SEA-DOO BRP

SWITCH, SWITCH SPORT AND CRUISE SERIES 16 AND UP

OPERATOR'S GUIDE

Includes Safety, Use and Maintenance Information

2021



⚠ 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.

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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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Covered Models	
Model Name	Engine
SWITCH 16'	Rotax 1630 ACE - 170 - ECT
SWITCH CRUISE 18'	Rotax 1630 ACE - 170 - ECT
SWITCH CRUISE 18'	Rotax 1630 ACE - 230 - ECT
SWITCH CRUISE 21'	Rotax 1630 ACE - 230 - ECT
SWITCH CRUISE 21'	Rotax 1630 ACE - 300 - ECT
SWITCH SPORT 18'	Rotax 1630 ACE - 300 - ECT
SWITCH SPORT 21'	Rotax 1630 ACE - 300 - ECT

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GENERAL INFORMATION

FOREWORD

Congratulations on your purchase of a new Sea-Doo® Switch pontoon (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 death or serious injury.

⚠ 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***

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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 should be able to use the handhold under the seat when properly seated. They should also be instructed to grab the handrail if needed.

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

Watercraft occupants (except children below 12 years old) should wear a properly fitted Personal Flotation Device (PFD) meeting local regulations especially when boating conditions are hazardous.

If not required by law, and when the water conditions are good, occupants (except children below 12 years old) may decide not to wear it, but they MUST have quick access to their approved PFD

All children below 12 years old MUST wear a properly fitted Personal Flotation Device (PFD) meeting local regulations at all times.

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. 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.

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.
- 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
- Throw rope
- Paddle.
- Water bottle(s).

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 expelled at the rear of the craft.

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 watercraft have no means of braking.

This watercraft is equipped with 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 passengers and water conditions.

When braking, passengers 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 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.

When carrying loads, make sure to distribute the cargo in the watercraft and secure the items properly.

Do not transport cargo on the swim platform, if equipped, 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 swim platform, if equipped, it can make the watercraft more difficult to get on plane. Don't ride in the transition zone where the watercraft is dragging water. Redistribute the cargo in the watercraft and make sure to secure the items properly.

Do not exceed the payload or passenger capacities for your watercraft. Overloading can affect manoeuvrability, stability and performance. Also, heavy seas reduce capacity.

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

Refer to the *Watercraft Capacity* section to learn how to ensure you are not overloading your watercraft

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

Watercraft Capacity

⚠ WARNING

Avoid SERIOUS INJURY or DEATH.
DO NOT OVERLOAD THE BOAT. NEVER EXCEED THE WEIGHT CAPACITY of your boat.
ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED front and back and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.

As the captain of the boat, you must understand your watercraft's capacity and how to distribute the weight you bring on your watercraft (passengers and cargo). You are responsible for safely loading your watercraft, which includes where your passengers will sit every time your watercraft is underway.

How Many Passengers Can I Have on my Watercraft?

To safely load your watercraft, it is important to know the maximum capacity shown on the capacity label located next to the captain's seat. Do not exceed the maximum persons and weight capacities specified on that label to ensure the watercraft is not overloaded.

The capacity of a watercraft is determined by **WEIGHT**.

The total weight of all persons and cargo on board must never exceed the weight capacity stated on the capacity label.

Depending on the passengers weight and the cargo weight, you may have to bring less passengers than the number of passengers indicated on the capacity label.

Cargo weight includes all material that you bring on board as well as all added accessories.

The number of seats on your watercraft is **NOT** the passengers capacity. You should never rely on the number of seats to assess if you exceed or not the loading capacity.

Weight Distribution

How to Distribute the Weight on my Watercraft?

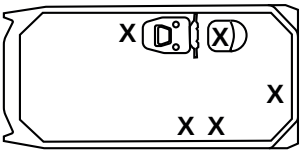
The trim of a watercraft is defined as the watercraft's attitude or angle of its bow (front) in the water. Negative trim means the front is more inside the water than the back of the watercraft.

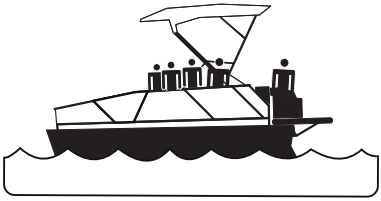
Negative trim of your watercraft needs to be avoided at all times.

Weight distribution is critical in order to achieve proper trim angle of your watercraft, which will affect ride quality and handling. Distribute the weight evenly from port to starboard (left to right) and from bow to stern (front to back).

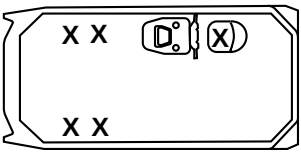
Passengers must be seated on the boat according to their body weight and where your cargo weight is located.

In order to maintain a proper weight distribution, passengers may have to be relocated. This weight distribution should be followed at ANY SPEED. The Underway Seating Positions label, located next to the captain’s seat, indicates where the passengers sit when the watercraft is moving (underway), once the weight is evenly distributed.

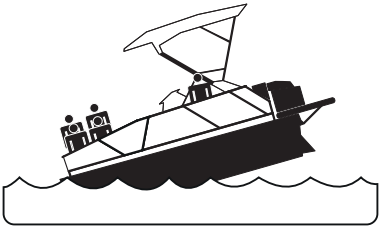




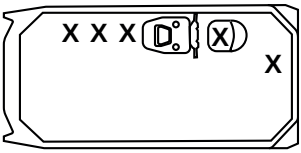
EXAMPLE OF PROPER WEIGHT DISTRIBUTION



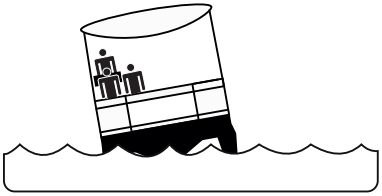




EXAMPLE OF IMPROPER WEIGHT DISTRIBUTION (BOW OVERLOAD, NEGATIVE TRIM)







EXAMPLE OF IMPROPER WEIGHT DISTRIBUTION (STARBOARD HEAVY)

NOTE: The examples above are for illustrative purposes only. Your watercraft, passengers weight and loading conditions may vary.

Avoid Overloading the Front (Bow)

⚠ WARNING

Avoid SERIOUS INJURY or DEATH.

- **DO NOT OVERLOAD THE FRONT as this may cause nose diving and even capsizing.**
- **PASSENGERS AND CARGO WEIGHT MUST BE EVENLY DISTRIBUTED from front to back and on both sides of the boat.**
- **If ever the boat starts to nosedive, immediately STOP the boat and REMOVE PASSENGERS from the front**

Passengers must not sit or gather at the very front of the watercraft. This condition will create an improper weight distribution and may cause the front to dip in the water, the boat to nose dive and even capsize. If ever the watercraft starts to nosedive, immediately stop the boat and have passengers move away from the front and to the back to distribute the weight correctly.

Do not try to use engine power to raise the front out of the water. Use of any engine power will make the watercraft dive more and increase the risk of capsizing.

Riding with Passenger(s)

The operator is responsible for the safety of the crew. He must inform and protect the passenger(s) invited to ride.

Load the watercraft evenly and under the maximum capacity. When possible, secure things so they do not shift. Passengers should be evenly distributed on the watercraft. Refer to the Watercraft Capacity and Weight Distribution sections above to learn how to meet the person capacity and use the underway seating positions label for your watercraft.

Instruct all passenger(s) to be properly seated when the engine is running. When the watercraft is moving, each passenger should remain seated and hold on to the handhold under the seat cushion or to the handrail. Remind your passengers to avoid standing up and moving around while the watercraft is underway.

Avoid aggressive operation, sharp turns, and unexpected acceleration or deceleration. Passengers can fall or can be thrown off the watercraft during unexpected acceleration or aggressive operation.

When braking or decelerating, passengers 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.

Make sure that every passenger has a seat properly installed. Refer to Passenger Seat in Equipment.

⚠ WARNING

Do not stand on seats or folded backrest at any given time. Falling and/or getting stuck might occur which can result in severe injury or death.

If swimming is part of the trip, prepare this activity before boarding.

⚠ WARNING

Avoid severe injury or death:

- **Never swim alone near the watercraft or leave it unattended. If you are separated from the watercraft, wind and current may carry the watercraft faster than you can swim.**
- **Make sure at least one qualified operator stays aboard when others are in the water.**
- **Never attempt to swim underneath the watercraft or between the pontoons. You could get caught under the watercraft or in the engine intake grate and drown.**
- **Turn OFF the engine when around swimmers.**
- **Always supervise children in water.**

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 with the boarding ladder:

1. Cut off the engine.
2. Deploy the ladder completely.
3. While climbing up, stay on the center of the ladder and keep fingers clear of the pinching points. Always face the ladder when using it.
4. Store the ladder properly before starting the engine.

Ask inexperienced riders to practice this boarding procedure close to shore before venturing into deep water.

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. The two floats and the hull increase the risk of impact. 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.

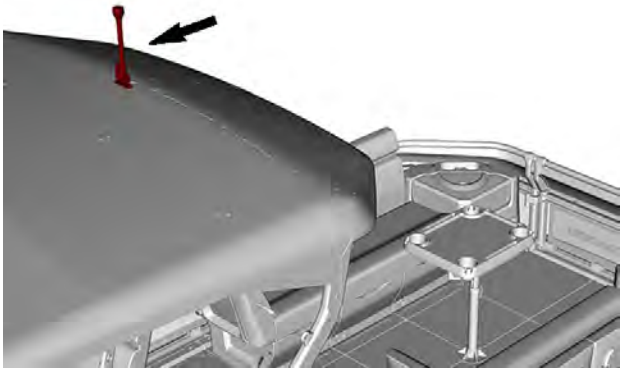
Night-Time Operation

This watercraft is equipped with navigation lights.

NOTE: It is important to know and follow all laws related to the use of the navigation lights.

Navigation Light - White)(If Equipped)

The all-round navigation light is mounted on the bimini top. Refer to *Equipment* for installation procedure and storing location.



ALL-ROUND NAVIGATION LIGHT

Use this light while your watercraft is anchored on the water after dark so that other boaters can see your watercraft.

While at rest, with the anchor down, set the switch on the console to the anchor position.

Once underway again, return the switch to the navigation position.

Front Navigation Lights (Red and Green)

The front navigation lights are a set of one red light and one green light at the front of the watercraft.

The red navigation light is always on the port (left) side of the watercraft.

The green navigation light is always on the starboard (right) side of the watercraft.



FRONT NAVIGATION LIGHTS

1. *Red Navigation Light*
2. *Green Navigation Light*

NOTE: Keep this information in mind as you watch other boats navigating in the area.

Watercrafts must display navigation lights when they are being operated between sunset and sunrise and during periods of poor visibility, including rain and fog.

These lights help to alert other boaters of your presence and course.

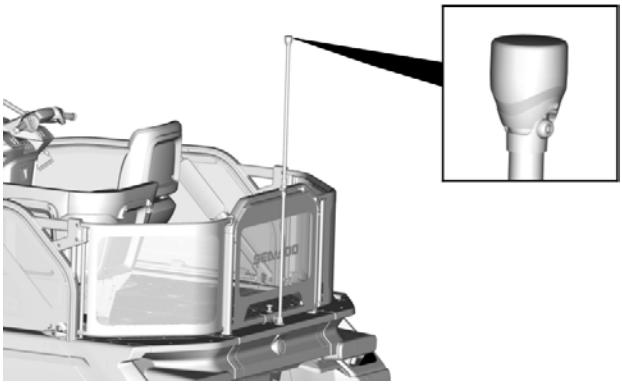
Night-Time Operation

This watercraft is equipped with navigation lights.

NOTE: It is important to know and follow all laws related to the use of the navigation lights.

Rear Navigation Light (White)

The rear navigation light is mounted on a removable pole. Refer to *Equipment* for installation procedure and storing location.



REAR NAVIGATION LIGHT

Use this light while your watercraft is anchored on the water after dark so that other boaters can see your watercraft.

While at rest, with the anchor down, set the switch on the console to the anchor position.

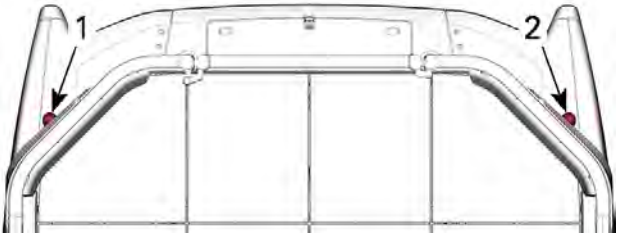
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Watercrafts must display navigation lights when they are being operated between sunset and sunrise and during periods of poor visibility, including rain and fog.

These lights help to alert other boaters of your presence and course.

Carbon Monoxide (CO) Poisoning

All engine exhaust contains carbon monoxide (CO), a deadly gas. Breathing carbon monoxide 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 carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from carbon monoxide:

– Never run the watercraft in poorly ventilated or partially enclosed areas such as boat houses, garage, seawalls or other boats in close proximity. Even if you try to ventilate engine exhaust, carbon monoxide 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.
– Never run the engine at idle for a long period of time. Depending of the wind speed and orientation, it may push the exhaust fumes into the boat and increase the risk of carbon monoxide poisoning to occupants.
– Never ride the watercraft for a long period of time in the transition zone where the boat is dragging water before getting on plane. In this transition zone the

exhaust gases can be drawn into the boat and increase the risk of carbon monoxide poisoning to occupants.

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:

- Never attempt to service the fuel system yourself. Servicing the engine installed in this watercraft require special tools, training and identical replacement parts. The fuel system should be serviced only by BRP trained technician.
- Use only an approved red gasoline container to store fuel.
- Strictly adhere to the instructions in *Fueling* 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.
-
- Never siphon gasoline with your mouth.
- If you swallow gasoline, get any in your eyes, or inhale gasoline vapors, see a doctor immediately.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline with your mouth.
- If you swallow gasoline, get any 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)

Attachment and Towing Devices

This watercraft comes equipped with a tow point suitable for a ski, wakeboard or tube tow rope.

It is recommended not to tow more than one device (ski, wakeboard, tube, etc.) at the same time.

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 swim 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.

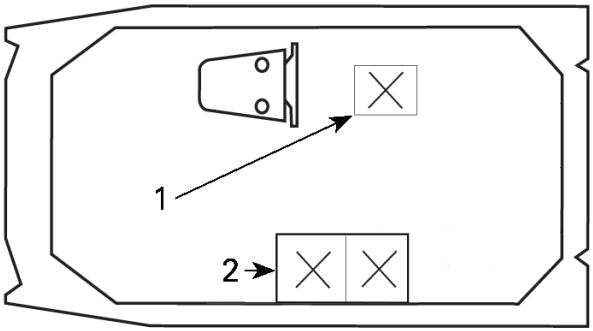
Proceed with only as much speed as required and follow the observers' instructions.

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.

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 "0" made with the thumb and index finger 

The best seat as an observer should be one where the observer can see both the operator and the skier, wakeboarder or rider(s). Make sure the operator can see and hear the observer for instructions.



TYPICAL

1. *Operator*
2. *Observer*

⚠ CAUTION

Make sure the rear view is clear at all times when someone is practicing watersports. The Observer must be able to see the person(s) being towed.

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

⚠ WARNING

Never participate in watersports in the dark or with low visibility weather.

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 to become familiar with the response of the watercraft and to develop good control skills.

Using Cruise Control

It is important to understand the operation of and to become familiar with this feature prior to using it on a ride with passengers.

⚠ WARNING

Cruise control is not an automatic pilot. It will not drive the watercraft for you.

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.

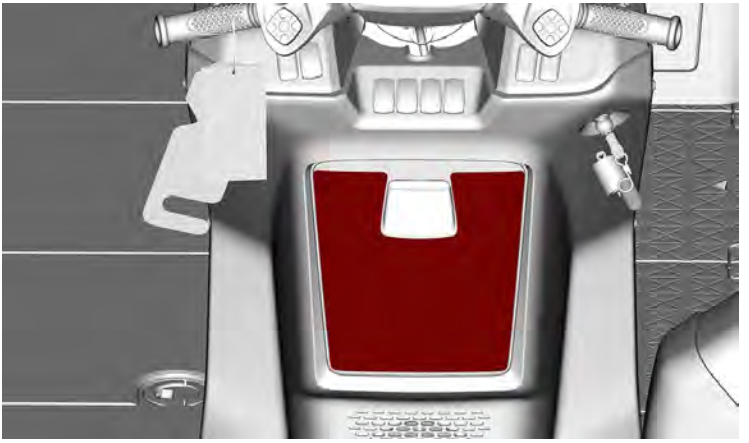
The labels illustrated on the following pages are on your watercraft. If missing or damaged, they can be replaced free of charge. See an authorized Sea-Doo dealer.

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



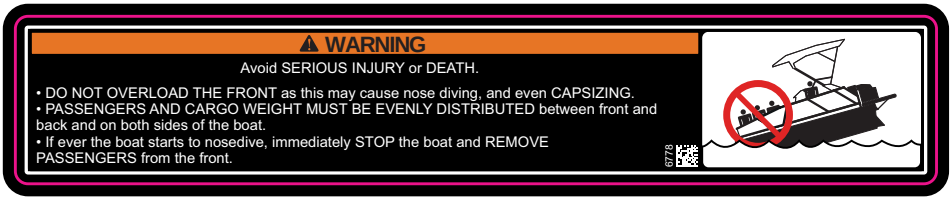
GENERAL WARNING LABEL



TYPICAL - CONSOLE

Front Overload Hazard – Warning Label

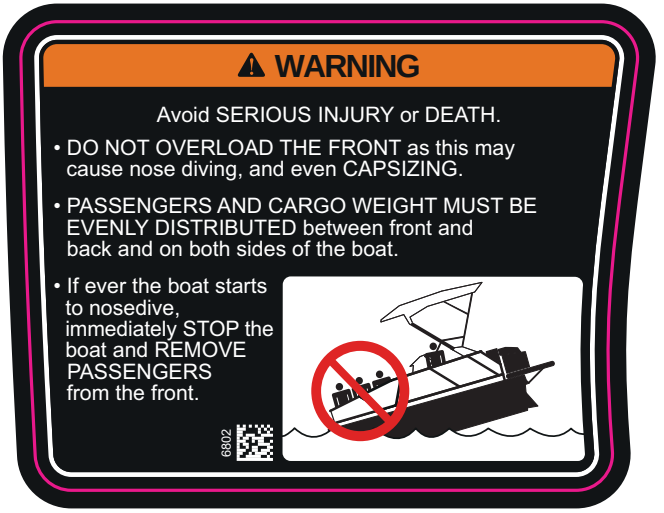
Warning Label

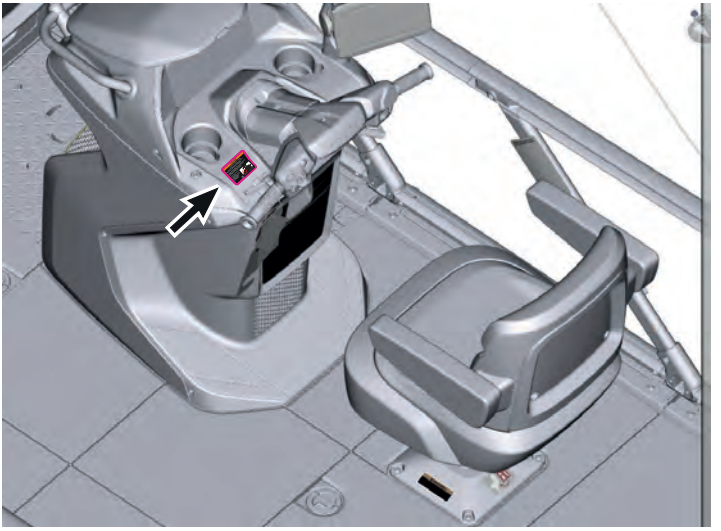




FRONT DOOR LOCATION — TYPICAL

Warning Label



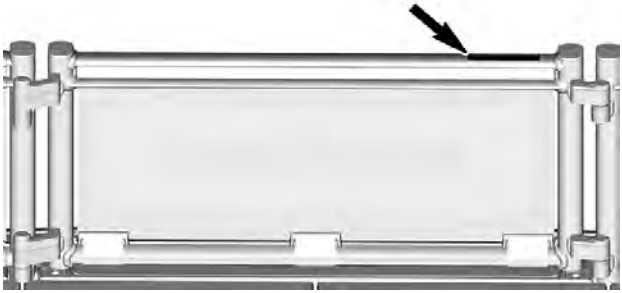


CONSOLE LOCATION — TYPICAL

Front Door – Warning Label



FRONT DOOR WARNING LABEL



TOP OF FRONT DOOR

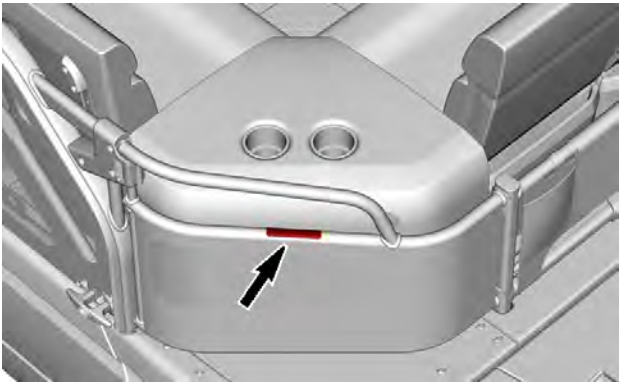
Rear Hand Rail – Warning Label



REAR HAND RAIL WARNING LABEL



MODELS WITH DOOR

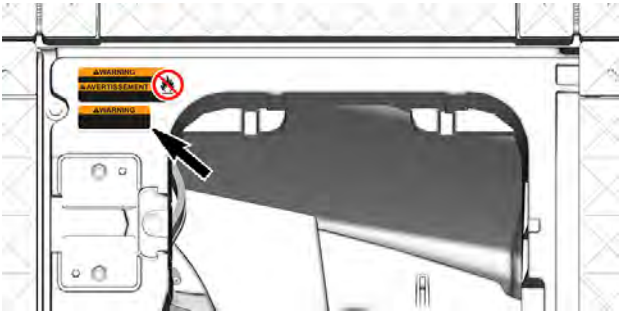


MODELS WITH CORNER TABLE

Front Storage Compartment – Warning Label

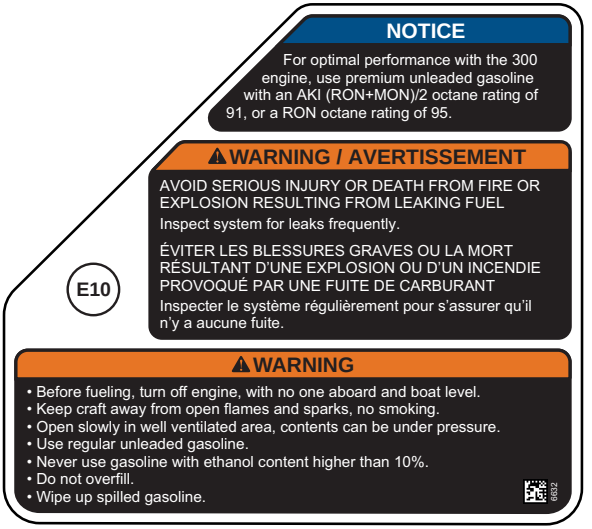


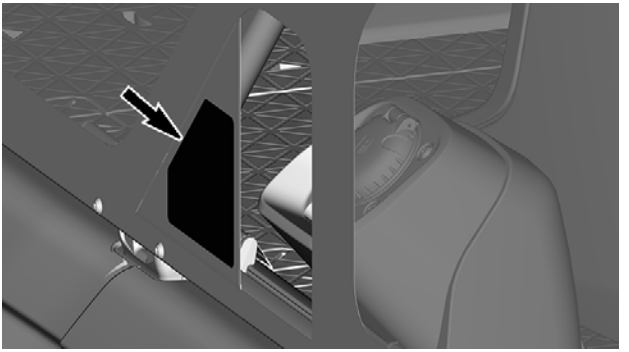
FRONT STORAGE COMPARTMENT WARNING LABEL



ON THE FRONT STORAGE COMPARTMENT STRUCTURE

Fueling Procedure – Warning Label



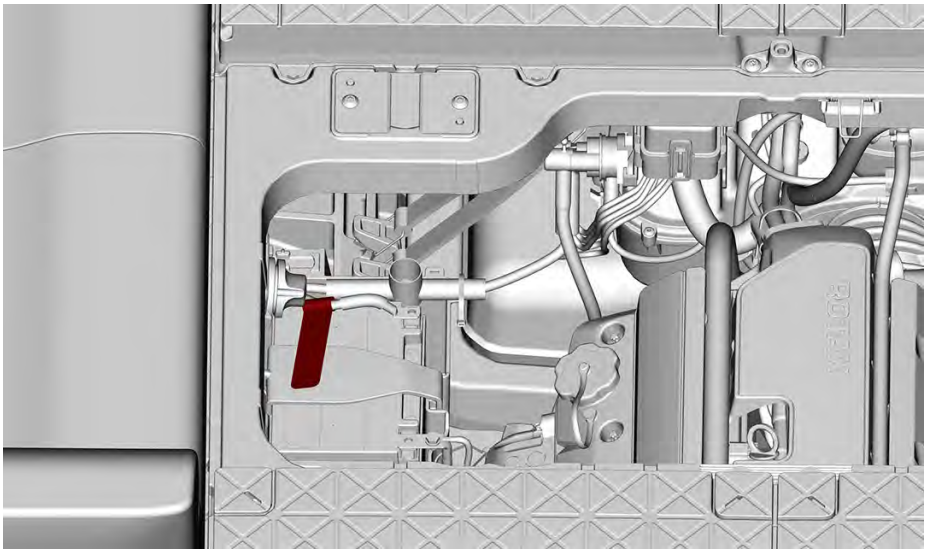


RH SIDE ON THE CANVAS

Battery - Warning Label



BATTERY – WARNING LABEL



LABEL LOCATION

Engine Safety Label

SERVICE OF THE ENGINE INSTALLED IN THIS BOAT REQUIRES SPECIAL TOOLS, TRAINING AND IDENTICAL REPLACEMENT PARTS. THE FUEL SYSTEM SHOULD BE SERVICED ONLY BY A BOMBARDIER RECREATIONAL PRODUCTS TRAINED TECHNICIAN. DO NOT ATTEMPT TO SERVICE THE SYSTEM YOURSELF. 5875

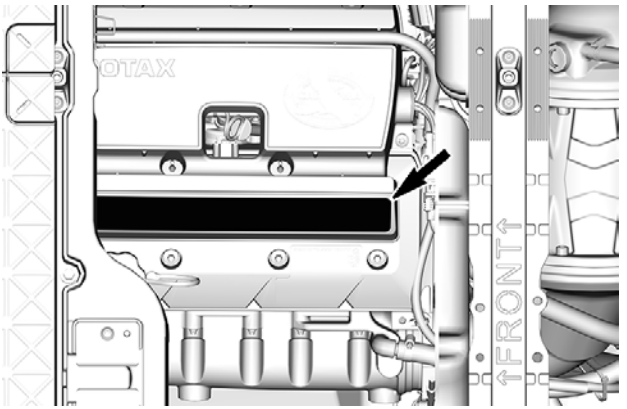
NOTICE

CHECKING ENGINE OIL LEVEL

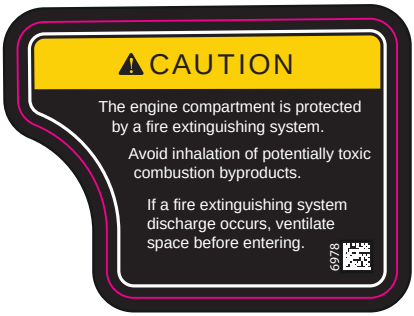
- Make sure engine is at operating temperature. Never let engine run out of water without the flush kit connected as it may damage the engine.
- Vehicle must be level to perform verification.
- Let engine running at idle for at least 30 seconds.
- Stop engine and wait at least 30 seconds.
- Check oil using the dipstick.

⚠CAUTION

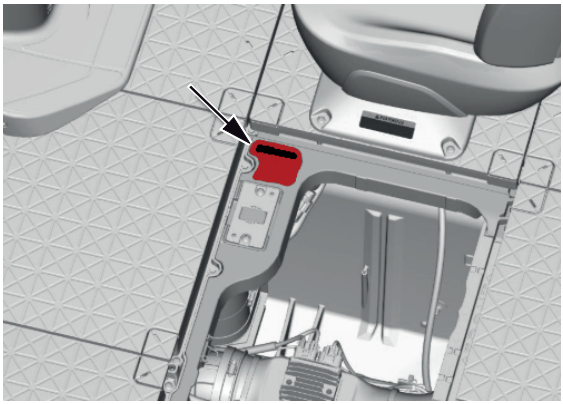
Engine oil and certain component in the engine compartment may be hot.
Direct contact may result in skin burn.



Compartment – Warning Label



COMPARTMENT – WARNING LABEL



Swivel Lock – Warning Label



SWIVEL LOCK WARNING LABEL

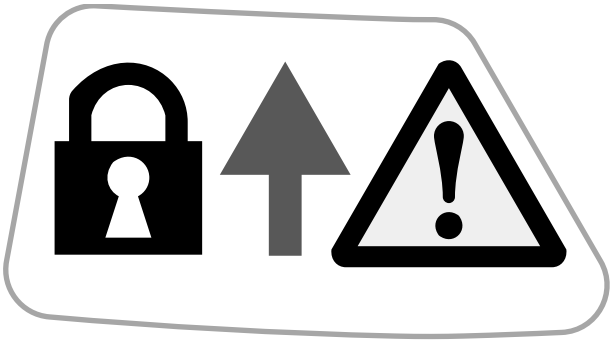


OPERATOR'S SEAT

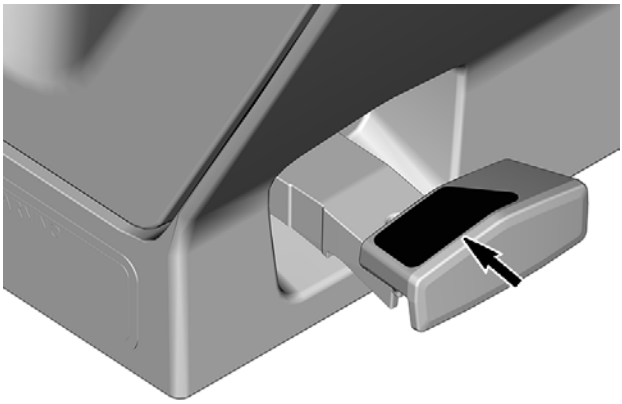
Latch Lever – Warning Label

NOTE: This label can be found on multiple equipment including seats, backrests and tables.

⚠ WARNING
Completely push the tab forward to lock in place



LATCH LEVER WARNING LABEL



TYPICAL – LATCH LEVER

Bimini Top – Warning Label

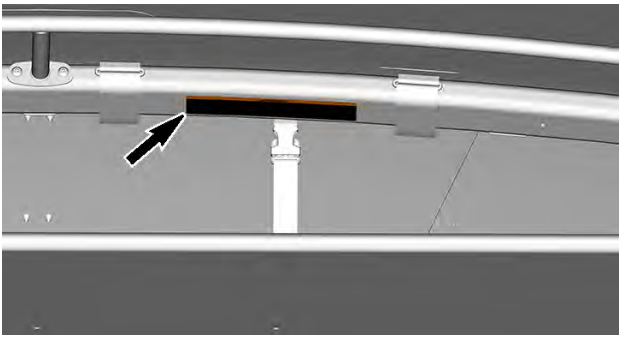
⚠ WARNING

To reduce the risk of severe injury or death

- NEVER exceed 70 km/h (45 mph) when trailering this boat with the top raised. Top could break away and become a road hazard.
- ALWAYS lower top and secure it using the provided straps, and fully open the 2 roof panels for double bimini, when trailering at speeds above 70 km/h (45 mph).
- NEVER store items in the top pouch when riding at speeds above 8 km/h (5 mph) as they could fall and strike occupants.
- ALWAYS store soft & light items and remove them when riding at speeds above 8 km/h (5 mph).
- Manipulate with caution and be aware of pinch points when lifting or lowering the structure.
- When the top is raised, make sure it is properly secured. Structure is heavy and could strike occupants.

6860

BIMINI TOP WARNING LABEL



BIMINI TOP STRUCTURE

Table – Warning Label

⚠ WARNING

To avoid serious injuries

- Do not sit on or lean against table top
- Never leave post without the table
- Always install table when post is in place
- Store table and post when riding at speed above 8 km/h (5 mph), or when trailering
- Load limit not to exceed 6,8 kg (15 lb).

6083

TABLE WARNING LABEL

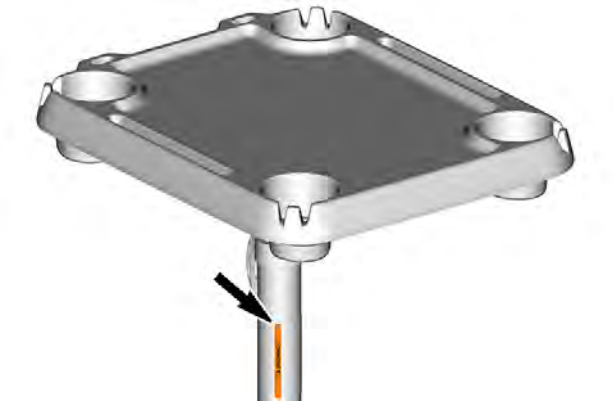
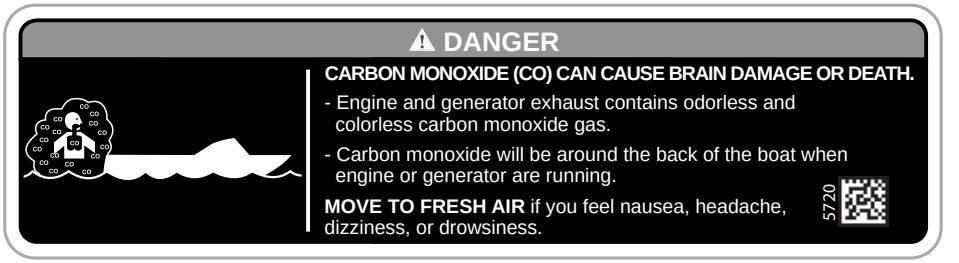
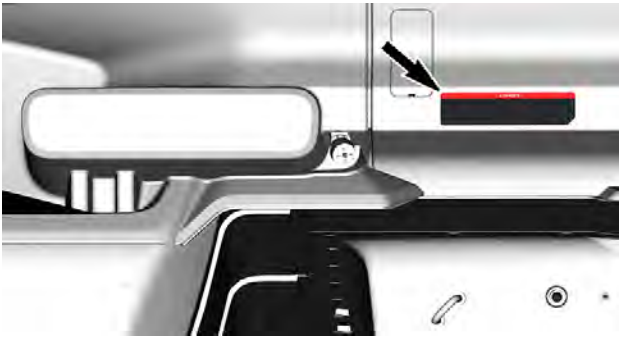


TABLE POST

Carbon Monoxide (CO) – Danger Label

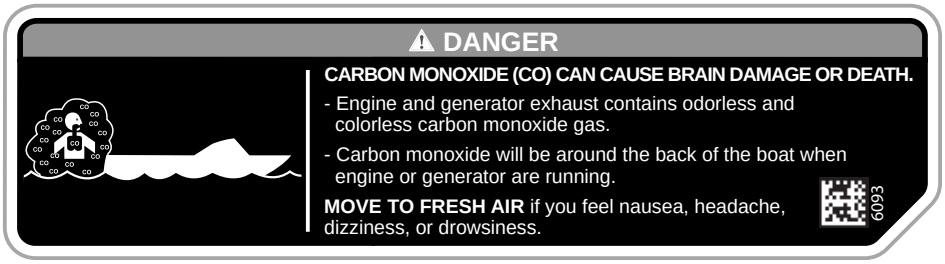


CARBON MONOXIDE (CO) DANGER LABEL



LH SIDE REAR BUMPER

Carbon Monoxide (CO) – Danger Label

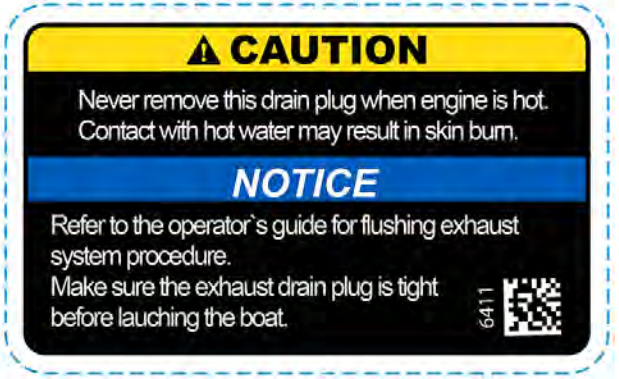


CARBON MONOXIDE (CO) DANGER LABEL

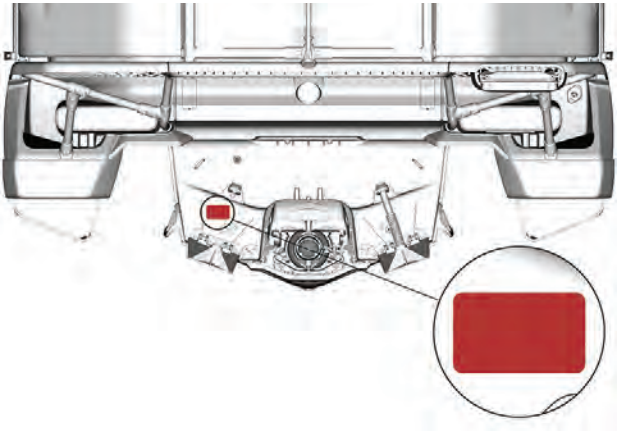


REAR BUMPER

Exhaust Drain Plug – Warning Label



EXHAUST DRAIN PLUG WARNING LABEL



EXHAUST DRAIN PLUG WARNING LABEL LOCATION

Swimmer – Warning Label

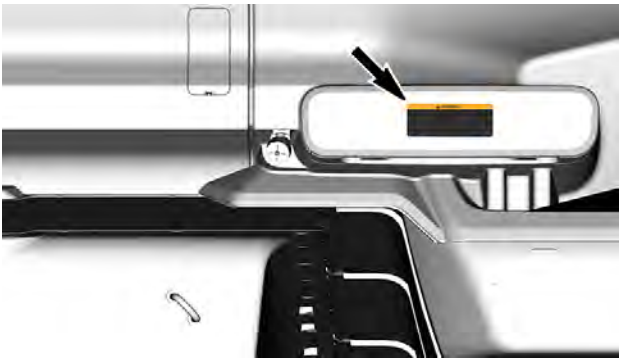
⚠ WARNING

Avoid serious personal injury or death.

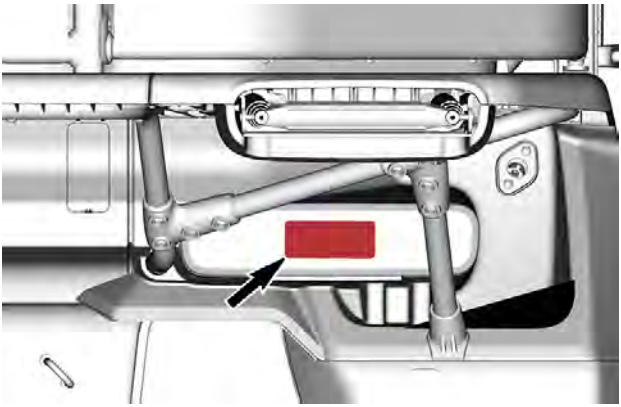
- Make sure the engine is OFF before using the boarding ladder.
- Stay away from the jet pump as it could pick up debris and throw it rearward.
- Keep clothing and hair away from the intake grate when the engine is running to avoid entanglement and drowning.

6000

SWIMMER WARNING LABEL



REAR LADDER STORAGE COVER – MODELS NOT EQUIPPED WITH A SWIM PLATFORM



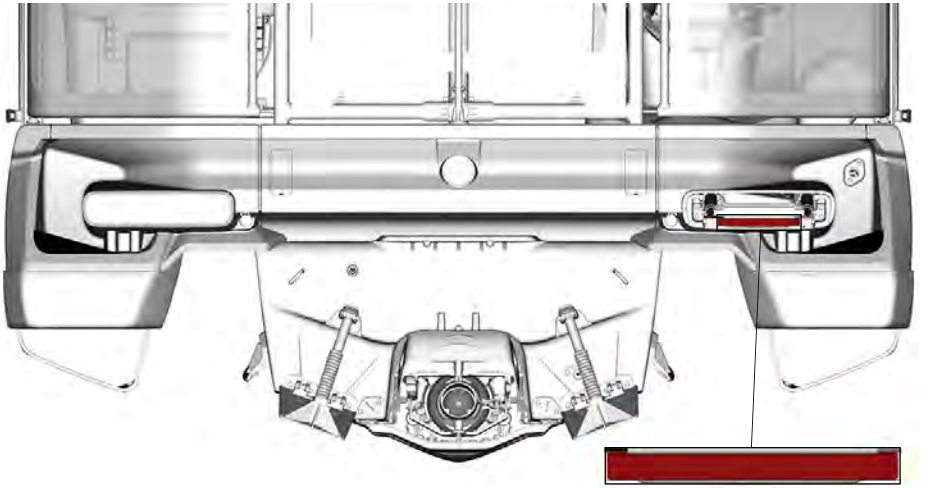
REAR LADDER STORAGE COVER – MODELS EQUIPPED WITH A SWIM PLATFORM

Boarding Ladder – Warning Label

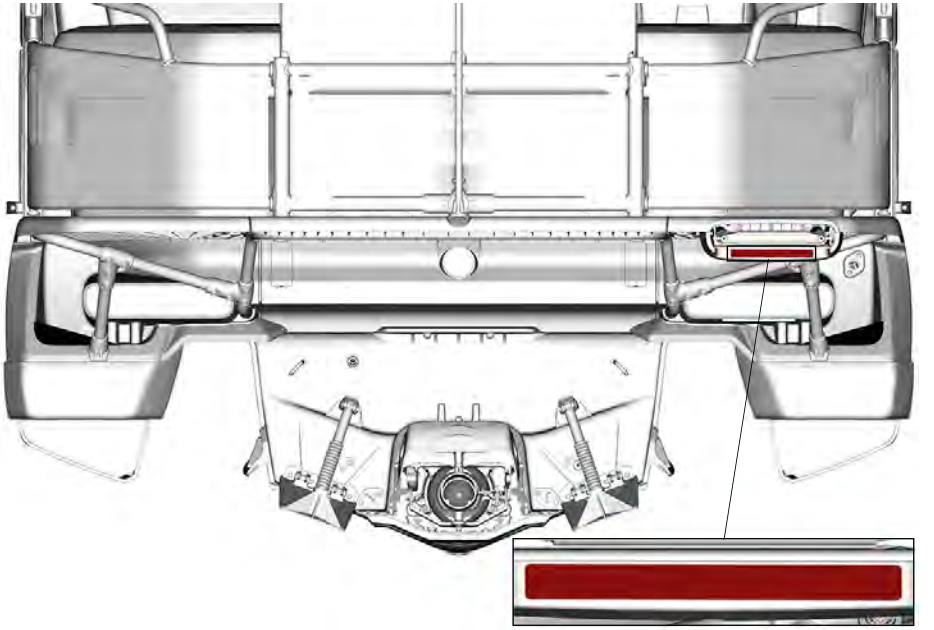
⚠WARNING

Safety instructions
• Never use ladder when engine is running. • Stay on center and face ladder when using.
• Never use ladder for jumping, diving or boarding out of water.
• Always keep fingers clear of pinch points.
5725

BOARDING LADDER WARNING LABEL



BASE MODEL (REAR LADDER STORAGE COVER REMOVED FOR CLARITY)



MODEL WITH SWIM PLATFORM

Boarding Ladder – Warning Label

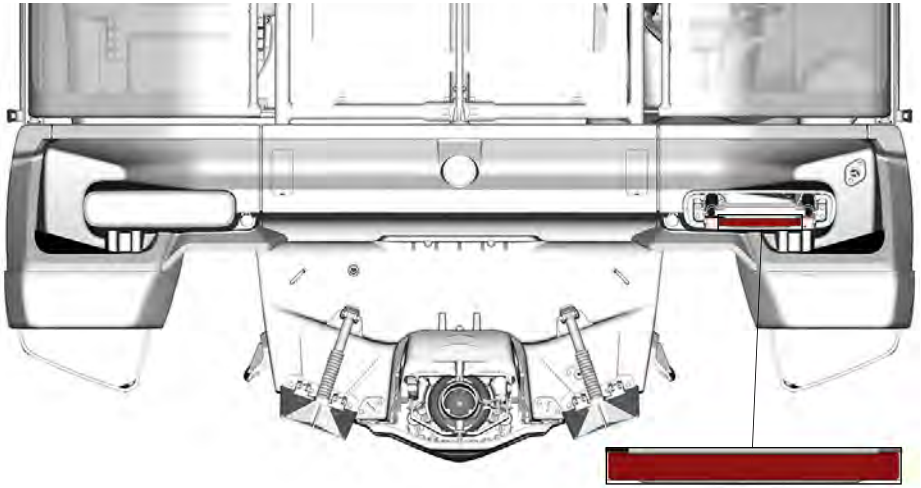
⚠WARNING

Safety instructions

• Never use ladder when engine is running. • Stay on center and face ladder when using.
• Never use ladder for jumping, diving or boarding out of water.
• Always keep fingers clear of pinch points.

5725

BOARDING LADDER WARNING LABEL

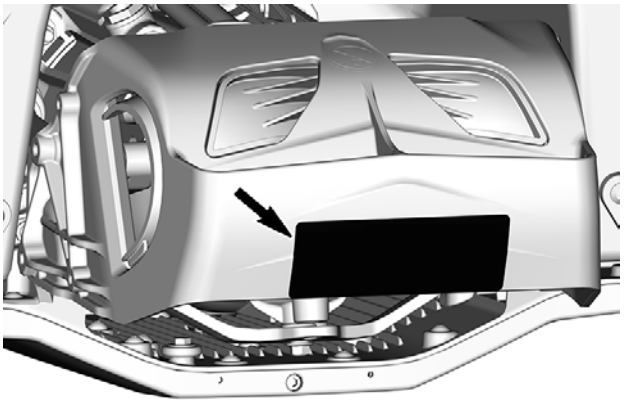


POSITION OF WARNING LABEL (REAR LADDER STORAGE COVER REMOVED FOR CLARITY)

iBR Gate - Moving Part – Warning Label



IBR GATE – MOVING PARTS

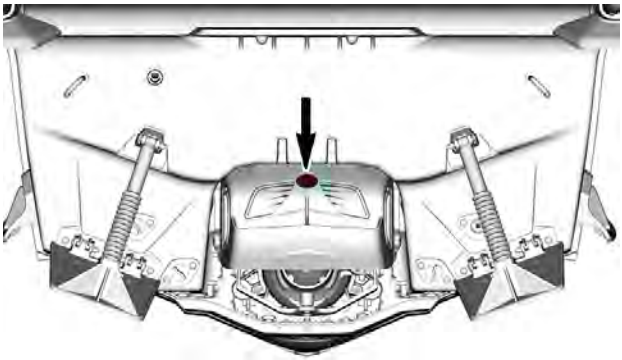


IBR GATE

Do Not Use to Onboard – Warning Pictogram



DO NOT USE TO ONBOARD – LABEL

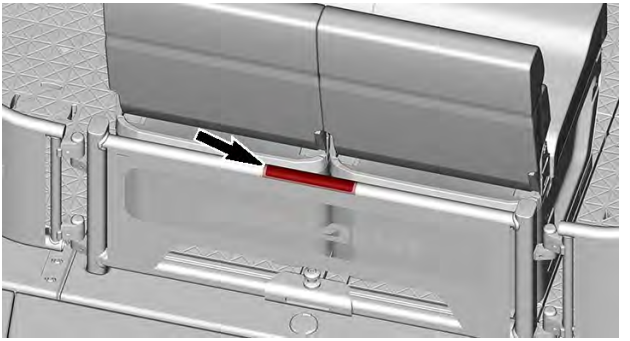


IBR GATE

Stern Bench – Warning Label



STERN BENCH WARNING LABEL



TOP OF STERN RAIL

Table – Caution Pictogram

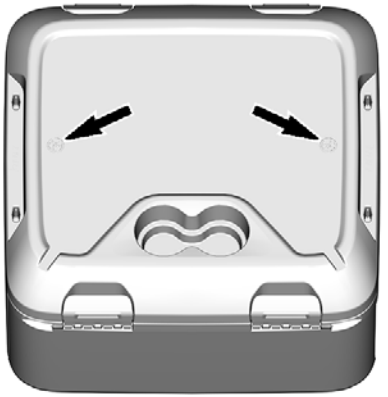
⚠ CAUTION
Do not sit on or lean against.



TABLE SAFETY PICTOGRAM







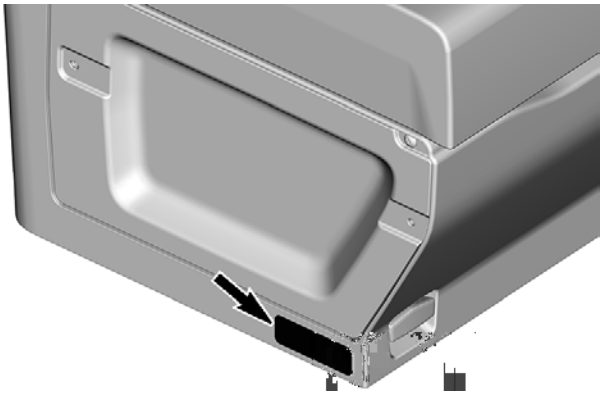
TROLLING MOTOR STORAGE BOX (IF EQUIPPED)

Accessory Anchorage – Warning Label

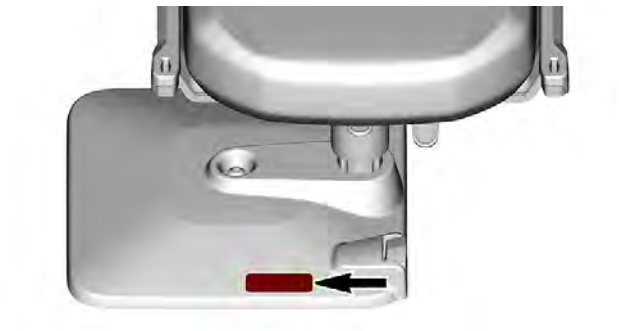
NOTE: This label can be found on multiple equipment including seats, backrests and tables.



ACCESSORY ANCHORAGE LABEL



TYPICAL – LABEL LOCATION



PEDESTAL SEAT – LABEL LOCATION

Compliance and Capacity labels

Compliance Labels

CANADIAN COMPLIANCE NOTICE
AVIS DE CONFORMITÉ CANADIEN

MAXIMUM RECOMMENDED SAFE LIMITS
LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES

MAX. kg lbs/lb

MAX. + kg lbs/lb

THE RECOMMENDED SAFE LIMITS MAY HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS.

LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET LES CONDITIONS MÉTÉOROLOGIQUES DIFFICILES.

OPERATE IN SHELTERED INLAND WATERS.
OPÉREZ DANS DES EAUX INTÉRIEURES ABRITÉES.

BOMBARDIER RECREATIONAL PRODUCTS INC. (YDV)
565 de la Montagne, Valcourt, J0E 2L0, QC, CA
Rotaxstrasse 1, Gunskirchen, A-4623, AT

MODEL / MODÈLE :

THE MANUFACTURER DECLARES THAT THIS PRODUCT COMPLIES WITH THE CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS, AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

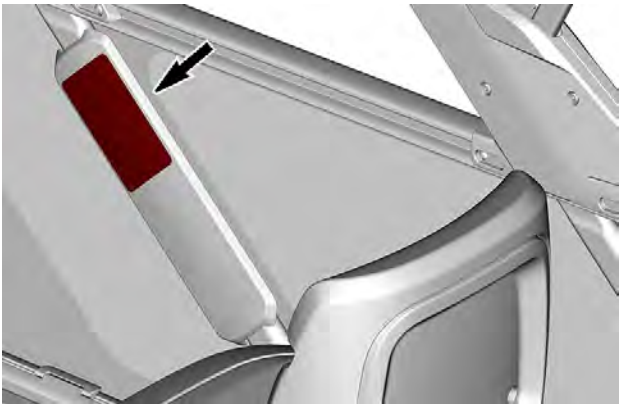
LE FABRICANT ATTESTE QUE CE PRODUIT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU REGLEMENT SUR LES PETITS BÂTIMENTS EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION.

EMISSION CONTROL SYSTEM INFORMATION
BOMBARDIER RECREATIONAL PRODUCTS INC. MEETS MY. CALIFORNIA EVAP EMISSIONS REGULATIONS FOR SPARK-IGNITION MARINE WATERCRAFT. CALIFORNIA EVAP FAMILY

6270

CAN ICES-002/ NMB-002

EVAPORATIVE EMISSION CONTROL SYSTEM: SO. MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS. CONFORME AUX NORMES U.S. EPA EVAP VIA COMPOSANTES CERTIFIÉES. MAX. POWER / PUISSANCE kW



LABEL SUPPORT NEXT TO OPERATOR SEAT

Compliance Labels

BUILDER`S PLATE

Number or not exceeding kg

Max. + kg

Buoyancy

BUILT BY BOMBARDIER RECREATIONAL PRODUCTS INC. (YDV)
565 de la Montagne, Valcourt, J0E 2L0, QC, CA
Rotaxstrasse 1, Gunskirchen, A-4623, AT
MODEL:
HIN:

Alteration of the boat's hull or permanent fittings may invalidate the particulars on this plate.

The maximum persons and maximum load should be reduced in bad weather, or when the boat is operated in adverse conditions. Refer to the owner's operating manual for more information.

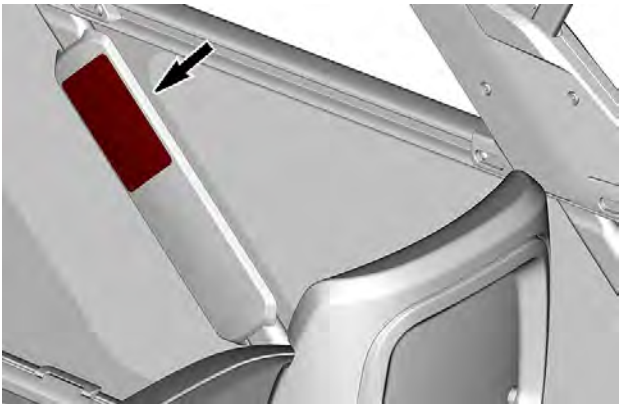
Designed for condition up to and including wind force (Beaufort scale) and maximum occasional wave heights up to and including M may be experienced.

Design category:

6759

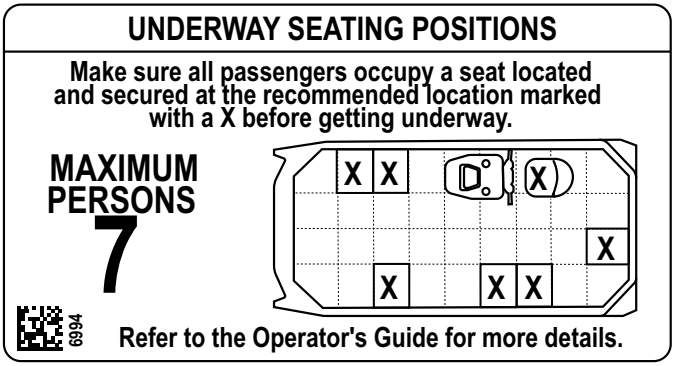
CAN ICES-002/ NMB-002

COMPLIANCE LABELS (EUROPE)

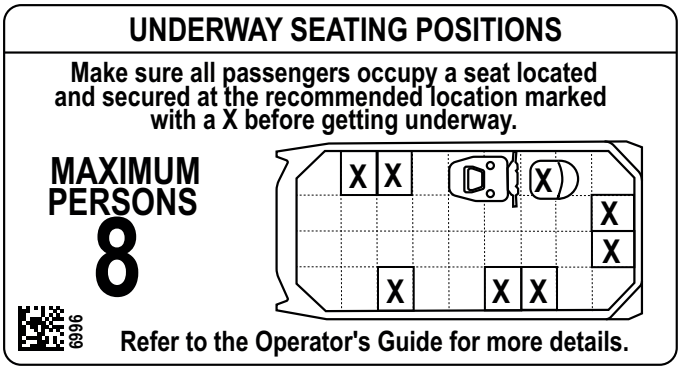


LABEL SUPPORT NEXT TO OPERATOR SEAT

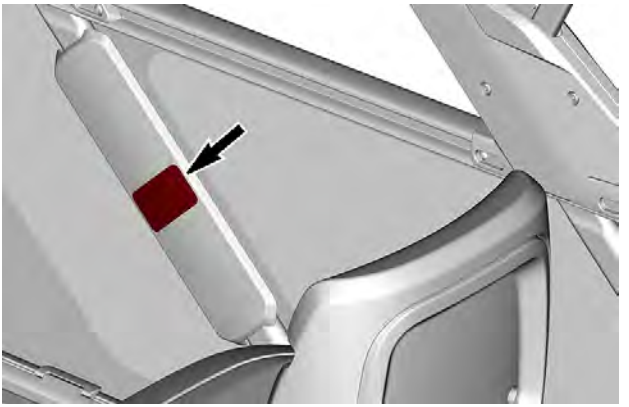
Underway Seating Positions Label 16 ft.



16 FT. AND 18 FT. WATERCRAFT – CANADA

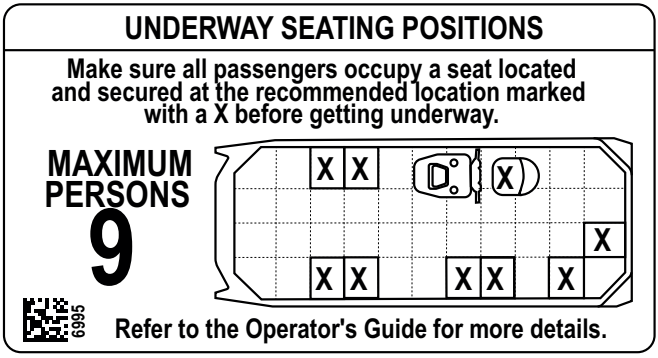


16 FT. AND 18 FT. WATERCRAFT – USA

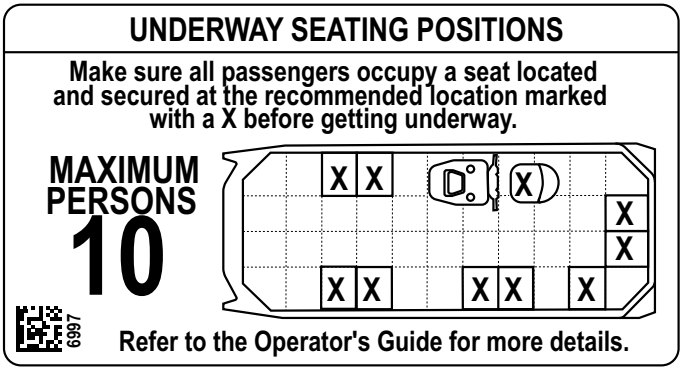


LABEL SUPPORT NEXT TO OPERATOR SEAT

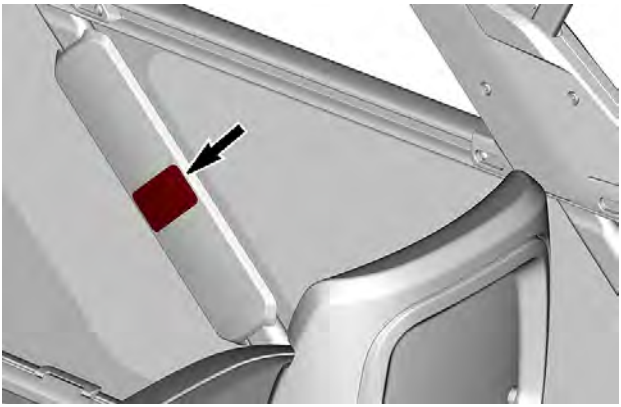
Underway Seating Positions Label 19 ft.



19 FT. AND 21 FT. WATERCRAFT – CANADA



19 FT. AND 21 FT. WATERCRAFT – USA



LABEL SUPPORT NEXT TO OPERATOR SEAT

Maximum Capacity Compliance Labels

FOR U.S. ONLY

MAXIMUM CAPACITIES

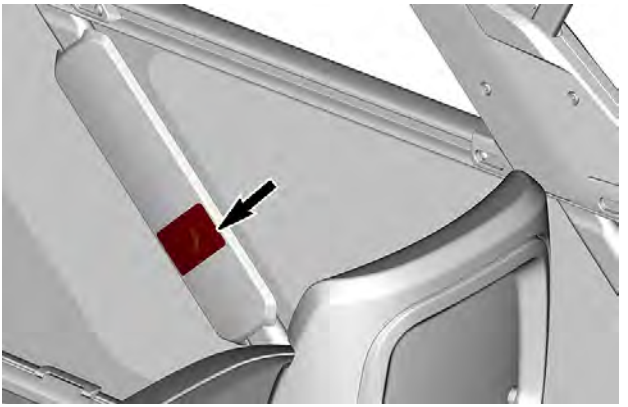
PERSONS OR LBS

LBS, PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION BOMBARDIER RECREATIONAL PRODUCTS INC. 565 RUE DE LA MONTAGE, VALCOURT, QC, CANADA.

ASSEMBLED IN UNITED STATES

MAXIMUM CAPACITIES LABEL



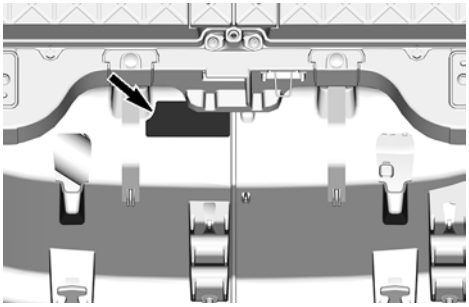
LABEL SUPPORT NEXT TO OPERATOR SEAT

Technical Information Labels

Fuel System Maintenance Label

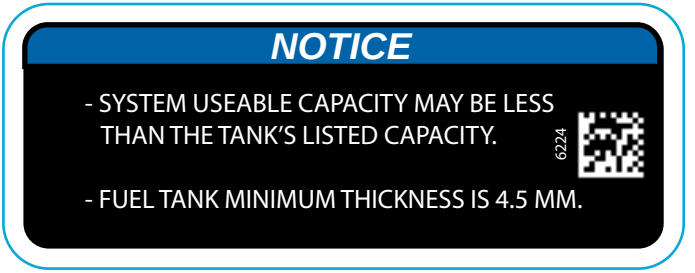
SERVICE OF THE ENGINE INSTALLED IN THIS BOAT REQUIRES SPECIAL TOOLS, TRAINING AND IDENTICAL REPLACEMENT PARTS. THE FUEL SYSTEM SHOULD BE SERVICED ONLY BY A BOMBARDIER RECREATIONAL PRODUCTS-TRAINED TECHNICIAN. DO NOT ATTEMPT TO SERVICE THE SYSTEM YOURSELF. 6071

FUEL SYSTEM MAINTENANCE LABEL

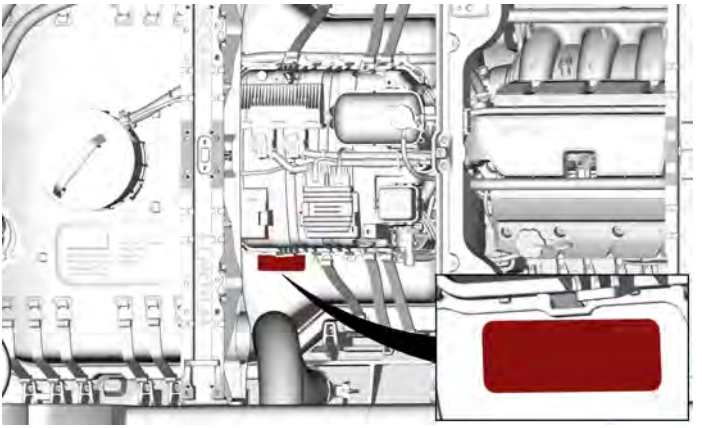


FRONT STORAGE COMPARTMENT

Fuel Tank Capacity – Notice Label

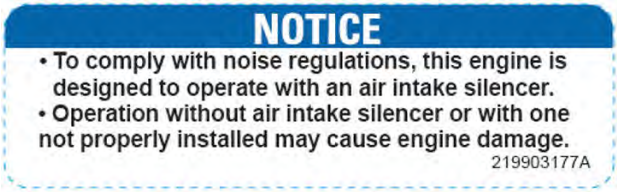


FUEL TANK CAPACITY – NOTICE LABEL

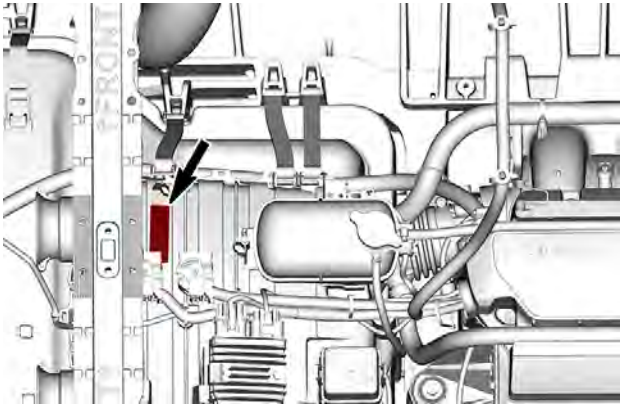


LABEL LOCATION – TILES REMOVED FOR CLARITY

Air Intake Silencer – Notice Label

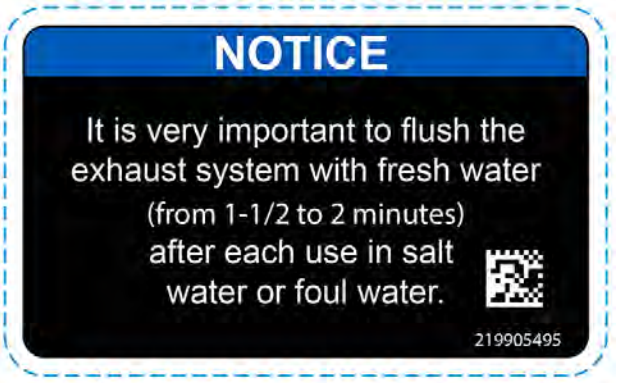


AIR INTAKE SILENCER - NOTICE LABEL

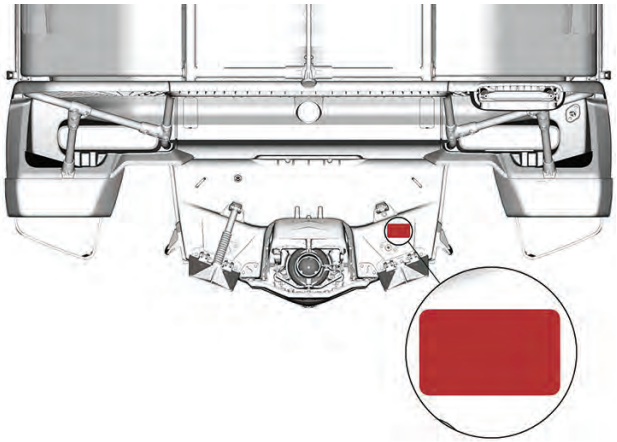


AIR INTAKE SILENCER

Rinse – Notice Label

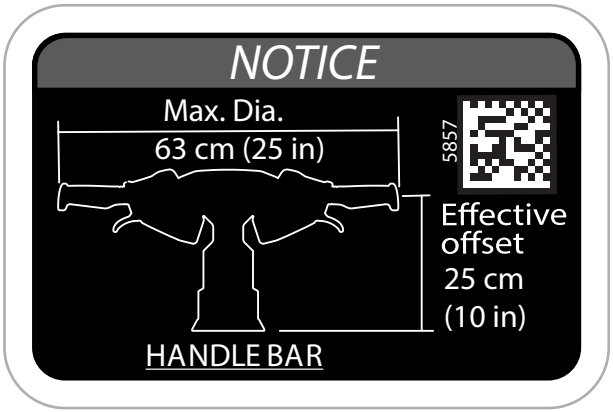


RINSE NOTICE LABEL

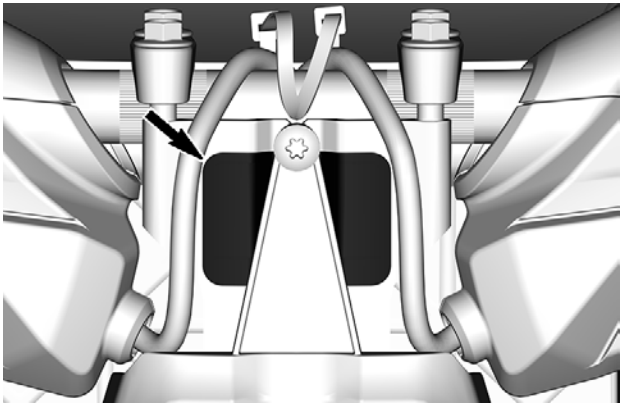


RINSE NOTICE LABEL LOCATION

Handlebar – Notice Label



HANDLEBAR NOTICE LABEL

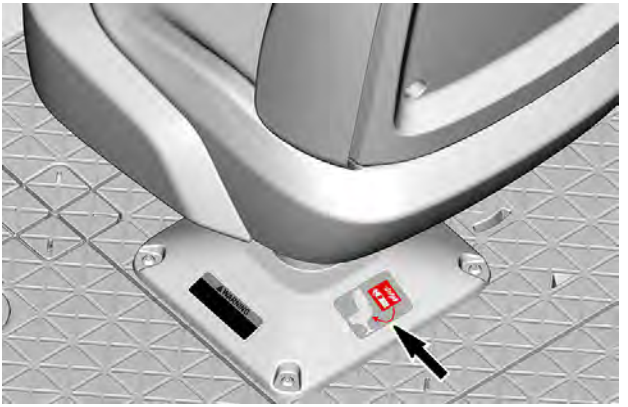


UNDER STEERING COVER

Fire Extinguisher Position Label



FIRE EXTINGUISHER POSITION LABEL



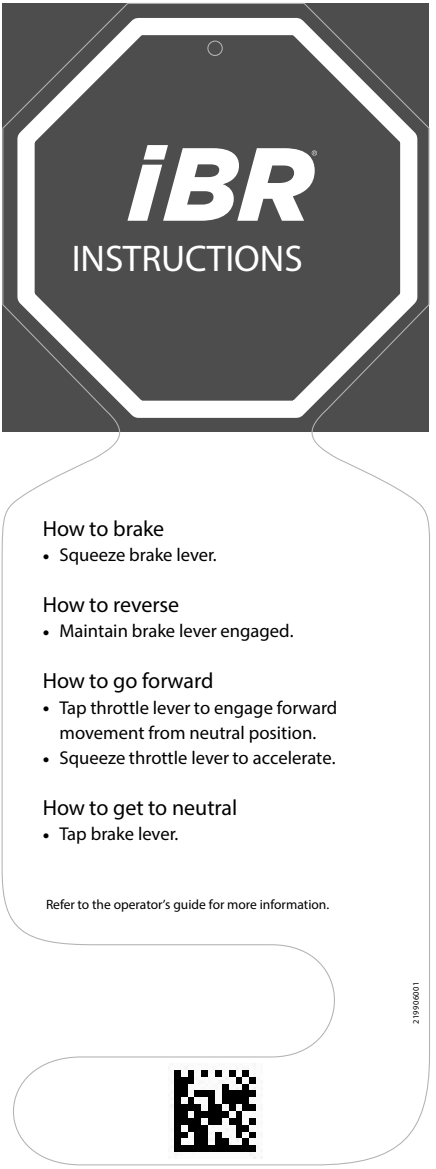
DRIVER SEAT

Hang Tag

California Proposition 65 Warning



iBR Hang Tag


iBR
INSTRUCTIONS
How to brake
• Squeeze brake lever.
How to reverse
• Maintain brake lever engaged.
How to go forward
• Tap throttle lever to engage forward movement from neutral position.
• Squeeze throttle lever to accelerate.
How to get to neutral
• Tap brake lever.
Refer to the operator's guide for more information.
219056001
STOP
iBR
INTELLIGENT BRAKE AND REVERSE
THIRD GENERATION
• Allows you to stop sooner for greater peace of mind .
• Recognized by the U.S. Coast Guard for improving boating safety since 2009.
• The Third Generation provides more precise and responsive control when braking and docking.
SEA-DOO

PRE-RIDE INSPECTION

Always inspect and confirm the safe operating condition of your vehicle prior to ride. Before using this vehicle, the operator should always perform the following pre-ride inspection check list.

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

Refer to *Maintenance Procedures* for details.

⚠ 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.

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 the engine to start, make sure to clear gasoline vapors from the engine compartment before starting the engine by operating the bilge blower for at least 4 minutes.

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

The **OPERATION** inspection procedures are described below the table.

ITEM	OPERATION
Hull and deck	Inspect for damages. Properly clean to remove aquatic invasive species (AIS).
Pontoon floats	Inspect for damages. Properly clean to remove 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 plugs	Hand tighten
Boarding ladder	Inspect and check operation. Make sure it is latched closed.
Bimini top	Check for damage. Ensure proper installation.
Passenger seats	Confirm all locations and ensure they are latched.
Safety kit	Inspect, check compliance.
Fire extinguisher	Check condition.
Operator’s seat	Inspect and lock facing forward.
Steering system	Check operation.
iTC lever (throttle control)	Check operation.
iBR lever (brake and reverse)	Check operation.
Engine compartment	Check for any visible fluid leaks, gasoline vapor odor, water, or damage.
Battery condition and connections	Check every month.
Master Switch	Check operation, refer to Closing and Opening the Master Switch
Bilge Blower	Operate for 4 minutes. Check operation.
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	Inspect tether cord and both ends for damage Check operation.
Navigation Lights	Check operation of the three (3) lights.
Doors	Close and latch all doors.
All Storage Compartment Covers, Engine Access Panels, Glovebox, Moveable Accessories, and Seats	Ensure items are closed and/or latched.
Ski/ wakeboard pylon (if equipped)	Inspect for damage and check secure installation.
Anchor (if equipped)	Inspect and check it is securely stowed.
Fish Livewell/Cooler and rod holders (if equipped)	Inspect and check they are securely installed.
Trolling Motor and Storage Box (if equipped)	Inspect and check they are securely mounted.
Accessories, cargo, equipment (if equipped)	Inspect and check they are securely installed or remove them.

Deck and Hull

Inspect hull for cracks, loose screws and other damages.

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

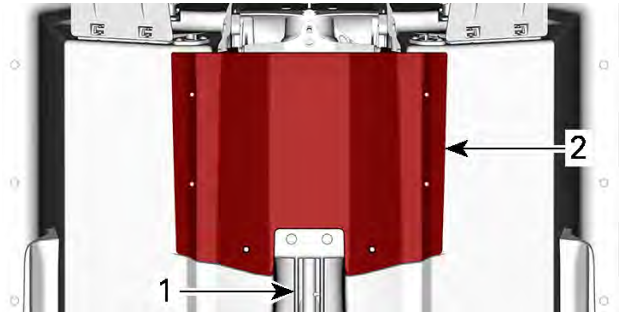
Pontoon Floats

Inspect the pontoon floats for cracks.

Properly clean the outside and inside of the floats using the rinsing system before launching the watercraft when moving to a different water plan to prevent from aquatic invasive species. Refer to *What to Do After Leaving the Water* at the end of this section. Also refer to *Maintenance Procedures* section.

Jet Pump Water Intake, Jet Thrust Nozzle and iBR Gate

Inspect the ride plate, the water inlet grate, the thrust nozzle, and the reverse gate for cracks and other damages. Remove weeds, shells, debris or anything else that could restrict the flow of water and damage the propulsion unit. Clean as necessary. If any obstruction cannot be removed, refer to an authorized *Sea--Doo* dealer for servicing.

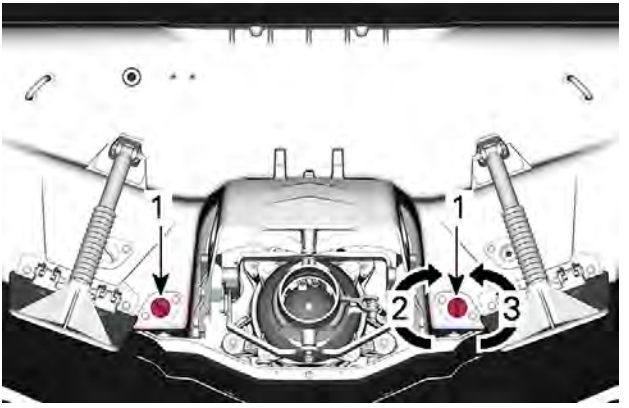


1. *Water intake*
2. *Ride plate*

Drain Plugs

Hand tighten only the bilge drain plugs.

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



BILGE DRAIN PLUGS

1. *Bilge drain plug*
2. *Tighten*
3. *Untighten*

⚠ WARNING

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

Boarding Ladder

Inspect ladder for damage and check operation. Make sure it is properly stowed and latched closed.

Bimini Top

Operate the watercraft with the bimini top lifted up. Check that the arms and tension arm are well locked in. Inspect for damage or loose bolts and screws. Check the canvas tension is adequate. Refer to *EQUIPMENT*.

Passenger Seats

Relocate enough seats to provide all necessary seating, in accordance with the Underway Seating Positions label affixed to the right side of the helm. This label indicates the best seat locations to help distribute passenger weight evenly across the boat.

Ensure the seat bases are latched to the deck tiles, the seat cushions are closed and the stern bench backrest is raised.

Safety kit

Check that the safety kit (sold separately) is in place in the front storage compartment, complete, not damaged and complies with local regulations. Also inspect the safety kit holder and rubber tie-down for damage.

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

Fire extinguisher

Always carry a fire extinguisher (sold separately). 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 and rubber tie-downs, under the operator's seat, for damage.

Operator's Seat

Using the swivel lock handle, lock the operator's seat in forward position so that the seat faces the handlebars and does not swivel during operation.

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 (brake and reverse)

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 and Bilge Water Pump

Remove the 2 engine access panels. Inspect the engine compartment for fuel vapor odor or any visible fluid leaks.

⚠ WARNING

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

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

Check for water inside the bilge. If some water is present, with the watercraft out of the water, remove the drain bilge plugs to drain the water out, refer to Drain Plugs below. If the watercraft is afloat, drain the bilge water using the bilge pump.

Refer to *Bilge Pump* in the Equipment section.

Battery Condition and Connections

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

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

Master Switch

Turn the master switch knob to the ON position.

Refer to *Master Switch* section.

Bilge Blower

Operate the bilge blower for 4 minutes before starting the engine. Verify blower operation by listening for the blower fan, located at the rear of the engine compartment, on the starboard side.

Fuel Tank Level

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

Add fuel if necessary.

⚠ WARNING

Strictly adhere to instructions detailed in *Refueling Procedure*.

Engine Oil

Ensure that the oil level is within specification as described in the *Maintenance Procedures* section. Refer to *Verifying the Engine Oil Level* for the complete procedure.

⚠ CAUTION

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

Engine Coolant

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

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

Engine Cut-Off Switch and Engine START/STOP Button

⚠ WARNING

Always operate the bilge blower for at least 4 minutes before starting the engine to clear gasoline vapors from the engine compartment.

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

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.

⚠ WARNING

Should the tether cord be damaged, or caps 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.

Navigation Lights

Installation of the rear navigation light pole is necessary to perform this verification (if equipped). Refer to Lights.

Turn ON the navigation lights, confirm operation of the front red and green lights, and the white anchor light.

Turn ON the anchor light, confirm operation of the white anchor light only.

Doors

Close and latch all doors securely before departure.

All Storage Compartment Covers, Engine Access Panels, Glovebox, Moveable Accessories, and Seats

Ensure the following are closed and/ or latched :

- Anchor storage cover;

-Front storage compartment cover;

-Engine access panels (2);

-Glovebox;

-Lounge backrest (if equipped);

-Pedestal seats (if equipped);

-Corner tables;

-LinQ accessories;

⚠ WARNING

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

Ski/ Wakeboard Pylon (if equipped)

Ensure pylon is properly installed and secured. Inspect for damage to the ski pylon before using it. Always store the tow rope when not in use.

Anchor (if equipped)

Inspect anchor chains, lines and anchor for damage. Make sure the anchor is securely stowed in the anchor storage compartment.

Fish Livewell/Cooler and Rod Holders (if equipped)

Check cooler and rod holders for damage. Make sure the cooler is secured to the deck tiles, and any fishing rods or equipment are secured or stored.

Trolling Motor and Storage Box (if equipped)

Inspect the storage box, lid and latches for damage. Make sure the box is latched, the trolling motor is stored and secured to the box, and the lid is secured to the box.

If the trolling motor is not stored, make sure it is properly locked to the front mounting plate. Check that the motor is fully stowed in the quick release mount and the depth collar if tightened against the motor steering housing.

Accessories, cargo, equipment (if equipped)

Check all accessories, cargo boxes or bags, and carried equipment are securely stored or secured on deck.

What to Do After Launching the Watercraft

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.

⚠ WARNING

Always operate the bilge blower for at least 4 minutes before starting the engine to clear gasoline vapors from the engine compartment.

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)

With the engine running in forward thrust, use the VTS system 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.

Refer to *Operating Instructions* 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, it's 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.

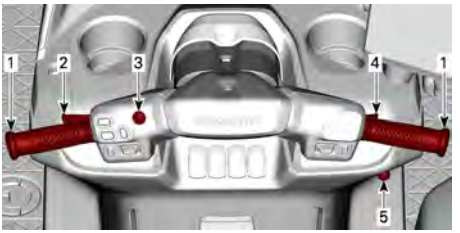
Though not required, it is recommended that an authorized BRP dealer performs the preseason preparation of your vehicle.

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.

WATERCRAFT INFORMATION

PRIMARY CONTROLS WITH 10.25" TOUCH DISPLAY

Console



1. *Handlebar*
2. *iBR lever (intelligent Brake and Reverse)*
3. *START/STOP button*
4. *Throttle lever*
5. *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.

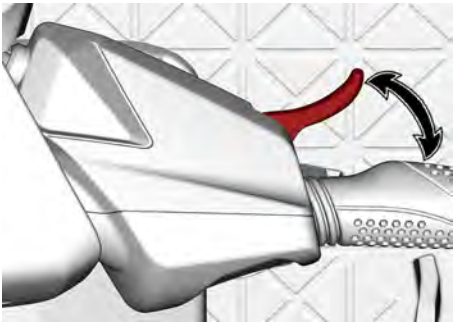
When operating in reverse, the steering direction is reversed. Turning the handlebar to the right while backing up steers the watercraft to the left.

intellient Throttle Control (iTC) Lever

The iTC lever is on the RH handlebar controls the engine speed electronically.

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

To decrease watercraft speed, release the iTC lever.



ITC LEVER

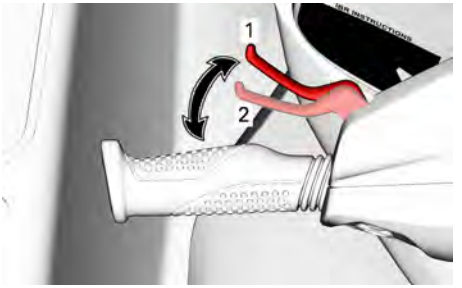
The iTC lever is spring loaded and should return to rest position (idle) when not pulled.

intelligent Brake and Reverse (iBR) Lever

The iBR lever on the LH handlebar can electronically command:

– Brake
– Reverse
– Neutral.

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



TYPICAL

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

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

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

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

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

⚠ WARNING

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

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

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

Refer to *Operating Instructions* for detailed instructions.

Engine Cut-Off Switch

The engine cut-off switch is located on the RH side of the console.



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.

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

⚠ WARNING

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

⚠ WARNING

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

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

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

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

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

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

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

Engine START/STOP Button

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



TYPICAL – ENGINE START/STOP BUTTON

1. Start/Stop button

Engine Starting and Stopping

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

Waking Up the Electrical System

Ensure the master switch is closed.

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

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

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

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

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

Post-Drive Battery Management (If equipped)

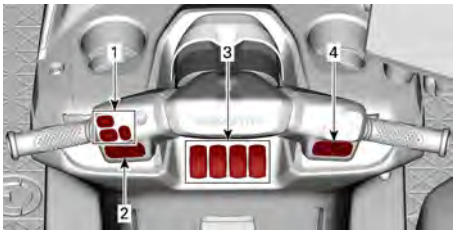
This feature keeps the electrical system awake to allow using accessories when the engine is turned off. It also prevents draining the battery too much when using accessories. When the battery voltage reaches 12.3V or less, the system will automatically shut down to ensure enough power remains to start the engine.

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

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

SECONDARY CONTROLS WITH 10.25" TOUCH DISPLAY

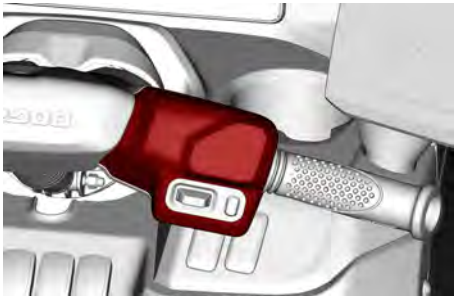
Console



1. *Left Multifunction Switch – Upper Module*
2. *Left Multifunction Switch – Lower Module*
3. *Console Switches*
4. *Right Multifunction Switch*

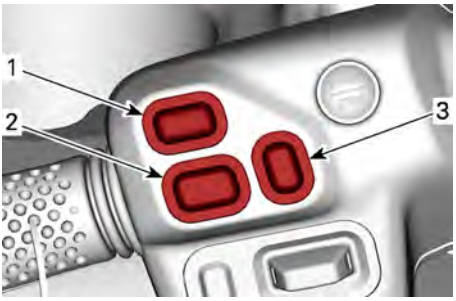
Right Multifunction Switch

The right multifunction switch located on the right-hand (RH) side of the handlebar is used for activation and adjustment of the cruise control. The cruise control UP/DOWN switch is also used for neutral adjustment of the iBR.



Left Multifunction Switch

Upper Module



LEFT MULTIFUNCTION SWITCH - UPPER MODULE

1. *Volume Up*
2. *Volume Down*
3. *Ride Settings*

Volume Up

Press this button to increase the audio system volume.

Volume Down

Press this button to decrease the audio system volume.

Ride Settings

Use this button to activate and/or switch between the VTS Settings menu and the Engine Mode (Eco, Normal (default, activated at every startup), or Sport) menu. The button is also used to control the audio system:

– Press once to activate the menu.
– Press a second time to switch menus.
– Press and hold to play/pause the audio system.

Lower Module



LEFT MULTIFUNCTION SWITCH - LOWER MODULE

1. *Applet switcher*
2. *Navigation button*

Applet Switcher

Pressing the **Applet Switcher** button allows you to cycle through the applets in the right-lateral display.

Navigation Button

When the watercraft is moving above 18 km/h (12 MPH) , only the left handlebar multifunction switch can be used to navigate through the menus and functions of the display.

OPERATING MODES WITH 10.25" TOUCH DISPLAY

Operating Mode Available	
Normal mode	X
Sport mode	X
ECO mode	X
Cruise Control mode	X
Slow speed mode	X
Ski mode	-
X = Indicates a **standard** feature - = See a Sea-Doo dealer for availability.	

Selecting the Operating Modes

By default, the watercraft is set to *Normal Mode* when starting.

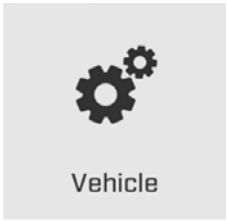
This selection can be made in two ways. To change the operating mode :

– Using the touchscreen.

1. To access the app menu, tap the *Right Applet Menu* icon in the bottom-right corner.



2. Press in the multifunction display, *Vehicle* applet.



3. Select Setting.
4. Select *Engine Mode*.



5. Select the intended mode.

– Using the handlebar's multifunction switches.

1. Press Ride Settings button once to activate the menu.



2. Press the up/down the Navigation button to switch the modes.



Refer to *Controls* for more information.

Sport Mode

Sport mode provides an increased throttle response but the same accelerations as Normal mode.

To activate the Sport Mode ;

1. Select *SPORT* with the Navigation button in the Engine mode menu.

   Once activated, Sport mode will remain active until it is deactivated by the operator, the engine is shut down . The icon will be visible in the left-lateral display.



   When Sport Mode is selected, the following warning will appear on the display without activating the mode. Follow the on-screen procedure to acknowledge the warning and activate the Sport Mode.

⚠ WARNING

Increase acceleration. Instruct all passenger(s) to grip the handholds, seat strap, or to hold on to the waist of the person in front of themHold UP To Activate

2. Press up the Navigation button and hold until you hear a beep. (2 beeps then there will be 1 beep at activation)

ECO Mode

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

To activate the ECO Mode ;

1. Select *ECO* with the Navigation button in the Engine mode menu.



2. To exit an engine mode, return to the Engine mode menu and select a different mode with the Navigation button.

NOTE: Select Normal for default engine settings.

Cruise Control Mode

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

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

Once the speed is set, the operator can vary the watercraft speed using the UP/DOWN buttons on the RH keypad.

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

Slowing down is a matter of pressing the DOWN button, or by pulling the iBR lever in.

If the iBR lever is pulled in for braking, the cruise control mode is overridden and **deactivated**.

Once the iBR lever is released and the throttle is pulled in to engage forward thrust, the cruise speed needs to be manually set again.

The speed setting previously set is deleted each time the cruise control is deactivated.

Prerequisite for Cruise Control Mode Activation

The gear is set to FWD, without torque reduction due to faults.

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

The iBR lever is released

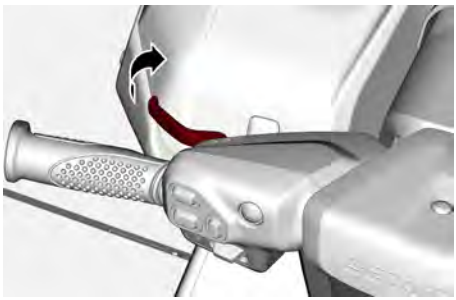
NOTE:
Cruise Control mode is not available if slow Speed mode is engaged.

Activating the Cruise Control Mode

Cruise control mode is a function of the intelligent Throttle Control (iTC) system that allows you to set a desired constant speed for the watercraft. This is useful when you are cruising for long distances; operating in limited-speed zones; or towing a tuber, skier, or wakeboarder.

⚠ CAUTION

Once the Cruise control mode activated, keep your attention up to maintain good situational awareness.



IBR LEVER RELEASED



CRUISE CONTROL BUTTON

Adjusting the Cruise Control Mode

Once the cruise speed is set, you can increase or decrease the speed by holding or “clicking” the up/down button on the right multifunction switch.



NOTICE

As you proceed under a constant-speed setting, stay alert and maintain good situational awareness.

Deactivating Cruise Control Mode

To deactivate Cruise controlmode:

1. Press the Cruise control button.
2. Restart the PWC

Deactivation of Cruise control mode is indicated by:

– The Cruise control indicator will go off.

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 then 15 km/h (9 mi/h).

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

Activating Slow Speed Mode

To activate slow speed mode :

1. Release the throttle lever to idle RPM.
2. Press the Speed Control button.



SPEED CONTROL BUTTON

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



The default slow speed setting of 5 will show in the numerical display. The maximum setting is 9.

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 correspond 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 Cruise 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 Cruise Control/Slow Speed indicator will go out

OPERATING MODES WITH 10.25" TOUCH DISPLAY

Operating Mode Available	
Normal mode	X
Sport mode	X
ECO mode	X
Cruise Control mode	X
Slow speed mode	X
Ski mode	-
X = Indicates a **standard** feature - = See a Sea-Doo dealer for availability.	

Selecting the Operating Modes

By default, the watercraft is set to *Normal Mode* when starting.

This selection can be made in two ways. To change the operating mode :

– Using the touchscreen.

1. To access the app menu, tap the *Right Applet Menu* icon in the bottom-right corner.



2. Press in the multifunction display, *Vehicle* applet.



3. Select Setting.
4. Select *Engine Mode*.



5. Select the intended mode.

– Using the handlebar's multifunction switches.

1. Press Ride Settings button once to activate the menu.



2. Press the up/down the Navigation button to switch the modes.



Refer to *Controls* for more information.

Sport Mode

Sport mode provides an increased throttle response but the same accelerations as Normal mode.

To activate the Sport Mode ;

1. Select *SPORT* with the Navigation button in the Engine mode menu.

   Once activated, Sport mode will remain active until it is deactivated by the operator, the engine is shut down . The icon will be visible in the left-lateral display.



   When Sport Mode is selected, the following warning will appear on the display without activating the mode. Follow the on-screen procedure to acknowledge the warning and activate the Sport Mode.

⚠ WARNING

Increase acceleration. Instruct all passenger(s) to grip the handholds, seat strap, or to hold on to the waist of the person in front of themHold UP To Activate

2. Press up the Navigation button and hold until you hear a beep. (2 beeps then there will be 1 beep at activation)

ECO Mode

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

To activate the ECO Mode ;

1. Select *ECO* with the Navigation button in the Engine mode menu.



2. To exit an engine mode, return to the Engine mode menu and select a different mode with the Navigation button.

NOTE: Select Normal for default engine settings.

Cruise Control Mode

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

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

Once the speed is set, the operator can vary the watercraft speed using the UP/DOWN buttons on the RH keypad.

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

Slowing down is a matter of pressing the DOWN button, or by pulling the iBR lever in.

If the iBR lever is pulled in for braking, the cruise control mode is overridden and **deactivated**.

Once the iBR lever is released and the throttle is pulled in to engage forward thrust, the cruise speed needs to be manually set again.

The speed setting previously set is deleted each time the cruise control is deactivated.

Prerequisite for Cruise Control Mode Activation

The gear is set to FWD, without torque reduction due to faults.

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

The iBR lever is released

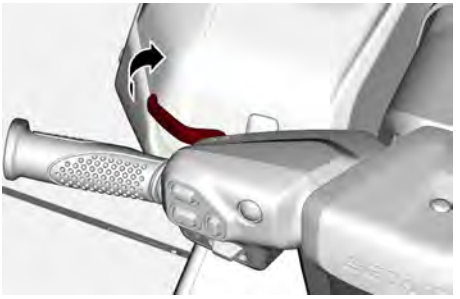
NOTE:
Cruise Control mode is not available if slow Speed mode is engaged.

Activating the Cruise Control Mode

Cruise control mode is a function of the intelligent Throttle Control (iTC) system that allows you to set a desired constant speed for the watercraft. This is useful when you are cruising for long distances; operating in limited-speed zones; or towing a tuber, skier, or wakeboarder.

⚠ CAUTION

Once the Cruise control mode activated, keep your attention up to maintain good situational awareness.



IBR LEVER RELEASED



CRUISE CONTROL BUTTON

Adjusting the Cruise Control Mode

Once the cruise speed is set, you can increase or decrease the speed by holding or “clicking” the up/down button on the right multifunction switch.



NOTICE

As you proceed under a constant-speed setting, stay alert and maintain good situational awareness.

Deactivating Cruise Control Mode

To deactivate Cruise controlmode:

1. Press the Cruise control button.
2. Restart the PWC

Deactivation of Cruise control mode is indicated by:

– The Cruise control indicator will go off.

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 then 15 km/h (9 mi/h).

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

Activating Slow Speed Mode

To activate slow speed mode :

1. Release the throttle lever to idle RPM.
2. Press the Speed Control button.



SPEED CONTROL BUTTON

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



The default slow speed setting of 5 will show in the numerical display. The maximum setting is 9.

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 correspond 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 Cruise 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 Cruise Control/Slow Speed indicator will go out

Ski Mode

Ski mode allows for repeated and precisely controlled launches, and a set towing speed, specifically for towing a skier or wake boarder.

NOTE: A GPS signal is required in order for the ski function to be activated in the cluster. To obtain a suitable GPS signal, we recommend that you take the watercraft outside.

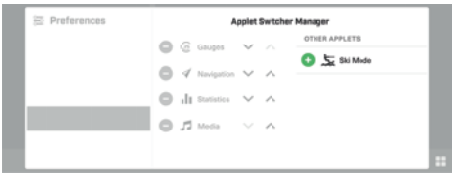
Presetting Ski Mode

1. To preset the Ski Mode in the multifunction display, press the Applet Switcher and select *Preferences* applet.





2. Select the Ski Mode in the Applet Switcher Manager.

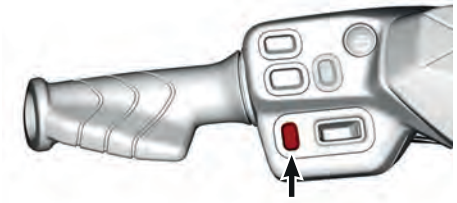


3. The Ski Mode is available now in your Applet Switcher.



Activating Ski Mode

1. To open the Ski Mode menu in the multifunction display, press the Applet Switcher.

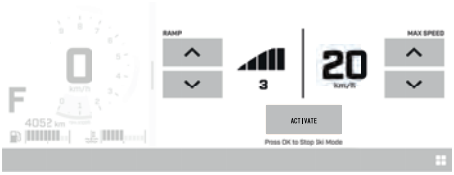


2. Select Ski Mode.



3. Press OK button to activate the Ski mode.





4. Ski Mode is now activate.



NOTE: If ski mode is activate, you can switch apps with the App Switcher while keeping ski mode activate. In this case, press the Speed Limiter button to return to the ski mode display.

Adjusting Ramp Function

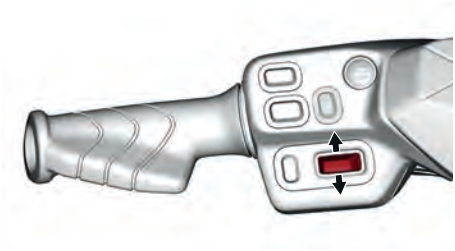
The RAMP function offers a pre-programmed setting for launching and accelerating the watercraft.

To adjust Ramp Function ;

1. Press the Up/Down the Navigator button to change the ramp.

   RAMP 1 provides:
   - Slowest launch (smoothest)
   - Slowest acceleration rate

   RAMP 5 provides:
   - Quickest launch
   - Quickest acceleration rate



Ramp Function Lock

- When the watercraft is moving forward, a padlock icon appears. This means that the Ramp Function cannot be changed.



Adjusting Max Speed Function

The Max Speed function limits the maximum towing speed.

To adjust Max Speed Function ;

1. Press the Up/Down switch to change the speed.
   - Up - Increase the speed.
   - Down - Decrease the speed.





NOTE: Max speed can be modified at all time, as long as Ski Mode is activate.

Deactivating Ski Mode

To end a ski run and completely deactivate ski mode.

1. Press the OK button.



NOTE:
Deactivation can be done if you press STOP directly in the touchscreen below 15 km/h. At this speed, the STOP icon turning blue.

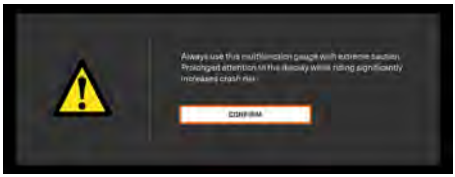


10.25" TOUCH DISPLAY

First Safety Display

This first safety message is displayed each time the vehicle is turned ON.

Press the white CONFIRM button of the message in the touchscreen display or press the OK button on the left multifunction switch after reading the Important Pre-Ride Safety Message.



Default Display



A dark mode is also available when riding in the evening or at night.

Navigating the Digital Display

⚠ WARNING

Reading or tampering with the digital displays can distract you from the operation of the watercraft, particularly from constantly scanning the environment.
Always pay attention to route conditions, and ensure your environment is clear and free from obstacles.
Furthermore, when riding, only glance at the digital displays briefly to maintain awareness of route conditions.

We recommend that you practice selecting some functions on the infotainment center before starting your ride. You will get used to them, and they will be easier to use during the ride.

The display is a touchscreen. You can navigate through the different menus and functions only while the vehicle is at rest.

⚠ WARNING

Prevent accidental movement or loss of control of the boat which could cause serious injury or death. When the engine is running, refrain from using the touchscreen display with the same hand to which the tether cord wrist strap is attached. The dangling tether cord could depress the iTC or iBR lever or become entangled in the handlebar. Use your opposite hand (no wrist strap attached) or turn off the engine before using the touchscreen display.

The touchscreen is deactivated as soon as the watercraft is moving.

When the watercraft is moving, only the left handlebar multifunction switch can be used to navigate through the menus and functions of the display.

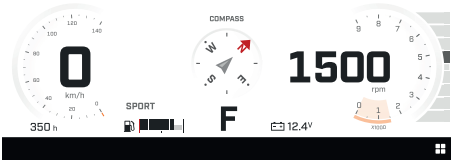
Pressing the **Applet Switcher** button on the left handlebar multifunction switch will allow you to cycle through the applet in the right lateral display, in the order that can be defined in the preferences.

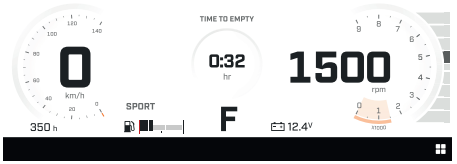
Center Gauge

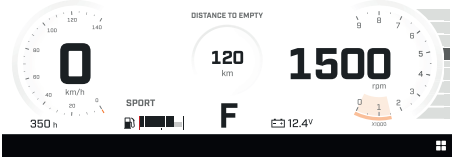
In full-gauge view, the center gauge shows one of the following **Compass**, the **Time To Empty** , the **Distance To Empty** or the **Water Depth** (If Equipped).

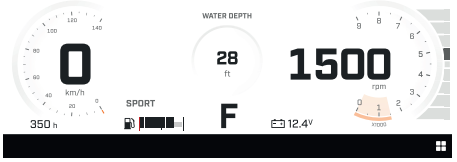
Pressing (Long press) the **Applet Switcher** button allows you to cycle through the center gauge menu.

The center gauge features can be changed with a long press on the screen.









Views Display

To change from full-gauge view to split screen view, press the applet switcher or drag the divider from the right side of the display.

To change back to full-gauge view, long press on the applet switcher or drag the divider to its original position.



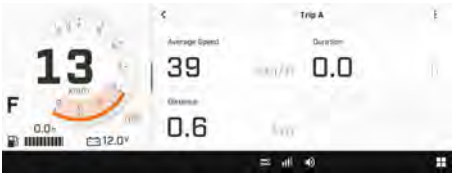
The sizes of the left and right lateral displays cannot be adjusted.

Left Lateral Display



In split screen view, the left lateral display includes:

– Gauge
  • Speedometer
  • Vehicle odometer
  • Trip meter
– Tachometer



In split screen view, long tap the trip meter to show one of the following. Use additional long taps to cycle through the items.

– Trip A distance
– Trip A hours
– Trip B distance
– Trip B hours
– Total distance (odometer)
– Total hour(s)

Right Lateral Display

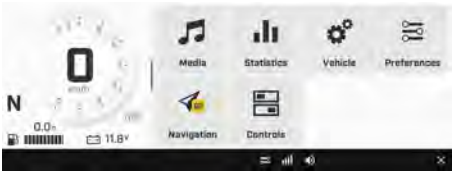
In split screen view, the right lateral display includes various applets. Refer to *Right Applet Menu* for more information.

Right Applet Menu

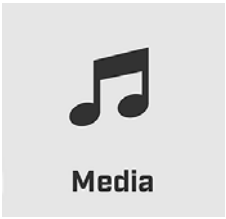
To access the app menu, tap the **Right Applet Menu** icon in the bottom-right corner.



Select from the illustrated icons to open the corresponding applet.



Media





The Media applet is used to:

– Control song choice and volume in the audio system
– View song information (when available)

Statistics



Statistics



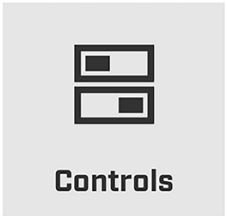
The *Statistics* applet is used to access the following:

– Trip distance information
– Trip elapsed time information
– Average speed

Three sets of statistics are stored in memory.

– Trip A can be reset independently.
– Trip B can be reset independently.
– Current ride statistics will be reset when the vehicle restarts.

Controls

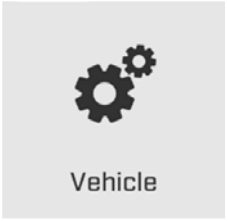




The *Controls* menu is used for the following:

– Activating and adjusting the ambient light intensity
– Selecting a pre-defined color scheme using *Mood* options:
  • Chill
  • Dusk
  • Glow

Vehicle Settings

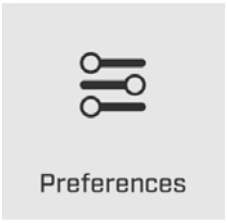




The *Vehicle Settings* menu is used for the following:

– Adjusting the vehicle parameters
– Viewing vehicle health:
  • Vehicle information
  • Faults
– Activating the iDF system

Preferences



The *Preferences* applet is used for the following:

– Accessing to the *Audio* menu
  • Auto volume settings
– Adjusting the display brightness and appearance (LIGHT/DARK/AUTO)
– Pairing a phone using Bluetooth™
– Connecting the vehicle to a Wi-Fi network
– Accessing *General* settings:
  • Adjusting the units (Imperial/Metric)
  • Setting the language
  • Setting the date and time
  • Updating the software over WiFi
  • Resetting the display to factory settings
  • Getting information about manufacturer and device regulatory compliance
– Defining the applets to be used with the Applet Switcher button while riding
– Defining the map regions and downloading map updates.
– Defining the settings to be used with the Ride Settings button while riding

It is recommended that you check regularly for software updates.

Quick Preferences

To access the *Quick Preferences* menu, tap the following icon.



The *Quick Preferences* menu is used for the following:

– Adjusting the display appearance (LIGHT/DARK/AUTO)
– Locking the screen (press and hold anywhere on the screen to unlock)
– Adding a Bluetooth device
– Viewing connected Bluetooth devices

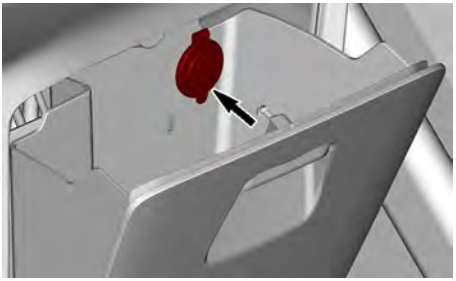
Navigation





To use the Navigation applet on the display, you must connect via USB connection a mobile device with the BRP GO! app. The app can be downloaded from the Apple App Store or Google Play Store via a simple search.

The mobile device must be connected with a USB cable to the touchscreen USB port (with a screw-on cap) located in the lower console compartment.



USB PORT LOCATION - LOWER CONSOLE

For more information on the BRP GO! app (installed and opened), see the BRP GO! section in this document or visit the Sea-Doo BRP website.

– **www.brpconnecttutorial.com**

User agrees that personal data (contact list and call history) be transferred to the cluster when device is connected.

User's personal data will be deleted from the cluster when the device is disconnected.

Icons and Indicators - Multifunction Display

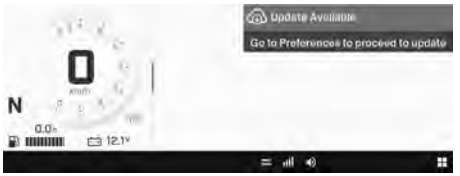
Icon	Description
	Applet menu
	Audio volume
	Bluetooth
	Quick preferences
	Smartphone network connection
	ECO mode is selected
	SPORT mode is selected
	VTS position
	Cruise control is activated or cruise control warning
	Low oil pressure or no oil
	-Engine warning; or - iBR module error; or - iBA is turned OFF. (Refer to *Disabling the iBA*); or - During iBA intervention.(Refer to *How the Assistance Work)*
	Engine warm-up or overheat
	Limp home mode active or iBR override warning
	Low fuel

Icon	Description
	Transmission fault
	Key warning or message
	Fuel level sensor fault
	Override
	Neutral adjustment
	Low battery voltage
	Display will shut down
	iDF system warning or message

Messages in Touchscreen Display

Infotainment notifications include messages regarding connected devices.

Notifications always appear at the top-right corner of the screen.



Pairing Your Smartphone Through Bluetooth

On the Vehicle

1. Open the *Applet* menu.
2. From the *Preferences* menu, choose **Bluetooth**.



3. Expand **Phone**.
4. Select **Add Device**.

NOTE:
Up to two smartphones can be paired with the vehicle. However, only one will connect at any given time.

On the Phone

1. Activate your phone's Bluetooth™ function. Once the vehicle display finds your phone, its name (i. e., **BRP_[last four digits of the vehicle's VIN]**) will appear on the phone.

NOTE:
Refer to your phone manufacturer's user guide for the detailed procedure.

2. On the vehicle display, select your phone's name.
3. A confirmation number will appear on your phone *and* on the vehicle display. Make sure that these numbers match.
4. On your phone, tap **Pair**.

BRP GO!

Follow these steps to use the BRP GO! app on your vehicle display.

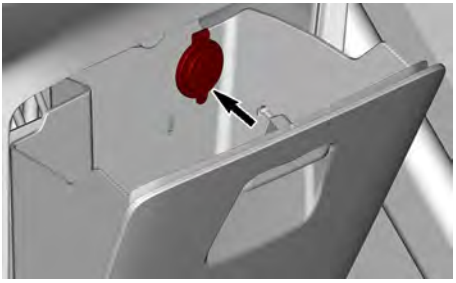
1) Download the BRP GO! Smartphone App

Download the BRP GO! app via the App Store for Apple™ or the Google™ Play Store for Android.

2) Connect Your Smartphone Using a USB Cable

It is recommended to use an original charging cable from the smartphone OEM to optimize transfer between the phone and the vehicle.

The USB cable must be connected to the USB port located in the lower console compartment.



USB PORT LOCATION - LOWER CONSOLE

1. Unlock your phone screen
2. Connect your phone charging cable
3. A checkmark will appear on your phone screen once the connection is done.

3) Access the Navigation Applet

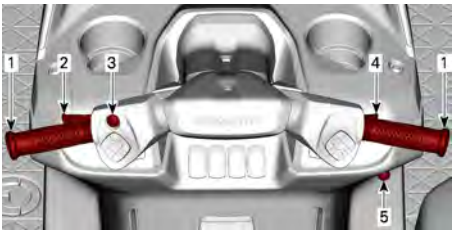
The Navigation applet can be selected either by tapping the **Applet Menu** icon in the bottom-right corner of the touchscreen display or using the left applet switch on the steering wheel.

In the Applet Menu, select "Navigation".



PRIMARY CONTROLS WITH 4.5" DISPLAY

Console



1. *Handlebar*
2. *iBR lever (intelligent Brake and Reverse)*
3. *START/STOP button*
4. *Throttle lever*
5. *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.

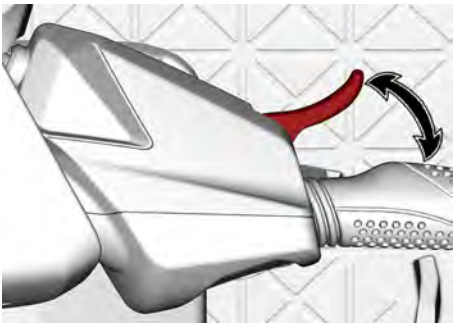
When operating in reverse, the steering direction is reversed. Turning the handlebar to the right while backing up steers the watercraft to the left.

intellient Throttle Control (iTC) Lever

The iTC lever is on the RH handlebar controls the engine speed electronically.

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

To decrease watercraft speed, release the iTC lever.



ITC LEVER

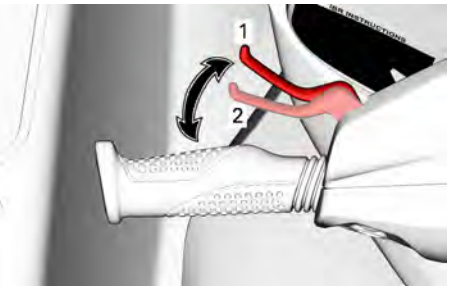
The iTC lever is spring loaded and should return to rest position (idle) when not pulled.

intelligent Brake and Reverse (iBR) Lever

The iBR lever on the LH handlebar can electronically command:

– Brake
– Reverse
– Neutral.

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



TYPICAL

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

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

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

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

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

⚠ WARNING

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

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

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

Refer to *Operating Instructions* for detailed instructions.

Engine Cut-Off Switch

The engine cut-off switch is located on the RH side of the console.



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.

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

⚠ WARNING

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

⚠ WARNING

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

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

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

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

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

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

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

Engine START/STOP Button

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



TYPICAL – ENGINE START/STOP BUTTON

Engine Starting and Stopping

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

Waking Up the Electrical System

Ensure the master switch is closed.

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

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

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

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

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

Post-Drive Battery Management (If equipped)

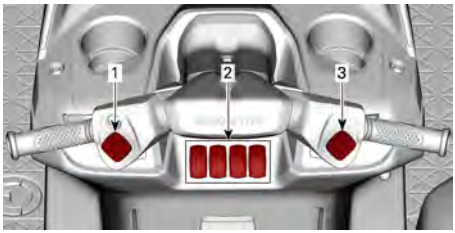
This feature keeps the electrical system awake to allow using accessories when the engine is turned off. It also prevents draining the battery too much when using accessories. When the battery voltage reaches 12.3V or less, the system will automatically shut down to ensure enough power remains to start the engine.

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

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

SECONDARY CONTROLS WITH 4.5" DISPLAY

Console



1. *Left controller*
2. *Console switches*
3. *Right controller*

Right Controller

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



RIGHT CONTROLLER

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

– Arrow UP
– Arrow RH
– Arrow Down
– Arrow LH
– OK button.

In Cruise Control Mode, UP and DOWN arrows will increase and decrease the cruising speed.

Left Controller

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



LEFT CONTROLLER

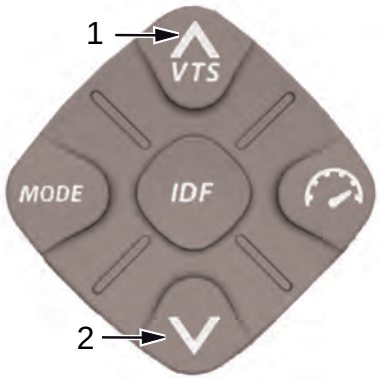
Variable Trim System (VTS) Button

The VTS button 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 tree preset trim positions (full up, middle and full down).

Refer to *Operating Instructions* for details.

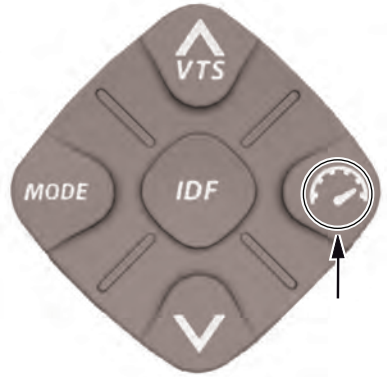
NOTE:
The VTS button is used for Neutral adjustment. This is to adjust the neutral position of the watercraft.



TYPICAL

1. *Reduce reverse creep (gate up)*
2. *Reduce forward creep (gate down)*

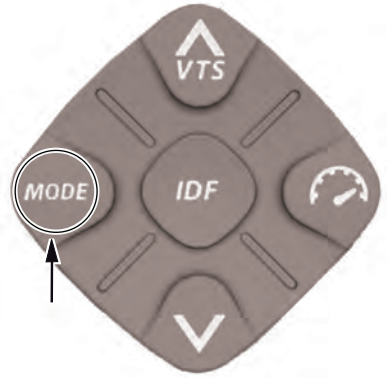
Cruise Control Button



TYPICAL

Allow to set a cruising speed.

Mode Button



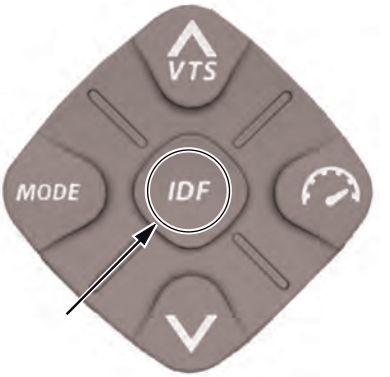
TYPICAL

The Mode button is used to choose between Default, Sport, Ski (if equipped) or Eco mode.

Refer to *Operating Modes* for details.

intelligent Debris Free Pump (iDF) Button (if equipped)

Located in the center of the left controller.



It allows to activate the iDF system. Refer to *Activating the intelligent Debris Free Pump System* in *Operating Instructions* section.

OPERATING MODES WITH 4.5" DISPLAY

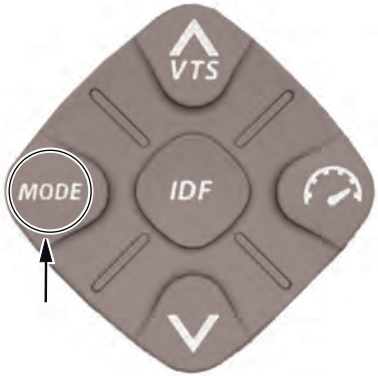
Operating Mode Available	
Normal mode	X
Sport mode	X
ECO mode	X
Cruise Control mode	X
Slow speed mode	X
Ski mode	-
X = Indicates a **standard** feature - = See a Sea-Doo dealer for availability.	

Selecting the Operating Modes

By default, the watercraft is set to **Normal Mode** when starting. It is also called Normal riding mode. The icon ECO +OFF appears in the display when this mode is selected.

To change the operating modes ;

1. Press MODE button,



TYPICAL

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

Normal Mode

By default, the watercraft is set to this riding mode of operation when started.

The icon ECO +OFF appears in the display when this mode is selected.

Sport Mode

SPORT MODE provides for instant throttle response but same accelerations than TOURING MODE.

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

Activating Sport Mode

To activate the Sport mode, press once on the MODE button while in DEFAULT riding mode. Once activated, the SPORT icon will turn ON.

Deactivating Sport Mode

A single press on MODE button will take you to the ECO mode.

ECO Mode

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

Cruise Control Mode

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

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

Once the speed is set, the operator can vary the watercraft speed using the UP/DOWN buttons on the RH keypad.

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

Slowing down is a matter of pressing the DOWN button, or by pulling the iBR lever in.

If the iBR lever is pulled in for braking, the cruise control mode is overridden and **deactivated**.

Once the iBR lever is released and the throttle is pulled in to engage forward thrust, the cruise speed needs to be manually set again.

The speed setting previously set is deleted each time the cruise control is deactivated.

Prerequisite for Cruise Control Mode Activation

The gear is set to FWD, without torque reduction due to faults.

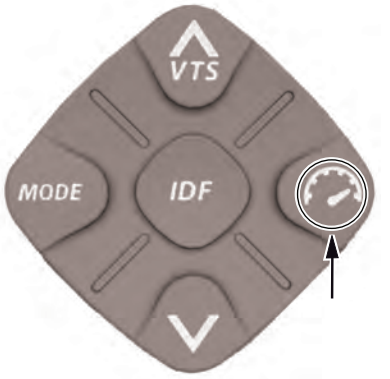
Cruise Control MODE can be activated when the watercraft is going at more than 15 km/h (9 mi/h).

The iBR lever is released

NOTE:
Cruise Control mode is not available if slow Speed mode is engaged.

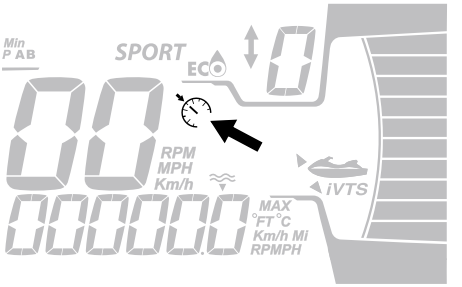
Activating the Cruise Control Mode

1. Make sure the watercraft is in forward.
2. Press the Cruise Control button on the left keypad. Immediately release the throttle lever after pressing the button. Otherwise the cruise control mode will not activate.



TYPICAL

A beep will be heard to indicate that the cruise control mode is now active, and the cruise control mode indicator will be lit.



3. Using the UP/DOWN buttons on the right keypad, adjust the speed.

Deactivating the Cruise Control Mode

To deactivate the cruise control mode, pull in the iBR lever or the iTC lever. The cruise control button can also be pressed.

Deactivation of cruise control mode is indicated by the cruise control indicator going off.

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 then 15 km/h (9 mi/h).

NOTE:
Cruise Control mode is not available if slow Speed mode is engaged.

Activating Slow Speed Mode

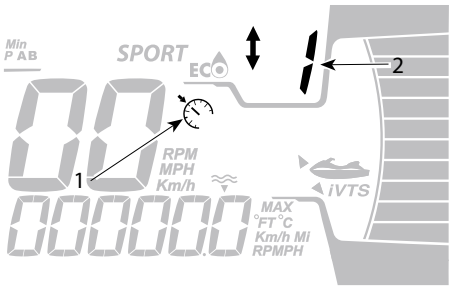
To activate slow speed mode of operation:

1. Release the throttle lever to idle RPM.
2. Press the Cruise Control Control button on the left keypad.



TYPICAL

3. The Cruise Control/Slow Speed 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.



1. *Slow Speed indicator*
2. *Slow Speed levels*

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 correspond 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 Cruise 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 Cruise Control/Slow Speed indicator will go out

Ski Mode (If Equipped)

Ski mode allows for repeated and precisely controlled launches, and a set towing speed, specifically for towing a skier or wake boarder.

NOTE: A GPS signal is required in order for the ski function to appear in the cluster. To obtain a suitable GPS signal, we recommend that you take the watercraft outside.

RAMP Function

The RAMP function offers a pre-programmed setting for launching and accelerating the watercraft.

RAMP 1 provides:
– Slowest launch (smoothest)
– Slowest acceleration rate

RAMP 5 provides:
– Quickest launch
– Quickest acceleration rate

TARGET SPEED Function

The TARGET SPEED function limits the maximum towing speed.

Once the RAMP has been selected, an average watercraft target speed for that RAMP will be visible in the numerical display.

The operator may increase or decrease the target speed to any value within the selected RAMP speed range.

Activating Ski Mode

To activating Ski Mode ;

1. Press MODE button to select the SKI mode.
2. Press OK button when SKI icon flashes.
3. Select ski ramp by using the UP or DOWN arrow button. Ramp 1 will give the slowest acceleration.

NOTE:
Acceleration ramp will not behave the same depending on the vehicle type, vehicle load and water conditions. For safety reasons, always start using ramp # 1 to familiarize your skier with acceleration and then change the ramp as needed.

4. Press OK or RIGHT arrow button to confirm acceleration ramp.
5. Select the maximum target speed by using the UP or DOWN arrow button.
6. Press OK or RIGHT arrow button to confirm.

NOTE:
At any moment you can use the LEFT and RIGHT arrow buttons to change the ramp and speed selection.

7. After your selection and when your are ready, press the OK button to activate the function.

The message **SKI READY** will display.

Keep throttle fully applied to ski.

Releasing the throttle or applying the brake will pause the SKI mode, simply press OK button to reactivate the SKI mode.

NOTE:
MODE remains active and ready until another driving mode is chosen.

Deactivating Ski Mode

To end a ski run and completely deactivate ski mode, release the throttle to idle, then press the MODE button.

4.5" DISPLAY

Multifunction Gauge Description

⚠ WARNING

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

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

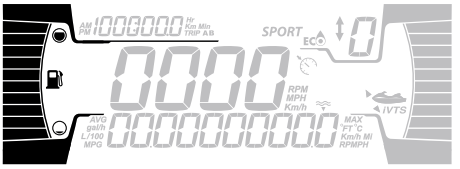
Lower Display



The lower display can cycle through the following:

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

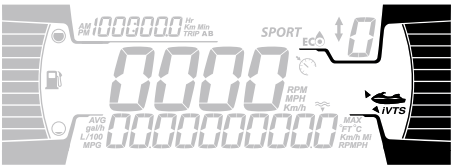
Left Lateral Display



The left lateral display includes:

– Fuel level indicator

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.

Depth Finder Mode (If Equipped)

The depth sounder is installed in the center hull and connected to the vehicle data link connector (DLC). It is activated through the **SETTINGS** menu as per the following procedure.

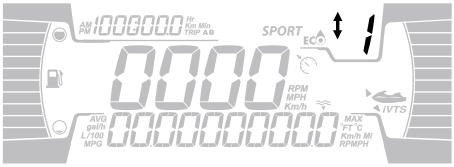
1. Use the **LEFT** or **RIGHT** controls to navigate through the display menus.
2. Press **OK** to select the **SETTINGS** menu.
3. Use the **LEFT** or **RIGHT** controls to navigate through the **SETTINGS** menu.
4. Select the **DEPTH** option.



5. Use the **UP** and **DOWN** buttons to change the value of the depth finder.



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 indicates the selected alternative mode of operation:

– SPORT
– ECO

To cycle through the MODES;

– Press the MODE button to activate SPORT mode,
– Pressing the MODE button again will activate SKI mode (if equipped),
– Pressing the MODE button again will activate ECO mode.

NOTE:
SKI mode has no icon in the digital display. Refer to *operating modes* for more details.

Warning Lamps and Indicators

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

to the respective system warning lamp for further information.

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

Telltale Lights - Lower Bar



Lights	Description
!	ORANGE - iBA is turned OFF. See Disabling the iBA During iBA intervention. See How the Assistance Works
!	ORANGE - Vehicle malfunction
	RED - The engine temperature is too high.
N	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 a 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

Icons	Description
SPORT	Denotes SPORT mode is selected.
ECO	Denotes ECO mode is selected.
	Steady ON: indicates that the VTS is activated
	Denotes Cruise Control mode is activated

Settings

Use the RIGHT arrow button or LEFT arrow button to navigate through setting menus. Use OK button to enter setting menu, to confirm selection or reset some values. Use UP arrow or DOWN arrow to change selected value.

Maintenance Reset

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

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

Display Codes

Refer to *Displaying Fault Codes*.

Setting Tripmeter (If Equipped)

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

Press and hold Trip to reset selected trip info.

Setting Learning Key (if equipped)

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

Press and hold OK button to confirm.

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

Unit Selection

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

NOTE:
Changing units will apply to all the displayed units.

Setting Brightness

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

Setting Clock

Select **CLOCK**.

1. Press OK button to select clock display.
2. Press UP or DOWN arrow button to select 12:00 AM PM or 24:00 time base.
3. Press OK button to confirm.
4. Press UP or DOWN arrow button to change hours.
5. Press OK button to confirm.

NOTE:
Menu available only if GPS is synchronized.

To exit **SETTINGS**, select **EXIT** and press OK button.

Resetting Speed Statistics (If Equipped)

Select **SPEED STAT** and press and hold OK 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.

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 (body English), 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.

⚠ WARNING

Do not operate this watercraft at negative propulsion unit trim settings (bow down) at high speed. Instability in turn may result.

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

Adjusting the VTS with 10.25' Touch Display

The VTS adjustment allows selection of nine trim positions.

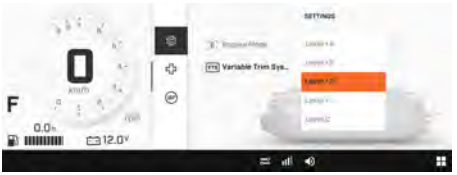
This selection can be made in two ways :

– Using the touchscreen.

1. Press in the multifunction display, *Vehicle* applet.



2. Select Setting.
3. Select the Variable Trim System Position *(VTS)*.



4. Select the level of the intended trim.

– Using the handlebar's left function switches.

1. Press Ride Settings button twice to activate the menu,



2. Select the desired trim position using the Navigation Button.



3. Press the Navigation Button Up once to trim the bow of the watercraft up to the next up trim position.
4. Press the Navigation Button Down once to trim the bow of the watercraft down to the next down trim position.

NOTE: Changing the VTS trim position without the engine in forward thrust will only change the indication. The nozzle will move to the selected VTS trim position once forward thrust is engaged.

The selected trim position will be visible on the right side of the screen.



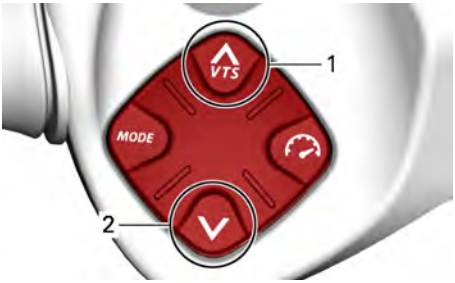
Adjusting the VTS with 4.5" Display

Nine trim positions are available.

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

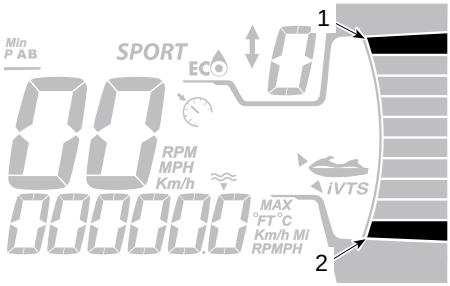
NOTE:
Pressing the VTS trim button without the engine in forward thrust will only change the indication. The nozzle will move to the selected VTS trim position when forward thrust is engaged.

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. *Reduce reverse creep (gate up)*
2. *Reduce forward creep (gate down)*



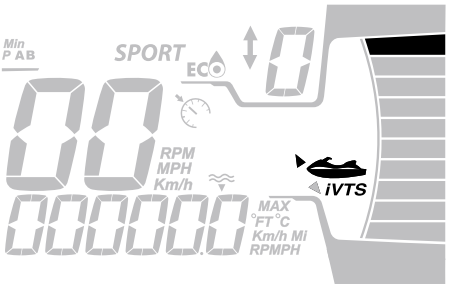
1. *Bow up*
2. *Bow down*

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.

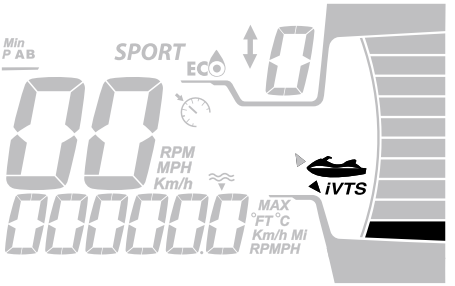
Using Preset Trim Positions with 4.5" Digital Display

Three preset trim positions can be selected.

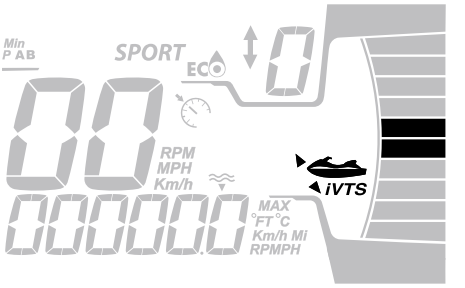
To select the highest trim position available, double-click on the VTS UP button (bow up).



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.



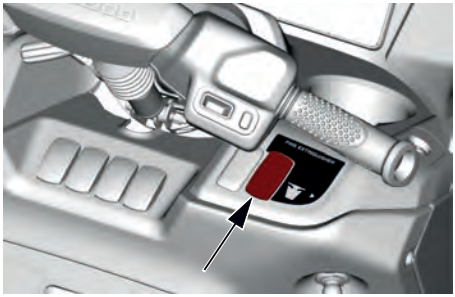
NOTE:
These preset trim positions are not adjustable.

CONSOLE SWITCHES



CONSOLE SWITCHES

Automatic Fire Extinguisher Switch



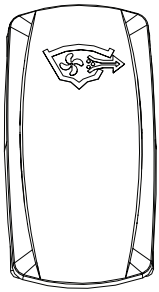
AUTOMATIC FIRE EXTINGUISHER SWITCH – INDICATOR LIGHT

Refer to *Equipment* for more information relative to the automatic fire extinguisher.

Bilge Blower Switch

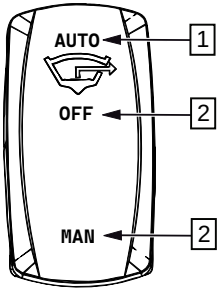
To activate the bilge blower, push on the upper part of the switch.

To deactivate the bilge blower, push on the lower part of the switch.



BILGE BLOWER SWITCH

Bilge Pump Switch



TYPICAL

1. *Automatic function (Continuous)*
2. *OFF*
3. *Manual function (Discontinuous)*

– **AUTO**
To activate the bilge pump automatically, push on the upper part of the switch. The pump will run continuously.
Automatic mode will detect water if is present in the bilge. It will spin for a fraction of a second every now & than to try to detect water. The bilge pump will spin continuously if water is present. It will spin until there is no water. After that, it will spin for a fraction of a second until it detects water again.

– **OFF**
To deactivate the bilge pump, push on the middle part of the switch.

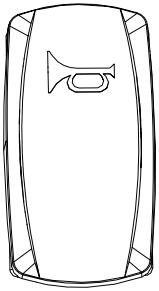
– **MAN**
To activate the bilge pump manually, push on the lower part of the switch constantly to keep the pump running, otherwise it will stop.

NOTICE

The bilge pump by passes the master switch, turn off or put in auto before leaving you boat for extended among of time. MAN mode can drain the battery.

Horn Switch

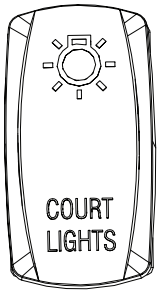
To activate the horn, push on the switch.



HORN SWITCH

Courtesy Lights Switch

To turn ON the courtesy lights, push on the switch.



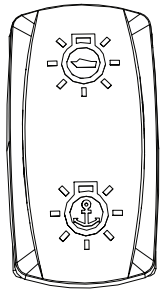
COURTESY LIGHTS SWITCH

Navigation Lights Switch

To turn ON the navigation lights, push on the upper part of the switch.

To turn ON the anchor light, push on the lower part of the switch.

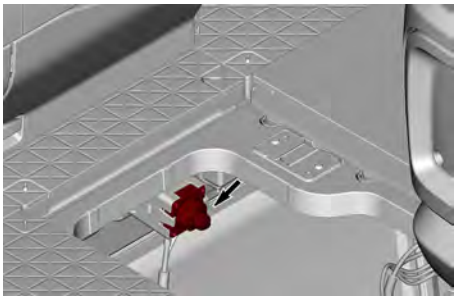
To turn OFF either lights, put the switch back to its mid position.



NAVIGATION LIGHTS SWITCH

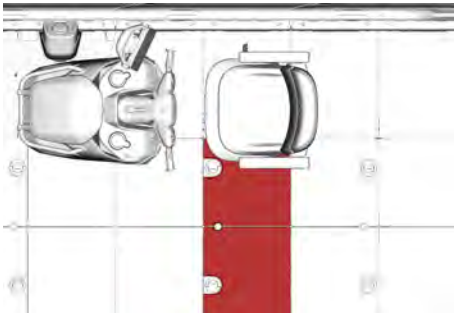
MASTER SWITCH

The master switch is located in the engine compartment.



TYPICAL

It is accessible by removing the floor access panel identified in the following illustration.



TYPICAL

Closing and Opening the Master Switch

The master switch allows to disconnect the battery from the watercraft. It should be used to safely remove the battery and for long term storage.

Turning the knob clockwise to ON position will close the master switch and supply electrical current from the battery to the watercraft.

Turning the knob counter-clockwise to OFF position will open the master switch and prevent the electrical current to flow from the battery to the watercraft.

NOTE: Wait until the screen has been off for 30 seconds before turning the master switch OFF.

Removing the Master Switch Knob

The master switch knob can also be removed to prevent unauthorized use of the vehicle.

To remove the master switch knob, turn the knob counter-clockwise from the OFF position.

To install, insert the knob in place and turn clockwise to reach the OFF position.

NOTE: Be careful to not drop the knob in the engine compartment when removing or installing the master switch knob.

INTELLIGENT BALANCE ASSIST (IBA)

The intelligent Balance Assist helps operators avoid bow-down operation of the watercraft, which reduces the risk of capsizing, by temporarily lowering the throttle when it detects a combination of specific factors indicating to the operator the need to rebalance and evenly distribute passengers or cargo. These factors include speed, throttle input, and negative trim caused by a front overload.

Importance of Proper Loading

Boating safety guidelines require boats to be properly loaded during operation. That means the total weight of passengers plus cargo must remain below the boat's maximum weight capacity and be evenly distributed along the boat from front (bow) to back (stern) and side to side (port to starboard).

Operating the watercraft at 9-13 km/h (6-8 mph) with front loaded weight distribution or uneven weight placed at the front two rows of deck tiles can create noticeable nose diving, bow submergence, and swamping as water comes over the deck. If the operator accelerates or increases throttle while the watercraft is front loaded and nose diving, the operator can create a risk of capsizing, which can result in serious injuries or even death

How the Assistance Works with 10.25" Touch Display

While the watercraft is in forward operation, when the iBA detects a specific combination of factors, including negative trim, speed, and throttle input, the throttle is automatically limited to idle to assist and prevent the operator from accelerating or increasing throttle. A **!** warning lamp will turn on and a warning message will be displayed.



WITH 10.25" TOUCH DISPLAY: "FRONT OVERLOADED - FORWARD POWER LIMITED"

When the iBA starts its intervention, the bow may slightly dive further down momentarily because of the deceleration.

During an iBA intervention, the throttle in reverse operation can be used and is not limited.

What should the operator do: The operator needs to rebalance and evenly distribute passenger and cargo to achieve correct weight distribution and raise the bow.

While the throttle in forward operation is limited, when the iBA detects that the bow is rising beyond a specific negative trim value, the throttle is gradually restored to allow speeds slightly higher than idle. A warning message will be displayed.



WITH 10.25" TOUCHSCREEN DISPLAY: "FRONT OVERLOADED - DISTRIBUTE PASSENGER WEIGHT EVENLY WARNING"

Once the iBA detects the watercraft is level (neutral trim) or bow up (positive

trim), the full throttle capacity is recovered.

⚠ WARNING

This system is an ASSIST only and does not replace safe boating practices.

- **The operator is responsible for safe operation of the watercraft including the proper loading requirements of passengers and cargo during operation. See RIDE SAFELY.**
- **The iBA will not prevent capsizing in every situation. Do not overly rely on this system. Use the iBA interventions to gain knowledge on the proper loading of your watercraft. Always ensure your watercraft is safely and evenly loaded.**
- **Although the iBA is designed to help the operator to reduce the risk of capsizing, its effectiveness may change according to various conditions. Read and understand the Operational Conditions below.**
- **The iBA does not detect the effect of the current. If the watercraft is going in the same direction as the current, the system may not operate to assist and prevent the operator from accelerating or increasing throttle which can create a risk of capsizing. Make sure that passengers and cargo weight is properly and evenly distributed front and back and on both sides.**

How the Assistance Works with 4.5" Display

While the watercraft is in forward operation, when the iBA detects a specific combination of factors, including negative trim, speed, and throttle input, the throttle is automatically limited to idle to assist and prevent the operator from accelerating or increasing throttle. A **!** warning lamp will turn on and a warning message will be displayed.



WITH 4.5" DISPLAY, THE FOLLOWING MESSAGE WILL SCROLL: "FORWARD POWER LIMITED – FRONT OVERLOADED"

When the iBA starts its intervention, the bow may slightly dive further down momentarily because of the deceleration.

During an iBA intervention, the throttle in reverse operation can be used and is not limited.

What should the operator do: The operator needs to rebalance and evenly distribute passenger and cargo to achieve correct weight distribution and raise the bow.

While the throttle in forward operation is limited, when the iBA detects that the bow is rising beyond a specific negative trim value, the throttle is gradually restored to allow speeds slightly higher than idle. A warning message will be displayed.



WITH 4.5" DISPLAY: "WARNING – FRONT OVERLOADED"

Once the iBA detects the watercraft is level (neutral trim) or bow up (positive

trim), the full throttle capacity is recovered.

⚠ WARNING

This system is an ASSIST only and does not replace safe boating practices.

- **The operator is responsible for safe operation of the watercraft including the proper loading requirements of passengers and cargo during operation. See RIDE SAFELY.**
- **The iBA will not prevent capsizing in every situation. Do not overly rely on this system. Use the iBA interventions to gain knowledge on the proper loading of your watercraft. Always ensure your watercraft is safely and evenly loaded.**
- **Although the iBA is designed to help the operator to reduce the risk of capsizing, its effectiveness may change according to various conditions. Read and understand the Operational Conditions below.**
- **The iBA does not detect the effect of the current. If the watercraft is going in the same direction as the current, the system may not operate to assist and prevent the operator from accelerating or increasing throttle which can create a risk of capsizing. Make sure that passengers and cargo weight is properly and evenly distributed front and back and on both sides.**

Operational Conditions

The iBA will **NOT** operate in the following conditions:

- When engine is not running.
- During the first 30 seconds after engine start.
- When watercraft is in Neutral.
- When iBR lever is depressed to brake or reverse.
- When throttle lever is not depressed and is not in Cruise Control or Slow Speed Mode.
- When throttle lever is lighlty depressed in forward operation, equivalent to maintaining a speed slightly higher than idle.
- When watercraft is moving at speeds in excess of 20 km/h shown on digital display (relative to ground). This includes the combination of watercraft speed relative to water and current speed.
- When iBA malfunctions and/or other malfunctions exist in the ECM, iBR module, or digital display.

The iBA may intervene more **FREQUENTLY** in those conditions:

In the necessary trade-offs in the system calibration, the system may intervene more frequently in the following conditions:

- In some high waves conditions, as the watercraft alternates from negative trim to positive trim, the iBA may operate to limit the throttle and then, each time the bow raises up with a wave, the throttle will be recovered instantly.
- In certain deceleration situations that cause the watercraft to be bow-down temporarily, when the watercraft reaches speeds below 20 km/h, the iBA may limit the throttle if, during that time, the throttle lever is depressed.

By balancing properly your passenger weight and cargo toward the rear, you will lower these activation occurrences.

The iBA may have **REDUCED PERFORMANCE** in those conditions:

The system may operate earlier or later than originally intended and not

help to reduce the risk of capsizing in the following conditions:

- During the first 2 minutes after engine start (including the first 30 seconds the iBA will not operate), before full system accuracy is achieved. Starting the watercraft on calm water without passengers moving on deck reduces this time.
- When watercraft lists due to uneven lateral distribution of load. Make sure passengers weight and cargo are also evenly distributed between left and right (port and starboard).
- When watercraft weight capacity is exceeded.
- When in heavy seas. These conditions can cause pitching and rolling that exceed the system's design. Avoid venturing in heavy seas.
- When or after being exposed to repeated impacts (ex: heavy chops), the iBA accuracy may be altered.
- If the front balustrade or front door (s) were modified, removed or opened. Ingress of water may be increased on the bow.
- When GPS signal (used for speed in digital display) is lost.

Disabling the iBA with 10.25" Touch Display

An operator may decide to disable the iBA momentarily to be able to maintain full-throttle capability in forward operation.

⚠ WARNING

Avoid SERIOUS INJURY or DEATH when disabling the iBA.

- **DO NOT OVERLOAD THE FRONT as this may cause nose diving and even capsizing.**
- **PASSENGERS AND CARGO WEIGHT MUST BE EVENLY DISTRIBUTED from front to back and on both sides of the boat.**
- **If ever the boat starts to nose-dive, immediately STOP the boat and REMOVE PASSENGERS from the front.**
- **When GPS signal (used for speed in digital display) is lost.**

The intelligent Balance Assist system can be disabled and re-enabled by holding the cruise control button for 3 sec.



WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY, USING THE RIGHT MULTIFUNCTION SWITCH

The system is automatically re-enabled after starting the engine.

If the system is disabled, a **!** warning lamp will turn on and a beep will be heard. A warning message will remain displayed on the digital display.



WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY: "BALANCE ASSIST TURNED OFF - HOLD CRUISE C. BUTTON TO REACTIVATE"

When the system is enabled, the **!** warning lamp will turn off, a beep will be heard, and an information message will be shortly displayed on the digital display.



WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY: "BALANCE ASSIST REACTIVATED"

Disabling the iBA with 4.5" Display

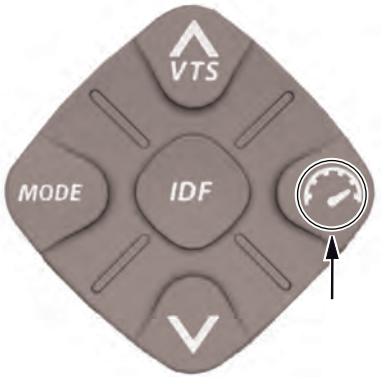
An operator may decide to disable the iBA momentarily to be able to maintain full-throttle capability in forward operation.

⚠ WARNING

Avoid SERIOUS INJURY or DEATH when disabling the iBA.

- **DO NOT OVERLOAD THE FRONT as this may cause nose diving and even capsizing.**
- **PASSENGERS AND CARGO WEIGHT MUST BE EVENLY DISTRIBUTED from front to back and on both sides of the boat.**
- **If ever the boat starts to nose-dive, immediately STOP the boat and REMOVE PASSENGERS from the front.**
- **When GPS signal (used for speed in digital display) is lost.**

The intelligent Balance Assist system can be disabled and re-enabled by holding the cruise control button for 3 sec.



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY, USING THE RIGHT MULTIFUNCTION SWITCH

The system is automatically re-enabled after starting the engine.

If the system is disabled, a **!** warning lamp will turn on and a beep will be

heard. A warning message will remain displayed on the digital display.



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY: "SYSTEM TURN OFF : BALANCE ASSIST - HOLD CRUISE TO TURN ON"

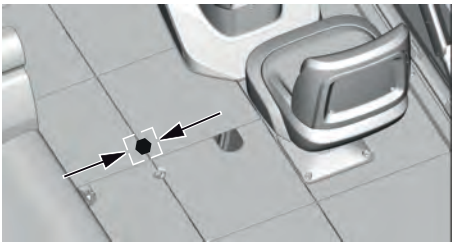
When the system is enabled, the **!** warning lamp will turn off, a beep will be heard, and an information message will be shortly displayed on the digital display.



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY: "BALANCE ASSIST REACTIVATED"

Sensor

An inertial measurement unit (IMU) sensor, located underneath the fixed tiles forward of the engine access cover, measures necessary information to operate the iBA.



⚠ WARNING

To avoid malfunction of the IMU sensor.
Observe the following precautions. Otherwise, the IMU sensor may not operate properly, possibly leading to a capsizing resulting in serious injury or death.

- **Do not subject the sensor or the deck tiles on which it is mounted to strong impacts. If it was subject to strong impacts, have your boat inspected by an authorized Sea-Doo dealer.**
- **Do not disassemble the sensor from its mounting support, nor the mounting support from the deck tiles.**
- **Do not modify the sensor or its mounting support.**
- **In the following cases, the sensor must be recalibrated. Contact your authorized Sea-Doo dealer for details.**
  - **When the sensor is removed and installed, or replaced.**
  - **When the sensor mounting support is removed and installed, or replaced.**
  - **When the corresponding deck tiles are removed and installed, or replaced.**

⚠ WARNING

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

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

Refueling

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. Bring the starboard (right) side of the watercraft into position for refuelling.
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. Turn off the engine. Shut off all electronics.
4. Ensure the operator and passenger(s) get off of the watercraft. If the watercraft is equipped with a camper enclosure, open enough panels to ensure adequate ventilation throughout the entire refueling procedure.
5. Confirm the type of fuel. Refer to *Recommended Fuel* .

Opening the Fuel Tank Cap

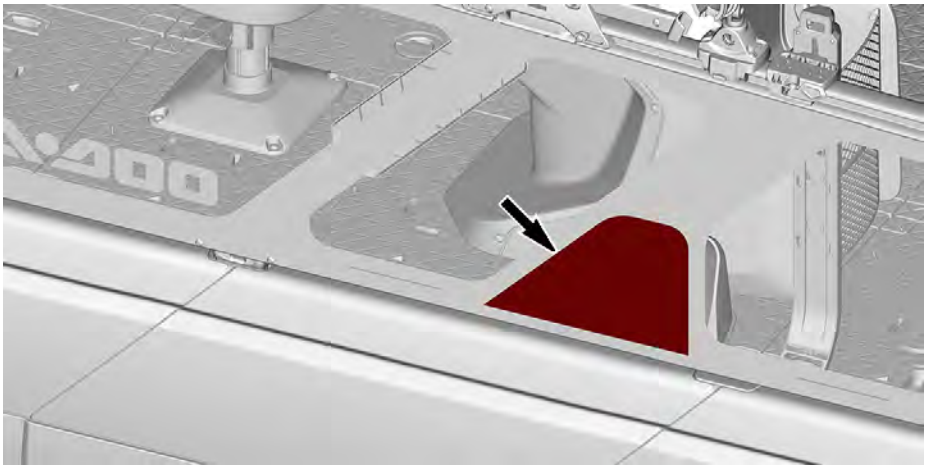
⚠ WARNING

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.

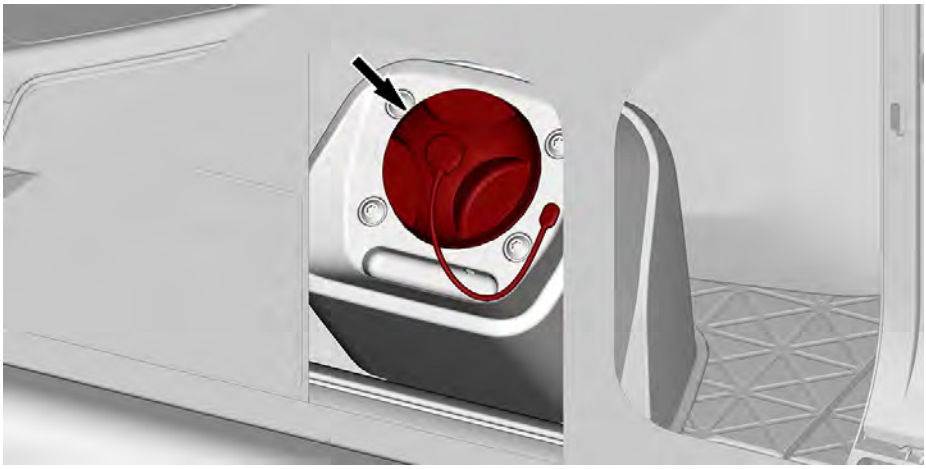
- **Always hold the grips of the fuel tank cap and turn it slowly to remove it.**
- **A whooshing sound may be heard when the fuel tank cap is loosened. Before fully removing the cap wait until the sound cannot be heard.**

NOTE: Refueling must be carried on from outside the watercraft.

1. At the base of the starboard rail, next to the console, unzip the canvas to access the fuel tank cap.



2. Turn the fuel tank cap slowly to open it and let it hang on the side.



When Refueling

⚠ WARNING

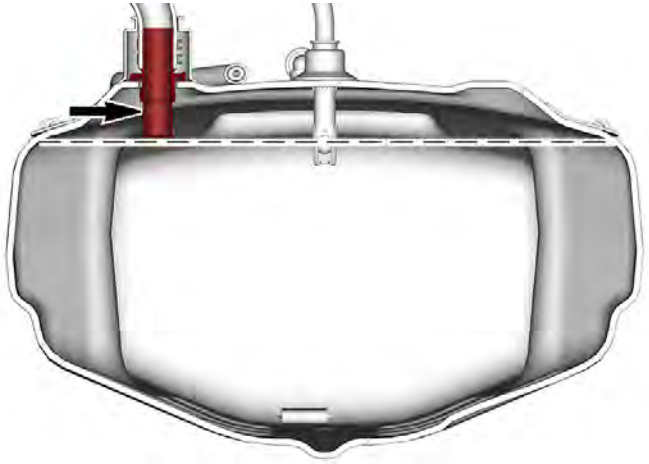
Observe these precautions when refueling to prevent the fuel tank from overflowing :

- **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.**

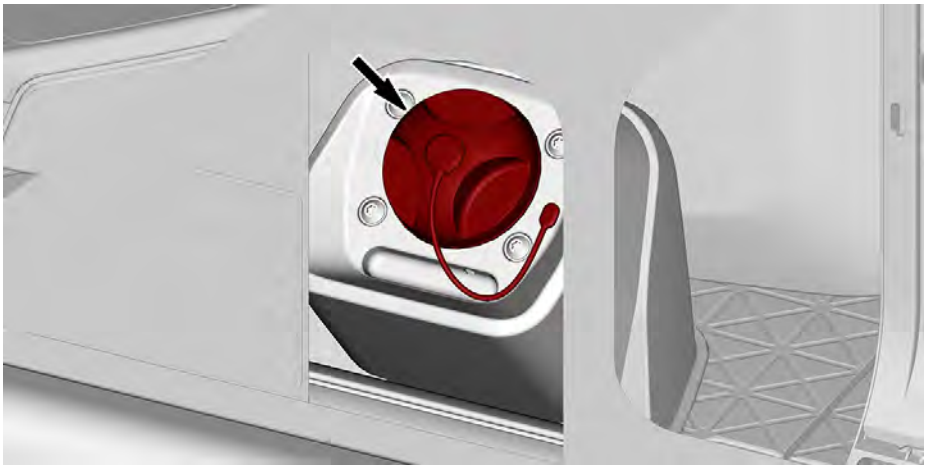
Do not top up the fuel tank as this may cause fuel to overflow and result in fuel spillage. Always leave room for the fuel to expand in the tank as the temperature rises. The fuel tank is full once the fuel level reaches the bottom of the filler tube. This condition is reached after the fuel pump nozzle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



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. Zip the canvas.

After Refueling

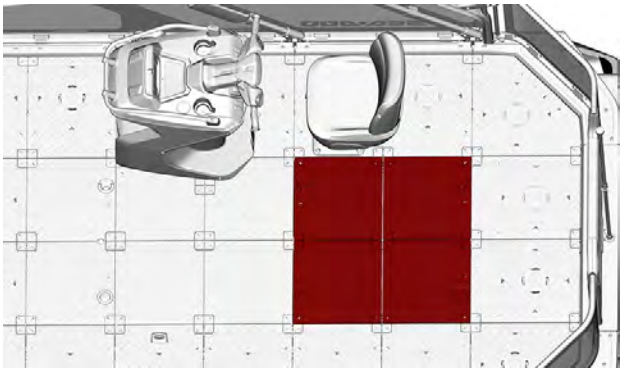
⚠ WARNING

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

- **Verify the engine space for fuel leaks.**
- **Open the driver seat 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. Two engine access panels are located beside the operator's seat. Lift and turn their latch handles to unlock the panels. Remove the engine access panels. Refer to *Engine Access Panels*.



ENGINE ACCESS PANELS

2. Press on the bilge blower switch on the console to turn on the bilge blower. Let it run for at least 4 minutes before starting the engine. Refer to *Console Switches* .
3. The bilge blower is located at the rear of the engine compartment, on the starboard side. You should hear the fan rotating.
4. Reinstall the engine access panels and lock them in place. Refer to *Engine Access Panels*.

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:

Engine	Recommended Fuel
300 hp	Use Premium gasoline with an AKI (RON+MON)/2 octane rating of 91 or an RON octane rating of 95.
All other	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

Operation During Break-In Period

A break-in period of 10 operating hours is required before running the watercraft at sustained full throttle.

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

NOTICE

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

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

Operation During Break-In Period with 10.25" Touch Display

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

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

NOTICE

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



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

Boarding the Watercraft

As with any watercraft, boarding should be done carefully.

Make sure to practice each boarding methods 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

The models with a front door only also have a swim platform and a stern bench that can be used for people to board from the rear.

1. Always use a designated door to board the watercraft from the dock. Do not jump or climb on the watercraft to board it.
2. Lift the door and rotate it to open inside the watercraft. Make sure that no object or debris can block the door.
3. Lift the door and rotate it to close it. Make sure the latch is secured.

⚠ WARNING

Always close all the doors securely before starting the engine.

4. The backrests of the stern bench can be folded to allow boarding from the rear on some models. Make sure the engine is OFF and that the watercraft is stable before boarding.



STERN BENCH'S BACKRESTS

⚠ WARNING

Make sure to unfold the backrests before starting the engine and leaving the dock.

Boarding from Shallow Water

⚠ WARNING

Never leave the engine running when someone is at the rear trying to board the watercraft using the boarding ladder.

1. Board the watercraft from the rear using the boarding ladder. Refer to *Boarding Ladder* subsection for more information. Do not climb on the watercraft from any other point than the ladder.
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.

3. Depending on models, use the boarding handle or the rear hand rail to ensure balance when getting on the deck. Refer to *Boarding Handle* subsection for more information.

NOTICE

Starting the engine or riding the watercraft in shallower water may damage the impeller or other jet pump components.

Boarding from Deep Water

⚠ WARNING

Never leave the engine running when someone is at the rear trying to board the watercraft using the boarding ladder.

Refer to *Boarding from Shallow Water* for standard boarding procedure.

⚠ WARNING

- **Keep limbs away from propulsion system or intake grate.**
- **Never use reverse gate (iBR) as a supporting point to board the watercraft.**

Keep in mind that being in deep water can be strenuous. Make sure someone monitors the person boarding 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.

Starting the Engine

⚠ WARNING

- **Always operate the bilge blower for at least 4 minutes before starting the engine to clear gasoline vapors from the engine compartment.**
- **Operate this blower when the engine is at idle, while below cruising speed and after stopping 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.**
- **Wear appropriate protective clothing including a PFD approved by local authorities and a wet suit bottom if required by law.**

NOTICE

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

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

⚠ WARNING

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

2. Firmly grip handlebar with your left hand and place both feet on the deck.
3. Press the engine START/STOP button to wake up the electrical system.
4. Turn on the bilge blower for 4 minutes before starting the engine.
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 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 the engine START/STOP button after engine is started.

Shutting Off the Engine

⚠ WARNING

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

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

⚠ WARNING

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

If the engine is shut off using the START/STOP button and the tether cord is left on the engine cut-off switch, the electrical power will shut off after approximately 60 minutes to prevent battery discharge.

Steering the Watercraft



STEERING RIGHT

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 passenger(s) and requires greater skill. The passenger (s) shall grip the seat handle. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying passenger (s).

Shifting into Neutral

⚠ WARNING

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

When the watercraft is first started, the iBR system automatically sets the iBR gate to the neutral position by default.

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

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

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

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

Adjusting the Neutral Position of the iBR (With Digital Display)

When in NEUTRAL, if the watercraft creeps forward or backward, the iBR system may be trimmed.

NOTE:
Movement of the watercraft when operating in neutral may be due to wind or water current.

1. Hold down the VTS up or down button for 0.5 Sec to enter the **Neutral Adjust** mode.

   The message **Neutral Adjust** will be displayed.
2. Adjust the Neutral position:
   - Watercraft is moving forwards - press the VTS DOWN button.
   - Watercraft is reversing - press the VTS UP button.

   Adjust to achieve no movement when the engine is at idle.



TYPICAL

1. Reduce reverse creep (gate up)
2. Reduce forward creep (gate down)

3. Press OK button or wait 25 sec to exit the **Neutral Adjust** mode.

Adjusting the Neutral Position of the iBR

If the watercraft creeps forward or backward when in neutral, the iBR system can be trimmed.

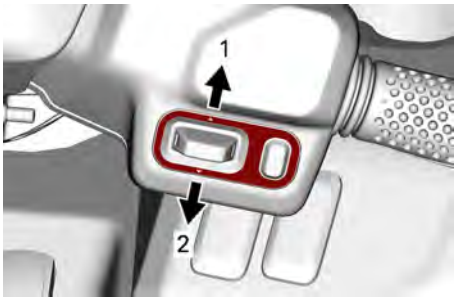
NOTE:
Movement of the watercraft when operating in neutral may be due to wind or water current.

With the engine running and the gear in neutral, proceed as follows:

1. Press and hold the cruise control button in either direction until the “Neutral Adjustment” message appears on the display.



2. Then adjust the neutral position using the cruise control button:
   - Press the button upward to adjust the neutral position forward.
   - Press the button downward to adjust the neutral position rearward.



1. Adjust forward
2. Adjust rearward

After 10 seconds, the notification will no longer be displayed.

Shifting into Forward

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

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

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

Shifting into Reverse

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

1. Pull in the iBR lever at least 33% of the lever travel.
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.

Available engine power is limited in reverse mode, which limits reverse speed. However, speeds above 17 km/h (1 MPH) may be obtained in reverse depending on conditions.

⚠ 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).



STEERING RIGHT

⚠ 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.

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 of 17 km/h (11 MPH).

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

⚠ WARNING

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

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

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

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

⚠ CAUTION

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

⚠ WARNING

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

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

⚠ CAUTION

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

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

⚠ WARNING

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

⚠ WARNING

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

Braking in a Turn

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

⚠ CAUTION

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

Activating the iDF System with 4.5 " Digital Display

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.

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

- **Engaging + R icon blinking** - The request is accepted and the sequence begins.
- **Stop engine then hold iDF** - Engine is still running and must be stopped before pressing the iDF button again.
- **High exhaust temperature** - Exhaust temperature is too high and needs to cool down before activating the sequence.
- Disable - The iDF system is not enabled on your watercraft, see an authorized Sea-Doo dealer to enable it.

3. Start engine when the message **Press start to go** is displayed.

   When the sequence is completed, the message **Ready to start** will be 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 engine when the message **Press start to go** is displayed.

   When the sequence is completed, the message **Ready to start** will be displayed.
7. Start the engine and try the watercraft when the message **Ready to start** will be displayed.
8. 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 to it to plane in order to help dislodge any remaining weeds before reattempting the iDF cycle.

   If the problem persists after several tries, move the watercraft out of the water and clean the water intake area.

⚠ 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 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.

Activating the iDF System with 10.25" Touchscreen Display

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

Depending on the water conditions, the vehicle may require the iDF process to be activated. When the iDF notification is displayed, do the following:

1. Stop the engine.
2. On the Touchsreen digital display, select the *iDF* menu in the Vehicle Settings section.

3. Click the START PROCESS button.

   The operator's assistance is required during the process. Follow the instructions from the notification system or on the iDF procedure page.

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

   – Between cycles, it is helpful to try to drive the watercraft, allowing it to plane to help dislodge any remaining weeds, before reattempting the iDF cycle.

   If the message **Impeller blocked** is displayed, this indicates that the blockage is too severe and the propeller cannot turn the in the opposite direction. Have the watercraft serviced by an authorized Sea-Doo dealer.

   If the problem persists after several tries, move the watercraft out of the water and clean the water intake area.

⚠ 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 the system is still clogged, contact 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.

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 deck.
2. The passenger (s) must grip the handhold of their seat with both hands and keep both feet on the deck.
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 hold tight on their seat's handhold or the hand rail.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.

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.

If the water intake is clogged, activate the iDF. Refer to *How to Use the intelligent Debris Free Pump System (iDF System).*

⚠ 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.

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:

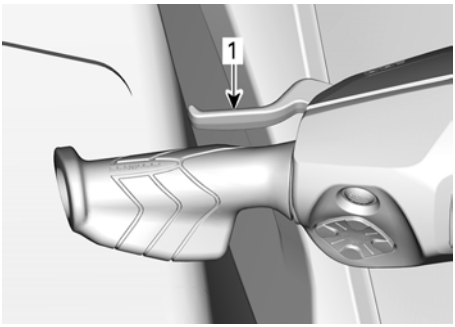
– **Remove tether cord from the engine cut-off switch.**
– **Wait at least 5 minutes.**
– **Do not press on START/STOP button. Should the START / STOP button be pressed, wait another 5 minutes.**

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:

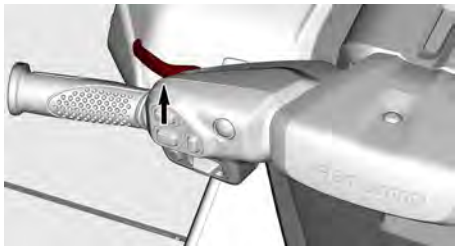
- **Remove tether cord from the engine cut-off switch.**
- **Wait at least 5 minutes.**
- **Do not press on START/STOP button. Should the START / STOP button be pressed, wait another 5 minutes.**

Activating iBR Override Function (With 10.25' Color 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. While the engine is off, hold in the iBR lever for the entire procedure. A notification will appear on the VTS gauge when the system is ready to enter iBR Override.



4. Press on the notification showing *iBR Override*.
5. Press *OK* to confirm.



6. The iBR override mode is now active. Use the multifunction switch button to move the iBR gate. The gate location can be monitored using the digital display.

⚠ WARNING

When iBR override mode is engaged, stay clear of moving gate.



IBR CONTROL



IBR CONTROL

- Press UP and release to raise the iBR gate.
- Press DOWN and release to lower the iBR gate
- Hold UP or Down to continually move the iBR gate.

7. Release the iBR lever.
8. 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

This watercraft is designed so that it should not turn over easily due to its long and wide dimensions.

An even distribution of the cargo and passengers weight is key to balance your watercraft and prevent it from capsizing. Also, always ensure the weight of gear and persons on board does not exceed your watercraft's capacity. Refer to RIDE SAFELY section.

Avoid going out on the water if there is a risk of high wind or storm. If you find yourself boating in bad weather or choppy waters, slow down, wear your PFD and direct all passengers on board to wear their PFD.

If ever the watercraft capsizes, do a head count, persons may drift away or remain stuck under the watercraft. Remember that it will continue to float. Ensure everyone is wearing a PFD or can hold on to the watercraft to stay afloat. It is usually best to remain with it, so you will be more easily located by others. Signal for help.

⚠ WARNING

When watercraft is capsized, do not attempt to turnover the watercraft or to restart the engine. Operator and passengers should always wear approved personal flotation devices.
Stay with your watercraft, reach for help and avoid hypothermia.

Submerged Watercraft

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

1. Drain bilge. Remove water accumulation in the battery tray.
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 may enter the engine or bilge.

⚠ CAUTION

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

Transporting the Watercraft

NOTE: For complete information about the trailer, refer to the appropriate *User's Guide*.

Ensure the weight is properly distributed and the tongue weight is roughly 7-12% of the total weight of the trailer and watercraft. Move or remove items if necessary.

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 and all accessories are properly latched.

Make sure all cargo on the watercraft is properly secured, or remove it to prevent from falling on the road and create a hazard for following vehicles.

⚠ WARNING

Make sure to lower the bimini roof if equipped and secured it before departure. The double bimini top requires to have the 2 front roof panels open during trailering.

Observe trailering safety precautions.

Do not route ropes or tie-downs over the seat or attach them to the hand rails 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.

When trailering, it is recommended to use a cover to protect the watercraft from the elements and debris.

⚠ 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.

For more information, see the following video:

https://www. youtube. com/watch?v=mXtHWIdt7yI

Or, use the following QR code.



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 *Important On-Product Labels*.

Automatic Fire Extinguisher

Automatic discharge

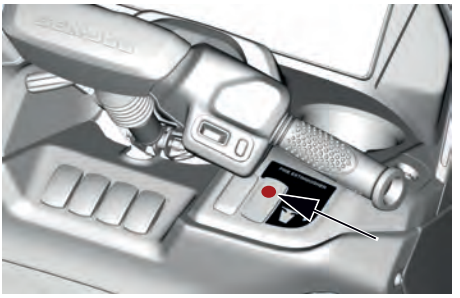
The automatic fire extinguisher is supplied with all watercraft models for the engine compartment only. It is recommended to have a secondary portable fire extinguisher onboard, for use on the deck.

⚠ WARNING

Always verify that the light indicator is on before using the boat.

When the electrical system is powered on, the Automatic Fire Extinguisher is enabled and ready to operate.

The system status can be monitored with the remote discharge indicator located on the RH side of the console, adjacent to the automatic fire extinguisher.



TYPICAL

– Light on.

Light on indicate the system is ready.

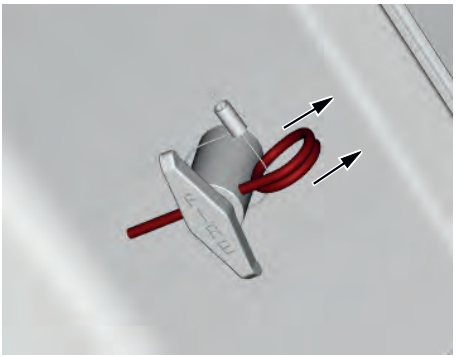
Light off indicates that the Automatic Fire Extinguisher is discharged or not working due to low pressure or need for maintenance.

The fire extinguisher will automatically discharge at 79 °C (175 °F).

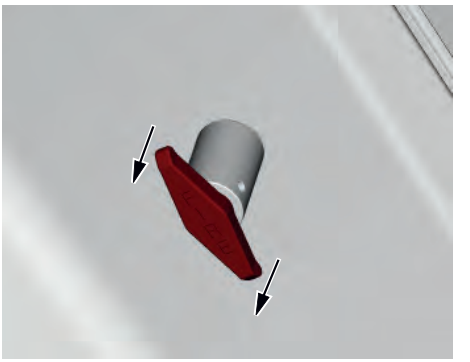
Manual discharge

In the event that the automatic discharge of the fire extinguisher does not work, please follow the instructions indicated on the label :

1. Remove the pin



2. Pull the red handle



⚠ WARNING

An OFF indicator light means the automatic fire extinguisher has activated or requires service. The engine-compartment blower cannot operate until the system is restored.

Refer to *TECHNICAL INFORMATION* for health and safety information and

precautions related to the automatic fire extinguisher.

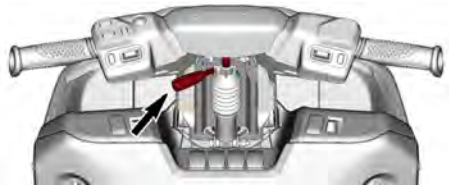
NOTE:
It is the owner's/ operator's responsibility to ensure that fire-fighting equipment is in serviceable condition and to inform craft occupants about the location and operation of fire-fighting equipment.

Refer to an authorized Sea-Doo dealer for maintenance and verification of the engine compartment after the activation of the automatic fire extinguisher system.

Steering Tilt Handle (If Equipped)

The handlebar position can be adjusted to suit the rider preferences.

To perform this adjustment, pull on the lever at the top of the steering column just under the handlebar, and tilt the handlebars to the desired position.



TYPICAL

When the handlebars is at the desired position, release the lever and ensure that the steering column is properly secured.

⚠ WARNING

Never adjust the steering wheel height while riding. You may lose control.

Horn

A horn is located on the right side, at the front of the watercraft. Refer to *Console Switches* for use.

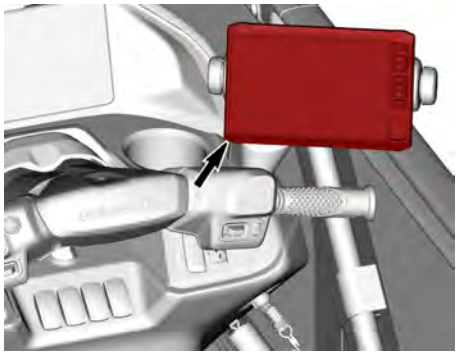
It is used to signal other watercraft in the area your intentions while navigating or a danger.

NOTE: It is important to know and follow the official basic sound signals to use in the area to ensure good communication.

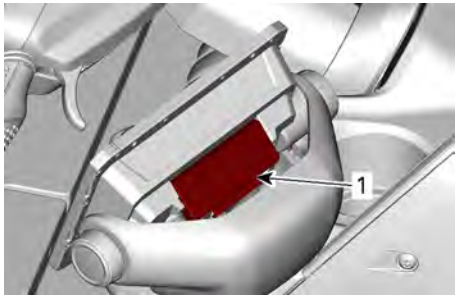


HORN

GPS 7" Touch



To remove the GPS, lift the tab and disconnect the electrical connectors.



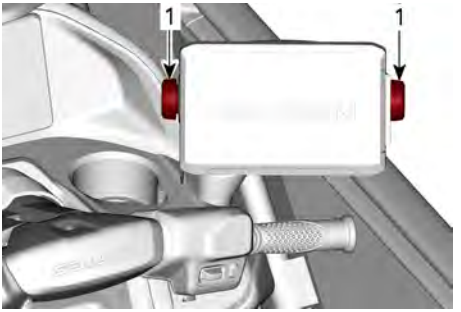
1. Lift tab to remove

When removed from the watercraft, install the protective cover on the GPS screen.

Make sure there is always a thin coat of dielectric grease on the connectors.

Refer to the included manufacturer guide for complete instructions.

To adjust the angle of the GPS, simply loosen the angle knobs on the sides, place GPS at the desired angle and retighten the knobs.



TYPICAL

1. Angle knobs

Depth Sounder

The depth sounder is installed in the center hull and connected to the vehicle data link connector (DLC). It is activated automatically when the vehicle is started and provides an indication of the water depth.

The water depth is displayed in the center display section, whenever the full gauge display is active.

BRP Audio System (if equipped)

The BRP Audio System is composed of two waterproof speaker enclosures that connect via Bluetooth to a smartphone.



FRONT SPEAKER



REAR SPEAKER

When the START/STOP button is pressed, the system will be powered for 75 seconds. When the tether cord is installed on the engine cut-off switch and the START/STOP switch is depressed, the system will be powered for 60 minutes. This will permit listening to the BRP Audio System for an extended period. When the battery drops below 12.3V, the LOW BATTERY indicator lamp will light up and the electrical system will shut down after 10 seconds to allow enough power in the battery to start the engine.

Bluetooth Pairing Mode - When the unit is powered On, the remote 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, the **Play/Pause/Power** (1) light will blink. To manually enter the pairing mode, hold down the **Play/**

Pause/Power button for 1 second. The unit will emit 2 small beeps and the Play/Pause/Power button will start blinking to indicate it's in pairing mode. Search for BRP REMOTE from your device's Bluetooth menu.

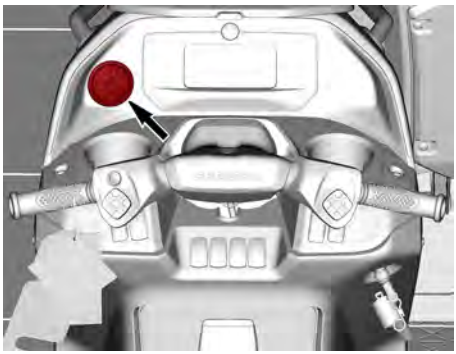
NOTE:
All previously paired devices nearby must be turned OFF.

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.

⚠ 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.



KEYPAD

The keypad is used to control the sound system.

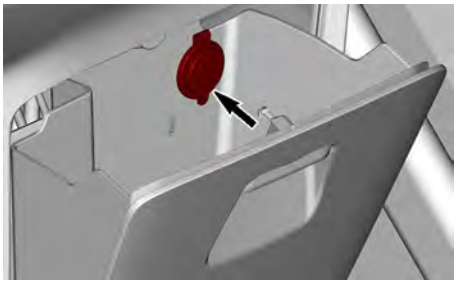


1. *Play/Pause/Power*
2. *Volume UP*
3. *Volume DOWN*
4. *Previous track*
5. *Next track*

Play/Pause/Power - This button gives you the ability to play or to pause the current track with a single press. Pressing the button will turn the unit On if currently Off or holding the 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. Note that all the buttons will illuminate when the unit is powered On.

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.

The USB port located inside the glove box compartment is only used to charge the smartphone, not to play music.



⚠ CAUTION

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

USB Port

This watercraft is equipped with multiple USB ports for charging smartphones, or other devices, and connecting with the multifunction display.

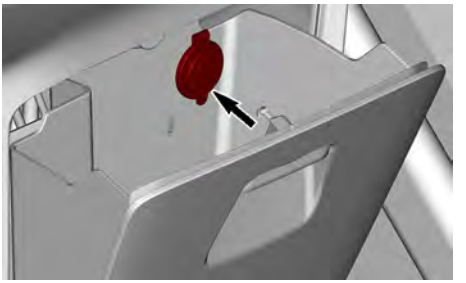
NOTE: Use the lower console USB port to connect to the multifunction display.

When charging a smartphone, always make sure to route the cable such that there is no pressure on either end of the cable to prevent damage to cable or smartphone connectors.

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

Before and during use, make sure the seal around the USB charging port is intact and properly positioned.

After use, the USB charging port's integrated rubber cap should be installed to cover the connector.



USB PORT LOCATION - LOWER CONSOLE

USB Port

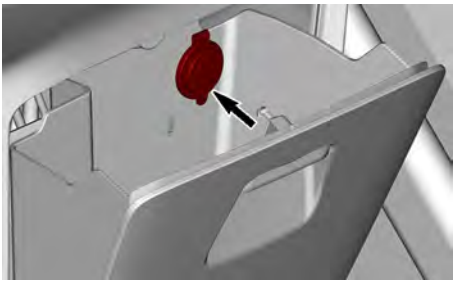
This watercraft is equipped with a USB port for charging smartphones or other devices.

When charging a smartphone, always make sure to route the cable such that there is no pressure on either end of the cable to prevent damage to cable or smartphone connectors.

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

Before and during use, make sure the seal around the USB charging port is intact and properly positioned.

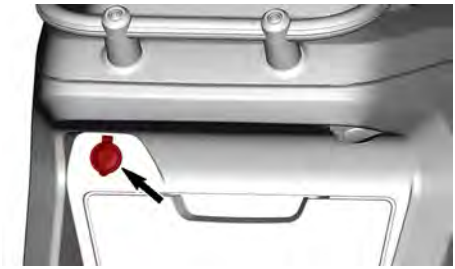
After use, the USB charging port's integrated rubber cap should be installed to cover the connector.



USB PORT LOCATION - LOWER CONSOLE

12–Volt Power Outlet

This watercraft is equipped with a 12–Volt power outlet used for charging.



Before and during use, make sure the seal around the 12–Volt power outlet is intact and properly positioned.

After use, the 12–Volt power outlet's integrated rubber cap should be installed to cover the connector.

Glove Box

A small storage compartment for personal articles.

NOTE: The glove box is **not** watertight.

Pull on the latch to open.



GLOVE BOX

Front Door

This watercraft has a door at the front to facilitate boarding from docks.



FRONT DOOR

Lift the door and rotate it to open inside the watercraft.

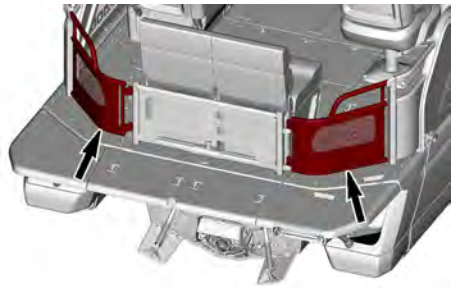
Lift the door and rotate it to close it. Make sure the latch is secured.

⚠ WARNING

Always close all the doors securely before starting the engine.

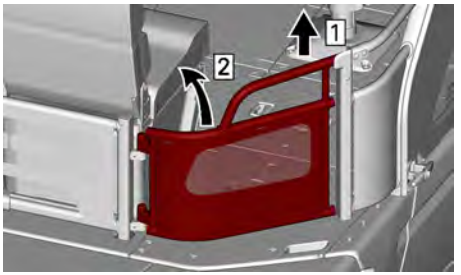
Rear Corner Door

This watercraft has two rear corner doors, located on each side of the rear guard rails.



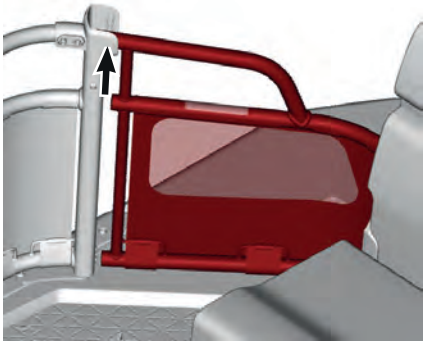
REAR CORNER DOORS — CRUISE MODELS ONLY

To open a door, lift and rotate towards the inside the watercraft.



Step 1. Lift
Step 2. Rotate

To close a door, rotate it closed and lower the door to engage the latch. Make sure the latch is secured.



⚠ WARNING

Always close all the doors securely before starting the engine.

Operator's Seat

A seat is installed specifically for the operator of the watercraft.



OPERATOR'S SEAT

NOTE: This seat is not designed to be removed and installed anywhere other than behind the console.

Bolster

A bolster is available on some models to give a higher and better view to the operator when navigating and docking.



OPERATOR'S SEAT BOLSTER

To use, simply lift the bolster in position. Make sure the bolster is secured before seating.



OPERATOR'S SEAT BOLSTER IN USE

NOTE: The bolster should not be used for an extended time. It should only be used when executing specific maneuvers that requires higher view such as docking.

Swivel Lock

The operator's seat is equipped with a swivel lock allowing to rotate the seat freely.



To unlock, pull up the handle and rotate the seat. To lock the seat in position, release the handle and the seat will lock in the nearest position (90 degrees increments) .

To rotate the seat freely, push down on the handle. Pull up the handle to lock the seat.

⚠ WARNING

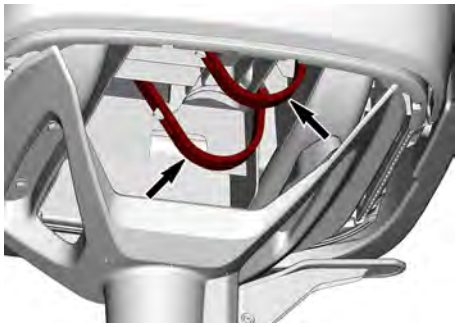
Lock driver seat in forward position so that the seat faces the handlebars during operation and does not swivel.

Fire Extinguisher Holder

NOTE:
Fire extinguisher is sold separately.

The fire extinguisher support is located under the operator's seat.

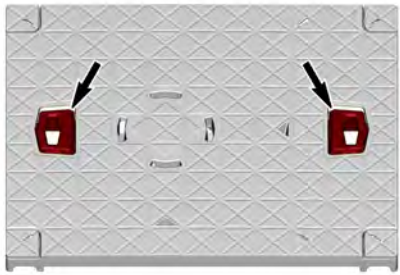
Use the rubber tie-downs to properly secure the fire extinguisher.



FIRE EXTINGUISHER HOLDER

LinQ Attachments

This watercraft is equipped with multiple LinQ attachments.



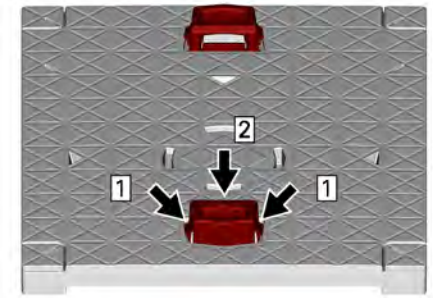
LINQ ATTACHMENTS

To use LinQ attachments, lift them, making sure they are fully extended and locked.

Refer to the accessory instruction sheet for proper installation.

To lower the LinQ attachments when not in use, squeeze tabs then push

down. Make sure the LinQ attachments are fully retracted.



Step 1. Squeeze LinQ attachment tabs
Step 2. Push down LinQ attachments

⚠ CAUTION

To reduce the risk of injury, always lower the LinQ attachments when not in use.

Latching System

Some accessories are equipped with a latching system that secure them on tiles.



1. *Locked position*
2. *Unlocked position*

Latching the Accessory

To install the accessory, the latching system must be in unlocked position first.

⚠ WARNING

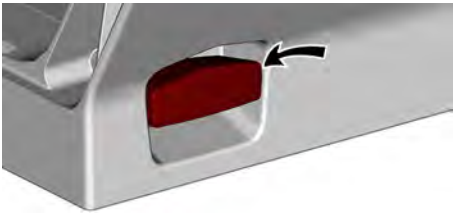
Do not install an accessory that shows signs of advanced deterioration. It might not be totally secured when locked in place.

1. Install the accessory at a designed location and align the teeth with the circular holes on the tiles.

NOTICE

Make sure the latching system and the tile are clean of any debris that might cause interference while installing the accessory.

2. Push on the lever until it is locked in place.



3. Rock the accessory from side-to--side to confirm it is correctly secured.

Unlatching the Accessory

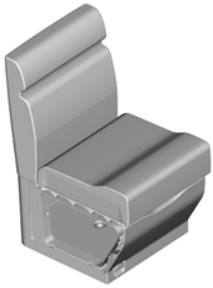
1. Pull the lever up then towards you to unlock the accessory.



2. Lift the accessory to remove it from the tile.

Passenger Seats

This watercraft comes equipped with a specific number of passenger's seats depending on its length. Refer to *Watercraft Safety Labels* for more information on the number of passenger allowed.



PASSENGER SEAT

All passenger seats are removable and can be fixed on the deck using a dedicated tile. With the watercraft at rest, the seat and table layout can be rearranged as needed.

Even at rest, the mass must be balanced from side to side and front to rear of the watercraft.

Before driving the watercraft, all seats must be relocated as per the *Underway Seating Positions* label affixed on the right side of the helm. This label indicates the best seat location in order to balance the passenger load.

Do not put all seats in the front so that the passenger weight becomes unevenly distributed between the bow and the stern of the watercraft. Excessive or unbalanced weight at the front can cause the bow of the watercraft to dive underwater, causing rapid deceleration. This situation could lead to the watercraft capsizing.

In the same way, having too much weight at the back of the watercraft will prevent the watercraft from getting on plane.

Balance the mass equally on each side (Port and Starboard). This will help to maintain the optimal maneuverability of the watercraft.

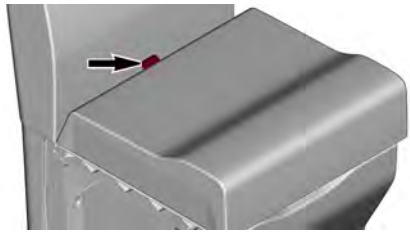
NOTE: For maintenance, refer to *Care* subsection.

Refer to *Latching System* for removal and installation.

Under Seat Compartment

Each passenger's seat has a compartment underneath the cushion. Simply pull on the latch and flip the cushion for access.

Personal Floating Devices (PFD) can be stored in this compartment for quick access.





NOTE: Do not store breakable objects in the under seat compartment without proper protection.

Passenger Handhold

Each passenger's seat has a handhold under the edge of the cushion. Grab it to brace yourself while the watercraft is moving.





Stern Bench (If Equipped)

Some models come equipped with a stern bench. It is composed of two separate seats with foldable backrest.



The stern bench should always be installed at the stern (rear) of the watercraft and facing forward as it can be used to board and exit the watercraft if needed.

Fold the backrest all the way down until it clips. Make sure it is secured before boarding or exiting the watercraft.

NOTE: It is recommended to fold both backrests when boarding or exiting the watercraft via the stern bench.

⚠ CAUTION

Do not stand on seats or folded backrest at any given time. Falling and/or getting stuck might occur.

To unlock the backrest, push on the stopper. Unfold the backrest all the way up.



Lounge Backrest (If Equipped)

Some models come equipped with lounge backrests at the bow (front) which allow passengers to lay down on the floor comfortably.

Each lounge backrest is considered a seat and must be included in the seat layout. Refer to *Underway Seating Positions* label for more information.



A soft armrest can be installed next to the lounge backrest. Simply slide the tab between two tiles.



Store each soft armrest in an appropriate compartment when not in use or when riding at high speed and/or rough waters.

⚠ WARNING

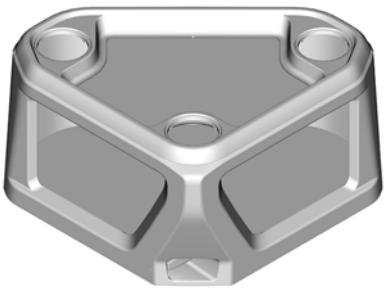
When at high speed and/or rough waters, make sure to hold onto the hand rail. Do NOT hold onto the soft armrests as they are not securely fixed on the deck.

NOTE: For maintenance, refer to *Care* subsection.

Refer to *Latching System* for removal and installation.

Corner Table

Some models come equipped with corner tables. Each has multiple cup holders.



⚠ CAUTION

Do not sit or stand on the table.

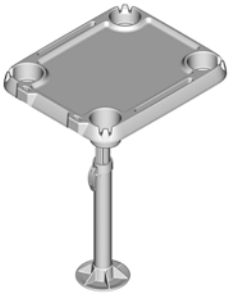
NOTE: For maintenance, refer to *Care* subsection.

Refer to *Latching System* for removal and installation.

Adjustable Table (If Equipped)

Some models come equipped with an adjustable table that can be moved to different locations on the watercraft.

The table top has multiple cup holders.



⚠ WARNING

- **Do not sit on or lean against the table top**
- **Never leave the post installed without the table**
- **Always install the table when the post is in place**
- **Store table and post when riding at speeds above 8 km/h (5 MPH), or when trailering**
- **Load limit not to exceed 6,8 kg (15 lb).**

Configuring the Table

This table can be placed at different locations on the watercraft. Its height can also be adjusted for comfort.

On the Deck

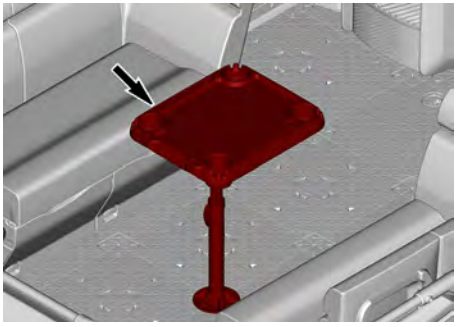
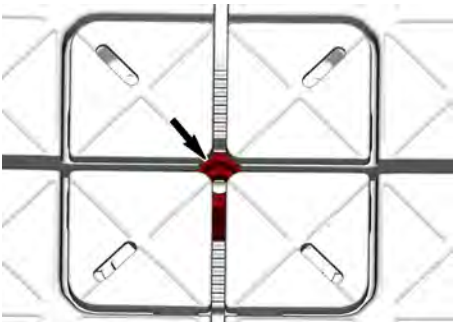


TABLE ON FRONT DECK

To install the adjustable table on the watercraft, place the stud in one of the nuts located between tiles and screw the table in place.

It can only be installed on bare tiles or deck mats. Do not install adjustable tables on sun pads. Refer to *Deck Mats and Sun Pads (If Equipped)* for more information.





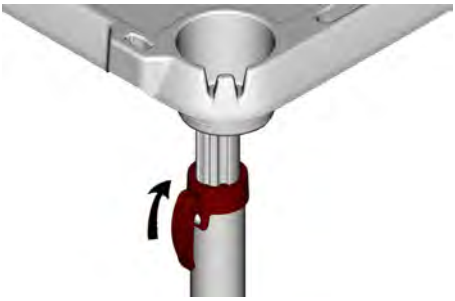
To remove, simply unscrew the table.

Make sure the table top is not installed when installing or removing the adjustable table.

Height Adjustment

To adjust the table height, unlock the lever under the table top and slide the upper tube up or down.

Lock the lever in place when the desired height is reached.

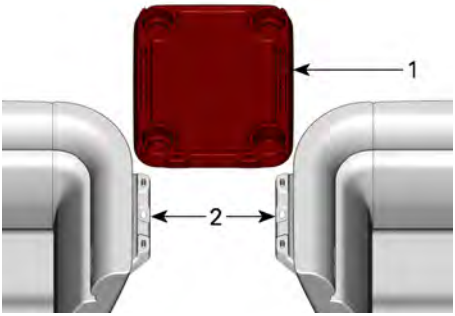


UNLOCK THE TABLE LEVER

Between Seats

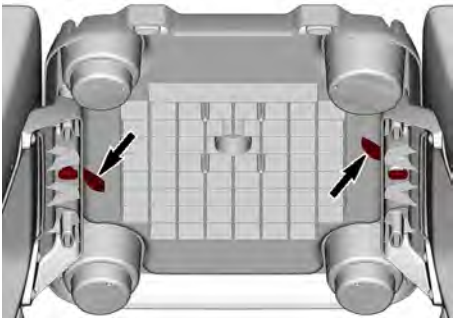
The table top can also be placed between seats with a corner backrest.

Make sure there are two tiles between both seats before installing.



1. *Table top*
2. *Accessory support*

Install the table top on both accessory supports with the latches aligned with the grooves then lock the table top in place.

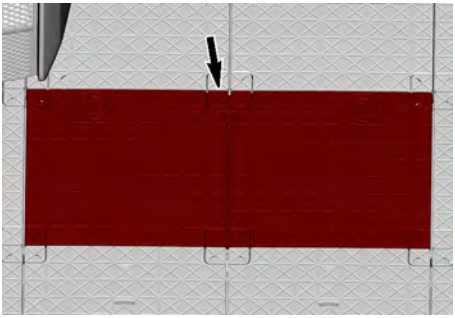


Do not install the table top on only one accessory support.

To remove, turn the latches until they are aligned with the grooves and remove the table top.

Front Storage Compartment

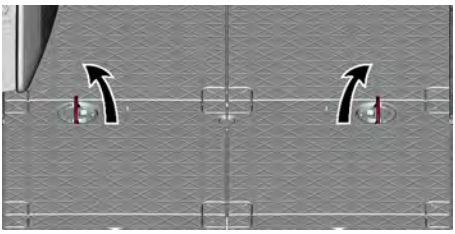
The front storage compartment that can be used to carry larger personal articles, such as Personal Floating Device (PFD), is located under the floor at the front of the vehicle.



FRONT STORAGE COMPARTMENT

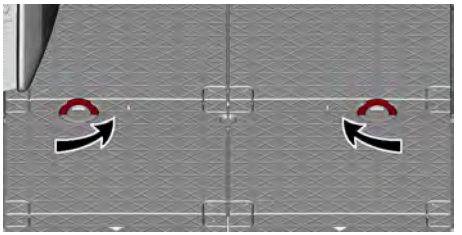
Opening the Front Storage Compartment Cover

1. Pull on the latch handles.



PULL LATCH HANDLES

2. Turn the latch handles towards the center to unlock the front storage compartment cover.



TURN LATCH HANDLES

3. Remove the front storage compartment cover.

Closing the Front Storage Compartment Cover

The installation is the reverse of the removal procedure. However, pay attention to the following.

1. Make sure the front storage compartment cover is correctly installed before locking it in position.
2. Turn the latch to lock the cover. It may require some force to compress the seal of the access cover before turning the lock.
3. Make sure the latch handles are flat on the cover when not in use.

Flooring System Tiles

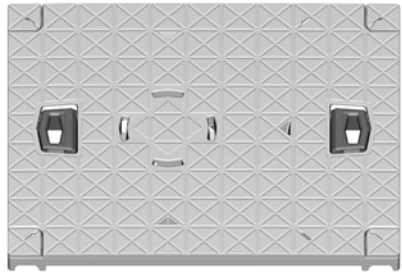
This watercraft is equipped with a floor system composed of tiles with various features (LinQ) to install and secure accessories.

Square tiles are in the center of the watercraft.



SQUARE FLOOR TILE

Rectangular tiles are on the sides of the watercraft.



RECTANGULAR FLOOR TILE

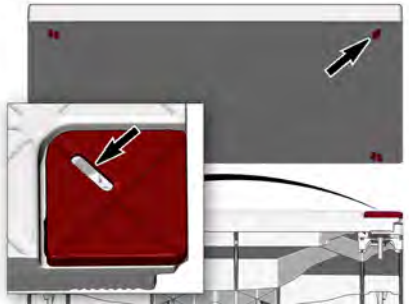
Deck Mats and Sun Pads (If Equipped)

Some models may be equipped with either deck mats or sun pads, installed on floor tiles.

Deck mats are thinner than sun pads.



To remove, peel it starting with one of the corner.



To install, simply push on each corner. Make sure the surface is completely flat and secured.

Bimini Top Single (No Lift Assist)

Some models come equipped with a bimini top single (No Lift Assist). It

offers weather and sun protection while being easy to deploy and lower.

Refer to *Deploying the Bimini Top Single (No Lift Assist)* and *Lowering the Bimini Top Single (No Lift Assist)* subsection for more information.

Some bimini tops are also equipped with a dome and navigation lights.



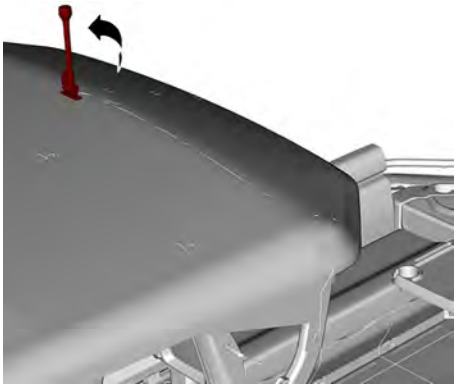
⚠ CAUTION

Manipulate with caution and be aware of pinch points when lifting or lowering the structure.

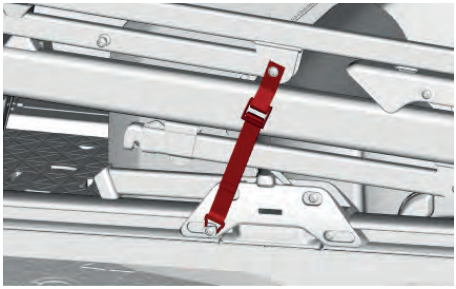
Deploying the Bimini Top Single (No Lift Assist)

NOTE:
For clarity purposes, the bimini cover may not appear on the following images.

1. Remove any accessory that might be in the way.
2. Raise the bimini navigation light (If Equipped). Make sure the lock is correctly engaged.



3. Remove the straps around the structure on both sides.



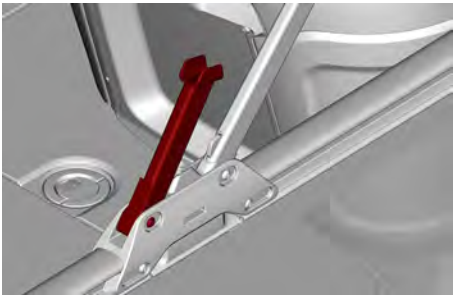
4. Raise the entire structure then secure it to the rails by clipping the front lock to the pins in the hand rail supports. Make sure it is fully clipped.



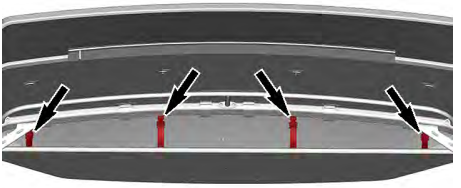


LH FRONT LOCK

5. Lower the bimini support arm.



6. Unclip the cover straps to allow the rear structure to be deployed.



COVER STRAPS

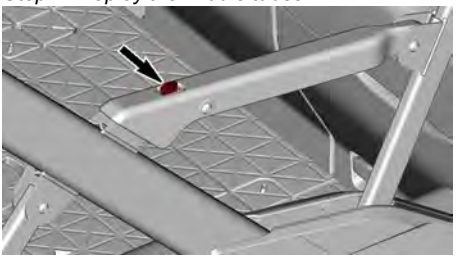
7. Raise the rear structure then secure the rear lock on both sides by pushing down until it clips.



RAISE THE REAR STRUCTURE

Step 1. Lift both rear and middle tubes

Step 2. Deploy the middle tubes

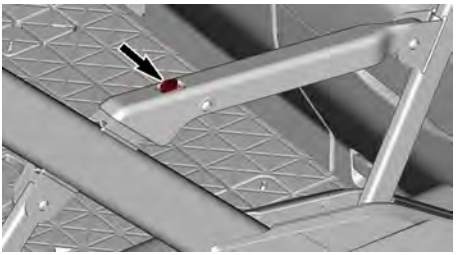


LH REAR LOCKING ARM

8. Make sure the bimini top is completely deployed and secured before starting the engine.

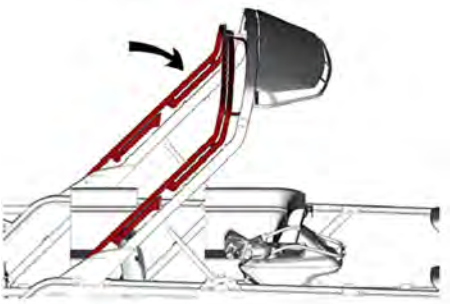
Lowering the Bimini Top Single (No Lift Assist)

1. Unlock rear locking arms on both sides by pushing on the yellow part and pulling up the locking arms.

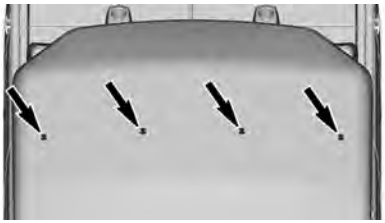


LH REAR LOCKING ARM

2. Push the rear frame until it reaches the front structure.



3. Detach the four straps from the clips on the underside of the bimini. Allow the straps to hang down.
4. Gather the canvas into the front section of the bimini structure, under the visor. Ensure that the clips on the top surface of the canvas are accessible.
5. Wrap the straps around the two rear frame tubes and canvas to hold the bimini in the folded position.
6. Attach the straps to the clips on the top surface of the canvas.



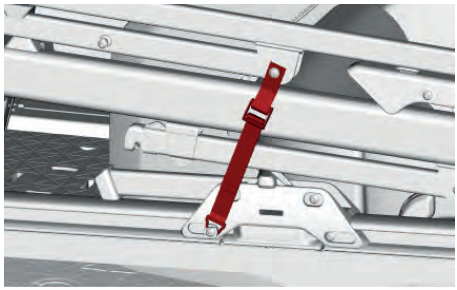
CLIPS ON TOP SURFACE

7. Unlock and lift both front arms.



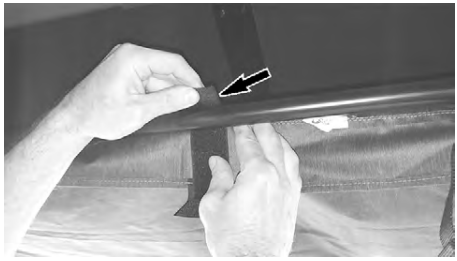
LH FRONT LOCK

8. Fold down the Bimini structure until it rests on the support arm.
9. Install the straps on each side to secure the Bimini structure.



Installing the Bimini Cover Single (No Lift Assist)

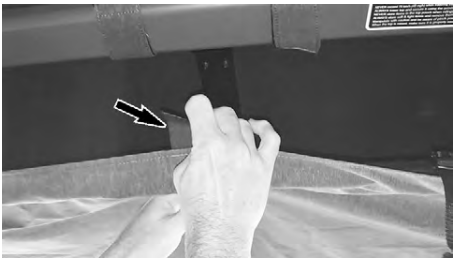
1. With the structure completely lowered, slide the front of the cover on the front rack.
2. Spread the cover over the entire rack, front to rear.
3. Lift both rear tubes. Refer to *Bimini Top Single (No Lift Assist)* subsection.
4. Install the straps on the front tube.



TAKE THE SMALLER STRAP



WRAP AROUND THE TUBE



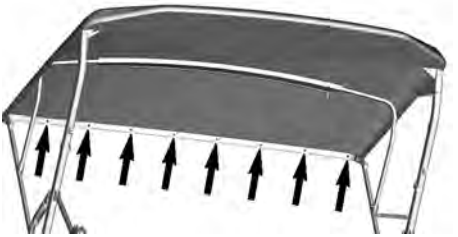
INSTALL THE LARGER STRAP OVER THE SMALL STRAP

5. Install the cover on the middle tube and secure using the zippered pocket.



BIMINI COVER MIDDLE ZIPPER

6. Install the cover on the rear tube and secure with the snaps.



BIMINI COVER SNAPS

7. Secure the four corners using the straps.



BIMINI COVER CORNER STRAPS

8. Secure the four straps used to retain the bimini when it is in the folded position to the clips on the underside of the canvas.



BIMINI RETAINING STRAPS

9. Install the bimini dome light, if equipped. Refer to *Installing the Bimini Dome Light*.

NOTICE

The Bimini top design does not permit carrying extra weight on it.

Removing the Bimini Cover Single (No Lift Assist)

1. Remove the four bimini cover corner straps.
2. Remove the bimini cover snaps from the rear tube.
3. Unzip the cover middle zipper from the middle tube.
4. Remove the straps from the front tube.
5. Lower both rear tubes. Refer to *Bimini Top Single (No Lift Assist)*.
6. Remove the cover from the rack, rear to front.

NOTE:
Be careful not to pull any wires of the bimini navigation light or dome light while proceeding to removal.

Bimini Top Double (With Lift Assist)

Some models come equipped with a bimini top double with lift assist. It offers weather and sun protection while being easy to deploy and lower.

Refer to *Deploying the Bimini Top Double* and *Lowering the Bimini Top Double* subsection for more information.

Some bimini tops are also equipped with a dome and navigation lights.



⚠ CAUTION

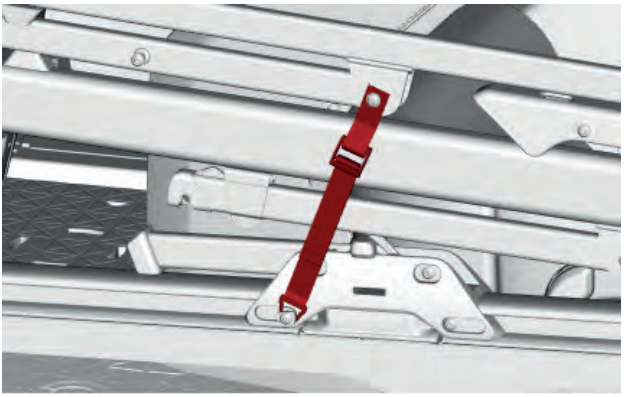
Manipulate with caution and be aware of pinch points when lifting or lowering the structure.

Deploying the Bimini Top Double (With Lift Assist)

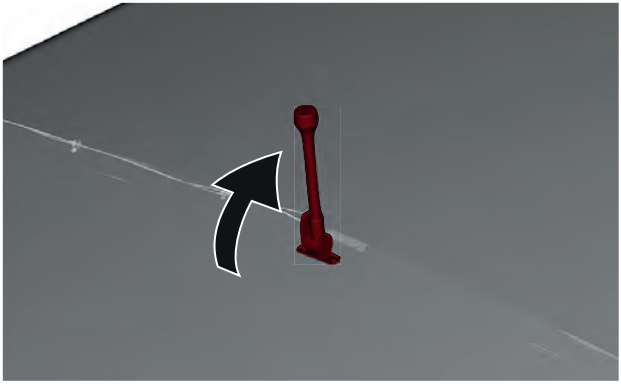
NOTE:
For clarity purposes, the bimini cover may not appear on the following images.

1. Remove any accessory that might be in the way.
2. Loosen the straps from the rail anchor.

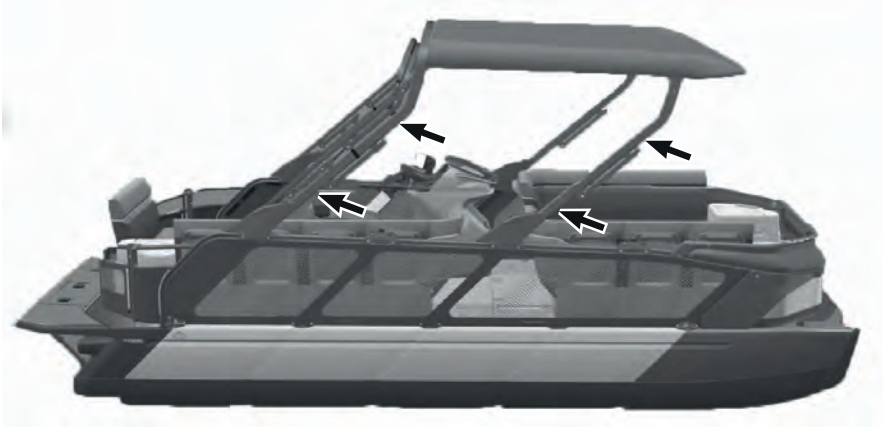




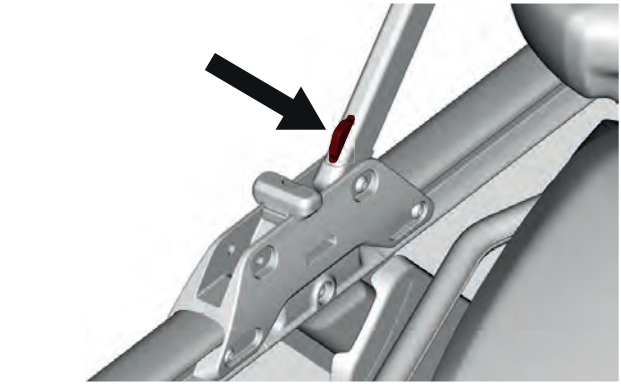
3. Raise the bimini navigation light (If Equipped). Make sure the lock is correctly engaged.



4. Raise the entire structure then secure it to the rails by clipping the front lock to the pins in the hand rail supports.

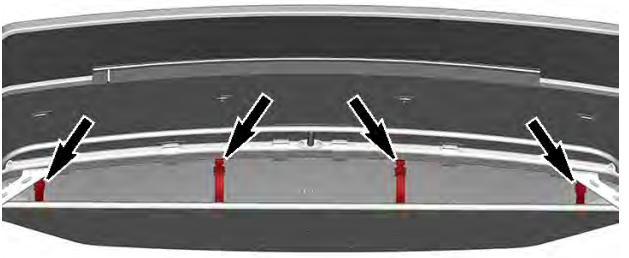


5. Make sure it is fully clipped.



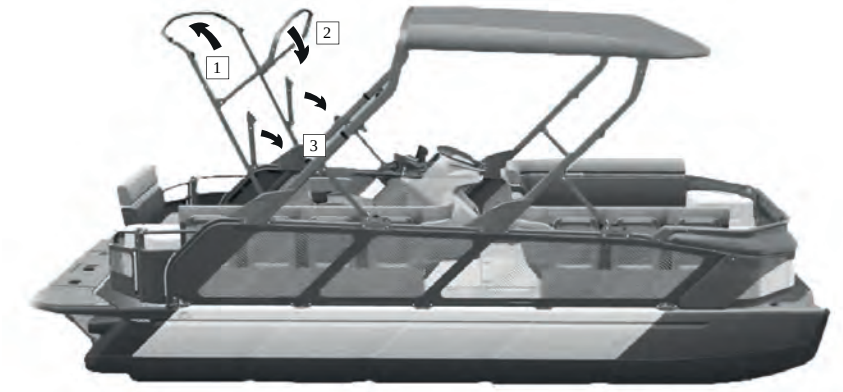
FRONT LOCKING

6. Unzip the cover straps to allow the rear structure to be deployed.

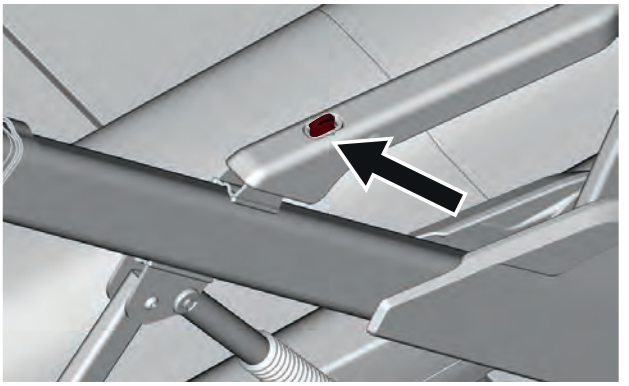


COVER STRAPS

7. Unzip both zips from the central hoop first and then deploy the rear and middle tubes. Only after this step should he secure the rear locking arm
8. To raise the rear structure, deploy the rear and middle tubes before locking the rear arm.

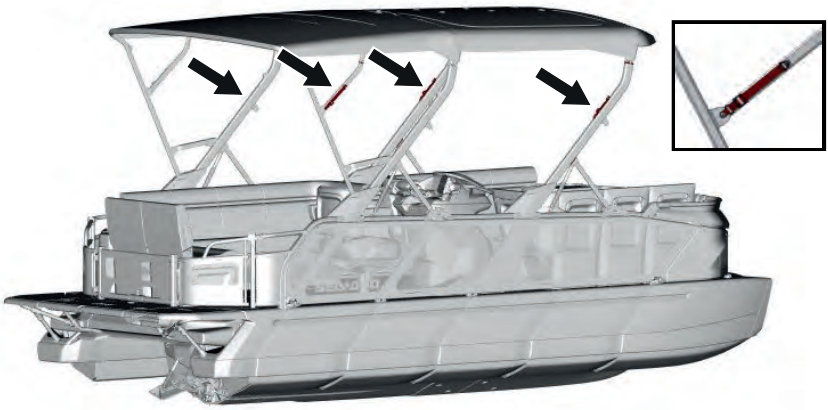


9. Secure the rear lock on both sides by pushing down until it clips.



REAR LOCKING ARM

10. Secure the straps to the bimini structure anchors.

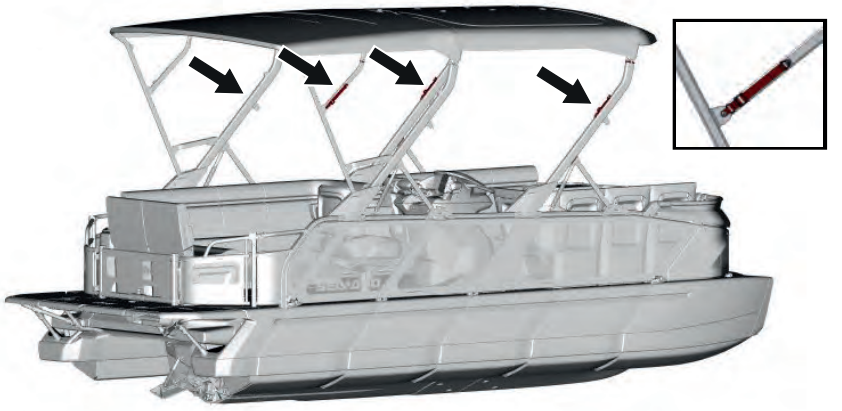


11. Make sure the bimini top is completely deployed and secured before starting the engine.

Lowering the Bimini Top Double (With Lift Assist)

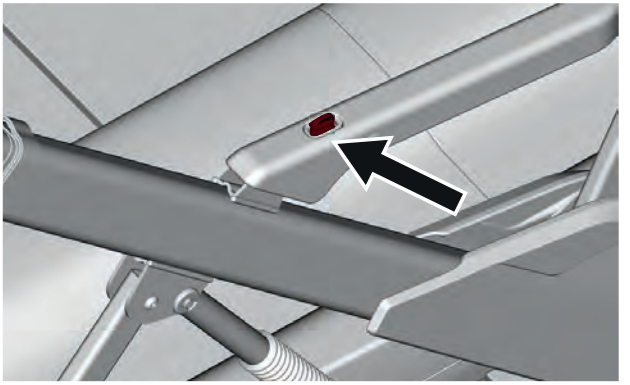
NOTE:
For clarity purposes, the bimini cover may not appear on the following images.

1. Loosen the straps and unhook them from the structure.

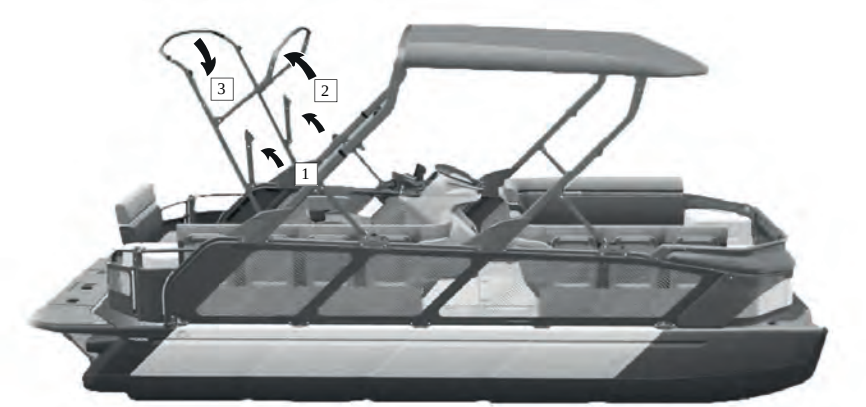


2. Unclip the rear lock on both sides by pushing down until it unclips then fold the rear structure.

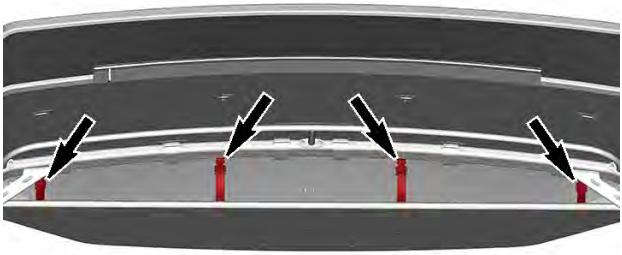
NOTICE
This step is critical in order to tow the vehicle safely.



REAR LOCKING ARM

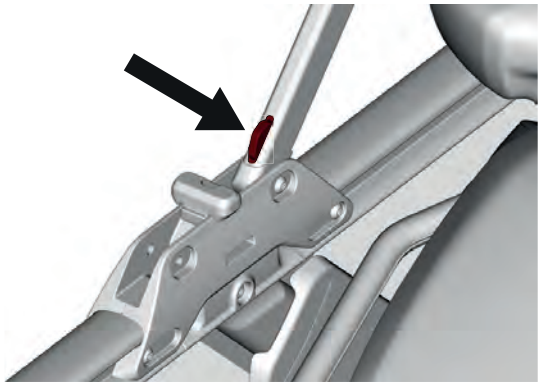


3. Grab the excess canvas and rotate it around the central hoop and then zip it closed using the two zips on the central hoop.
4. Clip the cover straps around the rear structure to hold it.



COVER STRAPS

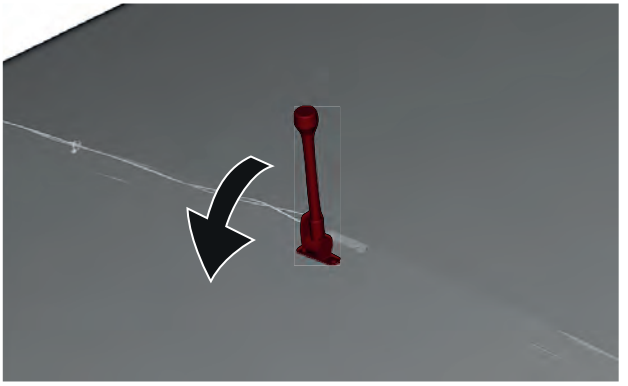
5. Unclip the front lock from the hand rail supports then close the entire structure by folding it.



FRONT LOCKING

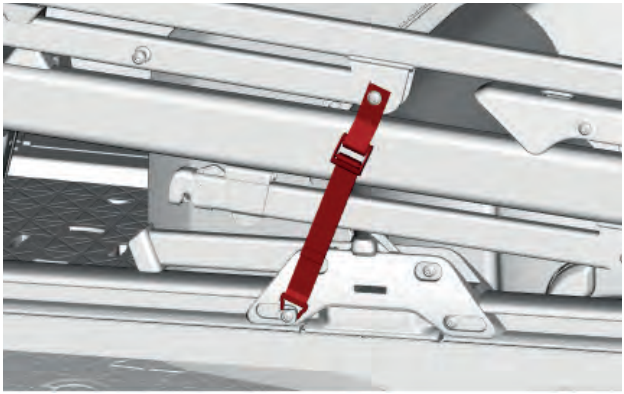


6. Close the bimini navigation light.



7. Secure the structure with the straps around the structure on both sides.



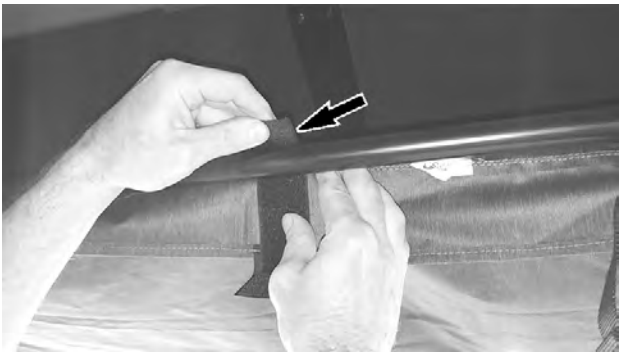


Installing the Bimini Cover Double (With Lift Assist)

1. With the structure completely lowered, slide the front of the cover on the front rack.
2. Spread the cover over the entire rack, front to rear.

NOTE: Before raising the structure, you have to make sure the bimini towing straps are stowed.

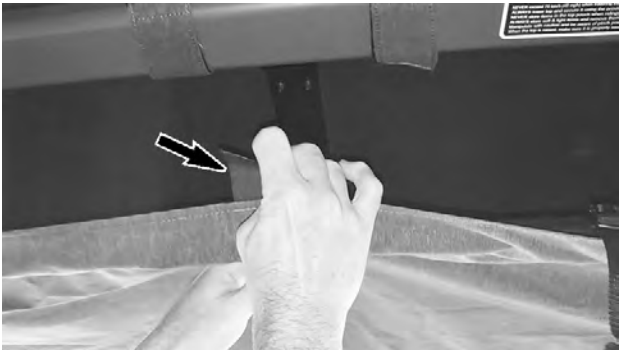
3. Lift both bimini structures. Refer to *Bimini Top Double (With Lift Assist)* subsection.
4. Install the straps on the front lower tube.



TAKE THE SMALLER STRAP

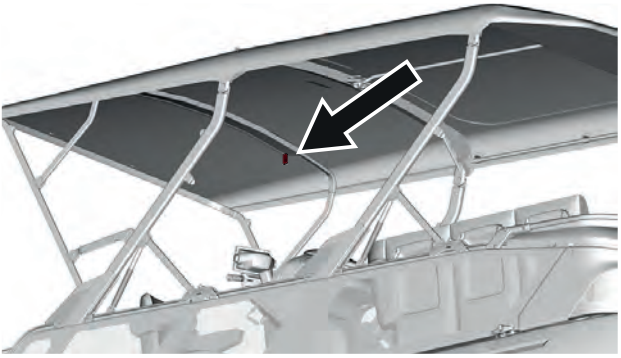


WRAP AROUND THE TUBE



INSTALL THE LARGER STRAP OVER THE SMALL STRAP

5. Tighten / attach the central hoop straps before working on rear and central rear sections.



BIMINI COVER MIDDLE ZIPPER

6. Install the straps on the front upper tube.



7. Install the cover on the rear tube and secure with the snaps.

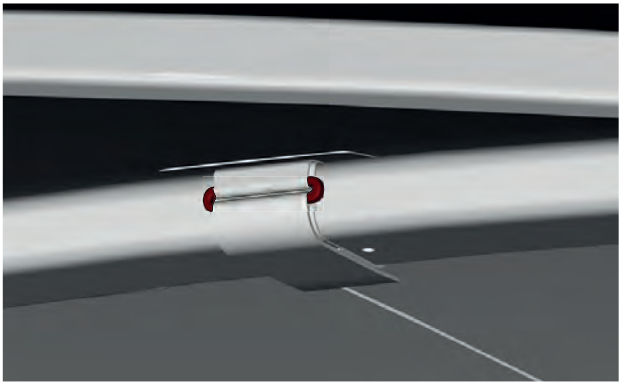


BIMINI COVER SNAPS

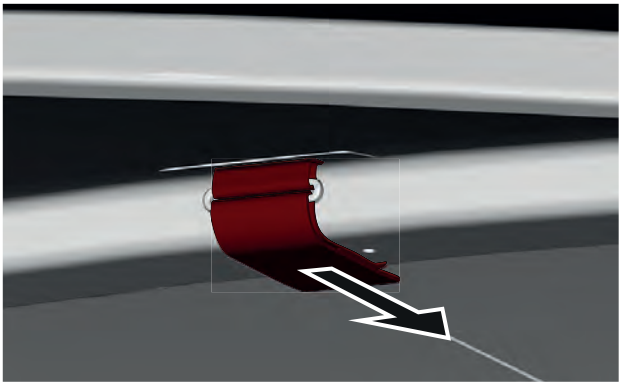
8.

NOTE: Secure all the straps on the central tube.

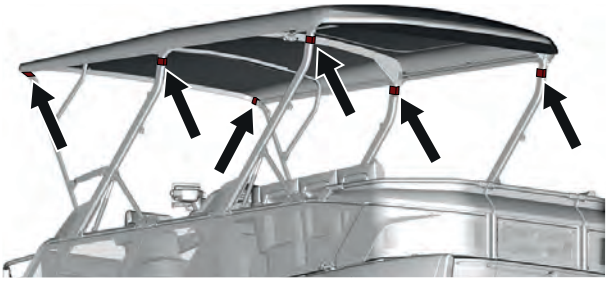
9. Insert the strap in the loop.



10. Tighten the strap around the tube and fix it.



11. Secure the corners and the center using the straps.



BIMINI COVER CORNER STRAPS

12. Secure the four straps used to retain the bimini when it is in the folded position to the clips on the underside of the canvas.



BIMINI RETAINING STRAPS

13. Install the bimini navigation light, if equipped. Refer to *Installing the Bimini Navigation Light*.
14. Install the bimini dome light, if equipped. Refer to *Installing the Bimini Dome Light*.

NOTICE

The Bimini top design does not permit carrying extra weight on it.

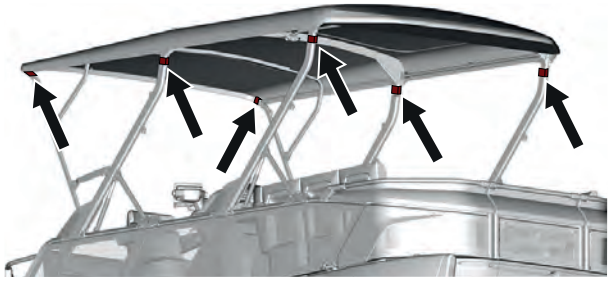
Removing the Bimini Cover Double (With Lift Assist)

1. Remove the bimini dome light, if equipped. Refer to *Removing the Bimini Dome Light*.
2. Remove the bimini navigation light, if equipped. Refer to *Removing the Bimini Navigation Light*.
3. Remove the four straps used to retain the bimini when it is in the folded position.



BIMINI RETAINING STRAPS

4. Remove the straps in the corners and center.



BIMINI COVER CORNER STRAPS

5. Remove the straps on the front upper tube.

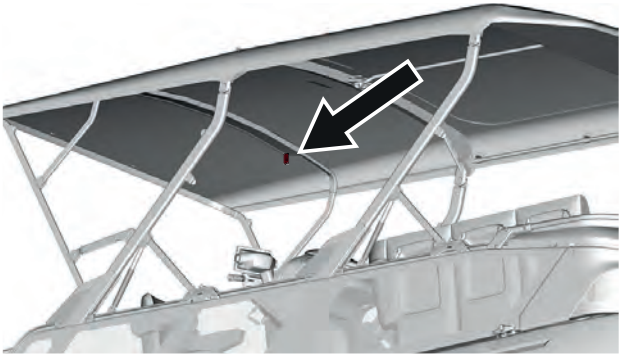


6. Remove the bimini cover snaps from the rear tube.



BIMINI COVER SNAPS

7. Open the zippered pocket and remove the cover from the middle tube.



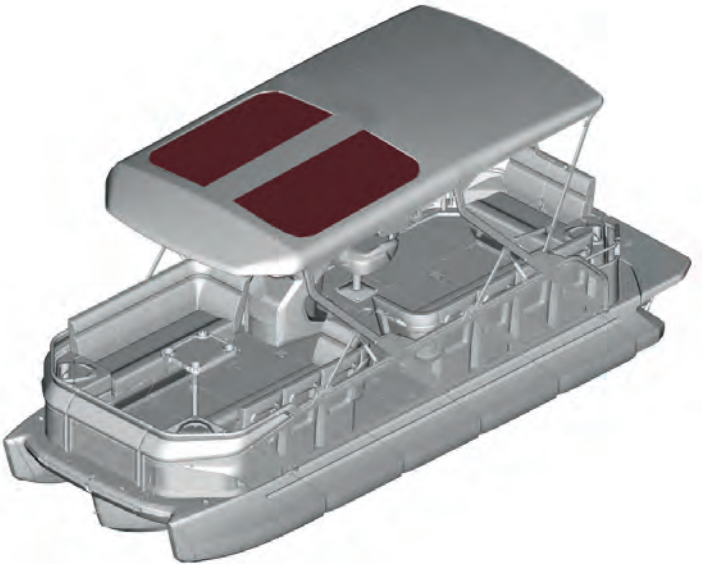
BIMINI COVER MIDDLE ZIPPER

8. Remove the straps from the front lower tube.
9. Lower both rear tubes. Refer to *Bimini Top Double (With Lift Assist)*.
10. Remove the cover from the rack, rear to front.

NOTE:
Be careful not to pull any wires of the bimini navigation light or dome light while proceeding to removal.

Roof Panels on the Bimini Top Double (If Equipped)

1. The Double Bimini Top is equipped with roof panels.



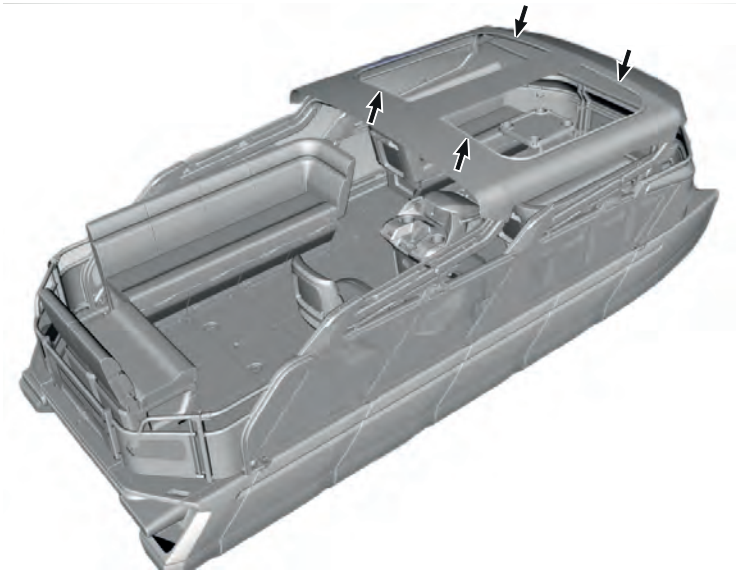
2. To open or close the roof panels, unzip the zipper.



3.

⚠ WARNING

ALWAYS fully open the 2 roof panels before trailering at speeds above 70 km/h (45 mph) to prevent the bimini top double from breaking away and becoming a road hazard. Read and follow the safety label on the bimini top double.



Lights

Front Navigation Lights

This watercraft is equipped with navigation lights. Refer to *Console Switches* and *Night-Time Operation* for use.

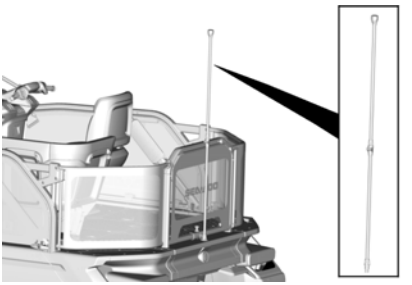


FRONT NAVIGATION LIGHTS

1. *Red Navigation Light*
2. *Green Navigation Light*

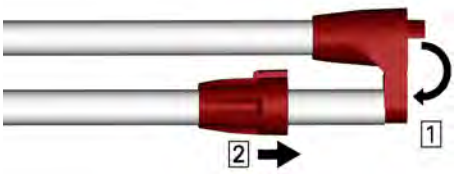
Rear Navigation Light Pole

This watercraft comes equipped with a light pole that is used as the rear navigation light at the stern (rear). Refer to *Console Switches* and *Night--Time Operation* for use.

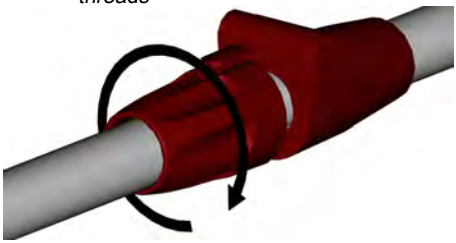


Installing the Rear Navigation Light Pole

1. Unfold the rear navigation light pole, slide the middle section and tighten the middle parts together to secure both parts.

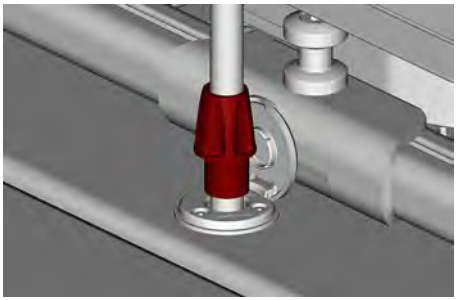


Step 1. Unfold the pole
Step 2. Slide the middle section towards the threads



2. Open the light base cover.
3. Align the pole with the base and insert it.





4. Lock the pole by screwing the ring in the base. Do not rotate the pole itself.
5. Ensure all navigation lights work correctly. Refer to *Console Switches* for switch information.
6. To remove the pole, follow this procedure in reverse. However, pay attention to the following.
7. Store the folded pole in the front storage compartment on the designated supports. Secure the pole with the straps.



Courtesy Lights

Courtesy lights are installed on the console. Refer to *Secondary Controls* for switch use.



REAR COURTESY LIGHT



FRONT COURTESY LIGHT

Rearview Mirror (If Equipped)

A rearview mirror is installed near the

console so the driver can monitor the waters and the persons behind.

⚠ WARNING

- **The operator must not rely exclusively on the mirror to monitor the waters and the persons behind the watercraft. The operator still has blind spots with this mirror.**
- **This mirror is convex to allow a wider view for the operator. Be aware that objects in mirror are closer than they appear.**



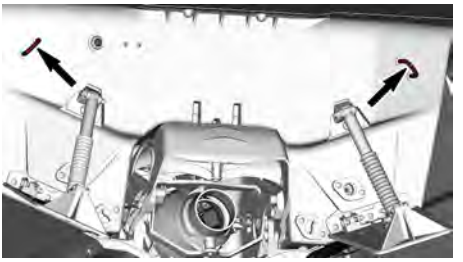
REARVIEW MIRROR

Front and Rear Eyelets

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



FRONT EYELET



REAR EYELETS

⚠ WARNING

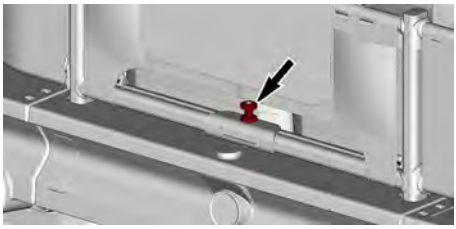
Do not use these eyelets to lift the watercraft.

NOTE:

- **Responsibility**: It is the owner's/operator's responsibility to ensure that mooring lines, towing lines, anchor chain(s), anchor lines and anchor(s) are adequate for the vessel's intended. Owners should also consider what action will be necessary when securing a tow line on board.
- **Non-metallic strong points**: Strong points shall be inspected before use. They shall be replaced if they show any signs of deterioration, visible surface cracks or permanent deformation.

Tow Point

This watercraft comes equipped with a tow point at the rear to attach a watersport accessory with a rope.

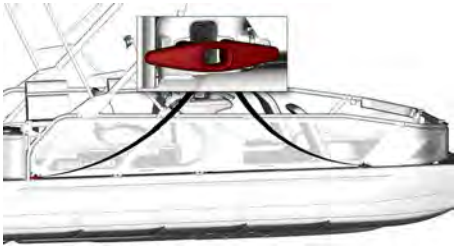


⚠ WARNING

Make sure that nothing comes in interference with the watersport accessory's rope

Mooring Cleats

Use the cleats for docking.



MOORING CLEATS RH SIDE

Anchor Storage Compartment

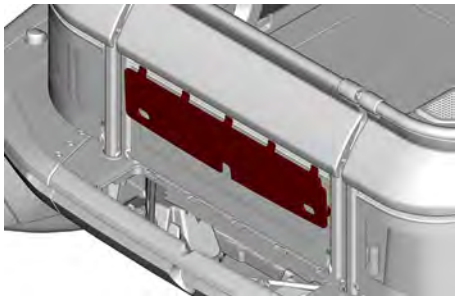
This watercraft has an anchor storage compartment located at the front of the vehicle, just below the front door. It is used to store the anchor and its rope when not in use.

1. To open, lift the cover using the holes on each side and remove it.



ANCHOR STORAGE COMPARTMENT COVER

2. Secure the storage compartment cover with the straps.



ANCHOR STORAGE COMPARTMENT STRAPPED

3. To close, unstrap the compartment and align all tabs of the cover with the openings on the vehicle.

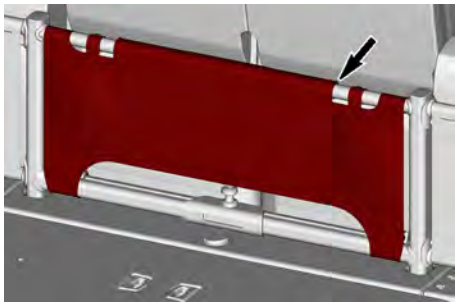
NOTICE

The anchor storage compartment cover is secured to the watercraft with a retaining cable. Do not let it hang when navigating.

4. Push down on the compartment to secure the front tabs in the grommets.

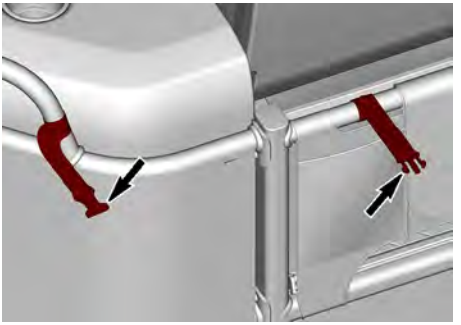
Inflatable Holder (If Equipped)

Some models come equipped with an inflatable holder to attach various inflatable accessories at the rear for transport.



Use the central pocket to store the tow rope.

Use the straps on each side to attach an inflatable accessory at the rear.





Ski/Wakeboard Pylon (if equipped)

Make sure ski/wakeboard pylon is correctly installed before using it.

⚠ WARNING

Use caution with a skier/ wakeboarder in tow as tow rope may backlash to the watercraft when released. Never perform a sharp turn when towing a skier, wakeboarder or any toy. Always store the tow rope when not in use.

NOTICE

The ski/ wakeboard pylon is designed for towing a skier or wakeboarder with a maximum weight of 114 kg (250 lb).

⚠ CAUTION

Never use the ski pylon to tow an inflatable tube. Always use the watersport tow point to tow an inflatable tube.

Swim Platform (if equipped)

Some models come with a swim platform at the stern (rear) of the watercraft.

It eases the access to water for swimming, tubing and other watersports.

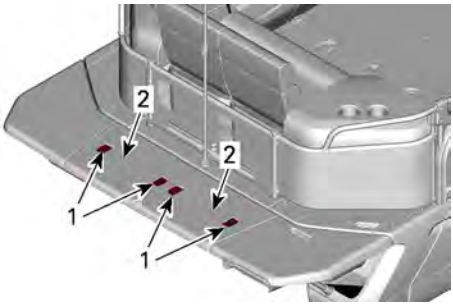


⚠ CAUTION

Keep the boat balanced when the passengers or cargo is on the swim platform.

When the boat is stationary, no more than two people or 330lbs can be loaded on the swim platform at the same time. Keep an eye on the weight distribution and balance of the boat at all times, adjust seating position if necessary.

Various LinQ accessories can be installed on the platform when not in use for watersport. An adjustable table can also be installed.



1. *LinQ attachment*
2. *Adjustable table locations*

⚠ CAUTION

To reduce the risk of injury, always lower the LinQ attachments when not in use.

⚠ CAUTION

When cargo is installed on the swim platform, adjust the weight distribution on the boat accordingly

Boarding Ladder

This watercraft comes equipped with a convenient ladder used for boarding from the water.



Without the swim platform.



Models with the swim platform.

1. To deploy, push the ladder towards the front of the boat and up to unlock it.
2. Pull the ladder until it is fully deployed.



TYPICAL

Step 1. Push forward and up to disengage ladder

Step 2. Pull ladder to deploy

Base Model shown, similar for models with the swim platform.

3. Rotate it down until it sits on the rear of the watercraft.
4. To store the ladder, follow the

procedure in reverse. Make sure it is properly secured.

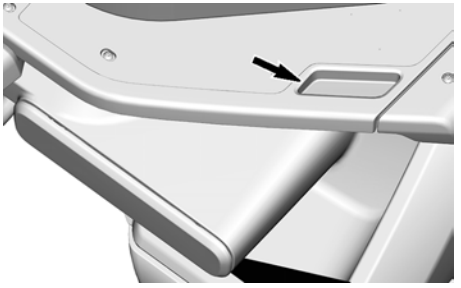
⚠ WARNING

- **Never use the ladder when the engine is running.**
- **Stay on center and face the ladder when using.**
- **Never use the ladder for pulling, towing, diving or jumping, or any other purpose other than as a boarding ladder.**
- **Always keep fingers clear of pinch joints.**
- **Only one person at a time on the ladder.**

Boarding Handle

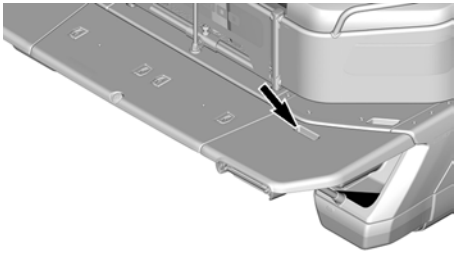
This watercraft comes equipped with a handle used for boarding from the water.

Models without the swim platform



BOARDING HANDLE

Models with the swim platform

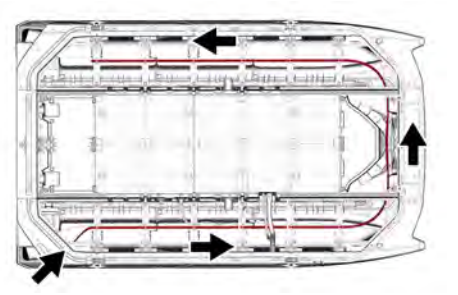


BOARDING HANDLE

Pontoon Floats Rinsing System

The watercraft is equipped with a system used to rinse the pontoon floats. A tube is located under the deck and will drip water inside the pontoon floats to clean them up.

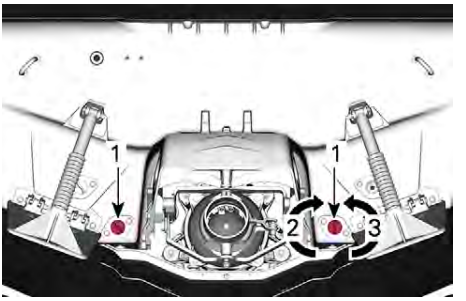
Refer to *Rinsing the Pontoon Floats* in the *Maintenance Procedures*.



WATER FLOW

Bilge Drain Plugs

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



BILGE DRAIN PLUGS

1. *Bilge drain plug*
2. *Tighten*
3. *Untighten*

⚠ WARNING

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

Bilge Pump

A bilge pump is installed to remove water that collects in the bilge. Refer to *Console Switches* for activation.

NOTICE

- **Do not operate for prolonged time if the bilge is dry. Battery drainage will occur and pump will be damaged.**
- **Always turn pump OFF after water is evacuated or before operating the engine above idle.**
- **The bilge pump is not automatic and should be monitored during the entire operation.**

Bilge Blower

The bilge blower is used to remove flammable fumes that may collects in the engine compartment. Refer to *Console Switches*.

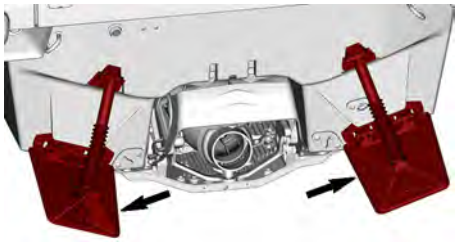
Turn on bilge blower for at least 4 minutes before starting the engine.

⚠ WARNING

- **Always operate the bilge blower for at least 4 minutes before starting the engine to clear gasoline vapors from the engine compartment.**
- **Operate this blower when the engine is at idle, while below cruising speed and after stopping the engine.**

Trim Tabs

This watercraft comes equipped with manually adjustable trim tabs at the rear. They can be adjusted to vary the time it takes for the watercraft to plane. They can also be used to adjust balance the watercraft side to side. Refer to *Adjusting the Trim Tabs Stiffness*.



Adjusting the Trim Tabs Stiffness

Adjusting the trim tabs stiffness will modify the behavior of the watercraft. Adjusting trim tabs stiffness in small increments will help avoid over-trimming, which occurs when the tabs are deflected too far. An over-trimmed watercraft will “plow” or “bow-steer”.

Adjusting both trim tabs to the same position will ensure side-to-side level.

Adjusting one side lower will help balance cargo load and/or passenger weight.

To get the watercraft to plane at a lower speed, adjust the trim tabs stiffer. Inversely, to get the watercraft to plane at a higher speed, adjust trim tabs softer.

To adjust, remove the fasteners and change the position of the gas spring lower mounting on the trim tabs.



1. *Higher speed to plane*
2. *Lower speed to plane*

Install the fasteners and tighten to specification.

Tightening Torque	
M6 screw	1.75 ± 0.25 Nm

	(15 ± 2 bf-in)

MAINTENANCE

PERIODIC MAINTENANCE

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

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

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

⚠ WARNING

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

EPA Regulation - Canadian and USA Watercrafts

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

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

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

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

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

Salt Water/ Dirty Water Usage

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

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

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

Maintenance Schedule

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

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

– Calendar time
– Watercraft hours.

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

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

1630 ACE Engines

EVERY YEAR or 100 Hours	
Brake	– Inspect brake components and function – Inspect iBR lever operation: depress and release the lever to check for freedom of movement. If any friction is felt, the lever must be taken apart, cleaned, inspected for wear and lubricated
Deck / Hull	– Inspect and Tighten body panel fixations – Inspect Bimini, check fasteners underneath Bimini, check yellow lock retention and Adjust tension of top via Bimini top tension adjustment bolt – Inspect tow hook, doors/gates – Inspect seats – Flush the pontoons using integrated hoses – 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 – Inspect console lights, horn, ventilation fan and bilge pump operation – Inspect navigation / anchor lights operation
Engine & Cooling	– Replace engine oil and oil filter – Inspect engine seals and gaskets for leaks – Inspect and adjust engine cooling components (coolant concentration, coolant level, hose condition, clamps, leaks) – Inspect water pump for signs of leakage – Inspect spark plugs and ignition coils
Exhaust	– Flush the exhaust system – Inspect exhaust components (gaskets, pipes, muffler condition, leaks)
Feature	– Inspect coolant level in fish finder transducer support, top-off if necessary (if equipped) – Inspect bow battery connections and condition (if equipped)
Fuel & Air Delivery	– Inspect and Clean air delivery components and function (ducts, hoses, clamps) – Inspect and Clean fuel components and function (fuel tank cap, fuel tank fixation, hose condition, leaks)
Propulsion	– Inspect and Lubricate propulsion components and function (carbon ring, rubber boot, impeller, wear ring, reverse gate) – Inspect reverse mechanism operation

EVERY YEAR or 100 Hours	
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.
* = For an extensive list of maintenance actions to be performed, refer to your local dealership services.	

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

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

MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures.

⚠ WARNING

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

⚠ WARNING

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

NOTICE

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

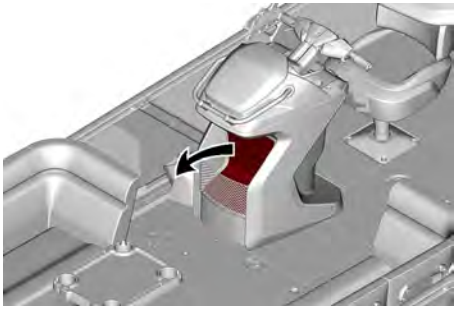
FUSES AND RELAYS

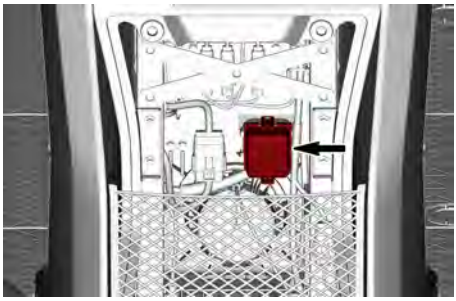
Fuse and Relay Location

There are two (2) fuse boxes, one located in the engine compartment and one in the deck console.

To access the deck fuse box:

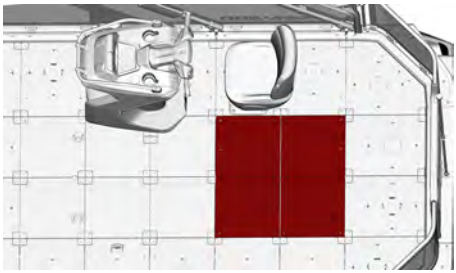
Remove console panel.

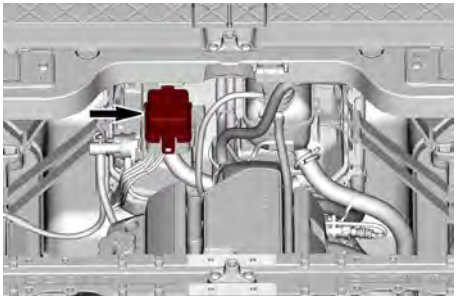




To access the engine fuse box:

Remove engine access panels.





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

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

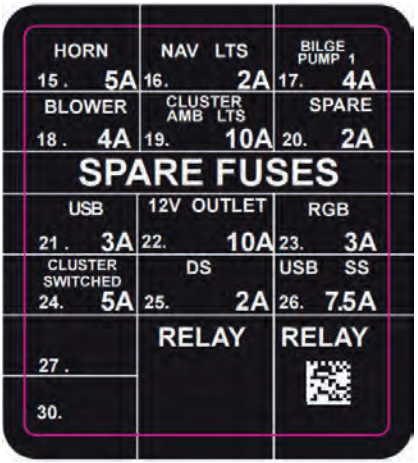
Use the fuse remover/ installer tool included in the fuse box to ease fuse removal.

Fuse and Relay Description

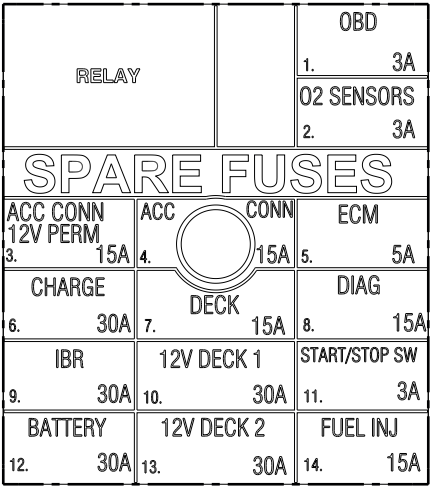
Refer to information engraved on the fuse box covers for correct fuses identification.

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

Fuses and Relays Identification with 10.25" Touch Display

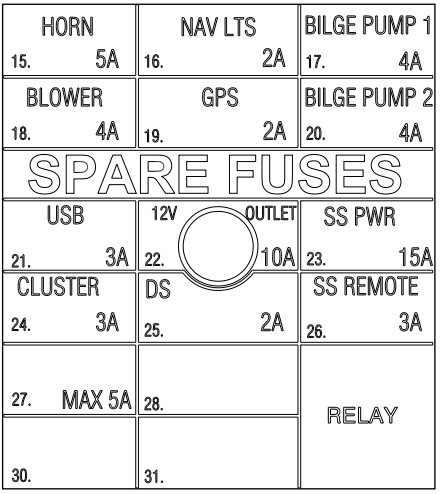


FUSE BOX DECK



FUSE BOX HULL

Fuses and Relays Identification with 4.5" Display



FUSE BOX DECK

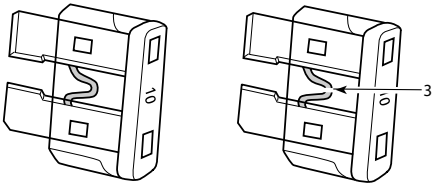
RELAY		OBD 1. 3A
		O2 SENSORS 2. 3A
SPARE FUSES		
ACC CONN 12V PERM 3. 15A	ACC CONN 4. 15A	ECM 5. 5A
CHARGE 6. 30A	DECK 7. 15A	DIAG 8. 15A
IBR 9. 30A	12V DECK 1 10. 30A	START/STOP SW 11. 3A
BATTERY 12. 30A	12V DECK 2 13. 30A	FUEL INJ 14. 15A

FUSE BOX HULL

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.

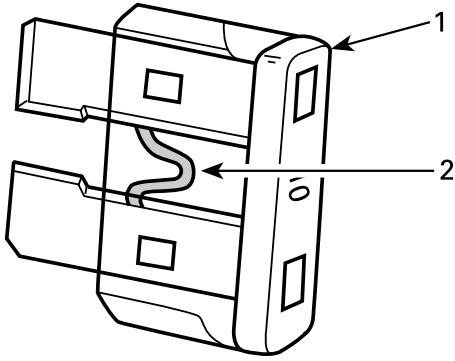


TYPICAL

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.

Fuel System Components and Functions

Once a year, visually inspect:

– Fuel cap
– Hoses
– Clamps
– Fuel tank straps

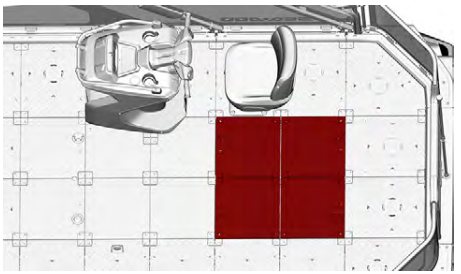
for crack, loose and other functional damages.

In the event a part needs to be replaced, visit your authorized Sea-Doo dealer.

Service of the engine installed in this boat requires special tools, training and identical replacement arts. The fuel system should be serviced only by a BRP trained technician. Do not attempt to service the fuel system yourself.

Engine Access Panels

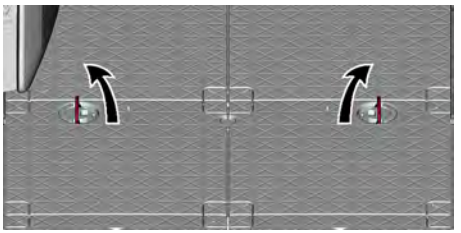
The engine access panels are located near the operator seat and can be removed to gain access to various maintenance items.



ENGINE ACCESS PANELS

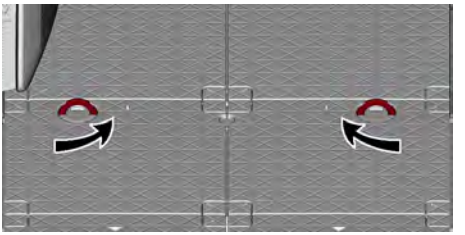
Opening the Engine Access Panels

1. Pull on the latch handles.



PULL LATCH HANDLES

2. Turn the latch handles towards the center to unlock the engine access panel.



TURN LATCH HANDLES

3. Remove the engine access panel.

Closing the Engine Access Panels

The installation is the reverse of the removal procedure. However, pay attention to the following.

1. Make sure the engine access panel is correctly installed before locking it in position.
2. Turn the latch to lock the cover. It may require some force to do so.
3. Make sure the latch handles are flat on the cover when not in use.

Engine Oil

Recommended Engine Oil

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

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

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

XPS Recommended Engine Oil
5W40 synthetic oil

Engine **Without** a Supercharger
Use a **4-stroke SAE synthetic engine oil** meeting or exceeding the following lubricant industry specifications. Always check the API service label certification on the oil container, it must contain at least one of the indicated standards. – **API service classification SN or,** – **JASO-MA2**

Recommended Engine Oil

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

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

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

XPS Recommended Engine Oil
5W40 synthetic oil

Engine **With** a Supercharger
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**

Verifying the Engine Oil Level

NOTICE

Watercraft must be level.

⚠ CAUTION

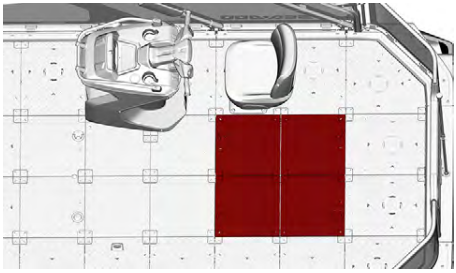
When operating the engine while the watercraft is out of water, the heat exchanger in the ride plate may become very hot. Avoid any contact with the ride plate as burns may occur.

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

NOTICE

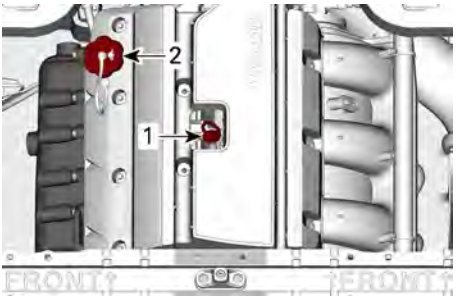
Never run engine without supplying water to the exhaust system. Failure to cool exhaust system may severely damage it.Never run engine longer than 2 minutes. Drive line seal has no cooling when watercraft is out of water.

3. Remove engine access panels.



   Make sure the master switch is on/closed. Refer to *Closing and Opening the Master Switch*.
4. Start the engine.
5. Open the water tap.
6. Run the COLD engine at **idle for 1 minute**.

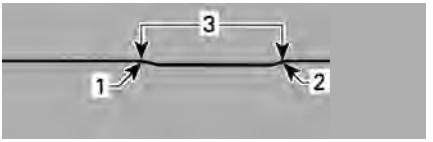
7. Close water tap.
8. Bring engine RPM to 4000-4500 RPM for 15 seconds.
9. Stop the engine abruptly by pressing the start/stop button or removing the tether cord.
10. Wait 30 seconds for the oil to settle in the engine, then pull dipstick out and wipe clean.



TYPICAL

1. *Oil dipstick*
2. *Oil filler cap*

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



TYPICAL

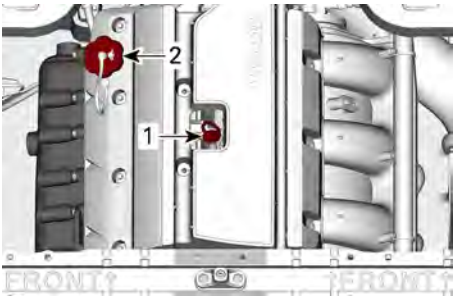
1. *Full*
2. *Add*
3. *Operating range*

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

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

NOTICE

Do not overfill.



1. *Oil dipstick*
2. *Oil filler cap*

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

14. Properly reinstall oil cap and dipstick.

NOTICE

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

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.

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 antifreeze 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.

Verifying the Engine Coolant Level

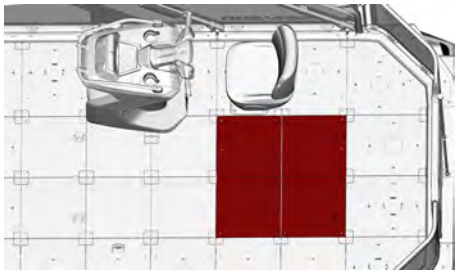
⚠ WARNING

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

⚠ CAUTION

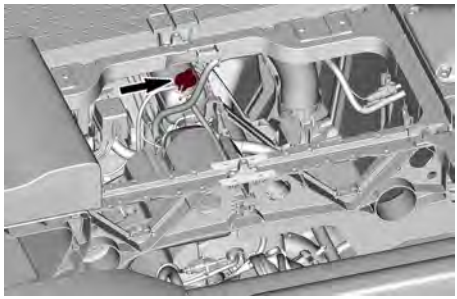
Many components in the engine compartment may be very hot. Direct contact may result in skin burn.

1. Remove engine access panels.



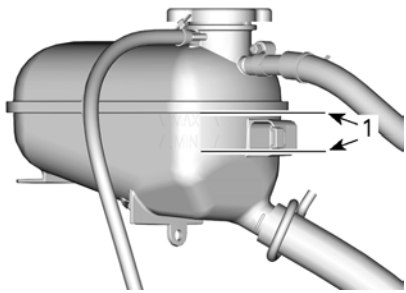
TYPICAL

2. Locate the expansion tank cap.



TYPICAL

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



COOLANT EXPANSION TANK

1. Level between marks when engine is cold

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

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

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

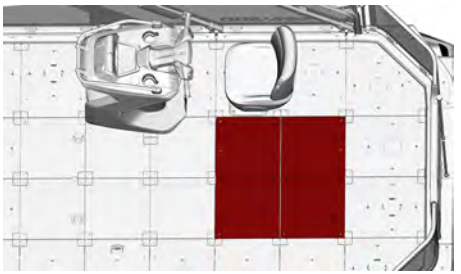
Replacing the Engine Coolant

Coolant replacement should be performed by an authorized Sea-Doo dealer, a repair shop or person of your own choosing.

Ignition Coils

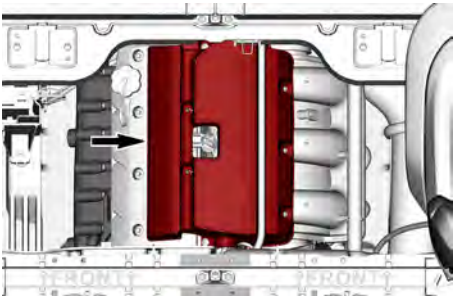
Accessing the Ignition Coil

1. Remove tether cord from the engine cut-off switch.
2. Remove the engine access panels.



TYPICAL

3. Remove the engine cover.



Removing the Ignition Coil

1. Disconnect ignition coil connector.

NOTICE

Do not pry on ignition coil using any tool.

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

Installing the Ignition Coil

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

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

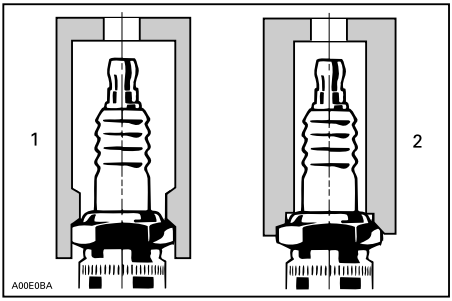
5. Reconnect ignition coil connector.

Spark Plugs

Removing the Spark Plug

1. Remove the ignition coils. Refer to *Removing the Ignition Coil*.
2. Clean the spark plug and cylinder head with compressed air.

3. Unscrew the spark plug completely using a spark plug socket.



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

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

Installing the Spark Plug

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

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

NOTICE

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

2. Apply anti-seize lubricant on the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head. Then, tighten the spark plug to specification with a spark plug socket.

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

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

Exhaust System

⚠ DANGER

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

Flushing the Exhaust System

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

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

NOTICE

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

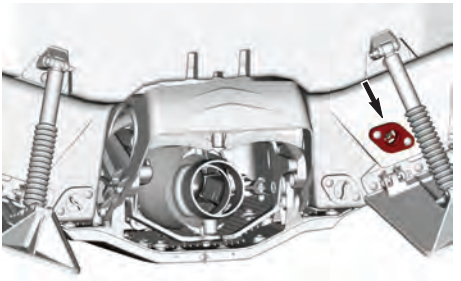
⚠ WARNING

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

⚠ WARNING

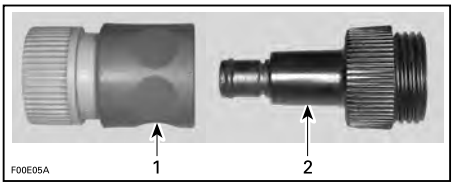
When operating the engine while the watercraft is out of the water, the heat exchanger in the ride plate may become very hot. Avoid any contact with ride plate as burns may occur.

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



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

Recommended Tool	
Flushing connector adapter 295 500 473	



1. Quick connect adapter
2. Flushing connector adapter

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

NOTICE

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

3. Run the engine 90 seconds at idle.

NOTICE

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

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

NOTICE

Always close the water tap before stopping the engine.

6. Open exhaust system drain plug.



7. 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.

8. Run the engine 90 seconds at idle.

NOTICE

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

9. Ensure water flows out of drain plug while flushing.
10. Close the water tap, run the engine at 5000 RPM for 5 seconds and then stop the engine.

NOTICE

Always close the water tap before stopping the engine.

11. Close exhaust system drain plug.

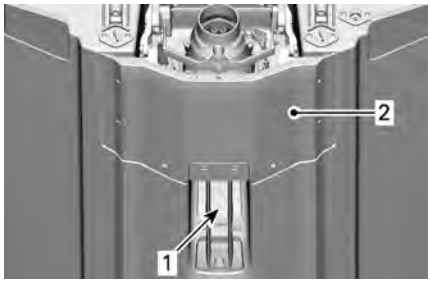
Ride Plate and Water Intake Grate

Inspecting the Ride Plate and the Water Intake Grate

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

⚠ WARNING

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



INSPECT THESE AREAS

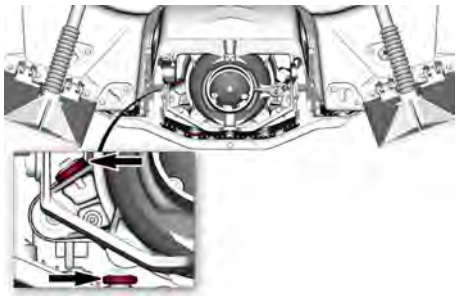
1. *Water intake*
2. *Ride plate*

Sacrificial Anodes

Inspecting the Sacrificial Anodes

Sacrificial anodes are present on:

– Pump
– Ride plate.



Check for wear. If worn more than half, see an authorized Sea-Doo dealer for anode replacement.

Rinsing the Pontoon Floats

Rinsing the pontoon floats with fresh water is essential to remove sand, salt, shells or other particles in the inner floats.

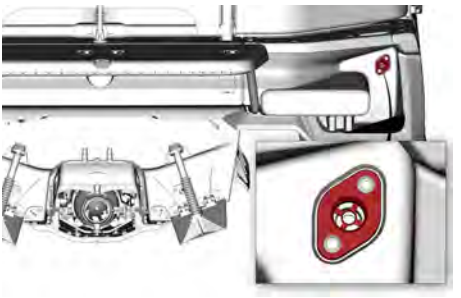
The pontoon float rinsing should be performed depending of the use; less often in clean water, more often if used in dirty water.

It is recommended to perform the pontoon float rinsing at least once a year

or when the watercraft is stored for any extended time.

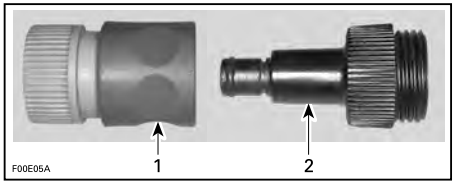
It should also be performed with warm water when going from a lake to another.

1. Connect a garden hose to connector located at the rear RH side of the watercraft, near the boarding ladder.



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

Recommended Tool	
Flushing connector adapter 295500473	



1. Quick connect adapter
2. Flushing connector adapter

2. Ensure water flows around and under the watercraft.
3. Close the water tap, wait until the water stops flowing.
4. Disconnect the garden hose and the flushing connector adapter (if used).

Bimini Top

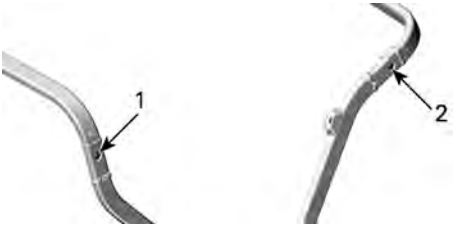
Tightening the Bimini Structure Screws

Check regularly that the bimini structure fasteners have not loosened.

1. Tighten the bimini structure screws to specification periodically.



FRONT BIMINI STRUCTURE SCREWS – LH SIDE



MIDDLE AND REAR BIMINI STRUCTURE SCREWS – LH SIDE

1. Middle screw
2. Rear screw

Tightening Torque	
Bimini structure screws	7.5 ± 0.5 Nm (66 ± 4 lbf-in)

Adjusting the Canvas Tension

1. To adjust the canvas tension, release the clip from the middle section of the bimini structure to provide access to the tension bolt underneath. Refer to *Lowering the Bimini Top* subsection.



BIMINI TENSION BOLT – LH SIDE

2. Release tension before tightening the adjustment screws.
3. Turn the screw clockwise to apply tension.
4. Turn the screw counterclockwise to release tension.

Post-Operation Care

The following post-operation procedures have been developed to help preserve the long-term appearance and reliability of your boat.

Saltwater usage: Like any boat, extended mooring is not recommended. Proper flushing of the exhaust system is not possible with the boat in the water. In addition, infiltration of marine organisms and saltwater corrosion can adversely affect the life of many boat components.

Freshwater usage: Like any boat, if extended mooring is performed, be sure to remove it from the water periodically to clean the hull and the jet pump area to prevent deterioration. The frequency of maintenance required will depend on local water conditions.

The appropriate mooring cover should be used during extended mooring to avoid water accumulation from rainfall.

Flushing the Exhaust System

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

Refer to *Maintenance Procedures*.

Rinsing the Pontoon Floats

The pontoon floats should be rinsed once a year or as needed.

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 anti-corrosion 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.

Cleaning the Seats

Clean and/ or dry all seats daily after riding, using XPS marine products. Visit your authorized Sea-Doo dealer for more information.

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

Deck and Hull

Repair, clean and protect the watercraft as per procedures in *Watercraft Care* section.

Repair

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

Cleaning

Wash the hull, pontoon floats and deck 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 hulls.

Use XPS marine products to clean and protect fabrics and clear vinyl like the Bimini top and balustrades.

NOTICE

Never clean using the following products:

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

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

To clean the carpets, use XPS All Purpose Cleaner and Degreaser or an equivalent.

⚠ WARNING

Never apply plastic or vinyl protector on the floor tiles as the surface will before slippery and the occupants may slip on the floor or fall overboard.

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

Protection

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

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.

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.

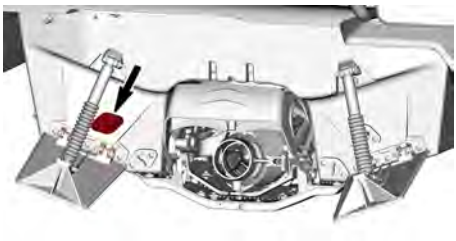
Flushing the Exhaust System

Perform procedure as described in *Maintenance Procedures* section.

Draining the Exhaust System

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

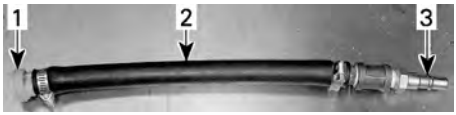
Open exhaust system drain plug.



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



The following hose can be fabricated to ease draining procedure.



TYPICAL

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

NOTICE

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

Remove special tools and close exhaust system drain plug.

Electrical System

Battery

Battery Maintenance

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

⚠ WARNING

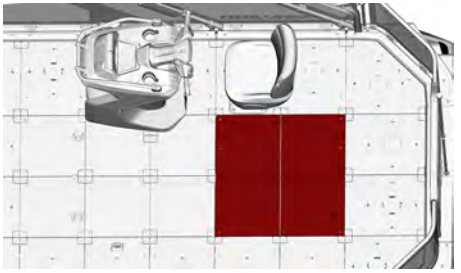
Never charge or boost the battery while installed in the watercraft.

NOTICE

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

Accessing the Battery

To access the battery, remove the engine access panels.



Removing the Battery

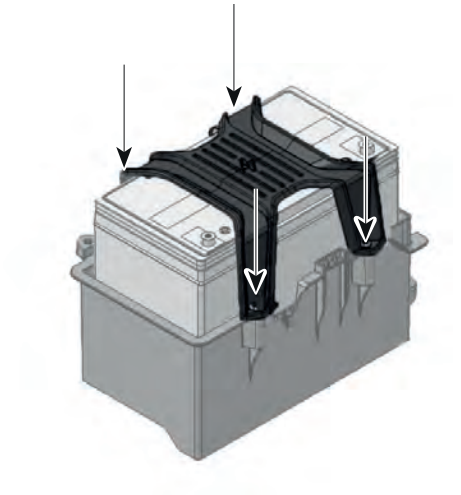
Ensure the master switch is off/opened. Refer to *Master Switch*.

1. Disconnect BLACK (-) cable first, then RED (+) cable.

NOTICE

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

2. Remove the retaining plate by unscrewing the 4 screws.



3. Remove battery.

Charging the Battery

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

Cleaning the Battery

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

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

Rinse with clear water then dry well.

Installing the Battery

1. Install the retaining plate by screwing in the 4 screws.
2. Connect the battery cables.

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

NOTICE

Reversed battery polarity will damage the voltage regulator.

NOTICE

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

3. Tighten the battery cable screws to specification.

Tightening Torque	
Battery cable screw	4 ± 0.5 Nm (35 ± 4 lbf-in)

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

Engine Compartment

Cleaning the Engine Compartment

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

Anticorrosion Treatment

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

Service Product
XPS Anti-corrosive lubricant or equivalent

3. Keep the engine access panel raised to prevent condensation or corrosion inside the engine compartment.

Accessories Storage

Some accessories can be sensitive to humidity and enclosed area.

Make sure all removable accessories, including electronics and clothing are stored in a dry and ventilated area.

Deck and Hull

Repair, clean and protect the watercraft as per procedures in *Watercraft Care* section.

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.

MAINTENANCE RECORDS

Send photocopy of maintenance record to BRP if needed.

Pre-delivery	
Serial number:	Signature/Print:
Mileage / km:	
Hours:	
Date:	
Dealer no:	
Notes:	
Refer to vehicle Pre-Delivery Bulletin for detailed installation procedures	

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

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

Service	
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Hours:	
Date:	
Dealer no:	
Notes:	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

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

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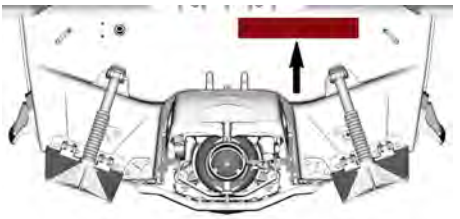
TECHNICAL INFORMATION

IDENTIFICATION NUMBERS

The main components of the watercraft (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the watercraft in the event of theft.

Hull Identification Number

The Hull Identification Number (HIN) is located at the rear of watercraft.



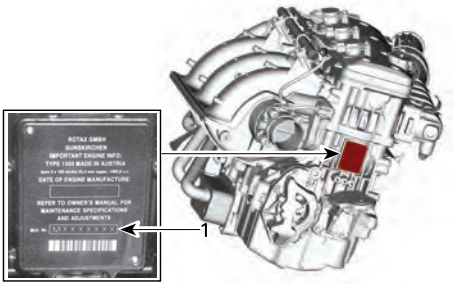
TYPICAL

It is composed of 12 digits:

YDV	12345	L	2	22
Manufacturer	Serial number (a letter may also be used as a digit)	Month of production	Year of production	Model year

Engine Identification Number

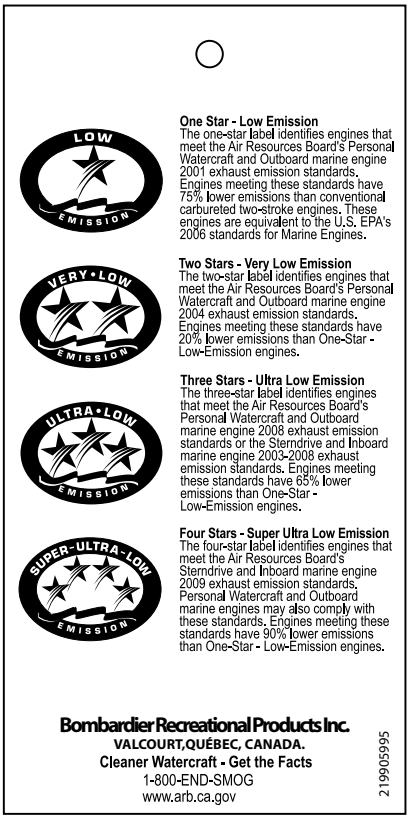
The Engine Identification Number (EIN) is located on the front end of the engine.



TYPICAL

1. Engine Identification Number (EIN)

Emission Control Hang Tag – 4 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.

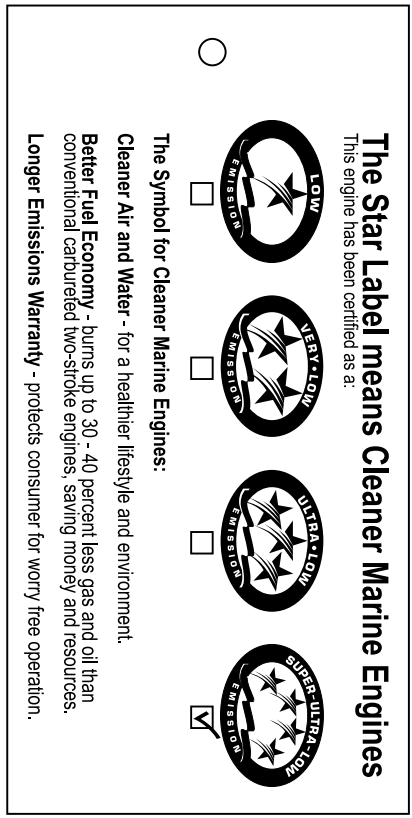
Two Stars - Very Low Emission
The two-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One-Star - Low-Emission engines.

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

219905995



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.

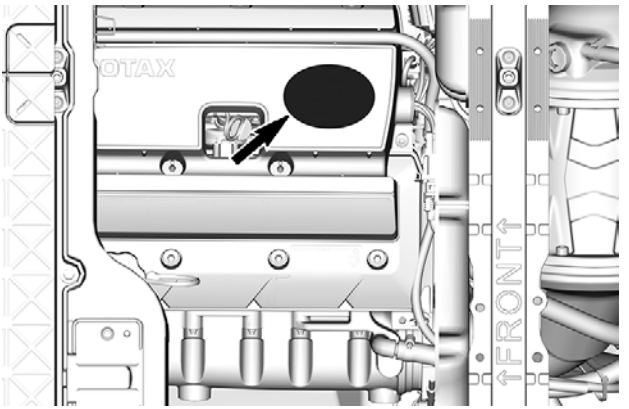
Longer Emissions Warranty - protects consumer for worry free operation.

EMISSION CONTROL HANG TAG - 4 STARS

Emission Control Label

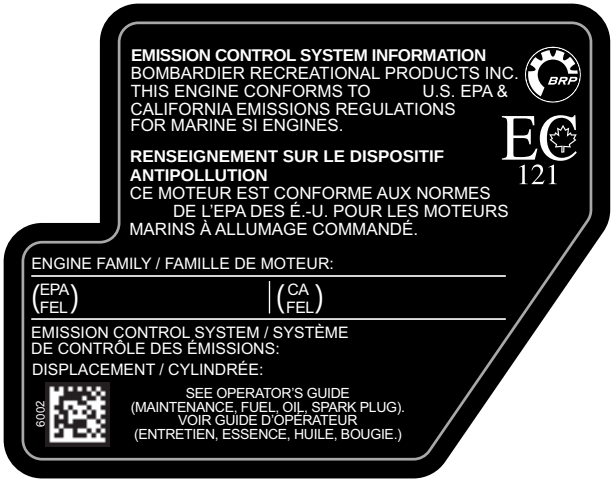


EMISSION CONTROL LABEL – 4 STARS

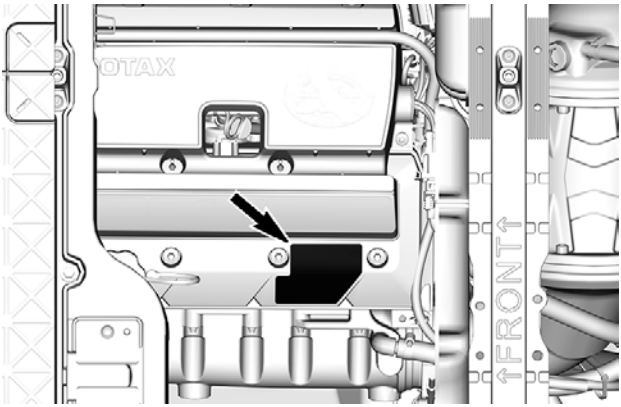


ENGINE COVER

Emission Control System Information (EPA) Label (ECT models)



EMISSION CONTROL SYSTEM INFORMATION (EPA) LABEL (ECT MODELS)



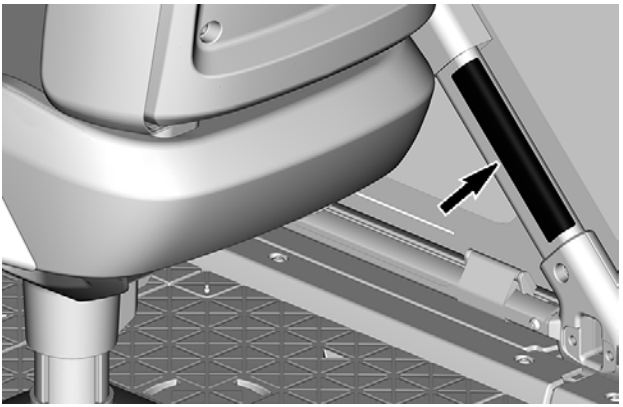
ENGINE COVER

Fuel System Exemption Label

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION.
MAINTENANCE OF THE FUEL SYSTEM IN THIS BOAT SHOULD BE PERFORMED ONLY BY EXPERIENCED TECHNICIANS USING IDENTICAL FUEL SYSTEM COMPONENTS.
ALL PERSONS SHOULD WEAR A LIFEJACKET (PFD) WHILE OPERATING OR RIDING IN THIS WATERCRAFT.

7005

BOMBARDIER RECREATIONAL PRODUCTS INC. VALCOURT, QC, CANADA



FUEL SYSTEM EXEMPTION LABEL – RH HAND RAIL

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

APER
LA PLAISANCE
ÉCO-RESPONSABLE

REP France - TRIMAN Signage
For France only

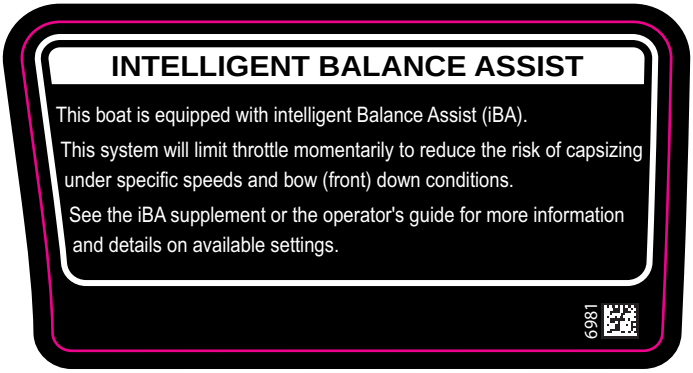
**En fin de vie,
votre bateau de plaisance
doit être confié à
l'éco-organisme dédié**

Plus d'infos sur www.quefairedemesdechets.fr

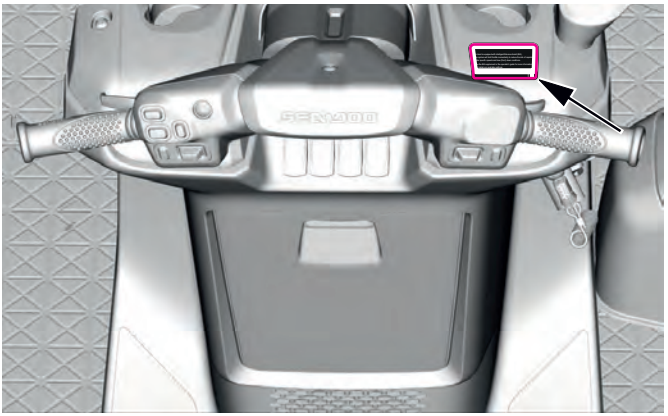
Les bateaux de plaisance hors d'usage
ne doivent pas être abandonnés,
ni apportés en déchetterie ou lieu de vente.
Ils doivent être confiés à l'éco-organisme dédié,
qui procèdera gratuitement
à leur déconstruction et leur recyclage.
Les demandes de déconstruction sont à effectuer sur
www.recyclermonbateau.fr

TECHNICAL INFORMATION LABELS

iBA Console – Label



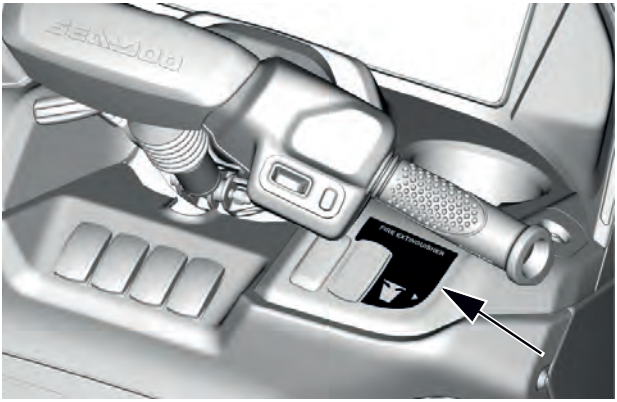
IBA CONSOLE – LABEL



TYPICAL – LABEL LOCATION

Automatic Fire Extinguisher – Label





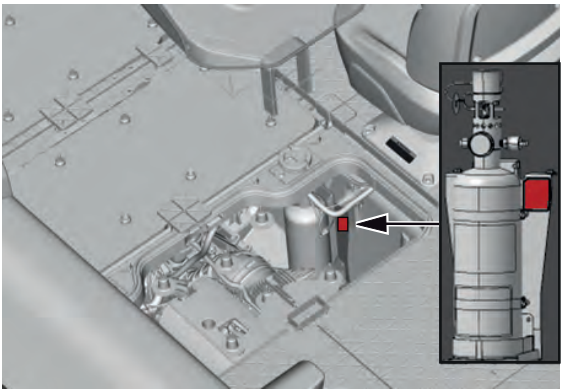
CONSOLE LOCATION — TYPICAL

Instruction Extinguisher – Warning Label

Fixed fire extinguishing system should be suitable for compartment volume of 61.8 cu ft. This is based on gross compartment volume less permanently installed tankage in this compartment.

6976

INSTRUCTION EXTINGUISHER – WARNING LABEL



INSTRUCTION EXTINGUISHER – LOCATION

Front Door – Label



FRONT DOOR WARNING LABEL



TOP OF FRONT DOOR

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

CE

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 oświadcza, 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 declaratiei 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-försäkran 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. Óstyttan texta ESB-samræmisyfirlýsingarinnar 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

AUTOMATIC FIRE EXTINGUISHER

Health and Safety

A properly designed and installed suppression system should not present any significant health or safety problems; however, there are basic precautions to be taken to avoid accidents, and aspects of the system operation that should be fully understood.

3M Novec 1230 extinguishes fires by causing a cooling effect and by causing a chemical reaction with the combustion products and not by displacement of oxygen as is the extinguishment method of carbon dioxide. The agent therefore provides the ability to utilize the 3M Novec 1230 system in occupied areas.

3M Novec 1230 can decompose at high temperatures to form halogen acids. If so, their presence is readily detected as a sharp, pungent odor long before hazardous maximum exposure levels are reached.

The noise created by the 3M Novec 1230 agent discharging can be loud enough to startle people in the vicinity, but is unlikely to cause any permanent injury. Turbulence caused by high velocity discharge can dislodge substantial objects directly in its path, and cause enough general turbulence within the protected area to move paper and light objects.

Direct contact with the vaporizing liquid discharged from a 3M Novec 1230 nozzle has a cooling effect on objects and in extreme cases can cause frostbite to the skin. The liquid phase vaporizes rapidly when mixed with air and therefore limits the risk to the immediate vicinity of the nozzle. Reduction in visibility will occur due to the condensation of water vapor.

First aid

- Skin contact: Maintain at body temperature, thaw affected areas with gentle heat. If frost bite occurs, seek medical assistance. Do not rub affected area.
- Eyes contact: Apply gentle heat. Do not allow patients to touch the affected area, seek medical assistance.

⚠ DANGER

- **DO NOT HANDLE BY ACTUATOR**
- **DO NOT DROP**
- **KEEP AWAY FROM CHILDREN**
- **NEVER ATTEMPT TO MANUALLY DISCHARGE**
- **NEVER ATTEMPT TO DISASSEMBLE ANY COMPONENT OF THIS SYSTEM**
- **ALWAYS WEAR EYE, FACE AND BODY PROTECTION WHEN INSTALLING, REMOVING OR WORKING IN THE IMMEDIATE VICINITY OF THIS SYSTEM**

Principle health hazards:

- Death without warning if high concentrations are inhaled
- Reduced oxygen available for breathing
- Frostbite from direct exposure

- Increased susceptibility to the toxicity of excess exposure for individuals with pre-existing diseases of the central nervous system, cardiovascular system, lungs or kidneys
- Toxic by-products are produced when this agent extinguishes fire

Medical instructions:

- If high concentrations are inhaled, immediately move the exposed to fresh air and keep calm
- If not breathing, give artificial respiration. Seek medical assistance
- If breathing is difficult give oxygen. Seek medical assistance
- In case of skin contact immediately flush skin with water for 15 minutes
- Treat for frostbite if necessary by gently warming the affected area. Seek medical assistance if irritation is present
- In case of eye contact, immediately flush eyes with plenty of water for at least 15 minutes. Seek medical assistance
- Wash contaminated clothing before reuse

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 compli- ance could void the user's authority to operate the equipment.

IC: 22793-278003465

FCC ID: 2AAOY-278003465

Mexico :

IFETEL

Marca: Mitek Corporation

Número: RCPMT2718-1330

Modelo: 278003465

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 : 01649-23-11270

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

CE

DE

Hiermit erklärt Mitek Corporation, dass der Funkanlagentyp 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 radioudstyrstypen 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 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 278003465 este în conformitate cu Directiva 2014/53/UE. Textul integral al declaratiei UE de conformitate este disponibil la următoarea adresă internet: https://www.operatorsguides.brp.com

SV

Härmed försäkrar Mitek Corporation att denna typ av radioutrustning 278003465 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 278003465 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 278003465 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 278003465 er í samræmi við tilskipun 2014/53/ESB. Óstyttan texta ESB-samræmisyfirlýsingarinnar er að finna á veffanginu: https://www. operatorsguides. brp. com

Liechtenstein

Hiermit erklärt Mitek Corporation, dass der Funkanlagentyp 278003465 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 radioutstyrstypen 278003465 er i samsvar med direktiv 2014/53/EU. Hele teksten i EU-samsvarserklæringen finnes på følgende internettadresse: https://www.operatorsguides.brp.com

RU

Компания Mitek Corporation настоящим заявляет, что радиотехническое оборудование категории 278003465 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).

TECHNICAL SPECIFICATIONS

ENGINE

Rotax 1630 ACE 170 HP

ENGINE		
Engine type		4-stroke, Single Over Head Camshaft (SOHC)
Declared Power (as per ISO 8665 at propeller-shaft)	170	125 kW @ 7600 RPM
Maximum engine operating speed	170	7400 +/- 200 RPM
Induction	170	Naturally-Aspirated
Number of cylinders		3
Number of valves		12 valves with hydraulic lifters (no adjustment)
Bore		100 mm (3.9 in)
Stroke		69.2 mm (2.7 in)
Displacement		1 630.5 cm³ (99.5 in³)
Compression ratio	170	11:1

FUEL SYSTEM		
Fuel injection type		Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (60 mm) with an actuator
Idle speed (not adjustable)	170	1800 ± 50 RPM

ELECTRICAL SYSTEM		
Total system output	Compact models	420 W @ 6000 RPM
	All other models	650 W @ 6000 RPM
Ignition system type		IDI (Inductive Discharge Ignition)
Spark plug	Type	NGK, DCPR8E with solid post or equivalent

ELECTRICAL SYSTEM		
	Gap (not adjustable)	0.80 to 0.90 mm (.031 to .035 in)

LUBRICATION			
Engine oil	Recommended XPS oil		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	Oil change with filter	3 l (3.2 qt (liq.,US))
		Total	5 l (5.3 qt (liq.,US))

Rotax 1630 ACE 230 HP

ENGINE		
Engine type		4-stroke, Single Over Head Camshaft (SOHC)
Declared Power (as per ISO 8665 at propeller-shaft)	230	169 kW @ 8000 RPM
Maximum engine operating speed	230	7800 +/- 200 RPM
Induction	230	Supercharged and intercooled
Number of cylinders		3
Number of valves		12 valves with hydraulic lifters (no adjustment)

ENGINE		
Bore		100 mm (3.9 in)
Stroke		69.2 mm (2.7 in)
Displacement		1 630.5 cm³ (99.5 in³)
Compression ratio	230	8.3:1

FUEL SYSTEM		
Fuel injection type		Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (60 mm) with an actuator
Idle speed (not adjustable)	230	1750 ± 50 RPM

ELECTRICAL SYSTEM		
Total system output	Compact models	420 W @ 6000 RPM
	All other models	650 W @ 6000 RPM
Ignition system type		IDI (Inductive Discharge Ignition)
Spark plug	Type	NGK, DCPR8E with solid post or equivalent
	Gap (not adjustable)	0.80 to 0.90 mm (.031 to .035 in)

LUBRICATION		
Engine oil	Recommended XPS oil	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

LUBRICATION			
			least one of the indicated standards. **API service classification SN or JASO-MA2**
	Capacity	Oil change with filter	3 l (3.2 qt (liq.,US))
		Total	5 l (5.3 qt (liq.,US))

Rotax 1630 ACE 300 HP

ENGINE		
Engine type		4-stroke, Single Over Head Camshaft (SOHC)
Declared Power (as per ISO 8665 at propeller-shaft)	300	217 kW @ 8000 RPM
Maximum engine operating speed	300	8000 +/- 200 RPM
Induction	300	Supercharged and intercooled
Number of cylinders		3
Number of valves		12 valves with hydraulic lifters (no adjustment)
Bore		100 mm (3.9 in)
Stroke		69.2 mm (2.7 in)
Displacement		1 630.5 cm^3 (99.5 in^3)
Compression ratio	300	8.45:1

FUEL SYSTEM		
Fuel injection type		Multipoint fuel injection with iTC (intelligent Throttle Control). Single throttle body (60 mm) with an actuator
Idle speed (not adjustable)	300	1750 ± 50 RPM

ELECTRICAL SYSTEM		
Total system output	Compact models	420 W @ 6000 RPM
	All other models	650 W @ 6000 RPM
Ignition system type		IDI (Inductive Discharge Ignition)
Spark plug	Type	NGK, DCPR8E with solid post or equivalent
	Gap (not adjustable)	0.80 to 0.90 mm (.031 to .035 in)

LUBRICATION			
Engine oil	Recommended XPS oil		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	Oil change with filter	3 l (3.2 qt (liq.,US))
		Total	5 l (5.3 qt (liq.,US))

SWITCH, SWITCH Cruise and SWITCH Sport 16ft - 21ft

COOLING SYSTEM		
Type		Closed loop cooling system
Coolant	XPS recommended coolant	XPS COOL-X LT
	If the XPS product is not available	Use a coolant that meets or exceeds ASTM D3306 NAPS free (Nitrite, Amine, Phosphate, Silicate) Non 2-EH Acid
	Capacity	5.4 l (5.7 qt (liq.,US)) total

FUEL SYSTEM			
Fuel pump			In-tank electrical
Fuel	Type	Models with Engine 300 hp	Premium unleaded gasoline
		All other models	Regular unleaded gasoline
	Recommended octane	Models with Engine 300 hp	91 (AKI) 95 (RON)
		All other models	87 (AKI) 91 (RON)
Fuel tank	Full capacity (including reserve)	Models with Engine 230 hp and 300 hp	176 l (46.5 gal (liq.,US))
		All other models	109.8 l (29 gal (liq.,US))

ELECTRICAL SYSTEM		
Battery		Brackets supplied with the boat are for 100 A•h class 27 battery.
Transducer liquid (if equipped)	XPS recommended coolant	BRP Extended life pre-mixed coolant
	If the XPS product is not available	Use a low silicate, extended life ethylene glycol premixed coolant (50%-50%) specifically formulated for internal combustion aluminium engines
	Capacity	135 ml (4.6 fl oz (US))
Fuses		Refer to the fuse box cover

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

iBR and VTS	
VTS system	Electronically-controlled through the VTS control button

ATT ENG : Confirm Weight

WEIGHT		
Dry weight (All weights excludes the trailer and the cranking battery. All weights are approximate and should be verified by actual weighing, if necessary)	BASE 16 - 170	912.5kg (1951 lb)
	CRUISE 18 - 170	1096.4 kg (2417.1 lb)
	CRUISE 18 - 230	1105.7 kg (2437.6 lb)
	CRUISE 18 - 230 (Tech Pack Simple)	1128.8 kg (2488.6 lb)
	CRUISE 18 - 230 (Tech Pack Double)	1131.4 kg (2494.3 lb)
	CRUISE 21 - 230	1209 kg (2665.5 lb)
	CRUISE 21 - 300 (Tech Pack Simple)	1203 kg (2652.2 lb)
	CRUISE 21 - 300 (Tech Pack Double)	1241 kg (2736.4 lb)
	SPORT 18 - 300	1102.2 kg (2429.9 lb)
	SPORT 18 - 300 (Tech Pack)	1122.2 kg (2474 lb)
	SPORT 21 - 300	1178.5 kg (2598.1 lb)
	SPORT 21 - 300 (Tech Pack)	1198.5 kg (2642.2 lb)

LOADING CAPACITY			
Number of passenger (driver incl.)	USA	16 FT. 18 FT.	8
		21 FT.	10
	Canada	16 FT. 18 FT.	7
		21 FT.	9
Load limit (passenger(s) and luggage, including accessories)		16 FT. 18 FT.	525 kg (1155 lb)

LOADING CAPACITY		
	21 FT.	675 kg (1485 lb)
Storage capacity	BASE 16 - 170	452.6 l (119.6 gal (liq.,US))
	CRUISE 18 - 170/230	753.6 l (199.1 gal (liq.,US))
	CRUISE 18 - 230 (Tech Pack Simple)	659.6 l (174.2 gal (liq.,US))
	CRUISE 18 - 230 (Tech Pack Double)	659.6 l (174.2 gal (liq.,US))
	CRUISE 21 - 230	873.6 l (230.8 gal (liq.,US))
	CRUISE 21 - 300 (Tech Pack Simple)	779.6 l (205.9 gal (liq.,US))
	CRUISE 21 - 300 (Tech Pack Double)	779.6 l (205.9 gal (liq.,US))
	SPORT 18 - 300	586.6 l (155 gal (liq.,US))
	SPORT 18 - 300 (Tech Pack)	492.6 l (130.1 gal (liq.,US))
	SPORT 21 - 300	626.6 l (165.5 gal (liq.,US))
	SPORT 21 - 300 (Tech Pack)	532.6 l (140.7 gal (liq.,US))

DIMENSIONS		
Maximum length	16 FT. (Without swim platform)	4823 mm (190 in)
	18 FT.	5305 mm (208.8 in)
	21 FT.	6229 mm (245.2 in)

DIMENSIONS	
Overall width	2375 mm (93.5 in)
Overall height (bimini top down, if equipped)	2061 mm (81.1 in)

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TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE WILL NOT START

1. **Master switch opened.**
   – *Close the master switch.*
2. **Tether cord removed.**
   – *Press START/STOP button.*
   – *Install tether cord cap over engine cut-off switch within 5 seconds after depressing the START/STOP button.*
   – *Press START/STOP button.*
3. **ECM does not recognize the D.E.S.S. key.**
   – *Refer to an authorized Sea-Doo dealer.*
4. **Burnt fuse: main, electric starter or ECM.**
   – *Check wiring then replace fuse(s).*
5. **Discharged battery.**
   – *Refer to an authorized Sea-Doo dealer.*

⚠ WARNING

Do not charge or boost the battery while installed on the watercraft. Electrolyte is poisonous and dangerous. Avoid contact with eyes, skin and clothing.

6. **Battery connections, corroded or loose. Bad ground.**
   – *Refer to an authorized Sea-Doo dealer.*
7. **Water-flooded engine.**
   – *Refer to Water-Flooded Engine in Special Procedures.*
8. **Faulty sensor or ECM.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
9. **Seized jet pump.**
   – *Try to clean. Otherwise, refer to an authorized Sea-Doo dealer.*

ENGINE CRANKS SLOWLY

1. **Loose battery cable connections.**
   – *Check/clean/tighten.*
2. **Discharged or weak battery.**
   – *Refer to an authorized Sea-Doo dealer.*
3. **Worn starter.**
   – *Refer to an authorized Sea-Doo dealer.*

ENGINE TURNS NORMALLY BUT WILL NOT START

1. **Fuel tank empty or water-contaminated.**
   – *Refill. Siphon and fill with fresh fuel.*
2. **Fouled/defective spark plugs.**
   – *Replace.*
3. **Blown fuse.**
   – *Check wiring then replace fuse(s).*
4. **Water-flooded engine.**
   – *Refer to Water-Flooded Engine in Special Procedures.*
5. **Engine management system fault detected (check engine pilot lamp is ON).**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
6. **Faulty fuel system.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*

ENGINE MISFIRES, RUNS IRREGULARLY

1. **Fouled/defective/worn spark plugs.**
   – *Replace.*
2. **Fuel: Level too low, stale or water-contaminated.**
   – *Siphon and/or refill.*
3. **Faulty ignition coil(s).**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
4. **Clogged injectors.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
5. **Engine management system fault detected (check engine pilot lamp is ON).**
   – *Refer to Monitoring System.*

ENGINE SMOKE

1. **Oil level too high.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
2. **Water ingestion, coolant leak or damaged cylinder head gasket.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
3. **Internal engine damage.**
   – *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*

ENGINE OVERHEATS

1. **Clogged exhaust cooling system.**
   – *Flush the exhaust cooling system.*
2. **Engine coolant level too low.**
   – *Refer to Maintenance Procedures.*
3. **Quick connect adapter left in flushing connector.**
   – *Remove adapter from flushing connector and retry watercraft. If problem persists, seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*

ENGINE LACKS ACCELERATION OR POWER

1. **Learning key used.**
   - *Use a Normal key.*
2. **Not in Sport mode.**
   - *Select Sport mode.*
3. **Jet pump water intake clogged.**
   - *Clean. Refer to Jet Pump Water Intake and Impeller Cleaning in Special Procedures section.*
4. **Damaged impeller or worn-out wear ring.**
   - *Replace. Refer to an authorized Sea-Doo dealer.*
5. **Engine oil level too high.**
   - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
6. **Weak spark.**
   - *Refer to ENGINE MISFIRES, RUNS IRREGULARLY.*
7. **Engine management system fault detected (check engine pilot lamp is ON).**
   - *Refer to Monitoring System.*
8. **Clogged injectors.**
   - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
9. **Low fuel pressure.**
   - *Seek service from an authorized Sea-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement. Please refer to the US EPA Emission-Related Warranty contained in the Warranty Booklet for information about warranty claims.*
10. **Water in fuel.**
    - *Siphon and replace.*
11. **Engine damaged by water ingestion.**
    - *Refer to an authorized Sea-Doo dealer.*

WATERCRAFT CAN NOT REACH TOP SPEED

1. **Jet pump water intake clogged.**
   – *Clean. Refer to Jet Pump Water Intake and Impeller Cleaning in Special Procedures section.*
2. **Damaged impeller or worn-out wear ring.**
   – *Replace. Refer to an authorized Sea-Doo dealer.*
3. **Engine management system fault detected (check engine pilot lamp is ON).**
   – *Refer to Monitoring System.*

WATERCRAFT STAYS IN NEUTRAL AFTER OPERATING THE iBR LEVER

1. **The iBR gate stays in neutral.**
   – *Release the throttle to idle RPM.*

iBR WILL NOT RETURN TO NEUTRAL POSITION (iBR INDICATOR LIGHT ON)

1. **iBR jammed with debris.**
   – *Clean and check for damage in the iBR gate and nozzle area.*
2. **iBR system malfunction.**
   – *Remove tether cord, wait four minutes, reinstall key and check iBR light to ensure fault is cleared.*
   – *Refer to an authorized Sea-Doo dealer if fault persists or reoccurs frequently.*

iBR WILL NOT RETURN TO NEUTRAL POSITION (IBR INDICATOR LIGHT OFF)

1. **Throttle lever not fully released during operation.**
   – *Release throttle lever fully to ensure iBR gate returns to neutral.*
2. **Throttle lever does not fully return to null when released.**
   – *Refer to an authorized Sea-Doo dealer.*

ABNORMAL NOISE FROM PROPULSION SYSTEM

1. **Weeds or debris jammed around impeller.**
   - *Clean. Refer to Jet Pump Water Intake and Impeller Cleaning in Special Procedures section.*
   - *Check for damage.*
2. **Damaged impeller shaft or drive shaft.**
   - *Refer to an authorized Sea-Doo dealer.*
3. **Water intrusion in jet pump causing bearing seizure.**
   - *Refer to an authorized Sea-Doo dealer.*

WATER FOUND IN BILGE

1. **Bilge pump system malfunction.**
   - *Have system inspected by an authorized Sea-Doo dealer.*
2. **Exhaust system leak.**
   - *Refer to an authorized Sea-Doo dealer.*
3. **Carbon ring at drive shaft worn.**
   - *Refer to an authorized Sea-Doo dealer.*
4. **Hull and/or Deck seal displaced or fasteners loose.**
   - *Refer to an authorized Sea-Doo dealer.*

MONITORING SYSTEM

A system monitors the electronic components of the EMS (engine management system) iBR, and other components of the electrical system. When a fault occurs, it sends visual messages through the information center and/or audible signals through a beeper to inform you of a particular condition.

A fault code may also be recorded.

When a minor or transient fault occurs, the fault message and beeper will cease automatically if the condition that caused the fault does not exist anymore.

Releasing the throttle and letting the engine return to idle speed may allow normal operation to come back. If this does not work, try removing and reinstalling the tether cord on the engine cut-off switch.

The electronic system will react differently depending on the fault type. In severe failure, the engine may not be allowed to be started. In other cases, the engine will operate in limp home mode (reduced speed).

When a fault occurs, please refer to the *US EPA Emission-Related Warranty* contained in the Warranty Booklet for information about warranty claims.

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.

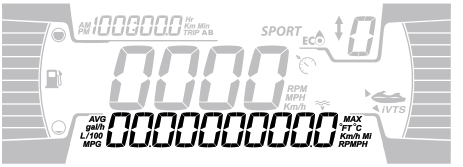
Fault codes can be viewed in the information center multifunction display however, this function is only available if a fault is still active.

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 with 4.5" Display

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 with 4.5" Display

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
	MALFUNCTION – BALANCE ASSIST	There is a malfunction with the intelligent Balance Assist system. Contact an authorized Sea-Doo dealer to have your watercraft serviced. This means the iBA is inoperative and will NOT operate.

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

Message Display	Description
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.
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 *US EPA Emission-Related Warranty* 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 *US EPA Emission-Related Warranty* 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 *Engine Overheating*.
	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 *US EPA Emission-Related Warranty* contained in the Warranty Booklet 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 *US EPA Emission-Related Warranty* contained in the Warranty Booklet for information about warranty claims.

NOTICE

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

Indicator Lamps Description with 10.25" Touch Display

Important information about vehicle condition is displayed on the multifunction display. When starting the engine, always check the screen for any indicator lights or special messages.

Indicator Lights (Malfunctions)		
Indicator	**Message/ Warning**	**Description**
	Balance Assist Malfunction – Service Required	There is a malfunction with the intelligent Balance Assist system. Contact an authorized Sea-Doo dealer to have your watercraft serviced. This means the iBA is inoperative and will NOT operate.
	Low Oil Pressure	Stop engine.
	High Exhaust Temperature	

Indicator Lights (Malfunctions)		
Indicator	**Message/ Warning**	**Description**
	ENGINE OVERHEAT	Engine temperature too high.
	No Oil	Check oil tank level.
	Limp Home Mode	
	iBR Module Error	
	Low Fuel	
	Maintenance Required	
	Transmission Fault	
	iBR Override	Press OK.
	iBR Override OFF	
	iBR Override ON	
	Wrong Key	
	Check Key	
	Drown Mode Active	Release throttle to deactivate Drown mode.
	Throttle Is Open	Release throttle to deactivate limitation.
	OTAS Fault	
	Fuel Level Sensor Fault	
	Knock	

Indicator Lights (Malfunctions)		
Indicator	**Message/ Warning**	**Description**
	Warm Up	
	Performance Key	
	Work Key	
	Normal Key	
	Learning Key	
	Rental Key	
	REPROGRAM KEY	
	Override	
	Neutral Adjustment	
	Engine Will Shut Down	
	Break-In	
	12V Battery	Low battery voltage.
	Display Will Shut Down	Shutting off to save power.
	Display Will Shut Down	Display alive.
	Loss of Comm with ECU	
	ACTION NEEDED	Stop engine.
	PLEASE WAIT...	Engaging reverse gear.

Indicator Lights (Malfunctions)		
Indicator	**Message/ Warning**	**Description**
	ACTION NEEDED	Start engine.
	ACTION NEEDED	Apply throttle until engine shuts down automatically.
	SUCCESS	
	Cruise Control Error	Function cannot be engaged.
	ERROR	High exhaust temperature.
	ERROR	High vehicle speed.
	ERROR	Cannot start iDF procedure.
	PROCEDURE ABORTED	
	ERROR	
	ERROR	Impeller blocked.

Important information messages may also be temporarily displayed to supplement the indicator lights.

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CUSTOMER INFORMATION

DATA PRIVACY INFORMATION

DATA PRIVACY INFORMATION

Bombardier Recreational Products Inc., its affiliates and subsidiaries (“BRP”) is committed to protecting your privacy. This notice is to inform you about how we collect, use and disclose your personal information in the course of managing our relationship with you. More details can be found by visiting the BRP’s Privacy Policy website.

HTTPS://BRP.COM/EN/PRIVACY-POLICY.HTML



Please be assured that we have appropriate measures in place to ensure that your personal information is kept secured and protected against unauthorized access, use or disclosure.

The personal information we hold about you is collected either directly from you or through our authorized dealers and third parties (e.g. with whom we offer services or engage in joint-marketing activities), and includes:

– Contact, Demographic & Registration Information (e.g., name, full address, phone number, email, ownership history, language of communication)
– Transactional Information (e.g., information necessary to handle returns, payment information when you purchase our products or services through our websites or mobile applications and other issues related to your purchase of BRP products).
– Vehicle Information (e.g., serial number, vehicle identification number, mileage, purchase and delivery date, unit usage, vehicle location and movements)
– Your comments, opinions and reviews of our products and services
– Information collected automatically when you navigate on BRP or dealer’s websites or mobile apps collected via cookies and similar technologies (e.g., IP address, type of device, operating system, browser type, webpages you view).

We may also receive information about you from social media platforms when you interact with us on those platforms.

We use your personal information for various reasons, mostly to:

– Manage your order of BRP products and services (e.g., to complete or deliver your order, or service your BRP product)
– Provide customer support, assistance, and after-sales (e.g., complete or follow up with you about your order or maintenance, help with any delivery issues, handle returns, and other issues related to your purchase of BRP products)
– Manage your BRP products registration, warranty, security, safety recall, and dispute resolution (e.g. to offer warranty and after-sales service to you, protect your security and safety, perform safety recalls)
– Send you commercial communications about our products and services (e.g. inform you about new BRP products, services or features; share news about contests, promotions, and events or discuss products or services offered by BRP that may be of interest to you)

- Offer you personalized experience, content, or offers and services based on profiling or geolocation technologies (e.g. to notify you when your vehicle may need servicing, to locate your nearest dealership)
- Perform data analytics and statistics data that no longer identifies you personally, for business intelligence and have insights on how to improve our products and services
- Prevent, detect, and control fraud and any unauthorized or illegal activities (e.g., to detect and control fraud in relation to BRP products or services purchase; manage illegal or unauthorized activities and cyberthreats)
- Comply with applicable laws and regulations.

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

Depending on the circumstances, your personal information may be communicated outside the region where you reside. Your personal information is retained only for as long as necessary for the purpose for which we obtained it and according to our retention policies.

To exercise your data privacy rights (e.g. right of access, right of rectification), to withdraw your consent in order to be removed from the address list for marketing purposes or for the satisfaction survey or for general data privacy questions, please contact BRP's Data Protection Officer at or by mail at privacyofficer@brp.com or by mail at: BRP Legal Service, 726 St-Joseph, Valcourt, Quebec, Canada, J0E 2L0.

When BRP processes your personal information, they do so in compliance with its Privacy Policy available at:

HTTPS://BRP.COM/EN/PRIVACY-POLICY.HTML

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10101 Science Drive
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53177

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the boat, be sure to notify BRP by either:

– Notifying an authorized Sea-Doo dealer.
– **North America Only:** calling at 1 888 272-9222.
– Mailing one of the change of address cards on the following pages at one of the BRP addresses indicated in the *Contact Us* section of this guide.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the boat owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

STOLEN UNITS: In the event that your boat is stolen, you should notify your area's distributor warranty department of such. We will ask you to provide your name, address, phone number, Hull Identification Number and date it was stolen.

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

E-MAIL ADDRESS

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

E-MAIL ADDRESS

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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:

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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

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⚠ 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

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