

SEA-DOO®



SPARK SERIES

OPERATOR'S GUIDE

Includes Safety, Use and Maintenance Information

**NO
NO
NO**

⚠ 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.

219002595

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

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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

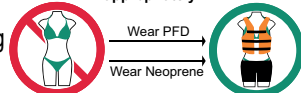
- ✓ Scan constantly for people, objects and other watercraft.
- ✓ Stay far enough away from others so you can always safely coast to a stop.
- ✗ Do not release throttle when trying to steer away from objects-as with other powerboats, **you need throttle to steer**.



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 ride if you are not dressed appropriately.



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
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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。请问经销商问询，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
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Covered Models
SPARK 60 for 2
SPARK 90 for 3
SPARK Convenience 90 for 2
SPARK Convenience 90 for 3
SPARK X Convenience 110 for 2
SPARK X Convenience 110 for 3
SPARK X TRIXX 110 for 1
SPARK X TRIXX 110 for 3

TABLE OF CONTENTS

.....	1
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	54
Hang Tag	55

WATERCRAFT INFORMATION

PRIMARY CONTROL	58
Handlebar	59
Engine Cut-Off Switch	59
Throttle Lever	60
iBR Lever (intelligent Brake and Reverse)	60
SECONDARY CONTROL	62
Engine START/STOP Button	64
Left Controller	64
Right Controller (If Equipped)	66
OPERATING MODES	67
Touring mode	68
Sport Mode	68
Trixx Mode (Trixx models only)	69
ECO Mode	70
iVTS Mode (If Equipped)	70
Speed Control Modes (4.5" Digital Display)	71
VARIABLE TRIM SYSTEM (VTS)	74
Adjusting the VTS	74
Using Preset Trim Positions with 4.5" Digital Display	75
4.5" DISPLAY	76
Multifunction Gauge Description	76
Warning Lamps and Indicators	77
Settings	78
BASIC PROCEDURES	80
Refueling	80
Break-In Period	85
Boarding the Watercraft	86
How to Start the Engine	90
How to Stop the Engine	91
Steering the Watercraft	92
How to Engage Neutral	93
How to Engage Forward	93
How to Engage and Use Reverse	94
How to Engage and Use Braking	95
General Operating Recommendations	96
Activating the iDF System (if equipped)	98
SPECIAL PROCEDURES	99
Transporting the Watercraft	99
Jet Pump Water Intake and Impeller Cleaning	100
Capsized Watercraft	103
Submerged Watercraft	103
Water-Flooded Engine	103
Towing the Watercraft in Water	103

EQUIPMENT	105
Adjustable Handlebar Riser (Trixx Models)	105
Audio System (If Equipped)	105
Bilge Drain Plug	109
Boarding Step (If Equipped)	110
Boarding Platform	111
Front and Rear Eyelets	111
Mooring Cleats	112
Glove Box	113
Passenger Handholds (If Equipped)	113
Rear Footrests (Trixx Models)	113
Safety Equipment Kit Storage Compartment	113
Seat	114
Sponsons	114
Storage Bin	115
Trim Cover (If Equipped)	115

MAINTENANCE

PERIODIC MAINTENANCE	120
EPA Regulation - Canadian and USA Watercrafts	120
Maintenance Schedule	121
Maintenance Records	125
MAINTENANCE PROCEDURES	133
FUSES AND RELAYS	133
Engine Oil	135
Engine Coolant	139
Steering Alignment	141
Central Body	141
Ignition Coils	145
Spark Plugs	146
Exhaust System	147
Heat Exchanger and Water Intake Grate	149
Sacrificial Anode	149
WATERCRAFT CARE	150
Post-Operation Care	150
Seat Cleaning	150
Body and Hull	150
STORAGE AND PRESEASON PREPARATION	152
Storage	152
Preseason Preparation	159

TECHNICAL INFORMATION

WATERCRAFT IDENTIFICATION	162
Hull Identification Number	162
Engine Identification Number	162
Engine Manufacturer Identification	162
COMPLIANCE	163
Emission Control Hang Tag – 3 Stars	163
Emission Control Label – 3 Stars	164

EPA Compliance Label	165
BRP European Distribution SA	166
REP France - TRIMAN Signage	166
BRP RF DESS POST GEN3 (CAN)	167
USA and Canada	167
Mexico	168
Brazil	168
Japan	169
Europe	169
BRP AUDIO SYSTEM	173
USA and Canada :	173
Mexico :	174
Brazil :	175
Japan	175
Europe :	176
ENGINE EMISSIONS INFORMATION	180
Manufacturer's Responsibility	180
Dealer's Responsibility	180
Owner's Responsibility	180
EPA Emission Regulations	180
Evaporative Emission Control System	180
Air Intake Silencer - Notice	181
EU DECLARATION OF CONFORMITY	182
Left blank for EU Conformity	182
UK DECLARATION OF CONFORMITY	183
Left blank for UK Conformity	183
EAC DECLARATION OF CONFORMITY	184
Left blank for Eurasien Conformity	184
.....	184

TECHNICAL SPECIFICATIONS

ENGINE	186
Rotax 1000 ACE	186
VEHICLE	188
Spark Series	188

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES	192
MONITORING SYSTEM	198
Fault Codes	198
Indicator Lamps Description	199
Beeper Code Information	201

CUSTOMER INFORMATION

DATA PRIVACY INFORMATION	204
CONTACT US	206
Asia Pacific	206
Europe, Middle East and Africa	206

TABLE OF CONTENTS

Latin America 207

North America 207

CHANGE OF ADDRESS/OWNERSHIP 208

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.

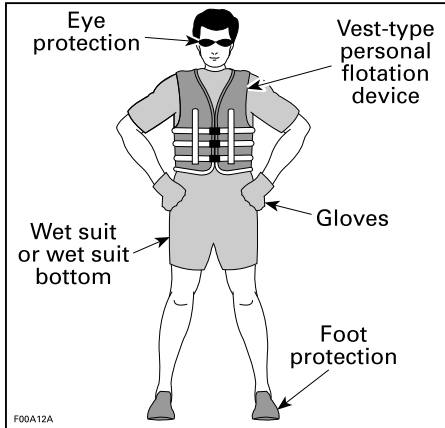
Protective Gear

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.

Deck and Hull

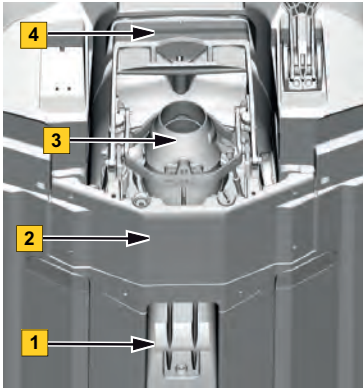
Inspect deck and hull for cracks and other damages.

Properly clean the deck and 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.



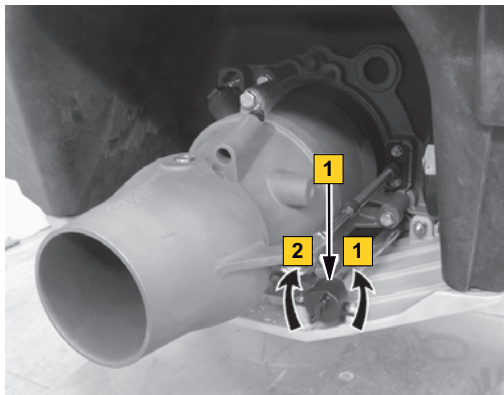
TYPICAL

1. *Water intake*
2. *Ride plate*
3. *Jet thrust nozzle*
4. *iBR gate*

Drain Plug

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.

**TYPICAL**

1. Drain plug

1. Untighten

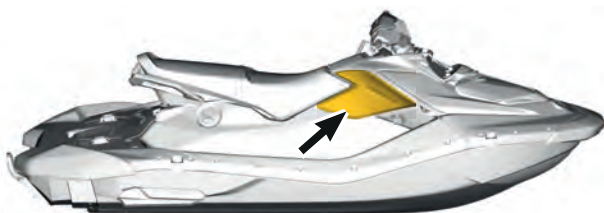
2. Tighten

⚠ WARNING

Ensure bilge drain plug 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 equipment kit storage compartment is located under the RH side panel.

**TYPICAL**

Also inspect the safety kit holder and side panel 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 holder for damage. The fire extinguisher holder is under the seat.

Seat

Pull on the rear section of the seat to make sure it is properly latched. If equipped, inspect the seat strap and the passengers hand holds for damages.

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 LH access cover. Refer to Maintenance Procedures. Inspect the engine compartment for fuel vapor odor or any visible fluid leaks.

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, get the watercraft out of the water, remove the drain bilge plug to drain the water out. Refer to Drain Plug.

 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 in the Warranty booklet for information about warranty claims.

Battery Condition and Connections

Remove the LH access cover. Refer to Maintenance Procedures.

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 Level

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

Engine Coolant Level

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

Check for coolant leaks on engine, in bilge and from the heat exchangers.

 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 Cut-Off Switch and Engine START/STOP Button

WARNING

Do not start the watercraft if liquid gasoline or gasoline vapor odor is present. Remove the engine 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.

All Storage Compartment Covers, Engine Access Panels, Glove box, Moveable Accessories

Ensure the following are closed and/or latched:

- Front storage compartment cover;
- Left and right access covers;
- Glove box;
- LinQ and BRP accessories;

WARNING

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

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:

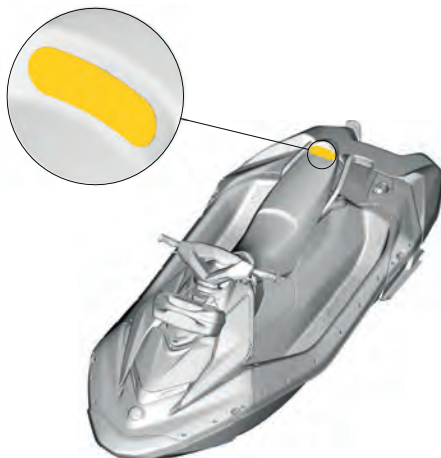
In the event of any discrepancy between this guide and the vehicle, the safety labels on the vehicle have precedence over the labels in this guide.

General Information – Warning Label

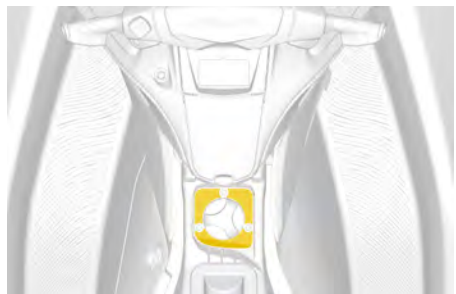


⚠ WARNING

- 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).



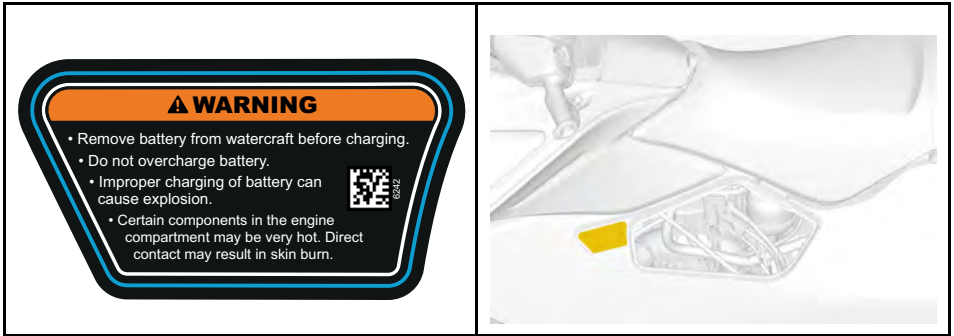
Fueling Procedure - Warning Label

WARNING • After refueling, always open the access cover to ensure there is no gasoline vapor odor inside the engine compartment. • Gasoline vapor may cause fire or explosion. • Do not overfill gas tank. • Keep the watercraft away from open flames and sparks. AVERTISSEMENT • Après avoir fait le plein, toujours ouvrir le couvercle d'accès 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. • Garder le moteur à l'écart des flammes et des étincelles. • Do not start watercraft if liquid gasoline or gasoline vapor odor is present. • Always replace access cover before starting. • Ne pas démarrer la motonoire en présence d'essence liquide ou d'émanation d'essence. • Toujours remettre le couvercle d'accès en place avant de démarrer la motonoire.	
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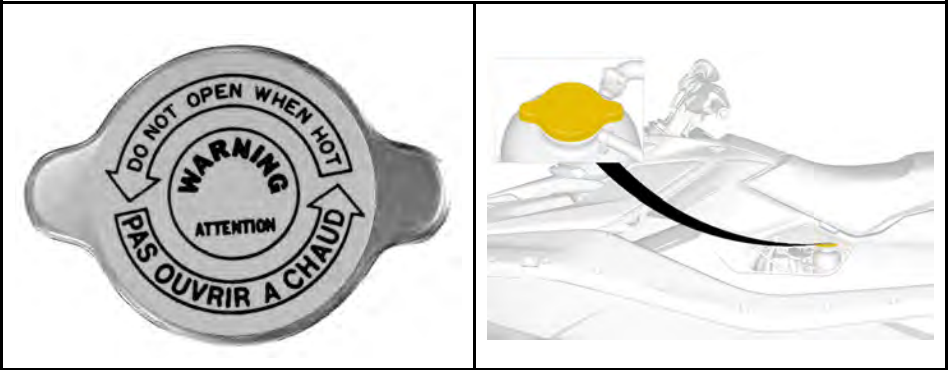
Re-Boarding - Warning Label

	With Extensions	Without Extensions
		

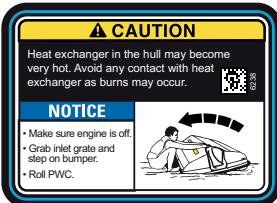
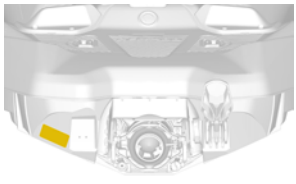
Charging the Battery - Warning Label



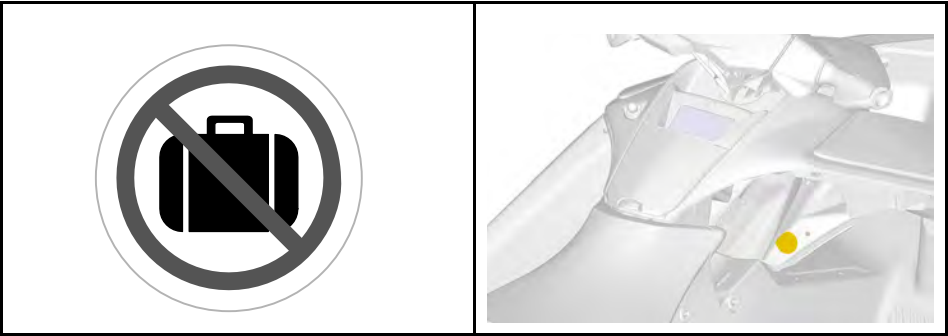
Do Not Open When Hot - Warning Label



Tip Over - Caution Label

	With Extensions	Without Extensions
 CAUTION Heat exchanger in the hull may become very hot. Avoid any contact with heat exchanger as burns may occur. NOTICE • Make sure engine is off. • Grab inlet grate and step on bumper. • Roll PWC.		

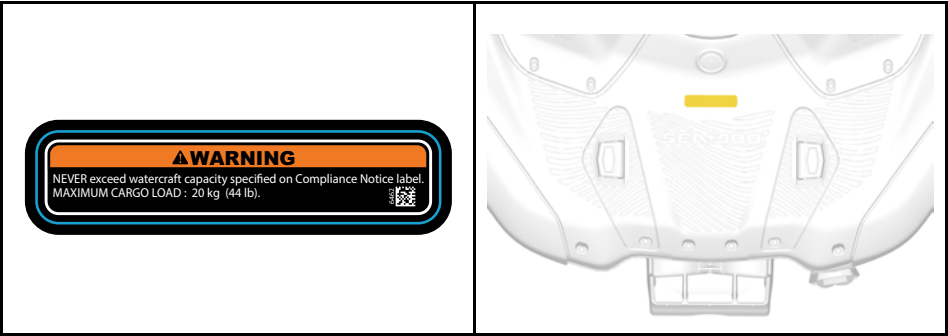
Do Not Use for Storage – Label



Do Not Use to Onboard



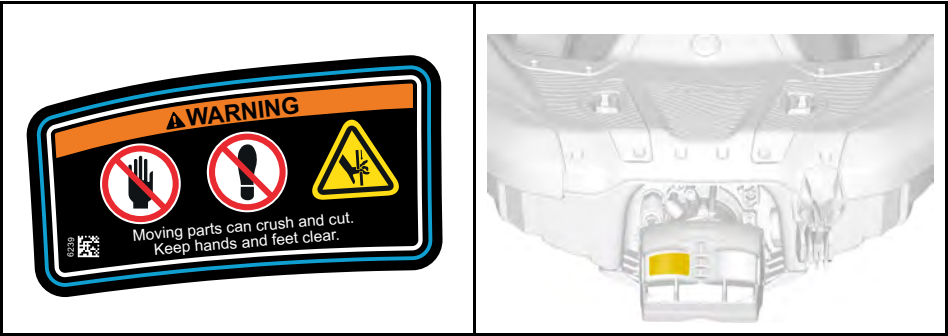
Storage Compartment



Engine Oil Level



iBR Gate - Warning Label

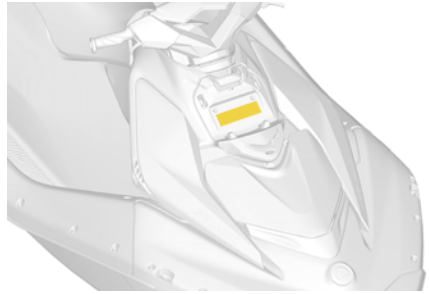


RADIO / TRIM COVER INSTALLATION LABEL

⚠ WARNING

ALWAYS ensure correct installation of the cover with its 4 attachment points or of the radio with its 3 attachment points.

Refer to the operator's guide for installation instructions.



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

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WATERCRAFT INFORMATION

PRIMARY CONTROL

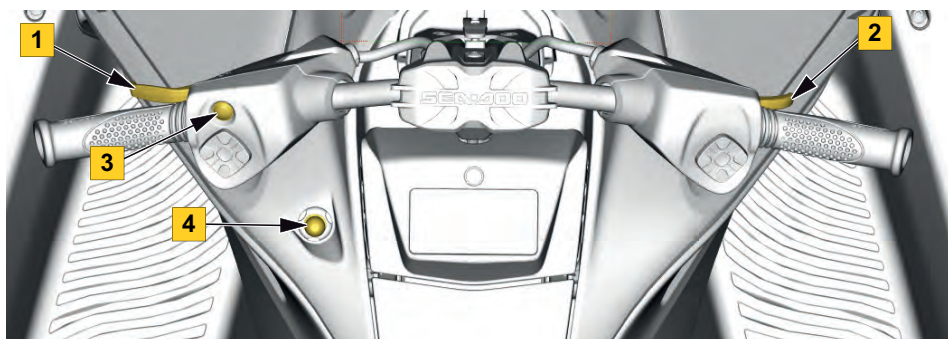
Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Important On-Product Labels*.

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



PRIMARY CONTROL ALL EXCEPT TRIXX MODELS — TYPICAL

1. iBR Lever (intelligent Brake and Reverse)
2. Throttle Lever
3. Engine START/STOP Button
4. Engine Cut-Off Switch



PRIMARY CONTROL TRIXX MODELS ONLY — TYPICAL

1. iBR Lever (intelligent Brake and Reverse)
2. Throttle Lever
3. Engine START/STOP Button
4. Engine Cut-Off Switch

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 Cut-Off Switch

The engine cut-off switch is located on the LH side of the multifunction gauge.



ENGINE CUT-OFF SWITCH — 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.) Key (Available as an option)

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.

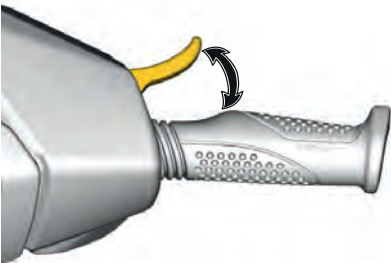
To have a key programmed to your watercraft, see your authorized BRP Sea-Doo dealer.

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.



THROTTLE LEVER — TYPICAL

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

iBR Lever (intelligent Brake and Reverse)

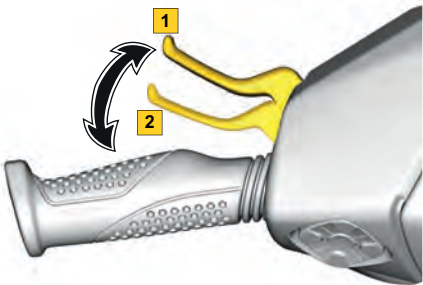
The iBR lever on the LH handlebar can electronically command:

- 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

Trixx models	
For 1	– The reverse will be engaged only when speed is below 26 km/h (16 MPH) – At speeds above 25 km/h (15 MPH), pulling the iBR lever in will engage the brake.
For 3	– The reverse will be engaged only when speed is below 20 km/h (12 MPH). – At speeds above 18 km/h (11 MPH), pulling the iBR lever in will engage the brake.

All others models	
	– The reverse will be engaged only when speed is below 10 km/h (6 MPH). – At speeds above 12 km/h (7 MPH), pulling the iBR lever in will engage the brake.

When the iBR lever is released after braking or reverse operation, 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:

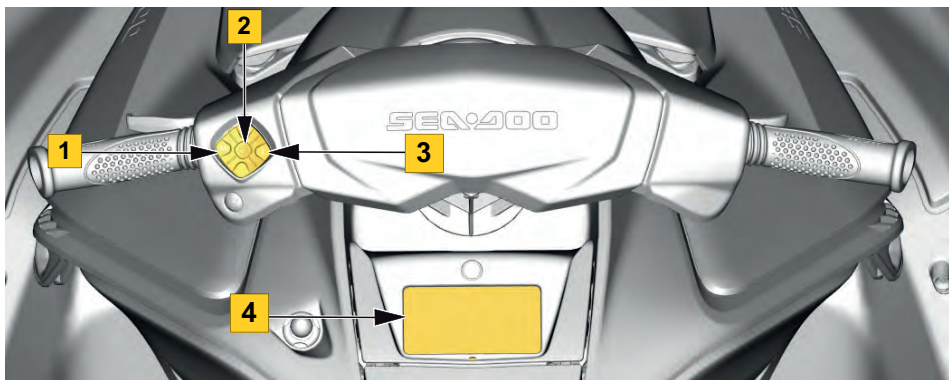
The neutral position can be fine tuned by trimming the iBR system.

Refer *Basic Procedures* for detailed instructions.

SECONDARY CONTROL

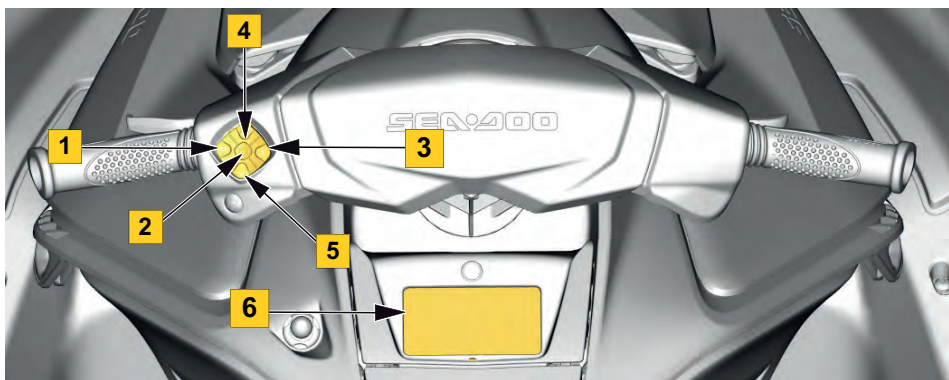
Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Important On-Product Labels*.

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



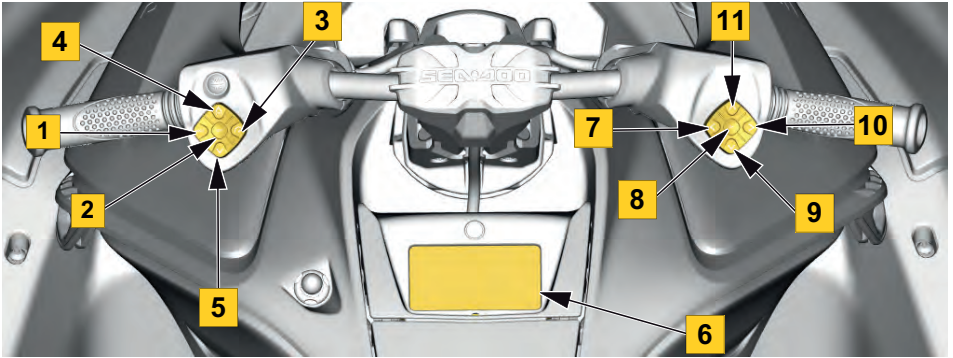
3 MODES KEYPAD — TYPICAL

1. Mode Button
2. Info Button
3. Trip Button
4. Display



5 MODES KEYPAD — TYPICAL

1. Mode Button
2. Info Button
3. Trip Button
4. Trim System (VTS) Button - Up
5. Trim System (VTS) Button - Down
6. Display

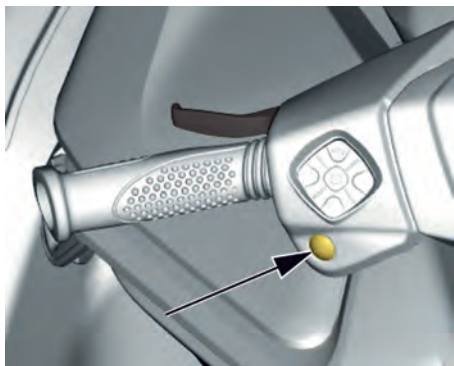


2 KEYPADS MODELS — TYPICAL

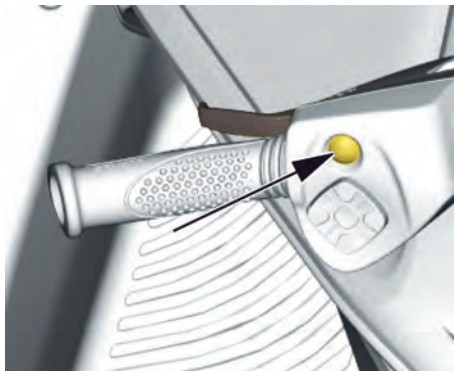
1. Mode Button
2. iDF Button
3. Speed Control Button
4. Trim System (VTS) Button - Up
5. Trim System (VTS) Button - Down
6. Display
7. Left Arrow
8. OK Button
9. Down Arrow
10. Right Arrow
11. Up Arrow

Engine START/STOP Button

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



FOR ALL MODELS EXCEPT TRIXX — TYPICAL



FOR TRIXX MODELS ONLY — TYPICAL

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 40 seconds after the START/STOP button was depressed, whether tether cord is installed on the engine cut-off switch or not.

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 15 seconds.

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.

Left Controller

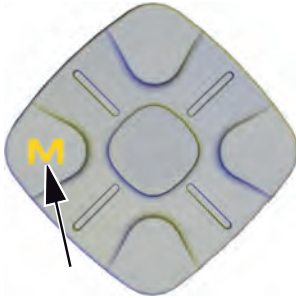
The left controller (Keypad) is located on the LH side of the handlebar.

MODE Button

The MODE button is located directly on the left controller (Keypad).

It is used to choose between modes.

Trixx Models	All other models
Available modes are Touring, Trixx, Eco	Available modes are Touring, Sport, Eco

**TYPICAL**

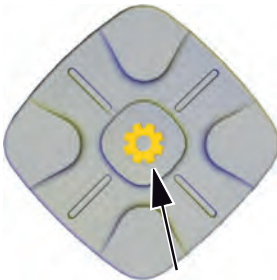
- Represented by **M** Or **MODE** button

Refer to *Operating Modes* for details.

INFO Button (If Equipped)

The INFO button is located in the center of the left controller (Keypad).

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

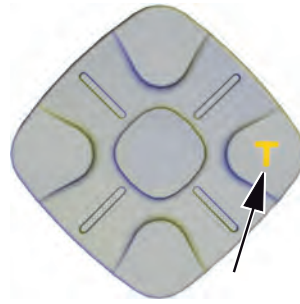
**TYPICAL**

Refer to *Operating Modes* for details.

TRIP Button (If Equipped)

The TRIP button is located directly on the left controller (Keypad).

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

**TYPICAL**

Refer to *Operating Modes* for details.

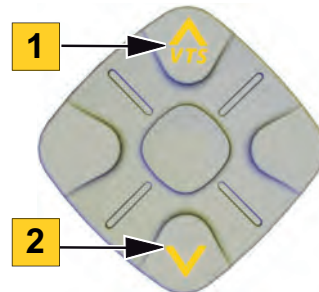
Variable Trim System Button (If Equipped)

It provides watercraft pitch trim adjustments by adjusting the vertical position of the jet nozzle.

The VTS can be electrically trimmed to desired attitude, or to one of three preset trim positions (full up, middle and full down).

NOTE:

The VTS button is used for Neutral adjustment. This is to adjust the neutral position of the watercraft.

**TYPICAL**

1. Bow up
2. Bow down

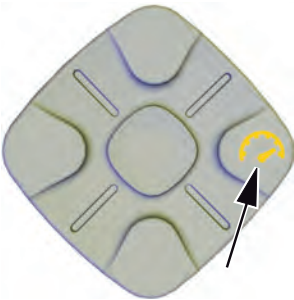
Refer to *Operating Modes* for details.

SPEED CONTROL Button (If Equipped)

The SPEED CONTROL Button is located directly on the left controller (Keypad).

Allow to set and control the speed related functions.

- Speed limiter mode.
- Slow speed mode.



TYPICAL

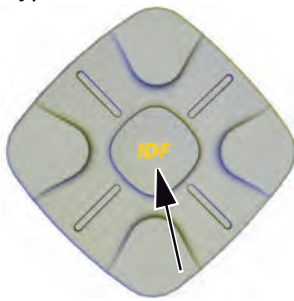
Refer to *Operating Modes* for details.

iDF Button (If Equipped)

The intelligent Debris Free Pump (iDF) Button is located in the center of the left controller (Keypad).

It allows to activate the iDF system.

Typical



Refer to *Operating Modes* for details.

Right Controller (If Equipped)

The right controller (Keypad) is located on the RH side of the handlebar.

The right controller includes controls to navigate in the multifunction gauge.

- Arrow UP
- Arrow RH
- Arrow Down
- Arrow LH
- OK Button



TYPICAL

OPERATING MODES

Operating modes available	Spark Base	Spark Convenience	Spark X	Spark X Trixx
Touring mode (Default riding mode)	X	X	X	X
Sport mode	X	X	X	N/A
Trixx mode	N/A	N/A	N/A	X
ECO mode	X	X	X	X
VTS	N/A	X	X	X
Speed Control mode	N/A	N/A	X	X
iDF Mode	N/A	N/A	X	X
X = Indicates a standard feature N/A = Not Applicable				

Spark Base keypad	Spark Convenience keypad	Spark X and Spark X Trixx keypad
		

Touring mode

By default, the watercraft is set to Touring mode (Default riding mode) of operation when started.

Sport Mode

SPORT MODE provides for instant throttle response and more rapid accelerations than TOURING MODE.

A SPORT mode indicator is ON in the multifunction gauge to confirm the active mode of operation.

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 TOURING MODE.

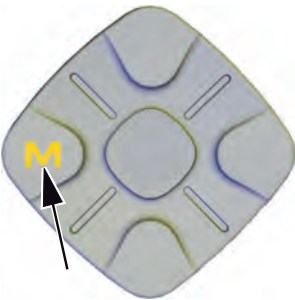
Activating Sport Mode

To activate sport mode, carry out the following:

⚠ WARNING

When activating sport mode, be sure to maintain situational awareness of other watercraft, obstacles, or persons in the water.

- 1. Start engine.
- 2. Press the MODE button to select sport mode



TYPICAL

- Represented by M Or MODE button

Two beeps will be heard and the following message will be displayed in the multifunction gauge:

MESSAGE DISPLAYED

SPORT MODE - INCREASED ACCELERATION - INSTRUCT PASSENGERS TO HOLD - HOLD MODE BUTTON TO CONFIRM

⚠ WARNING

Ensure passengers are advised that sport mode provides for increased accelerations and that they are to hold on tightly.

- 3. Press and hold the MODE button for at least 3/4 of a second to activate sport mode.

One beep will be heard and Sport mode icon will stop to flash, to confirm that sport mode has been activated.



SPORT MODE INDICATOR STOP TO FLASH

NOTE:
After a few seconds, the gauge will revert to its normal display.

- 4. Ensure the SPORT mode indicator is turned on.

Deactivating Sport Mode

All Spark without Trixx mode	Press one time on MODE button will take you to the ECO mode.
------------------------------	--



Trixx Mode (Trixx models only)

Trixx MODE provides for instant throttle response and more rapid accelerations than DEFAULT riding MODE. Trixx MODE also increases the reactivity of IBR. Reverse speed is increased and braking behavior is also different.

Once activated, Trixx MODE will remain active until it is deactivated by the operator, or the engine is shut down whereby it defaults back to TOURING riding MODE.

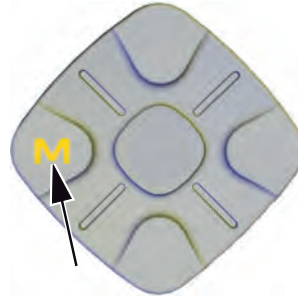
Activating Trixx Mode

To activate Trixx mode, carry out the following:

⚠ WARNING

When activating Trixx mode, be sure to maintain situational awareness of other watercraft, obstacles, or persons in the water.

1. Start engine.
2. Press the MODE button once to select Trixx mode.



TYPICAL

- Represented by **M** Or **MODE** button

Two beeps will be heard and the following message will be displayed in the multifunction gauge:

MESSAGE DISPLAYED

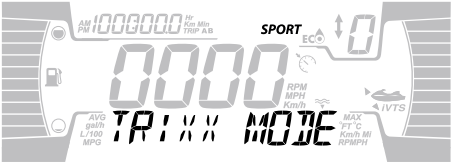
TRIXX MODE - INCREASED ACCELERATION - INSTRUCT PASSENGERS TO HOLD - HOLD MODE BUTTON TO CONFIRM

⚠ WARNING

Ensure passengers are advised that Trixx mode provides for increased accelerations and that they are to hold on tightly.

3. Press and hold the MODE button for at least 3/4 of a second to activate Trixx mode.

One beep will be heard and SPORT MODE icon will stop to flash, to confirm that Trixx mode has been activated.



SPORT MODE INDICATOR STOP TO FLASH

NOTE:

After a few seconds, the gauge will revert to its normal display.

4. Ensure the SPORT mode indicator is turned on.

NOTE:

The SPORT mode indicator will come on and stay on as long as Trixx mode is active. If the throttle is not fully released and the engine is not at idle, trixx mode cannot be activated.

Deactivating Trixx Mode

Spark with Trixx mode	Press one time on MODE button will take you to the ECO mode.
------------------------------	--



ECO Mode

ECO mode provides a smoother throttle application and increased fuel economy.

iVTS Mode (If Equipped)

The iVTS Mode is an automatic adjustment of the VTS to achieve

optimum acceleration by getting on plane faster.

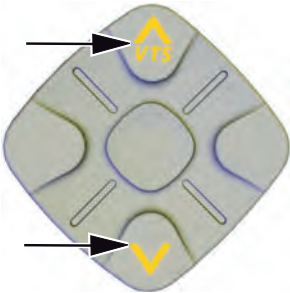
NOTE:

iVTS mode is activated by default at engine start. This mode can be deactivated until the next engine start.

- When the speed is below 30 km/h (19 MPH), the VTS lowers slightly to keep watercraft bow level.
- When the speed exceeds 40 km/h (25 MPH), the VTS returns to the user selected position.

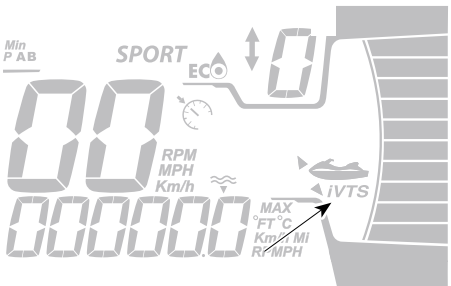
Deactivating iVTS Mode

1. To deactivate the iVTS Mode, press and hold both VTS UP and VTS DOWN buttons.



TYPICAL

2. iVts icon will turn off.



Speed Control Modes (4.5" Digital Display)

Speed Limiter Mode

Speed limiter mode is a function of iTC (intelligent Throttle Control) system that allows the operator to set the desired maximum watercraft speed.

This is useful when cruising for long distances, operating in limited speed zones, or towing a tuber, skier or wake boarder.

The operator must keep the throttle depressed to maintain forward speed.

Once the maximum speed is set, the operator can vary the watercraft speed from idle speed up to the set speed using the throttle lever. The set speed will not be exceeded even if the throttle lever is fully depressed.

As you proceed under a constant speed setting, keep your attention level up to maintain good situational awareness.

Slowing down is a matter of releasing the throttle lever further than the set point, or by pulling the iBR lever in.

If the iBR lever is pulled in for braking, Speed Limiter mode is overridden but **not deactivated**.

Once the iBR lever is released and the throttle is pulled in to engage forward thrust, the speed limiter function will reengage to limit the watercraft speed as it was set before.

Prerequisite for the Speed Limiter Mode Activation

The Speed limiter MODE can be activated when the watercraft is going at more than 15 km/h (9 mi/h).

The iBR lever is released

NOTE:

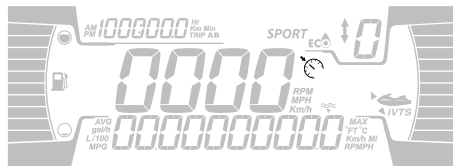
Speed limiter mode is not available if slow speed mode is engaged.

Activating Speed Limiter Mode

1. Maintain a constant speed.
2. Press the SPEED CONTROL button on the left keypad.



You will hear a beep indicating that you are now in speed limiter mode, and the speed control MODE indicator will be lit.



NOTE:

Activating speed limiter mode of operation only limits the maximum speed available when depressing the throttle lever. The throttle lever must be held in to maintain forward speed. Watercraft speed can be varied from idle up to the set cruise speed using the throttle lever once the speed limiter function is activated. Watercraft speed may vary depending on water conditions during use.

Deactivating Speed Limiter Mode

To deactivate speed limiter mode:

1. Release the throttle lever.
2. Press and hold the speed control button.

Deactivation of speed limiter mode is indicated by:

The speed limiter indicator will go off.

NOTE:

If the throttle lever is not fully released when the button is pressed to deactivate the speed limiter mode, the speed limiter MODE indicator will remain on. The speed limiting function will stay active until the throttle is fully released, then the speed limiter MODE indicator will go out.

Slow Speed Mode

The Intelligent Throttle Control also allows for a Slow Speed Mode where the driver can adjust and set idle speed. This is useful when operating in slow speed zones where the driver must be especially attentive to possible obstacle avoidance.

If you accelerate above approximately 15 km/h (9 MPH), Slow Speed Mode will be deactivated and the engine will return to idle RPM when the throttle is released.

Should a situation arise where the operator must stop or accelerate quickly away from a hazardous situation, pulling in the iBR lever, or pulling in on the throttle lever will deactivate slow speed mode and normal control of the watercraft will be returned to the operator.

Prerequisite for Slow Speed Mode Activation

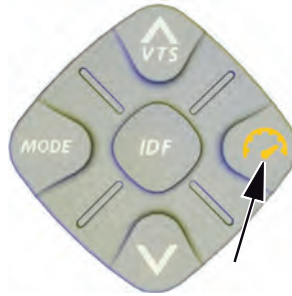
Slow Speed MODE can be activated when the watercraft is going at less than 15 km/h (9 mi/h).

NOTE:

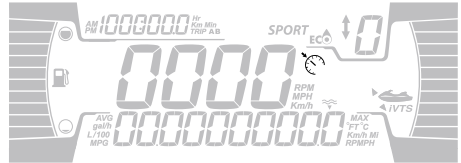
Speed limiter mode is not available if slow speed mode is engaged.

Activating Slow Speed Mode

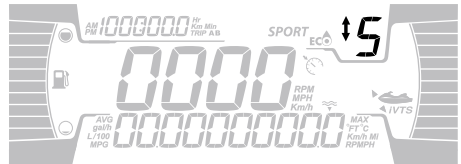
1. Release the throttle lever to idle RPM.
2. Press the SPEED CONTROL button on the left keypad.



3. The Speed Control indicator will come on in the multifunction display to indicate activation.



4. A message will scroll in the multifunction display to specify that you are now in slow speed mode.
5. The default slow speed setting of 5 will show in the numerical display



Changing Set Slow Speed

NOTE:

There are 9 slow speed settings available (1 through 9). Adjust slow speed mode to desired speed.

1. To **increase** or **decrease** the set slow speed, press the UP/DOWN button on the RH handlebar once, or repeatedly.



2. You can select from one of the 9 slow speed setting (1 to 9).

Level 5 is the default and it corresponds to the normal idle of the vehicle. By using level 1-4 you can slow down the vehicle and go as slow as 1.5 km/h (1 mi/h). The slow speed mode can be used as a trolling mode and is useful for fishing. Level 6-9 gives you the ability to go up to 12 km/h (7 mi/h) without touching the throttle lever.

⚠ WARNING

The operator must always be seated in driving position at all times when watercraft is at speed.
 - The tether cord must be attached to the operator's PFD or wrist (wrist strap required) at all times.

NOTE:

Speed will vary depending on load, wind and waves conditions

Deactivating Slow Speed Mode

The slow speed mode can be deactivated using any of the following methods ;

1. Pressing and holding the Speed Control button.
- Or
2. Depressing the iBR lever.
- Or

3. Accelerating past the set slow speed.
- When deactivating SLOW SPEED MODE by accelerating using the throttle lever, the iBR gate stays in the forward position.
- When using the iBR lever, the iBR gate will move towards the reverse position, then neutral when the lever is released.

SLOW SPEED MODE deactivation will be indicated in the following manner :

- The Speed Limiter indicator will go out

VARIABLE TRIM SYSTEM (VTS)

The variable trim system (VTS) changes the vertical position of the jet pump nozzle to provide the operator with a fast, effective system to compensate for load, thrust, riding position and water conditions. Correctly adjusted, it can improve handling, reduce porpoising, and position the watercraft at its best riding attitude to attain maximum performance.

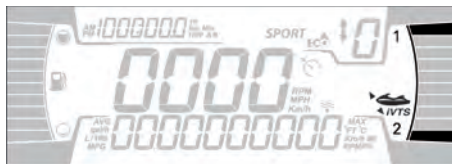
When first using the watercraft, the operator should become familiar with the use of the variable trim system (VTS) at varying speeds and water conditions. A mid-range trim is generally used when cruising. Experience alone will dictate the best trim for the conditions. During the watercraft break-in period, when lower speeds are recommended, it is an excellent opportunity to become familiar with trim adjustment and its effects.

When the nozzle is positioned in an upward angle, the water thrust directs the bow of the watercraft upward. This position is used to optimize high speed.

When the nozzle is directed downward, the bow is forced downward and increases the watercraft turning capabilities. As with any watercraft, speed and operator body position and movement, will determine the degree and sharpness of the watercraft turn. Porpoising can be reduced or eliminated if the nozzle is downward and speed is adjusted proportionately.

NOTE:

VTS position is indicated on a bar gauge in the right lateral display of the information center.



4.5" DIGITAL DISPLAY

1. Bow up
2. Bow down

Adjusting the VTS

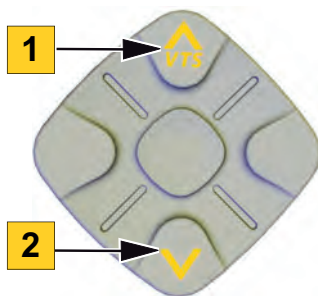
Nine trim positions are available.

With the watercraft "operating-in" forward thrust, proceed as follows.

NOTE:

Pressing the VTS trim button without the engine in forward thrust will only change the indication. The nozzle will move to the selected VTS trim position when forward thrust is engaged.

1. Press the VTS UP button once to trim the bow of the watercraft up to the next up trim position.
2. Press the VTS DOWN button once to trim the bow of the watercraft down to the next down trim position.



TYPICAL

1. Bow up
2. Bow down



4.5" DIGITAL DISPLAY

1. Bow up
2. Bow down

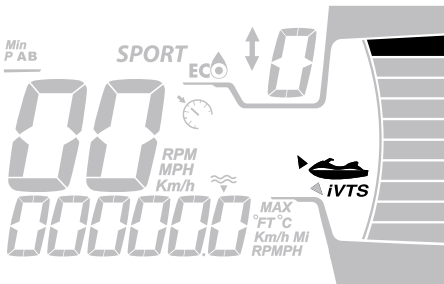
NOTE:

If the VTS UP or DOWN button is pressed and held, the pump nozzle will keep moving until the button is released at the desired trim attitude or the maximum trim position (up or down) is reached.

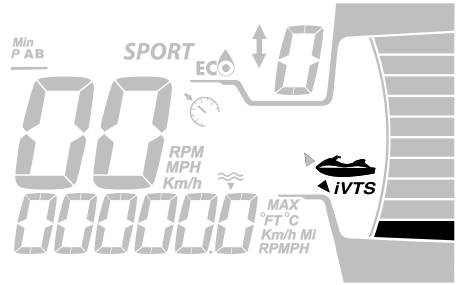
Using Preset Trim Positions with 4.5" Digital Display

Three preset trim positions can be selected.

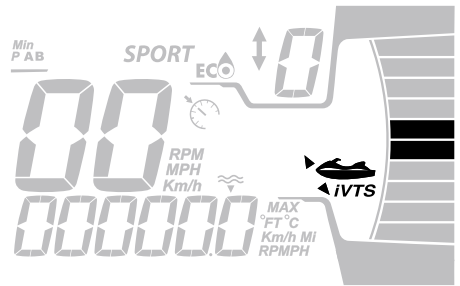
To select the highest trim position available, double-click on the VTS UP button (bow up).



To select the lowest trim position available, double-click on the VTS DOWN button (bow down).



To select the mid trim position, it depends on the actual trim position. Double-click on the VTS UP button if it is positioned below mid trim or double-click on the VTS DOWN button if it is positioned above mid trim.



NOTE:

These preset trim positions are not adjustable.

4.5" DISPLAY

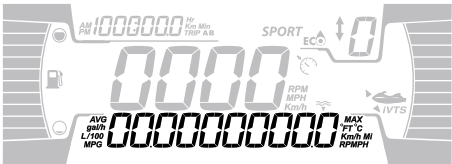
Multifunction Gauge Description

 **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.).

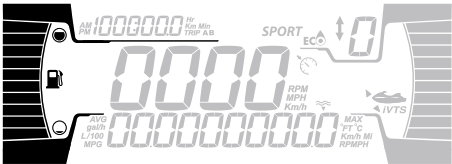
Lower Display



The lower display can cycle through the following:

- RPM
- Settings
- Messages
- Distance to Empty

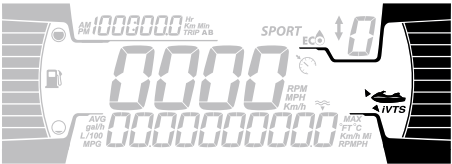
Left Lateral Display



The left lateral display includes:

- Fuel level indicator

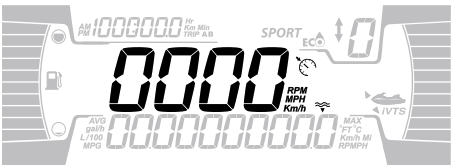
Right Lateral Display



The right lateral display includes:

- VTS position

Central Display

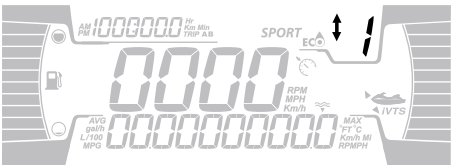


The central display includes:

- 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 gate position :

- 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

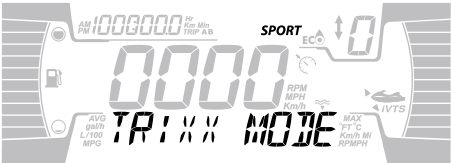
The tripmeter cycles through the following:

- 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:

- TOURING (Default mode)
- SPORT (If equipped)
- TRIXX (If equipped)
- ECO

To cycle through the MODES;

- From Touring mode, press MODE button to access Sport mode. To activate the Sport mode, refer to *OPERATING MODES* section.
- Press MODE button again to access Trixx mode. To activate the Trixx mode, refer to *OPERATING MODES* section. (If equipped)
- Pressing MODE button again will activate the ECO mode.
- Pressing MODE button again will activate the Touring mode.

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.

Lights	Description
	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.
	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 or TRIXX mode is selected.
	Denotes ECO mode is selected.
	Steady ON: indicates that the VTS is activated (if equipped).

Settings

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

For the navigation in the menu, use only the Info button. Select an action and press on Info button for going through the option and long press for selecting or changing value.

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.

Setting Learning Key (if equipped)

Connect a normal key to the vehicle. Press Info button for going through the option. Select **L - KEY #** and long press on Info button to set the desired learning key level between 1 and 5.

NOTE:

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

Unit Selection

Press Info button for going through the option. Select **UNITS** and long press on Info button for changing units.

NOTE:

Changing units will apply to all the displayed units.

Setting Brightness

Press Info button for going through the option. Select **BRIGHTNESS** and long press on Info 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.

Resetting Speed Statistics (If Equipped)

Press Info button for going through the option. Select **SPEED STAT** and long press on Info button to reset the speed statistics.

NOTE:

The speed statistics are automatically reset after the gauge shut down.

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.

BASIC PROCEDURES

Refueling

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

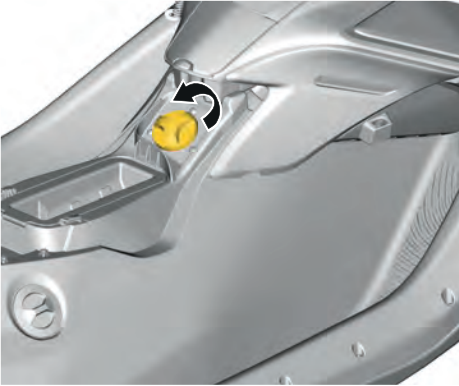
In hot weather or after operation the fuel tank may be under pressure. Pressurized fuel may spray out of the filler neck and cause serious injury.

- 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. Remove the seat. Refer to *Seat* section.
 - Make sure you will not be filling the bilge through a ventilation hole.



2. 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

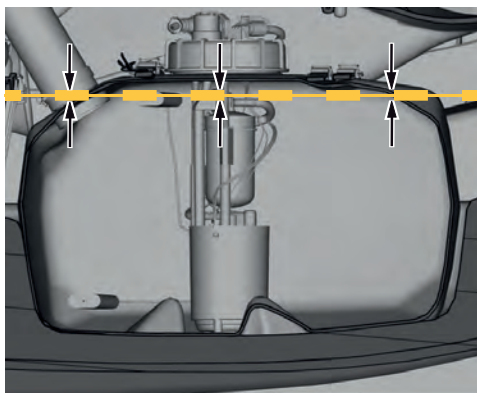
Observe these precautions when refueling to prevent the fuel tank from overflowing :

- 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.

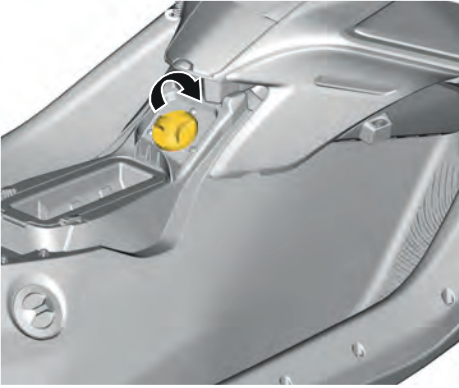


TYPICAL

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.



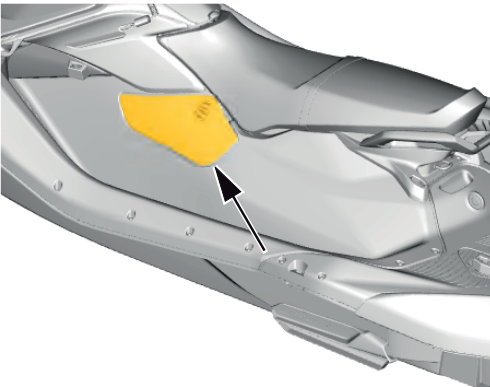
2. Always wipe off spilled gasoline from the watercraft immediately.
3. Reinstall the seat. Refer to *Seat* section.

After Refueling

WARNING

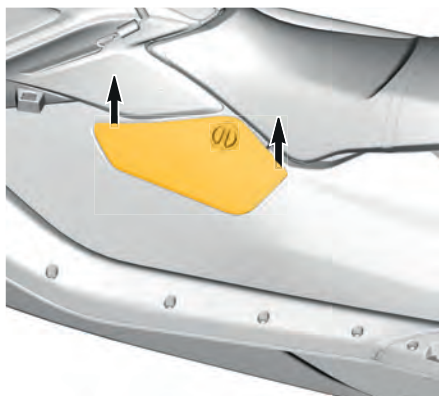
**Gasoline vapor can explode resulting in serious injury or death.
BEFORE STARTING THE ENGINE:**

- Verify the engine compartment for fuel leaks.
 - 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.
-
- Verify engine compartment for fuel leaks.
 - Open the left access cover and let the engine compartment ventilate completely to clear flammable vapors.



- DO NOT start the engine if liquid gasoline or gasoline vapor odor is present.
- 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. Turn the left access cover knob 1/4 turn counter-clockwise to unlock, then pull out to unsnap the rear portion and slide rearward to remove the left access cover.



2. Confirm there are no fuel leaks or gasoline vapor odor inside the engine compartment.
3. Reinstall the left access cover and lock it in place by turning the knob 1/4 turn clockwise.

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.

Break-In Period

However, brief full acceleration and

Operation During Break-In Period

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.

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.

Boarding the Watercraft

As with any watercraft, boarding should be done carefully.

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

⚠ WARNING

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

Watercraft with iBR system

⚠ 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.

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 Step

1. Using one hand, grab the rear handle.
2. 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.

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



4. Lay the other knee on the boarding platform.



5. Take hold of the seat strap (if equipped) to help maintain your balance and step forward onto the footboards on either side of the seat.



6. Sit astride the seat.

Operator Alone With a Boarding Step

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

NOTICE

Never use propulsion system components to board. Only board the step with a knee, not a foot.



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 step.
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 step.



5. 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.
6. Holding on to the handle behind the seat, step up onto the boarding platform.



7. Take hold of the seat strap (if equipped) to help maintain your balance and step forward onto the

footboards on either side of the seat.



8. 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.



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





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.

How to Start the Engine

⚠ WARNING

Do not start watercraft if liquid gasoline or gasoline vapor odor is present. 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

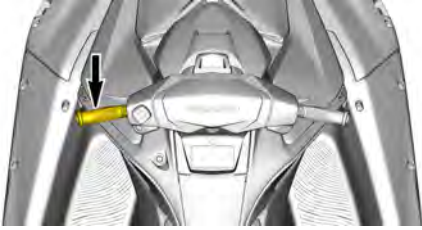
Ensure there is at least 90 cm (3 ft) of water under the lowest rear portion of the hull when all passengers are aboard prior to starting the engine. Otherwise damage to the propulsion system components may occur.

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

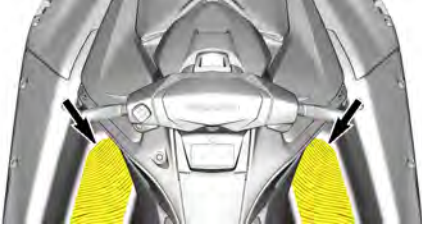
⚠ WARNING

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 the handlebar with your left hand.



3. Place both feet on the footboards.



4. Press the engine START/STOP button to wake up the electrical system.



ALL MODELS EXCEPT TRIXX



TRIXX ONLY

5. As the information center cycles through its self test function, install the tether cord on the engine cut-off switch.



6. Press the START/STOP button again 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.

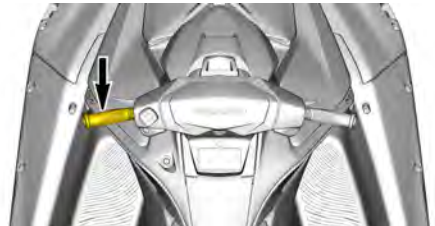
7. Release engine START/STOP button after engine is started.

How to Stop the Engine

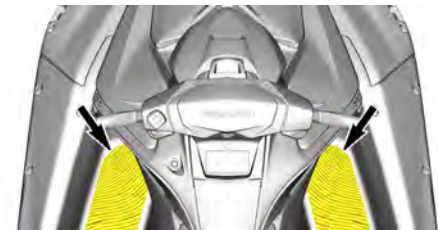
⚠ WARNING

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

1. Firmly grip the handlebar with your left hand.



2. Place both feet on the footboards.



3. Press the engine START/STOP button to stop the engine.



ALL MODELS EXCEPT TRIXX



TRIXX ONLY

4. Pull off the tether cord cap from the engine cut-off switch.

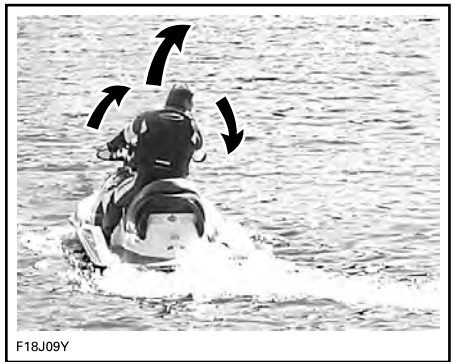
⚠ WARNING

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.



NOTE: 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



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*.

How to Engage 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.

If the gate is in 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.

To engage neutral from forward position, tap the iBR lever.

To engage neutral from reverse position, release the iBR lever and throttle lever.

How to Engage Forward

To engage forward thrust from neutral, tap on the throttle lever.

The gate will move to forward thrust position and the watercraft will accelerate forward.

To engage forward thrust from reverse, release the iBR lever while applying throttle moderately.

To re-engage forward thrust from braking, simultaneously pull in the throttle lever while releasing the iBR lever. The watercraft will accelerate forward after a short delay.

How to Engage and Use Reverse

Reverse can only be engaged between idle speed and below the threshold forward speed of 10 km/h (6 MPH).

This threshold speed varies per model. Refer to *Controls- iBR Lever section* for the threshold speed applicable to your model.

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 10 km/h (6 MPH) may be obtained in reverse depending on conditions.

NOTE:

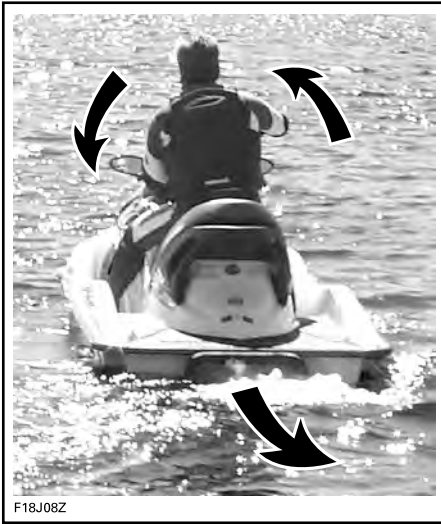
If the water current is 10 km/h (6 MPH) or above, the reverse can not be engaged as the speed threshold for the reverse is exceeded.

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.

How to Engage and Use 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.

The braking function can only be engaged during forward operation at or above the threshold speed. This threshold speed varies per model. Refer to **iBR Lever** in the Primary Controls section for specific speed for each models.

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 by the iBR module to control the deceleration rate.

⚠ 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 of a handhold or the waist of the person in front of them.

⚠ 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, braking mode ends and reverse mode is engaged. Release the iBR lever once

the watercraft is stopped. Otherwise, a rearward movement will be initiated. Refer to **iBR Lever** in the Primary Controls section for specific speed for each models.

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.

When at speed and the brake is first applied, a plume of water will shoot up in the air behind the watercraft which may cause the operator of a following watercraft to momentarily lose sight of your PWC.

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, what the plume of water indicates, 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 crosses 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.

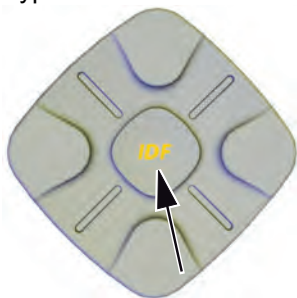
Activating the iDF System (if equipped)

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 equipped vehicle have this function enable. The vehicles not equipped they do not have it as an option on the keypad.

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 Basic Procedures section.

Models without the 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.

iBR Override Function

When the iBR override function is activated, it allows the user to electrically move the iBR gate and nozzle through its full range of motion using the VTS control button.

NOTE:

The iBR override function is only available when the engine is not running.

⚠ WARNING

When moving the iBR gate using the iBR override function, ensure no one is near the rear of the watercraft. Movement of the gate may squeeze fingers.

NOTICE

An object or tool caught in the iBR system when using the iBR override function may cause damage to the iBR components. Remove all rigid foreign objects that may obstruct the iBR gate travel before moving it.

⚠ WARNING

If it is necessary to reach in to remove any foreign object caught in the propulsion system, strictly observe the following before proceeding:

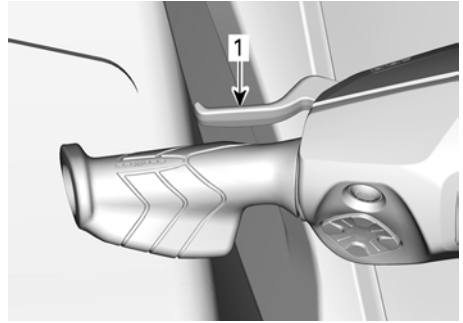
- Remove tether cord from the engine cut-off switch.
- Wait at least 5 minutes.
- Do not press on START/STOP button. Should the START / STOP button be pressed, wait another 5 minutes.

Activating iBR Override Function (With Digital Display)

1. Power up the electrical system by pressing the START/STOP button.
2. Install the tether cord on the engine cut-off switch.

NOTE: The tether cord must be installed to ensure the information center will not shut off all indications after its self test function. Electrical power will stay on for approximately 1 hour.

3. Pull in and hold the iBR lever for the entire procedure.



1. iBR lever pulled and held

4. When the **IBR OVERRIDE - PRESS MODE BUTTON** message appears in the multifunction gauge, press the MODE button.

When the function is activated, a ON message will be shown.

5. While still holding the iBR lever in, press the VTS UP/DOWN button to move the iBR gate to the desired position. Ensure the VTS indication in the multifunction gauge changes with the iBR gate movement. If the iBR gate moves upwards, the indication moves upwards.
6. Release the iBR lever.
7. Remove the tether cord from the engine cut-off switch.

⚠ WARNING

If it is necessary to reach in to remove any foreign object caught in the propulsion system, strictly observe the following before proceeding:

- Remove tether cord from the engine cut-off switch.
- Wait at least 5 minutes.
- Do not press on START/STOP button. Should the START / STOP button be pressed, wait another 5 minutes.

Capsized Watercraft

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.

⚠ WARNING

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

⚠ CAUTION

Heat exchanger in the hull may become very hot. Avoid any contact with the heat exchanger as burns may occur.

NOTE:

It is recommended to ride the vehicle for approximately 5 minutes with engine speed lower than 5000 RPM to evacuate any water that might have been accumulated in the bilge. Never exceed 5000 RPM. If not, water could get inside the engine.

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.



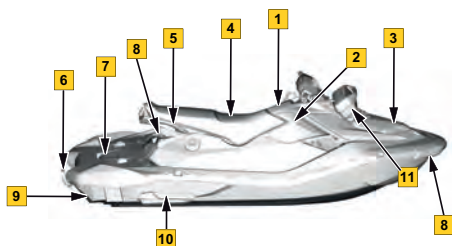
CAUTION

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*.



TYPICAL



TYPICAL

1. Glove Box
2. Safety Equipment Kit - Storage Compartment
3. Storage Bin (If equipped)
4. Seat
5. Passenger Hand holds
6. Boarding Step (If equipped)
7. Boarding Platform
8. Front and Rear Eyelet
9. Bilge Drain Plug
10. Sponsons
11. Audio System (If equipped)
12. Adjustable Handlebar Riser (Trixx Models)
13. Rear Footrests (Trixx Models)

Adjustable Handlebar Riser (Trixx Models)

The handlebar height can be set to suit the operator's preference.

WARNING

Always turn off engine before adjusting handlebar height.

1. Unlock the mechanism using the lever.



2. Adjust the handlebar to the desired height.
3. Lock the mechanism using the lever.



Audio System (If Equipped)

Some models are equipped with a portable audio system.

The BRP audio system is composed of two waterproof speakers, two tweeters, one passive radiator, a keypad, a charging port and a vent port. The system connects via Bluetooth to a smartphone.

When the **Play/Pause/Power** button is pressed, the system will be powered.

Bluetooth Pairing Mode - When the unit is powered On, the system will automatically try to pair with the last connected device or will go in pairing mode if no paired devices are detected. When the system is in pairing mode, all the button lights will blink. To manually enter the pairing mode, hold down the **Play/Pause/Power** button for 0.5 second. The buttons will start blinking to indicate it's in pairing mode. Search for **BRP Connect** from your device's Bluetooth menu. 3 beeps will indicate successful pairing.

When paired, select a playlist or other source of music from your smartphone.

Never pair a smartphone or change the playlist or music source on the device while driving or operating the vehicle.

NOTE:
On applicable devices.



WARNING

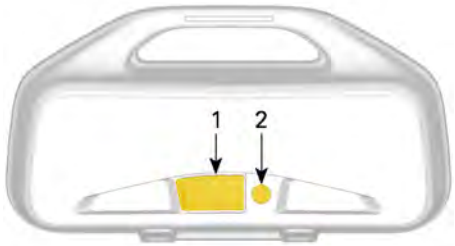
Using a smartphone or trying to pair a device while driving can distract the driver from operating the watercraft. Always use buttons with caution and always stay alert on the water, keeping eye contact with your environment at all times.



TYPICAL – AUDIO SYSTEM



KEYPAD



- 1. Charging port
- 2. Vent port



- 1. Volume DOWN
- 2. Volume UP
- 3. Play/Pause/Power
- 4. Next track
- 5. Mode

Play/Pause/Power - The Play/Pause/Power button gives you the

ability to play or to pause the current track with a single press.

Pressing the Play/Pause/Power button will turn the unit On if currently Off or holding the Play/Pause/Power button for 3 seconds will turn the unit Off if currently On. The unit will emit 4 small beeps to indicate when power is turned Off.

Volume Up and Volume Down - These buttons will turn up or turn down the output of the volume. When the unit has reached the minimum or maximum output level, the unit will beep to indicate that no further adjustment is possible.

Audio Controls		
State	Audio Feedback	Visual Feedback
Power ON	Fade in	White sequence from center to outside buttons
Power OFF	Fade out	White sequence from outside to center buttons
Pairing Mode	-	All buttons flashing white
Pairing Mode success	3 beeps	-
Max volume	2 beeps	-
Min volume	1 long beep	-
Ride Mode	-	Mode button steady white
Home Mode	-	Mode button off
Concert Mode	-	Both Volume buttons steady white
Concert Mode - Primary audio system	-	Play/Pause/Power button and +/- button steady bright
Concert Mode - Secondary audio system	-	Play/Pause/Power button off and +/- button steady bright
Concert Mode - Secondary audio system muted	-	Play/Pause/Power button flashing white
Paused	-	Play/Pause/Power button flashing white

Audio Controls		
State	Audio Feedback	Visual Feedback
Low battery	-	Play/Pause/Power button steady red
Charging	-	Play/Pause/Power button steady blue
Battery fully charged	-	Play/Pause/Power button steady white
Battery too low to power ON	-	Play/Pause/Power button flashing red 3 times

NOTE:
Play/Pause/Power button flashing rapidly (red and blue) during 5 secs followed by a shutdown indicates the unit is not operating in appropriate temperature or at a sufficient battery level.

Mode Button - The Mode button will allow you to switch the DSP (Digital Signal Processing) between “Ride Mode” and “Home Mode” to adapt the sound to the location.

Next Button - The Next button will allow you to advance to the next song.

Concert Mode - The Concert Mode will allow you to stream audio on multiple audio systems through only one audio system.

First, make sure only the primary audio system is connected to a phone. Disconnect any phone linked to the secondary audio system(s).

Press both volume buttons (+/-) simultaneously to initiate Concert Mode on the primary audio system. It will automatically switch its DSP setting to “Home Mode”. It can be changed on each individual audio system later.

Make sure each of the secondary audio system (s) is in Pairing Mode.

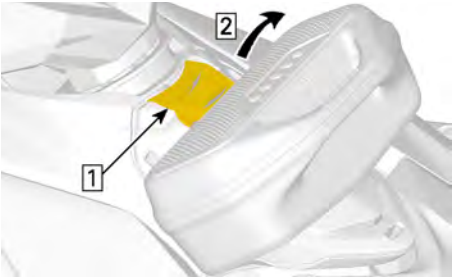
Initiate Concert Mode, press both volume buttons (+/-) and wait for the pairing.

Each audio system has control of its volume level in Concert Mode. If the primary audio system is muted, all other audio systems paired will also be muted. Each individual secondary audio system can be muted by pressing the Play/Pause/Power button.

This system is completely self contained and has no electrical connection to the PWC. It needs to be connected to a USB-C cable to be charged.

When not in use, the unit will shut down after 10 minutes if is not paired.

To remove

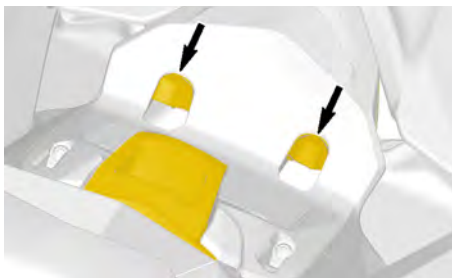


Step 1. Push button to open the latch lever.
Step 2. Lift audio system by handle.

=

Installation

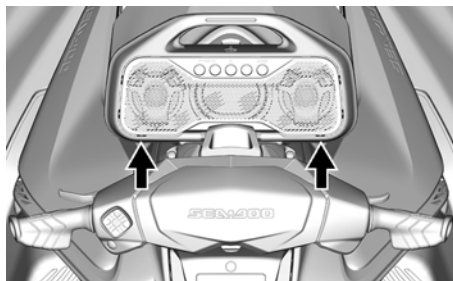
Before installing the audio system, make sure the latch and the tabs on the vehicle are still in good condition.



To install the audio system, start by inserting it in the front locking tabs and then push down to engage the latch lever completely.



Make sure the audio system is properly installed and secured by pushing both sides upward.

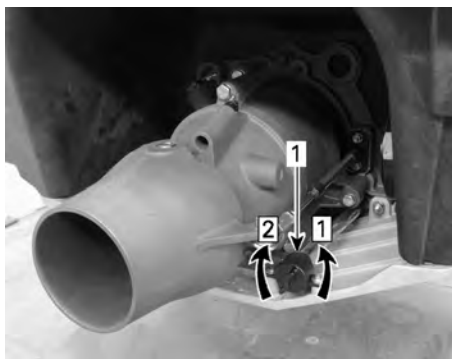


CAUTION

Prolonged exposition to loud music can damage your hearing. Therefore, we suggest a 10 minutes break time every 45 minutes of listening.

Bilge Drain Plug

Unscrew drain plug 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 plug

1. Untighten

2. Tighten

NOTICE

Ensure drain plug is properly secured prior to launching the watercraft in water.

Boarding Step (If Equipped)

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



⚠ WARNING

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

Pull down the step with your hand and hold until a knee is put on the step.



BOARDING STEP HELD DOWN FOR BOARDING FROM WATER

NOTICE

- Never use the step for boarding a watercraft that is out of water.
- Never use the step for pulling, towing, diving or jumping, or any other purpose other than as a boarding step.
- Only one person at a time on the step.
- Only board the step with a knee, not a foot.

⚠ 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 of your watercraft. Never use iBR gate as a supporting point to board the watercraft.

Boarding Platform

The rear deck area serves as the boarding platform.

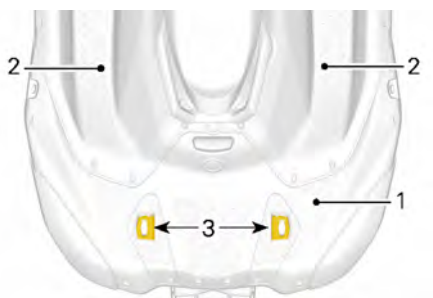
CAUTION

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

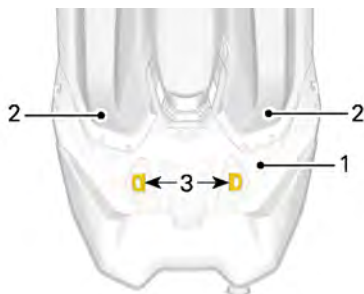
Two indentations in the platform are used as foot rests for the rear facing spotter when towing a skier, wakeboarder or tuber.



REAR EYELETS



1. Boarding platform
2. Footrests
3. LinQ attachments



1. Boarding platform
2. Spotter footrests
3. LinQ attachments

Front and Rear Eyelets

Front eyelet is for mooring anchoring or being towed, rear eyelet is for mooring and towing.



FRONT EYELETS

⚠ WARNING

Do not use these eyelets to lift the watercraft.

NOTE:

From ISO 15084, Information to be provided in the owner's manual

A.1 Caution

The boat manufacturer shall provide information on the breaking strength of the strong points.

The breaking strength of lines/chains shall in general not exceed 80 % of the breaking strength of the respective strong point.

A.2 Caution

Where the purpose of a specific strong point is not self evident, the boat manufacturer shall label the strong point (strong point designated for anchoring and/or towing) and provide suitable information in the owner's manual.

A.3 Caution

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed.

A.4 Caution

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

A.5 Responsibility

It is the owner's/operators 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.

Asociación Española de Normalización, UNE

Owners should also consider what action will be necessary when securing a tow line on board.

A.6 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.

NOTE : Black items are less prone to UV degradation than light-coloured ones.

Mooring Cleats

On each side of your 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

- Front Mooring cleats

⚠ WARNING

Never use mooring cleats to pull or lift the watercraft.

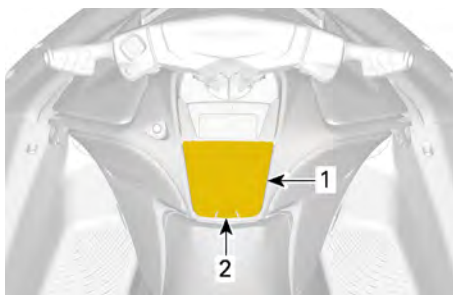
Glove Box

A small storage compartment for personal articles, with a watertight phone storage inside the glovebox located at the front of the seat.

NOTE:

Glove box is not watertight.

Push tab forward to open glove box.



1. Glove box
2. Tab

Passenger Handholds (If Equipped)

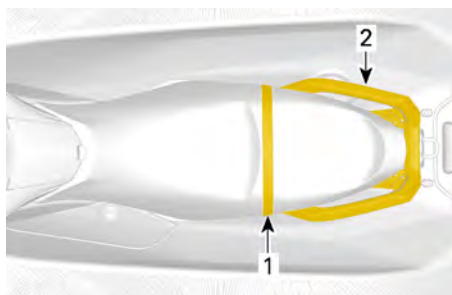
The seat strap provides a handhold for a passenger to hold on to when riding.

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 also provides a handhold for the skier/wakeboarder spotter (if applicable) or boarding the watercraft from the water.

NOTICE

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



1. Seat strap
2. Molded grab handle

Rear Footrests (Trixx Models)

Angled footrests used to enhance control when purposely raising the bow.



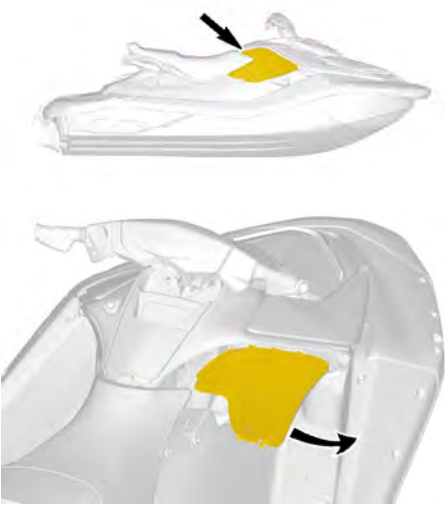
Safety Equipment Kit Storage Compartment

An area to store the operator's guide, safety equipment kit or emergency kit only (not supplied with vehicle).

NOTICE

This area is not intended for general storage. Do not store any other items in this area. Storing other items in this area can damage the vehicle.

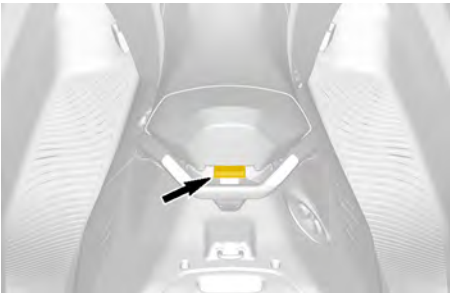
To open this storage compartment, manually release and remove the RH side panel.



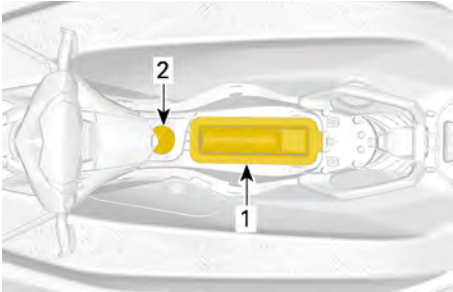
Seat

The seat latch is located under the back end of the seat.

To remove the seat, push up on the latch handle and slide the seat backward.



Removing the seat provides access to the fire extinguisher (not supplied with vehicle) and the fuel cap.



1. Fire extinguisher holder
2. Fuel cap

To install the seat, position the seat in place and push the seat forward until the latch clicks.

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

NOTICE

When navigating beyond 2 nautical miles from a shelter, French regulations (Division 240) require the carriage of a portable fire extinguisher.

- No fire extinguisher is supplied with this vehicle.
- The illustrated holder is designed for specific extinguisher models not available in all markets and shall not be used if it interferes with seat installation.
- The fire extinguisher must be stowed in an accessible location in accordance with national regulations.

Sponsons

Two fixed sponsons, one on each side at the rear of the hull, assist in watercraft stability. The sponsons are not adjustable.

Trim Cover (If Equipped)



TRIM COVER (IF EQUIPPED)

To access the audio system support, remove the cover.

Removing the Trim Cover

1. Release the latch lever.



2. Gently push down on the center of the cover.



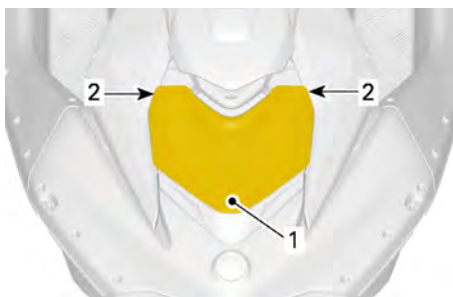
3. Lift the side tabs.



Storage Bin

A convenient area to carry personal articles.

To open the storage bin front cover, release the lid hooks on each side. Always close and latch cover when riding.



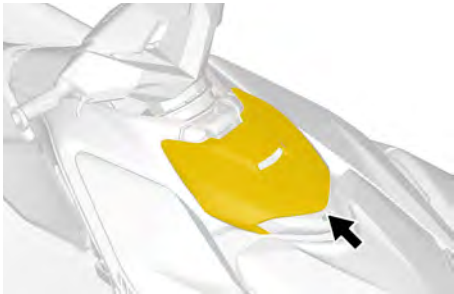
1. Front cover
2. Lid hooks

NOTICE

Never carry any loose, heavy, sharp, or breakable objects in the storage bin. Do not exceed maximum load capacity; 2.5 kg (5 lb). Never operate the watercraft with the storage bin front cover open. This is not a watertight compartment.



4. Slide down the cover (towards front of watercraft).



3. Lower the latch lever to lock the cover in place.

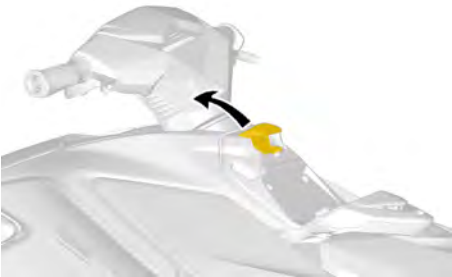


4. Ensure the front tab is anchored in the front console slot.

Installing the Trim Cover

Before installing the cover, ensure that the front LinQ attachment point is empty, and that the storage bin front cover opened.

1. Lift the latch lever



2. Slide the cover upward toward the latch lever. It should snap in place.



5. Snap the LH and RH side tabs in place.



 WARNING

Make sure the cover is properly installed and secured with its 4 attachment points:

- Latch lever
- Front tab
- LH side tab
- RH side tab

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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.

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.

IMPORTANT: The following tables show the appropriate maintenance application for the first 3 years. For subsequent years, repeat the same pattern alternatively.

Maintenance Overview		
Calendar Time	Hour meter	Regular/ Salt/ Dirty water
Every Month		A+
1 Year	100 Hours	A
Every Month		A+
2 Years	200 Hours	A and B
Every Month		A+
3 Years	300 Hours	A

1000 ACE Engines

EVERY YEAR or 100 Hours	
iBR	– 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)

EVERY YEAR or 100 Hours

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 – 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)
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)

EVERY YEAR or 100 Hours

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	– Inspect flame arrestor
	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

FOR SALT WATER OR DIRTY WATER CONDITION		
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: _____ 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: _____ 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:
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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:

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

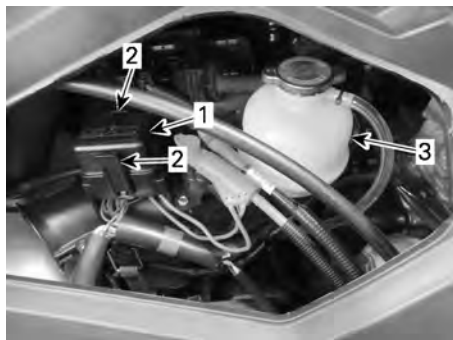
Should removal of a locking device (e.g. lock tabs, self-locking fasteners, etc.) be required, always replace with a new one.

NOTICE

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

The fuse box is located to the left of the expansion tank.

To remove the fuse box cover, squeeze and hold locking tabs on both sides of the fuse box and pull the cover off the fuse box.



1. Fuse box cover
2. Locking tabs
3. Expansion tank



TYPICAL - FUSE BOX COVER REMOVED

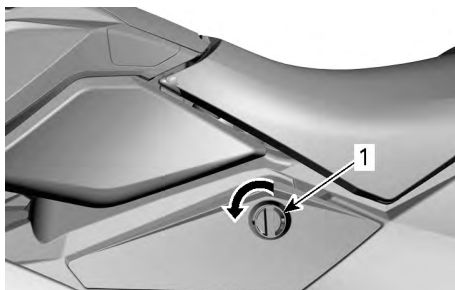
1. Fuse box

FUSES AND RELAYS

Fuse Location

All fuses are located inside a single fuse box.

To access the fuse box, turn the knob 1/4 turn counter-clockwise, then pull out to unsnap the rear portion and slide rearward to remove.



LH ACCESS COVER

1. To unlock, turn the knob 1/4 turn counter-clockwise

NOTE:

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

To reinstall the fuse box cover and the LH access cover, do the reverse of the removal procedure and lock the knob by turning it 1/4 turn clockwise.



LH ACCESS COVER

1. To lock, turn the knob 1/4 turn clockwise

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.

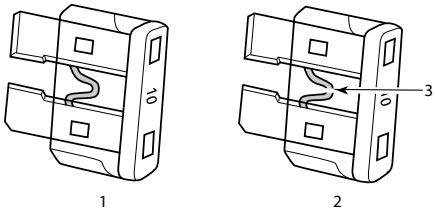
Fuses and Relays Identification

30A RELAY		1. 10A ACC	
2. 5A START / STOP	3. 15A BATT.	4. 30A CHARGE	
		5. 30A iBR	

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.

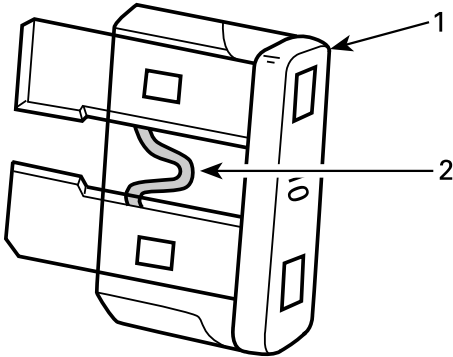


TYPICAL

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 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

0W40 / 5W40 synthetic oil

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**

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.

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.

3. Warm up the engine.

NOTE: Remember, never run your engine without supplying water to the exhaust system and never run it for more than 2 minutes at a time.

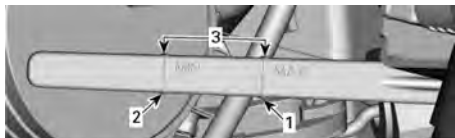
1. Run engine between 3000 to 4000 rpm for 2 minutes.
2. Repeat the engine warm-up process twice, letting the drive line seal cool down for 5 minutes between each cycle.
4. With the engine already at normal operating condition, let engine run **at 4000 rpm for 20 seconds**.
5. Then let the engine idle for 20 seconds and stop the engine.
6. Wait at least 1 minute for the oil to settle in the engine.
7. To check level, remove access cover located on rear of RH side of watercraft by turning counterclockwise.



TYPICAL

1. RH access cover

8. Unscrew dipstick, pull it out and wipe clean.
9. Reinstall dipstick, push in completely.
10. Remove dipstick again and read oil level. It should be between the MAX and MIN marks.



1. Maximum
2. Minimum
3. Operating range

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

NOTICE

Do not overfill. There is 0.5 l between MIN and MAX dipstick marks.

To add oil:

- Place a funnel in the oil neck opening.
- Add the recommended oil to the proper level.

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.

12. Properly reinstall dipstick and RH access cover.

Engine Oil Change and Oil Filter Replacement

1. Turn off the engine.
2. Ensure the operator and passenger(s) get off of watercraft.
3. 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.

NOTE: To avoid oil spillage, it is strongly recommended to secure the watercraft on a trailer first.

4. Remove the engine access cover on the rear right and the LH access cover.



RH SIDE



LH SIDE

5. Check for any signs of coolant or oil leaks.
6. Warm up the engine to its normal operating temperature.
 1. **With the vehicle out of water** :
 2. Install a garden hose on the exhaust system flushing connector. Refer to *Exhaust System* in this section and follow the procedure.
 3. Run engine between 3000 to 4000 rpm for 2 minutes.
 4. Repeat the engine warm-up process twice, letting the drive line seal cool down for 5 minutes between each cycle.

⚠ 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 may become very hot. Avoid any contact with heat exchanger as burns may occur.

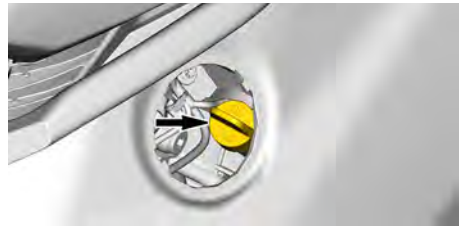
NOTICE

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.

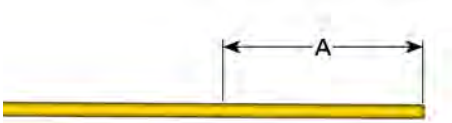
NOTICE

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

7. Run the engine for 10 seconds at 4000 RPM and shut it off at this RPM by pulling the tether cord.
8. Remove the dipstick.

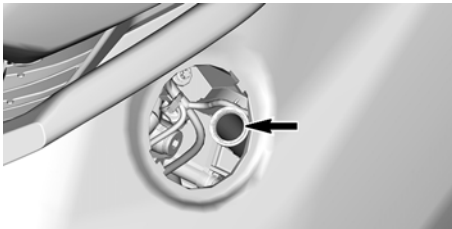


9. Measure and mark the length of the oil extractor tube to be inserted.



A = 400 mm (15.75 in)

10. Insert the extraction tube of the manual fluid extractor into the dipstick opening.



NOTICE

Never crank or start engine when manual fluid extractor hose is in the dipstick tube.
Never start engine when there is no oil in engine.

11. Place the other end of the hose into the drain pan.
12. Extract the old engine oil with the manual fluid extractor.
13. Remove the extraction tube from the dipstick opening.
14. Reinstall the dipstick.
15. Reattach the tether cord.
16. Fully depress and hold the throttle lever while pressing the START button to crank the engine for 10 seconds.
17. Siphon the engine oil again.
18. Repeat the crank-siphon cycle two to three more times to remove all the old engine oil.
19. Clean the oil filter area.

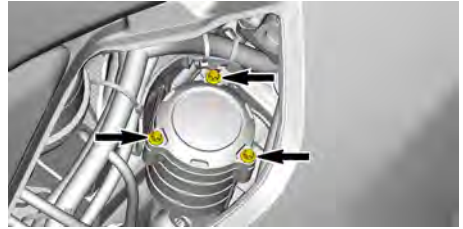
NOTE:

Oil will spill when oil filter cover is removed.

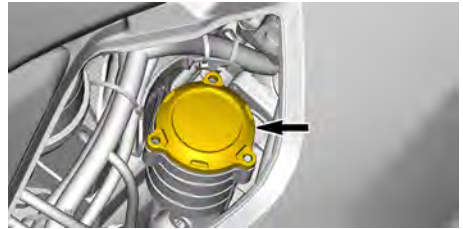
Place a rag around the oil filter housing to prevent spillage.

20. Remove the following fasteners with the E-8 external torx driver.

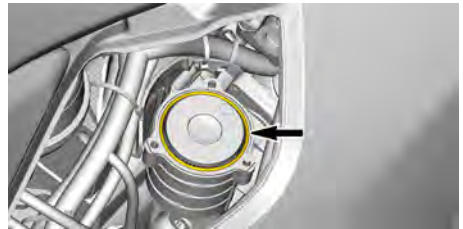
NOTE: Be careful not to drop the fasteners into the hull.



21. Remove the oil filter cover.



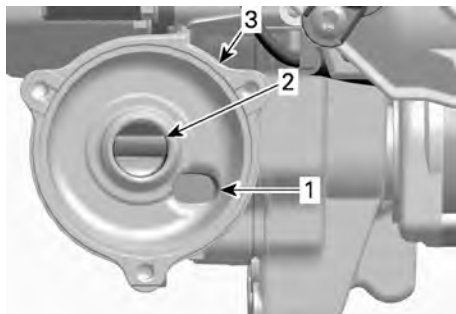
22. Remove the old O-ring.



23. Remove the old oil filter carefully.



24. Use a rag to catch any drips and wipe the filter and its cover clean.
25. Inspect the oil filter housing for any debris and clean if needed.



PARTS REMOVED FOR CLARITY

1. Oil inlet orifice from the oil pressure pump
2. Oil outlet orifice to the engine lubrication system
3. Oil filter housing

26. Install a **NEW** O-ring on oil filter cover.
27. Lubricate filter seal and cover O-ring with engine oil.



1. Lubricate with engine oil

28. Install the oil filter and its cover.

NOTE: In saltwater areas, it is recommended to coat the mating surface of the cover with grease.

29. Apply threadlocker to the oil filter cover screws.

Loctite 243 (blue)

30. Tighten to specification.

Tightening Torque

Oil filter cover screws	$9 \pm 1 \text{ Nm}$ ($80 \pm 9 \text{ lbf-IN}$)
-------------------------	---

31. Using an appropriate funnel, fill with fresh oil.

NOTE:

The oil change kit comes with the required amount of oil for your watercraft.

If the kit is not used, refer to *Recommended Engine Oil* for the appropriate engine oil and quantities.

32. Verify the proper oil level and add oil as required. Refer to *Engine Oil Level*.
33. Wipe off any spillage.
34. Install the engine access cover on the rear left and the LH access cover.
35. Dispose of the used oil and filter per local environmental regulations.

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

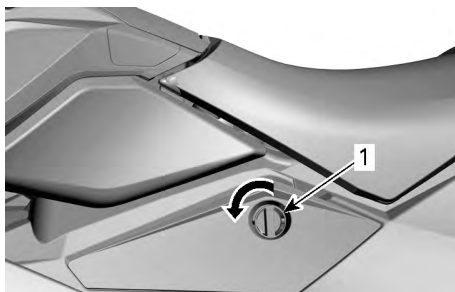
⚠ WARNING

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.

To access the expansion tank, turn the LH access cover knob 1/4 turn counter-clockwise to unlock, then pull out to unsnap the rear portion and slide rearward to remove.



LH ACCESS COVER

1. To unlock, turn the knob 1/4 turn counter-clockwise

Locate the expansion tank cap.



1. Expansion tank cap

With watercraft on a level surface, add coolant until it is visible without exceeding the COLD level mark in coolant reservoir when engine is cold.



1. Cold level mark

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.

Properly reinstall and tighten expansion tank cap, then reinstall the LH access cover in the reverse of removal

procedure and lock the knob by turning it 1/4 turn clockwise.



LH ACCESS COVER

1. To lock, turn the knob 1/4 turn clockwise

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

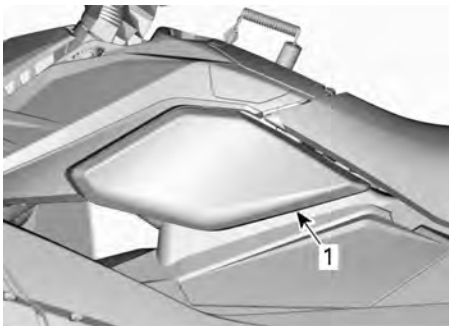
Coolant replacement should be performed by an authorized Sea-Doo dealer.

Steering Alignment

1. Manually release and remove the LH side knee pad.

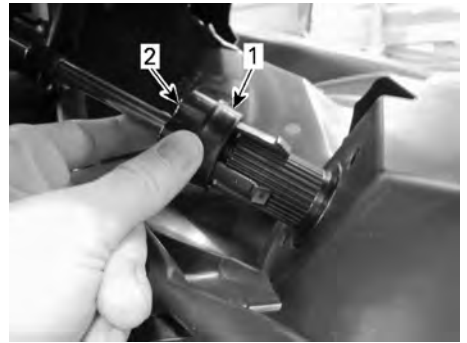
NOTE:

This area is intended only to access the steering cable assembly. Do not use this area for storage purposes.



1. LH Side knee pad

2. Unclip the steering cable by pushing the ring up towards the nut.



STEERING CABLE UNCLIPPED

1. Ring
2. Nut

3. Put the jet pump nozzle in straight position.
4. Unscrew nut to turn handlebar to the right.
5. Screw nut to turn handlebar to the left.
6. When steering alignment is complete, clip the steering cable by pushing the ring back down and reinstalling the LH side knee pad.

Central Body

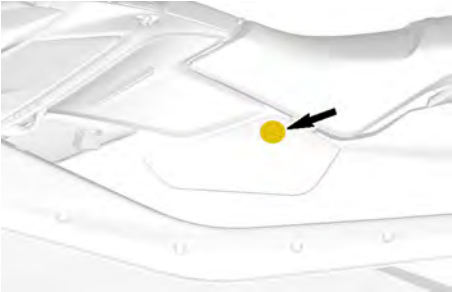
Removing the Central Body

When necessary, remove the central body as follows:

⚠ WARNING

Never attempt to lift the central body alone. Lift only with assistance or use an appropriate lifting device. Lifting alone can cause serious injury.

1. Turn the LH access cover knob 1/4 turn counter-clockwise to unlock, then pull out to unsnap the rear portion and slide rearward to remove.



LH ACCESS COVER

2. Disconnect the steering connectors.



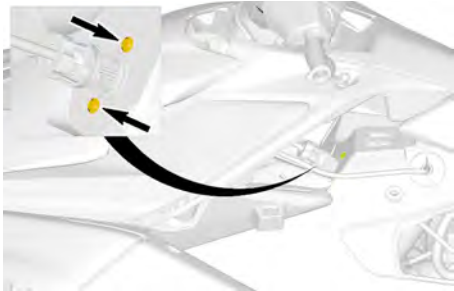
3. Remove the LH knee pad panel.



4. Remove the nut, bolt, and washer to disconnect the rod from the steering column.



5. Remove the screws from the cable assembly.



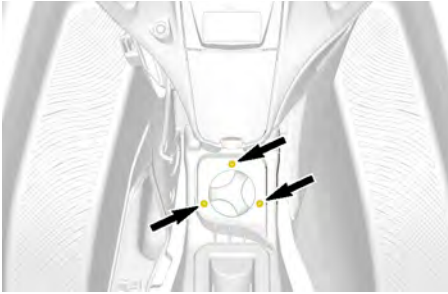
Trixx Models only

6. Remove the two self-tapping screws from each rear footrest.

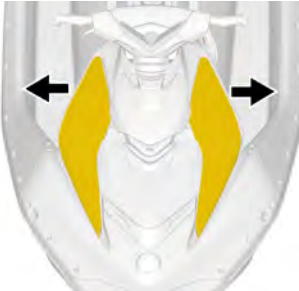


All Models

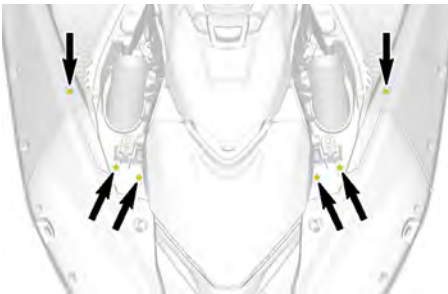
7. Remove the seat. Refer to *Seat in Equipment*.
8. Remove the three self-tapping screws around the fuel cap



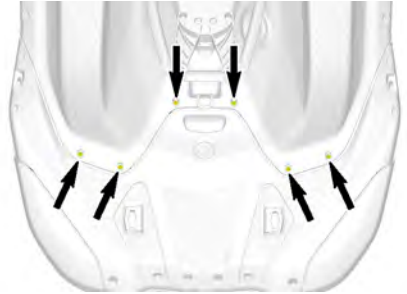
9. Remove both front body panels.



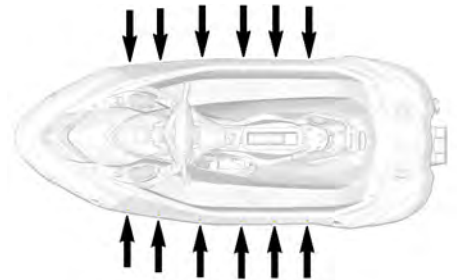
10. Remove the self-tapping screws at front of central body as shown.



11. Remove the six self-tapping screws at the rear of the central body.



12. Remove the ten M6 nuts and screws from both sides of central body.



13. Carefully lift the central body off the hull using an appropriate lifting strap.

NOTE:

When lifting central body, wrap strap around the handlebars. Wrapping elsewhere on central body to lift it may cause damages.

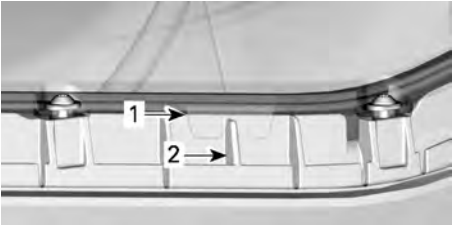
Installing the Central Body

1. Use an appropriate lifting strap to safely lower the central body in position.

⚠ WARNING

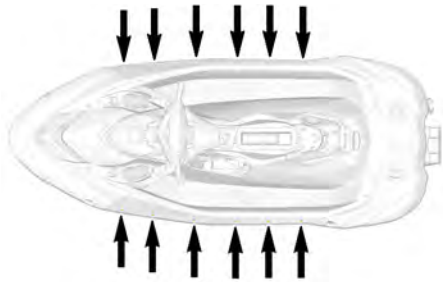
Never attempt to lift the central body alone. Lift only with assistance or use an appropriate lifting device. Lifting alone can cause serious injury.

2. Properly locate the central body with the alignment tabs on the hull.



CENTRAL BODY - STARBOARD SIDE VIEW

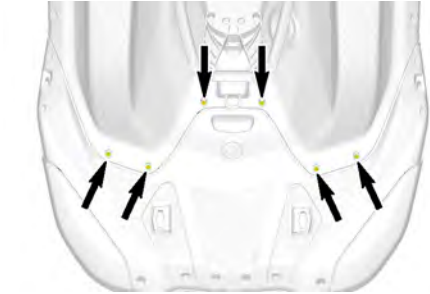
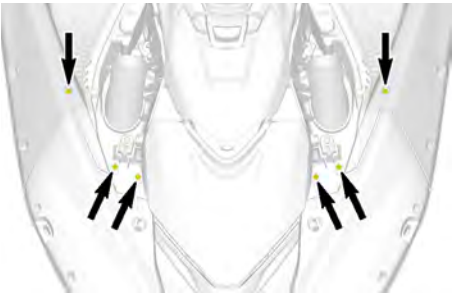
- 1. Grooved alignment tab on central body
 - 2. Rib in hull
3. Install the screws and the new elastic nuts on both sides of the central body.



4. Tighten to specification.

Tightening Torque	
M6 nuts	$3.5 \pm 0.5 \text{ Nm}$ ($31 \pm 4 \text{ lbf-in}$)

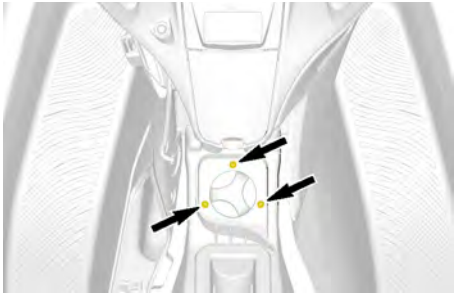
5. Install the self-tapping screws on the front and the rear of central body.



6. Tighten to specification.

Tightening Torque	
Self-tapping screws	$5.5 \pm 0.5 \text{ Nm}$ ($49 \pm 4 \text{ lbf-in}$)

7. Install the self-tapping screws around the fuel cap.



8. Tighten to specification.

Tightening Torque	
Self-tapping screws	$5.5 \pm 0.5 \text{ Nm}$ ($49 \pm 4 \text{ lbf-in}$)

9. Reinstall the seat. Refer to *Seat in Equipment*.

Trixx Models

10. Install the rear footrests.



11. Tighten to specification.

Tightening Torque	
Self-tapping screws	5.5 ± 0.5 Nm (49 ± 4 lbf-in)

All Models

12. Connect the steering connectors.



13. Install the rod on the steering column. the nut, screw, and washer.



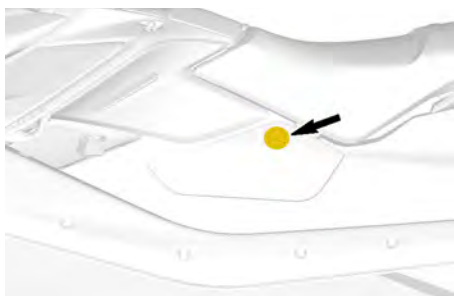
14. Tighten to specification.

Tightening Torque	
Steering column screw	3.5 ± 0.5 Nm (31 ± 4 lbf-in)

15. Install the LH knee pad panel.

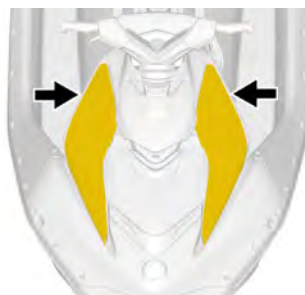


16. Close the LH access cover and lock the knob by turning it 1/4 turn clockwise.



LH ACCESS COVER

17. Install both front body panels.



Ignition Coils

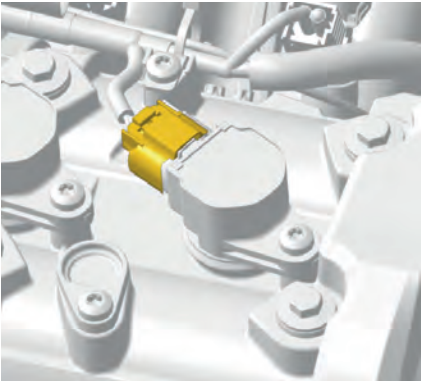
Removing the Ignition Coil

1. To access the ignition coils, remove the central body. Refer to *Removing the Central Body* section.

NOTICE

Do not remove the ignition coil before disconnecting the input connector or the wires may be damaged. Do not pry on ignition coil using any tool.

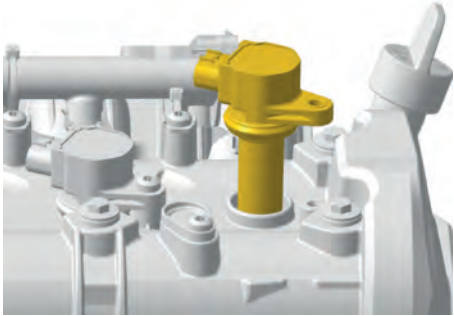
2. Disconnect ignition coil connector.



3. Remove ignition coil retaining screw.



4. Remove ignition coil from spark plug by rotating coils 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.

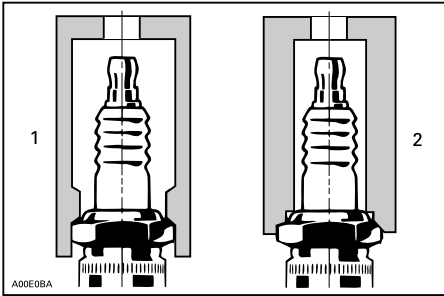
Tightening Torque	
Ignition coil retaining screw	$9 \pm 1 \text{ Nm}$ ($80 \pm 9 \text{ lbf-in}$)

4. Connect ignition coil connector.

Spark Plugs

Removing the Spark Plug

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



1. *Approved socket*
2. *Improper socket*

5. 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.
3. Hand screw spark plug into cylinder head. Then, tighten the spark plug clockwise to the specified torque with an approved spark plug socket.

Tightening Torque

Spark plug

10.8 ± 1 Nm
(96 ± 9 lbf-in)

4. Install the ignition coil. Refer to *Ignition Coil*.

5. Reinstall the central body. Refer to *Central Body*.

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 clean up sand, salt, shells or other particles in water jackets and 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 may become very hot. Avoid any contact with heat exchanger as burns may occur.

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



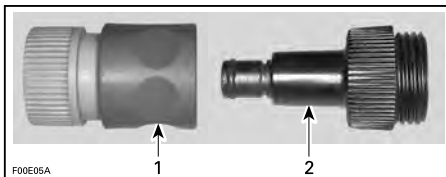
TYPICAL

NOTE:

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

Flushing connector adapter

(P/N 295500473)



1. Quick connect adapter
2. Flushing connector adapter

2. To flush the exhaust system, 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 about 20 seconds at a fast idle between 4000 - 5000 RPM.

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 stop the engine.

NOTICE

Always close the water tap before stopping the engine.

6. Disconnect the garden hose.

NOTICE

Remove flushing connector adapter after operation (if used).

Heat Exchanger and Water Intake Grate

Inspecting the Heat Exchanger and Water Intake Grate

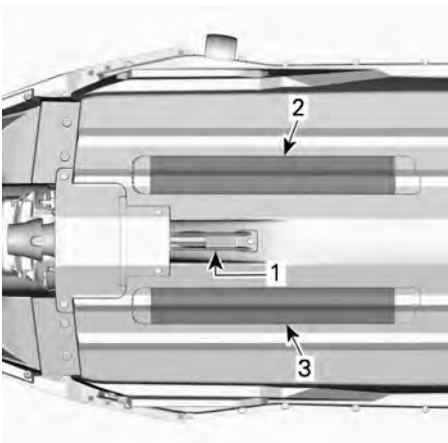
Inspect the heat exchanger and the jet pump water intake grate for damage. Visit your Sea-Doo dealer to have any damaged part repaired or replaced.

⚠ WARNING

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

NOTE:

There is a reinforcement plate on LH side of hull to maintain symmetry so the hydrodynamics of PWC is not affected.

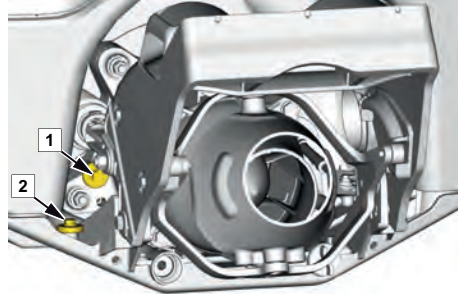


1. Water intake
2. Heat exchanger
3. Reinforcement plate

Sacrificial Anode

Inspecting the Sacrificial Anode

Sacrificial anode is located on the pump.



1. Sacrificial anode location (All models)
2. Sacrificial anode location (X models only)

Check the sacrificial anode for wear. If worn more than half, replace it.

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

7.5 ± 1 Nm (66 ± 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, body and hull 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**

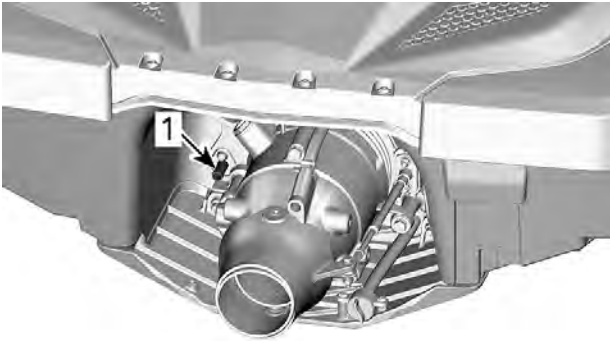
Perform procedure as described in *Maintenance Procedures* section.

Replacing the Engine Oil and Oil Filter

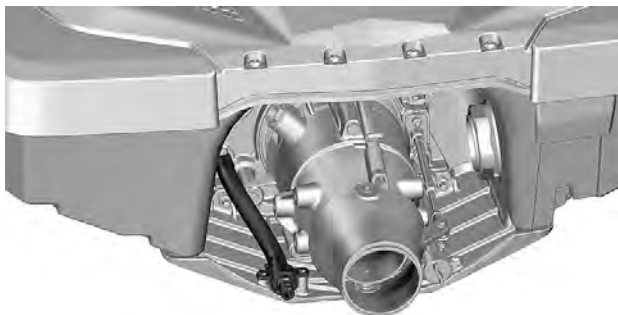
The oil change and filter replacement may be performed by an authorized Sea-Doo dealer, repair shop, or person of your own choosing.

Draining the Exhaust System

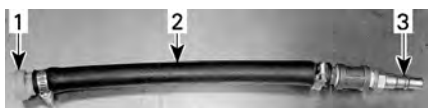
1. The exhaust system is self draining, but the exhaust manifold needs to be drained to avoid damages should the watercraft be stored in an area where the temperature attains the freezing point of water.
2. Using the jet pump support connector or the flushing kit 295 100 555 located at the rear of vehicle, inject pressurized air (at 380 kPa (55 lbf/in²)) in the system until there is no more water flowing from jet pump.



1. Jet pump support connector

**WITH FLUSHING DEVICE KIT INSTALLED**

3. The following hose can be fabricated to ease draining procedure.

**TYPICAL**

1. Flushing adaptor 295 500 473, to be used with flushing device kit
2. Hose 13 mm (1/2 in)
3. Air hose male adapter

NOTICE

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

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.

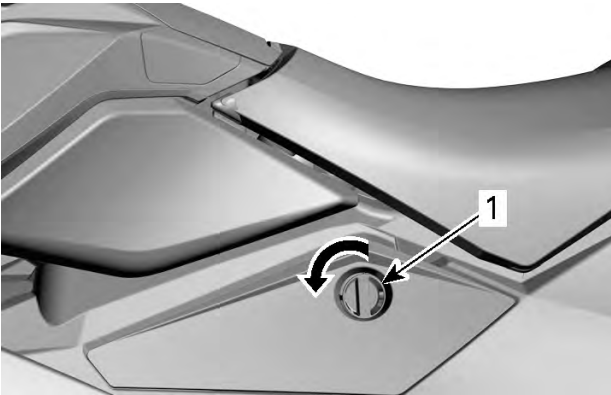
This vehicle is equipped with a maintenance-free type battery, there is no need to add water to adjust electrolyte level.

NOTICE

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

Battery Access

Turn the LH access cover knob 1/4 turn counter-clockwise, then pull out to un-snap the rear portion and slide rearward to remove.

**LH ACCESS COVER**

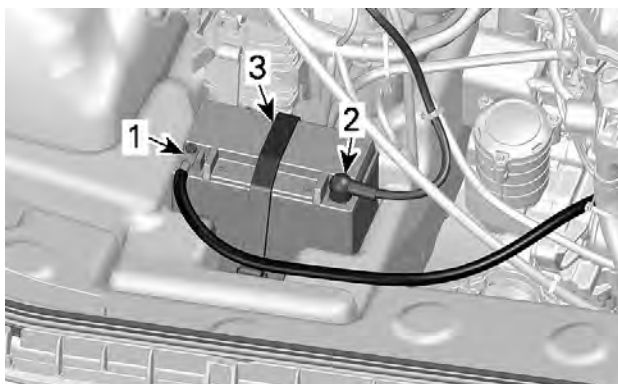
1. To unlock, turn the knob 1/4 turn counter-clockwise

Removing the Battery

NOTICE

Always disconnect the BLACK (-) battery cable first and reconnect last.

1. Disconnect the BLACK (-) battery cable.
2. Slide the RED rubber protector off the RED (+) cable terminal and disconnect it from the battery post.
3. Reinstall bolts to secure retaining nuts during removal.
4. Detach retaining strap.



CENTRAL BODY REMOVED FOR CLARITY PURPOSE

1. BLACK (-) cable
2. RED (+) cable
3. Retaining strap

5. Remove the battery from the vehicle.

NOTICE

Should any electrolyte spillage occur, immediately wash off area with a solution of baking soda and water, then rinse thoroughly.



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.

Inspecting the Battery

Visually inspect battery casing for cracks, leaks or other possible damages.

Discoloration, warping or raised top, indicates that the battery has overheated or been overcharged.

If the casing is damaged, replace battery and thoroughly clean battery tray and surrounding area with a water and baking soda solution.

⚠ CAUTION

Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.

Inspect the battery posts for security of mounting.

Battery Storage

NOTICE

Battery storage is critical for battery life.

Regularly charging the battery during storage will prevent cell sulfation. Keeping the battery in vehicle for storage may lead to contacts degradation/corrosion and case damage if freezing occurs.

A discharged battery will freeze and crack in areas where freezing conditions are experienced.

Electrolyte leakage will damage surrounding parts.

Always remove battery from vehicle for storage and regularly recharge it to keep an optimal condition.

Clean the battery. Refer to *Cleaning the Battery*.

Apply a light coat of dielectric grease on terminals.

Store battery in a cool dry place. Such conditions reduce self-discharging and keep fluid evaporation to a minimum. Keep battery away from dew, high moisture and direct sunlight.

Recharge frequency depends on battery condition and storage temperature. Maintain battery as per following table.

NOTE:

The battery must always be stored in fully a charged state.

Ambient Temperature	Charging Frequency
Below 16 °C (60 °F)	Every month
Above 16 °C (60 °F)	Every 2 weeks

Charging the Battery

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

Installing the Battery

1. Install the battery in the watercraft and secure it using retaining strap.

NOTICE

Always disconnect the BLACK (-) battery cable first and reconnect last.

2. Connect RED (+) cable.
3. Connect BLACK (-) cable last.
4. Apply dielectric grease on battery posts.
5. Verify cable routing and attachments.
6. Install remaining removed components.

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 plug.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Lubricate all metallic components in engine compartment.

Service Product
Lubricant and anti-corrosive or equivalent

NOTE:

The LH access panel and RH access cover should be left partially open 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.

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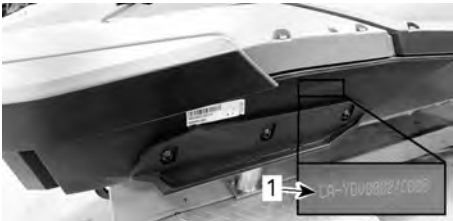
TECHNICAL INFORMATION

WATERCRAFT IDENTIFICATION

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 engraved on the right hand side of the hull at the rear of watercraft, above the front of the sponson.



TYPICAL

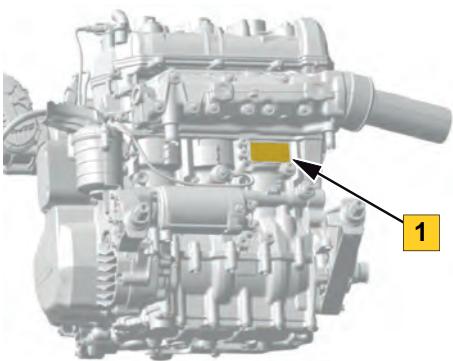
- 1. Hull Identification Number (HIN)

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				

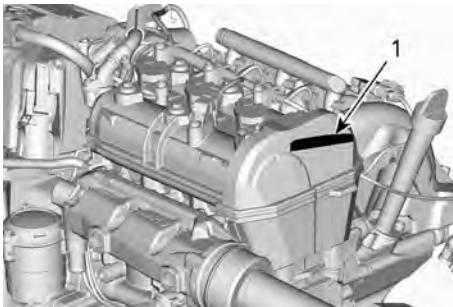
Engine Identification Number

The Engine Identification Number (EIN) is located under the exhaust manifold, close to cylinder number one.



- 1. Engine Identification Number (EIN)

Engine Manufacturer Identification



- 1. Engine Manufacturer Identification



ENGINE MANUFACTURER IDENTIFICATION LABEL

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.

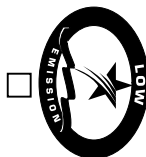
Cleaner Watercraft - Get the Facts

1-800-END-SMOG

www.arb.ca.gov



219906580



The Star Label means Cleaner Marine Engines
This engine has been certified as a:

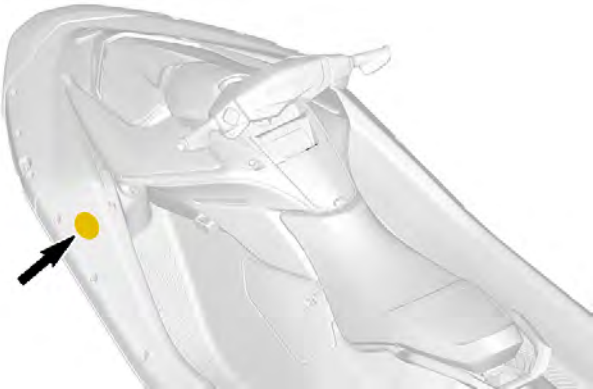
The Symbol for Cleaner Marine Engines:

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.

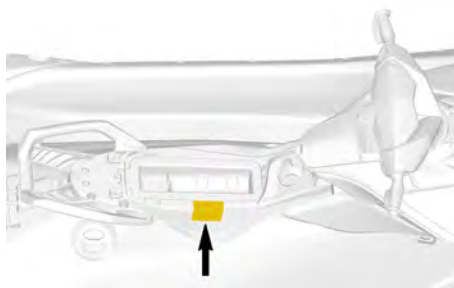
Emission Control Label – 3 Stars
Emission Control Label - 3 Stars



EPA Compliance Label

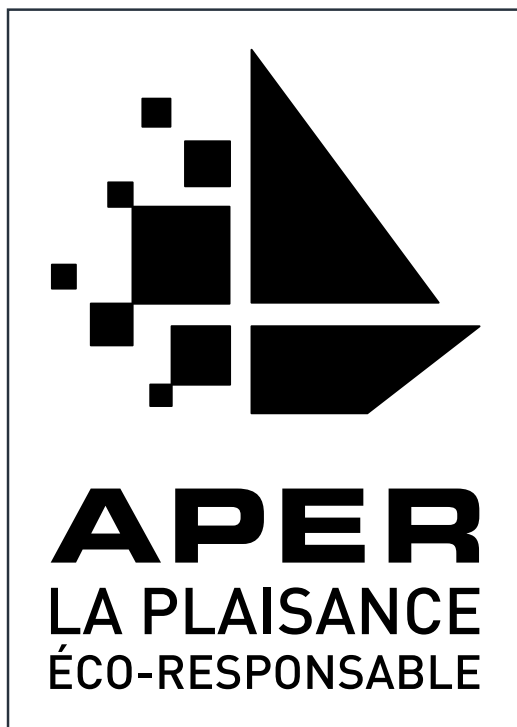
EMISSION CONTROL SYSTEM INFORMATION			
BOMBARDIER RECREATIONAL PRODUCTS INC. THIS ENGINE CONFORMS TO U.S. EPA & CALIFORNIA EMISSIONS REGULATIONS FOR MARINE SI ENGINES.			
RENSEIGNEMENT SUR LE DISPOSITIF ANTIPOLLUTION CE MOTEUR EST CONFORME AUX NORMES DE L'EPA DES E.-U. POUR LES MOTEURS MARINS A ALLUMAGE COMMANDE.		121	
		ENGINE FAMILY / FAMILLE DE MOTEUR	
(EPA) (FEL)		CERTIFICATION STANDARDS NORMES DE CERTIFICATION	
(CA) (FEL)		EMISSION CONTROL SYSTEM SYSTEME DE CONTRÔLE DES ÉMISSIONS	
MEETS CALIFORNIA EVAP EMISSIONS REGULATIONS FOR SPARK IGNITION MARINE WATERCRAFT. EVAP FAMILY EVAPORATIVE EMISSION CONTROL SYSTEM: SO SEE OPERATOR'S GUIDE FOR MAINTENANCE SCHEDULE AND FUEL, OIL AND SPARK PLUG SPECIFICATIONS. VOIR LE CALENDRIER D'ENTRETIEN ET LES SPECIFICATIONS D'ESSENCE, D'HUILE ET DE BOUGIE D'ALLUMAGE DANS LE GUIDE DE L'OPÉRATEUR.			
		219905703	

EPA COMPLIANCE LABEL (TYPICAL)



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

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-samræmisýfirlýsingarinnar 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>

BRP AUDIO SYSTEM

USA and Canada :

This device complies with Part 15 of the FCC Rules / Innovation, Science and Economic Development Canada's licence-exempt RSS (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 un- desired 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. L'exploitation est autorisée aux deux conditions suivantes :

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: 22793-278004083

FCC ID: 2AAOY-278004083

Mexico :

IFETEL

Marca: Mitek Corporation

Número: NYC-2402CT0450

Modelo: 278004083

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 :

Numero : 08562-23-11270

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 Mitek Corporation, dass der Funkanlagentyp 278004083 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://www.operatorsguides.brp.com>

FR

Le soussigné, Mitek Corporation, déclare que l'équipement radioélectrique du type 278004083 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.operatorsguides.brp.com>

BG

С настоящото Mitek Corporation декларира, че този тип радиосъоръжение 278004083 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.operatorsguides.brp.com/>

EL

Με την παρούσα ο/η Mitek Corporation, δηλώνει ότι ο ραδιοεξοπλισμός 278004083 πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://www.operatorsguides.brp.com/>

CS

Tímto Mitek Corporation prohlašuje, že typ rádiového zařízení 278004083 je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <https://www.operatorsguides.brp.com>

DA

Hermed erklærer Mitek Corporation, at radioudstyretypen 278004083 er i overensstemmelse med direktiv 2014/53/EU.

EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: <https://www.operatorsguides.brp.com>

ET

Käesolevaga deklareerib Mitek Corporation, et käesolev raadioseadme tüüp 278004083 vastab direktiivi 2014/53/EL nõuetele.

ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: <https://www.operatorsguides.brp.com>

ES

Por la presente, Mitek Corporation declara que el tipo de equipo radioeléctrico 278004083 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.operatorsguides.brp.com>

FI

Mitek Corporation vakuuttaa, että radiolaitetyyppi 278004083 on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: <https://www.operatorsguides.brp.com>

EN

Hereby, Mitek Corporation declares that the radio equipment type 278004083 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.operatorsguides.brp.com>

HR

Mitek Corporation ovime izjavljuje da je radijska oprema tipa 278004083 u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: <https://www.operatorsguides.brp.com>

HU

Mitek Corporation igazolja, hogy a 278004083 típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: <https://www.operatorsguides.brp.com>

IT

Il fabbricante, Mitek Corporation, dichiara che il tipo di apparecchiatura radio 278004083 è conforme alla direttiva 2014/53/UE.

Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: <https://www.operatorsguides.brp.com>

LT

Aš, Mitek Corporation, patvirtinu, kad radijo įrenginių tipas 278004083 atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: <https://www.operatorsguides.brp.com>

LV

Ar šo Mitek Corporation deklarē, ka radioiekārta 278004083 atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: <https://www.operatorsguides.brp.com>

MT

B'dan, Mitek Corporation, niddikjara li dan it-tip ta' tagħmir tar-radju 278004083 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.operatorsguides.brp.com>

NL

Hierbij verklaar ik, Mitek Corporation, dat het type radioapparatuur 278004083 conform is met Richtlijn 2014/53/EU.

De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: <https://www.operatorsguides.brp.com>

PL

Mitek Corporation niniejszym oświadcza, że typ urządzenia radiowego 278004083 jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: <https://www.operatorsguides.brp.com>

PT

O(a) abaixo assinado(a) Mitek Corporation declara que o presente tipo de equipamento de rádio 278004083 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.operatorsguides.brp.com>

RO

Prin prezenta, Mitek Corporation declară că tipul de echipamente radio 278004083 este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: <https://www.operatorsguides.brp.com>

SV

Härmed försäkrar Mitek Corporation att denna typ av radioutrustning 278004083 överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: <https://www.operatorsguides.brp.com>

SL

Mitek Corporation potrjuje, da je tip radijske opreme 278004083 skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: <https://www.operatorsguides.brp.com>

SK

Mitek Corporation týmto vyhlasuje, že rádiové zariadenie typu 278004083 je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: <https://www.operatorsguides.brp.com>

IS

Mitek Corporation lýsir því hér með yfir að þráðlausi fjarskiptabúnaðurinn 278004083 er í samræmi við tilskipun 2014/53/ESB. Óstytta texta ESB-samræmisfirlýsingarinnar er að finna á veffanginu: <https://www.operatorsguides.brp.com>

Liechtenstein

Hiermit erklärt Mitek Corporation, dass der Funkanlagentyp 278004083 der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://www.operatorsguides.brp.com>

NO

Hermed erklærer Mitek Corporation at radioutstyretypen 278004083 er i samsvar med direktiv 2014/53/EU. Hele teksten i EU-samsvarserklæringen finnes på følgende internetadresse: <https://www.operatorsguides.brp.com>

RU

Компания Mitek Corporation настоящим заявляет, что радиотехническое оборудование категории 278004083 отвечает требованиям Директивы 2014/53/EU. Полный текст декларации соответствия ЕС доступен на сайте <https://www.operatorsguides.brp.com/>

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.

EU DECLARATION OF CONFORMITY
Left blank for EU Conformity

UK DECLARATION OF CONFORMITY

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EAC DECLARATION OF CONFORMITY
Left blank for Eurasien
Conformity

TECHNICAL SPECIFICATIONS

ENGINE

Rotax 1000 ACE

Engine		
Type		Rotax 1000 ACE
Model	Rotax 1000 ACE - 60 Rotax 1000 ACE - 90 Rotax 1000 ACE - 110	
	4-stroke, Double Over Head Camshaft (DOHC), dry sump, liquid cooled	
Declared Power ⁽¹⁾	Rotax 1000 ACE - 60	44.13 kW @ 6500 RPM
	Rotax 1000 ACE - 90	66.19 kW @ 7500 RPM
	Rotax 1000 ACE - 110	82.08 kW @ 8500 RPM
Induction		Naturally-aspirated
Number of cylinders		3
Number of valves		12 valves (self adjusting hydraulic valve lifters)
Bore		75 mm (2.95 in)
Stroke		75.4 mm (2.97 in)
Displacement		999.32 cm ³ (60.98 in ³)
Compression ratio		12.5:1

Fuel System	
Fuel injection type	Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (46 mm) with actuator

Lubrication System		
Engine oil	Recommended XPS oil	0W40 / 5W40 synthetic oil

	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
	Capacity	2.4 l (2.54 qt(liq.,US)) oil change w/ filter⁽²⁾

Electrical System		
Ignition		IDI (inductive discharge ignition)
Spark plug ⁽³⁾	Make and type	NGK LMAR8C-9 or equivalent
	Gap	0.80 to 0.90 mm (0.031 to 0.035 in)

(1)	Declared power as per ISO 8665 at propeller-shaft.	
(2)	Quantity required when changing engine oil. Total quantity for a dry engine is 3.5 l (3.7 qt(liq.,US)).	
(3)	NOTICE	Do not attempt to adjust gap on this spark plug.

VEHICLE

Spark Series

Cooling System		
Type		Closed-loop cooling system (CLCS)
Coolant	Recommended	XPS COOL-X LT
	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	3.0 l (3.2 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	Full capacity	30 l (7.9 gal(liq.,US))
	Reserve capacity (from low level signal - approx.)	12 l (3.2 gal(liq.,US))

Electrical System	
Battery	12 V, 12 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

Dimensions		
Length	Spark for 3	310.2 cm (122.1 in)
	All other models	291.2 cm (114.7 in)
Width		117 cm (46 in)
Height	Trixx models	108.6 cm (42.8 in)
	All other models	107.1 cm (42.2 in)

Weight and Loading Capacity		
Weight (dry)	Spark for 2 - 60	192 kg (423 lb)
	Spark for 2 - 90 (Convenience)	194 kg (427 lb)
	Spark X for 2 - 110 (Convenience)	197 kg (435 lb)
	Spark X Trixx for 1 - 110	195 kg (429 lb)
	Spark for 3 - 90	199 kg (438 lb)
	Spark for 3 - 90 (Convenience)	201 kg (443 lb)
	Spark X for 3 - 110 (Convenience) Spark X Trixx for 3 - 110	204 kg (449 lb)
Rider capacity	Spark for 1	1, 2* (refer to load limit)

		*with appropriate passenger-ready seat sold as accessory.
	Spark for 2	2 (refer to load limit)
	Spark for 3	3 (refer to load limit)
Storage capacity	Front bin (Convenience Package for 2 and optional for other models)	42 l (11 gal(liq.,US))
	Glove box	1.8 l (.48 gal(liq.,US))
Load limit (passenger(s) and luggage, including accessories)	Spark for 1 and 2	160 kg (352 lb)
	Spark for 3	225 kg (495 lb)

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.

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE WILL NOT START

1. **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.
2. **ECM does not recognize the D.E.S.S. key.**
 - Refer to an authorized Sea-Doo dealer.
3. **Burnt fuse: main, electric starter or ECM.**
 - Check wiring then replace fuse(s).
4. **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.

5. **Battery connections, corroded or loose. Bad ground.**
 - Refer to an authorized Sea-Doo dealer.
6. **Water-flooded engine.**
 - Refer to Water-Flooded Engine in Special Procedures.
7. **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 herein for information about warranty claims.
8. **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 herein 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 herein 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 herein 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 herein 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.**

- Check engine oil level. Refer to Engine Oil Level in MAINTENANCE PROCEDURES.
- 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.

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 herein 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 herein 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.**
 - *Check engine oil level. Refer to Engine Oil Level in MAINTENANCE PROCEDURES.*
 - *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.*
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 herein 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 herein 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.*

iDF WILL NOT ACTIVATE

1. **Discharged or weak battery.**
 - *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.

Fault Codes

When a fault occurs, a numerical fault code may be recorded depending on the fault type and system.

These fault codes are used by authorized Sea-Doo dealers for troubleshooting the watercraft systems when comparing them to a fault list.

Fault codes can be viewed in the information center multifunction display however, this function is only available if a fault is still active.

If there is an active fault code, it may be viewed by the operator on the

multifunction display. The operator may then choose to call his authorized Sea-Doo dealer to pass on the fault code. The dealer will then advise the operator on the steps to take to solve the problem, or to stop using the watercraft and to bring it in to the dealer for repairs.

Displaying Fault Codes

Select **CODES**. If a fault code has occurred during your riding cycle, a **CODES** menu will be available in the settings menu. Press OK to see the list of faults.

NOTE:

During normal riding conditions some fault codes may occur. Before contacting your local dealer, remove the key, make sure to wait 2 minutes until the electrical system shut down, then press start to wake up the electrical system. This will ensure occurred fault to disappear and only the active codes will remain ON in the CODES menu.



Indicator Lamps Description

The indicator lights (pilot lamps) and messages displayed in the information center will inform you of a particular condition or if an anomaly occurs.

For information on usual indicator lights, refer to appropriate digital display.

Indicator Light / Icon (ON)	Message Display	Description
	LOW or HIGH BATTERY VOLTAGE	Low/high battery voltage
	HIGH TEMPERATURE	Engine or exhaust system overheating
	CHECK ENGINE or LIMP HOME MODE	Check engine (minor fault req. maint.) or LIMP HOME MODE (major eng. fault)
	LOW OIL PRESSURE	Low oil pressure
	IBR MODULE ERROR	Light is steady with a buzzer and a check engine light: iBR system fault (refer to an authorized Sea-Doo dealer)
	—	Light is flashing: iBR system fault (refer to an authorized Sea-Doo dealer)
	—	Light is steady with no buzzer: iBR system still functional but needs to be inspected by an authorized Sea-Doo dealer

Message Display	Description
HIGH EXHAUST TEMPERATURE	High exhaust temperature detected
HIGH ENGINE TEMPERATURE	High engine temperature detected
CHECK ENGINE	Engine system malfunction and/or requiring maintenance
LIMP HOME MODE	Major fault detected, engine power limited
FUEL SENSOR FAULT	Fuel level sensor fault
WATER TEMP SENSOR DEFECTIVE	Problem with water temperature sensor, not sending water temperature info.

Message Display	Description
IBR MODULE ERROR	iBR system malfunction
MAINTENANCE REQUIRED	Watercraft maintenance required

NOTICE
Running engine with low oil pressure may severely damage the engine.

Beeper Code Information

Beeper Codes	Description
1 long beep (while installing tether cord on watercraft engine cut-off switch)	Bad D.E.S.S. system connection. Reinstall tether cord cap correctly on the engine cut-off switch.
	Wrong D.E.S.S. key. Use a tether cord that has been programmed for the watercraft.
	Defective D.E.S.S. key. Use another tether cord with programmed D.E.S.S. key.
	Defective engine cut-off switch. Refer to an authorized Sea-Doo dealer.
	Improper operation of ECM or defective wiring harness. 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 <i>US EPA Emission-Related Warranty</i> contained in the Warranty Booklet for information about warranty claims.
A 2 seconds beep every 15 minutes interval	Engine management system fault. 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 <i>US EPA Emission-Related Warranty</i> contained in the Warranty Booklet for information about warranty claims.
	iBR system fault. Refer to an authorized Sea-Doo dealer.
A 2 seconds beep every 10 minutes interval	Low fuel level. Refill fuel tank. If problem persists, refer to an authorized Sea-Doo dealer.

Beeper Codes	Description
2 second beeps	High engine temperature coolant. See <i>Engine Overheating</i> .
	Low oil pressure. Turn off engine as soon as possible. Check oil level and refill. 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 <i>US EPA Emission-Related Warranty</i> contained herein for information about warranty claims.
Constant beep (Stops when vehicle is turned OFF)	High exhaust temperature. 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 <i>US EPA Emission-Related Warranty</i> contained in the Warranty Booklet for information about warranty claims.

NOTICE

If the monitoring beeper continuously sounds, stop engine as soon as possible.

CUSTOMER INFORMATION

DATA PRIVACY INFORMATION

Bombardier Recreational Products Inc., its affiliates and subsidiaries (“BRP”) is committed to protecting your privacy and support a general policy of openness 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 BRP’s Privacy Policy at:

[HTTPS://BRP.COM/EN/PRIVACY-POLICY.HTML](https://brp.com/en/privacy-policy.html)

or by scanning the following QR Code.



Please be assured that we have appropriate security measures in place to ensure that your personal information is protected against loss and unauthorized access.

Your personal information that may be collected by BRP, directly from you or from authorized dealers or authorized third parties, includes:

- Contact, Demographic & Registration Information (e.g., name, full address, phone number, email, gender, ownership history, language of communication)
- Vehicle Information (e.g., serial number, purchase and delivery date, unit usage, vehicle location and movements)
- Third Party Information (e.g., information received from BRP partners, joint marketing activities information, social media)
- Technological Information (e.g., IP address, type of device, operating system, browser type, webpages you view, cookies and similar technologies when you use BRP or dealers’ websites or mobile application)
- Interaction with BRP Information (e.g., information collected when you call BRP’s in-house sales representatives, buy items on a BRP website, sign up for BRP emails, participate in BRP-sponsored contests and sweepstakes or attend BRP-sponsored events)
- 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)

This information may be used and processed for the following purposes:

- Safety & Security
- Customer Support for Sales and After Sales (e.g., complete or follow up with you about your purchase or maintenance)
- Registration & Warranty
- Communication (e.g., sending you a BRP satisfaction survey)
- Online Behavioural Advertising, Profiling and Location-Based Services (e.g., offer customized experience)
- Compliance & Dispute Resolution
- Marketing & Advertising

- Assistance (e.g., help with any delivery issues, handle returns, and other issues related to your purchase of BRP products).

We also may use personal information to generate aggregated or statistical data that no longer identifies you personally.

Your personal information may be disclosed to the following: BRP, BRP's authorized dealerships, distributors, service providers, advertising and market research partners and other authorized third parties.

We may receive information about you from diverse sources, including third parties, such as BRP's authorized dealerships and partners, with whom we offer services or engage in joint-marketing activities. We may also receive information about you from social media platforms when you interact with us on those platforms.

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>

or by using the following QR Code.



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	
	E-MAIL ADDRESS		
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	
	E-MAIL ADDRESS		
NEW ADDRESS OR NEW OWNER:	NAME		
	NO.	STREET	APT
	CITY	STATE/PROVINCE	ZIP/POSTAL CODE
	COUNTRY	TELEPHONE	
	E-MAIL ADDRESS		

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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																			

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NOTE: _____

NOTE: _____

NOTE: _____

NOTE: _____

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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

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www.brp.com



ski-doo ***LYNX*** ***SEA-DOO*** ***can-am*** **ROTAX**