

SEA-DOO®



GTX PRO 130

OPERATOR'S GUIDE

Includes Safety, Use and Maintenance Information

NOON

WARNING

Read this guide thoroughly. It contains important safety information.
Minimum recommended operators age: 16 years old.
Keep this operator's guide with the watercraft at all times.

219002588

Original Instructions

CALIFORNIA PROPOSITION 65 WARNING

 **WARNING**

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to:
www.p65warnings.ca.gov/marine

NOTE:
In Canada, products are distributed and serviced by Bombardier Recreational Products Inc. (BRP).
In the USA, products are distributed and serviced by BRP US Inc.
In the European Economic Area (which is comprised of the member states of the European Union plus the United Kingdom, Norway, Iceland and Liechtenstein), the Commonwealth of the Independent States (including Ukraine and Turkmenistan) and Turkey, products are distributed and serviced by BRP European Distribution S.A. and other affiliates or subsidiaries of BRP.
For all other countries, products are distributed and serviced by Bombardier Recreational Products Inc. (BRP) or its affiliates.

™® Trademarks of BRP or its affiliates.
This is a non-exhaustive list of trademarks that are the property of Bombardier Recreational Products Inc. or its affiliates.
Trademarks may not be registered in every jurisdictions:

ACE™	D.E.S.S.™	ECO™	iBR™
iControl™	iTC™	GTI™	GTR™
LinQ®	ROTAX®	SEA-DOO®	Sea-Doo LK™
T.O.P.S.™	VTST™	Wake™ 170	XPS®

All rights reserved. No parts of this Operator's Guide may be reproduced in any form without the prior written permission of Bombardier Recreational Products Inc.
©Bombardier Recreational Products Inc. (BRP) 2026

Know Before You Go: Basic Rules For Safe PWC Operation

Improper operation can result in severe injury or death.

Operators Must Be Qualified

- ✓ Make sure operator is 16 or older and has taken a boater safety course. Your state (or province) may have additional requirements.



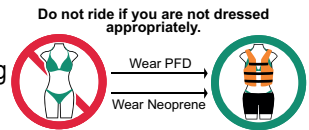
Operators Must Avoid Collisions

- ✓ Scan constantly for people, objects and other watercraft.
- ✓ Stay far enough away from others so you can always safely coast to a stop.
- ✗ Do not release throttle when trying to steer away from objects-as with other powerboats, **you need throttle to steer.**



Protect All Riders

- ✓ Falls can result in severe injury or death.
- ✓ All riders must wear shorts with neoprene (wet suit material) to keep water from being forcefully injected into rectum or vagina during a fall backward. Riders not wearing neoprene shorts have received severe rectal, vaginal, and internal injuries resulting in permanent damages.
- ✓ All riders must wear an approved PFD (Personal Flotation Device).
- ✓ Be sure riders are properly seated and holding on. Riders can be thrown off PWC during unexpected acceleration or aggressive operation. Avoid aggressive operation, sharp turns, and unexpected acceleration.
- ✗ Do not apply throttle when anyone is boarding or at rear of PWC.
- ✗ Do not jump wakes or waves - jumping can cause injuries such as back or spinal injury (paralysis).



Do not permit reckless operation:

- ✗ Do not go near others to spray or splash them with water, go too close to other boats, or go too fast for traffic conditions.
- ✗ Never ride after consuming alcohol or drugs.

Available Languages

Deutsch	Dieses Handbuch ist möglicherweise in Ihrer Landessprache verfügbar. Bitte wenden Sie sich an Ihren Händler oder besuchen Sie: www.operatorsguides.brp.com
English	This guide may be available in your language. Check with your dealer or go to: www.operatorsguides.brp.com
Español	Es posible que este manual esté disponible en su idioma. Consulte a su distribuidor o visite: www.operatorsguides.brp.com
Français	Ce guide peut être disponible dans votre langue. Vérifier avec votre concessionnaire ou aller à: www.operatorsguides.brp.com
Italiano	Questa guida potrebbe essere disponibile nella propria lingua. Contattare il concessionario o consultare: www.operatorsguides.brp.com
中文	本手册可能有您的语种的翻译版本。请向经销商问询，或者登录 www.operatorsguides.brp.com 查询。
日本語	このガイドは、言語によって翻訳版が用意されています。ディーラーに問い合わせるか、次のアドレスでご確認ください： www.operatorsguides.brp.com
Nederlands	Deze handleiding kan beschikbaar zijn in uw taal. Vraag het aan uw dealer of ga naar: www.operatorsguides.brp.com
Norsk	Denne boken kan finnes tilgjengelig på ditt eget språk. Kontakt din forhandler eller gå til: www.operatorsguides.brp.com
Português	Este manual pode estar disponível em seu idioma. Fale com sua concessionária ou visite o site: www.operatorsguides.brp.com
Русский	Воспользуйтесь руководством на вашем языке. Узнайте о его наличии у дилера или на странице по адресу www.operatorsguides.brp.com
Suomi	Käyttöohjekirja voi olla saatavissa omalla kielelläsi. Tarkista jälleenmyyjältä tai käy osoitteessa: www.operatorsguides.brp.com
Svenska	Denna bok kan finnas tillgänglig på ditt språk. Kontakta din återförsäljare eller gå till: www.operatorsguides.brp.com

Covered Models

GTX PRO 130
GTX PRO 130 iBR

TABLE OF CONTENTS

GENERAL INFORMATION

FOREWORD	10
Know Before You Go	10
Safety Messages	11
About this Operator's Guide.....	11
BE A RESPONSIBLE RIDER	12

SAFETY INFORMATION

BEFORE YOU GO	14
Operating Age and Ability	14
Drugs and Alcohol	14
Safe Boating Courses	14
Applicable Boating Laws	14
Protective Gear	14
Helmets: Weighing the Risks vs Benefits	15
Required Equipment	16
GET FAMILIAR WITH THE WATERCRAFT	17
Jet Thrust.....	17
Steering	17
Tether Cord (Safety Lanyard)	17
Braking	18
Learning Key (available as accessory)	18
Cargo and Storage	18
Accessories and Modifications.....	19
RIDE SAFELY	20
Riding with Passenger(s).....	20
Avoiding Collisions.....	20
Riding Behaviors	21
Speeding	21
Reboarding	21
Moving Parts	21
Know the Waters	22
Navigation Rules	22
Night-Time Operation.....	23
Carbon Monoxide (CO) Poisoning.....	23
Gasoline Fires and Other Hazards	23
Burns From Hot Parts	24
Watersports (Towing with the Watercraft)	24
PRACTICE EXERCISES	27
Where to Practice Exercises	27
Practice Exercises	27
PRE-RIDE INSPECTION	29
What to Do Before Launching the Watercraft	29
What to Do After Launching the Watercraft	36
What to Do After Leaving the Water	37

ANNUAL SAFETY MAINTENANCE	39
IMPORTANT ON-PRODUCT LABELS	40
Watercraft Safety Labels	40
Canadian Compliance – Notice Label	56
Hang Tag	57

WATERCRAFT INFORMATION

PRIMARY CONTROLS	60
Handlebar	60
Engine START/STOP Button	60
Engine Cut-Off Switch	61
Throttle Lever	62
intelligent Brake and Reverse (iBR) Lever	62
SECONDARY CONTROLS	63
Left Controller	63
OPERATING MODES	65
Selecting the Operating Modes	65
Sport Mode	65
Learning Key Mode (if equipped)	65
4.5" DISPLAY	67
Multifunction Gauge Description	67
Warning Lamps and Indicators	68
Settings	69
BASIC PROCEDURES	71
Refueling Procedure	71
Fuel Requirements	74
Recommended Fuel	75
Operation During Break-In Period (With Digital Display)	75
Boarding the Watercraft	75
Starting the Engine	80
Shutting Off the Engine	80
Steering the Watercraft	81
Models Without iBR	81
Shifting into Neutral	81
Shifting into Forward	82
Shifting into Reverse	82
Braking	83
General Operating Recommendations	85
Activating the iDF System (if equipped)	86
SPECIAL PROCEDURES	88
Transporting the Watercraft	88
Jet Pump Water Intake and Impeller Cleaning	89
Capsized Watercraft	90
Submerged Watercraft	91
Water-Flooded Engine	91
Towing the Watercraft in Water	92
EQUIPMENT	93
Front Storage Compartment	94
Fire Extinguisher Holder	95
Safety Kit Holder	95
Glove Box	95

Seat	96
Passenger Handholds	98
Mooring Cleats	98
Front and Rear Eyelets	99
Boarding Platform	99
Boarding Ladder (If Equipped)	100
Bilge Drain Plugs	101

MAINTENANCE

PERIODIC MAINTENANCE	104
EPA Regulation - Canadian and USA Watercrafts	104
Salt Water/ Dirty Water Usage	105
Maintenance Schedule	105
Maintenance Records	108
MAINTENANCE PROCEDURES	116
FUSES AND RELAYS	116
Engine Service Cover	117
Engine Oil	118
Engine Coolant	120
Ignition Coils	121
Spark Plugs	121
Exhaust System	122
Ride Plate and Water Intake Grate	123
Sacrificial Anodes	123
WATERCRAFT CARE	125
Post-Operation Care	125
Seat Cleaning	125
Body and Hull	125
STORAGE AND PRESEASON PREPARATION	127
Storage	127
Preseason Preparation	131

TECHNICAL INFORMATION

IDENTIFICATION NUMBERS	134
Hull Identification Number	134
Engine Identification Number	134
Engine Manufacturer Identification	134
COMPLIANCE	135
Emission Control Hang Tag – 3 Stars	135
Emission Control Label – 3 Stars	136
EPA Compliance Label	137
BRP European Distribution SA	138
REP France - TRIMAN Signage	138
ENGINE EMISSIONS INFORMATION	139
Manufacturer's Responsibility	139
Dealer's Responsibility	139
Owner's Responsibility	139
EPA Emission Regulations	139
Evaporative Emission Control System	139

AIR INTAKE SILENCER - NOTICE	140
BRP RF DESS POST GEN3 (CAN)	141
USA and Canada	141
Mexico	142
Brazil	142
Japan	143
Europe	143
EU DECLARATION OF CONFORMITY	147
Left blank for EU Conformity	147
UK DECLARATION OF CONFORMITY	148
Left blank for UK Conformity	148
EAC DECLARATION OF CONFORMITY	149
Left blank for Eurasien Conformity	149
.....	149

TECHNICAL SPECIFICATIONS

ENGINE	152
Rotax 1630 ACE - 130	152
VEHICLE	154
GTX PRO 130	154

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES	158
MONITORING SYSTEM	164

CUSTOMER INFORMATION

DATA PRIVACY INFORMATION	166
CONTACT US	168
Asia Pacific	168
Europe, Middle East and Africa	168
Latin America	169
North America	169
CHANGE OF ADDRESS/OWNERSHIP	170

GENERAL INFORMATION

FOREWORD

Congratulations on your purchase of a new Sea-Doo® personal watercraft (PWC) (hereinafter referred to as “watercraft”). It is backed by the BRP warranty and a network of authorized Sea-Doo watercraft dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He has taken training to perform the initial setup and inspection of your watercraft as well as completed the final adjustment before you took possession. If you need more complete servicing information, please ask your dealer.

At delivery, you were also informed of the warranty coverage and signed the *Pre-Delivery Check List* to ensure your new watercraft was prepared to your entire satisfaction.

Know Before You Go

To learn how to reduce the risk for you or other persons being injured or killed, read the following sections before you operate the watercraft:

- *Safety Information*
- *Watercraft Information*.

Read and understand all safety labels on your watercraft and watch attentively the *Safety Video* located at:

<https://www.sea-doo.com/safety>

Or, use the following QR code.



Safety Messages

This operator's guide utilizes the following symbols and words to emphasize particular information:

The safety alert symbol  indicates a potential injury hazard.

DANGER

Indicates a potential hazard which, if not avoided, will result in serious injury or death.

WARNING

Indicates a potential hazard which, if not avoided, could result in serious injury or death.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates an instruction which, if not followed, could severely damage watercraft components or other property.

About this Operator's Guide

This operator's guide has been prepared to acquaint the owner / operator or passenger with this watercraft and its various controls, maintenance and safe riding instructions.

Keep this Operator's Guide in the watercraft as you can refer to it for the operation, instructing others, maintenance and troubleshooting. This operator's guide needs to remain with the watercraft at all time.

This guide is available in several languages. In the event of any discrepancy, the English version shall prevail.

If you want to view and/or print an extra copy of your operator's guide, simply visit the following website:

www.operatorsguides.brp.com

The information contained in this document are correct at the time of publication. However, BRP maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured. Due to late changes, some differences between the manufactured product and the descriptions and / or specifications in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

BE A RESPONSIBLE RIDER

Whether you ride on trails, roads, water or snow, BRP's Responsible Rider program is dedicated to driving positive change through action, education and community empowerment.

To learn more about Responsible Rider, including tips and tricks on safety, riding etiquette and the environment, visit [**HTTPS://WWW.BRP.COM/EN/CORPORATE-SOCIAL-RESPONSIBILITY/RESPONSIBLE-RIDER.HTML**](https://www.brp.com/en/corporate-social-responsibility/responsible-rider.html)



SAFETY INFORMATION

BEFORE YOU GO

WARNING

Disregarding any of the safety precautions and instructions included in this section could cause injury including the possibility of death. Any potential operator should read and understand this guide before operating the watercraft.

Operating Age and Ability

Operators must be qualified. Make sure the operator is 16 or older and has taken a boater safety course. Your state (or province) may have additional requirements. Laws regarding the minimum age and licensing requirements vary from one jurisdiction to another. Be sure to contact the local boating authorities for information regarding the legal operation of a watercraft in the intended jurisdiction of use.

Operation of this watercraft with a disability that impairs vision, reaction time, judgment, or operation of the controls is not recommended.

Remember that sun, wind, fatigue or illness may impair your judgment and reaction time.

Each passenger must be able to simultaneously place both feet firmly flat against each footwell when properly seated.

Drugs and Alcohol

Never ride after consuming alcohol or drugs. Riding on a watercraft requires the operator and passenger(s) to be sober, attentive and alert. The use of drugs and alcohol, singly or in combination, decreases reaction time, impedes judgment, impairs vision, and inhibits your ability to safely ride on a watercraft.

Safe Boating Courses

Many countries recommend or require a boating safety course. Check with your local competent authorities.

Applicable Boating Laws

Check boating laws applicable to the waterways where you intend to use your watercraft. Learn the local navigation rules.

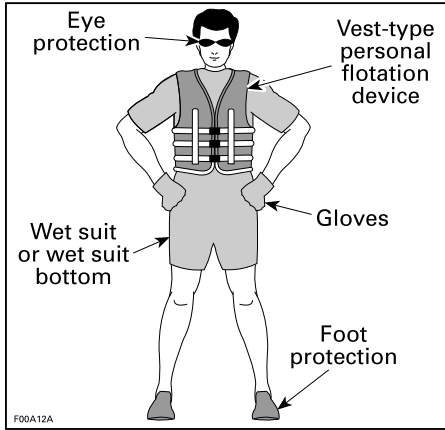
Protective Gear

All riders **MUST** wear:

1. An approved **Personal Flotation Device (PFD)** meeting your country regulations. The size of the PFD shall be appropriate for the wearer.
2. **Shorts with neoprene** (wetsuit material) to keep water from being forcefully injected into rectum or vagina during a fall backward. Riders not wearing neoprene shorts have received severe rectal, vaginal, and internal injuries resulting in permanent damage. Normal swimwear does not adequately protect against forceful entry of water into the lower male or female body opening(s).

Footwear, gloves, safety goggles or glasses can be worn. Wind, water spray, bugs and speed may cause a person's eyes to water and create blurred vision.

To protect yourself from the sun and the heat, consider applying UV protection screen, and wearing UV protective clothing like a long-sleeve shirt or rash guard, sport pants, a rag to protect your face and neck, and a hat with chin strap or a beanie.



If you are planning a ride in cold weather or water, consider adding appropriate warm clothing such as a complete wet suit or dry suit. Not only will it make your ride more comfortable, but it may delay or protect you from hypothermia if you fall into cold water. Be prepared for changing conditions.

Helmets: Weighing the Risks vs Benefits

Since each option minimizes some risks, but increases others, before each ride you must decide whether to wear or not wear a helmet based on your particular situation. If you decide to wear a helmet, look for helmets that meet DOT or Snell standards, and if possible, choose one designed for motorized watersports.

Helmets are designed to offer some degree of protection in case of impacts to the head. In most motorized sports, the benefits of wearing a helmet clearly outweigh the drawbacks. However, in the case of motorized watersports such as riding personal watercraft, this is not necessarily true as there are some particular risks associated with the water.

Benefits

A helmet helps to reduce the risk of injury in case of a head impact against a hard surface such as another craft in the case of a collision. Similarly, a helmet with a chin guard might help prevent injuries to the face, jaw or teeth.

Risks

On the other hand, in some situations when falling off the watercraft, helmets have a tendency to catch the water, like a “bucket”, and put severe stresses on the neck or spine. This could result in choking, severe or permanent neck or spine injury or death. Helmets may also interfere with peripheral vision and hearing, or increase fatigue which could contribute to increase the risk of a collision.

Required Equipment

As the owner of the watercraft, you are responsible for ensuring that all required safety equipment is aboard. Check your local regulations about requirements.

This could include:

- Fire extinguisher. Maintenance, repair and refilling must be carried out in accordance with the manufacturer's instructions.
- A watertight flashlight or approved flares.
- Sound-producing device (horn, whistle or bell etc.)
- Visual Distress Signal.
- Phone in a watertight compartment designed for this application.
- Current local map.
- First aid kit.
- Water bottle(s).
- Throw rope.

GET FAMILIAR WITH THE WATERCRAFT

The performance of this watercraft may exceed the performance of other watercrafts you may have operated. Do not assume that all watercrafts handle identically.

Make sure you read and understand the content of this operator's guide to become completely familiar with the controls and operation of the watercraft before embarking on your first trip, or taking on a passenger(s). If you have not had the opportunity to do so, practice in a suitable traffic-free area to become accustomed to the feel and response of each control. Be fully familiar with all controls before accelerating above idle speed.

Jet Thrust

Your watercraft features a jet drive propulsion system. The water is drawn up from underneath the watercraft from the intake grate and is accelerated by the venturi to produce thrust. This accelerated water is going out at the rear of the craft.

All riders must wear shorts with neoprene (wetsuit material) to keep water from being forcefully injected into rectum or vagina during a fall backward. Riders not wearing neoprene shorts have received severe rectal, vaginal, and internal injuries resulting in permanent damage. Normal swimwear does not adequately protect against forceful entry of water into the lower male or female body opening(s).

The jet pump may pick up debris and throw it rearward causing a risk of injuring people, damaging the jet pump, or other property.

Do not start the engine or operate the watercraft if anyone is in the water nearby, or near the rear of the watercraft.

Steering

Your watercraft has a steerable nozzle at the rear of the boat controlled by the handlebars which direct the stream of water from left to right. To turn the watercraft, both steering and power are necessary.

Do not release the throttle when trying to steer away from objects — as with other powerboats, you need power to steer.

If the engine is shut off, steering is lost.

Tether Cord (Safety Lanyard)

Keep the tether cord clip attached to the operator's PFD or wrist (wrist strap required) at all times and keep it free from snagging on the handlebars to help ensure the engine stops should the operator fall off.

If the operator falls off the watercraft and the tether cord is not attached as recommended, the engine will not stop and the watercraft will keep running without a driver. The operator may not be able to swim back to it.

After riding, always remove the tether cord from the engine cut-off switch to avoid unauthorized use by children or others and to prevent starting in a closed environment (e.g.: garage).

To prevent accidental starting, always detach the tether cord from the engine cut-off switch when swimmers are boarding, nearby, or during removal of any weeds or debris from the intake grate.

Braking

Most watercrafts have no means of braking.

On some models, advancement in technologies now permits us to offer a braking system called the iBR (intelligent Brake and Reverse). Practice braking maneuvers in a safe traffic-free area to become familiar with handling under braking and with stopping distances under various operating conditions.

Stopping distance will vary depending on initial speed, load, wind, number of riders and water conditions. The amount of braking power commanded by the operator using the iBR lever will also affect stopping distance.

When braking, riders must brace themselves against the deceleration force to prevent from moving forward on the watercraft and losing balance.

When operating an iBR equipped watercraft, be aware that other boats following or operating in close proximity may not be able to stop as quickly. Inform the operator of a watercraft who intends to follow you in a convoy formation of the braking capability of your watercraft and the need of keeping a greater distance between watercraft.

The brake feature of the iBR system cannot prevent your watercraft from drifting due to current or wind. It has no braking effect on the rearward velocity. Also note that your engine must be running to be able to use the brake.

Learning Key (available as accessory)

The Sea-Doo LK™ learning key limits the speed of the watercraft. It could be an option for first time users and less experienced operators to learn how to operate the watercraft.

Visit your BRP authorized Sea-Doo dealer to see if this accessory is available for your model.

Cargo and Storage

Do not store any objects in areas that are not designed specifically for storage.

Do not transport cargo on the rear platform unless it is properly secured with a BRP LinQ™ certified accessory. Compatible accessories which are not BRP certified may not be considered as fit for this purpose.

When carrying loads on the rear platform or onto cargo accessories, reduce your speed and adapt your driving behavior to reduce the risk of ejection from the watercraft or contact with cargo possibly leading to injuries.

Do not exceed the payload or passenger capacities for your watercraft. To prevent overloading your watercraft, take into account the weight of your passenger (s) and the weight of all the equipment you bring on board, including added accessories. Overloading can affect manoeuvrability, stability and performance. Also, heavy seas reduce capacity.

Never carry loads on the rear platform when practicing watersports. The cargo may interfere with the rope and get unlatched, becoming an obstacle to the person being towed.

Refer to *Technical Specifications* for the maximum loading capacity.

Accessories and Modifications

Any modifications or addition of accessories approved by BRP may affect the handling of your vehicle. It is important to take the time to get familiar with the vehicle once modifications are made to understand how to adapt your driving behavior accordingly.

Avoid installing equipment not specifically approved by BRP for the vehicle and avoid unauthorized modifications. These modifications and equipment have not been tested by BRP and may create hazards. For example, they could:

- Create a loss of control and increase risk of crash
- Cause overheating or short circuits increasing the risk of fire or burn injuries
- Affect the protection features provided by the vehicle.

Your vehicle may also become illegal to ride.

As an example, installing an additional GPS or cell phone support may prevent the driving capabilities of the vehicle and increase the risk of a loss of control.

Ask your authorized BRP dealer for suitable available accessories for your vehicle.

For safety reasons, some BRP accessories must be installed by a BRP dealer but if you decide to install the accessory by yourself, when not required to be done by the dealer, it is important to follow the instructions carefully and, if applicable, understand all the information on how to use the product or for servicing.

If the accessory has been installed on your vehicle by another person than you, BRP strongly recommends you to read the corresponding instruction sheet as there may be more information on how to use it safely or for servicing.

The instruction sheets can be found at:

INSTRUCTIONS.BRP.COM

RIDE SAFELY

Riding with Passenger(s)

Accept a passenger only if the vehicle is equipped with a passenger seat and handholds.

The operator is responsible to inform and protect the passenger(s) invited to ride.

Instruct all passenger(s) to use the handholds, seat strap, or to hold on to the waist of the person in front of them. Each passenger must be able to simultaneously place both feet firmly flat against each footwell when properly seated.

Be sure riders are properly seated and holding on. Riders can be thrown off watercraft during unexpected acceleration or aggressive operation. Avoid aggressive operation, sharp turns, and unexpected acceleration.

Falls can result in severe injury or death.

All riders must wear shorts with neoprene (wet suit material) to keep water from being forcefully injected into rectum or vagina during a fall backward. Riders not wearing neoprene shorts have received severe rectal, vaginal, and internal injuries resulting in permanent damage.

When going over waves, riders(s) may raise their body slightly off the seat to absorb the shocks with their legs.

When braking or decelerating, riders must brace themselves against the deceleration force to prevent from moving forward on the watercraft and losing balance.

Riding with passenger(s) makes the watercraft handle differently and requires greater skill.

Avoiding Collisions

Scan your surroundings constantly for people, objects and other watercraft.

Stay far enough away from others so you can always safely coast to a stop. Do not release throttle when trying to steer away from objects – as with other powerboats, you need throttle to steer.

Be alert for conditions that may limit your visibility or block your vision of others.

Do not go near others to spray or splash them with water, go too close to other boats, or go too fast for traffic conditions. You may misjudge the ability of the watercraft or your own riding skills and strike a boat or person.

If your watercraft is equipped with a braking system, be aware that other boats following or operating in close proximity may not be able to stop as quickly.

Stopping distance will vary depending on initial speed, load, wind and water conditions. The amount of braking power commanded by the operator using the iBR lever will also affect stopping distance.

Although the preferable manoeuvre to avoid an obstacle is to steer away while applying throttle, the iBR can also be used by fully braking and turning in the direction to avoid the obstacle.

Riding Behaviors

Ride within your limits and level of riding ability.

Scan constantly for people, objects and other watercraft. Stay far enough away from others so you can always safely coast to a stop.

Avoid aggressive operation, sharp turns, and unexpected acceleration that can cause riders to be thrown off.

Avoid riding in very rough waters or practicing extreme manoeuvres like jumping wakes or waves - jumping can cause injuries such as back or spinal injuries (paralysis).

Speeding

While your watercraft has the capacity of operating at high speeds, it is strongly recommended that high-speed operation only be applied when ideal conditions exist and are permitted. Higher speed operation requires a higher degree of skill and increases the risk of severe injuries.

The forces generated on the body of riders while turning, negotiating waves or wakes, operating in choppy waters, or falling off the watercraft, especially at higher speeds, may cause injury including the possibility of broken bones or more serious bodily injuries.

Reboarding

Operator and passenger(s) need to know how to swim and how to reboard the watercraft from the water. Boarding in deep water can be strenuous.

Also, make sure you and all passengers know how to reboard when accessories are installed at the rear. Board the watercraft from the rear and carefully get around the accessories. If you have difficulties, you should know how to remove the accessories and move them towards the front to provide better access to the boarding platform.

If the accessories are too heavy, swim toward the side, use passenger handhold and/or seat strap to lift yourself aboard.

Ask inexperienced riders to practice how to board the watercraft close to shore (all methods explained here) before venturing into deep water, especially when cargo is installed aboard on the rear platform.

To prevent accidental starting, always detach the tether cord from the engine cut-off switch when passenger(s) swimmers are boarding.

Moving Parts

Never turn handlebar while someone is near the rear of watercraft. Keep away from steering moving parts (nozzle, iBR gate, linkages, etc.).

Keep away from the intake grate while the engine is running. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts.

Be aware of the iBR gate movement when starting the engine, shutting down the engine or using the iBR lever. Automatic movement of the gate may squeeze fingers or toes of people taking a hold on the back of your watercraft.

Know the Waters

Know the waters in which the watercraft is to be operated.

Plan your route and avoid shallow waters or hidden rocks, rapids, as well as other possible risks. When leaving dock always inform someone you trust on land of your planned route, and estimated time of arrival. They can then contact rescue if you are late and did not reach them.

Current, tides, rapids, hidden obstacles, wakes and waves, etc., can affect safe operation. It is not advisable to operate the watercraft in rough waters or inclement weather. Keep an eye on the weather. Check local weather broadcasts before departure. Be alert to changing conditions.

Keep accurate and up-to-date charts of the boating area on board. Before getting underway, check water conditions in the planned boating area.

Ensure there is enough fuel on board for the planned trip. Always verify fuel level before use and during the ride. Apply the principle of 1/3 of the fuel to reach your destination, 1/3 to return, and keep 1/3 in reserve. Allow for changes due to adverse weather or other delays.

In shallow water, proceed with caution and at very low speeds. Grounding or abrupt stops may result in injury and watercraft damage. Always be alert for debris and objects in the water. They could be picked up and thrown rearward by the jet pump onto people.

Navigation Rules

Always ride responsibly and safely. Use common sense and courtesy.

Operating a watercraft can be compared with driving on unmarked highways and roads. To prevent collisions or avoid other boaters, a system of operating rules must be followed. Generally keep to your right and safely avoid collisions by keeping a safe distance from other watercrafts, boats, people and objects.

Make sure you know and understand the navigation system applicable to the waterways where you intend to use the watercraft.

Navigational aids on shore or on waters, such as signs or buoys, can assist you in identifying safe waters. They can indicate:

- whether you should keep to the right (starboard) or to the left (port) of the buoy
- which channel you can continue
- whether you are entering a restricted or controlled area such as a no wake or low speed zone
- hazards
- speed limits, no power craft or boating, anchorage and other useful information.

Respect no wake zones, the environment, and the rights of other users of the waterways.

Night-Time Operation

This watercraft is not designed for night-time operation.

Carbon Monoxide (CO) Poisoning

All engine exhaust contains carbon monoxide (CO), a deadly gas. Breathing CO can cause headaches, dizziness, drowsiness, nausea, confusion and eventually death.

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of CO can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of CO can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of CO poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from CO:

- Never run the watercraft in poorly ventilated or partially enclosed areas such as boat houses, garage, seawalls or other watercrafts in close proximity. Even if you try to ventilate engine exhaust, CO can rapidly reach dangerous levels.
- Never run the watercraft outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.
- Never stand behind the watercraft while the engine is running. A person standing behind a running engine may inhale high concentrations of exhaust fumes.

After riding, always remove the tether cord from the engine cut-off switch to avoid unauthorized use by children or others and to prevent starting in a closed environment (ex: garage).

Gasoline Fires and Other Hazards

Gasoline is extremely flammable and highly explosive. Fuel vapors can spread and be ignited by a spark or flame many feet away from the engine. To reduce the risk of fire or explosion, follow these instructions:

- Use only an approved red gasoline container to store fuel.
- Strictly adhere to the instructions in *Refueling* section.
- Never start watercraft if gasoline or gasoline vapor odors are present in the engine compartment.
- Never start or operate the engine if the fuel cap is not properly secured.
- Do not carry gasoline containers in ANY of the storage compartments.
- Use only a BRP approved LinQ fuel caddy, which shall be properly installed and secured.
- Never refill the fuel caddy on the watercraft, refill on the dock or shore.
- Never tow a skier or a wakeboarder while having a fuel caddy installed on the swim platform.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline with your mouth.
- If you swallow gasoline, get some in your eyes, or inhale gasoline vapors, see a doctor immediately.
- If gasoline is spilled on you, wash your skin thoroughly with soap and water and change your clothes. To clean your gasoline-contaminated clothes, air them out to let the fuel evaporate and hand wash before air-drying. Do not use a washing machine or a dryer before the gasoline has been removed to avoid any risk of fire.

Burns From Hot Parts

Certain components may become hot during operation. Avoid contact during and shortly after operation to avoid burns.

Watersports (Towing with the Watercraft)

Models with a Seating Capacity of 3 or More Only

Attachment and Towing Devices

Certain watercraft models come equipped with tow eyelets or a ski pylon.

Use the ski pylon, if equipped, to attach a tow rope for a skier or wake boarder.

Use the rear tow eyelet to attach a tow rope for a tube.

Do not use these attachment points or any other portion of the watercraft to tow a parasail, kites, gliders or any devices which can become airborne or for pulling any other craft. Personal injury or severe damage may occur.

Never carry loads on the rear platform when practicing watersports. The cargo may interfere with the rope and unsecure it, becoming an obstacle to the person being towed.

Watercraft Capacity When Towing

Always carry an observer (also called spotter), to observe the person being towed and inform the operator about the participant's hand signals. The operator must focus his attention on operating the watercraft and the waters ahead.

You need to have seats for everyone: operator, observer, towed person. Therefore, if you are the only vessel, your watercraft must have a seating capacity of 3 or more and you can tow only one person.

Towing and Observing

If you have never towed someone behind your watercraft before, it is a good idea to spend some hours as an observer, working with and learning from an experienced operator. It is also important to be aware of the skill and experience of the person being towed.

Pulling a tube, skier or wakeboarder makes the watercraft handle differently and requires greater skill.

Always respect the safety and comfort of the person being towed.

Proceed with only as much speed as required and follow the observers' instructions.

Never make sharp turns while towing skier or rider(s). Sharp turns may result in sudden acceleration or the skier's/ rider's speed. Do not use the braking system unless absolutely necessary. Remember that although this watercraft is manoeuvrable and has stopping capabilities, the person in tow may not be able to avoid an obstacle, or your watercraft.

The driver, the observer and the person being towed, skier or rider(s), need to learn the hand signals before departure.

Participate in watersports only in safe areas. Stay away from other watercrafts, channels, beaches, restricted areas, swimmers, and heavily travelled waterways and underwater obstructions.

Hand Signals			
1. Speed up Thumbs up		5. Cut motor Slashing hand across throat	
2. Slow down Thumbs down		6. OK after fall Hands clasped over the head	
3. Turn Circling motion above head followed by pointing in the direction of the turn		7. Stop Hand raised with fingers outstretched	
4. Back to shore Pat top of head		8. All OK An "O" made with the thumb and index finger	

Fallen Skier or Rider

Any fall may result in injury: Give immediate attention to a person who has fallen. He or she is vulnerable in the water alone and may not be seen by other boaters.

Always keep the fallen skier or rider in view and on the driver's side of the watercraft. Circle fallen skier or rider slowly to return the tow rope handle or pick up the fallen skier/ rider. Always turn engine OFF when a skier/ rider is getting into or out of the watercraft or is near the watercraft.

Tow Rope

Never wrap the tow rope around your wrist, hand, or any body part. The rope may suddenly lose its slack and cause serious injuries, such as amputation.

Both the operator and observer shall monitor the location of the tow rope when participating in water sports. A slack tow rope can become entangled with a person(s) or objects on the watercraft or in the water, particularly when making a tight turn or circling, and cause serious personal injury.

Do not pull the tow rope in front of other boats and be careful not to run over the rope with the watercraft because it could get trapped in the jet pump.

Do not tow a person in any water sport on a short tow rope such that the person inhales exhaust fumes in concentration. Inhalation of concentrated exhaust fumes, which contain carbon monoxide, can result in CO poisoning, personal injury and death.

Always use a tow rope of proper tensile strength and of sufficient length. Inspect the rope and connectors before each use. Do not use if damaged. Make sure that the tow rope is adequately secured to your watercraft.

Always disconnect and safely stow the tow rope in the watercraft when not in use. While some watercraft are equipped or can be fitted with a specially designed towing mechanism, avoid installing a tow pole on a watercraft. It can become a hazard should someone fall on it.

PRACTICE EXERCISES

It is always a good idea to practice and get familiar with all controls, functions and handling characteristics of your watercraft before venturing on the water.

Where to Practice Exercises

Find a suitable area to practice the exercises. Ensure that the area meets the following requirements:

- No traffic
- No obstacles
- No swimmers
- No current
- Ample space to maneuver
- Adequate water depth

Practice Exercises

Practice the following exercises.

Turning

Practice turning in circles in both directions at slow speed.

When comfortable with the exercise, increase difficulty by making some figure 8.

When this is mastered, repeat the above exercises but at increased speed.

Stopping Distances

Practice stopping the watercraft in a straight line at various speeds and braking force. Remember that watercraft speed, load, water conditions, current and wind also affect stopping distances.

Practice releasing the throttle while going at speed and feel the deceleration rate with different speed.

Repeat exercise, but this time while applying iBR lever (if equipped). Note that the iBR system takes control of the throttle.

Steering and Avoiding an Obstacle

Practice obstacle avoidance (choose a virtual point on the water) by steering watercraft and maintaining throttle.

Repeat exercise, but this time release throttle while turning.

Repeat exercise, but this time while applying iBR lever (If equipped). Note that the iBR system takes control of the throttle.

NOTE:

With this exercise, you will learn that you need throttle to steer the watercraft in a different direction.

Reverse

Practice reverse operation to learn how the watercraft operates in reverse and reacts with steering inputs.

NOTE:

Remember that steering direction is reversed when backing.

Docking

Practice docking using the throttle, the steering and the iBR (if equipped) to become familiar with the response of the watercraft and to develop good control skills.

Slow Speed Mode, Ski Mode and Speed Limiter Mode (if equipped)

If your watercraft has any of these modes, it is also important to understand their operation and to become familiar with these features prior to using them on a ride with other people.



WARNING

The ski and the speed limiter modes are not an automatic pilot; they will not drive the watercraft for you.

PRE-RIDE INSPECTION

Always inspect and confirm the safe operating condition of your vehicle prior to ride.

Always follow the maintenance schedule described in this Operator's Guide.

WARNING

Perform a pre-ride inspection before each ride to detect potential problems during operation. The pre-ride inspection can help you monitor wear and deterioration before they become a problem. Correct any problems that you discover to reduce the risk of a breakdown or crash. If a problem cannot be corrected by the procedures described in this operator's guide, have your watercraft inspected by an authorized BRP dealer for servicing.

Before using this vehicle, the operator should always perform the following pre-ride inspection check list.

Refer to *Maintenance Procedures* for details.

What to Do Before Launching the Watercraft

WARNING

Make sure the engine is OFF with the tether cord cap disconnected from the engine cut-off switch before checking each of the following items. Should an item require starting the engine, make sure to clear gasoline vapors from the engine compartment before starting the engine by venting the engine compartment.

NOTE: Before starting the engine and taking off, it is recommended to shake vertically the rear of the watercraft to shake away any sand that may have accumulated near the propulsion and reverse systems.

Check the items listed in the following table before launching the watercraft.

The OPERATION inspection procedures are described below the table.

ITEM	OPERATION
Deck & Hull.	Inspect hull for damages. Properly clean the hull from aquatic invasive species (AIS).
Jet pump water intake, jet thrust nozzle and iBR gate.	Inspect for clogging or damage. Clean to remove aquatic invasive species (AIS).
Sacrificial anode.	Inspect every month (more often in saltwater use) and change if necessary.
Drain plug.	Hand tighten

Safety kit.	Inspect, check compliance.
Fire extinguisher.	Check condition.
Seat.	Ensure it is latched.
Steering system.	Check operation.
iTC lever.	Check operation.
iBR Lever.	Check operation.
Engine compartment.	Check for any visible fluid leaks and gasoline vapor odor water, or damage.
Battery condition and connections.	Check every month.
Fuel tank level.	Check/refill
Engine oil level.	Check/refill
Engine coolant level.	Check/refill
Engine START/STOP button.	Check operation.
Engine cut-off switch and the monitoring beeper.	Check operation.
All Storage Compartment Covers, Engine Access Panels, Glove box, Moveable Accessories.	Ensure items are closed and/or latched secured to the watercraft.
Audio System (if equipped).	Before installation, ensure latch can move freely and return to its initial position. After installation, ensure audio system is properly installed and secured.
Wake board rack (if equipped).	Inspect for damage and check operation.
Ski/ wake board pylon (if equipped).	Inspect for damage and check operation.
Anchor (if equipped)	Inspect and check it is securely stowed.
Fish Livewell / Cooler and rod holders (if equipped)	Inspect and check they are securely installed.

Hull and deck

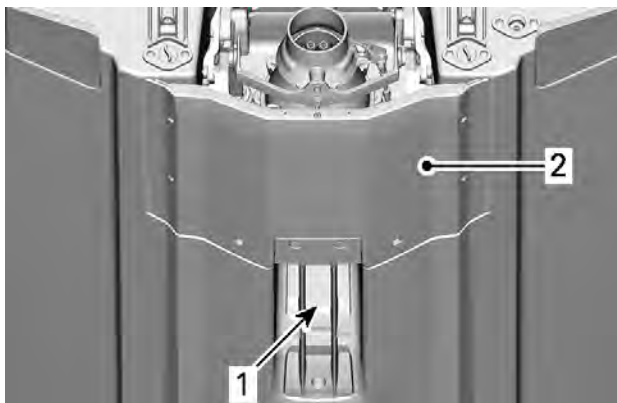
Inspect hull for cracks and other damages.

Properly clean the hull before launching the watercraft when moving to a different water plan to prevent from spreading aquatic invasive species. Refer to *What to Do After Leaving the Water* at the end of this section.

Jet pump water intake, jet thrust nozzle and iBR gate

Inspect the ride plate, the water inlet grate, the thrust nozzle, and the reverse gate for cracks and other damages.

Remove weeds, shells, debris or anything else that could restrict the flow of water and damage the propulsion unit. Clean as necessary. If any obstruction cannot be removed, refer to an authorized *Sea-Doo* dealer for servicing.

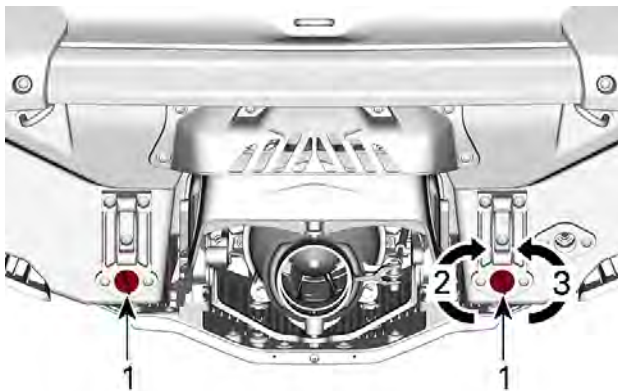


- 1. Water intake
- 2. Ride plate

Drain Plugs

Hand tighten only the bilge drain plug.

Before reinstalling the drain plug, inspect the o-ring and the threads for damage or debris like dirt or sand, and clean to ensure a watertight assembly.



1. Bilge drain plug
2. Tighten
3. Untighten

⚠ WARNING

Ensure bilge drain plugs are properly secured prior to launching the watercraft in water.

Safety kit

Check that the safety kit (sold separately) is complete, not damaged and complies with local regulations. The safety kit holder is located under the front storage bin cover. Also inspect the safety kit support and tie-down for damage.

Check operation of flashlight and sound producing device. Replace batteries if needed.

Fire extinguisher

Always carry a fire extinguisher (not supplied with the watercraft). Follow the manufacturer's instructions to check the condition of the fire extinguisher. Make sure the safety pin is intact and in place.

Also inspect the fire extinguisher support and tie-downs for damage. The fire extinguisher holder is located under the front storage bin cover.

Steering System

Assisted by another person, check steering operation for free movement.

When the handlebar is horizontal, the jet pump nozzle should be in the straight ahead position. Ensure the jet pump nozzle pivots easily and in the same

direction as the handlebar (e.g.: when handlebar is turned to the left, the nozzle opening must point towards the LH side of watercraft).

WARNING

Check handlebar and corresponding steering nozzle operation before starting. Never turn handlebar while someone is near the rear of the watercraft. Keep away from steering moving parts (nozzle, iBR gate, linkages etc.).

iTC Lever (throttle control)

Check the iTC lever for free and smooth operation. Depress and release the lever to check for freedom of movement. It should return to its initial position immediately after it is released

WARNING

Check the iTC lever operation before starting the engine. If any friction is felt in the iTC lever, refer to an authorized *Sea-Doo* dealer.

iBR Lever

Check the iBR lever for free and smooth operation. Depress and release the lever to check for freedom of movement. It should return to its initial position immediately after it is released

WARNING

Check iBR lever operation before starting the engine. If any friction is felt in the iBR lever, refer to an authorized *Sea-Doo* dealer.

Engine Compartment

Remove the rear and front seats. Refer to *Removing the Seat*.

Inspect the engine compartment for fuel vapor odor or any visible fluid leaks.

WARNING

Should any leak or gasoline odor be present, do not apply electrical power or start the engine. You should seek service from an authorized *Sea-Doo* dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the *US EPA Emissions-related warranty* contained herein for information about warranty claims.

Check inside to make sure there are no damages to components or to the engine.

Check for water inside the bilge. If there is water visible, with the watercraft out of the water, remove the drain bilge plug to drain the water out. Refer to *Bilge Drain Plug*.

Battery Condition and Connections

Remove the front seat. Refer to Seat.

Check that the positive and negative cable terminals are securely and tightly mounted to their respective battery post. Ensure that the battery retaining strap holds the battery firmly.

Visually inspect the battery casing for damage, discoloration, warping, wear, leaks. Refer to *Battery Maintenance* in Storage section.

Fuel Tank Level

Check the fuel level shown by the fuel gauge on the digital display by waking up the electrical system. (Press the start button once without installing the tether cord on the engine cut-off switch)

Add fuel if necessary.

WARNING

Strictly adhere to instructions detailed in *Refueling Procedure*.

Engine Oil

Ensure oil level is within specification as described in *Maintenance Procedures* section.

CAUTION

When operating the engine with the watercraft out of the water, the engine and heat exchanger in the ride plate may become very hot. Avoid any contact with hot engine parts and the ride plate as burns may occur.

Engine Coolant

Ensure coolant level is within specification as described in *Maintenance Procedures* section.

Check for coolant leaks on engine, in bilge and from ride plate.

Engine Cut-Off Switch and Engine START/STOP Button

WARNING

Do not start watercraft if liquid gasoline or gasoline vapor odor is present. Open the seat (or for SPARK remove the access cover) to clear gasoline vapors from the engine compartment before starting the engine

Inspect the tether cord (lanyard) and both ends to make sure it is not damaged. If it is damaged, always replace it with a new one and do not attempt to repair it.

Refer to *Starting the Engine* in the *Basic Procedures* section.

Press the start button once without installing the tether cord on the engine cut-off switch.

Install the tether cord cap on the engine cut-off switch.

Press the START/STOP button to start the engine, then stop it by pressing the START/STOP button a second time.

Restart the engine, then stop it by removing the tether cord from the engine cut-off switch.

WARNING

Should the tether cord be damaged, or cap be loose or fail to remain on the engine cut-off switch, replace the tether cord immediately in order to avoid unsafe use. If removing the tether cord cap from the engine cut-off switch or pressing the START/STOP button does not stop the engine, do not use the watercraft. See your authorized Sea-Doo dealer.

Seats

Ensure the front and rear seats are properly installed. Pull up on the rear portion of the seat to ensure it is properly latched.

All Storage Compartment Covers, Glovebox, Ski Pylon Cover, Moveable Accessories

Ensure the following are closed and/or latched:

- Front storage compartment cover;
- Glovebox;
- Ski Pylon Hole Cover
- LinQ and BRP accessories;

WARNING

Ensure the seat, boarding platform, access panels, and all storage compartment covers are securely latched.

Wakeboard rack (if equipped)

Ensure rack is properly installed and secured. Make sure bungee cords are in good condition and that the rack is not damaged. Ensure wakeboard is correctly installed in rack and secured. Refer to Wakeboard Rack.

Ski/ wakeboard pylon (if equipped)

Ensure pylon is properly installed and secured. Inspect for damage to the ski pylon. Confirm operation. Refer to Retractable Ski Pylon.

Fish Livewell/Cooler and Rod Holders (if equipped)

Check cooler and rod holders for damage. Make sure the cooler is securely attached to the rear platform, and any fishing rods or equipment are secured into the rod holders.

Refer to Front Rod Holder for Trolling and Cooler.

What to Do After Launching the Watercraft

 **WARNING**

Do not start watercraft if liquid gasoline or gasoline vapor odor is present. Open the seat (or for SPARK remove the access cover) to clear gasoline vapors from the engine compartment before starting the engine.

NOTE:
Before starting the engine and taking off, it is recommended to shake vertically the rear of the watercraft to shake away any sand that may have accumulated near the propulsion and reverse systems.

Check the items listed in the following table after launching the watercraft and before going for a ride.

The OPERATION inspection procedures are described below the table.

ITEM	OPERATION
Information Center	Check operation.
Intelligent Brake and Reverse System (iBR)	Check operation.
Variable Trim System (VTS)	Check operation.

Information Center (Gauge)

1. Press START/STOP button and install tether cord on the engine cut-off switch.
2. As the information center cycles through its self-test function, ensure all indications come on.

 **WARNING**

Always attach the tether cord clip to your PFD or to the wrist (wrist strap required).

iBR System

NOTICE

Ensure there is sufficient space ahead and behind watercraft to safely carry out the iBR system test to avoid a collision. Watercraft will move during test.

1. Remove the moorings lines securing the watercraft to the dock.
2. Start the engine and ensure the watercraft does not move.
3. On the left handlebar, depress the iBR lever completely in, the watercraft should move slowly backwards.

4. Release the iBR lever, there should not be any reverse thrust.

WARNING

Always ensure proper iBR system operation before taking the watercraft out for a ride.

Variable Trim System (VTS) (if equipped)

With the engine running in forward thrust, use the VTS to move the jet pump nozzle up, and then down alternately to check VTS operation. Confirm the VTS position indicator movement in the information center.

Also test the VTS preset trim positions by double clicking the VTS UP/DOWN button (as applicable to model).

Refer to *Watercraft Information* for detailed instructions.

What to Do After Leaving the Water

Aquatic Invasive Species (AIS) are non-native plant or animal species that threaten the diversity or abundance of the native species. They also threaten the natural ecology of the body of water they infest. AIS almost always has a negative impact on the waterway, its native species, and recreational or commercial activities.

Common examples of AIS are:

- Eurasian Watermilfoil
- Hydrilla
- Sea Lampreys
- Zebra Mussels
- Asian Carp
- Gobies.

Many other examples of AIS exist throughout the world's waterways.

A typical factor in AIS infestations is that the non-native species are introduced by human activity. Some AIS are introduced by commercial operations; however, AIS can be introduced through recreational boating activities. The transportation of recreational watercraft and water sports equipment between waterways can be a major factor in the spread of AIS.

As responsible watercraft owners, we **MUST** do our part to prevent the spread of these aquatic hitchhikers. Check your watercraft each time you leave the water! In many cases it is required by law, be sure to check the local regulations for the waterways you visit.

Clean, Drain and Dry - Everything, Every Time!

After each boating trip, before you leave the water access, follow these three simple steps to stop the spread of AIS. This is the boater's way to help protect the environment from the damage that AIS can cause.

Clean

Inspect and remove any visible plants, fish, animals, mud, or other debris from the watercraft (including hull, intake grate, and jet pump nozzle), trailer, and any water sports equipment, gears and accessories before leaving the water body.

Clean all parts, equipment, and gear that came in contact with the water.

Drain

Drain and flush all water from the watercraft, exhaust system, bilge, pontoon floats, and every conceivable space or item that can hold water.

Dispose of unwanted live bait in the trash.

Dry

Allow everything to dry completely (for 5 days or more, refer to local laws) before visiting any other bodies of water.

ANNUAL SAFETY MAINTENANCE

BRP recommend to have an annual safety inspection of your vehicle. Contact an authorized Sea-doo dealer for further details.

Though not required, it is recommended that an authorized BRP dealer performs the preseason preparation of your vehicle.

Each visit to your authorized Sea-Doo dealer is a great opportunity for your dealer to verify if your vehicle is included in any safety campaign. We also urge you to visit your authorized Sea-Doo dealer in a timely manner if you become aware of any safety related campaigns.

IMPORTANT ON-PRODUCT LABELS

Watercraft Safety Labels

These labels are affixed to the vehicle for the safety of the operator, passengers or bystanders.

The operator and when applicable, the passenger, shall read and understand this information before riding.

The labels illustrated on the following pages are on your watercraft. If missing or damaged, they can be replaced free of charge. See an authorized Sea-Doo dealer.

NOTE:

In the event of any discrepancy between this guide and the vehicle, the safety labels on the vehicle have precedence over the labels in this guide.

General Information – Warning Label

⚠ WARNING

Require Proper Operation of the Boat
 Improper operation can result in severe injury or death.

16+ Operators Must Be Qualified
 Make sure operator is 16 or older and has taken a boater safety course. Your state (or province) may have additional requirements.

Operators Must Avoid Collisions

- ✓ Scan constantly for people, objects and other watercraft.
- ✓ Stay far enough away from others so you can always safely coast to a stop.
- ✗ Do not release throttle when trying to steer away from objects—as with other powerboats, you need throttle to steer.

Read Operator's Guide
 Watch safety video.
<https://www.sea-doo.com/owners/safety/safety-video.html>

Protect All Riders

- ✓ **Wear shorts with neoprene (wet suit material) and an approved PFD (personal flotation device)**
 - see Rider Safety section of this label.
 Tell riders to read the Rider Safety section and make sure they are dressed appropriately.
- ✗ Do not apply throttle when anyone is boarding or at rear of PWC.
- ✓ Be sure riders are properly seated and holding on.
- ✓ Avoid aggressive operation, sharp turns, and unexpected acceleration that can cause riders to be thrown off.
- ✗ Do not jump waves or wakes – jumping can cause injuries such as back or spinal injuries (paralysis).

Do Not Permit Reckless Operation:

- ✗ Do not go near others to spray or splash them with water, go too close to other boats, or go too fast for traffic conditions.
- ✗ Never ride after consuming alcohol or drugs.




RIDER SAFETY

Falls Can Result in Severe Injury or Death

- ✓ You must wear shorts with neoprene (wet suit material) to keep water from being forcefully injected into rectum or vagina during a fall backward. Riders not wearing neoprene shorts have received severe rectal, vaginal, and internal injuries resulting in permanent damage.
- ✓ You must wear an approved PFD (personal flotation device).
- ✓ Be sure you are properly seated and holding on. Riders can be thrown off PWC during unexpected acceleration or aggressive operation.
- ✗ Never ride after consuming alcohol or drugs.

Do not ride if you are not dressed appropriately.



Wear PFD

→

Wear Neoprene



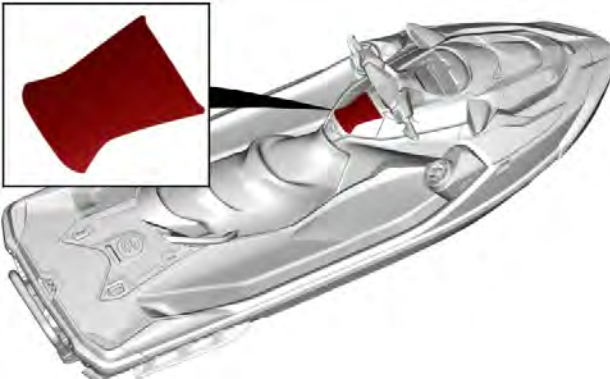
See Operator's Guide

Patents :
www.brp.com/en/about-brp/patents.html

5632



GENERAL INFORMATION – WARNING LABEL



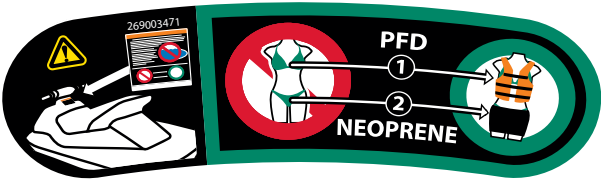
TYPICAL – LABEL LOCATION

Passenger Appropriate Attire - Warning Pictogram

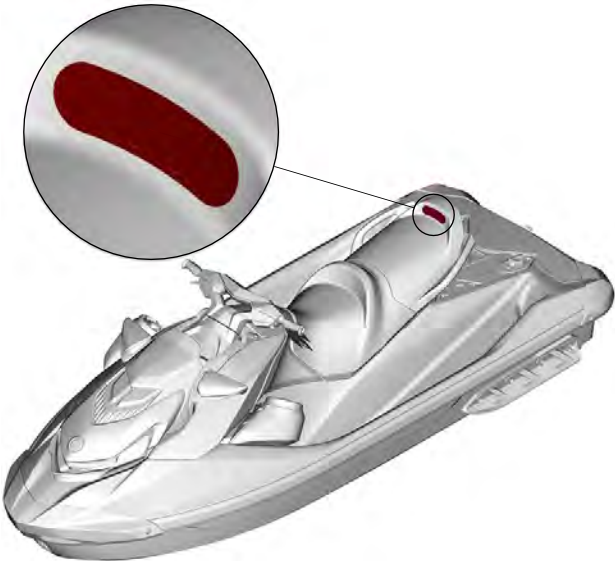
This pictogram is located on the end of the passenger seat. If the seat does not have this pictogram, do not accept a passenger on this vehicle.

⚠️ **WARNING**

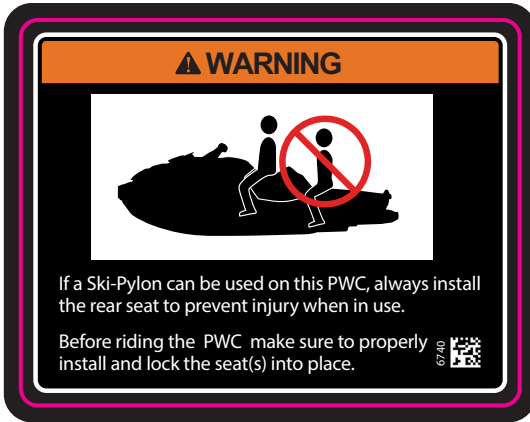
- Refer to the general safety label located on the glove box.
- Riders must always wear an approved PFD.
- Riders must always wear shorts with neoprene (wet-suit material).



PASSENGER APPROPRIATE ATTIRE – WARNING PICTOGRAM



TYPICAL – LABEL LOCATION

Do Not Sit Pictogram - Warning Label**DO NOT SIT PICTOGRAM - WARNING LABEL****TYPICAL – LABEL LOCATION**

Glove Box - Notice Label

NOTICE



Refer to the operator's guide
for recommendations on
how to use the glove box .



5677

GLOVE BOX - NOTICE LABEL



TYPICAL – LABEL LOCATION

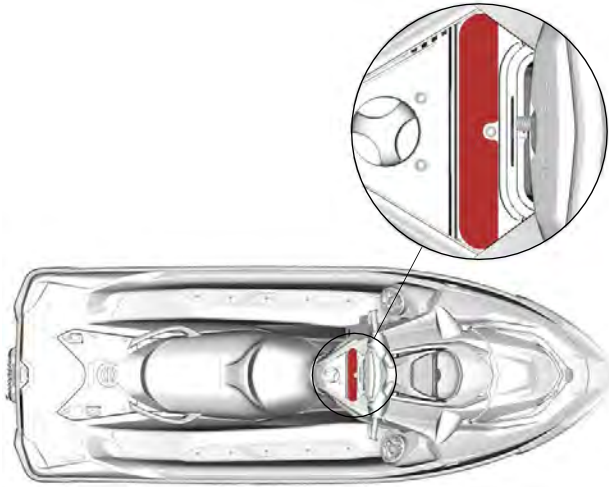
44

SAFETY INFORMATION

Fueling Procedure - Warning Label

⚠ AVERTISSEMENT	⚠ WARNING
• Après avoir fait le plein toujours ouvrir le siège afin de s'assurer qu'il n'y ait pas d'émanation d'essence dans le compartiment moteur. • Les émanations d'essence peuvent provoquer des incendies ou des explosions. • Éviter de trop remplir le réservoir d'essence. • Éviter de renverser de l'essence. • Essuyer immédiatement l'essence renversée. • Garder la motomarine à l'écart des flammes et des étincelles. • Ne pas démarrer la motomarine en présence d'essence liquide ou d'émanation d'essence. • Toujours remettre le siège en place avant de démarrer la motomarine.	• After refueling, always open the seat to ensure there is no gasoline vapor odor inside the engine compartment. • Gasoline vapor may cause fire or explosion. • Do not overfill gas tank. • Avoid spilling gasoline. • Wipe up spilled gasoline immediately. • Keep the watercraft away from open flames and sparks. • Do not start watercraft if liquid gasoline or gasoline vapor odor is present. • Always replace the seat before starting.

FUELING PROCEDURE - WARNING LABEL



TYPICAL – LABEL LOCATION

Battery - Warning Label

⚠ Avertissement

- Enlever la batterie du bateau avant de la charger.
- Ne pas trop charger la batterie.
- Un chargement excessif pourrait faire exploser la batterie.

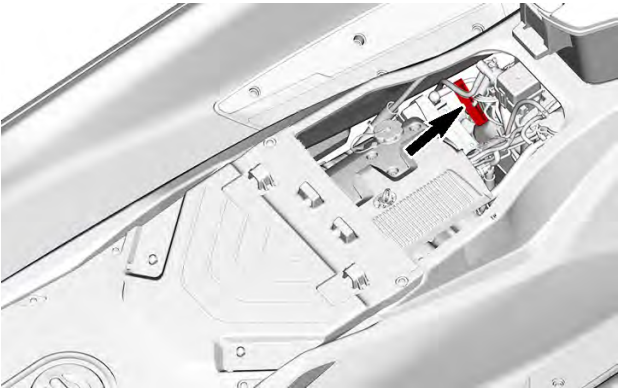
⚠ WARNING

- Remove battery from boat before charging.
- Do not overcharge battery.
- Improper charging of battery can cause explosion.



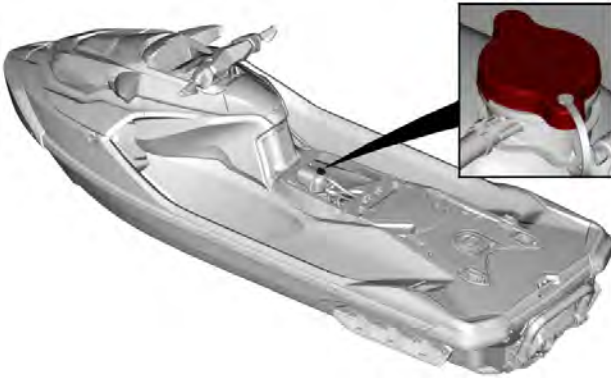
Z19905305

BATTERY – WARNING LABEL



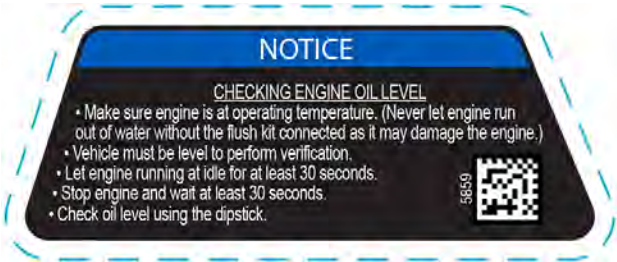
TYPICAL – LABEL LOCATION

Do Not Open When Hot - Warning Label

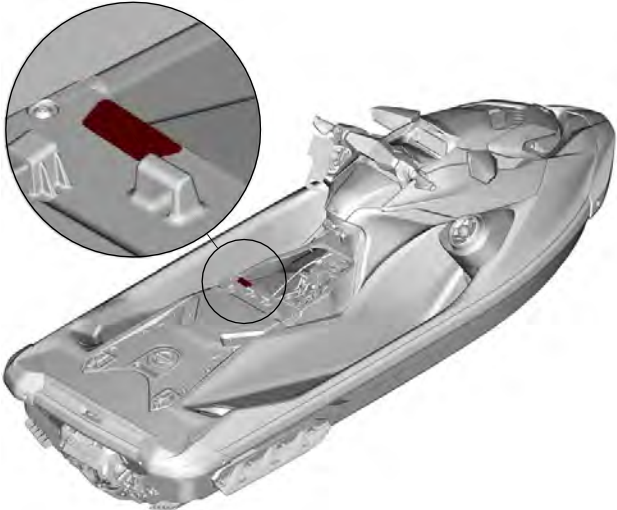


TYPICAL – LABEL LOCATION

Engine Oil Level - Notice Label



ENGINE OIL LEVEL - NOTICE LABEL

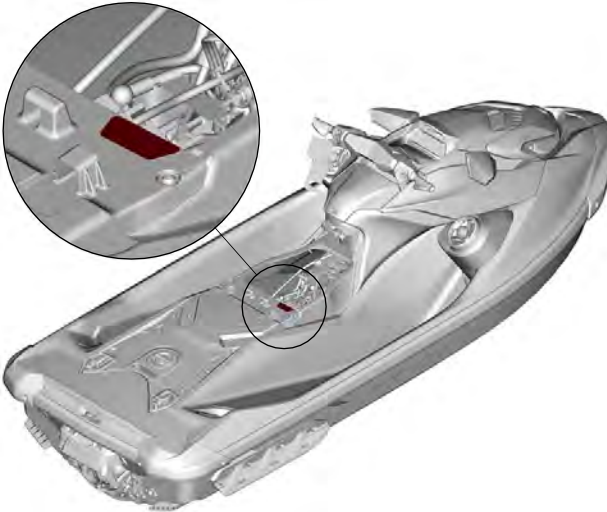


TYPICAL – LABEL LOCATION

Hot Components - Caution Label



HOT COMPONENTS - CAUTION LABEL



TYPICAL – LABEL LOCATION

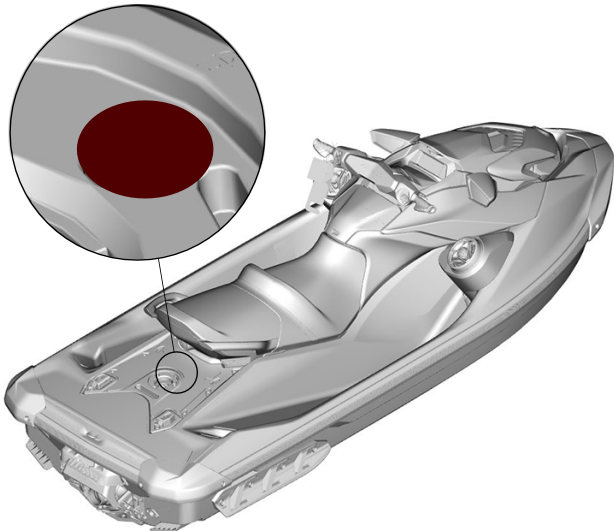
No fuel – Warning Molded Pictogram

 **WARNING**

Never put gasoline in this hole. Gasoline is extremely flammable and highly explosive. Fuel vapors can spread and be ignited by a spark or flame many feet away.



NO FUEL – WARNING MOLDED PICTOGRAM



TYPICAL – LABEL LOCATION

Re-Boarding - Warning Label

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH:

- Engine must be turned off before re-boarding.
- Keep away from propulsion system and intake grate.

WHEN RE-BOARDING:

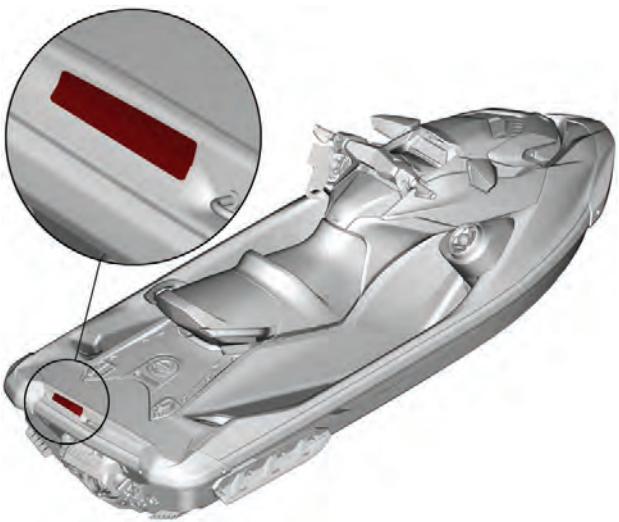
- Re-board one person at a time.
- Stay centered to keep balance.

Never use the boarding step (if so equipped) for pulling, towing, jumping or boarding a PWC that is out of water or any purpose for which it was not designed.

219905498



RE-BOARDING - WARNING LABEL



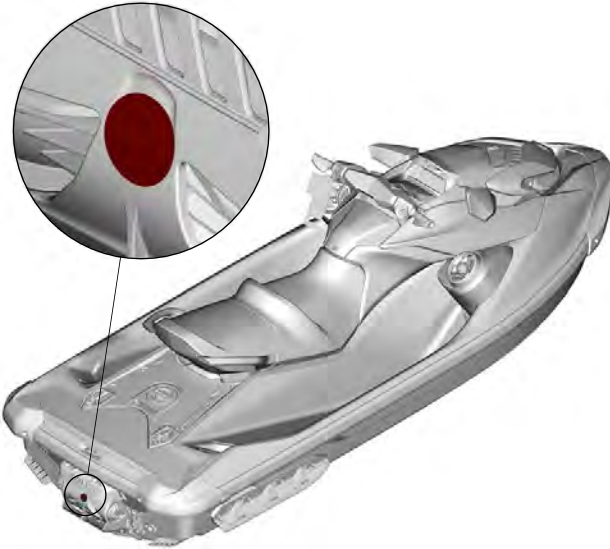
TYPICAL – LABEL LOCATION



Do Not Use to Onboard



DO NOT USE TO ONBOARD – LABEL

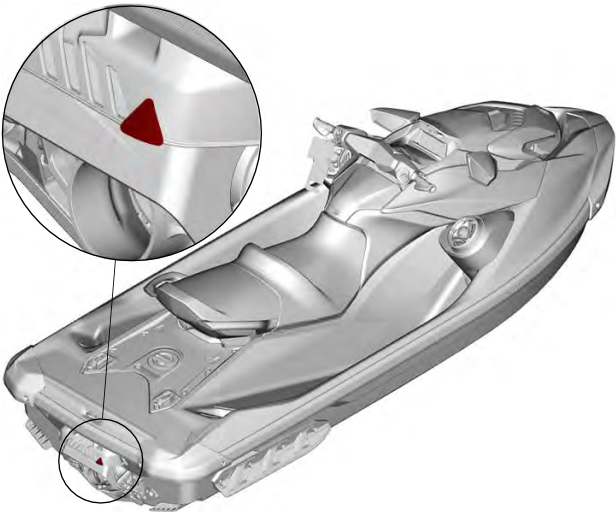


TYPICAL – LABEL LOCATION

iBR Gate - Warning Label



IBR GATE - WARNING LABEL

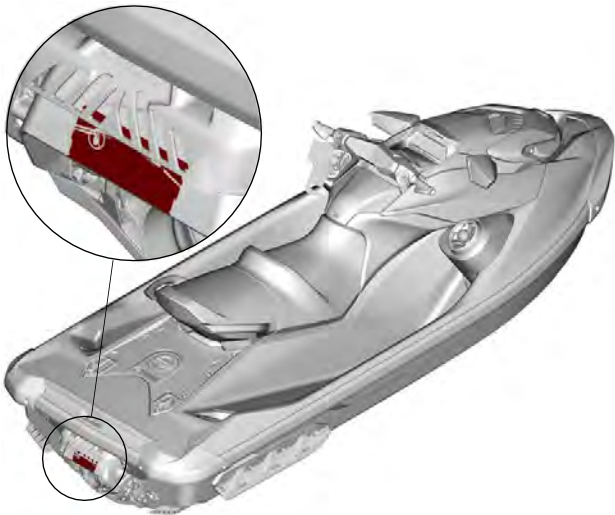


TYPICAL – LABEL LOCATION

iBR Gate - Warning Label



IBR GATE - WARNING LABEL



TYPICAL - LABEL LOCATION

Canadian Compliance – Notice Label



TYPICAL – LABEL LOCATION

NOTE: The U.S. Coast Guard Safety Standards compliance is integrated in the Canadian Compliance Notice label.

Hang Tag

California Proposition 65 Warning

 **WARNING.** Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel.



For more information go to
www.P65warnings.ca.gov/products/marine

219905280

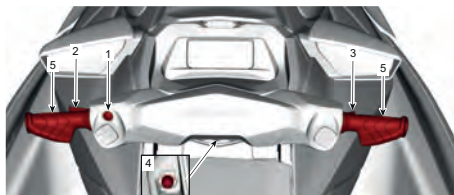
This page is intentionally blank

WATERCRAFT INFORMATION

PRIMARY CONTROLS

Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Important On-Product Labels*.

Some indications, functions and features described in this section may not apply to every PWC model, or may be available as an option.



1 CONTROLLER – TYPICAL

1. Engine START/STOP button
2. iBR lever
3. Throttle lever
4. Engine Cut-Off Switch
5. Handlebar grip

Handlebar

The handlebar controls the direction of the watercraft. During forward operation, turning the handlebar to the right steers the watercraft to the right and inversely.

WARNING

Check handlebar and corresponding steering nozzle operation before starting. Never turn the handlebar while someone is near the rear of the watercraft. Keep away from the propulsion system.

When operating in reverse, the steering direction is reversed. Turning the handlebar to the right while backing up steers the watercraft to the left.

Engine START/STOP Button

The engine START/STOP button is located on the LH handlebar.



TYPICAL – ENGINE START/STOP BUTTON

Engine Starting and Stopping

Refer to *Basic Procedures* for complete procedures on how to start and stop the engine.

Waking Up the Electrical System

Press the START/STOP button once without installing the tether cord on the engine cut-off switch.

This will power up the electrical system; the information center will cycle through a self-test function.

The electrical system will stay powered up for approximately 75 seconds after the START/STOP button was depressed.

When the tether cord is installed on the engine cut-off switch, the system will be powered for 60 minutes

Every time the START/STOP button is pressed, the countdown restarts. When the battery voltage drops below 12.3V, the LOW BATTERY indicator lamp will light up and the electrical system will shut down after 75 seconds.

Post-Drive Battery Management (If equipped)

This feature keeps the electrical system awake to allow using accessories when the engine is turned off. It also prevents draining the battery too much when using accessories. When

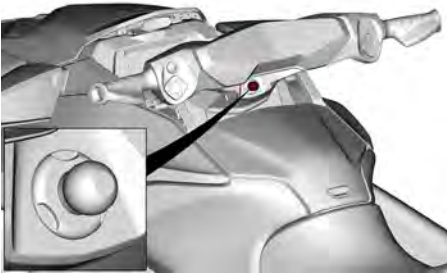
the battery voltage reaches 12.3V or less, the system will automatically shut down to ensure enough power remains to start the engine.

When the electrical system is activated by pressing START/STOP briefly while the engine is shut down the wake-up time will be managed as follows:

- Key off: System will shut down after 75 seconds.
- Key on: System will shut down after 60 minutes or if the voltage threshold is reached.

Engine Cut-Off Switch

The engine cut-off switch is located in the middle of the handlebar.



TYPICAL

To allow engine starting, the tether cord cap must be securely snapped to the engine cut-off switch.

⚠ WARNING

Always attach the tether cord clip to the operator's personal flotation device (PFD) or wrist (wrist strap required) before starting the vehicle.



TYPICAL

1. Tether cord cap on the engine cut-off switch
2. Tether cord secured to operator's PFD

To stop engine, pull the tether cord cap from the engine cut-off switch.

⚠ WARNING

Should the engine be stopped, the brake function and all watercraft directional control is lost.

⚠ WARNING

Always disconnect tether cord when watercraft is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by others, children, and to prevent theft.

Radio Frequency Digitally Encoded Security System (RF D.E.S.S.)

The tether cord cap contains an electronic circuit (D.E.S.S.™ key) that is programmed to give it a unique electronic serial number. This is the equivalent of a conventional key.

The D.E.S.S. system reads the key installed on the engine cut-off switch and only allows engine starting for keys it recognizes.

The D.E.S.S. system brings great flexibility. You can buy additional tether cords and have the D.E.S.S. keys programmed for your watercraft.

A total of ten D.E.S.S. keys can be programmed.

To have a key programmed to your watercraft, see your authorized BRP Sea-Doo dealer.

Throttle Lever

The throttle lever on the RH handlebar controls electronically the engine speed.

To increase or maintain watercraft speed, pull the throttle lever with your finger.

To decrease watercraft speed, release the throttle lever.



The iBR lever is spring loaded and should return to rest position (neutral) when not pressed.

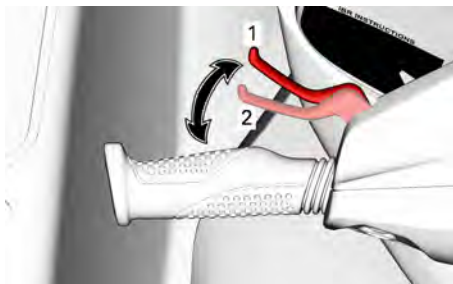
intelligent Brake and Reverse (iBR) Lever

The iBR lever on the LH handlebar can electronically command:

- Brake
- Reverse
- Neutral.

NOTE:

A minimum of 33% of iBR lever stroke is required to activate iBR functions.



TYPICAL

1. Lever rest position
2. 33% stroke required to activate iBR functions

At speeds of 17 km/h (11 MPH) and above, pulling the iBR lever will engage the brake.

NOTE:

If the water current is 17 km/h (11 MPH) or above, the reverse can not be engaged as the speed threshold for the reverse is exceeded.

At speeds below 17 km/h (11 MPH), pulling the iBR lever will engage reverse.

When the iBR lever is released after braking or reverse operation, the neutral is engaged.

⚠ WARNING

If the throttle lever is still pulled in when releasing the iBR lever, forward movement will be initiated after a short delay. If forward acceleration is not desired, release the throttle lever.

NOTE:

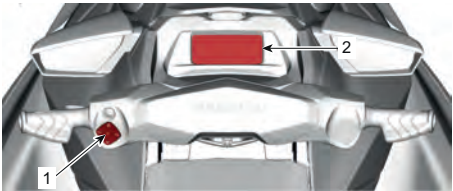
The neutral position can be fine tuned by trimming the iBR system.

Refer to *Operating Instructions* for detailed instructions.

SECONDARY CONTROLS

Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Important On-Product Labels*.

Some indications, functions and features described in this section may not apply to every PWC model, or may be available as an option.



1 CONTROLLER – TYPICAL

- 1. Left controller
- 2. Digital Display

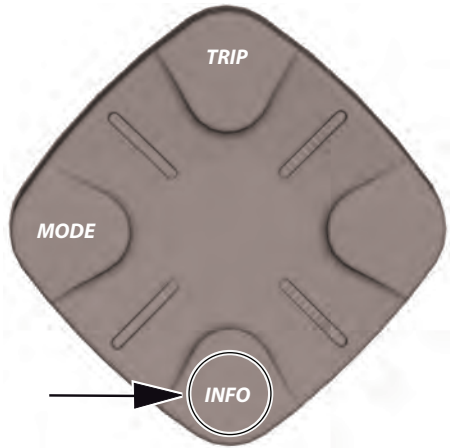
Left Controller

The left controller is located on the LH side of the handlebar.



INFO Button

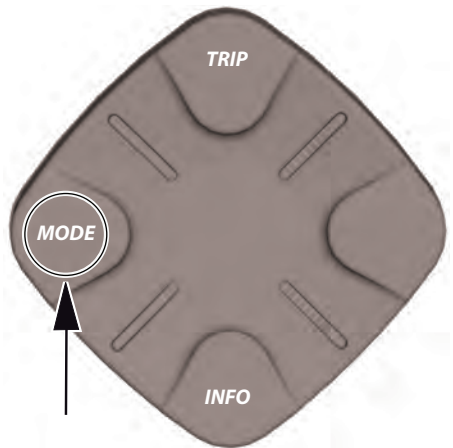
The INFO button is located on the LH handlebar.



It is used to navigate through the menus and to change some settings.

Refer to *Operating Modes* for details.

Mode Button

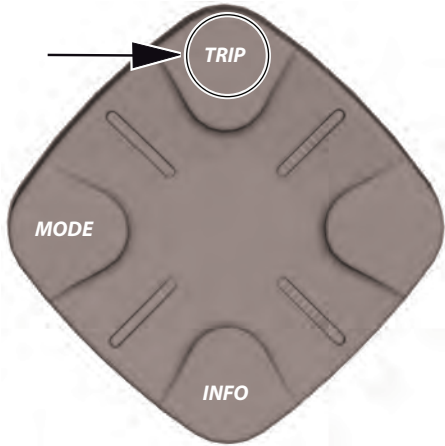


It is used to choose between Normal, Sport.

Refer to *Operating Modes* for details.

TRIP Button

The TRIP button is located on the LH handlebar.



It is used to cycle through the trip meter displays and the clock on the upper left display.

Refer to *Operating Modes* for details.

OPERATING MODES

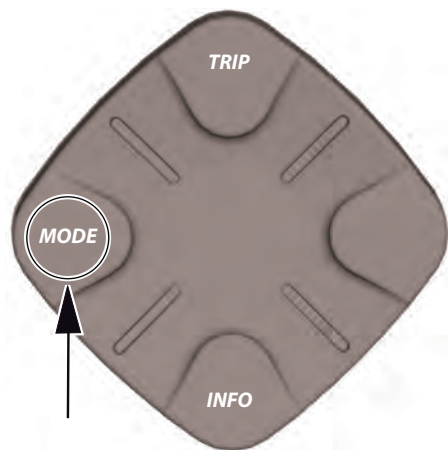
Operating mode available	GTX 130
Normal mode	X
Sport mode	X
Learning key mode	-
X = Indicates a standard feature - = See a Sea-Doo dealer for availability.	

Selecting the Operating Modes

By default, the watercraft is set to **Normal Mode** when starting. It is also called Normal riding mode.

To change the operating modes ;

1. Press MODE button,



2. Acknowledge the safety message by pressing and holding MODE button will get the **SPORT mode**.
3. Pressing MODE button again will activate the **Normal mode**.

Sport Mode

The **Sport Mode** provides for instant throttle response and more rapid accelerations than **Normal Mode**.

Once activated, **Sport Mode** will remain active until it is deactivated by the operator, or the engine is shut down whereby it defaults back to **Normal Mode**.

Activating Sport Mode

To activate the Sport mode ;

1. Press on the MODE button while in Normal Mode.
2. The sport icon will start to flash and a safety message will scroll.

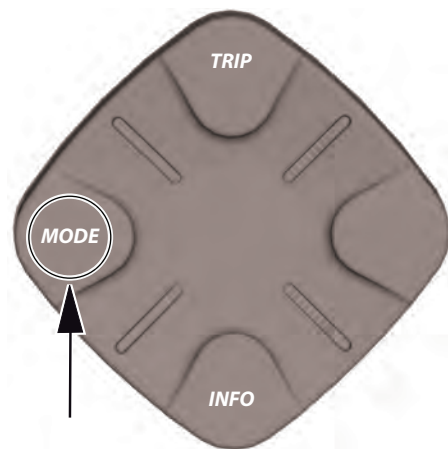
NOTE: For safety reason, follow the instruction in the safety message to activate the sport mode

Once activated, the SPORT icon will turn ON.

Deactivating Sport Mode

To deactivate **SPORT Mode** ;

1. Press once MODE button will activate the **Normal Mode**.



Learning Key Mode (if equipped)

The learning key provides a mode of operation whereby engine power and speed is limited.

There are 5 speed settings available.

By default, the speed setting is no 1.

Refer to *4.5" Digital Display* for adjustment.

4.5" DISPLAY

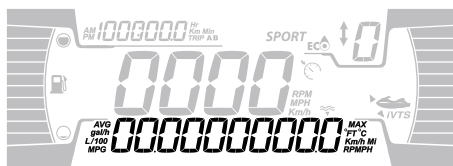
Multifunction Gauge Description

⚠ WARNING

Reading or tampering with the multifunction gauge can distract you from the operation of the vehicle, and particularly from constantly scanning the environment. Always pay attention to water conditions, and ensure your environment is clear and free from obstacles. Furthermore, when riding, only glance at the multifunction gauge briefly to stay focused on your environment.

The multifunction gauge includes digital gauges (temperature and tachometer), telltale lights, icons and a digital screen to see important information (speed, RPM, etc.).

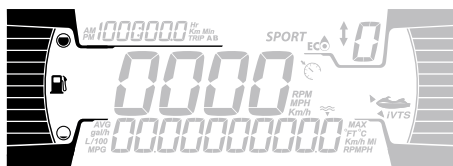
Lower Display



The lower display can cycle through the following:

- RPM
- Water temp : Displays the temperature of the water (if equipped)
- Depth (if equipped)
- Settings
- Messages
- Speed Stat (if equipped)
- Distance to Empty

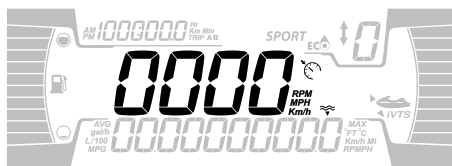
Left Lateral Display



The left lateral display includes:

- Fuel level indicator

Central Display

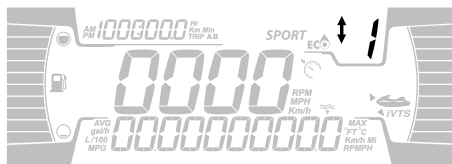


The central display includes:

- Watercraft speed
- Speed control indicator (if equipped)

The speed control indicator in this display is only activated when a target speed is set.

iBR Position Display

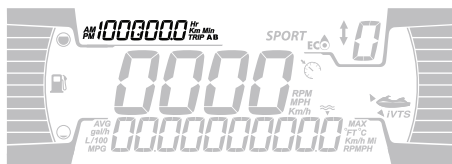


This display shows the iBR gear position (if equipped):

- N (neutral)
- F (forward)
- R (reverse)

It can also display the selected speed level (1 to 9) when the slow speed mode is selected.

Left Upper Display



The left lateral display includes:

- Tripmeter
- Clock

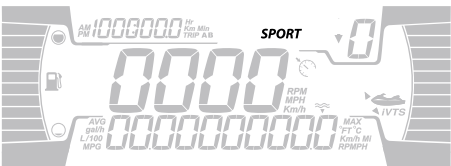
The tripmeter cycles through the following:

- Watercraft hours : Displays the total vehicle hours
- Trip KM : Displays the distance since the last reset.
- Trip HR : Displays the time since the last reset.

NOTE:

The clock is shown only if the integrated GPS receives a signal from the satellites. This may take several seconds after waking up the system.

MODE Display



The MODE display indicate the selected alternative mode of operation:

- SPORT

Refer to *operating modes* for more details.

Warning Lamps and Indicators

The following indicator lamps will alert you to a vehicle condition that may become serious. Some lamps will illuminate when starting the vehicle to make sure they work. If any lamps remain on after starting the vehicle, refer to the respective system warning lamp for further information.

NOTE:

Some warning indicators appear in the display of the multifunction gauge and function the same as an indicator lamp but do not display when starting the vehicle.

Telltale Lights - Lower Bar



Lights	Description
	ORANGE - Vehicle malfunction
	RED - The engine temperature is too high.
	GREEN - The neutral gear is selected
	RED - If illuminated while driving, it indicates a malfunction. Turn off all unnecessary electrical equipment and have the electrical and charging systems checked.
	RED - If illuminated while the engine is running or while driving, this indicates a malfunction. Stop the vehicle as soon as it is safe to do so and turn the engine off. Check the engine oil level. Have the lubrication system checked as soon as possible, even if the level appears to be correct.

Lights	Description
	ORANGE - Illuminated when the fuel level is low or when the fuel tank is near empty. Refuel as soon as possible.
	ORANGE Turned on: Malfunction of the vehicle emissions control system Blink: Engine limitation, limp home mode is activated. Have the vehicle serviced immediately.

Icons and Indicators - Multifunction Display

Icons	Description
<i>SPORT</i>	Denotes SPORT mode is selected.
	Denotes ECO mode is selected (If equipped).
	Steady ON: indicates that the VTS is activated (If equipped).
	Denotes Speed Limiter or Slow Speed mode (If equipped)

Settings

Use the RIGHT button or LEFT button to navigate through setting menus. Use UP or DOWN to change selected value.

To...	Action
Navigate in the menu	Single press on INFO
Enter menu	Long press INFO
Edit value	Single press on INFO
Change information display	Press TRIP
Reset Trip when displayed)	Long press TRIP
Fault codes/ Maintenance	Long press INFO

Maintenance Reset

Select **RES MAINT** and hold OK button to reset maintenance.

NOTE:

The maintenance reset can only be done within the first 15 seconds of ECM wake-up when a maintenance is required.

Display Codes

Refer to *Displaying Fault Codes*.

Setting Tripmeter (If Equipped)

Select **TRIP** and press Trip to cycle through **Vehicle Hours**, **Trip KM** and **Trip HR**.

Press and hold Trip to reset selected trip info.

Unit Selection

Select **UNITS** and press UP or DOWN arrow button to change units.

NOTE:

Changing units will apply to all the displayed units.

Setting Brightness

Select **BRIGHTNESS** and press UP or DOWN arrow button to adjust brightness level (from -4 to 4).

Setting Clock

Select **CLOCK**.

1. Press INFO button to select clock display.
2. Long press INFO button to enter clock editing.
3. Press INFO button to select 12:00 AM PM or 24:00 time base.
4. Long press INFO button to confirm and display hours.
5. Press INFO button to change hours.
6. Long press INFO button to confirm.

NOTE:

Menu available only if GPS is synchronized.

To exit **SETTINGS**, long press Info button.

Setting Language

The language of the display is factory setup by default in English. Refer to an authorized Sea-Doo dealer for language availability and to setup the gauge to your preference.

Setting Learning Key

Connect a normal key to the vehicle. Select **L-KEY #** and press UP or DOWN arrow button to set the desired learning key level between 1 and 5.

Long press INFO button to confirm.

NOTE:

The default learning key level is 1 (lowest performance).

BASIC PROCEDURES

WARNING

Always perform the *Pre-Ride Inspection* before operating this watercraft. Be sure to read the *Safety Information* and the *Watercraft Information* sections and be thoroughly familiar with the iControl technology.

Should any control or instruction not be fully understood, refer to an authorized Sea-Doo dealer.

Refueling Procedure

WARNING

- Gasoline and gasoline vapors are extremely flammable and highly explosive under certain conditions. To reduce the risk of property damage, serious injury or death from improper handling of gasoline when refueling, always follow the instructions contained in this section explicitly.
- Gasoline is poisonous. Improper handling can cause serious injury or death. Never siphon gasoline by mouth. Do not inhale vaporized gasoline. If you swallow gasoline, get some in your eyes, or inhale gasoline vapor, see your doctor immediately. If gasoline spills on your skin, wash with soap and water. Change your clothes if gasoline spilled on them.

Before Refueling the Watercraft

WARNING

Failure to follow these precautions while refueling your watercraft may result in serious injury or death:

- Do not smoke, or allow open flames or sparks when refueling. Fuel vapors could ignite and cause a fire.
- Do not allow people to stay on the vehicle while refueling.
- Always proceed in a well-ventilated area.
- Ensure vehicle is in a horizontal position when refueling.

1. Turn off the engine.
2. If you are on the water, securely tie the watercraft to the dock using mooring ropes. If it is attached on a trailer, make sure the watercraft is level, the trailer wheels are blocked, or the connected tow vehicle has the parking brake engaged.
3. Ensure the operator and passenger(s) get off of watercraft.
4. Confirm the type of fuel. Refer to *Recommended Fuel*.

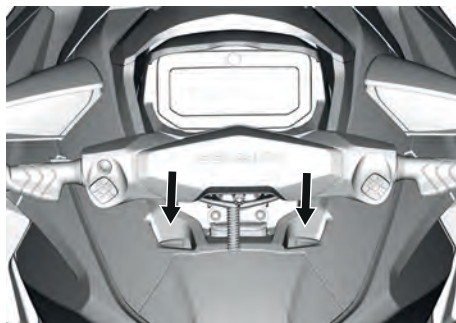
Opening the Fuel Tank Cap

WARNING

In hot weather or after operation the fuel tank may be under pressure. Pressurized fuel may spray out of the filler neck and cause serious injury.

- Always hold the grips of the fuel tank cap and turn it slowly to remove it.
- A whooshing sound may be heard when the fuel tank cap is loosened. Before fully removing the cap wait until the sound cannot be heard.

1. Lift the main panel by pushing the two release switches.



2. Make sure you will not be filling the bilge through a ventilation hole or the ski pylon hole by mistake.



TYPICAL

3. Turn the fuel tank cap slowly to open it and let it hang on the side, away from the filler neck opening.



When Refueling

⚠ WARNING

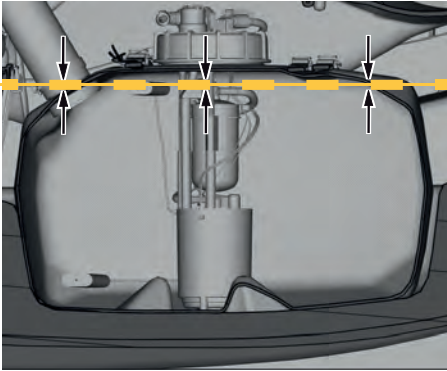
Observe these precautions when refueling to prevent the fuel tank from overflowing :

- Fully insert the gas pump nozzle into the filler neck.
- Fill slowly so that air can escape from the tank and prevent any overflow or spray.
- Stop filling the tank after the nozzle automatically clicks off.
- Do not top off the fuel tank.

If using portable containers :

- Do not spill fuel. Portable containers can spill more easily. Use smaller containers for an easier hold and balance when refueling.
- Make sure to use containers that do not hold more than the amount of fuel needed to avoid overfilling the fuel tank.
- Inspect your containers before use, they may leak due to wear and tear.

Do not top up the fuel tank as this may cause fuel to overflow and result in fuel spillage. Always leave room for the fuel to expand in the tank as the temperature rises. The fuel tank is full once the fuel level reaches the bottom of the filler tube. This condition is reached after the fuel pump nozzle clicks off.



TYPICAL

After refueling, wait a few second before removing the nozzle or portable container spout from the filler neck to let it drain and prevent spillage.

Closing the Fuel Tank Cap

1. Reinstall the fuel cap and turn it until you hear a click.



2. Always wipe off spilled gasoline from the watercraft immediately.
3. Close the front storage compartment cover, ensure it is properly latched.

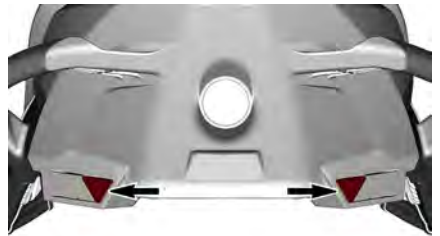
After Refueling

⚠ WARNING

Gasoline vapor can explode resulting in serious injury or death. BEFORE STARTING THE ENGINE:

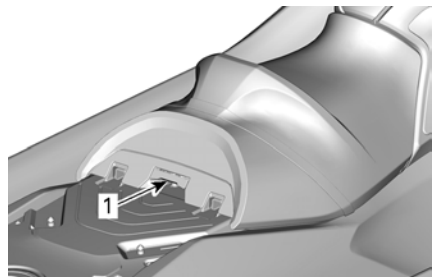
- Verify the engine space for fuel leaks.
- Operate the blower for 4 minutes to clear flammable vapors from the engine space.
- Verify the blower operation.
- If liquid gasoline or gasoline vapor odor is present and does not seem to air out have your watercraft inspected by your Sea-Doo dealer immediately.

1. To remove the seat, push on the two release buttons and lift the back end of the seat.



RELEASE BUTTONS

2. Then pull the latch handle up and remove the seat from the watercraft.



1. Latch handle

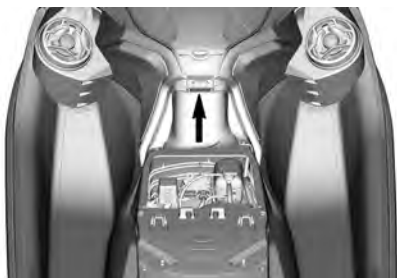
- 3.

NOTICE

Confirm there are no fuel leaks or gasoline vapor odor inside the engine compartment.

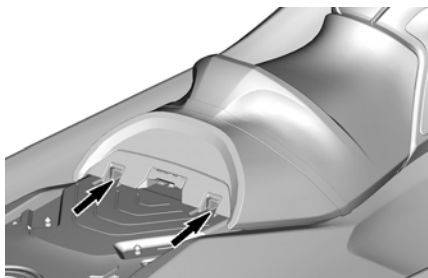


4. To install the seat, insert the forward end of the seat in its retainer.



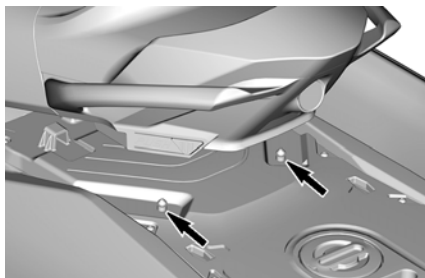
1. *Seat retainer*

5. Insert the forward part of the rear seat into the retainers.



1. *Seat retainers*

6. Align the seat latch with the latch pin and firmly press down on the rear portion of the seat to lock it in place.

**LATCH PINS**

7. Pull up on the rear portion of the seat to ensure it is properly latched.

⚠ CAUTION

Ensure the latch is properly locked onto the pin.

Fuel Requirements**NOTICE**

Always use fresh gasoline.

Gasoline will oxidize; the result is loss of octane, volatile compounds, and the production of gum and varnish deposits which can damage the fuel system.

Alcohol fuel blending varies by country and region. Your vehicle has been designed to operate using the recommended fuels, however, be aware of the following:

- Use of fuel containing alcohol above the percentage specified by government regulations is not recommended and can result in the following problems in the fuel system components:
 - Starting and operating difficulties.
 - Deterioration of rubber or plastic parts.
 - Corrosion of metal parts.
 - Damage to internal engine parts.

- Inspect frequently for the presence of fuel leaks or other fuel system abnormalities if you suspect the presence of alcohol in gasoline exceeds the current government regulations.
- Alcohol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems or engine damage.

Recommended Fuel

The gasoline must have the following minimum octane requirements:

Recommended Fuel

Use common gasoline with an AKI (RON+MON)/2 octane rating of 87 or an RON octane rating of 91.

Use unleaded gasoline containing MAXIMUM 10% ethanol.



NEAR FUEL CAP

NOTICE

Never experiment with other fuels. Engine or fuel system damages may occur with the use of an inadequate fuel.

NOTICE

Do NOT use fuel from fuel pumps labeled E85.

Use of fuel labeled E15 is prohibited by U.S. EPA Regulations.

Operation During Break-In Period (With Digital Display)

A break-in period of 5 operating hours is recommended before running the watercraft at sustained full throttle.

During this period, maximum throttle should not exceed 1/2 to 3/4 opening. However, brief full acceleration and speed variations contribute to a good break-in.

NOTICE

Continued wide open throttle accelerations or operation, prolonged cruising speeds are detrimental during the break-in period.

During the first 3 hours of operation, the engine management limits the engine maximum torque for engine protection. The engine performance will progressively increase during this period.

Boarding the Watercraft

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

Make sure to practice each boarding methods until fully able to safely board in any potential condition.

⚠ WARNING

Engine must be OFF when boarding the watercraft or when using the boarding ladder.

⚠ WARNING

Be aware of the iBR gate movement when starting the engine, shutting down the engine or using the iBR lever. Automatic movement of the gate may squeeze fingers or toes of people taking a hold on the back or your watercraft. Never use iBR gate as a supporting point to board the watercraft.

Boarding from a Dock

1. Slowly place one foot on the watercraft footboard nearest the dock

while holding the handlebar, and at the same time, transfer the body weight to the other side in order to balance the watercraft.

2. Then bring the other foot over the seat and place it on the other footboard.
3. Push the watercraft away from the dock.



Boarding from Shallow Water

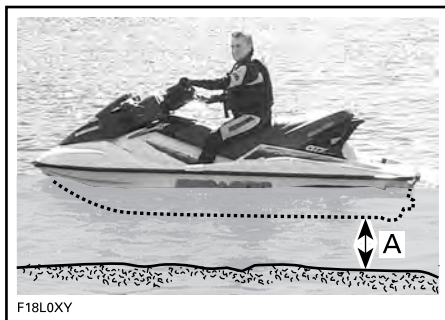
⚠ WARNING

Keep limbs away from propulsion system or intake grate. Never use propulsion systems a supporting point to board the watercraft.

1. Board the watercraft from either the side or the rear.
2. Ensure there is at least 90 cm (3 ft) of water underneath the lowest rear portion of the hull.

NOTE:

Before starting the engine and when the engine is already running, take into account that the hull will be lower in the water when all passengers are aboard. Be certain to maintain the specified depth so sand, pebbles and rocks will not be drawn up in the jet pump.



- A. Maintain at least 90 cm (3 ft) underneath the lowest rear portion of the hull when all passengers are aboard

NOTICE

Starting the engine or riding the watercraft in shallower water may damage the impeller or other jet pump components. Stay on center of the step. Only one person at a time on the ladder.

Boarding in Deep Water

⚠ WARNING

Keep limbs away from propulsion system or intake grate. Never use propulsion systems a supporting point to board the watercraft.

⚠ WARNING

Ask inexperienced riders to practice how to board the watercraft close to shore (all methods explained here) before venturing into deep water, especially when cargo is installed aboard on the rear platform.

Operator Alone Without a Boarding Ladder

1. Using one hand, grab the rear handle.



1. Rear handle

NOTE:

If cargo is properly secured on the boarding platform, it can be used as a handle or removed and set aside in the footwell to get access to the handle. Always properly secure the cargo before riding.

2. With the other hand on the boarding platform, lift your body until you can lay one knee on the boarding platform.
3. Lay the other knee on the boarding platform.



TYPICAL

4. Take hold the seat or the seat strap to help maintain your balance and step forward onto the footboards on either side of the seat.



TYPICAL

5. Sit astride the seat.

It is possible to swim toward side, use passenger handhold and/or seat strap to lift yourself aboard.

NOTE:

The side boarding method is not recommended as a first try boarding method. It must only be used in last resort as it is not the easiest method to board a watercraft.

Operator Alone With a Boarding Ladder

1. Swim to the rear of the watercraft.
2. Using one hand, lower the boarding ladder.



TYPICAL

3. Using the other hand, take hold of the edge of the boarding platform, then pull yourself up so that you can knee onto the boarding ladder.



TYPICAL

NOTICE

- Stay on center of the ladder.
- Only one person at a time on the ladder.

4. Reach forward with one hand and take hold of the molded handles on the sides of the back seat or the rear handle, then stand on the boarding ladder.



1. Rear handle



TYPICAL

NOTE:
If cargo is properly secured on the boarding platform, it can be used as a handle or removed and set aside in the footwell to get access to the handle. Always properly secure the cargo before riding.

5. With both hands on the handle behind the seat, step up onto the boarding platform.



TYPICAL



TYPICAL

6. Take hold of the seat strap to help maintain your balance and step forward onto the footboards on either side of the seat.



TYPICAL

7. Sit astride the seat.

Operator with a Passenger

1. The operator climbs on the watercraft in the same way as explained previously.

In choppy water, while in the water, the passenger may hold the watercraft steady to help the operator climb aboard.



TYPICAL

NOTICE

Stay on center of the step. Only one person at a time on the step.

2. The passenger then climbs onto the watercraft while the operator maintains balance by sitting as close as possible to the console.



TYPICAL - MODEL WITH BOARDING LADDER SHOWN



TYPICAL



TYPICAL

3. The passenger must sit astride the seat and maintain a firm grip of a handhold or the waist of the person in front of them.



TYPICAL

Starting the Engine

WARNING

Do not start watercraft if liquid gasoline or gasoline vapor odor is present. Open the seat (or for SPARK remove the access cover) to clear gasoline vapors from the engine compartment before starting the engine.

WARNING

Before starting the engine, the operator and passenger(s) should always:

- Be properly seated on the watercraft.
- Have a firm grip on a handhold or hold on to the waist of the person in front of them.
- Wear appropriate protective clothing including a PFD approved by local authorities and a wet suit bottom.

NOTICE

Ensure there is at least 90 cm (3 ft) of water under the lowest rear portion of the hull when all passengers are aboard prior to starting the engine. Otherwise damage to the propulsion system components may occur.

1. Attach the tether cord clip to your PFD or to the wrist (wrist strap required).

WARNING

The tether cord shall always be attached to the operators personal flotation device or to the wrist (wrist strap required) when starting or operating the watercraft.

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

3. Press the engine START/STOP button to wake up the electrical system.
4. As the information center cycles through its self test function, install the tether cord on the engine cut-off switch.
5. Depress the START/STOP button to start the engine.

NOTICE

In the event the engine does not start right away, do not hold START/STOP button more than 10 seconds to avoid starter overheating. A rest period should be observed between the cranking cycles to allow the starter to cool down. Refer to *Troubleshooting* section.

6. Release engine START/STOP button after engine is started.

Shutting Off the Engine

WARNING

To maintain watercraft directional control, the engine shall be running until the watercraft is stopped.

1. Press the engine START/STOP button, or
2. Pull off the tether cord cap from the engine cut-off switch.

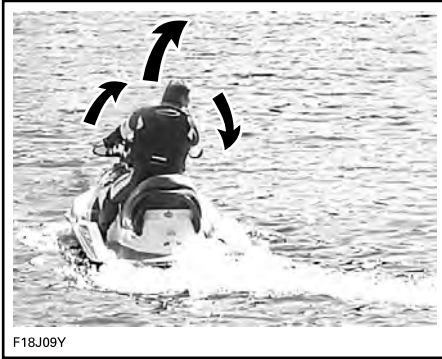
WARNING

Never leave the tether cord on the engine cut-off switch when disembarking watercraft to prevent theft, accidental engine starting, and to avoid unauthorized use by children or others.

If the engine is shut off using the START/STOP button and the tether cord is left on the engine cut-off switch, the electrical power will

shut off after approximately 60 minutes to prevent battery discharge.

Steering the Watercraft



F18J09Y

Turning the handlebar pivots the jet pump nozzle which controls the watercraft direction. Turning the handlebar to the right will turn the watercraft to the right and inversely. You need to apply throttle to steer.

⚠ WARNING

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

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

⚠ WARNING

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

The watercraft behaves differently with a passenger and requires greater

skill. The passenger(s) shall grip the seat strap, the molded grab handle, or the waist of the person ahead of them. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying a passenger.

Tight Turns and Other Special Maneuvers

Any tight turns or special maneuvers that will cause the air inlet openings to be kept under water for a prolonged time, water will seep into the bilge.

Combustion engines need air to operate; consequently this watercraft cannot be totally watertight.

NOTICE

If the air inlet openings are kept under water, such as turning constantly in tight circles, plunging the bow through waves, or capsizing the watercraft, water may seep into the bilge, which may cause severe damage to internal parts of the engine. Refer to the *Warranty Booklet*.

Models Without iBR

On these models, as soon as the engine runs, the PWC is always moving forward.

On these models, there is no braking system available. Be careful.

Shifting into Neutral

⚠ WARNING

The drive shaft and impeller are always turning when the engine is running, even when the iBR gate is set to the neutral position. Keep away from the propulsion system of the watercraft.

When the watercraft is first started, the iBR system automatically sets the

iBR gate to the neutral position by default.

From forward thrust position, tap the iBR lever. The gate will move to neutral.

If braking or reverse is used, the iBR gate will move to the neutral position when the iBR lever is released, if throttle is not applied.

NOTE:

The throttle lever must be fully released for the iBR gate to move to the neutral position when the iBR lever is released.

If the engine is stopped in forward or reverse, the iBR gate will move to the neutral position on engine shutdown.

Shifting into Forward

From neutral, tap on the throttle lever to shift into forward. The gate will move to forward thrust position and the watercraft will accelerate forward.

From reverse, release the iBR lever while applying throttle moderately.

From braking, simultaneously pull in the throttle lever while releasing the iBR lever. The watercraft will accelerate forward after a short delay.

Shifting into Reverse

Reverse can only be engaged between idle speed and below the threshold forward speed of 17 km/h (11 MPH).

1. Pull in the iBR lever at least 33% of the lever travel to engage reverse.
2. Release the iBR lever to end reverse operation.
3. Apply enough throttle to stop rearward movement.

WARNING

The brake function has no effect when travelling in reverse.

When operating the iBR lever in reverse mode, the throttle lever can be used to control engine RPM, and thus the amount of reverse thrust produced.

By modulating both the iBR and throttle levers simultaneously, reverse thrust can be more precisely controlled. Too much RPM will create water turbulence and reduce reverse efficiency.

NOTE:

Engine power will be reduced to idle whenever the iBR lever position is changed and the throttle lever is released.

Available engine power is limited in reverse mode, which limits reverse speed. However, speeds above 17 km/h (11 MPH) may be obtained in reverse depending on conditions.

NOTE:

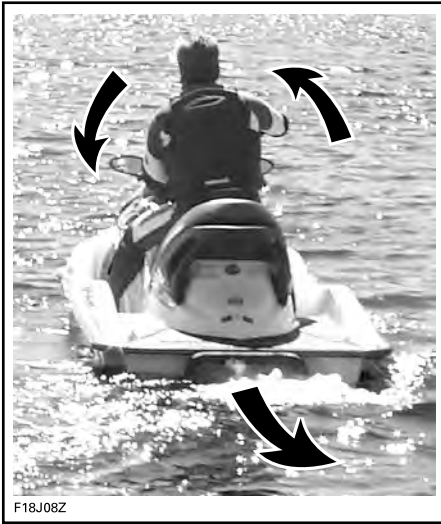
If the water current is 17 km/h (11 MPH) or above, the reverse can not be engaged as the speed threshold for the reverse is exceeded.

WARNING

Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of objects, obstacles and people.

When operating in reverse, turn the handlebar in the opposite direction that you want to move the rear of the watercraft.

For example, to steer the rear of the watercraft to port (left), turn the handlebar to starboard (right).



F18J08Z

TYPICAL - STEERING DIRECTION REVERSED WHEN BACKING

⚠ CAUTION

Steering direction in reverse thrust is opposite of forward thrust. To steer the stern to port (left) in reverse, turn the handlebar to starboard (right). To steer the stern to starboard (right), turn the handlebar to port (left). Reverse thrust operation should be practiced in open waters in order to become fully familiar with the controls and watercraft handling characteristics before operating in close quarters.

The braking function can only be engaged during forward operation at or above the threshold speed of 17 km/h (11 MPH).

Braking is engaged and controlled when the iBR lever on the LH handlebar is pulled in at least 33% of its travel.

⚠ WARNING

Braking should be practiced in open waters and at gradually increasing speeds in order to become fully familiar with the controls and watercraft handling characteristics.

When iBR lever is applied, the throttle lever command is overridden and engine throttle control is now dependant on the iBR lever position. Braking can thus be modulated by using only the iBR lever.

Watercraft deceleration is proportional to the braking force. The more the iBR lever is pulled in, the greater the braking force applied. The deceleration is also related to the total weight on the watercraft. A fully loaded watercraft (cargo and passengers) will not decelerate as fast as it could without this load.

Braking

⚠ WARNING

The engine must be running to be able to use the brake. The brake is only applicable when operating in forward movement, it has no effect on rearward velocity. The brake cannot prevent your watercraft from drifting due to current or wind.

NOTE:

Be careful to gradually actuate the iBR lever to adjust intensity of the braking force and simultaneously release the throttle lever.

⚠ CAUTION

When braking, riders must brace themselves against the deceleration force to prevent from moving forward on the watercraft and losing balance. The operator should always keep both hands on the handlebars, and all passengers should maintain a firm grip on their seat and/or the hand rail.

⚠ WARNING

Stopping distance will vary depending on initial speed, load, wind, number of riders, water conditions, and the amount of braking power commanded by the operator. Always adjust your riding style accordingly.

When the watercraft slows to less than 17 km/h (11 MPH), braking mode ends and reverse mode is engaged. Release the iBR lever once the watercraft is stopped. Otherwise, a rearward movement will be initiated.

⚠ CAUTION

As the watercraft slows to a stop, the wake created by the watercraft will catch up and tend to push the watercraft forward. Ensure there are no obstacles or bathers in the direction of travel.

If the throttle lever is still pulled in when releasing the iBR lever, the watercraft will accelerate forward after a short delay. Acceleration will be

proportional to the throttle lever position.

⚠ WARNING

If forward acceleration is not desired when the brake lever is released, release the throttle lever.

⚠ WARNING

It is important to inform other operators who intend to follow in a convoy formation of the braking and maneuvering capability of your vehicle and that a greater distance should be maintained.

Braking in a Turn

Throttle must be applied for turning to ensure directional control. However braking can be initiated during a turn using the iBR lever as previously described. Get ready to maintain your balance while the wake is crossing your watercraft.

⚠ CAUTION

As the watercraft slows to a stop while braking in a turn, the wake created by the watercraft will catch up and tend to push the watercraft sideways. Be prepared to maintain balance as the wake crossed the watercraft.

General Operating Recommendations

NOTICE

Combustion engines need air to operate; consequently this watercraft cannot be totally watertight. Any maneuvers such as turning constantly in tight circles, plunging the bow through waves, or capsizing the watercraft, that cause the air inlet openings to be under water may cause severe engine problems due to water ingestion. Refer to *How to Steer the Watercraft* in the *Basic Procedures* section and the *Warranty Booklet*.

Rough Water or Poor Visibility Operation

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

Crossing Wakes or Waves

1. The operator must grip the handlebar firmly and keep both feet on the footboards.
2. The passenger must grip the handholds with both hands and keep both feet on the footboards.
3. Reduce speed.
4. Always be prepared to steer and maintain your balance as necessary.
5. When going over waves, raise your body slightly off the seat to absorb the shocks with your legs.
6. When crossing wakes, always keep a safe distance from watercraft ahead.

WARNING

When crossing wakes or waves, slow down. Operator and passenger(s) should brace themselves and adopt a semi-standing position to help absorb the bumps. Do not jump wakes or waves - jumping can cause injuries such as back or spinal injury (paralysis).

Stopping/Docking

When the throttle is released, the watercraft is slowed by water drag against the hull. The stopping distance will vary depending on the watercraft size, weight, speed, water surface condition, presence and direction of wind and current.

The iBR system can also be used for slowing down or for stopping more quickly, and for increasing maneuverability especially when docking.

The operator should practice in open waters at various speeds to become familiarized with the stopping distances under different conditions. Stopping using the iBR system in a straight line and in a turn should be practiced extensively to become familiar with the handling characteristics of the watercraft under partial or full braking conditions.

WARNING

Always practice braking in open waters ensuring there are no watercrafts or boats in your immediate vicinity, especially astern. Other users of the waterways may not be able to maneuver or stop in time to avoid you should you unexpectedly come to a full stop in front of them.

⚠ WARNING

It is important to inform other operators who intend to follow in a convoy formation of the braking and maneuvering capability of your vehicle and that a greater distance should be maintained.

The operator should also practice docking with an imaginary dock using the various controls available (iBR lever and throttle lever).

Release the throttle at a sufficient distance before the expected landing area.

Reduce speed to idle.

Maneuver using a combination of the iBR lever and throttle lever, shifting to neutral, reverse, or forward as required.

Remember that when operating in reverse, steering direction is reversed. Turning the handlebars to the left will move the stern to the right when backing up, and vice-versa.

⚠ WARNING

Directional control is reduced when the throttle is released and lost when engine is off. Steering direction is reversed when operating the watercraft in reverse.

Beaching**NOTICE**

It is not recommended to run the watercraft to the beach.

Drive slowly towards the beach and shut off the engine before the water is less than 90 cm (3 ft) deep under the

lowest rear portion of the hull. Then pull the watercraft to the beach.

NOTICE

Riding the watercraft in shallow water may result in damage to the impeller, iBR components, or other jet pump components. Always shut off the engine before water is less than 90 cm (3 ft) deep and never use reverse or braking.

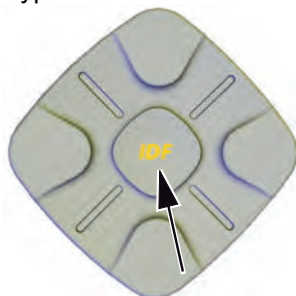
Activating the iDF System (if equipped)

The iDF system is designed to allow removing small debris or a cord caught in the jet pump by turning the propeller in reverse during a few seconds.

To activate the system, do the following:

1. Stop the engine.
2. Press and hold the iDF button.

Typical



The following messages can appear in the digital display during this step.

- **Engaging + R icon blinking** - The request is accepted and the sequence begins.
- **Stop engine then hold iDF** - Engine is still running and must be stopped before pressing the iDF button again.
- **High exhaust temperature** - Exhaust temperature is too

high and needs to cool down before activating the sequence.

- Disable - The iDF system is not enabled on your watercraft, see an authorized Sea-Doo dealer to enable it.
3. Start engine when the message **Press start to go** is displayed.
 4. Apply throttle when requested.

If the message **Impeller blocked** is displayed - this indicates that the blocking is too important and the system cannot turn the propeller in the opposite direction. Have the watercraft servicing by an authorized Sea-Doo dealer.

5. After a few seconds, the engine will shut down automatically. **Engaging + R icon** blinking will appear.
6. Start the engine and try the watercraft when the message **Ready to start** will be displayed.
7. If the propulsion system has not returned to 100% of its original performance due to any remaining debris, stop engine and perform these steps again.

A moderate clog of weeds may require multiple cycles before they can be entirely cleared out.

- Between cycles, it is more efficient to try to drive the watercraft to permit it to plane in order to help dislodge any remaining weeds before reattempting the iDF cycle.

If the problem persists after several tries, try the *On-Beach Water Cleaning* procedure, refer to *Jet pump Water Intake and Impeller Cleaning* in *Special Procedures* section.

SPECIAL PROCEDURES

Transporting the Watercraft

NOTICE

The span of the trailer bunks including bunk width should be adjusted to provide support throughout the full length of the hull. The ends of both trailer bunks should not exceed the length of the watercraft.

Ensure the trailer wheels are positioned so that the center of gravity of the watercraft is slightly ahead of the wheels to properly distribute the weight of the watercraft.

Carry the watercraft in its normal operating position.

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

- Brake system
- Tow vehicle weight
- Mirrors.

Respect tow vehicle maximum weight capacity and the tongue weight capacity as recommended by the manufacturer.

Tie the watercraft to both front and rear (bow/stern) eyelets so that it is firmly secured on the trailer. Use additional tie-downs if necessary.

Ensure fuel tank cap, front storage compartment cover, glove box cover, boarding platform and seat are properly latched.

Make sure all accessories and cargo are properly secured.

Observe trailering safety precautions.

Do not route ropes or tie-downs over the seat or attach them to the grab handle to avoid these parts permanently damaged. Wrap ropes or tie-downs with rags or similar protectors where they can come into contact with the watercraft body.

A Sea-Doo cover can protect the watercraft, particularly when driving on dirt roads, to prevent dirt entry through the air inlet openings.

When transporting 2 watercrafts, it may be necessary to remove the inner wakeboard rack, if equipped.

For more information, see the following video: SEA-DOO HOW TO SERIES - PROPER WATERCRAFT TRAILERING

<https://www.youtube.com/watch?v=mXtHWldt7yl>

Or, use the following QR code.



WARNING

Make sure all seats, accessories and cargo are properly secured, or remove it to prevent from falling on the road and creating a hazard for following vehicles.

Jet Pump Water Intake and Impeller Cleaning

WARNING

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

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

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

A weed clogged area can be cleaned as follows:

WARNING

If it is necessary to reach in to remove any foreign object caught in the propulsion system, the tether cord **MUST BE REMOVED** from the engine cut-off switch.

In-Water Cleaning

NOTICE

Ensure there is at least 90 cm (3 ft) of water under the lowest rear portion of the hull when all passengers are aboard prior to starting the engine. Otherwise damage to the propulsion system components may occur.

Models equipped with the iDF system

If the watercraft is equipped with the iDF system, use it now. Refer to *Activating the intelligent Debris Free Pump System* in *Operating Instructions* section.

Models without iDF system

1. Rock the watercraft several times. Most of the time, this will remove the blockage.
2. Start engine and make sure watercraft operates properly.

If the aforementioned method does not work:

3. With engine running and before applying throttle, pull the iBR lever in to select reverse operation.
4. Vary throttle quickly several times.
5. Repeat procedure if necessary.

If system is still blocked, move the watercraft out of the water for cleaning. Refer to *On-Beach Water Cleaning*.

On-Beach Water Cleaning

WARNING

The tether cord **MUST BE REMOVED** from the engine cut-off switch to prevent accidental engine starting before cleaning the jet pump area.

If there is any sign that the intake or impeller is clogged with weeds or debris, return to shore to check the intake and impeller with the watercraft out of the water. When operating the watercraft with a clogged jet pump water intake or impeller, never exceed 8 km/h (5mph) to prevent overheating. Turn off the engine before the watercraft is beached.

If weeds and debris get caught in the jet pump water intake and impeller, and the jet thrust is lost even though

the engine speed increases, do not operate the engine. Have the watercraft towed to shore. Refer to *Towing the Watercraft in Water*.

1. Place a cardboard or a carpet beside the watercraft to prevent scratching when turning the watercraft for cleaning.
2. Rotate the watercraft to any side for cleaning.



TYPICAL

3. If equipped, move the iBR to the forward position. Refer to *iBR Override Function* for detailed instructions.
4. Remove weeds and debris from the intake grate, impeller, drive shaft, jet pump thrust nozzle and jet pump housing

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

NOTICE

Inspect water intake grate for damage. Refer to an authorized Sea-Doo dealer for repair as necessary.

Capsized Watercraft

The watercraft is designed so that it should not turn over easily. Two sponsons mounted on the side of the hull assist watercraft stability. If it turns over, it will remain capsized.

To turn the watercraft upright, ensure the engine is off and the D.E.S.S. key is **NOT** on its post, then grab the inlet grate, step on a side bumper rail and use your weight to rotate the watercraft towards you.

NOTE:

A label on the stern near the flushing connector provides instructions on how to turn the watercraft right side up. The label is upside down so that it can be read when the watercraft is overturned.



TYPICAL

The engine features a Tip-Over Protection System (T.O.P.S.™). When the watercraft tips over, the engine is automatically stopped.

When the watercraft is returned to its normal operating position, the engine can be started normally.

NOTICE

When the watercraft has been turned over 5 minutes, do not attempt to crank the engine to avoid water ingestion that would damage the engine. See an authorized Sea-Doo dealer as soon as possible.

NOTICE

If the engine does not crank, do not attempt to start it anymore. Otherwise, the engine could be damaged. See an authorized Sea-Doo dealer as soon as possible.

As soon as possible, check for presence of water in the bilge. Drain as necessary when back to the shore.

Submerged Watercraft

To limit damages to the engine, perform the following procedure as soon as possible.

1. Drain bilge.
2. If it was submerged in salt water, spray bilge and all components with fresh water using a garden hose to stop the salt corroding effect.

NOTICE

Never try to crank or start the engine. Water trapped in intake manifold would flow towards the engine and possibly cause severe engine damage.

3. Bring the watercraft to an authorized Sea-Doo dealer as soon as possible to have it serviced.

NOTICE

Failure to have the engine properly serviced may cause severe engine damage.

Water-Flooded Engine

NOTICE

Never try to crank or start the engine. Water trapped in intake manifold would flow towards the engine and possibly cause severe engine damage.

Bring the watercraft to an authorized Sea-Doo dealer as soon as possible to have it serviced.

NOTICE

Failure to have the engine properly serviced may cause severe engine damage.

Towing the Watercraft in Water

Special precautions should be taken when towing a Sea-Doo watercraft in water.

The maximum recommended towing speed is 8 km/h (5 MPH).

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

NOTICE

Failure to follow these instructions may result in damage to the engine. If you must tow a stranded watercraft in water, be sure not to exceed the maximum towing speed of 8 km/h (5 MPH).

NOTICE

Never tow a watercraft facing backwards as water intrusion may occur.



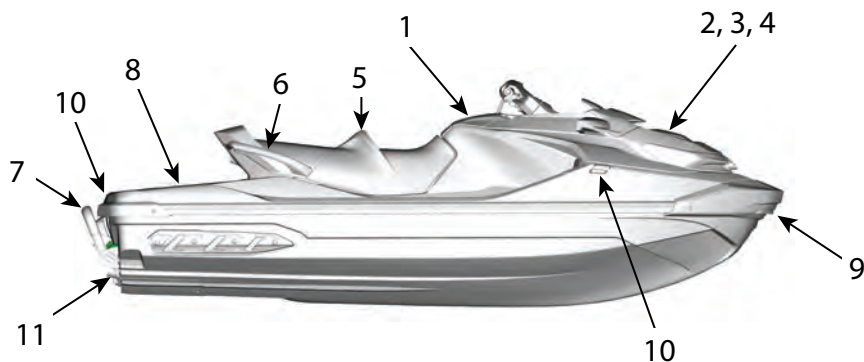
CAUTION

A tow line shall always be made fast in such a way that it can be released when under load.

EQUIPMENT

Illustrations may not be accurate for every model and are only provided as a visual guide.

Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Watercraft Safety Labels*.



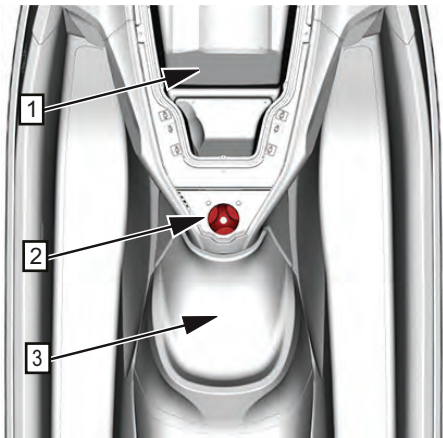
1. Glove Box
2. Storage Bin
3. Fire Extinguisher Holder
4. Safety Kit Holder
5. Seat
6. Passenger Handholds
7. Boarding Ladder (If Equipped)
8. Boarding Platform
9. Front Eyelets
10. Mooring Cleats
11. Bilge Drain Plugs

Front Storage Compartment

The front storage compartment that can be used to carry larger personal articles is located under the front cover.

NOTICE

The fuel tank cap can be accessed by lifting up the front storage compartment cover.



1. Front storage compartment
2. Fuel cap
3. Seat

NOTICE

The front storage compartment is not watertight. If you need to keep carried items dry, store them in a dry bag before stowing them in the front storage compartment.

Front Storage Compartment Organizer Bag (If Equipped)



1. Front Storage Compartment Organizer Bag

Opening the Front Storage Compartment Cover

Stop engine.

⚠ WARNING

When the front storage compartment cover is opened, the controls are not accessible to the driver.

Open the storage bin by pressing on the two release buttons and lifting the handlebar.



TYPICAL

1. Release buttons

NOTICE

The maximum load allowable for the front storage compartment is 13 kg (30 lb) evenly distributed.

⚠ WARNING

Never leave any heavy or breakable objects loose in the front storage compartment. Do not overload. Never store or transport fuel or any other flammable products in this storage compartment. Never operate the watercraft with the storage compartment cover open or with improperly secured cargo.

Fire Extinguisher Holder

NOTE:

Fire extinguisher is sold separately.

The fire extinguisher support is located under the front storage bin cover.

Use the rubber tie-downs to properly secure the fire extinguisher.



1. Fire extinguisher

Safety Kit Holder

NOTE:

Safety kit is sold separately.

The safety kit support is located under the front storage bin cover.

Use the rubber tie-downs to properly secure the safety kit.



1. Safety Kit

Glove Box

A small, storage compartment for personal articles.

Push on cover latch to open glove box.



TYPICAL

Watertight Compartment

Inside the glove box is located a small watertight storage compartment for personal articles. Pull backwards on the two latches to open.



TYPICAL

There is a protective foam located inside the watertight compartment to protect a phone from damages. Make sure the smartphone is held in place by the foam and not the edges of the receptacle and that you can close the lid. Always make sure the foam is completely dry before using.

Refer to *Maximum Phone Size* chart.

Maximum Phone Size	
Length	160 mm (6.3 in)
Width	85 mm (3.3 in)

NOTE:

Due to variation in smartphone sizes and cases styles, ensure there is no pressure on connector and/or phone when closing the lid.

Some models are equipped with a USB port used for charging. When using the USB port to charge a smartphone, always make sure to route the cable such that there is no pressure on either ends of the cable to prevent damage to cable or smartphone connectors.

NOTE:

For optimum performance, always use OEM USB cables. Low cost after-market cables may not have data lines and/or higher impedance which may result in poor charging performance or overheating.

Many models of smartphones have a brittle female connector so extra care should be taken when inserting in the watertight compartment. BRP recommends to use a short cable (no more than 25 cm (10 in)) so there is less extra cable length to stow.

The models not equipped with USB charging port are instead equipped with a rubber seal to ensure watertightness. There is a ventilation

membrane that balance pressure inside and outside the compartment to ensure it can be opened without suctioning water droplets inside. The membrane itself is watertight. Watertightness of the compartment is finally ensured by pressing the compartment's door on the surrounding seal, using the two latches.

To ensure that articles inside the compartment are protected from the environment, the following recommendations should be followed:

Before and during use:

- Make sure the seal is intact, cleared and properly positioned.
- Make sure the ventilation membrane is intact and properly positioned.
- Make sure the seal around the USB charging port (or rubber seal) is intact and properly positioned.
- Completely dry the compartment and its contents before closing.
- Make sure nothing gets pinched between cover and box when closing compartment.
- Always close the compartment completely using the 2 latches.

After use:

- Remove smartphone from compartment.
- The USB charging port's integrated rubber cap should be installed to cover the connector.
- Always close the compartment completely using the 2 latches.

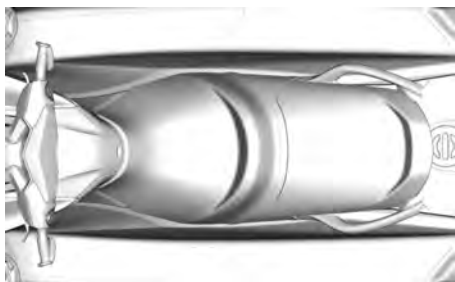
NOTE:

Use of desiccant in the watertight compartment is recommended to eliminate condensation. Replace desiccant frequently.

Seat

This model comes equipped with an ergonomic seat narrowing towards the front with knee grab design allowing you to position your legs towards the

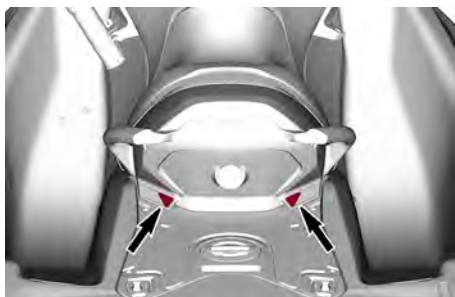
inside of the footwells, minimizing upper body fatigue and granting you more control when cornering.



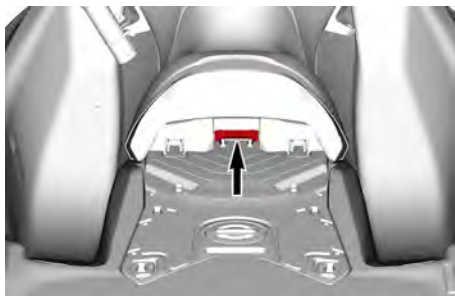
ERGONOMIC SEAT

Removing the Seat

1. Push on the two release buttons and lift the back end of the rear seat.

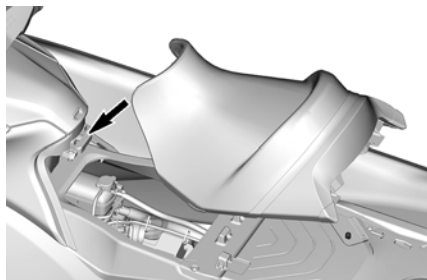


2. Then pull the latch handle up and remove the front seat from the watercraft.



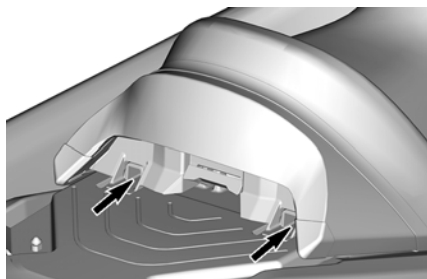
Installing the Seat

1. To install the seat, insert the forward end of the front seat in its retainer.



SEAT RETAINER

2. Push the rear end of the front seat down to lock it.
3. Pull upwards on the front seat to make sure it is locked in place.
4. Insert the forward part of the rear seat into the retainers.



SEAT RETAINERS

5. Align the seat latches with the latch pins and firmly press down on the rear portion of the seat to lock it in place.



LATCH PINS

6. Pull up on the rear portion of the seat to ensure it is properly latched.

⚠ CAUTION

Ensure the latch is properly locked onto the pin.

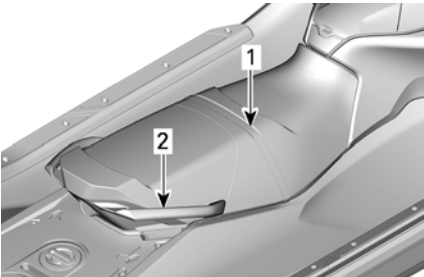
Passenger Handholds

The seat strap provides a handhold for a passenger to hold on to when riding.

The sides of the molded grab handle at the rear of the seat also provide a handhold for a passenger. The rear portion of the molded grab handle provides a handhold for the skier/wakeboarder (if applicable) spotter or boarding the watercraft from the water.

NOTICE

Never use the molded grab handle to tow anything or to lift the watercraft.



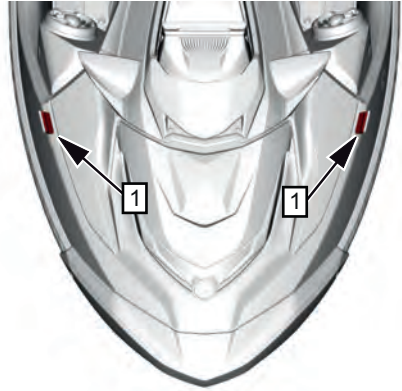
TYPICAL

1. Seat strap
2. Molded grab handle

Mooring Cleats

Front Mooring cleats

On each side of you watercraft, below the handlebars, there is an integrated front mooring cleat. These tie-down loops can be used for docking only. Pass the looped end of a dock line through the cleat before tying off the other end to a dock cleat.

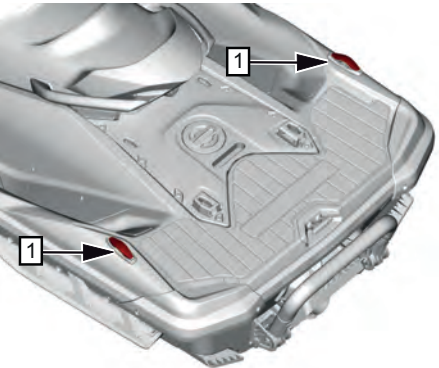


TYPICAL

1. Front Mooring cleats

Rear Side Retractable Mooring cleats (If Equipped)

This model is equipped with rear side retractable mooring cleats that can be used for docking only. To tie your mooring line, pull the cleat upward and tie a cleat knot. The retractable cleat shall close down freely when no rope is attached to it.

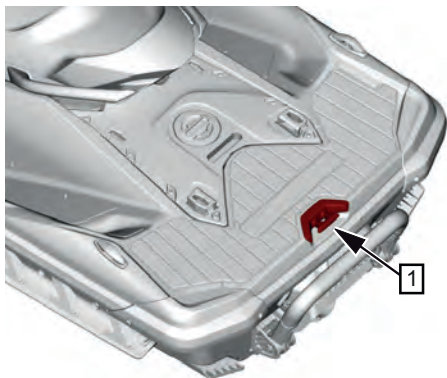


TYPICAL

1. Rear Side Retractable Mooring cleats (If Equipped)

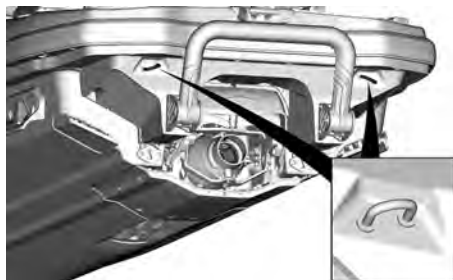
Rear Center Mooring cleats

The rear center cleat can be used for docking or to secure a watersport's tow rope. Do not use this cleat to secure the watercraft to a trailer.



TYPICAL

1. Rear Center Mooring cleats



TYPICAL – REAR EYELETS

⚠ WARNING

Never use mooring cleats to pull or lift the watercraft.

Front and Rear Eyelets

Eyelets can be used for mooring, towing and as tie-down points when trailering your watercraft.



TYPICAL – FRONT EYELET

NOTE:

- **Responsibility:** It is the owner's/ operator's responsibility to ensure that mooring lines, towing lines, anchor chain(s), anchor lines and anchor(s) are adequate for the vessel's intended use, i.e. the lines or chains do not exceed 80 % of the breaking strength of the respective strong point. Owners should also consider what action will be necessary when securing a tow line on board.
- **Non-metallic strong points:** Where non-metallic strong points are installed, their limited life time shall be taken into consideration. They shall be replaced once they show any signs of deterioration, visible surface cracks or permanent deformation.

Boarding Platform

A boarding platform covers the rear deck area.

⚠ CAUTION

The two LinQ attachment points are used to carry accessories and should always be retracted when not in use.

Two indentations in the platform are used as foot rests for the rear facing spotter when towing a skier, wakeboarder or tuber.

A ski pylon can be installed by removing the ski pylon hole cover in the middle of the platform. The ski pylon hole cover is **not** the fuel cap.

CAUTION

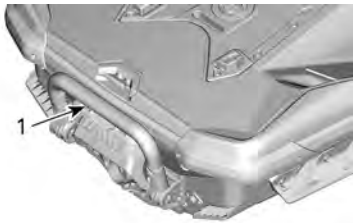
Always install ski pylon hole cover when ski pylon is not installed.



- 1. Boarding platform
- 2. Spotter foot rests
- 3. LinQ attachments
- 4. Ski pylon hole cover

Boarding Ladder (If Equipped)

A convenient ladder used for boarding the watercraft from the water.



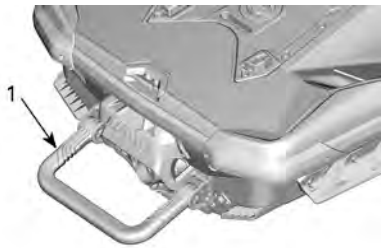
TYPICAL

- 1. Boarding ladder

WARNING

Do not apply throttle when anyone is boarding or at rear of watercraft. Shut down the engine

Pull down the ladder with your hand and hold until a foot or a knee is put on the ladder.



TYPICAL

- 1. Boarding ladder in lowered position

NOTICE

- Never use the ladder for boarding a watercraft that is out of water.
- Never use the ladder for pulling, towing, diving or jumping, or any other purpose other than as a boarding ladder.
- Stay on center of the ladder.
- Only one person at a time on the ladder.

⚠ WARNING

Be aware of the iBR gate movement when starting the engine, shutting down the engine or using the iBR lever. Automatic movement of the gate may squeeze fingers or toes of people taking a hold on the back or your watercraft. Never use iBR gate as a supporting point to board the watercraft.

Bilge Drain Plugs

Unscrew drain plugs whenever watercraft is on the trailer. This will allow water accumulated in the bilge to be evacuated and helps to reduce condensation.

**TYPICAL**

1. Drain plugs
2. Tighten
3. Loosen

NOTICE

Ensure drain plugs are properly secured prior to launching the watercraft in water.

This page is intentionally blank

MAINTENANCE

PERIODIC MAINTENANCE

Maintenance is very important to keep your watercraft in safe operating condition. The vehicle should be serviced as per the maintenance schedule.

Proper maintenance is the owner's responsibility. A warranty claim may be denied if, among other things, the owner or operator caused the problem through improper maintenance or use.

Perform periodic checks and follow the maintenance schedule. **The periodic maintenance does not exempt the pre-ride inspection.**

WARNING

Failure to properly maintain the watercraft according to the maintenance schedule and procedures can make it unsafe to operate.

EPA Regulation - Canadian and USA Watercrafts

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems. These instructions do not require components or service by BRP or authorized Sea-Doo dealers.

Although an authorized Sea-Doo dealer has an in-depth technical knowledge and tools to service your vehicle, the emission-related warranty is not conditioned on the use of an authorized Sea-Doo dealer or any other establishment with which BRP has a commercial relationship.

Proper maintenance is the owner's responsibility. A warranty claim may be denied if, among other things, the owner or operator caused the problem through improper maintenance or use.

For emission-related warranty claims, BRP is limiting the diagnosis and repair of emission-related parts to the authorized Sea-Doo dealers. For more information, please refer to the *US EPA Emissions Warranty* contained in the *Warranty Booklet*.

You must follow the instructions for fuel requirements in the fueling section of this manual. Even if gasoline containing greater than ten volume percent ethanol is readily available, the US EPA issued a prohibition against the use of gasoline containing greater than 10 vol% ethanol that applies to this vehicle. The use of gasoline containing greater than 10 vol% ethanol with this engine may harm the emission control system.

Salt Water/ Dirty Water Usage

Whether your watercraft is used in salt or dirty water, these types of usage require maintenance tasks to be performed between the regular yearly intervals.

These are identified as Severe Vehicle Utilization in the chart below.

If you regularly ride in **Salt Water/ Dirty Water**, follow the Severe Vehicle Utilization interval and perform the tasks outlined in the chart below.

Maintenance Schedule

Make sure to perform proper maintenance at recommended intervals as indicated in the tables.

The maintenance chart indicates the items needing to be addressed based on 2 criteria, whichever happens first:

- Calendar time
- Watercraft hours.

Your driving habits determines the factors you shall adhere to. For example:

- Someone who uses their watercraft every weekend would follow the **hours reading** to determine the frequency of his maintenance.
- Someone who uses their watercraft seldomly over the year or only on a few occasions would follow the **calendar time** to determine the frequency of his maintenance.

1630 ACE Engines

EVERY YEAR or 100 Hours	
Brake	– Inspect brake components and function – Inspect iBR lever operation: depress and release the lever to check for freedom of movement. If any friction is felt, the lever must be taken apart, cleaned, inspected for wear and lubricated
Deck / Hull	– Inspect and torque body panel fixations – Inspect hull for deep scratches or cracks – Inspect sacrificial anode(s)
Electrical	– Inspect battery connections and condition – Inspect electrical harness routing for signs of chaffing or rubbing – *Inspect modules for fault codes and applicable software updates

EVERY YEAR or 100 Hours

	– Inspect proper function of RF / D.E.S.S. key by restarting the engine and pulling the key off – Inspect proper function of the emergency engine stop switch
Engine & Cooling	– Replace engine oil and oil filter – Inspect engine seals and gaskets for leaks – Inspect and adjust engine cooling components (coolant concentration, coolant level, hose condition, clamps, leaks) – Inspect water pump for signs of leakage – Inspect spark plugs and ignition coils
Exhaust	– Flush the exhaust system – Inspect exhaust components (gaskets, pipes, muffler condition, leaks)
Feature	Inspect coolant level in fish finder transducer support, top-off if necessary (if equipped)
Fuel & Air Delivery	– Inspect and Clean air delivery components and function (ducts, hoses, clamps) – Inspect and Clean fuel components and function (fuel tank cap, fuel tank fixation, hose condition, leaks)
Propulsion	– Inspect and Lubricate propulsion components and function (carbon ring, rubber boot, impeller, wear ring, reverse gate) – Inspect reverse mechanism operation
Steering & Controls	– Inspect steering components and function – Inspect steering cable and connections – Check iTC lever operation: depress and release the lever to check for freedom of movement. If any friction is felt, the lever must be taken apart, cleaned, inspected for wear and lubricated.

ADDITIONAL MAINTENANCE INTERVALS

Every 2 years or 200 hours	Engine & Cooling	– Replace spark plugs – Inspect engine rubber mounts
	Fuel & Air Delivery	– * 230 and 300 engines: The supercharger is maintenance free – * Inspect supercharger every 200 hours when vehicle is used in intense conditions such as off-shore riding, continuous operation at wide open throttle, etc
	Propulsion	– * Inspect and lubricate splines of the drive shaft and impeller – * Inspect condition of impeller bearing for radial shaft play or noise
Every 5 years or 300 hours	Engine & Cooling	– * Replace Engine coolant
* = For an extensive list of maintenance actions to be performed, refer to your local dealership services.		

FOR SALT WATER OR DIRTY WATER CONDITION

Every ride	Exhaust	– Flush the exhaust system after every ride
	Engine & Cooling	– Rinse engine compartment with fresh water and drain salt water after every ride
Every month	Deck / Hull	– Inspect sacrificial anode(s) monthly
	Engine & Cooling	– Lubricate metallic components in engine compartment with an anticorrosion lubricant monthly

Maintenance Records

Send photocopy of maintenance record to BRP if needed.

Pre-delivery	
Serial number: _____	Signature/Print:
Mileage / km: _____	
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	

Refer to vehicle Pre-Delivery Bulletin for detailed installation procedures	

First inspection

Mileage / km:

Signature/Print:

Hours:

Date:

Dealer no:

Notes:

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service

Mileage / km:

Signature/Print:

Hours:

Date:

Dealer no:

Notes:

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service

Mileage / km:		Signature/Print:
Hours:		
Date:		
Dealer no:		
Notes:		

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service

Mileage / km:		Signature/Print:
Hours:		
Date:		
Dealer no:		
Notes:		

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service

Mileage / km:	_____	Signature/Print:
Hours:	_____	
Date:	_____	
Dealer no:	_____	
Notes:	_____	
_____	_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide		

Service

Mileage / km:	_____	Signature/Print:
Hours:	_____	
Date:	_____	
Dealer no:	_____	
Notes:	_____	
_____	_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide		

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service

Mileage / km:		Signature/Print:
Hours:		
Date:		
Dealer no:		
Notes:		

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service

Mileage / km:		Signature/Print:
Hours:		
Date:		
Dealer no:		
Notes:		

For maintenance schedule refer to Maintenance Information section of this operator's guide

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures.

⚠ WARNING

Turn off the engine and follow these maintenance procedures when performing maintenance. If you do not follow proper maintenance procedures you can be injured by hot parts, moving parts, electricity, chemicals or other hazards.

⚠ WARNING

Should removal of a locking device (e.g. lock tabs, self-locking fasteners, etc.) be required, always replace with a new one.

NOTICE

Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

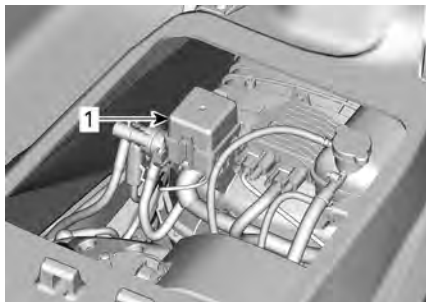
FUSES AND RELAYS

Fuse and Relay Location

All fuses and relays are located inside a single fuse box.

To access the fuse box:

Remove seat(s).



TYPICAL

1. Fuse box

To remove a fuse box cover, squeeze locking tabs together, hold and pull fuse box cover to open.

NOTE:

Fuse ratings and positions are illustrated on the fuse box cover.

Use the fuse remover/installer included in the fuse box to ease fuse removal.

Fuse and Relay Description

Refer to information engraved on the fuse box covers for correct fuses identification.

NOTE:

In the event of any discrepancy between this document and the vehicle, the information on the fuse box covers have precedence over the information shown here.

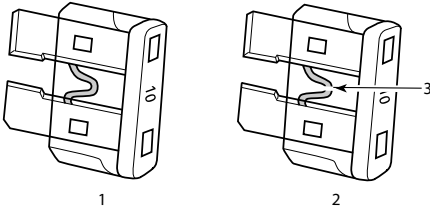
Fuses and Relays Identification

RELAY		GROUND	
		FUEL INJ.	
		2.	15A
BILGE PUMP			
3.	3A	4.	
CHARGE		CLUSTER	DEPTH SOUNDER
6.	30A	7.	5A
IBR		START/STOP	ECM
9.	30A	10.	5A
BATT		DIAG TOOL 2	DIAG TOOL 1
12.	30A	13.	15A
		14.	15A

Inspecting a Fuse

Check fuse condition and replace it if necessary. Refer to *Replacing a Fuse*.

To remove fuse from holder, pull fuse out. Check if filament is melted.

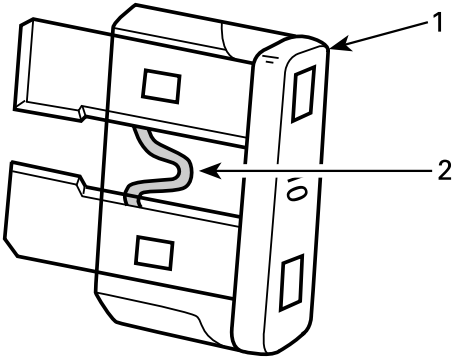


TYPICAL

1. Good fuse
2. Blown fuse
3. Melted filament

Replacing a Fuse

1. Set the ignition switch to OFF.
2. Pull the fuse out.
3. Check whether the filament is melted.



TYPICAL

1. Fuse
2. Check if melted

⚠ WARNING

If fuse burns out repeatedly, source of malfunction should be determined and corrected before restarting. Visit an authorized BRP dealer for servicing.

⚠ WARNING

Never use a higher rated fuse than specified. Using a higher-rated fuse can cause severe damage and may cause fires.

4. Replace the fuse with one with the same rating.
5. To close the fuse box covers, position covers over fuses and carefully push down until they click.

Engine Service Cover



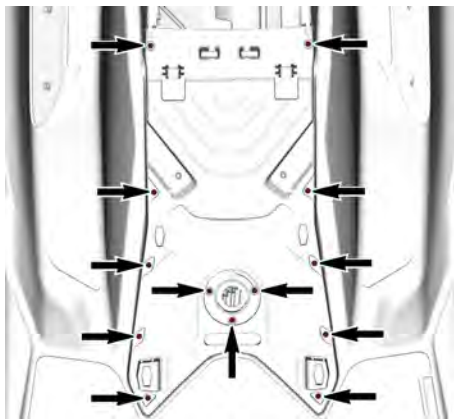
Removing the Engine Service Cover

1. Remove the seats.
2. Remove the ski/ wake pylon cover.



TYPICAL

3. Remove the screws.



TYPICAL

4. Remove the cover.

Installing the Engine Service Cover

1. The installation is the reverse of the removal procedure. However, pay attention to the following.
2. Install all screws.
3. Tighten screws to specification.

Tightening Torque	
Engine service cover screw	2.8 ± 0.2 Nm (25 ± 2 lbf-in)

Engine Oil

Recommended Engine Oil

Rotax® engines were developed and validated using the XPS® oil.

BRP recommends the use of its XPS engine oil or an equivalent at all time.

Do not add any oil additives to the recommended engine oil. Damages caused by the use of an oil not suitable for the engine or by adding of an oil additives may not be covered by the BRP Limited Warranty.

XPS Recommended Engine Oil
5W40 synthetic oil

Engine Without a Supercharger

Use a **4-stroke SAE synthetic engine oil** meeting or exceeding the following lubricant industry specifications.

Always check the API service label certification on the oil container, it must contain at least one of the indicated standards.

- API service classification SN or,
- JASO-MA2

Verifying the Engine Oil Level

NOTICE

Operating the engine with an improper level may severely damage engine.

CAUTION

Many components in the engine compartment may be very hot. Direct contact may result in skin burn.

If Watercraft is Out of the Water

NOTICE

Watercraft must be level.

CAUTION

When operating the engine while the watercraft is out of water, the heat exchanger in the ride plate may become very hot. Avoid any contact with the ride plate as burns may occur.

1. Raise trailer tow pole, then block in position when bumper rail is level.
2. Install a garden hose on the exhaust system flushing connector. Refer to *Exhaust System* in this section and follow the procedure.

NOTICE

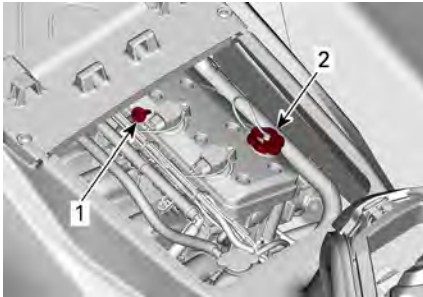
Never run engine without supplying water to the exhaust system. Failure to cool exhaust system may severely damage it. Never run engine longer than 2 minutes. Drive line seal has no cooling when watercraft is out of water.



TYPICAL

1. Full
2. Add
3. Operating range

3. Remove the seat(s).
4. Start the engine.
5. Open the water tap.
6. Run the COLD engine at **idle for 30 seconds.**
7. Close water tap.
8. Bring engine RPM to 4000-4500 RPM for 15 seconds.
9. Stop the engine abruptly by pressing the start/stop button or removing the tether cord.
10. Wait at least 30 seconds for the oil to settle in the engine, then pull dipstick out and wipe clean.



TYPICAL

1. Oil dipstick
2. Oil filler cap

11. Reinstall dipstick, push in completely.
12. Remove dipstick again and read oil level. It should be between the FULL and ADD marks.

13. Add oil to ensure the level is between marks as required.

1. Remove oil cap.
2. Place a funnel in valve cover opening.
3. Add a small amount of the recommended oil to reach the proper level.

NOTICE

Do not overfill.

NOTE:

Every time oil is added in the engine, the complete procedure explained in this section must be carried out again. Otherwise, you will obtain a false oil level reading.

14. Properly reinstall oil cap and dipstick.

NOTICE

Ensure that oil filler cap is tighten properly. Otherwise engine oil can spill out.

Engine Oil Change and Oil Filter Replacement

The oil change and filter replacement may be performed by an authorized Sea-Doo dealer, repair shop, or person of your own choosing.

Engine Coolant

Recommended Engine Coolant

XPS Recommended Coolant
XPS COOL-X LT
If the Recommended XPS Coolant is Not Available
Use a coolant that meets or exceeds ASTM D3306
NAPS free (Nitrite, Amine, Phosphate, Silicate)
Non 2-EH Acid

NOTICE

Always use ethylene-glycol anti-freeze containing corrosion inhibitors specifically for internal combustion aluminum engines.

To prevent antifreeze deterioration, always use the same brand and grade. Never mix different brands or grades unless cooling system is completely flushed and refilled.

Engine Coolant Level

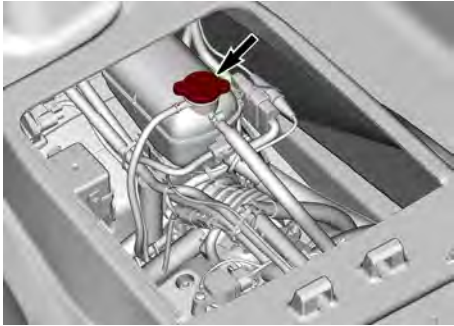
 **WARNING**

Check coolant level with engine cold. Never add coolant when engine is hot.

 **CAUTION**

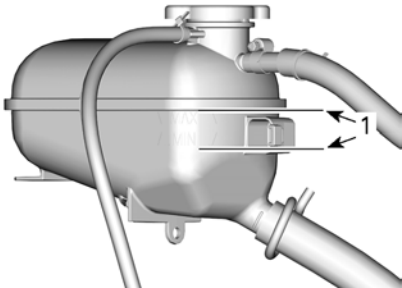
Many components in the engine compartment may be very hot. Direct contact may result in skin burn.

1. Remove seats.
2. Locate the expansion tank cap.



TYPICAL

With watercraft on a level surface, coolant level should be between MIN. and MAX. marks on coolant reservoir when engine is cold.



COOLANT EXPANSION TANK

1. Level between marks when engine is cold

NOTE:
The watercraft is level when it is in water. When on a trailer, raise trailer tow pole and block in this position when the lower part of the hull is level.

- Add coolant, see *Recommended Engine Coolant* for specification, to adjust coolant level between marks as required. Use a funnel to avoid spillage. Do not overfill.
3. Properly tighten the expansion tank cap. Reinstall seats.

NOTE:

A cooling system that frequently requires coolant is an indication of leaks or engine problems. See an authorized Sea-Doo dealer.

Engine Coolant Replacement

Coolant replacement should be performed by an authorized Sea-Doo dealer.

Ignition Coils

Ignition Coil Access

1. Remove tether cord from the engine cut-off switch.
2. Remove seat(s).
3. Remove the engine service cover, refer to *Removing the Engine Service Cover*.

Removing the Ignition Coil

1. Disconnect ignition coil connector.

NOTICE

Do not pry on ignition coil using any tool.

2. Remove ignition coil retaining screw.
3. Remove ignition coil from spark plug by rotating coil side to side as you pull up.

Installing the Ignition Coil

1. Align the retaining screw hole of the ignition coil with the threaded hole on the valve cover.
2. Install the ignition coil on the spark plug and push it all the way down until it rests on the valve cover.
3. Install the retaining screw and tighten to specification below.

Tightening Torque

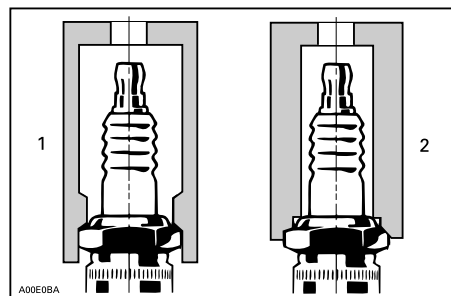
Ignition coil retaining screw	9 ± 1 Nm (80 ± 9 lbf-in)
-------------------------------	-----------------------------

4. Connect ignition coil connector.

Spark Plugs

Removing the Spark Plug

1. Remove the ignition coils. Refer to *Removing the Ignition Coil*.
2. Clean the spark plug and cylinder head with compressed air.
3. Unscrew the spark plug completely using a spark plug socket.



1. Approved socket
2. Improper socket

4. Use the ignition coil to take spark plug out of its hole.

Installing the Spark Plug

Prior to installation, ensure the contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, check electrode gap as specified in *Technical Specifications*. Replace the spark plug if not to specification.

NOTICE

Do not adjust gap on this type of spark plug. The adjustment could weaken negative electrodes which may lead to electrode breaking and severe engine damage.

2. Apply anti-seize lubricant on the spark plug threads to prevent possible seizure.

- Hand screw spark plug into cylinder head. Then, tighten the spark plug to specification with a spark plug socket.

Tightening Torque	
Spark plug	18 ± 2 Nm (159 ± 18 lbf-in)

- Install the ignition coils. Refer to *Ignition Coil*.

Exhaust System

⚠ DANGER

DO NOT run the engine indoors or without adequate ventilation or permit exhaust fumes to accumulate in confined areas. Engine exhaust contains carbon monoxide (CO) which, if inhaled, can cause serious brain damage or death.

Flushing the Exhaust System

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

Exhaust system flushing should be performed when the watercraft is not expected to be used further the same day or when the watercraft is stored for any extended time.

NOTICE

Failure to flush the system, when necessary, will severely damage exhaust system. Make sure engine operates during entire procedure.

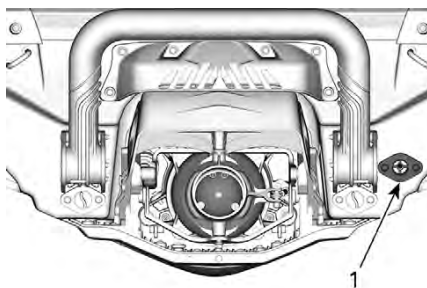
⚠ WARNING

Perform these operations in a well ventilated area. Certain components in the engine compartment may be very hot. Direct contact may result in skin burn. Do not touch any electrical part or jet pump area when engine is running.

⚠ WARNING

When operating the engine while the watercraft is out of the water, the heat exchanger in the ride plate may become very hot. Avoid any contact with ride plate as burns may occur.

- Connect a garden hose to connector located at the rear of watercraft. **Do not open water tap yet.**



- Water inlet connector*

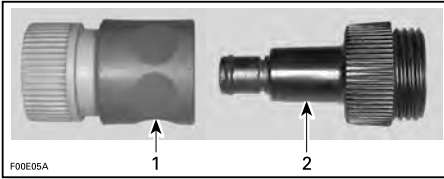
NOTE:

The following tool is recommended when a quick connect adapter is used to ease garden hose installation.

Recommended Tool

Flushing connector
adapter
295 500 473





1. Quick connect adapter
2. Flushing connector adapter

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

NOTICE

Always start the engine before opening the water tap. Open water tap immediately after engine is started to prevent overheating. Never run engine without supplying water to the exhaust system when watercraft is out of water.

3. Run the engine 90 seconds at idle.

NOTICE

Never run engine longer than 2 minutes. Drive line seal has no cooling when watercraft is out of water.

4. Ensure water flows out of jet pump while flushing.
5. Close the water tap, run the engine at 5000 RPM for 5 seconds and then stop the engine.

NOTICE

Always close the water tap before stopping the engine.

6. Disconnect the garden hose and the flushing connector adapter (if used).

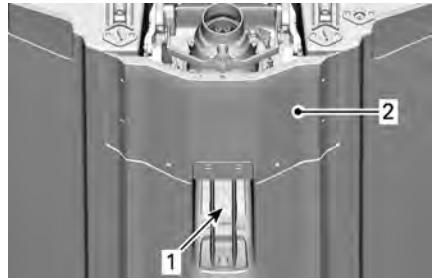
Ride Plate and Water Intake Grate

Inspecting the Ride Plate and the Water Intake Grate

Inspect ride plate and jet pump water intake grate for damage. Visit your Sea-Doo dealer to have any damaged part repaired or replaced.

WARNING

The tether cord must always be removed from the engine cut-off switch prior to inspecting the intake grate.



INSPECT THESE AREAS

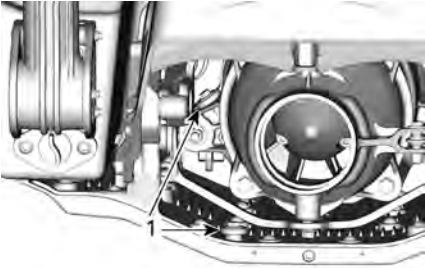
1. Water intake
2. Ride plate

Sacrificial Anodes

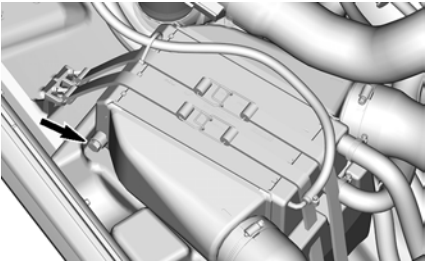
Inspecting the Sacrificial Anodes

Sacrificial anodes are located on:

- Pump
- Ride plate
- Intercooler (if equipped).



1. Sacrificial anodes



INTERCOOLER (IF EQUIPPED)

Check the sacrificial anodes for wear. If worn more than half, replace them.

Removing the Sacrificial Anode

Unscrew sacrificial anode retaining nut and remove anode.

Installing the Sacrificial Anode

Installation is the reverse of the removal procedure.

Tightening Torque
9 ± 1 Nm (80 ± 9 lbf-in)

WATERCRAFT CARE

Remove the watercraft from the water every day.

Post-Operation Care

Flushing the Exhaust System

The exhaust system should be flushed daily when watercraft is used in salt or foul water.

Refer to *Maintenance Procedures*.

Additional Care for Foul Water or Salt Water Operation

When the watercraft is operated in foul water and particularly in salt water, additional care should be taken to protect the watercraft and its components.

Rinse watercraft bilge area with fresh water.

Never use a high pressure washer to clean the bilge. **USE LOW PRESSURE ONLY (such as a garden hose).**

High pressure can cause damages to electrical or mechanical systems.



CAUTION

Allow engine to cool before performing any maintenance.

NOTICE

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

Seat Cleaning

Before applying a cleaning product on the seat, try removing marks with a white eraser.

Many marks, as shoes marks, can be removed easily with this method.

Do not leave anything wet like towels or swimsuits, or anything biological such as food or leaves on the seats. Permanent damage can occur.

Body and Hull

Repair

If any repairs are needed to body components or to the hull, contact your authorized Sea-Doo dealer.

Cleaning

Wash the body and the hull with a soap and water solution (use only mild detergent). Rinse thoroughly with fresh water.

Remove marine organisms from the inside and outside of the hull.

NOTICE

Never clean using the following products:

- XPS S4 Heavy Duty Cleaner
- Strong detergent
- Degreasing agent
- Ammonia
- Acetone or other ketones
- Alcohol
- Toluene or other aromatic solvents
- Chlorinated solvents
- Mineral spirits
- Paint thinners
- Petroleum based products.

Stains may be removed from the seat and fiberglass using the XPS All Purpose Cleaner and Degreaser or the equivalent.

To clean the carpets, use 3M™ Citrus Base Cleaner (24 oz spray can) or an equivalent.

⚠ WARNING

Never apply plastic or vinyl protector on the carpets or seat as the surface will become slippery and the occupants may slip off the watercraft.

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

Protection

Apply a good quality marine wax to the body.

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

NOTICE

The watercraft should never be left in water for storage. Never leave the watercraft stored in direct sunlight. Never store watercraft in a plastic bag.

STORAGE AND PRESEASON PREPARATION

Storage

WARNING

Because fuel and oil are flammable, you should have an authorized Sea-Doo dealer, repair shop, or person of your own choosing to inspect the fuel system integrity as specified in the periodic inspection chart.

It is recommended that the watercraft be serviced by an authorized Sea-Doo dealer, repair shop, or person of your own choosing for storage, however the following operations can be performed by you with a minimum of tools.

NOTE:

Carry out the following tasks in the same order as detailed in this section.

NOTICE

Do not run the engine during the storage period.

Propulsion System

Cleaning the Jet Pump

WARNING

Always remove tether cord from the engine cut-off switch to prevent unexpected engine starting before cleaning the jet pump area. Engine must not be running for this operation.

Rinse the jet pump by spraying water through its inlet and outlet openings.

Spray an anti-corrosive product on the propulsion system parts.

Service Product

XPS Anti-corrosive lubricant or equivalent

Inspecting the Jet Pump

Visit your authorized Sea-Doo dealer.

Fuel System

Protecting the Fuel System

A fuel stabilizer should be added in the fuel tank to prevent fuel deterioration and fuel system gumming. Follow stabilizer manufacturers' instructions for proper use.

Fill up fuel tank completely. Make sure there is no water inside fuel tank.

NOTICE

Should any water be trapped inside fuel tank, severe internal damage may occur to the fuel injection system.

Engine and Exhaust

Flushing the Exhaust System

Perform procedure as described in *Maintenance Procedures* section.

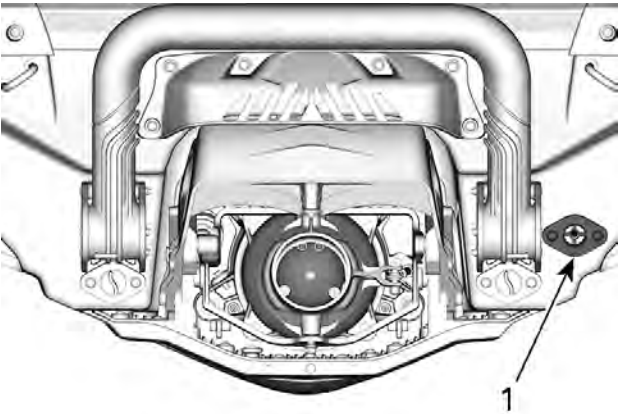
Replacing the Engine Oil and Oil Filter

The oil change and filter replacement may be performed by an authorized Sea-Doo dealer, repair shop, or person of your own choosing.

Draining the Exhaust System

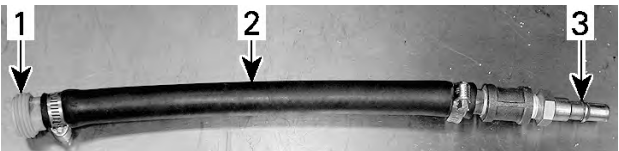
In areas where temperature may freeze, water trapped in the exhaust system and intercooler must be removed.

Using the flushing connector, inject pressurized air at 379 kPa (55 lbf/in²) into system until there is no more water flowing from jet pump.



1. Flushing connector

The following hose can be fabricated to ease draining procedure.



TYPICAL

1. Flushing connector adapter
2. Hose 12.7 mm (1/2 in)
3. Air hose male adapter

NOTICE

Failure to drain the exhaust system may cause severe damage to the exhaust manifold.

Remove special tools.

Lubricating the Engine Cylinders

1. Remove spark plugs, refer to appropriate engine service manual.
2. Spray lubricant in each cylinder through spark plug holes.

XPS Lubricant and anticorrosive

3. Fully depress the throttle lever. Depressing the throttle lever will prevent fuel from being injected and disable the ignition during engine cranking.
4. Press the START/STOP button to crank the engine a few turns. This will distribute the oil on the cylinder walls.
5. Apply anti-seize lubricant on spark plug threads, then reinstall them in the engine.
6. Install the ignition coils.

Testing the Engine Coolant Density

If antifreeze is not replaced, test its density.

The antifreeze replacement and a density test should be performed by an authorized Sea-Doo dealer, repair shop or person of your own choosing. Refer to *Maintenance Schedule*.

NOTICE

Improper antifreeze density may result in freezing of the liquid in the cooling system if the watercraft is stored in an area where the freezing point is attained. This would seriously damage the engine.

Electrical System**Battery****Battery Maintenance**

When storing the watercraft, the battery should always be stored in a warm, dry place.

⚠ WARNING

Never charge or boost the battery while installed in the watercraft.

This vehicle is equipped with a maintenance-free type battery, there is no need to add water to adjust electrolyte level.

NOTICE

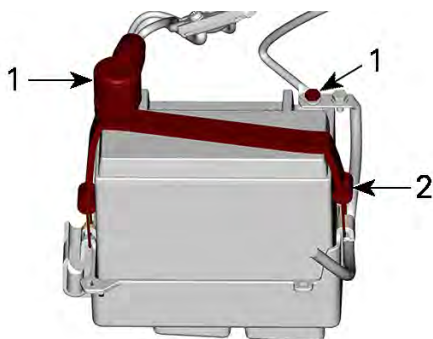
Never remove the battery strip from caps or add electrolyte for the life of the battery.

Removing the Battery

1. Remove the seat.
2. Disconnect the battery cables.

NOTICE

Always disconnect the BLACK (-) cable first, then the RED (+) cable.



1. Battery post
2. Strap
3. Remove the retaining strap.

Charging the Battery

Use any automotive type battery charger. Always refer to the battery charger manufacturer's instructions.

Cleaning the Battery

Clean battery casing and battery posts using a soft brush and a solution of baking soda and water.

Remove corrosion from battery cable terminals and battery posts using a firm wire brush.

Rinse with clear water then dry well.

Installing the Battery

1. Connect the battery cables.

NOTE: Remove any water or debris if present in the compartment before installing the battery.

NOTICE

Reversed battery polarity will damage the voltage regulator.

NOTICE

Always connect the RED (+) cable first, then the BLACK (-) cable.

2. Tighten the battery cable screws to specification.

Tightening Torque	
Battery cable screw	$4 \pm 0.5 \text{ Nm}$ ($35 \pm 4 \text{ lbf-in}$)

3. Apply dielectric grease on battery posts.
4. Cover positive battery post with rubber boot.
5. Verify cable routing and attachments.

Engine Compartment

Cleaning the Engine Compartment

1. Clean the bilge with hot water and detergent or with bilge cleaner.
2. Rinse thoroughly.
3. Lift front end of watercraft to completely drain bilge through the bilge drain plugs.

Anticorrosion Treatment

1. Wipe off any residual water in the engine compartment.
2. Lubricate all metallic components in engine compartment.

Service Product
Lubricant and anti-corrosive or equivalent

NOTE:

The seat should be removed during storage. This will prevent engine compartment condensation and possible corrosion.

Body and Hull

Repair, clean and protect the watercraft, refer to *Body and Hull*.

Preseason Preparation

The preseason preparation must be performed in conjunction with the *Maintenance Schedule*.

Ensure to perform all tasks included in the **Every Year or 100 Hours** table.

Preseason preparation maintenance may be performed by an authorized Sea-Doo dealer, repair shop or person of your own choosing.

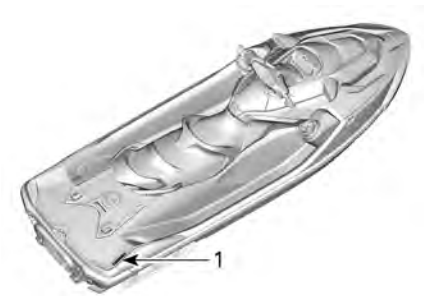
TECHNICAL INFORMATION

IDENTIFICATION NUMBERS

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

Hull Identification Number

The Hull Identification Number (HIN) is located on footboard at the rear of watercraft.



TYPICAL

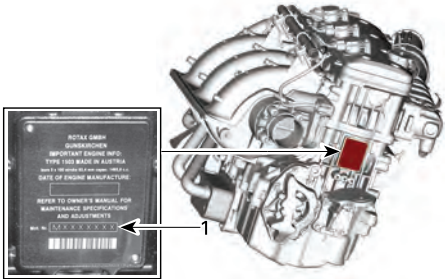
- 1. Hull Identification Number (HIN)

It is composed of 12 digits:

YDV	12345	L	8	09
				Model year
				Year of production
				Month of production
Serial number (a letter may also be used as a digit)				
Manufacturer				

Engine Identification Number

The Engine Identification Number (EIN) is located on the front end of the engine.



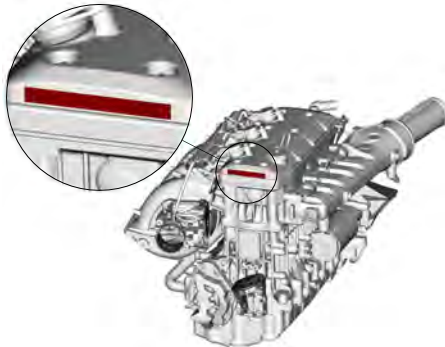
TYPICAL

- 1. Engine Identification Number (EIN)

Engine Manufacturer Identification



ENGINE MANUFACTURER IDENTIFICATION LABEL



LABEL LOCATION

COMPLIANCE

Emission Control Hang Tag – 3 Stars



One Star - Low Emission

The one-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2001 exhaust emission standards. Engines meeting these standards have 75% lower emissions than conventional carbureted two-stroke engines. These engines are equivalent to the U.S. EPA's 2006 standards for Marine Engines.



Two Stars - Very Low Emission

The two-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One-Star - Low-Emission engines.



Three Stars - Ultra Low Emission

The three-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2008 exhaust emission standards or the Sterndrive and Inboard marine engine 2003-2008 exhaust emission standards. Engines meeting these standards have 65% lower emissions than One-Star - Low-Emission engines.



Four Stars - Super Ultra Low Emission

The four-star label identifies engines that meet the Air Resources Board's Sterndrive and Inboard marine engine 2009 exhaust emission standards. Personal Watercraft and Outboard marine engines may also comply with these standards. Engines meeting these standards have 90% lower emissions than One-Star - Low-Emission engines.

Bombardier Recreational Products Inc.

VALCOURT, QUÉBEC, CANADA.

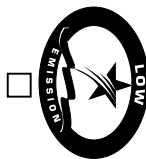
Cleaner Watercraft - Get the Facts

1-800-END-SMOG

www.arb.ca.gov



219906580



The Star Label means Cleaner Marine Engines
This engine has been certified as a:

The Symbol for Cleaner Marine Engines:

Cleaner Air and Water - for a healthier lifestyle and environment.

Better Fuel Economy - burns up to 30 - 40 percent less gas and oil than conventional carbureted two-stroke engines, saving money and resources.

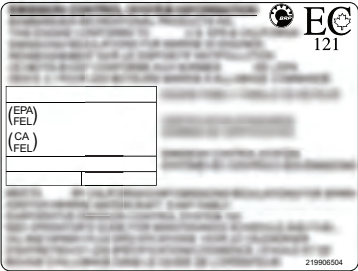
Longer Emissions Warranty - protects consumer for worry free operation.

Emission Control Label – 3 Stars



TYPICAL – LABEL LOCATION

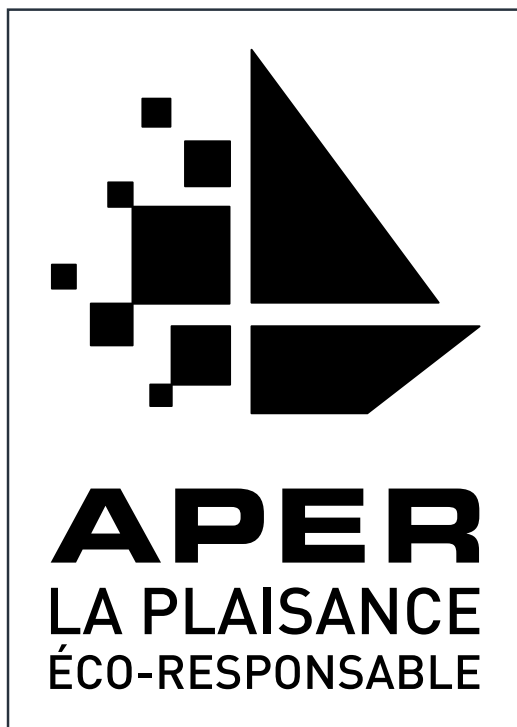
EPA Compliance Label



TYPICAL – LABEL LOCATION

BRP European Distribution SA

BRP is a member of the Association for Eco-Responsible Pleasure Craft, dedicated to the dismantling and recycling of pleasure boats and personal watercraft at the end of their life. The Unique Producer Identifier of BRP European Distribution SA is: FR219503_18XCIB



REP France - TRIMAN
Signage

For France only



**En fin de vie,
votre bateau de plaisance
doit être confié à
l'éco-organisme dédié**

Plus d'infos sur www.quefairedemesdechets.fr

Les bateaux de plaisance hors d'usage
ne doivent pas être abandonnés,
ni apportés en déchetterie ou lieu de vente.
Ils doivent être confiés à l'éco-organisme dédié,
qui procèdera gratuitement
à leur déconstruction et leur recyclage.
Les demandes de déconstruction sont à effectuer sur
www.recyclermonbateau.fr

ENGINE EMISSIONS INFORMATION

Manufacturer's Responsibility

Manufacturers of marine engines must determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States of America Environmental Protection Agency (EPA). An emissions control information label, showing emission levels and engine specifications, must be placed on each Spark-Ignition Propulsion Marine Engines (SIPME) at the time of manufacture.

Dealer's Responsibility

When performing service on a Sea-Doo SIPME that carry an emissions control information label, adjustments must be kept within published factory specifications.

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

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

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

Owner's Responsibility

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

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

EPA Emission Regulations

Sea-Doo SIPME manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new SIPME. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

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

U. S. Environmental Protection Agency
Certification Division
Gasoline Engine Compliance Center
2000 Traverwood Drive
Ann Arbor MI 48105
USA

EPA INTERNET WEB SITE:
www.epa.gov/otaq

Evaporative Emission Control System

Spark-Ignition Marine Watercraft (SIMW) sold in the State of California are certified to the California evaporative emissions regulations for SIMW of the California Air Resources Board (13 CCR 2850 to 2869). These models are equipped with an evaporative emission control system consisting of Low Permeation Fuel Tank (LPFT), Low Permeation Fuel Line (LPFL) and a Pressure Relief Valve (PRV).

AIR INTAKE SILENCER - NOTICE

NOTICE

To comply with noise regulations, this engine is designed to operate with an air intake silencer. Operation without air intake silencer or with one not properly installed may cause engine damage.

BRP RF DESS POST GEN3 (CAN)

USA and Canada

This device complies with FCC Part 15 and Industry Canada license exempt RSS standard(s). Operation is subject to the following two conditions:

1. this device may not cause interference, and
2. this device must accept any interference, including interference that may cause undesired operation of the device.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

The device has been evaluated to meet general RF exposure requirement. The device can be used in portable exposure condition without restriction.

Le dispositif a été évalué à satisfaire l'exigence générale de l'exposition aux rf. L'appareil peut être utilisé dans des conditions d'exposition portatif sans restriction.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence.

1. l'appareil ne doit pas produire de brouillage, et
2. l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

IC: 12006A-1001317030 For variant 1001316154 (CAN)

FCC ID: 2ACER-1001317030 For variant 1001316154 (CAN).

Mexico



IFETEL

Marca: BRP Megatech

Número: BRME1023-28186

BRP Megatech Certificate number : 1450978

Modelo: 1001316154

NOM-208-SCFI-2016 (Disposición Técnica IFT-008-2015)

La operación de este equipo está sujeta a las siguientes dos condiciones:

1. Es posible que este equipo o dispositivo no cause interferencia perjudicial y
2. Este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Brazil



Número: QC-5611-22

BRP Megatech Certificate number: 1450991

Modelo: 1001316154

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL.

Japan

This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese Telecommunications Business Law (電気通信事業法). This device should not be modified (otherwise the granted designation number will become invalid).

Europe

Declaration of Conformity

Simplified EU Declaration of Conformity according Radio Equipment Directive 2014/ 53/EU



DE

Hiermit erklärt BRP Megatech, dass der Funkanlagentyp 1001316154 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://www.brp.com/en/sustainability/product-responsibility.html>

FR

Le soussigné, BRP Megatech, déclare que l'équipement radioélectrique du type 1001316154 est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: <https://www.brp.com/en/sustainability/product-responsibility.html>

BG

С настоящото BRP Megatech декларира, че този тип радиосъоръжение 1001316154 е в съответствие с Директива 2014/53/ЕС.

Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <https://www.brp.com/en/corporatesocialresponsibility/productsafety.html>

EL

Με την παρούσα ο/η BRP Megatech, δηλώνει ότι ο ραδιοεξοπλισμός 1001316154 πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://www.brp.com/en/sustainability/product-responsibility.html>

CS

Tímto BRP Megatech prohlašuje, že typ rádiového zařízení 1001316154 je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <https://www.brp.com/en/sustainability/product-responsibility.html>

DA

Hermed erklærer BRP Megatech, at radioudstyrstypen 1001316154 er i overensstemmelse med direktiv 2014/53/EU.

EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <https://www.brp.com/en/sustainability/product-responsibility.html>

ET

Käesolevaga deklareerib BRP Megatech, et käesolev raadioseadme tüüp 1001316154 vastab direktiivi 2014/53/EL nõuetele.

ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <https://www.brp.com/en/sustainability/product-responsibility.html>

ES

Por la presente, BRP Megatech declara que el tipo de equipo radioeléctrico 1001316154 es conforme con la Directiva 2014/53/UE.

El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: <https://www.brp.com/en/sustainability/product-responsibility.html>

FI

BRP Megatech vakuuttaa, että radiolaitetyyppi 1001316154 on direktiivin 2014/53/EU mukainen.

EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <https://www.brp.com/en/sustainability/product-responsibility.html>

EN

Hereby, BRP Megatech declares that the radio equipment type 1001316154 is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: <https://www.brp.com/en/sustainability/product-responsibility.html>

HR

BRP Megatech ovime izjavljuje da je radijska oprema tipa 1001316154 u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <https://www.brp.com/en/sustainability/product-responsibility.html>

HU

BRP Megatech igazolja, hogy a 1001316154 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <https://www.brp.com/en/sustainability/product-responsibility.html>

IT

Il fabbricante, BRP Megatech, dichiara che il tipo di apparecchiatura radio 1001316154 è conforme alla direttiva 2014/53/UE.

Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <https://www.brp.com/en/sustainability/product-responsibility.html>

LT

Aš, BRP Megatech, patvirtinu, kad radijo įrenginių tipas 1001316154 atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <https://www.brp.com/en/sustainability/product-responsibility.html>

LV

Ar šo BRP Megatech deklarē, ka radioiekārta 1001316154 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <https://www.brp.com/en/sustainability/product-responsibility.html>

MT

B'dan, BRP Megatech, niddikjara li dan it-tip ta' tagħmir tar-radju 1001316154 huwa konformi mad-Direttiva 2014/53/UE. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: <https://www.brp.com/en/sustainability/product-responsibility.html>

NL

Hierbij verklaar ik, BRP Megatech, dat het type radioapparatuur 1001316154 conform is met Richtlijn 2014/53/EU.

De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <https://www.brp.com/en/sustainability/product-responsibility.html>

PL

BRP Megatech niniejszym oświadczam, że typ urządzenia radiowego 1001316154 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <https://www.brp.com/en/sustainability/product-responsibility.html>

PT

O(a) abaixo assinado(a) BRP Megatech declara que o presente tipo de equipamento de rádio 1001316154 está em conformidade com a Diretiva 2014/53/UE.

O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: <https://www.brp.com/en/sustainability/product-responsibility.html>

RO

Prin prezenta, BRP Megatech declară că tipul de echipamente radio 1001316154 este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <https://www.brp.com/en/sustainability/product-responsibility.html>

SV

Härmed försäkrar BRP Megatech att denna typ av radioutrustning 1001316154 överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkringen om överensstämmelse finns på följande webbadress: <https://www.brp.com/en/sustainability/product-responsibility.html>

SL

BRP Megatech potrjuje, da je tip radijske opreme 1001316154 skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <https://www.brp.com/en/sustainability/product-responsibility.html>

SK

BRP Megatech týmto vyhlasuje, že rádiové zariadenie typu 1001316154 je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <https://www.brp.com/en/sustainability/product-responsibility.html>

IS

BRP Megatech lýsir því hér með yfir að þráðlausi fjarskiptabúnaðurinn 1001316154 er í samræmi við tilskipun 2014/53/ESB. Óstytta texta ESB-samræmisfyrirlysingarinnar er að finna á veffanginu: <https://www.brp.com/en/sustainability/product-responsibility.html>

Liechtenstein

Hiermit erklärt BRP Megatech, dass der Funkanlagentyp 1001316154 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://www.brp.com/en/sustainability/product-responsibility.html>

NO

Hermed erklærer BRP Megatech at radioutstyrstypen 1001316154 er i samsvar med direktiv 2014/53/EU. Hele teksten i EU-samsvarserklæringen finnes på følgende internettadresse: <https://www.brp.com/en/sustainability/product-responsibility.html>

RU

Компания BRP Megatech настоящим заявляет, что радиотехническое оборудование категории 1001316154 отвечает требованиям Директивы 2014/53/EU.

Полный текст декларации соответствия ЕС доступен на сайте : <https://www.brp.com/en/corporatesocialresponsibility/productsafety.html>

EU DECLARATION OF CONFORMITY

Left blank for EU Conformity

UK DECLARATION OF CONFORMITY
Left blank for UK Conformity

EAC DECLARATION OF CONFORMITY

Left blank for Eurasien
Conformity

This page is intentionally blank

TECHNICAL SPECIFICATIONS

ENGINE

Rotax 1630 ACE - 130

ENGINE		Rotax 1630 ACE - 130
Engine type		4-stroke, Single Over Head Camshaft (SOHC)
Declared Power ⁽¹⁾		100 kW @ 6000 RPM
Induction		Naturally-Aspirated
Number of cylinders		3
Number of valves		12 valves with hydraulic lifters (no adjustment)
Bore		100 mm (3.9 in)
Stroke		69.2 mm (2.7 in)
Displacement		1 630.5 cm ³ (99.5 in ³)
Compression ratio		11:1

FUEL SYSTEM	
Fuel injection type	Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (60 mm) with an actuator
Idle speed (not adjustable)	1800 ± 50 RPM

ELECTRICAL SYSTEM		
Ignition system type		IDI (Inductive Discharge Ignition)
Spark plug ⁽²⁾	Type	NGK, DCPR8E with solid post or equivalent
	Gap	0.80 to 0.90 mm (.031 to .035 in)

LUBRICATION		
Engine oil ⁽³⁾	Recommended XPS oil	5W40 synthetic oil

LUBRICATION			
	Alternate oil if XPS products are not available		Use a 4-stroke SAE motorcycle engine oil compatible with wet clutches meeting or exceeding the following lubricant industry specifications. Always check the API service label certification on the oil container, it must contain at least one of the indicated standards. API service classification SN or JASO-MA2
			3 l (3.2 qt (liq.,US))
	Capacity	Total	5 l (5.3 qt (liq.,US))

- (1)

Declared power as per ISO 8665 at propeller-shaft.
- (2)

NOTICE

Do not attempt to adjust gap on this spark plug.
- (3)

Refer to *Engine Oil* for detailed information.

VEHICLE

GTX PRO 130

Cooling System		
Type		Closed-loop cooling system (CLCS)
Coolant	Recommended	Ethylene glycol-water (50 - 50 ratio)
	Alternative, or if not available	Use a coolant that meets or exceeds ASTM D3306 NAPS free (Nitrite, Amine, Phosphate, Silicate) Non 2-EH Acid
	Capacity	5.4 l (5.7 qt(liq.,US))

Fuel System		
Fuel pump		In-tank electrical
Fuel	Type	Regular unleaded Refer to <i>Fuel Requirements</i>
	Octane rating	87 Pump Posted AKI (RON+MON)/2 or 91 (RON) E10
Tank capacity	Full	70 l (18.5 gal(liq. US))
	Reserve (from low level signal - approx.)	14 l (3.7 gal(liq. US))

Electrical System	
Battery	12 V, 18 Ah
Fuses	Refer to Sub chapter <i>Fuse and Relay description</i> or to the fuse box cover on your vehicle.

Propulsion	
Propulsion system	Sea-Doo® jet pump

Jet pump	Type	Axial flow, single stage. Large hub with double row ball bearings
	Material	Aluminum
Impeller		Stainless steel
Transmission	Type	Direct drive

Weight and Loading Capacity	
Dry weight (No oil, no coolant, no fuel, with accessories)	355 kg (782 lb)
Number of passenger (driver incl.)	3
Load limit (passenger(s) and luggage, including accessories)	273 kg (600 lb)
Storage capacity	98.9 l (26.1 gal(liq.,US))

Dimensions	
Overall length	345 cm (135.8 in)
Overall width	125 cm (49.2 in)
Overall height	114 cm (44.9 in)

NOTE:

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

This page is intentionally blank

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE WILL NOT START

1. **Master switch opened.**
 - Close the master switch.
2. **Tether cord removed.**
 - Press START/STOP button.
 - Install tether cord cap over engine cut-off switch within 5 seconds after depressing the START/STOP button.
 - Press START/STOP button.
3. **ECM does not recognize the D.E.S.S. key.**
 - Refer to an authorized Sea-Doo dealer.
4. **Burnt fuse: main, electric starter or ECM.**
 - Check wiring then replace fuse(s).
5. **Discharged battery.**
 - Refer to an authorized Sea-Doo dealer.

WARNING

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

6. **Battery connections, corroded or loose. Bad ground.**
 - Refer to an authorized Sea-Doo dealer.
7. **Water-flooded engine.**
 - Refer to Water-Flooded Engine in Special Procedures.
8. **Faulty sensor or ECM.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
9. **Seized jet pump.**
 - Try to clean. Otherwise, refer to an authorized Sea-Doo dealer.

ENGINE CRANKS SLOWLY

1. **Loose battery cable connections.**
 - Check/clean/tighten.
2. **Discharged or weak battery.**
 - Refer to an authorized Sea-Doo dealer.
3. **Worn starter.**
 - Refer to an authorized Sea-Doo dealer.

ENGINE TURNS NORMALLY BUT WILL NOT START

1. **Fuel tank empty or water-contaminated.**
 - Refill. Siphon and fill with fresh fuel.
2. **Fouled/defective spark plugs.**
 - Replace.
3. **Blown fuse.**
 - Check wiring then replace fuse(s).
4. **Water-flooded engine.**
 - Refer to *Water-Flooded Engine in Special Procedures*.
5. **Engine management system fault detected (check engine pilot lamp is ON).**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
6. **Faulty fuel system.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.

ENGINE MISFIRES, RUNS IRREGULARLY

1. **Fouled/defective/worn spark plugs.**
 - Replace.
2. **Fuel: Level too low, stale or water-contaminated.**
 - Siphon and/or refill.
3. **Faulty ignition coil(s).**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
4. **Clogged injectors.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
5. **Engine management system fault detected (check engine pilot lamp is ON).**
 - Refer to *Monitoring System*.

ENGINE SMOKE

1. **Oil level too high.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
2. **Water ingestion, coolant leak or damaged cylinder head gasket.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.
3. **Internal engine damage.**
 - Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained herein for information about warranty claims.

ENGINE OVERHEATS

1. **Clogged exhaust cooling system.**
 - Flush the exhaust cooling system.
2. **Engine coolant level too low.**
 - Refer to Maintenance Procedures.
3. **Quick connect adapter left in flushing connector.**
 - Remove adapter from flushing connector and retry watercraft. If problem persists, seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.

ENGINE LACKS ACCELERATION OR POWER

1. **Learning key used.**
 - *Use a Normal key.*
2. **Not in Sport mode.**
 - *Select Sport mode.*
3. **Jet pump water intake clogged.**
 - *Clean. Refer to Jet Pump Water Intake and Impeller Cleaning in Special Procedures section.*
4. **Damaged impeller or worn-out wear ring.**
 - *Replace. Refer to an authorized Sea-Doo dealer.*
5. **Engine oil level too high.**
 - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
6. **Weak spark.**
 - *Refer to ENGINE MISFIRES, RUNS IRREGULARLY.*
7. **Engine management system fault detected (check engine pilot lamp is ON).**
 - *Refer to Monitoring System.*
8. **Clogged injectors.**
 - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
9. **Low fuel pressure.**
 - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
10. **Water in fuel.**
 - *Siphon and replace.*
11. **Engine damaged by water ingestion.**
 - *Refer to an authorized Sea-Doo dealer.*

WATERCRAFT CAN NOT REACH TOP SPEED

1. **Jet pump water intake clogged.**
 - Clean. Refer to *Jet Pump Water Intake and Impeller Cleaning in Special Procedures* section.
2. **Damaged impeller or worn-out wear ring.**
 - Replace. Refer to an authorized Sea-Doo dealer.
3. **Engine management system fault detected (check engine pilot lamp is ON).**
 - Refer to *Monitoring System*.

WATERCRAFT STAYS IN NEUTRAL AFTER OPERATING THE iBR LEVER

1. **The iBR gate stays in neutral.**
 - Release the throttle to idle RPM.

iBR WILL NOT RETURN TO NEUTRAL POSITION (iBR INDICATOR LIGHT ON)

1. **iBR jammed with debris.**
 - Clean and check for damage in the iBR gate and nozzle area.
2. **iBR system malfunction.**
 - Remove tether cord, wait four minutes, reinstall key and check iBR light to ensure fault is cleared.
 - Refer to an authorized Sea-Doo dealer if fault persists or reoccurs frequently.

iBR WILL NOT RETURN TO NEUTRAL POSITION (iBR INDICATOR LIGHT OFF)

1. **Throttle lever not fully released during operation.**
 - Release throttle lever fully to ensure iBR gate returns to neutral.
2. **Throttle lever does not fully return to null when released.**
 - Refer to an authorized Sea-Doo dealer.

ABNORMAL NOISE FROM PROPULSION SYSTEM

1. **Weeds or debris jammed around impeller.**
 - *Clean. Refer to Jet Pump Water Intake and Impeller Cleaning in Special Procedures section.*
 - *Check for damage.*
2. **Damaged impeller shaft or drive shaft.**
 - *Refer to an authorized Sea-Doo dealer.*
3. **Water intrusion in jet pump causing bearing seizure.**
 - *Refer to an authorized Sea-Doo dealer.*

WATER FOUND IN BILGE

1. **Bilge pump system malfunction.**
 - *Have system inspected by an authorized Sea-Doo dealer.*
2. **Exhaust system leak.**
 - *Refer to an authorized Sea-Doo dealer.*
3. **Carbon ring at drive shaft worn.**
 - *Refer to an authorized Sea-Doo dealer.*
4. **Hull and/or Deck seal displaced or fasteners loose.**
 - *Refer to an authorized Sea-Doo dealer.*

MONITORING SYSTEM

A system monitors the electronic components of the EMS (engine management system) iBR, and other components of the electrical system. When a fault occurs, it sends visual messages through the information center and/or audible signals through a beeper to inform you of a particular condition.

A fault code may also be recorded.

When a minor or transient fault occurs, the fault message and beeper will cease automatically if the condition that caused the fault does not exist anymore.

Releasing the throttle and letting the engine return to idle speed may allow normal operation to come back. If this does not work, try removing and reinstalling the tether cord on the engine cut-off switch.

The electronic system will react differently depending on the fault type. In severe failure, the engine may not be allowed to be started. In other cases, the engine will operate in limp home mode (reduced speed).

When a fault occurs, please refer to the *US EPA Emission-Related Warranty* contained in the Warranty Booklet for information about warranty claims.

CUSTOMER INFORMATION

DATA PRIVACY INFORMATION

DATA PRIVACY INFORMATION

Bombardier Recreational Products Inc., its affiliates and subsidiaries ("BRP") is committed to protecting your privacy. This notice is to inform you about how we collect, use and disclose your personal information in the course of managing our relationship with you. More details can be found by visiting the BRP's Privacy Policy website.

*[HTTPS://BRP.COM/EN/
PRIVACY-POLICY.HTML](https://brp.com/en/privacy-policy.html)*



Please be assured that we have appropriate measures in place to ensure that your personal information is kept secured and protected against unauthorized access, use or disclosure.

The personal information we hold about you is collected either directly from you or through our authorized dealers and third parties (e.g. with whom we offer services or engage in joint-marketing activities), and includes:

- Contact, Demographic & Registration Information (e.g., name, full address, phone number, email, ownership history, language of communication)
- Transactional Information (e.g., information necessary to handle returns, payment information when you purchase our products or services through our websites or mobile applications and other issues related to your purchase of BRP products).
- Vehicle Information (e.g., serial number, vehicle identification number, mileage, purchase and delivery date, unit usage, vehicle location and movements)
- Your comments, opinions and reviews of our products and services
- Information collected automatically when you navigate on BRP or dealer's websites or mobile apps collected via cookies and similar technologies (e.g., IP address, type of device, operating system, browser type, webpages you view).

We may also receive information about you from social media platforms when you interact with us on those platforms.

We use your personal information for various reasons, mostly to:

- Manage your order of BRP products and services (e.g., to complete or deliver your order, or service your BRP product)
- Provide customer support, assistance, and after-sales (e.g., complete or follow up with you about your order or maintenance, help with any delivery issues, handle returns, and other issues related to your purchase of BRP products)
- Manage your BRP products registration, warranty, security, safety recall, and dispute resolution (e.g. to offer warranty and after-sales service to you, protect your security and safety, perform safety recalls)
- Send you commercial communications about our products and services (e.g. inform you about new BRP products, services or features; share news about contests, promotions, and events or discuss products or services offered by BRP that may be of interest to you)

- Offer you personalized experience, content, or offers and services based on profiling or geolocation technologies (e.g. to notify you when your vehicle may need servicing, to locate your nearest dealership)
- Perform data analytics and statistics data that no longer identifies you personally, for business intelligence and have insights on how to improve our products and services
- Prevent, detect, and control fraud and any unauthorized or illegal activities (e.g., to detect and control fraud in relation to BRP products or services purchase; manage illegal or unauthorized activities and cyberthreats)
- Comply with applicable laws and regulations.

Your personal information may be disclosed to the following: BRP, BRP's authorized dealerships, distributors, service providers, advertising & market research partners and other authorized third parties.

Depending on the circumstances, your personal information may be communicated outside the region where you reside. Your personal information is retained only for as long as necessary for the purpose for which we obtained it and according to our retention policies.

To exercise your data privacy rights (e.g. right of access, right of rectification), to withdraw your consent in order to be removed from the address list for marketing purposes or for the satisfaction survey or for general data privacy questions, please contact BRP's Data Protection Officer at or by mail at privacyofficer@brp.com or by mail at: BRP Legal Service, 726 St-Joseph, Valcourt, Quebec, Canada, J0E 2L0.

When BRP processes your personal information, they do so in compliance with its Privacy Policy available at:

[HTTPS://BRP.COM/EN/
PRIVACY-POLICY.HTML](https://brp.com/en/privacy-policy.html)



CONTACT US

www.brp.com

Asia Pacific

BRP Asia

107D and 107E, 17/F, Tower 1,
Grand Century Place, Mongkok,
Kowloon, Hong Kong

Australia

Level 26
477 Pitt Street
Sydney, NSW 2020

China

上海市徐汇区衡山路10号6号楼301
Rm 301, Building 6,
No.10 Heng Shan Rd,
Shanghai, China

Japan

21F Shinagawa East One Tower
2-16-1 Konan, Minato-ku-ku,
Tokyo 108-0075

Europe, Middle East and Africa

Belgium

Oktrooiplein 1
9000 Gent

Czech Republic

Stefanikova 43a
Prague 5
150 00

Germany

Alte Papierfabrik 16
D-40699 Erkrath

Finland

Isoaavantie 7
PL 8040
96101 Rovaniemi

France

Arteparc Bâtiment B
Route de la côte d'Azur, Le Canet
13 590 Meyreuil

Norway

Ingvald Ystgaards veg 15

N-7484 Trondheim

Sweden

Spinnvägen 15
903 61 Umeå

Switzerland

Avenue d'Ouchy 4-6
1006 Lausanne

Latin America

Brazil

Rua Odila Maia Rocha Brito, 25
Edifício Beaumont, andar 1 ao 5
CEP 13092-110 Campinas -SP

Mexico

Av. Ferrocarril 202
Parque Industrial Querétaro
Santo Rosa Jauregui, Querétaro
C.P. 76220

North America

Canada

3200A, rue King Ouest,
Suite 300
Sherbrooke (Québec) J1L 1C9

United States of America

10101 Science Drive
Sturtevant, Wisconsin
53177

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the boat, be sure to notify BRP by either:

- Notifying an authorized Sea-Doo dealer.
- **North America Only:** calling at 1 888 272-9222.
- Mailing one of the change of address cards on the following pages at one of the BRP addresses indicated in the *Contact Us* section of this guide.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the boat owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

STOLEN UNITS: In the event that your boat is stolen, you should notify your area's distributor warranty department of such. We will ask you to provide your name, address, phone number, Hull Identification Number and date it was stolen.

CHANGE OF ADDRESS ☐	CHANGE OF OWNERSHIP ☐	
VEHICLE IDENTIFICATION NUMBER		
Model Number	Vehicle Identification Number (V.I.N.)	
OLD ADDRESS OR PREVIOUS OWNER:	NAME	
	NO.	STREET
	APT	
	CITY	STATE/PROVINCE
	ZIP/POSTAL CODE	
	COUNTRY	TELEPHONE
NEW ADDRESS OR NEW OWNER:	NAME	
	NO.	STREET
	APT	
	CITY	STATE/PROVINCE
	ZIP/POSTAL CODE	
	COUNTRY	TELEPHONE
	E-MAIL ADDRESS	

CHANGE OF ADDRESS ☐	CHANGE OF OWNERSHIP ☐	
VEHICLE IDENTIFICATION NUMBER		
Model Number	Vehicle Identification Number (V.I.N.)	
OLD ADDRESS OR PREVIOUS OWNER:	NAME	
	NO.	STREET
	APT	
	CITY	STATE/PROVINCE
	ZIP/POSTAL CODE	
	COUNTRY	TELEPHONE
NEW ADDRESS OR NEW OWNER:	NAME	
	NO.	STREET
	APT	
	CITY	STATE/PROVINCE
	ZIP/POSTAL CODE	
	COUNTRY	TELEPHONE
	E-MAIL ADDRESS	

This page is
intentionally blank

CHANGE OF ADDRESS ☐	CHANGE OF OWNERSHIP ☐	
VEHICLE IDENTIFICATION NUMBER		
Model Number	Vehicle Identification Number (V.I.N.)	
OLD ADDRESS OR PREVIOUS OWNER:	NAME	
	NO.	STREET
	CITY	APT
	STATE/PROVINCE	ZIP/POSTAL CODE
	COUNTRY	TELEPHONE
NEW ADDRESS OR NEW OWNER:	NAME	
	NO.	STREET
	CITY	APT
	STATE/PROVINCE	ZIP/POSTAL CODE
	COUNTRY	TELEPHONE
E-MAIL ADDRESS		

CHANGE OF ADDRESS ☐	CHANGE OF OWNERSHIP ☐	
VEHICLE IDENTIFICATION NUMBER		
Model Number	Vehicle Identification Number (V.I.N.)	
OLD ADDRESS OR PREVIOUS OWNER:	NAME	
	NO.	STREET
	CITY	APT
	STATE/PROVINCE	ZIP/POSTAL CODE
	COUNTRY	TELEPHONE
NEW ADDRESS OR NEW OWNER:	NAME	
	NO.	STREET
	CITY	APT
	STATE/PROVINCE	ZIP/POSTAL CODE
	COUNTRY	TELEPHONE
E-MAIL ADDRESS		

This page is
intentionally blank

NOTE: _____

NOTE: _____

NOTE: _____

NOTE: _____

NOTE: _____

NOTE: _____

WATERCRAFT

Model No. _____

HULL

Identification Number (H.I.N.) _____

ENGINE

Identification Number (E.I.N.) _____

OWNER: _____
NAME

No. _____ STREET _____ APT _____

CITY _____ STATE/PROVINCE _____ ZIP/POSTAL CODE _____

Purchase Date| | |
YEAR MONTH DAY**Warranty Expiry Date**| | |
YEAR MONTH DAY

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

DEALER IMPRINT AREA

⚠ WARNING

Disregarding any of the safety precautions and instructions contained in the operators's guide, safety video and on product safety labels could cause injury including the possibility of death.



⚠ WARNING

®TM and the BRP logo are trademarks of BOMBARDIER RECREATIONAL PRODUCTS INC. or its affiliates.

©2026 BOMBARDIER RECREATIONAL PRODUCTS INC. ALL RIGHTS RESERVED.

www.brp.com



ski-doo ***LYNX*** ***SEA-DOO*** ***can-am*** **ROTAX**