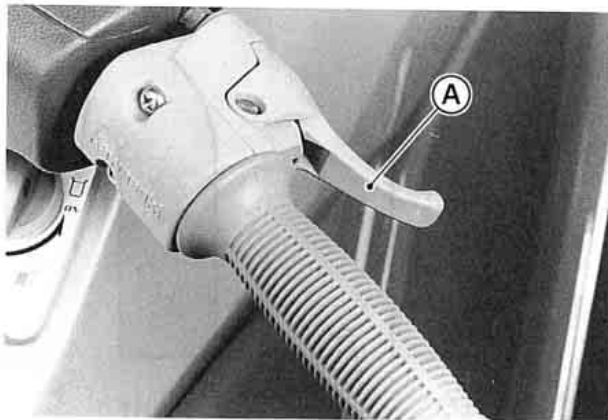
This watercraft is stopped by using natural water drag to bring the craft to a halt.

1. Release the throttle before you reach your intended stopping area.
2. Coast towards the stopping area with the engine idling.

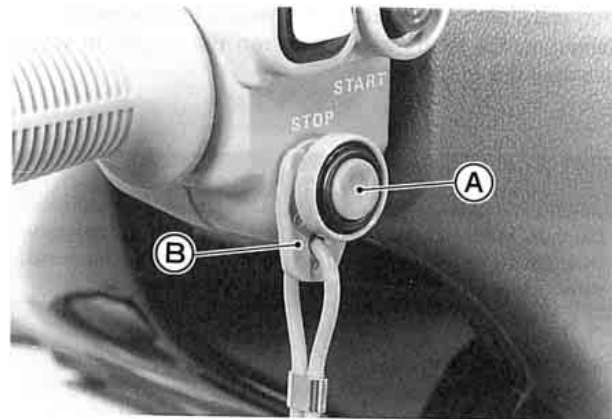
## CAUTION

Stop the engine before the craft is less than 0.6 m (2 ft) off the bottom to prevent jet pump damage by objects sucked up from the bottom.

3. Press the engine stop button or pull the lanyard key off the stop button to come to a complete stop.



A. Throttle Lever



A. Engine Stop Button

B. Lanyard Key

Releasing the throttle slows forward motion but the engine will still be running, so you can steer the boat after reapplying the throttle. In this manner you can turn and move away from any obstacles.

## ⚠ WARNING

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, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

Push the engine stop button when you are approaching the shore and intend to stop. The engine stops im-



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mediately, so it prevents sand or debris from entering and damaging the jet pump. Never run the engine in water less than 0.6 m (2 ft) deep.

### WARNING

Do not stop the engine if you may need to reapply throttle to quickly steer the watercraft. You have no directional control when the engine is stopped.

### Stopping Skills:

Stopping distance depends partially on rider and passenger weight and position, idle set speed, and operating speed. Experienced operators can usually shorten stopping distance by using various riding techniques. Turning the boat sharply (using the throttle) while stopping is a method which can be used to decrease stopping distance.

### Minimum Stopping Distances:

The minimum stopping distance of this watercraft with the operator and passenger from maximum speed is 85 m (279 ft).

This information represents results obtained under controlled conditions, and the information may not be correct under other conditions.

## Turning the JET SKI Watercraft

Turning the watercraft requires a combination of two actions:

- Turning the handlebar
- Using the throttle

Point the handlebar to the left for a left turn

Point the handlebar to the right for a right turn



LEFT

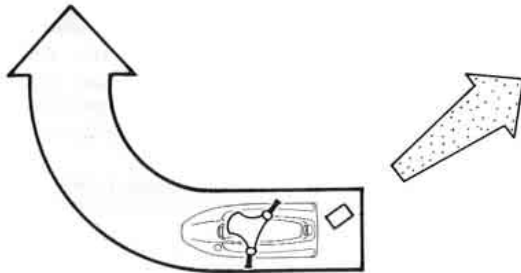


RIGHT

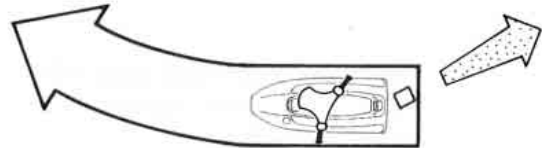
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Using the throttle is another important part of turning maneuvers. Applying the throttle produces thrust from the jet pump giving you directional control over the watercraft.

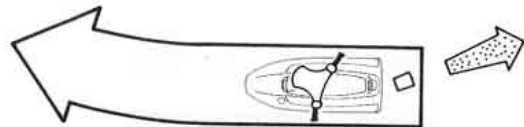
High thrust of the jet pump makes the boat turn more sharply.



Low thrust of the jet pump makes the boat turn less sharply.



If you release the throttle completely, there is little thrust of the jet pump. The boat turns slowly and steering ability is reduced.



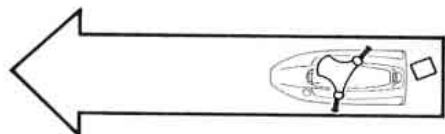
IDLE = SLOW, GRADUAL TURN

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### ⚠ WARNING

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, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

If you stop the engine while riding, there is no thrust of the jet pump. The boat goes straight ahead even though the handlebar is turned.



NO THRUST = NO TURN

### ⚠ WARNING

Do not stop the engine if you may need to reapply throttle to quickly steer the watercraft. You have no directional control when the engine is stopped.

This is one characteristic of jet drive boats which is important to remember when you make an emergency maneuver: **YOU MUST HAVE THRUST TO TURN**, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

- Throttle down before entering a turn.

### ⚠ WARNING

This is a very maneuverable, sport watercraft. Quick turns or acceleration can cause the passenger to fall overboard, and can cause an accident with other boats. The operator should look carefully for other boats before making any quick maneuvers. The passenger should hold on during quick turns.

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## Docking the JET SKI Watercraft

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- When docking use the throttle efficiently both to control the craft's speed and to keep directional control over the craft.
- When you are approaching the shore where you intend to land, push the engine stop button to prevent sand from entering the jet pump and the impeller. Do not operate the engine in water shallower than 0.6 m (2 ft).

### CAUTION

Do not run the watercraft onto the shore, or severe impeller or hull damage may occur and the water wheel at the stern may be damaged causing the speedometer to malfunction.

Do not operate in shallow or debris-laden water, or the impeller may be damaged and sand may clog the water cooling hoses.

- Remember that stopping the engine causes you to lose steering control, so cut the engine only after you have reduced speed and maneuvered into your final approaching position. You cannot make any emergency maneuvers with the engine stopped.

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## Riding the JET SKI Watercraft

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On your first ride, straddle the craft and sit down on the seat. Familiarize yourself with the handling of the boat. Vary the engine speed with the throttle lever to get the feel of throttle influence on steering. If porpoising occurs, that is, the front of the craft rises and falls rapidly, move your body weight further forward or adjust the jet pump nozzle with the trim adjust switch. Refer to the Controls section in the General Information chapter.

### ⚠ WARNING

Never ride with your chin immediately above the handlebar. If you should hit a wave, you might injure yourself.

If the engine runs out of fuel, do not operate the choke knob. Turn the fuel knob to RES and push the green start button again.

Stay alert at all times, and keep away from other boats, swimmers, and obstructions.

### NOTE

- Since operating distance is limited when on RES, refuel at the earliest opportunity.
- Make certain that the fuel knob is turned to ON (Not RES) after filling up the fuel tank.

## 56 OPERATING INSTRUCTIONS

### Fall Recovery:

If the operator falls off the craft, the lanyard key is pulled off of the engine stop button and the engine is stopped immediately.

#### WARNING

When you fall, do not hang onto the handlebar. Let go, or you might injure yourself by striking the watercraft.

- The best way to hit the water is bottom first, legs together, with your arms over your head. This can help prevent injury from underwater objects.
- Go back aboard from the rear of the craft. Push the lanyard key under the stop button, and push the start button to start the engine.

### Righting the Capsized Watercraft:

If the watercraft should capsize, the engine is stopped by the lanyard key being pulled off of the engine stop button by the operator. Follow this procedure immediately.

#### WARNING

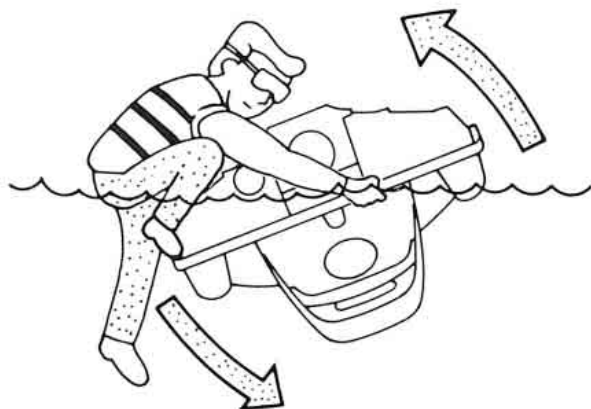
This watercraft will not self-right if capsized. Operators must know the proper righting procedure or they could be stranded.

- Make sure the engine is stopped. If it is not stopped, immediately pull the lanyard key off the stop button or push the stop button to stop the engine.

#### CAUTION

If the engine continues running with the craft capsized, water can enter the carburetor and engine causing damage to internal engine parts.

- Swim to the rear corner of the capsized craft.
- Push down on the side of the craft nearest you with one hand and reach across the hull and grasp the rear of the deck with the other, as though trying to pull yourself up onto the bottom of the hull.
- Now, push down on the rear corner of the hull with one foot, using your body weight to roll the capsized craft toward you.
- As the craft rolls over toward you, reach for the far side of the hull, if needed, and pull it on over.



- Go back aboard from the rear. Push the lanyard key under the stop button, and push the start button to start the engine.

### NOTE

- If the watercraft has capsized, it should be run at full throttle for a while by a more experienced operator. This allows the bilge system to pump out water which may have accumulated in the engine compartment.
- If water gets inside the engine, a special procedure must be followed. For detailed instructions, see the "After Submerging" in the Special Procedures section.

## End of the Day Checklist

### First, Drain the Exhaust System:

- Remove the watercraft from the water.
- Start the engine and run it for several seconds to purge the exhaust system of excess water. Rev the engine repeatedly, until water stops coming out of the exhaust at the stern.

### CAUTION

Never operate the engine at maximum speed out of the water. Severe engine damage may occur. Do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Overheating will cause engine and exhaust system damage.

- After each use in salt water, flush the cooling system with fresh water (see the Cooling System Flushing section in the MAINTENANCE AND ADJUSTMENTS chapter). This will help prevent build up of salt deposits and eventual cooling system blockage.

### Second, Clean the Engine Compartment:

- Remove the seat.
- If water has accumulated in the engine compartment, remove the drain screw in the stern to drain water out of the compartment. Be sure to reinstall the drain screw after draining.
- Wipe the engine compartment dry, and install the seat.

## 58 OPERATING INSTRUCTIONS

- When the watercraft is ready for storage, leave the seat off, or block it up with 10 mm (one half inch) spacers to aid air circulation and prevent condensation from forming.

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### Special Procedures

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#### Clearing Clogged Impeller:

Occasionally, weeds or other debris may lodge in the impeller/jet pump, severely impairing performance. This foreign matter must be completely cleaned out for the jet pump to function properly.

- Shut off the engine, and beach the craft.

#### **⚠ WARNING**

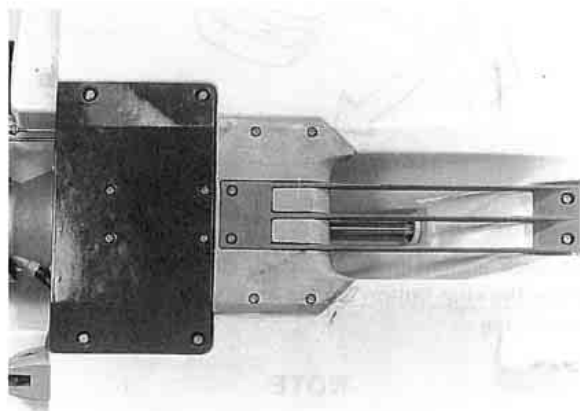
Never attempt to clear the jet pump of debris while the engine is running, or a severe injury can occur. Stop the engine and pull the lanyard key off the stop button before checking the pump for debris.

- Pull the lanyard key off the stop button.
- Place a protective pad next to the boat.
- Tip the boat on its **left side** and remove the jet pump grate and cover, if necessary.

#### **CAUTION**

Always turn the boat on its left side when rolling. Rolling to the right side can cause water in the exhaust system to run into the engine, with possible engine damage.

- Clean the water intake, drive shaft, impeller, jet pump housing, outlet, and steering nozzle of any seaweed, grass, or other debris.



## CAUTION

Be sure the pump area and all its components are completely clear. Engine cooling water is supplied by the jet pump, and any loss of pump performance may cause overheating.

- Apply silicone sealant to the jet pump cover and grate, then reinstall them. Tighten the screws securely.

### Cleaning Fouled Spark Plugs:

Fouled spark plugs can result from several causes. Among them, low idle speed, prolonged idling, and operating with the choke on. Water in the fuel or inside the engine can also cause spark plug fouling.

- Remove the fouled spark plugs and install clean, dry plugs. Fouled plugs may be cleaned with electrical contact cleaner (P/N K61080-001B). Wet plugs may be cleaned with a penetrating rust inhibitor, such as WD40 or Bel-Ray 6 in 1.
- Start the engine, using very little throttle.

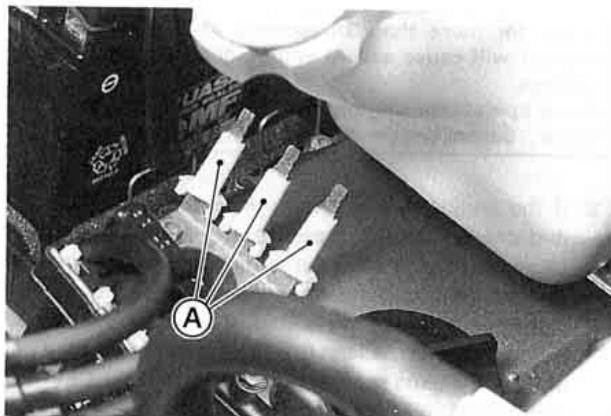
### After Submerging:

## CAUTION

If water gets into the engine, follow this procedure immediately! If water is left in the engine more than a few hours, it will destroy the crankshaft bearings and damage other internal engine parts.

If the watercraft becomes swamped, water may enter the engine through the carburetor intake. Water may also enter the fuel tank and oil tank.

1. Remove the craft from the water, and remove the seat.
2. Remove the drain screw in the stern to drain water out of the engine compartment.
3. Pull the spark plug caps from the spark plugs and push the caps fully onto the spark plug cap holder mounted on the electric case, and then remove the spark plugs.



A. Spark Plug Cap Holder

4. Turn the ignition switch on, push the lanyard key under the stop button, and push the start button. Water in the engine will be pumped out of the spark plug holes. Do not operate the starter for longer than



## 60 OPERATING INSTRUCTIONS

- 5 seconds. Wait 15 seconds before using it again. Be sure all water is out of the engine.
5. Pull the spark plug caps off the spark plug cap holder.
6. Spray the spark plugs clean and install them and their caps.
7. Pull the choke knob all the way out and start the engine.

### CAUTION

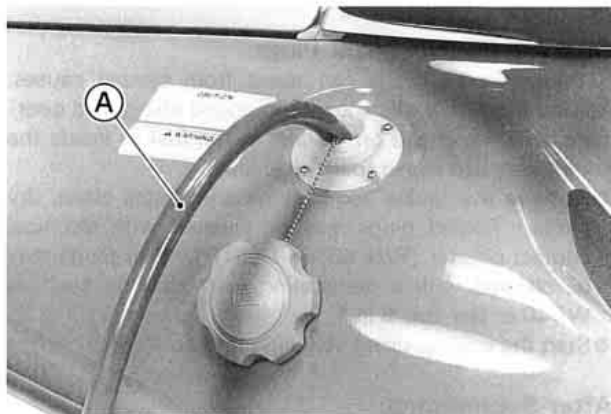
Do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Overheating will cause severe engine and exhaust system damage.

Never operate the engine at maximum speed out of the water. Severe engine damage may occur.

8. If the engine will not start, remove the spark plugs and check them for presence of water. Spray them clean and try to start the engine again. Continued water fouling may indicate water in the fuel system.
9. If the fuel tank has water in it, it must be emptied by pump or siphon. Clean the filter screens (see the Fuel and Oil Systems section in the MAINTENANCE AND ADJUSTMENTS chapter). Refill the tank with fresh fuel. Do not dump contaminated fuel in places not designated for that purpose.

### ⚠ 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.

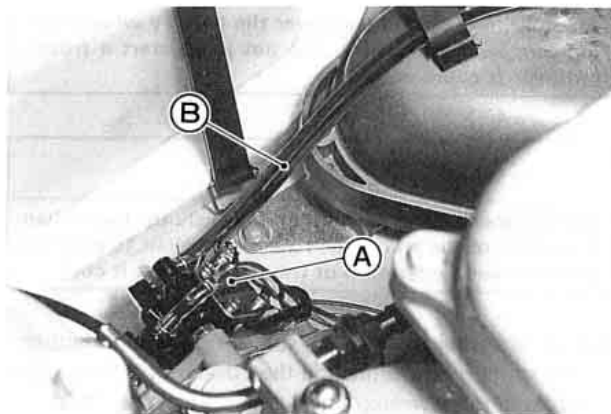


A. Siphon Hose

### NOTE

○ It may be necessary to repeat these procedures several times before all water is removed from the engine. Continued trouble may require disassembly of the fuel pump to drain water. See your dealer for this service.

10. If the oil tank has water in it, it must be emptied. Disconnect the oil intake hose from the oil pump and run the hose into a container.



A. Oil Pump

B. Intake Hose

11. Reconnect the hose to the oil pump and refill with fresh engine oil. Do not dump contaminated engine oil in places not designated for that purpose.
12. Bleed the air inside the oil line (see the Fuel and Oil Systems section in the MAINTENANCE AND ADJUSTMENTS chapter).
13. Reinstall the seat and secure it.
14. Reinstall the drain screw in the stern.
15. Finally, run the craft IN WATER for at least 10 minutes to dry any remaining water and blow any foreign matter (like salt) out through the exhaust.

## Towing the JET SKI Watercraft:

In case you run out of fuel, have engine problems or other complications, the watercraft may be towed. Attach one end of a 6 m (20 foot) tow rope to the eye in the bow and the other end to the tow boat. Towing must be slow, not over 8 km/h (5 mph).

## CAUTION

It is important that these instructions be followed or the engine compartment could flood and the watercraft could partially submerge.

## Jump Starting:

If your watercraft's battery is run down, it should be removed and charged. If this is not practical, a booster battery and jumper cables may be used to start the engine. The booster battery must be of the same voltage as the watercraft battery (12 V).

## ⚠ WARNING

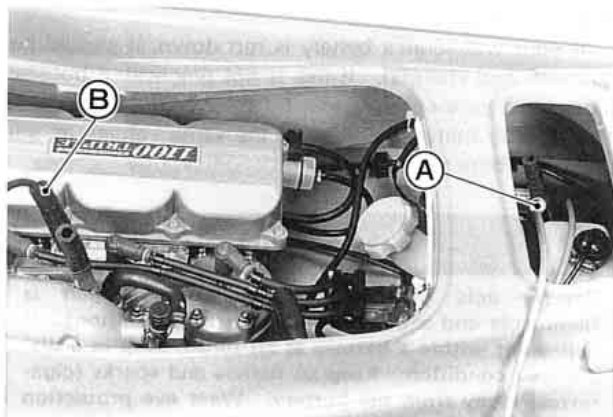
Battery acid generates hydrogen gas which is flammable and explosive under certain conditions. It is present within a battery at all times, even in a discharged condition. Keep all flames and sparks (cigarettes) away from the battery. Wear eye protection when working with a battery. In the event of battery acid contact with skin, eyes, or clothing, wash the affected areas immediately with water for at least five minutes. Seek medical attention.

## 62 OPERATING INSTRUCTIONS

- Turn the ignition switch off.
- Remove the filler caps from the booster battery.
- Lay a cloth over the open vents of the booster battery.
- Connect a jumper cable between the positive (+) terminals of the two batteries.
- Connect one end of the remaining jumper cable to the negative (-) terminal of the booster battery.

### CAUTION

Connecting two batteries in reverse polarity (+ to -) can seriously damage the electrical system.



A. Positive Cable

B. Negative Cable

- Connect the other end of the remaining jumper cable to the exhaust pipe bolt.

### ⚠ WARNING

Do not make this last connection at the carburetor or battery. Take care that you do not short the cables together, and do not lean over the battery when making this last connection. Do not jump start a frozen battery. It could explode.

### CAUTION

Do not operate the starter continuously for more than 5 seconds or the starter will overheat. Wait 15 seconds between each operation of the starter to let it cool.

- Start the watercraft engine following the standard engine starting procedure and then disconnect the jumper cables in the reverse of the sequence just described.
- Dispose of the cloth covering the booster battery and reinstall the filler caps.

### Engine Overheating:

This watercraft is equipped with a temperature sensor which turns on the cooling water temperature warning light to flash and slows down the engine if the engine overheats.

- If the warning light flashes and the watercraft slows down, return to the shore immediately and check the cooling system for clogging.

**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.

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**Transporting**

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- When transporting the watercraft on a trailer, observe the trailer laws and regulations in your area.
- Be sure the trailer matches with the craft's weight and hull design.
- Turn the fuel knob to the "OFF" position.
- Securely fasten the watercraft to prevent movement between the craft and trailer.

**CAUTION**

Never attach tie-downs to the handrail behind the seat.

Do not allow anything to touch the water wheel at the stern, or it may be damaged causing the speedometer to malfunction.