

SEA·DOO®

JET BOATS



OPERATOR'S GUIDE

219 000 096

1999

**Challenger/1800
Speedster/SK
Sportster/1800**

SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide* and on *Product Warnings* could cause injury, including the possibility of death. You (the operator), have the responsibility of informing passenger(s) of safety precautions.

This *Operator's Guide*, the *Safety Handbook* and the videocassette should remain with the jet boat at the time of resale.

AFTER-SALES SERVICE
BOMBARDIER INC.
VALCOURT (QUEBEC)
CANADA J0E 2L0



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Gelcote® is a trademark of Gelcote International
Knight's Spray-Nine* is a trademark of Korkay
System Ltd

Doin'it on your new Sea-Doo jet boat

Congratulations, you are now the proud owner of a jet boat. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to view the *Safety Videocassette* provided with your jet boat, to read this *Operator Guide* and *Safety Handbook* and familiarize yourself with their contents. The guide contains pertinent information which, if followed, will provide you with the necessary knowledge to help you fully enjoy the pleasures of this boat.

We strongly recommend that any boat operator complete a safety boating course. Check with your local Coast Guard or Power and Sail Squadron in your area for course availability. More serious boaters may want to obtain "Chapman Piloting" by Elbert S. Maloney, available at most book stores.

When introducing your family or friends to the sport, be sure they fully understand the controls and operation of the jet boat and the importance of courteous, responsible riding.

Each jet boat operator has a responsibility to ensure the safety of its passengers and other water users. Please follow all safety instruction and drive with care.

We encourage you to have an Annual Safety Inspection of your jet boat. Please contact your dealer for further details.

Finally, we invite you to visit your dealer for regular safety maintenance as well as any boating accessories you may require.

Have fun and.....Bon Voyage.

Please keep this *Guide* and *Safety Handbook* on board. These manuals should remain with the jet boat at time of resale.

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FOREWORD

This *Operator's Guide* has been prepared to acquaint the owner/operator or passenger of this jet boat with the various jet boat controls, maintenance and safe riding instructions. It is indispensable for the proper use of the product, and should be kept in a waterproof bag in the jet boat at all times.

For any questions pertaining to the warranty and its application, please consult an authorized SEA-DOO jet boat dealer.

This guide uses the following symbols to emphasize particular information.



WARNING

Identifies an instruction which, if not followed, might cause serious personal injuries including the possibility of death.



CAUTION

Denotes an instruction which, if not followed, might severely damage the jet boat and/or components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, the understanding and application of the information will promote its correct use.

The information and components/system descriptions contained in this document are correct at the time of publication. Bombardier Inc. however, 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, it may have some differences between the manufactured product and the descriptions and/or specifications in this document. Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations in this document show the typical construction of the different assemblies and may not reproduce the full detail or exact shape of the parts. However, they represent parts that have the same or similar function.

It is understood that this guide may be translated into another language. In the event of any discrepancy, the English version shall prevail.

Specifications are given in the SI metric system with the SAE U.S. equivalent in parenthesis. Where precise accuracy is not required, some conversions are rounded off for easier use.

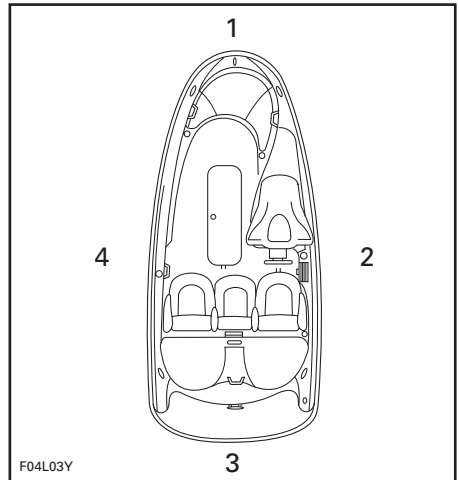
A *Shop Manual* can be obtained for complete service, maintenance and more repair information.



WARNING

The engines and the corresponding components identified in this guide should not be utilized on products other than those they were designed for. Maintenance procedures and specified tightening torques must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. This jet boat is designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. Mismatched or incorrect fasteners could cause damage to the jet boat or possible personal injury.

In marine industry, PORT, STARBOARD, BOW and STERN are used to refer to LEFT, RIGHT, FRONT and REAR respectively. They always refer to the operator's position sitting in boat.



TYPICAL

1. BOW (front)
2. STARBOARD (RH)
3. STERN (rear)
4. PORT (LH)

This manual applies to different models of Sea-Doo jet boat. It includes description and explanations of standard equipment. As a result you may find material in this manual that does not apply to your specific jet boat.

◆ SAFETY WARNING

To fully appreciate the pleasures, enjoyment and excitement of boating there are some basic rules that **MUST** be observed and followed by any boater. Some rules may be new to you while others may be common sense or obvious, irrespective, we ask that you please take a few minutes of your time to read these safety instructions completely before you operate your boat. **Failure to follow this safety information and safe boating rules could result in injury, including the possibility of death to you, your passenger(s), or other water users.**

Information in this guide is limited. It is strongly recommended that you obtain further boating information from the local Coast Guard or Power Squadron. We further recommend you take a safe boating course. Check local and federal boating laws applicable to the waterways where you intend to use the boat. Learn the local rules of the road.

Become completely familiar with the controls and operation of the boat before taking on a passenger(s) or embarking on a trip. If you have not had the opportunity to do so with your dealer, practice driving solo in a suitable area and feel the response of each control. Start, accelerate then stop using one then both engines (if applicable). Be fully familiar with all controls before fully pushing the throttle(s).

The performance of this jet boat may significantly exceed that of other jet boats you may have operated. Therefore, use of this jet boat by a novice or inexperienced operator is not recommended.

Observe and follow all on-product warning labels and the content of this guide.

An operator and passenger(s) should wear suitable eye and body protection as well as deck shoes or booties.

Coast Guard approved personal flotation devices (PFD) should be worn by all aboard.

Operation of this boat by a minor or disabled person is **NOT** recommended.

Do not operate the boat after consuming alcohol or drugs.

Store or tie-down any loose articles or necessary boating equipment before operating the boat.

Always perform the pre-operation checks as specified in this guide. This includes:

- attaching the safety lanyard to your PFD or to your wrist using an appropriate wrist-band
- verification of throttle lever(s), shifter and steering movement
- verification of start/stop button operation
- oil and fuel levels
- use of blower
- adequate water depth
- functional navigation lights
- required boating equipment (know how to use each)

The operator and passenger(s) must be properly seated in their designated seats before starting or moving the boat. Do not permit a passenger to use the bow seat except in calm waters and at very low speeds. Never allow anyone to sit on the sun deck or boarding platform while the boat is operational. Allow no one to jump into the boat at anytime, or move during boat operation. The risk of an accidental fall or slip is always present.

Ensure operator all-round visibility is unrestricted.

While the engine(s) can be stopped by depressing the start/stop button(s), good habit recommends that the safety lanyard be used to stop the engine(s) at all times.

Wave or wake jumping can be dangerous and in many regions illegal.

Most boating accidents occur as a result of the failure of the operator to keep a lookout for other water users or other potential hazards. Keep a safe distance from other boats or watercraft. Do not attempt to splash others with your wake. Do not ride the surf line.

This boat is equipped with navigation lights which should be used between sunset and sunrise. Lower speed and do not operate the boat in reduced visibility. This boat is not equipped with spot-lights.

To prevent accidental starting or unauthorized use, always detach the safety lanyard from the boat especially during maintenance, cleaning of the intake grate(s), or when swimmers are nearby.

Ensure that all passengers know how to reboard the boat from the water.

Always have an observer while towing a skier.

Know the waters in which the boat is to be operated. Current, tides, rapids, shallow water, hidden obstacles etc., can effect safe operation.

When boating, apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply.

Maintain the boat and equipment in top condition at all times. Adhere to the prescribed maintenance schedules.

The bilge must be kept clean of oil, water or other foreign materials. Do not carry spare fuel and inflammable liquids in any of the storage or engine compartments.

Avoid adding on accessories or equipment which may alter the boat's configuration or balance.

Only perform servicing procedures which are detailed in this guide. Further assistance or information can be obtained from your dealer. In many instances proper tools and training is required for certain servicing or repair procedures.

Gasoline fumes are flammable and explosive. Always adhere to the fueling and starting procedures contained in this guide and those given to you by the marina.

This boat has the capability of turning more sharply than other boats, however, unless in an emergency, do not negotiate sharp, high speed turns.

Like any other boat, this boat has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe area to have an idea of how long it will take to stop the boat under varying conditions.

Prolonged exposure to the sun, wind etc., causes fatigue and may affect your reaction time.

Do not overload the boat or take on more passengers than designated for the intended type of boating. Load and altitude will also affect boat performance.

Proceed with caution and at very low speeds in shallow water. Grounding or abrupt stops may result, or debris may be picked up and be jettisoned rearward towards people or property. The impeller(s) is (are) turning even when the shift lever is at neutral.

As the "skipper" of a boat you are responsible for damage to other boats and property caused by the wake of your boat. Respect no wake zones.

Respect the rights of other water users and the environment. Allow no one to throw refuse overboard.

Do not operate the boat in inclement weather.

Always use both throttle levers (if so equipped) simultaneously. If one lever is advanced more than the other, or if one engine is shut off during operation, directional control will be affected. Steering compensation may be required. Constant attention and control of the boat is required by the operator for safe operation.

Use of the bilge blower should never replace "smelling" for gasoline fumes. Blower and bilge pump must be turned off during boat operation. Bilge pump will then switch to automatic mode.

The ski tow-universal eyelet can be used to attach a ski-rope. Do not use this ring for para-sailing or other uses which may overstress the transom.

Lifting the boat requires special equipment and experience. Do not attempt to lift the boat without such experience or equipment.

Respect the safety and comfort of your passenger(s) and persons being towed on skis.

Always carry the regulatory required safety items onboard. Check with local regulations or your dealer.

Make sure that all users of the craft read and are aware of all warnings.

Drive prudently and have fun. All persons must assist other boaters in an emergency.

BOMBARDIER LIMITED WARRANTY NORTH AMERICA: 1999 SEA-DOO® JET BOAT

1. WARRANTY COVERAGE PERIOD

BOMBARDIER INC. ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 1999 SEA-DOO jet boat sold, as NEW and UNUSED and PREDELIVERED by an authorized North American SEA-DOO jet boat dealer, will be free from any defects in material and/or workmanship for a PERIOD of:

a) For private use:

TWELVE (12) CONSECUTIVE MONTHS, with the exception of the deck and hull fiberglass structure; and

SIXTY (60) CONSECUTIVE MONTHS for the deck and hull fiberglass structure.

b) For commercial use:

FOUR (4) CONSECUTIVE MONTHS, with the exception of the deck and hull fiberglass structure; and

TWELVE (12) CONSECUTIVE MONTHS for the deck and hull fiberglass structure.

All genuine Bombardier accessories, installed by an authorized SEA-DOO jet boat dealer at the time of delivery of the new and unused SEA-DOO jet boat, carry the same Warranty Coverage Period as for the SEA-DOO jet boat.

2. WHAT BOMBARDIER WILL DO

BOMBARDIER will repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any authorized SEA-DOO jet boat dealer during the Warranty Coverage Period.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify an authorized SEA-DOO jet boat dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO jet boat dealer the SEA-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 1999 SEA-DOO jet boat and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS - ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the "1999 SEA-DOO Jet Boat Operator's Guide";
- Damage resulting from improper repairs, modifications or use of non approved parts or, repairs done by a non authorized SEA-DOO jet boat dealer;
- Damage resulting from abuse, misuse, neglect, racing;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind such as but not limited to towing charges, telephone calls or taxi;
- Water damages caused by water ingestion;

- Damage related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spyder or hairline cracks; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights which may vary from state to state, or province to province. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

Neither the distributor, any authorized SEA-DOO jet boat dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SEA-DOO jet boat sold while this warranty is in effect.

6. CONSUMER ASSISTANCE

- In the event of a controversy or a dispute arising in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- If further assistance is required, the DISTRIBUTOR's Service Department should be contacted in order to resolve the matter. In the USA, SEA-DOO jet boats are distributed by BMCA.
- If the issue has still not been resolved, please submit in writing your complaint to:

In Canada:

BOMBARDIER INC.
MARINE PRODUCTS
CUSTOMER ASSISTANCE CENTER
VALCOURT QC JOE 2L0
Tel: (450) 532-5000

In USA:

BOMBARDIER MOTOR
CORPORATION OF AMERICA
MARINE PRODUCTS
CUSTOMER ASSISTANCE CENTER
P.O. BOX 8035
7575 BOMBARDIER COURT
WAUSAU WI 54402 8035
Tel: (715) 848-4957

BOMBARDIER
MARINE PRODUCTS
JUNE 1998

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BOMBARDIER INTERNATIONAL LIMITED WARRANTY: 1999 SEA-DOO® JET BOAT

1. WARRANTY COVERAGE PERIOD

BOMBARDIER INC. ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 1999 SEA-DOO jet boat sold anywhere in the world except the United States and Canada, as NEW and UNUSED and PREDELIVERED by an authorized SEA-DOO jet boat dealer, duly appointed by an authorized SEA-DOO International Distributor, will be free from any defects in material and/or workmanship for a PERIOD of:

a) For private use:

TWELVE (12) CONSECUTIVE MONTHS, with the exception of the deck and hull fiberglass structure; and

SIXTY (60) CONSECUTIVE MONTHS for the deck and hull fiberglass structure.

b) For commercial use:

FOUR (4) CONSECUTIVE MONTHS, with the exception of the deck and hull fiberglass structure; and

TWELVE (12) CONSECUTIVE MONTHS for the deck and hull fiberglass structure.

All genuine Bombardier accessories, installed by an authorized SEA-DOO jet boat dealer at the time of delivery of the new and unused SEA-DOO jet boat, carry the same Warranty Coverage Period as for the SEA-DOO jet boat.

2. WHAT BOMBARDIER WILL DO

BOMBARDIER through the local SEA-DOO International Distributor will, during the Warranty Coverage Period, repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any local authorized SEA-DOO jet boat dealer.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify a local authorized SEA-DOO jet boat dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO jet boat dealer the SEA-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 1999 SEA-DOO jet boat and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of the international distributor of the specific territory and/or BOMBARDIER.

4. EXCLUSIONS ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the "1999 SEA-DOO Jet Boat Operator's Guide";
- Damage resulting from improper repairs, modifications or use of non approved parts or, repairs done by a non authorized SEA-DOO jet boat dealer;
- Damage resulting from abuse, misuse, neglect, racing;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind such as but not limited to towing charges, telephone calls or taxi;

- Water damages caused by water ingestion;
- Damage related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spyder or hairline cracks; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some countries do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

Neither the SEA-DOO International Distributor, the authorized SEA-DOO jet boat dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

Every SEA-DOO jet boat is sold with the English version of this warranty. A specific SEA-DOO International Distributor may elect to translate this warranty into local language, it is then understood and agreed that in the event of any discrepancies or inconsistencies between the two versions, the English version shall prevail.

It is the customer's responsibility to ensure that the SEA-DOO jet boat complies with all boating regulations and standards of any country, other than the original country of sale, where the SEA-DOO jet boat is intended to be used.

BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SEA-DOO jet boat sold while this warranty is in effect.

6. CONSUMER ASSISTANCE

- In the event of a controversy or a dispute arising in connection with this BOMBARDIER INTERNATIONAL LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- If further assistance is required, the authorized local SEA-DOO INTERNATIONAL DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.
- If the issue has still not been resolved, please submit in writing your complaint to:

BOMBARDIER INC.
MARINE PRODUCTS
INTERNATIONAL SERVICE DEPARTMENT
VALCOURT QUEBEC JOE 2L0
CANADA

BOMBARDIER
MARINE PRODUCTS
JUNE 1998

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LIST OF DISTRIBUTORS

CANADA and Continental U.S.A.

U.S.A. (Continental U.S.A. Except Puerto Rico)	BOMBARDIER MOTOR CORPORATION OF AMERICA 7575 BOMBARDIER COURT P.O. BOX 8035 WAUSAU, WI 54402-8035 Phone: (715) 842-8886
CANADA Alberta British Columbia Manitoba North West Territories Ontario Quebec Saskatchewan Yukon New-Brunswick Nova Scotia Prince Edward Island	BOMBARDIER INC. SEA-DOO SERVICE DEPARTMENT VALCOURT, QUEBEC J0E 2L0 Phone: (450) 532-2211
Newfoundland	CHARLES R. BELL P.O. BOX 1050 RIVERSIDE DRIVE CORNER BROOKE, NFLD A2H 6J3 Phone: (709) 634-3533 FAX: (709) 634-2444

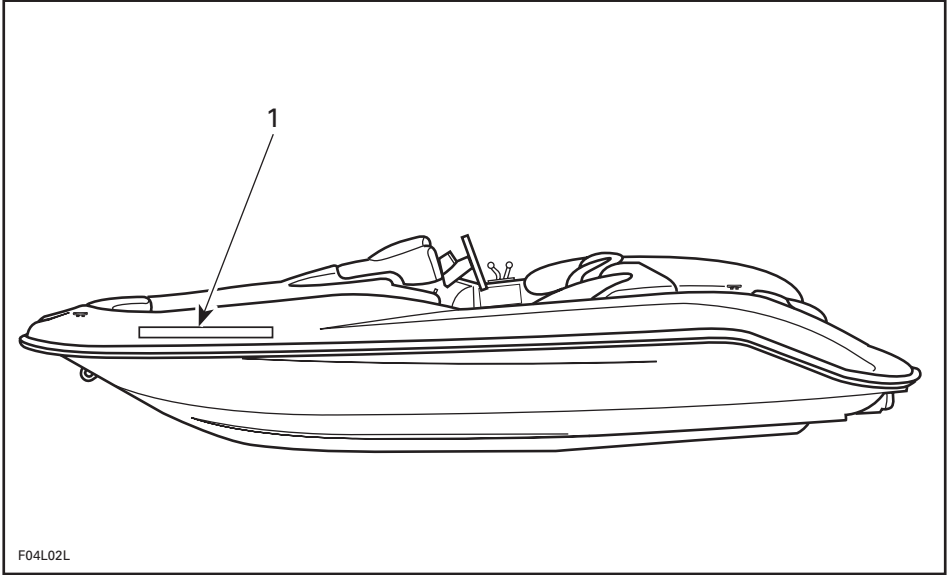
If your SEA-DOO jet boat requires warranty service, you must take it to any authorized SEA-DOO jet boat dealer. Be sure to bring your warranty registration card or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the service manager or owner of the SEA-DOO jet boat dealership.

To find the nearest authorized Sea-Doo jet boat dealer, dial: 1-800-882-2900.

NOTE: If outside Canada and U.S.A., consult the local distributor.

REGISTRATION NUMBER LOCATION

All boats are required by federal law to be registered and legally numbered. Due to space availability for proper display of registration number, refer to the following illustration for location. The registration number must appear on each side of the jet boat.



F04L02L

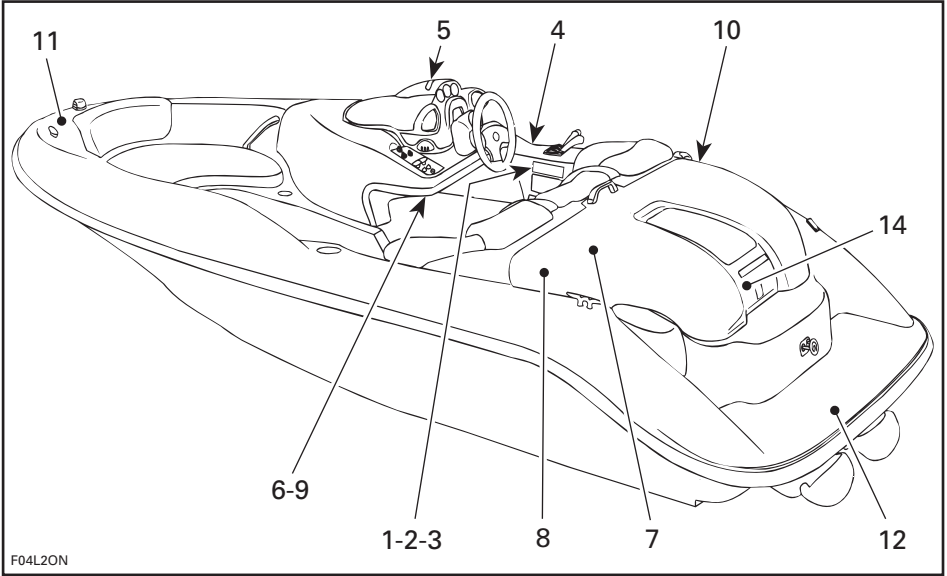
TYPICAL

1. Registration number location

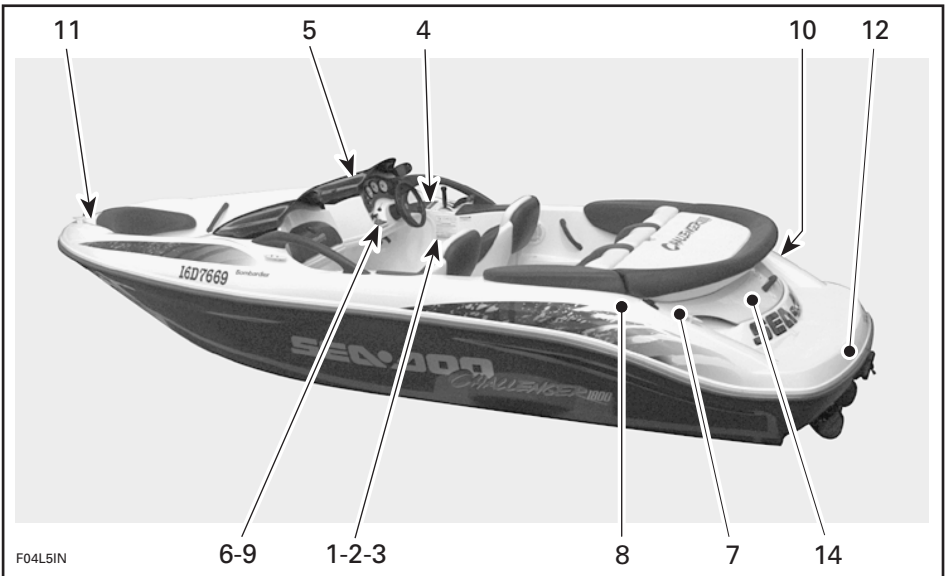
LOCATION OF THE IMPORTANT LABELS

Please read the following labels carefully before operating your boat.

Sportster and Challenger Models



Sportster 1800 and Challenger 1800 Models



Speedster and Speedster SK Models



TYPICAL — SPEEDSTER SHOWN

1

◆ AVERTISSEMENT

Assurez-vous de lire les étiquettes d'avertissement, le Guide de conducteur et le Guide de sécurité avant d'utiliser le bateau à jet. L'omission de se conformer aux avertissements ou un usage directionnel du bateau à jet, peut occasionner des blessures graves ou la décès. La puissance de ce bateau à jet peut nettement dépasser celles des autres bateaux à jet que vous avez peut-être essayés. L'utilisation de ce véhicule par un débutant ou par une personne sans expérience est donc à proscrire.

- Vérifier le bon fonctionnement de l'accélérateur du levier sélecteur et de la direction avant de mettre les moteurs en marche.
- Il est impossible de diriger le bateau à jet lorsque l'accélérateur est relâché ou que les moteurs sont arrêtés.
- N'asperger jamais les autres et ne pas sauter les vagues et/ou sillons des autres bateaux avec le bateau à jet.
- Le conducteur et les passagers devraient toujours porter des gilets de sauvetage approuvés et des vêtements recommandés.
- Ne pas circuler si les passagers ne sont pas correctement assis et n'utilisent pas les poignées de retenue ou si la visibilité est obstruée. Ne pas essayer de passer sur le siège de courtoisie à une vitesse supérieure au régime de ralenti et en eau agitée.
- Fixer solidement le cordon de sécurité à son gilet de sauvetage.
- Garder une distance raisonnable des autres plaisanciers. Prenez connaissance de toutes les règles de navigation en vigueur.

F04L8GZ

3

**MAXIMUM ENGINE POWER
CAPACITY RATING
OF THE CRAFT:**

63 KW

F04LA1Y

TYPICAL — REFER TO ACTUAL LABEL ON BOAT

2

MADE IN U.S.A., BOMBARDIER CORPORATION OF AMERICA
U.S. COAST GUARD
MAXIMUM CAPACITIES
7 PERSONS OR 565 KG/1245 LBS.
565 KG/1245 LBS. PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. AND CANADIAN COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

CE **BOAT DESIGN CATEGORY: C**

F09L2KY

TYPICAL — REFER TO ACTUAL LABEL ON BOAT

4

◆ WARNING

- Use electronic tether key only.
- Shifter must be in neutral to start engine.
- To operate shifter, throttle lever must be at idle position.

F04L8LZ

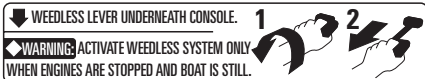
5

◆ WARNING

In case of fire do not open engine box (compartment). Shut down engines and blower. Continuously discharge ENTIRE contents of halon or CO₂ portable fire extinguisher through the port (or other provision) immediately.

F04L8KZ

6



F04L8JZ

TYPICAL — REFER TO ACTUAL LABEL ON BOAT

7

◆ WARNING

Do not boost battery. Servicing of electrical components should be done by dealer only.

F04L8MZ

8

▼ CAUTION

OIL ONLY

Oil fill capacity 2 US gallons
Use Bombardier Rotax oil when refilling
Do not use ashless NMMA oils

F04L390

9

◆ WARNING

Gasoline vapors can explode. Before starting engine, operate blower for 5 minutes and check engine compartment bilge for gasoline vapors.

F04L8NZ

10

◆ WARNING

While fueling, stop engine(s). Fuel tank may be pressurized. Slowly turn cap when opening. Keep watercraft level. Do not overfill. Use regular unleaded gasoline. Check oil level. Periodically, verify fuel system.

F04L8OZ

11

◆ WARNING

Do not sit in bow seats above idle speed or rough/choppy water.

F04L8PZ

12

◆ WARNING

Engine(s) must be off when using platform. Keep away from jet(s) or intake grate(s).

F04L8OZ

13

◆ WARNING

- Avoid body contact with bimini top.
- Operate this craft at a very low cruising speed with bimini top installed.
- Hold down straps are under tension.
- For daytime use only to insure visibility of navigation lights.

F10L07Z

14

EMISSION CONTROL LABEL

F09L2YY

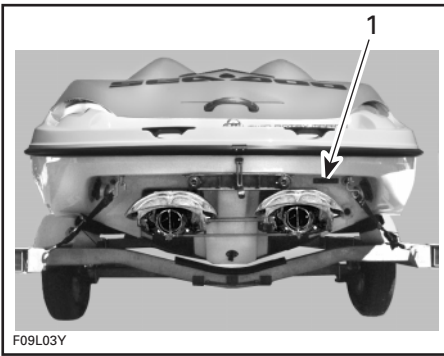
TYPICAL — REFER TO ACTUAL LABEL ON BOAT

IDENTIFICATION NUMBERS

The main components of the jet boat (hull and engines) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the jet boat in the event of theft.

Hull

The Hull Identification Number (H.I.N.) is located on the right side of the transom.



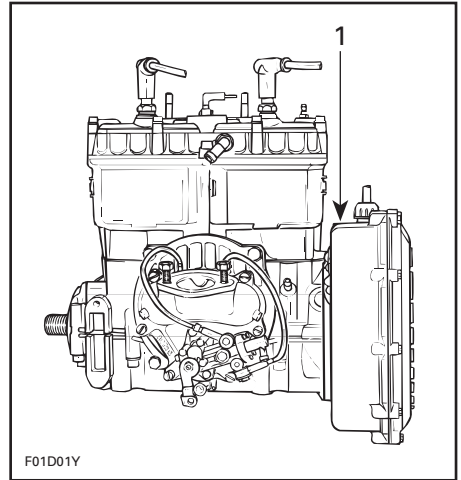
TYPICAL — SPEEDSTER

1. Hull Identification Number (H.I.N.)

Engines

717 Engine

The Engine Identification Number (E.I.N.) is located on the upper side of the magneto housing.

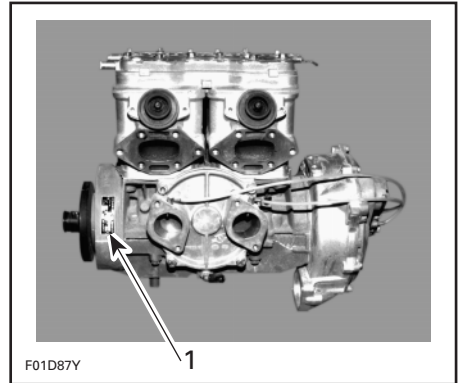


TYPICAL

1. Engine Identification Number (E.I.N.)

787 Engine

The Engine Identification Number (E.I.N.) is located on the crankcase on PTO side.

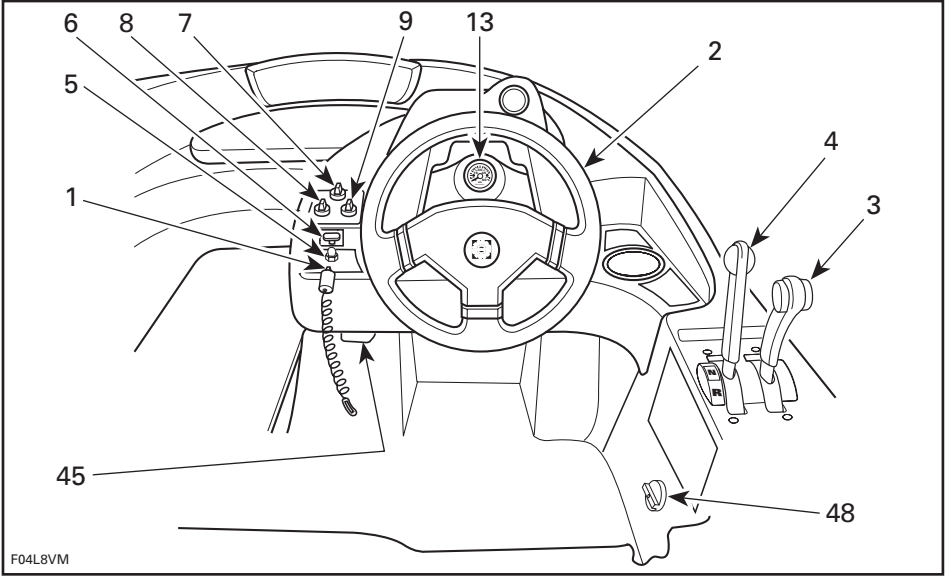


1. Engine identification number

CONTROLS AND COMPONENTS LOCATION

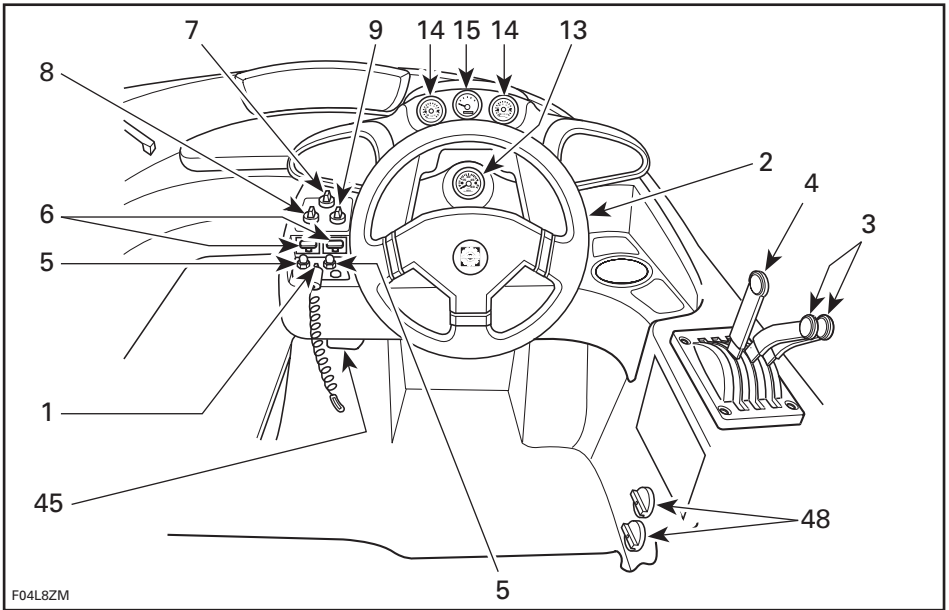
Cockpit

Sportster Model



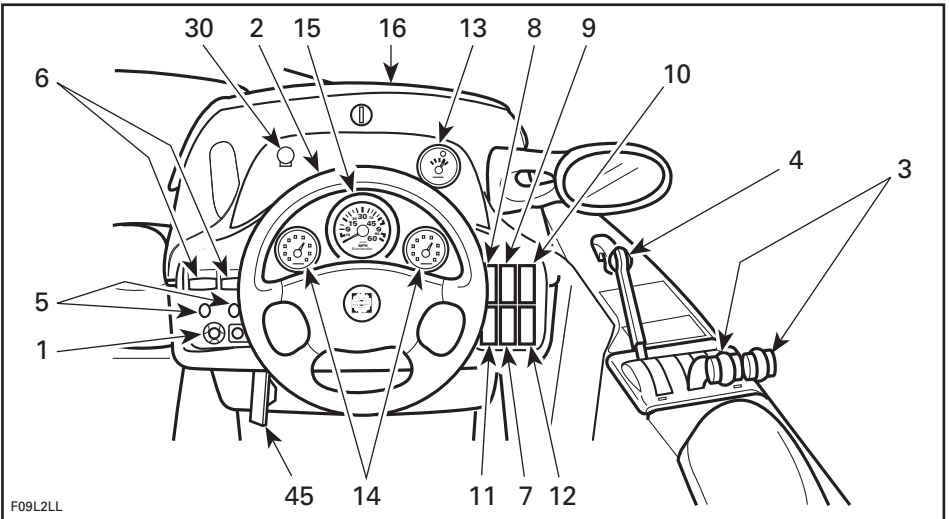
COCKPIT VIEW

Challenger Model



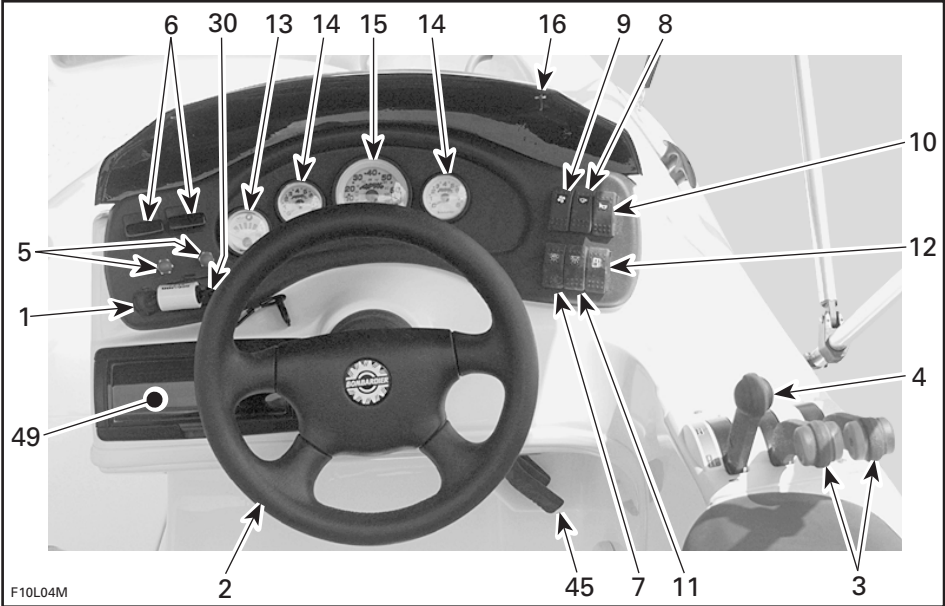
COCKPIT VIEW

Speedster and Speedster SK Models



TYPICAL — COCKPIT VIEW

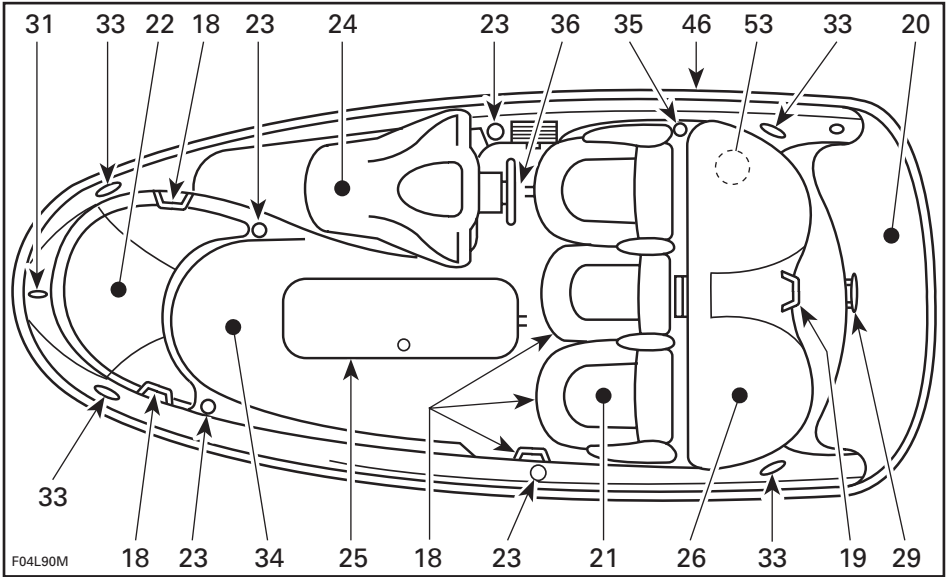
Sportster 1800 and Challenger 1800 Models



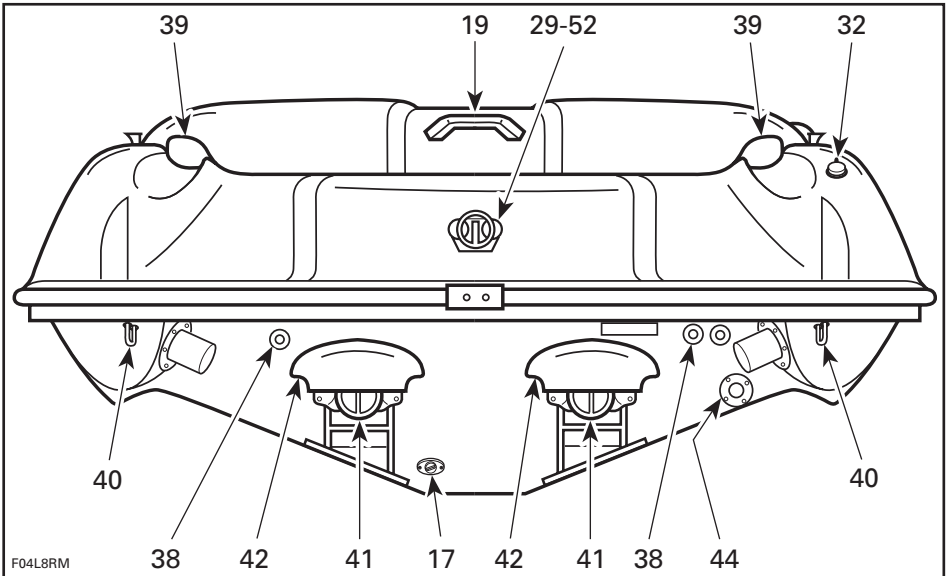
TYPICAL — COCKPIT VIEW

Overview

Sportster and Challenger Models

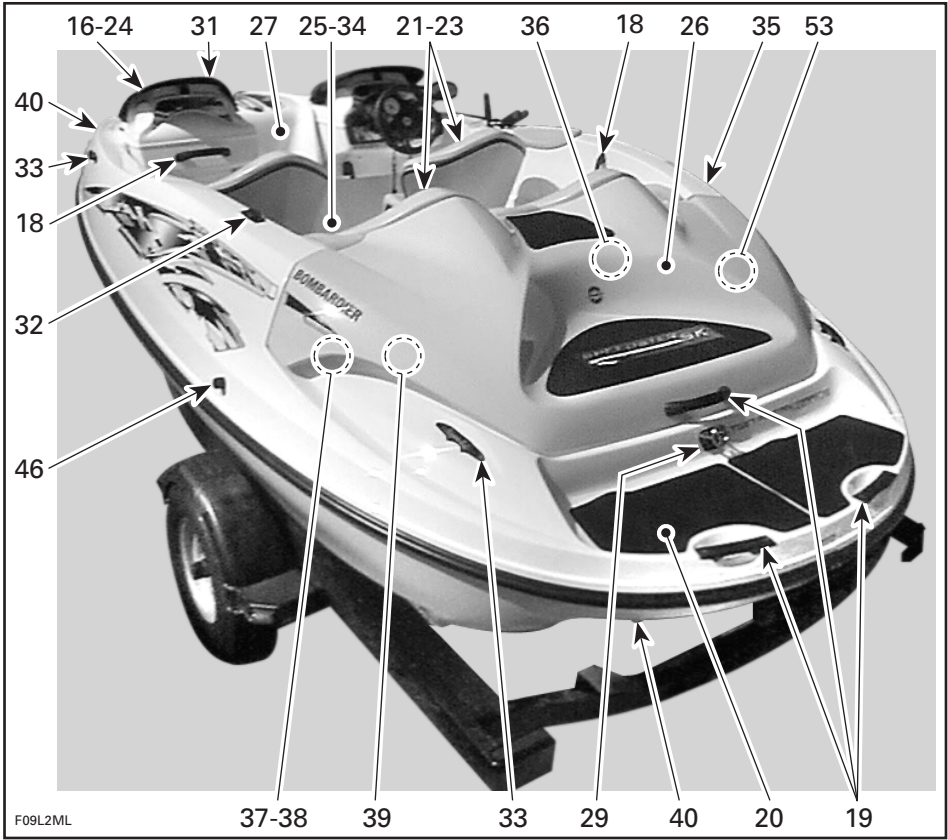


TYPICAL — SPORTSTER TOP VIEW



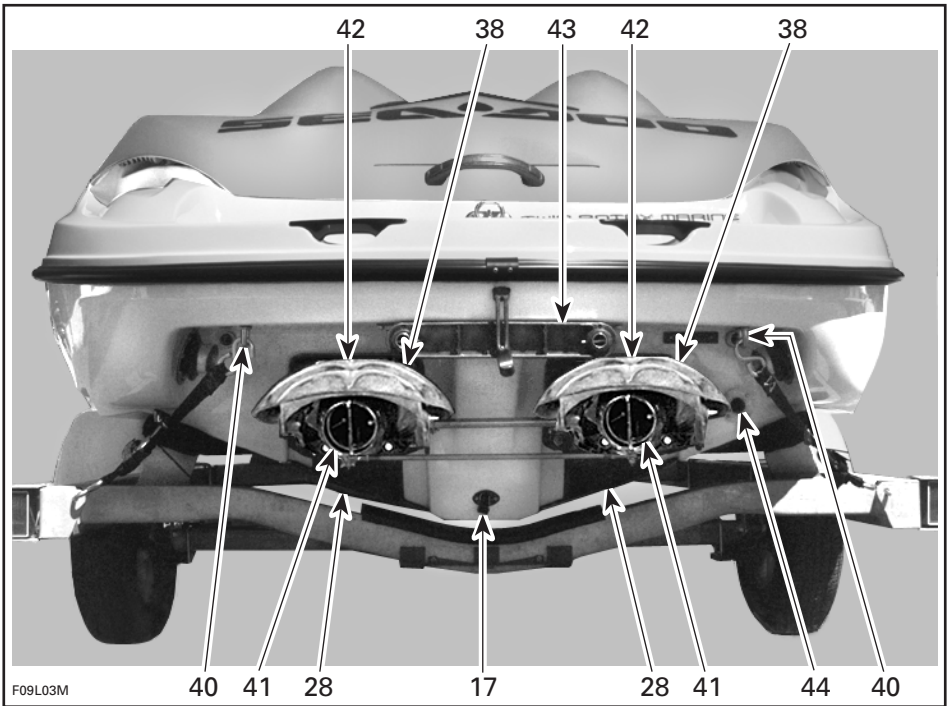
TYPICAL — CHALLENGER REAR VIEW

Speedster and Speedster SK Models



F09L2ML

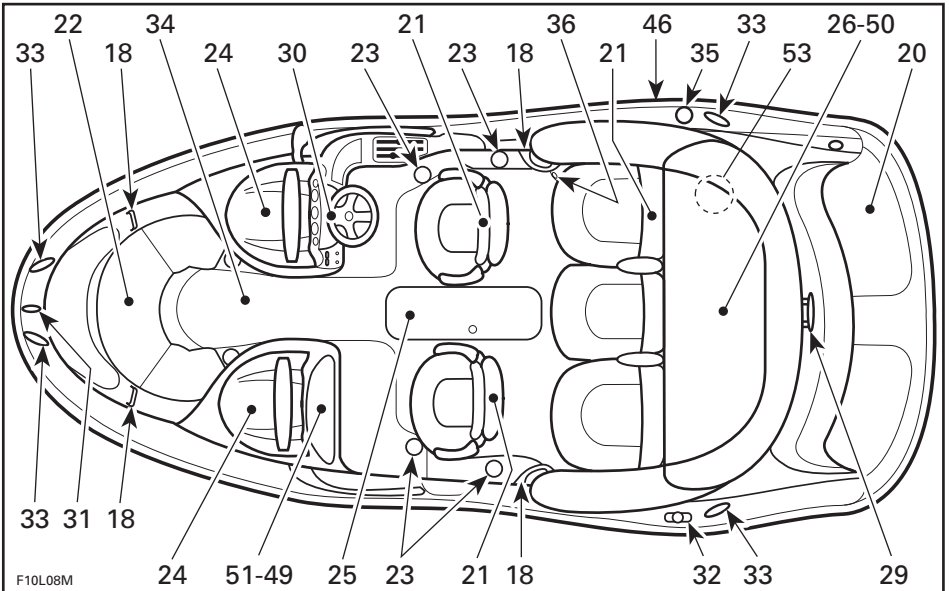
TYPICAL — SPEEDSTER SK TOP/SIDE VIEW



F09L03M

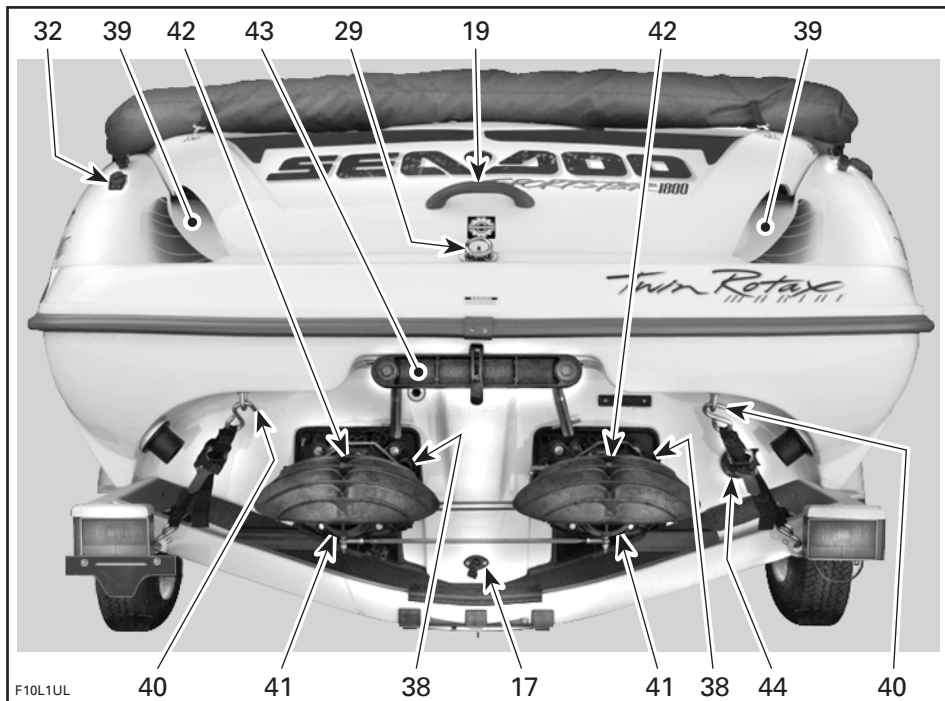
TYPICAL — SPEEDSTER REAR VIEW

Sportster 1800 and Challenger 1800 Models



F10L08M

TYPICAL — CHALLENGER 1800 TOP VIEW



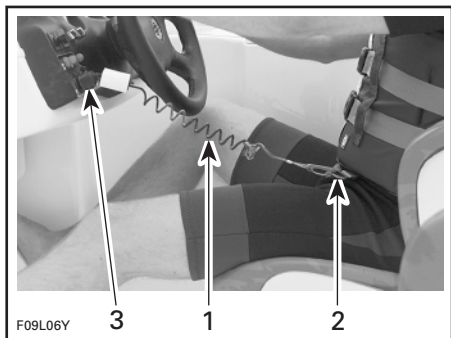
TYPICAL — SPORTSTER 1800 REAR VIEW

- | | |
|---|--|
| 1. Safety Lanyard Post | 17. Bilge Drain Plug(s) |
| 2. Steering Wheel | 18. Grab Handles |
| 3. Throttle Lever(s) | 19. Rear Grab Handles |
| 4. Shift Lever | 20. Swim Platform |
| 5. Start/Stop Button(s) | 21. Seats |
| 6. Choke Lever(s) | 22. Bow Seat (if so equipped) |
| 7. Navigation Light Switch | 23. Cup Holders |
| 8. Bilge Pump Switch | 24. Right/Left Front Storage Compartment |
| 9. Bilge Air Blower Switch | 25. Deck Storage Compartment |
| 10. Horn Switch (if so equipped) | 26. Rear Storage Compartment |
| 11. Deck Light Switch (if so equipped) | 27. Bow Cover (if so equipped) |
| 12. Low-Fuel Warning System Switch (if so equipped) | 28. Jet Pump Water Intake(s) |
| 13. Fuel Gauge/Low Injection Oil Level Pilot Lamp | 29. Tow Hook |
| 14. Tachometers (if so equipped) | 30. 12-Volts Accessory Jack (if so equipped) |
| 15. Speedometer | 31. Bow Light |
| 16. Wind Deflector (if so equipped) | 32. Removable Stern Light |

- 33. Mooring Cleats
- 34. Deck
- 35. Fuel Tank Cap
- 36. Deck Drain Hole
- 37. Oil Injection Tank Cap
- 38. Flushing Connectors
- 39. Ventilation Ducts
- 40. Bow/Stern Eyelets
- 41. Jet Pump Nozzle(s)
- 42. Reverse Gate(s)
- 43. Retractable Ladder (if so equipped)
- 44. Scupper Valve
- 45. Weedless System Lever
- 46. Fuel Tank Vent
- 47. Ski Post
- 48. Fuel Tank Valve(s)
- 49. Radio (if so equipped)
- 50. Sun Deck (if so equipped)
- 51. Glove Box (if so equipped)
- 52. Cooling System Bleed Outlet(s)
- 53. Main Battery Cut-Off Switch

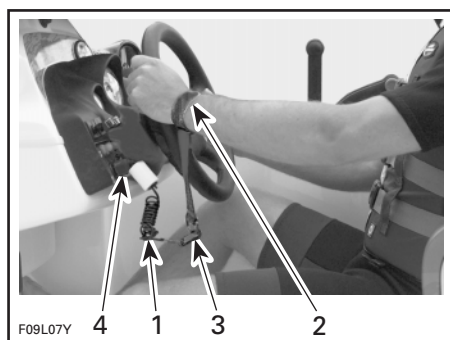
1) Safety Lanyard Post

The safety lanyard must be installed on the boat's DESS post to allow engine starting. Pull it to stop the engines. Always attach the safety lanyard to the operator's Personal Flotation Device and snap the cap to the DESS post.



TYPICAL

1. Safety lanyard
2. Secure to PFD
3. Snap to DESS post



TYPICAL


1. Safety lanyard
2. Wrist band
3. Secure safety lanyard to wrist band
4. Snap to DESS post

◆ WARNING

Should lanyard cap become loose or fail to remain on its post, replace immediately.


IMPORTANT: Do not lubricate the safety lanyard post.

After stopping the engine(s) with the start/stop button(s) while the safety lanyard remains on the DESS post, engine(s) can be restarted as usual within approximately 10 minutes by pressing again the start/stop button(s). After this delay, it is necessary to apply a slight pressure of the safety lanyard on the DESS post. Two short beeps should be heard which indicate the system is ready again to allow engine(s) starting.

 WARNING
<p>With jet propulsion systems, no directional control is available when engine(s) is (are) stopped.</p>

Monitoring System

To assist you when using the boat, a system monitors some components of the boat and sends audible signals through a beeper to inform you of a particular condition. The following chart gives the coded signals related to the safety lanyard only. For other possible codes, refer to the TROUBLESHOOTING section.

 WARNING
<p>While the boat engine(s) can be stopped using the start/stop button(s), good driving habits recommend that the safety lanyard also be disconnected when stopping.</p>

NUMBER OF BEEPS	POSSIBLE CAUSE	REMEDY
<p>2 shorts (while installing safety lanyard on DESS post).</p>	<ul style="list-style-type: none"> • Everything is correct with the safety lanyard (good contact and the right lanyard cap). 	<ul style="list-style-type: none"> • Engine(s) can be started normally.
<p>1 long (while installing safety lanyard on DESS post or when pressing start/stop button(s) in some cases).</p>	<ul style="list-style-type: none"> • Bad connection between safety lanyard cap and DESS post. • Wrong safety lanyard. • Dried salt water or oil in safety lanyard cap. • Improper operation of MPEM or defective wiring harness. 	<ul style="list-style-type: none"> • Remove and reinstall the safety lanyard on the DESS post. Two short beeps should be heard which indicate the system is ready again to allow engine(s) starting. • Use the safety lanyard that has been programmed for the boat. If it does not work, refer to an authorized dealer. • Clean safety lanyard cap with dishwashing liquid. • Refer to an authorized dealer.

Digitally Encoded Security System (DESS)

This system allows an anti-start protection against unauthorized use of the boat. The safety lanyard cap specifically contains an electronic circuit that gives it a unique electronic serial number.

When you buy a new boat, only one safety lanyard allows starting the engine(s) on your boat. At this point, this safety lanyard can not be used on another boat and conversely, the one from another boat can not be used on your boat unless otherwise programmed as explained below.

However, the DESS brings a great flexibility. You can buy additional safety lanyard(s) and have it (them) programmed to a boat so that more than one safety lanyard can be usable on a particular boat. To have additional safety lanyard(s) programmed to your convenience, refer to an authorized dealer.

2) Steering Wheel

The steering wheel controls the direction of the jet boat. Turning the steering wheel clockwise steers the jet boat to the right and turning it counter-clockwise steers to the left.

◆ WARNING

Check steering and movement of steering nozzle(s) operation before starting.

Low-Speed Steering Control System

Whenever the throttle lever(s) is (are) in **idle position** and the steering wheel is approaching the end of its rotation, the engine speed will be slightly accelerated to increase the jet pump thrust and thus improving the steering control for low speed operation and when approaching/leaving a dock. Refer to OPERATING INSTRUCTIONS for more details.

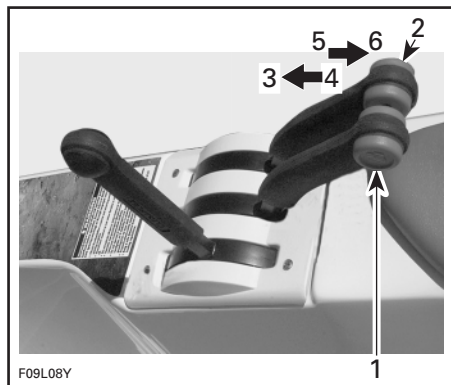
3) Throttle Lever(s)

Control the speed of the engine(s) and therefore, the speed of the jet boat. When pushed forward, the jet boat accelerates. When fully pulled back, engine(s) return to idle speed and the jet boat is gradually stopped by water drag.

NOTE: Do not activate throttle lever(s) unnecessarily. Carburetors are equipped with fuel accelerator pumps. These pumps deliver fuel to the engines each time throttle levers are moved forward.

◆ WARNING

Check throttle lever(s) operation before starting the engine(s).



TYPICAL — THROTTLE LEVERS ON TWIN ENGINE

1. Port engine
2. Starboard engine
3. Full throttle
4. Increase speed
5. Decrease speed
6. Idle speed

Twin Engine Only

The port throttle lever controls the RPM of the port engine and the starboard lever controls the starboard engine. Although each engine RPM can be controlled individually, we recommend to move both levers simultaneously.

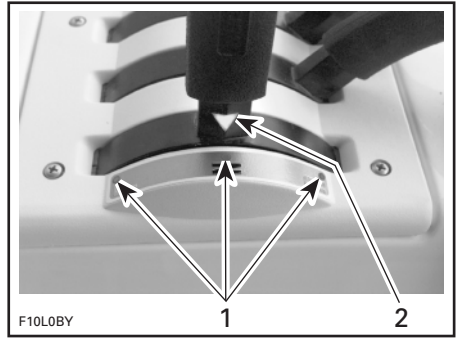
4) Shift Lever

A 3-position lever:

- forward
- neutral
- reverse

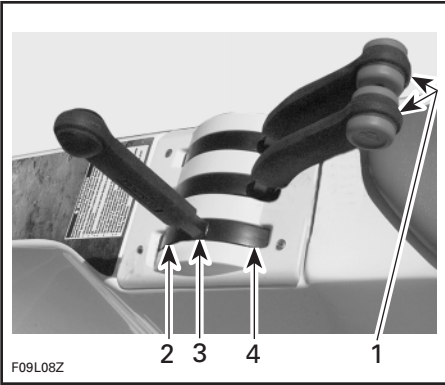
In order to shift, throttle lever(s) must be fully pulled back to idle speed. Shifter must be in neutral position to allow engine(s) starting.

NOTE: 4 short beeps will signal that shifter is not in neutral (with the safety lanyard on the DESS post while pressing one of the start/stop button). Thereafter, 1 short beep will confirm the neutral position (while shifting).



TYPICAL

1. Dots besides shifting position
2. Arrow on shifter



TYPICAL — SHIFT LEVER

1. Throttle lever(s) must be fully pulled back (idle speed) to shift
2. Forward
3. Neutral
4. Reverse

▼ CAUTION

Do not force lever, ensure throttle lever(s) is (are) in idle position.

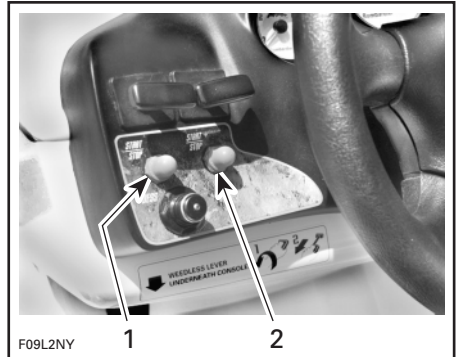
NOTE: To ease shifter use, line up the shifter arrow with the appropriate dot (Forward/Neutral/Reverse).

◆ WARNING

Only use reverse at slow speed and for the shortest time possible. Always ensure the path behind is clear of obstacles, swimmers and children playing in shallow water. If stopping the engine(s) is required, pull safety lanyard from the DESS post.

5) Start/Stop Button(s)

Dual function push switch(es). Used to start as well as to stop engine(s).



TYPICAL — START/STOP BUTTONS

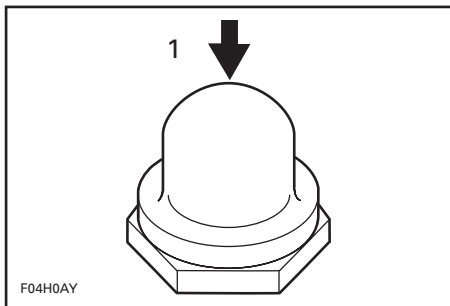
1. For port engine
2. For starboard engine

Starting

NOTE: Shifter must be in neutral position and the safety lanyard must be on the DESS post to allow engine(s) starting.

To start engine(s), press and hold the button(s). Release immediately after engine(s) is(are) started. Proceed the same way for the other engine (if applicable).

NOTE: Only one engine at a time can be started.



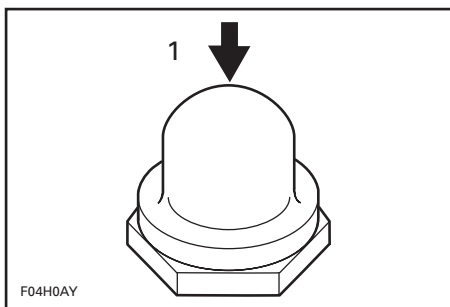
1. Start when engine is **NOT** running

Stopping

◆ WARNING

While engine(s) can be stopped by pressing the stop button(s), we strongly recommend the engine(s) be stopped by removing the safety lanyard. This will instill good habits.

Pressing button(s) when engine(s) is (are) running will stop the engine(s).



1. **STOP** when engine **IS** running

NOTE: For complete step by step engine starting procedure, see **Starting the Engine(s)** in operating instructions section.

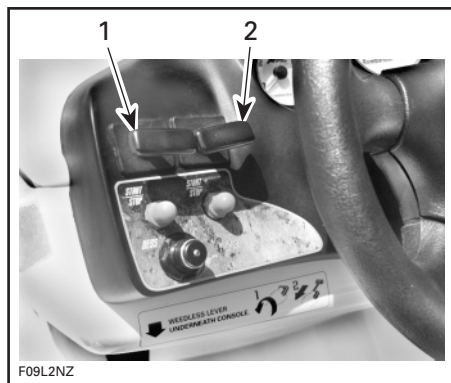
◆ WARNING

Directional control is not available when engine(s) is (are) stopped.

6) Choke Lever(s)

The choke is provided to supply a richer fuel/air mixture when starting a cold engine. When the lever is completely pulled, the choke is fully applied. The use of the choke is not required with a warm engine.

Choke lever(s) must be pulled and held to operate. Lever(s) will automatically return to their normal position when released.



TYPICAL — CHOKE LEVERS

1. For port engine
2. For starboard engine

7) Navigation Light Switch

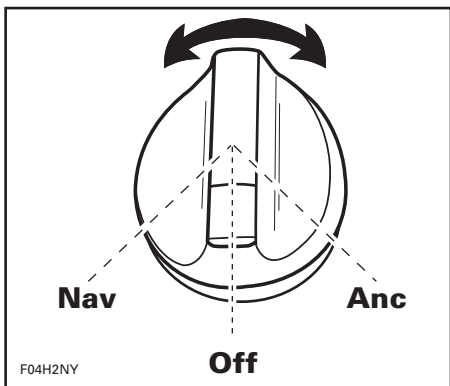
Challenger and Sportster

A 3-position NAV/OFF/ANC rotary switch.

ANC: Turns on the anchorage light when the boat is anchored. Only the stern light is lit.

OFF: Turns off all lights.

NAV: Turns on both bow and stern lights and illuminates the gauge(s).



All Models Except Challenger and Sportster



A 3-position NAV/OFF/ANC push type switch.

Press switch to first position to turn on the stern light (anchorage position).

Press switch to second position to turn on the bow and stern lights.

Press to OFF position to turn off navigation lights.

NOTE: Switches and gauges are lit when navigation lights are turn on.

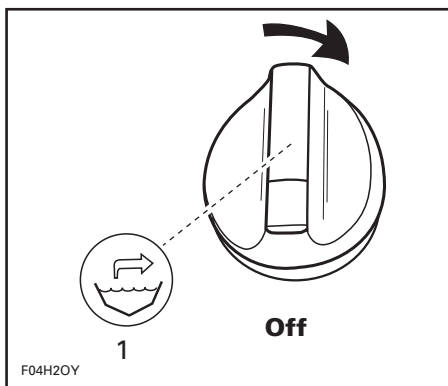
All Models

Navigation lights should always be used between sunset and sunrise. Ensure the stern light is installed. See **Removable Stern Light** in this section for location and installation.

NOTE: The navigation lights may be operated without the safety lanyard on DESS post.

8) Bilge Pump Switch

Challenger and Sportster



1. Bilge

A 2-position OFF/bilge rotary switch.

Turn to bilge position when a manual operation is required (after cleaning, storage, etc.).

Turn it to OFF when finished.

All Models Except Challenger and Sportster



A 2-position push type switch.

Press switch to ON position when a manual operation is required (after cleaning, storage, etc.).

Press to OFF position when finished.

All Models

▼ CAUTION

Do not operate for prolonged time if the bilge is dry.

NOTE: The bilge pump may be operated without the safety lanyard on DESS post.

Using the bilge pump for a prolonged time when the engine(s) is (are) not running will discharge the battery.

▼ CAUTION

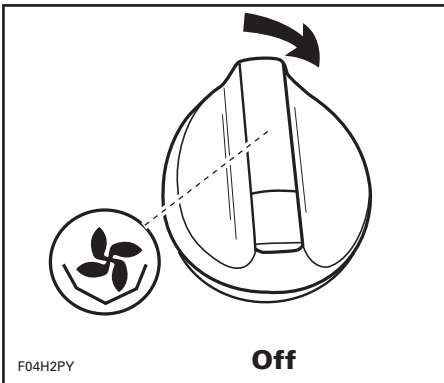
Ensure to always turn OFF pump after starting engine(s) and before operating the engine(s) above idle.

Automatic Bilge Pump

An automatic bilge pump will evacuate water from the bilge. A water sensor detects the water which activates the pump. After the water is pumped out, the pump shuts-off automatically. This automatic mode is working at all times: with/without safety lanyard on DESS post and with/without engine(s) running.

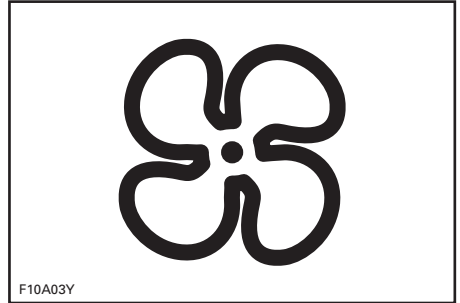
9) Bilge Air Blower Switch

Challenger and Sportster



A 2-position OFF/blower rotary switch. When turned on, the blower ventilates the engine compartment.

All Models Except Challenger and Sportster



A 2-position push type switch. When ON, it ventilates the engine compartment.

Press switch to ON position to turn on the blower.

Press the switch to OFF to turn off the bilge blower.

All Models

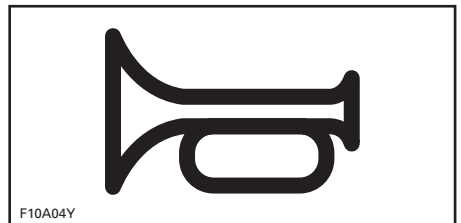
◆ WARNING

Always use blower for a minimum of 5 minutes prior to engine starting then, turn it OFF before operating the jet boat.

Using the bilge blower for a prolonged time when the engine(s) is (are) not running will discharge the battery.

10) Horn Switch

All Models Except Challenger and Sportster



A 2-position push type switch.
Press and hold the switch to activate horn.
Release the switch to stop horn.

11) Deck Light Switch

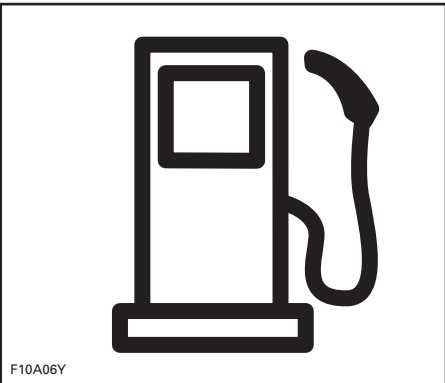
All Models Except Challenger and Sportster



A 2-position push type switch.
Press switch to ON position to turn on the deck lights.
Press switch to OFF position to turn off the deck lights.
Using the deck lights for a prolonged time when the engines are not running will discharge the battery.

12) Low-Fuel Warning System Switch

All Models Except Challenger and Sportster



A 2-position push type switch.

When the fuel tank level is low, a beeper will sound and the pilot lamp on the switch will flash to advise the operator.

Press the switch to stop the beeper and turn off the pilot lamp.

From that point, approximately 10% of the fuel tank capacity is left.

◆ WARNING

Always refill the fuel tank when low-fuel light comes on or before.

13) Fuel Gauge/Low Injection Oil Level Pilot Lamp

Fuel Gauge

Located in dashboard, the analog gauge continuously indicates the amount of fuel in fuel tank when engine(s) is (are) running.

The gauge is illuminated whenever the navigation lights are used.

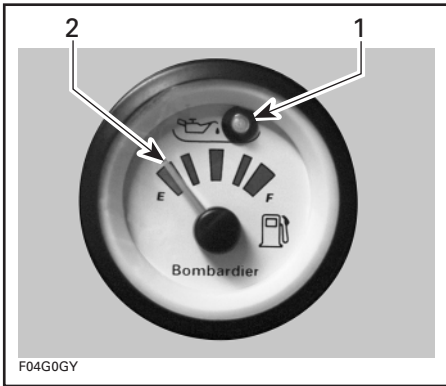
NOTE: The fuel level can also be verified without having engine(s) running. With the safety lanyard removed from the DESS post, push a start/stop button; the gauge will be activated for approximately 30 seconds.

Low Injection Oil Level Pilot Lamp

The pilot lamp turns on when the injection oil level is low in oil reservoir or if a wire/connector of this electrical circuit is not properly connected. Fill reservoir as soon as possible or contact an authorized dealer if light remains on.

▼ CAUTION

Never run engine(s) out of oil. Serious engine damage will occur.



TYPICAL

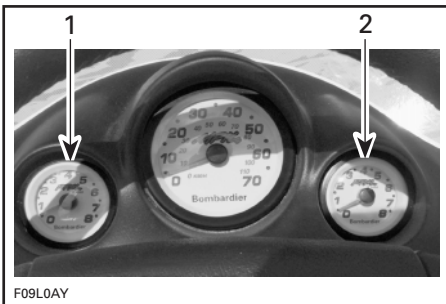
1. Low injection oil level pilot lamp
2. Fuel level

14) Tachometers

All Models Except Sportster

Analog tachometers indicate the revolutions per minute (RPM) of the engines. Multiply reading by 1000 to obtain actual RPM.

The gauges are illuminated whenever the navigation lights are used.



TYPICAL — SPEEDSTER SHOWN

1. Port engine tachometer
2. Starboard engine tachometer

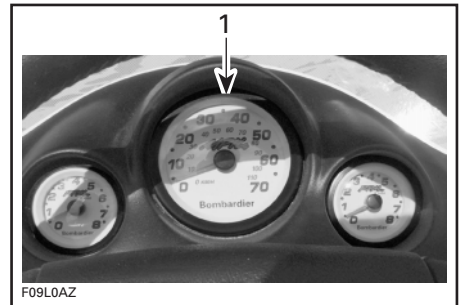
15) Speedometer

All Models Except Sportster

The analog speedometer indicates the speed of the jet boat in miles per hour (MPH) and kilometers per hour (km/h).

The gauge is illuminated whenever the navigation lights are used.

A speed sensor mounted on the left ride shoe sends the signal to the speedometer.



TYPICAL — SPEEDSTER SHOWN

1. Speedometer

16) Wind Deflector (if so equipped)

For your convenience, a movable deflector may be used to divert the air flow. Pull latch then lift the deflector until locked by the retaining device. When finished, lower deflector then push down to relatch.



TYPICAL



TYPICAL

17) Bilge Drain Plug

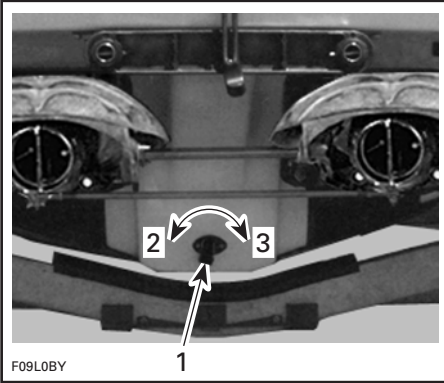
Should water be left in the bilge, it can be easily drained by unscrewing the plug while on the trailer.

▼ CAUTION

Remove jet boat from water prior unscrewing the drain plug.

Tilt the jet boat slightly to the rear so that the water can completely flow out of the bilge.

It is suggested to drain bilge when trailer is on a ramp.



TYPICAL

1. Drain plug
2. Loosen
3. Tighten

◆ WARNING

Always make sure bilge drain plug is properly tightened prior to launching boat.

18) Grab Handles

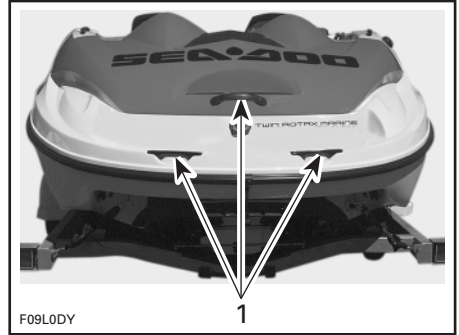
Provide a handhold for the passengers.

▼ CAUTION

Never use the grab handles to pull anything or to lift the jet boat.

Refer to components location illustrations at the beginning of this section for grab handles location.

19) Rear Grab Handles



TYPICAL — SPEEDSTER SHOWN

1. Grab handles

Provide a handhold for boarding when needed.

▼ CAUTION

Never use the grab handle to tow anything or to lift the jet boat.

20) Swim Platform

Provides a large anti-skid surface for easy boarding from rear of jet boat.

◆ WARNING

Engine(s) must be off when using platform. Keep away from jet(s) or intake grate(s).

21) Seats

Each passenger should be seated while underway.

◆ WARNING

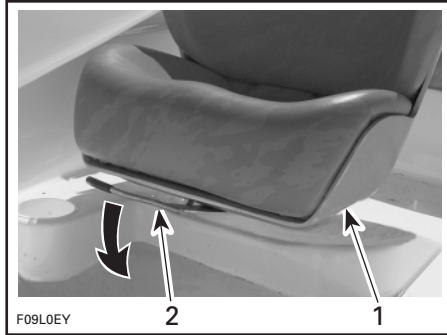
Allow no one to sit on edge of boat or stand up while in operation.

Speedster, Speedster SK and Challenger 1800 Models

For your convenience, front seats are provided with grab handles molded in the seat base.

Both front seats are swivels.

To unlock swivel, pull lever toward front in a rotating movement. Turn seat at the desired position. The seat can be locked in steps of 45°. To lock swivel, release lever.



TYPICAL — SPEEDSTER AND SPEEDSTER SK SHOWN

1. Grab handles molded in seat base
2. Swivel control lever

With this feature, the front passenger seat can be rotated backward to be used as a spotter seat.

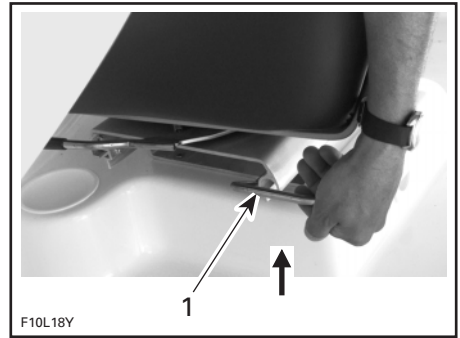
◆ WARNING

Always ensure swivel is locked before riding. Seat must also face steering wheel.

Challenger 1800 Only

Both front seats are adjustable fore and aft.

For the fore and aft adjustment, lift lever to unlock seat. Move seat at the desired position. Release lever after adjustment is completed.



1. Fore and aft control lever

NOTE: It is necessary to move the seat completely forward to allow a rotation of 180° (half a turn).

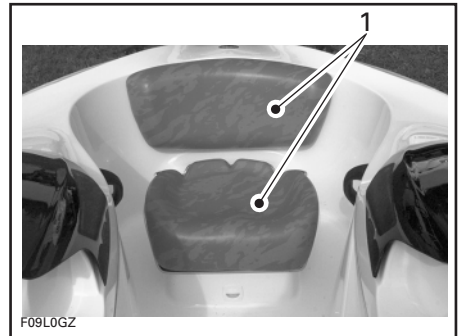
22) Bow Seat (if so equipped)

Located at front of boat, it is provided as a sun seat.

◆ WARNING

No passenger should use this seat except at low speed in calm water or when the jet boat is stopped.

Use grab handles as necessary.



TYPICAL — SPEEDSTER SHOWN

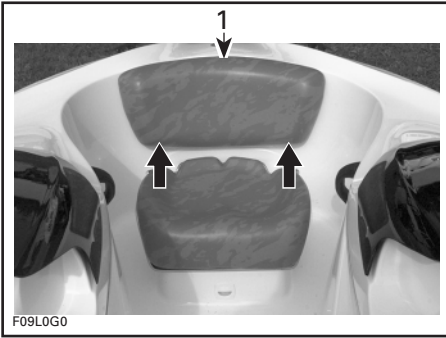
1. Bow seat

Storage Compartments

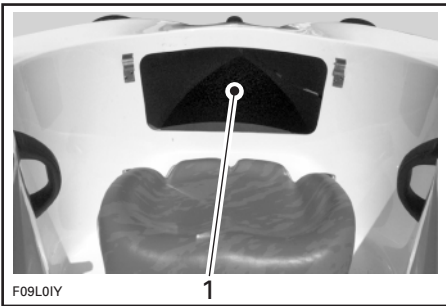
Speedster Only

Bow Seat

Lift backrest of bow seat to expose storage compartment.



1. Lift backrest



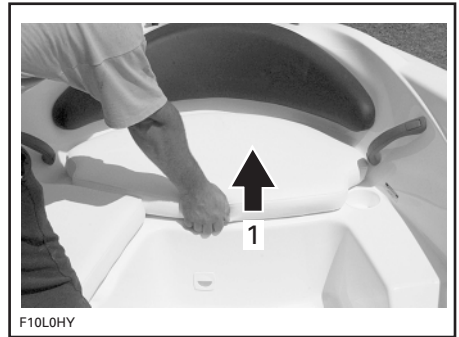
1. Storage compartment behind backrest

When reinstalling backrest, firmly slide its slots over the retaining brackets. Ensure backrest is properly locked.

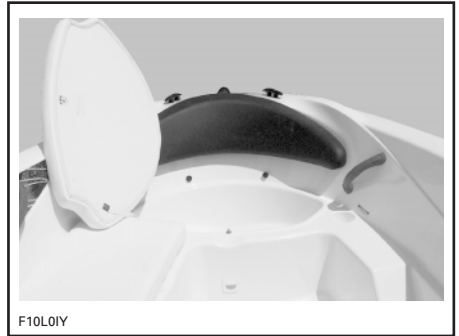
Sportster 1800 Only

Bow Seat

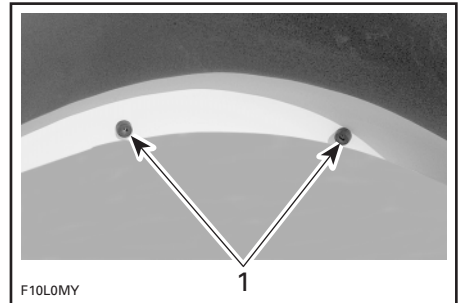
Lift bow seat to expose storage compartment. Pay attention to the retaining strap when laying down seat.



1. Lift seat



When reinstalling seat, slide it so that its base goes under the two stoppers then push down seat to properly latch.



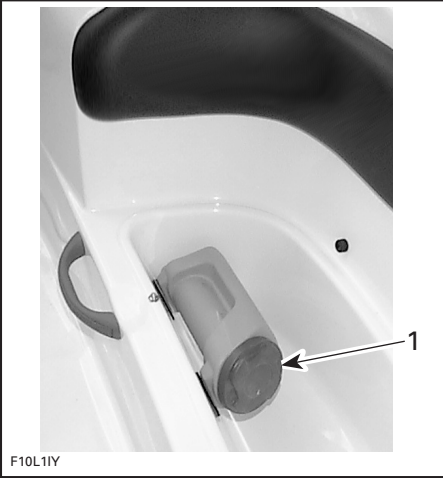
1. Slide seat under stoppers

Side Seat

Lift side seat to expose storage compartment. Pay attention to the retaining strap when laying down seat.



A holder is provided to store an approved fire extinguisher.



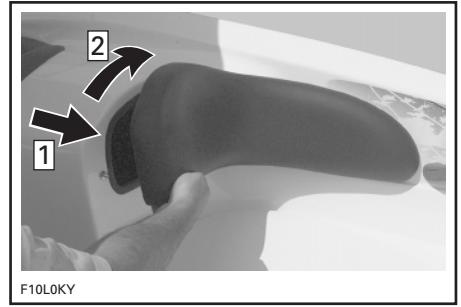
1. Extinguisher holder

The fire extinguisher (sold separately) should not be loose in the storage compartment.

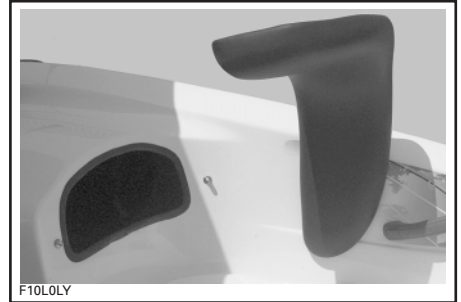
When finished, reinstall seat as described for bow seat above.

Side Seat Backrest

Pull backrest a small amount to unlatch then gently rotate clockwise.

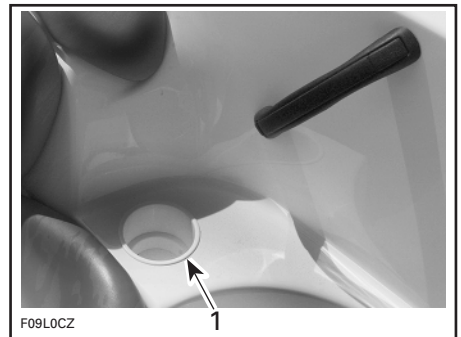


Step 1: Pull a small amount to unlatch
Step 2: Gently rotate clockwise



When finished, rotate backrest to cover storage compartment opening then push backrest to properly latch.

23) Cup Holders



1. Cup holder

Convenient locations for non-alcoholic beverages.

◆ WARNING

Do not drink alcoholic beverages while aboard. Do not keep bottles, cans etc. in cup holders while riding at speed and/or on rough water.

24) Right/Left Front Storage Compartment

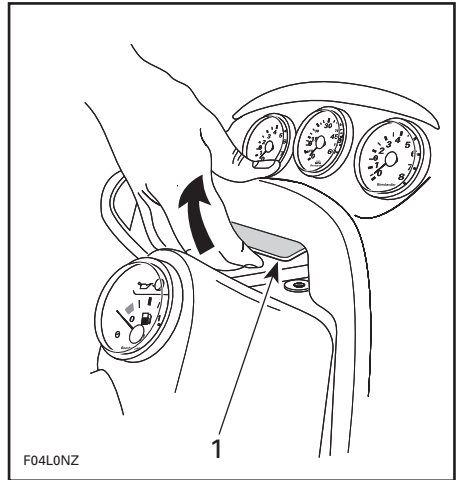
A convenient watertight, lockable storage compartment with a removable basket to carry personal articles. The basket is the ideal location for spare spark plugs, first aid kit, etc.

◆ WARNING

Never leave any heavy or loose breakable objects in the storage basket. Ensure no object can reach and touch the helm lever, any other moving part or the electrical system.

Challenger and Sportster Models

Pull the latch lever upward to unlock storage compartment cover. Lift cover until stopped by the retaining device. The cover will hold in this position on calm water.

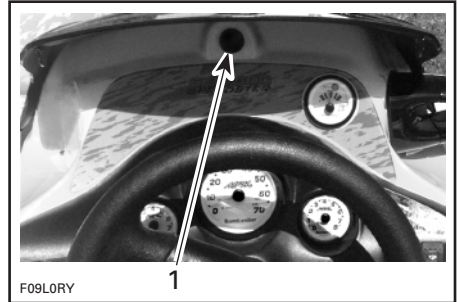


TYPICAL

1. Pull latch lever upward

All Models Except Challenger and Sportster

To access the compartment, open the cover using the provided key to unlock the release button.



1. Release button

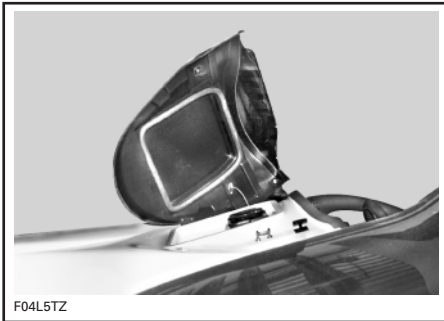
Press the release button to open cover.



F09L0KY

SPEEDSTER AND SPEEDSTER SK

1. Storage cover open



F04L5TZ

SPORTSTER 1800 AND CHALLENGER 1800

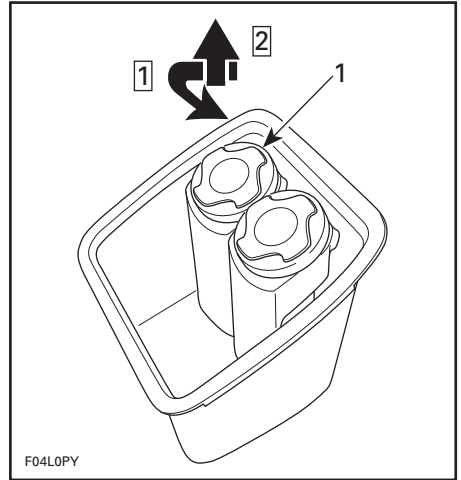
All Models Except Sportster 1800

The right side basket is provided with a holder to store an approved fire extinguisher.

The fire extinguisher (sold separately) should not be loose in the storage compartment.

A second holder contains the *Operator's Guide* and can be used to carry personal articles.

The *Operator's Guide* should be kept in a waterproof bag and remains with the jet boat at all times.



F04L0PY

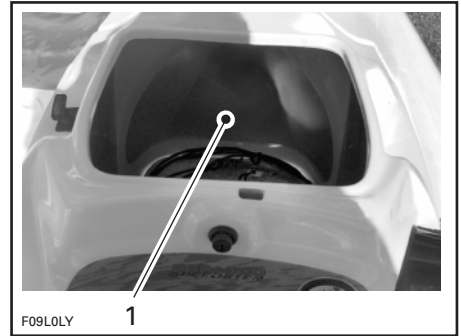
TYPICAL

Step 1: Turn covers counterclockwise to unlock

Step 2: Lift

1. Extinguisher holder

The basket can be pulled out to have access to a convenient storage area.



F09L0LY

TYPICAL — SPEEDSTER SHOWN

1. Storage area



WARNING

Ensure no object can reach and touch the helm lever, any other moving part or the electrical system.

Reinstall basket as shown.



F09LOMY

TYPICAL — BASKET INSTALLATION

1. Holders toward rear

Push down the storage compartment cover to close.

NOTE: Always relatch then lock storage compartment cover using the key.



WARNING

Never operate the boat with the storage compartment cover open.

Sportster 1800

A convenient watertight, lockable storage compartment with a removable cooler.

The cooler is the ideal location to keep a lunch or beverages.

The opening cover is the same as per the **Challenger 1800** model above.

The cooler contains the *Operator's Guide* which should be kept in a waterproof bag and remain with the jet boat at all times. It is suggested to place the guide in the storage area underneath the cooler.

Remove the cooler.

The storage area below the cooler can be used to carry large personal articles. Ideal location for sleeping bags, blanket, duffle bags, etc.

Reinstall cooler as shown.

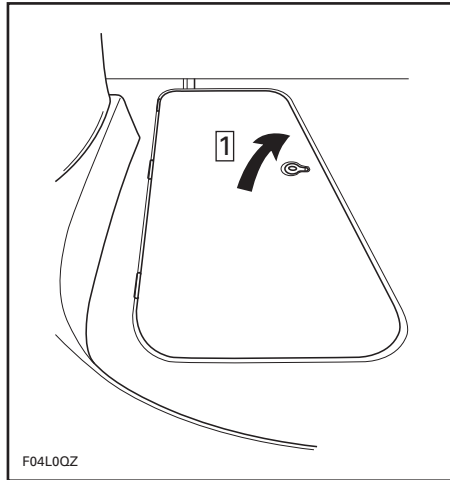


F10LOPY

TYPICAL — COOLER INSTALLATION

25) Deck Storage Compartment

The deck storage compartment is a convenient location for water-skis, paddles, anchor and rope, etc.



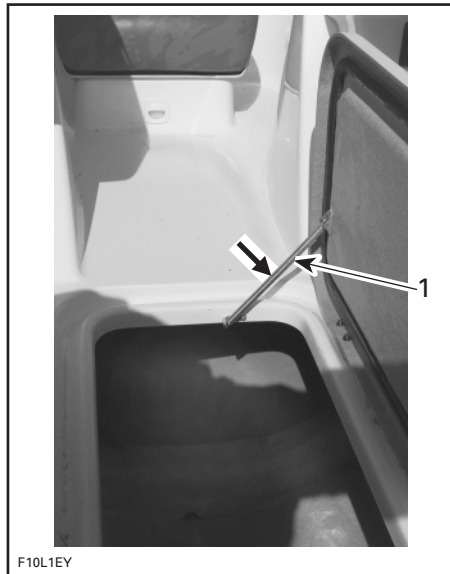
TYPICAL

Step **1**: Pull latch and lift cover

Lift the latch ring and open cover gently until stopped by retaining spring.

When completely opened, the cover remains in that position on calm water.

To close, gently push on the side of the spring to release it and lower the cover.



1. Gently push here to release the spring

WARNING

Never operate the boat with the storage compartment cover open.

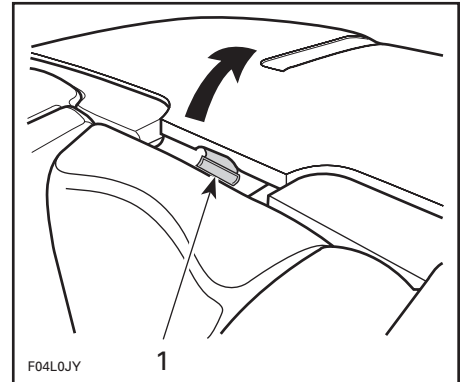
26) Rear Storage Compartment

Convenient rear storage location to be used to carry large personal articles. Ideal location for spare Personal Flotation Device (PFD), towels, lunch etc.

Challenger and Sportster Models

Pull the latch lever upward and open cover gently until stopped.

The gas assist cylinder will complete the opening and hold cover open.



1. Pull latch lever upward

Speedster Model

CAUTION

Ensure to push ski post down prior to opening the cover.

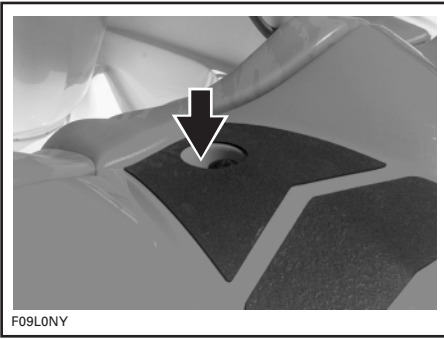
Storage Tray

All Models

▼ CAUTION

In order to avoid damage, **MAXIMUM LOAD** on storage tray must not exceed 22.5 kg (50 lbs).

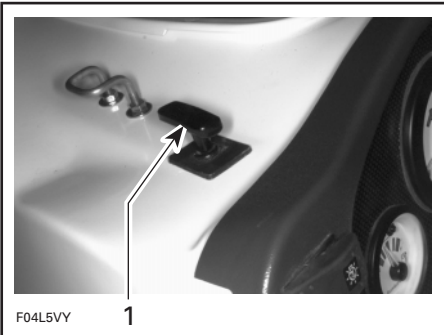
It is possible to have access in the engine compartment without completely removing the storage tray. After opening the storage cover, lift tray and snap the strap to the cover as shown.



TYPICAL — PUSH DOWN SKI POST

All Models Except Challenger and Sportster

To open rear cover, open the right front storage compartment cover and pull lever.

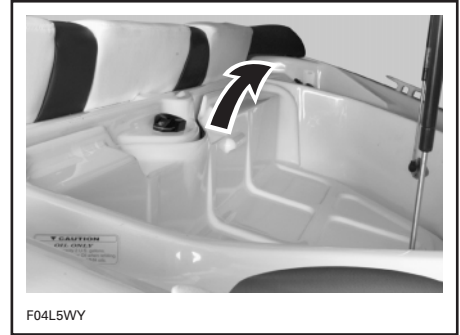


TYPICAL — CHALLENGER 1800 SHOWN

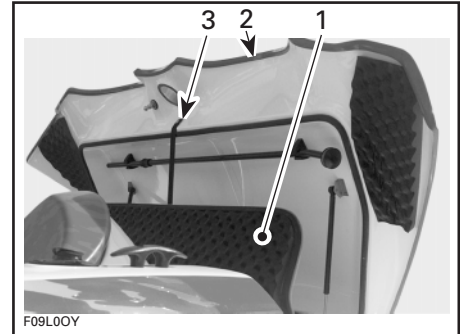
1. Lever

The gas assist cylinders will complete the opening and hold cover open.

NOTE: Access to the rear storage compartment is protected only when the right front storage compartment cover is locked.



TYPICAL — LIFT STORAGE TRAY



TYPICAL — SPEEDSTER SHOWN

1. Storage tray
2. Storage cover
3. Snap strap here

The storage tray is removable to give access to the engine compartment. Grab the handle and lift in a rearward movement until opposite holders release.

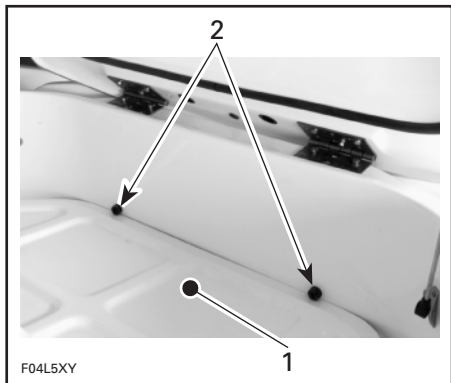
◆ WARNING

When storage tray is lifted or removed, never touch any electrical part when starting engines or while in operation.

◆ WARNING

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

When reinstalling storage tray, ensure to properly locate it just below holders, gently lower tray then push it downward to lock.



TYPICAL

1. Rear storage compartment tray
2. Tray under holders

Firmly close storage compartment cover to relatch.

◆ WARNING

Never operate the boat with the rear storage compartment cover open.

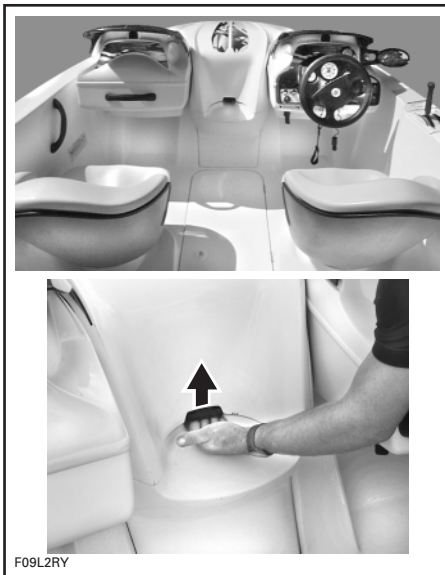
▼ CAUTION

If the rear storage compartment cover is not correctly latched, damage may occur and you might loose objects resting on tray while transporting boat.

27) Bow Cover

Speedster SK Models

To open bow cover pull lever, as shown in the next photo.



1. Pull lever to lift bow cover

Firmly close bow cover to relatch.

◆ WARNING

Never operate the boat with the bow cover open.

▼ CAUTION

If the bow cover is not correctly latched, damage may occur and you might loose objects resting on tray while transporting boat.

28) Jet Pump Water Intake(s)

The water is drawn up by the impeller(s) through this (these) opening(s). The impeller(s) and the drive shaft(s) is (are) protected by a grate. Refer to OPERATING INSTRUCTIONS section for an overview of the propulsion system.

29) Tow Hook



TYPICAL

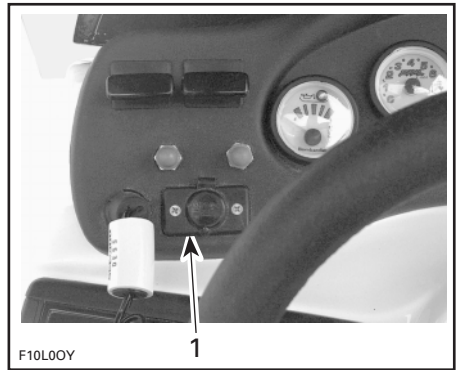
1. Tow hook

The hook is provided for your convenience.

The universal eyelet allows a rope with a hook, a closed end or an open end to be attached.

30) 12-Volts Accessory Jack (if so equipped)

Located in dashboard. A 12-volts jack to plug temporary accessories.



1. Accessory jack



Lift protection cap to expose jack.

Using the accessory jack for a prolonged time without engine(s) running may discharge the battery.

Close protection cap when jack is not in use to protect against weather inclemency.

Challenger 1800 Only

A supplemental 12-volts jack is located in glove box.

31) Bow Light

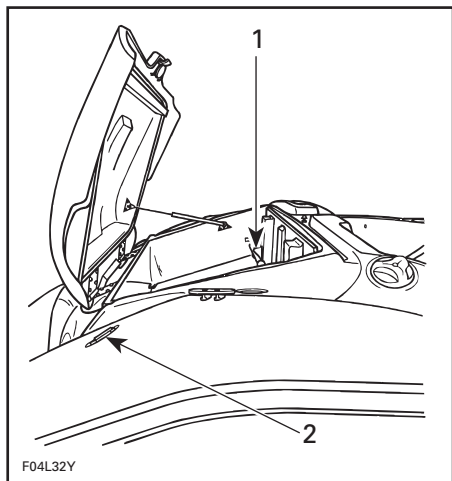
Mandatory red/green light. See Light Switch as mentioned earlier in this section.

32) Removable Stern Light

Mandatory stern white light.

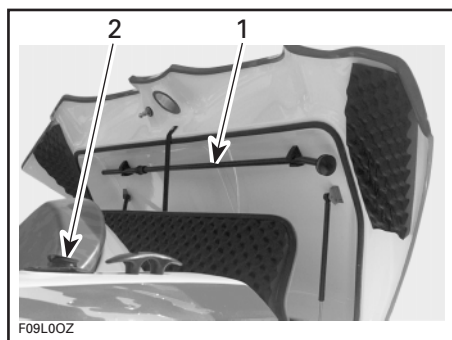
It is recommended to keep it in rear storage compartment at all times except when needed.

To remove from storage cover, pull it out. Snap in place to store again.



TYPICAL — CHALLENGER AND SPEEDSTER

1. Stern light storage location
2. Stern light operation position

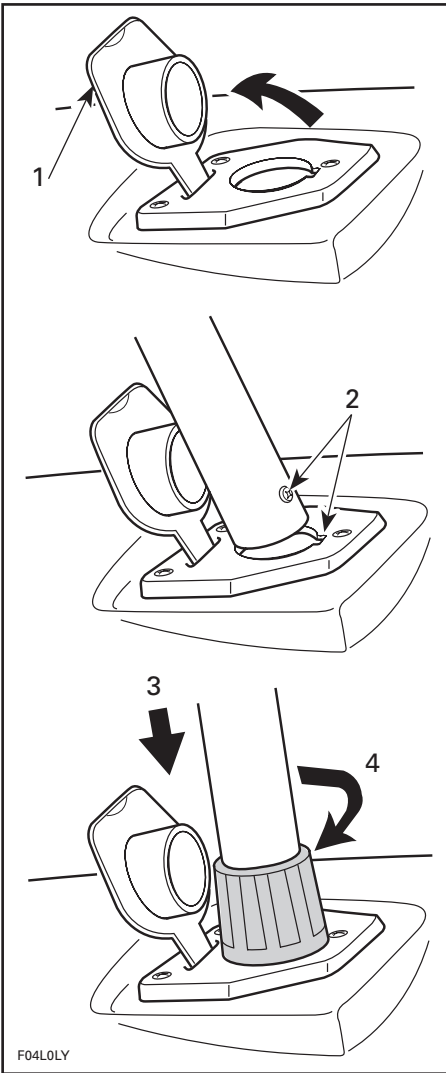


TYPICAL — SPEEDSTER SHOWN

1. Stern light storage location
2. Stern light operation position

Installation

- Lift connector cap.
- Insert post in connector hole. Ensure to align hole keyway with post screw head.
- Firmly push downward to engage terminals.
- Push lock ring downward. Turn until locked. It may be necessary to slightly turn it to allow its insertion in the hole.
- Check light operation. See **Light Switch** as mentioned earlier in this section.



F04L0LY

TYPICAL

1. Lift
2. Align screw in groove
3. Push downward
4. Turn to lock

CAUTION

Ensure dielectric grease is present in connector area of light to prevent corrosion.

33) Mooring Cleats

When mooring to a dock, it is recommended to secure with both front and rear cleats. The use of dock lines with sealed air fenders is recommended to protect your boat.

CAUTION

Never use mooring cleats to pull anything or to lift the jet boat.

34) Deck

Flat surface of boat, should be kept clean and clear.

35) Fuel Tank Cap

Unscrew the cap counterclockwise to allow fuel tank filling. Fully tighten when finished.

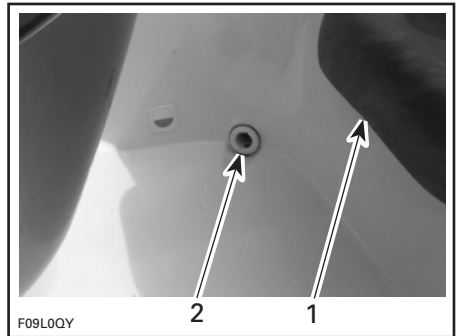
WARNING

Never use a lit match or open flame to check fuel level. Refer to FUEL AND LUBRICATION for fuel specification.

36) Deck Drain Hole

It provides drainage of water from rain, deck washing, water splashing, etc.

Keep clean to avoid clogging.



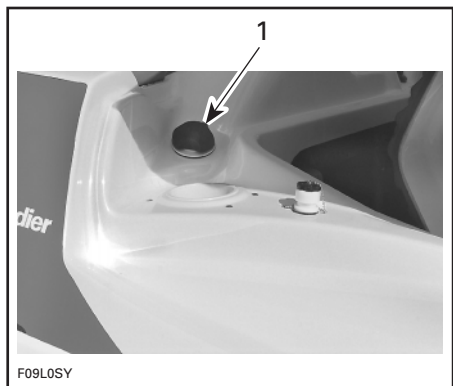
F09L0QY

TYPICAL

1. Rear seat
2. Deck drain hole

37) Oil Injection Tank Cap

The cap is located under the rear storage compartment cover on port side.



LH SIDE UNDER REAR STORAGE COMPARTMENT COVER

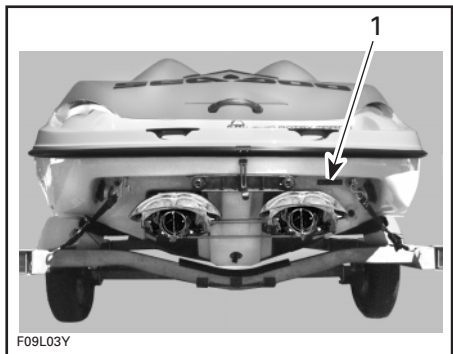
1. Oil injection tank cap

Unscrew cap by turning counterclockwise and firmly tighten by turning clockwise. Close cover. Refer to FUEL AND LUBRICATION for injection oil specification.

38) Flushing Connectors

Refer to POST-OPERATION CARE section for proper use.

NOTE: Each engine is provided with a flushing connector onto jet pump support. Port connector is for port engine and starboard connector is for starboard engine.



1. Flushing connectors onto jet pump supports

For your convenience, there are additional flushing connectors under the rear storage compartment cover. Lift cover, the flushing connectors are on each side of the storage compartment.

You may thus use the flushing connectors at the location that you find more practical.

NOTE: When using upper flushing connectors, hose pincher(s) must be installed in engine compartment. This will avoid water from going out directly by the flushing connector on the jet pump. Refer to POST-OPERATION CARE section.

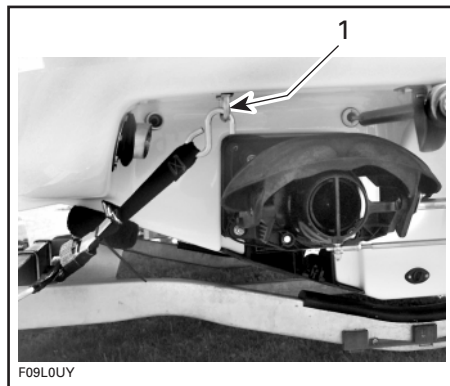
39) Ventilation Ducts

This is where air flows to supply engine and ventilate engine compartment.

 CAUTION
Never obstruct the ducts.

40) Bow/Stern Eyelets

Eyelets can be used for mooring, towing and as a tie-down point during transportation.



1. Stern eyelet

41) Jet Pump Nozzle(s)

It(they) is (are) turned from side to side via operator input from the steering wheel. This provides jet boat directional control when engine(s) is (are) running.

42) Reverse Gate(s)

Moves from upward to downward position to get Forward, Neutral, Reverse and inversely. These positions are obtained by moving shift lever.



WARNING

Do not attempt to reverse while at speed.

43) Retractable Ladder (if so equipped)

Located under swim platform.

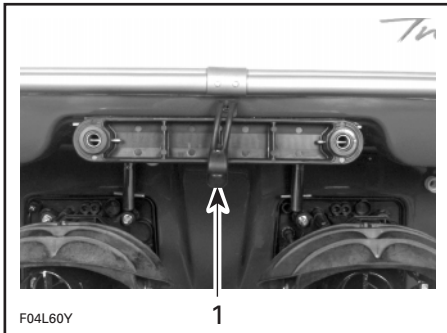
A convenient ladder to help reboarding the jet boat.



WARNING

Engine(s) must be OFF when using the ladder and should be fully retracted and locked before starting the engine(s).

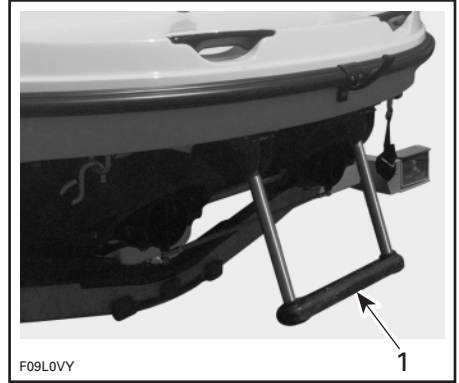
Pull latch to unlock the ladder.



TYPICAL

1. Latch

Slide ladder toward rear, then push down.



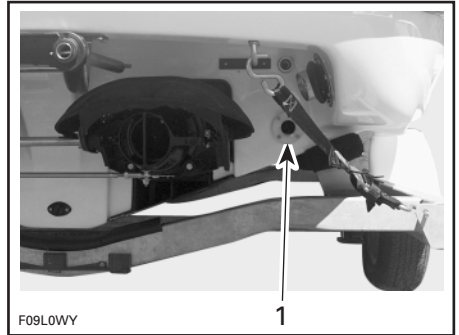
TYPICAL

1. Ladder lowered

To store ladder, lift horizontally completely then slide toward front.

44) Scupper Valve

This is where water from deck drains out. Keep clean to avoid clogging.



TYPICAL

1. Scupper valve

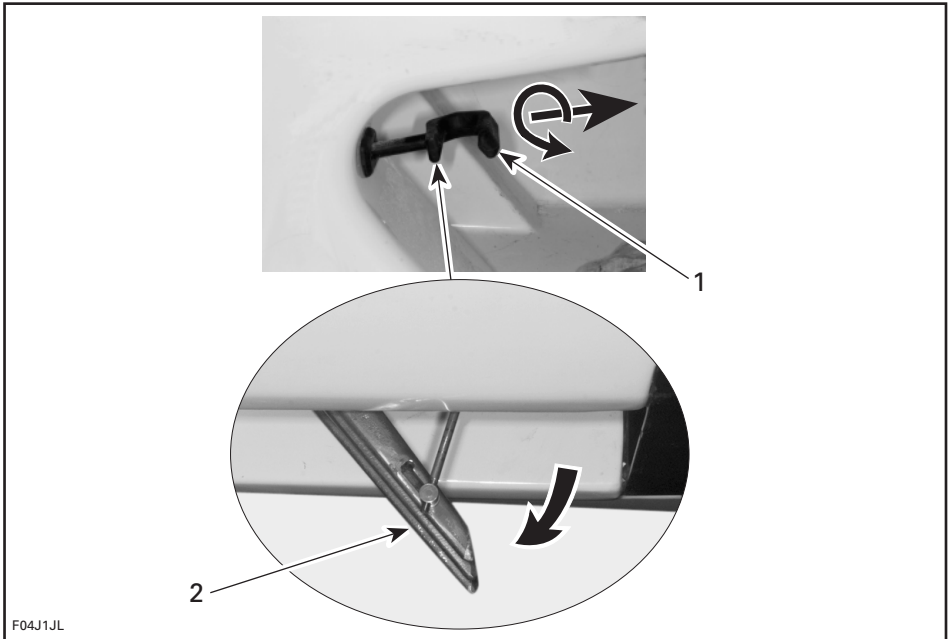
45) Weedless System Lever

See below for illustrations. Stop engine(s) prior to using the lever. Turn the lever counterclockwise and pull to lower the water intake grate(s). This should clean the water intake grate(s) from any weeds. Completely push lever when finished. Refer to SPECIAL PROCEDURE section for details.

Before launching or loading the boat from the trailer, ensure that the weedless system lever, is completely pushed in.

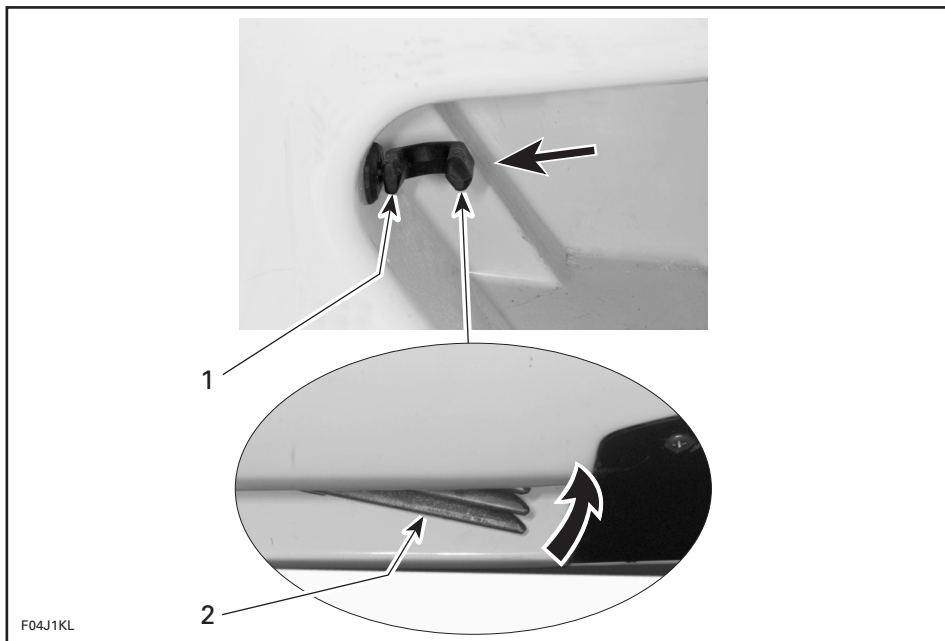
▼ CAUTION

Loading/launching the boat on/ from the trailer or operating the jet boat with the water intake grate in lower position will cause damage to the weedless system and possibly to the fiberglass hull.



F04J1JL

1. Turn lever counterclockwise then pull
2. Water intake grate lowered to release weeds



F04J1KL

1. Push lever
2. Position of water intake grate while riding on water and loading/launching on/from trailer

46) Fuel Tank Vent

It allows fuel vapors and pressure to escape from fuel tank.

◆ WARNING

Never use a lit match or open flame close to vent. Follow the Fueling Procedure instructions in the FUEL AND LUBRICATION section.



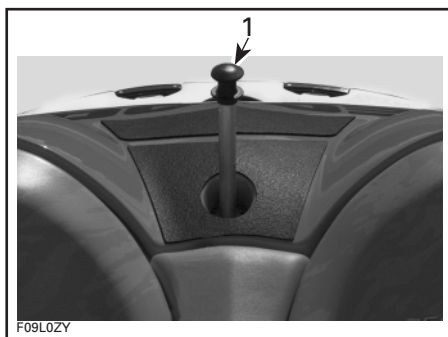
F09L0XY

1. Fuel tank vent

47) Ski Post

All Models except Sportster and Speedster SK

Pull up the post to allow hooking a ski rope.

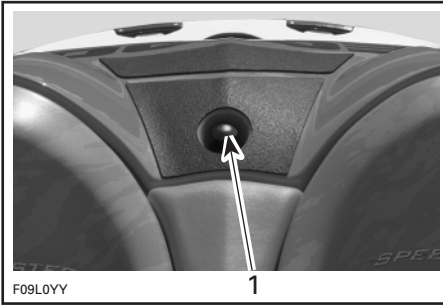


F09L0ZY

TYPICAL — SPEEDSTER SHOWN

1. Lift ski post to use

Push down when finished.



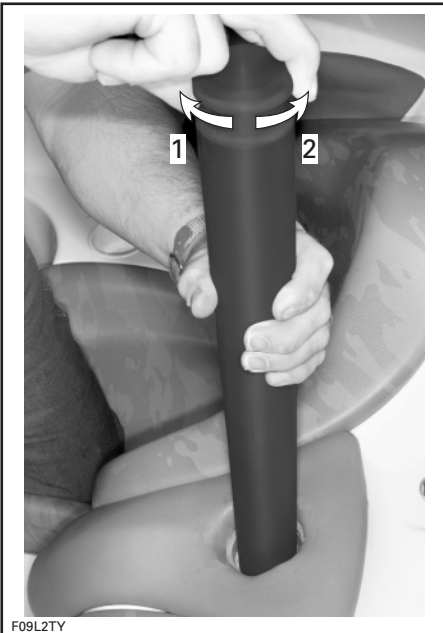
TYPICAL — SPEEDSTER SHOWN

1. Ski post position when not used

Speedster SK Model

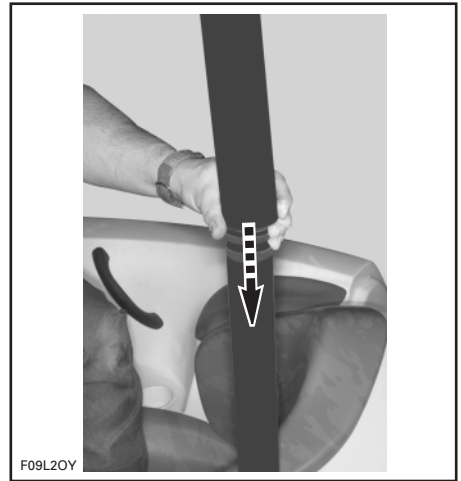
Pull ski post upward.

Pull ski post until it stops then turn ski post end clockwise (CW) to secure post in place. See next photo.



1. Turn clockwise to **LOCK**
2. Turn counterclockwise to **UNLOCK**

Slide second half of ski post (located in deck storage compartment) over boat post until it properly locks in place.



Remove second half and turn ski post end counterclockwise (CCW) then push post down when finished.

All Models

Always have one person other than the operator as an observer.

▼ CAUTION

Never use the ski post to tow other boats.

◆ WARNING

Use caution with skier in tow as tow rope may backlash into cockpit when released. Never perform a sharp turn when towing a skier or any water toy.

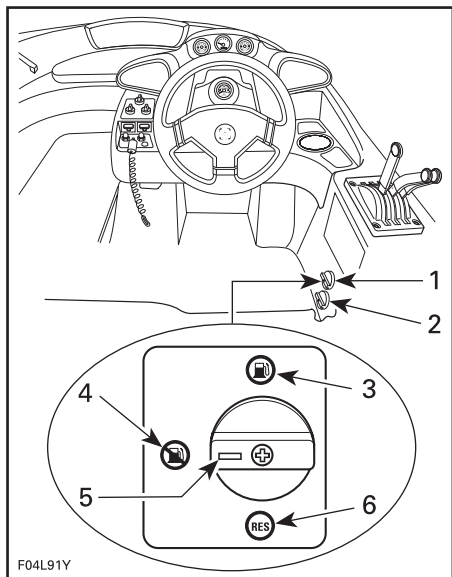
Fuses

The electrical system is protected with fuses. Refer to MAINTENANCE section for details.

48) Fuel Tank Valve(s)

Sportster and Challenger

Three-position rotary valve(s): OFF, ON, RES. Rotate the knob to align its notch with ON, OFF or RES.



F04L91Y

TYPICAL — CHALLENGER SHOWN

1. Valve for starboard engine
2. Valve for port engine
3. ON
4. OFF
5. Turn to align notch with desired position
6. RESERVE

OFF: Stops fuel supply to carburetors.

CAUTION

Turn valve(s) to OFF position when jet boat is not operated and for transportation on the trailer.

ON: Allows fuel to flow to carburetors. This is the normal position for operation of the jet boat.

RES (RESERVE): When fuel is exhausted in the fuel tank when in the ON position, an emergency supply of fuel is available by turning the knob to RES. The reserve contains approximately 10% of the fuel tank capacity.

CAUTION

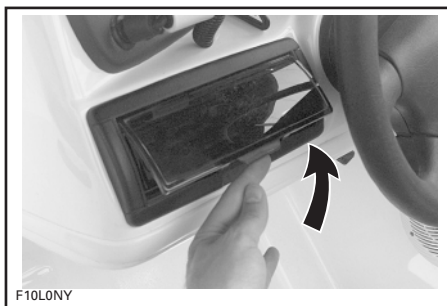
Improper opening of fuel valve(s) may restrict flow of fuel. Make sure valve(s) is(are) fully opened while running.

49) Radio

Refer to its guide for a complete explanation of the features and controls.

Using the radio for a prolonged time without engines running may discharge the battery.

Sportster 1800



F10L0NY

TYPICAL

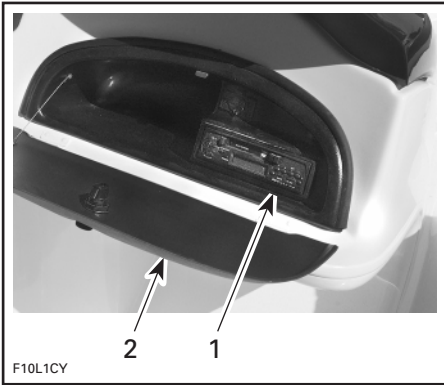
Lift protection flap and push in when completely lifted.

Close protection flap when radio is not in use to protect against weather inclemency.

Challenger 1800

Located in glove box of LH side console.

Open the glove box to access the radio.



TYPICAL

1. Radio
2. Glove box cover opened

NOTE: The radio is better protected from theft when the glove box and left front storage compartment cover are locked.

◆ WARNING

Never operate the boat with the glove box cover open.

**50) Sun Deck
(if so equipped)**

A convenient space to rest or take some sun while anchored.

◆ WARNING

No passenger should use this space except in calm water when the jet boat is anchored.

**51) Glove Box
(if so equipped)**



TYPICAL

1. Glove box

Located on LH side console.

A small, convenient lockable storage compartment for keys, wallet, etc.

To access the glove box, unlock the release button using the provided key and press button.

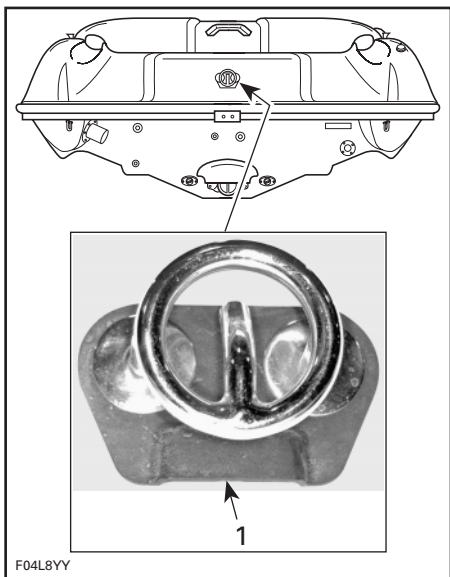
NOTE: Always relatch and lock glove box.

◆ WARNING

Never operate the boat with the glove box cover open.

52) Cooling System Bleed Outlet(s)

When engine(s) is (are) running, water must flow through this (these) hole(s). This allows air in engine water jacket to escape. It may be required to slightly increase the engine speed to see the water flowing out.



F04L8YY

TYPICAL

1. Bleed outlet

On twin-engine models, start one engine and check water flow at bleed outlet. Stop engine then start the other one and check water flow. If everything is correct, restart the first engine.

CAUTION

Should water not flow from the outlet(s) a few seconds after engine starts, immediately stop engine and refer to POST-OPERATION CARE and look for cooling system flushing or refer to an authorized dealer for servicing.

53) Main Battery Cut-Off Switch

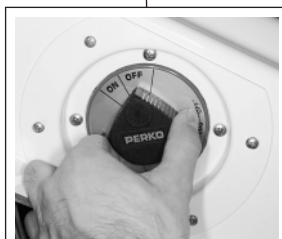
The switch is located in the engine compartment, close to battery. It is provided to allow a complete cut-out of the electrical system.

When in OFF position, ALL electrical equipments and electronics will not be powered and not working.

It must be in the ON position to allow the use of electrical components and to start the engine(s).

CAUTION

Stop engine(s) before switching OFF.



F09H0QY

1. Main disconnect switch

It is recommended to set in the OFF position whenever performing maintenance in the engine compartment, on the electrical system, for transportation and for short term storage on the trailer.

CAUTION

Bear in mind that when the switch is turned OFF while boat is moored, the bilge pump will not start automatically if water comes up in the bilge.

Bimini Top (if so equipped)

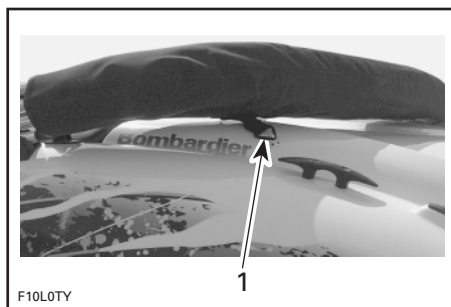
The bimini top is convenient for protection against weather inclemency or sunshine.

◆ WARNING

- Avoid body contact with Bimini top.
- Operate this craft at a very low cruising speed with Bimini top installed.
- Hold down straps are under tension.
- For daytime use only to insure visibility of navigation lights.

Opening Bimini Top

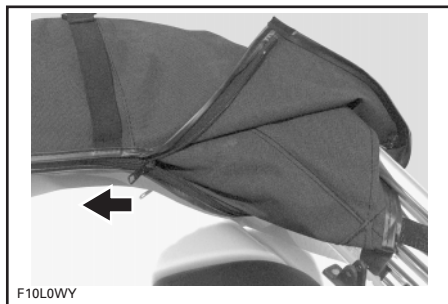
Unhook retaining straps of Bimini top cover from body.



TYPICAL

1. Unhook retaining strap

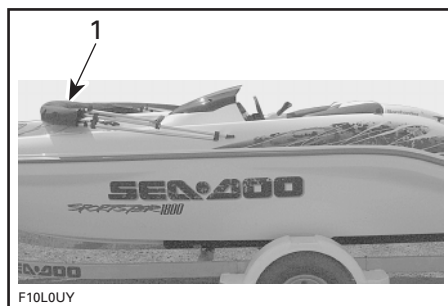
Unzip cover and remove. Store cover in a storage area.



TYPICAL

Pull mirror inside so that it does not exceed the side of the boat. This will prevent the Bimini top to hit the mirror while pivoting.

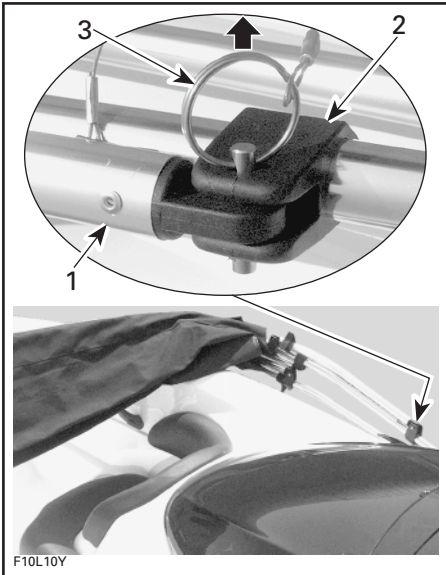
Pivot Bimini top forward and lay down.



TYPICAL

1. Bimini top here

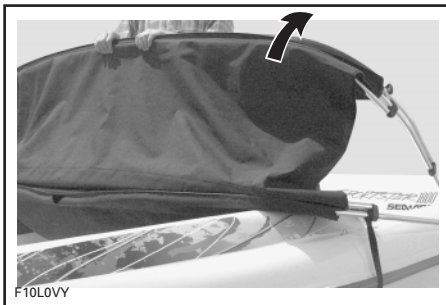
Detach struts from structural tube support by pulling the ring of the locking pin.



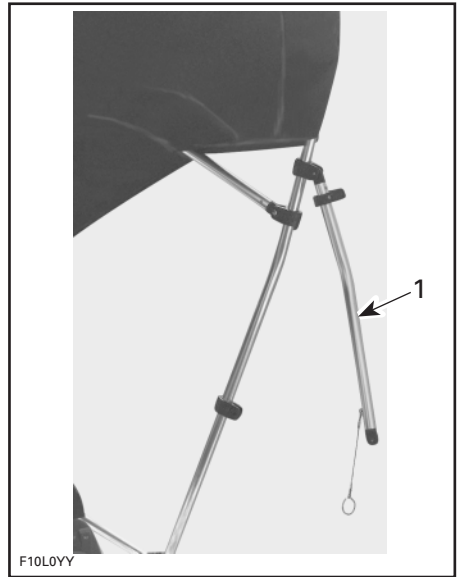
TYPICAL

1. Strut
2. Structural tube support
3. Pull ring

Lift the topmost tube to open Bimini top then bring struts toward rear.



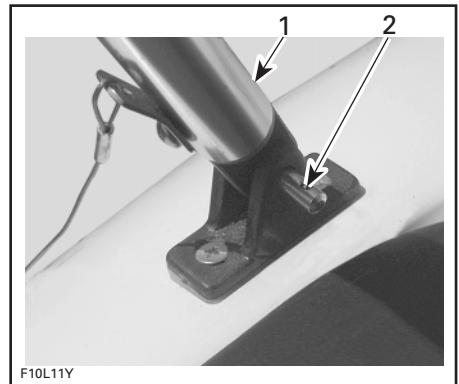
TYPICAL



TYPICAL

1. Bring strut toward rear

Secure struts to body. Fully push locking pin until its small ball passes through the bracket hole.

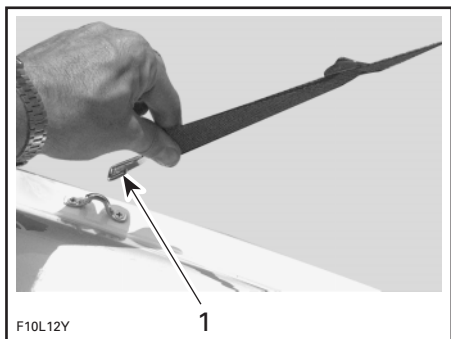


TYPICAL

1. Strut
2. Ball of locking pin out of bracket

Hook the front straps to the body. Adjust if necessary to obtain a slight tension in the strap.

Readjust mirror properly.



TYPICAL

1. Hook strap to body

Closing/Storing Bimini Top

NOTE: If canvas of Bimini top has been splashed by salt water, rinse canvas with cold fresh water. At any time when canvas is wet, let dry prior to storing in cover.

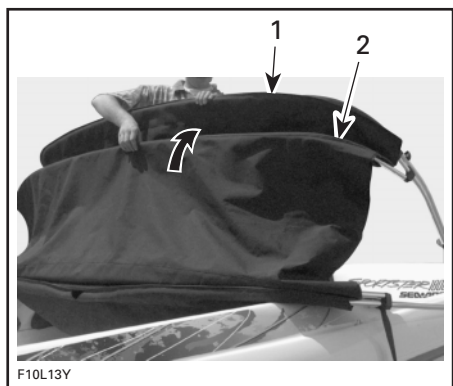
Pull mirror inside so that it does not exceed the side of the boat.

Unhook front straps.

Detach struts from body while holding strap so that top does not fall.

Gently pivot Bimini top toward front.

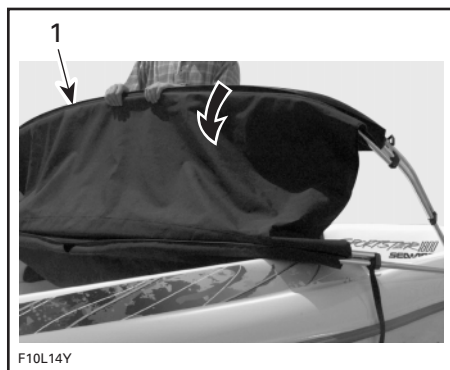
Before laying down the Bimini top, retain the top tube then pull the second tube toward the top tube.



TYPICAL

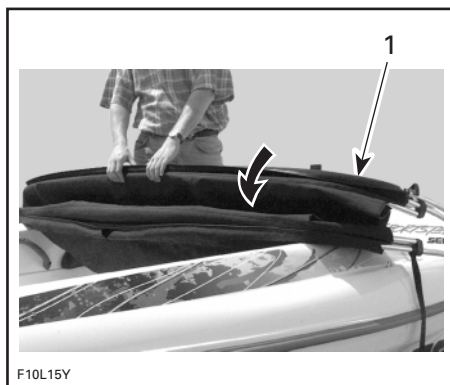
1. Retain top tube
2. Pull the second tube toward the top tube

Hold both tubes together and lower over the other ones.



TYPICAL

1. Hold both tubes together and lower



TYPICAL

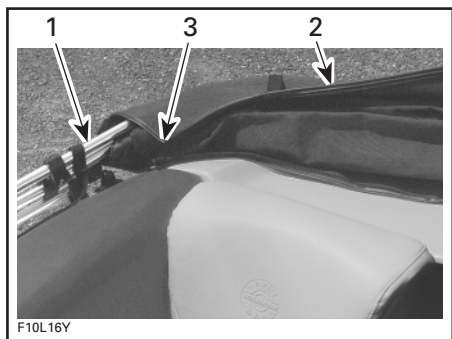
1. Lower both tubes together over the other ones

Secure struts to structural tubes.

Lay down Bimini top cover on rear storage compartment cover approximately at the location where the Bimini top will rest.

Position the cover so that the zipper will be on the inner side of the Bimini top and the starting end of the zipper will be on starboard side of boat.

Pivot Bimini top rearward and lay down on rear storage compartment cover.



TYPICAL

1. Bimini top laid down on rear storage compartment cover
2. Inner side of zipper
3. Start of zipper here

Place Bimini top straps inside cover and gently zip while packing canvas inside cover.

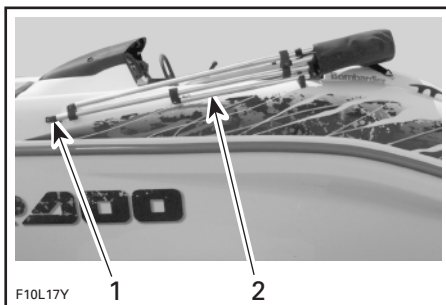
Hook retaining straps of cover to body. Readjust mirror properly.

Removing Bimini Top from Boat

If it becomes necessary to remove Bimini top from boat, proceed as follows.

Ensure Bimini top is laid down on rear storage compartment cover.

Unhook retaining straps.
Remove fasteners at pivot point.



TYPICAL

1. Remove fastener at pivot point
2. Strut below structural tubes

With the assistance of someone, carefully lift Bimini top and withdraw toward rear.

Reinstall fasteners to boat to prevent losing them.

Installation is the reverse procedure however pay attention to position Bimini top so that struts are below structural tubes.

FUEL AND LUBRICATION

Fueling Procedure

 **WARNING**

Follow these safe boating fueling instructions explicitly.

Turn off engine(s).

Tie jet boat securely to the fueling pier.

Use bilge blower for a minimum of 5 minutes.

Turn off bilge air blower, bilge pump and any other devices that could produce a spark.

Close rear storage cover to prevent fumes from entering the engine compartment.

Disembark all people.

Do not smoke or allow open flames in the vicinity.

Have a fire extinguisher close at hand.

Do not insert the spout too far in filler neck.

Pour fuel slowly so that air can escape from the reservoir and prevent fuel flowback.

Fill fuel tank to bottom of filler neck. Do not overfill.

Fully tighten fuel tank cap and wipe off any fuel spillage.

Before starting, ensure there are no fuel fumes in the engine compartment, ventilate using the blower as necessary.

Recommended Fuel

Use regular unleaded gasoline with 87 octane (Ron + Mon/2) specification.

NOTE: Look on service station pump sticker for octane specification. Do not mix oil with fuel except at engine break-in. Refer to BREAK-IN PERIOD section. Always check oil injection reservoir level when refueling.

The use of good quality fuel is necessary. A well known fuel brand is highly recommended.

 **CAUTION**

The use of a poor quality fuel can result in jet boat performance deterioration and damage to fuel system and engine components. Never experiment with other fuels or fuel ratios. Never use fuel containing alcohol, methanol or similar products including naphtha.

Recommended Oil

Use only BOMBARDIER-ROTAX injection oil.

The oil is available from authorized dealers. It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

NOTE: High quality low ash API TC injection oil for 2-cycle engines can be used if BOMBARDIER-ROTAX injection oil is not available.

 **CAUTION**

Never use 4-cycle petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard motor oils or other ashless type 2-cycle oil. Avoid mixing different brands of API TC oil as resulting chemical reaction may cause severe engine damage.

Oil Injection System

A sufficient amount of injection oil should be maintained in the reservoir. To check, open rear storage cover then lift and hold the tray. Look oil level through the translucent reservoir.

The use of a funnel is recommended to pour the oil into the reservoir. Stop filling as soon as oil appears at approximately 13 mm (1/2 in) from top of reservoir. Do not overfill. Wipe off any oil spillage.

NOTE: Always carry a spare 1 liter of BOMBARDIER-ROTAX injection oil.



CAUTION

Always maintain a sufficient amount of injection oil in the oil reservoir. Check and refill every time you refuel. Do not overfill. If the engines run out of oil, severe engine damage will occur. If the oil reservoir is allowed to almost empty, air can enter into the system and it must be bled. Immediately refer to an authorized dealer to have the oil injection system inspected.

BREAK-IN PERIOD

Engine(s)

With Bombardier-Rotax® jet boat engine(s), a **break-in period is required** before operating the engine(s) at full throttle. We recommend about 10 operating hours.

During this period, **maximum throttle should not exceed 3/4**, however, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and overloading the engine(s) is (are) detrimental during the break-in period.

To assure additional protection during the initial break-in period, it is recommended to **add 2 liters (1/2 gal) of BOMBARDIER-ROTAX injection oil in the fuel tank. The oil should be added for the first full fuel tank filling only.**

To add injection oil in the fuel tank, proceed as follows:

Fill fuel tank with approximately 50 liters (12 gal) of gasoline; then, add the required quantity of injection oil in the fuel tank.

Continue to fill until tank is full. Do not overfill.

NOTE: It is important to proceed in this order to allow a proper mixing of the oil in the gasoline. If oil is added first in an empty fuel tank, fuel lines will be filled up with injection oil leading in a no start condition of the engine(s).



CAUTION

Remove and clean spark plugs after engine break-in.

10-Hour Inspection

It is highly recommended that after the first 10 hours of operation, the jet boat be checked by an authorized dealer. This inspection will also provide the opportunity to discuss any unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the jet boat owner.

10-HOUR INSPECTION CHECK LIST	✓
Engine ignition timing if required	
Spark plug inspection, cleaning and adjustment	
Fuel system lines and fasteners/pressurization test	
Carburetor adjustment including throttle/choke cables if required	
Oil lines and filter	
Oil injection pump adjustment if required	
Engine support and engine rubber mounts	
Muffler, battery and reservoir fastening devices	
Exhaust system hose clamps torque	
Carburetor flange screws and flame arrester support	
Steering system and low-speed steering control system	
Steering cable adjustment if required	
Shifter cable adjustment if required	
Ensure that throttle levers keep the selected position. Adjust levers friction as necessary	
Hose condition and fasteners	
Bilge pump and bilge blower	
DESS system and start/stop buttons operation	
Monitoring beeper	
Electrical connections (starter, battery, etc.)	
Lighting system inspection	
Impeller shaft reservoir oil replacement	
Torque jet pump retaining nuts	
Impeller condition, impeller/wear ring clearance	
PTO flywheel lubrication	
Water intake grates/weedless system/hull condition	
Inspection of fasteners for tightness	
Inspect/clean engine drain tube	

NOTE: Inspection applies for both engine systems where applicable.

We recommend that this inspection chart be signed by an authorized dealer.

Date of 10-hour inspection

Authorized dealer signature

Dealer code

PRE-OPERATION CHECKS

Some of the following items may not have been previously covered in this guide, however they will be described in the MAINTENANCE or SPECIAL PROCEDURES section. Please refer to these portions to have more detailed information.

Prior to operating the jet boat, verify the following:



WARNING

Except otherwise specified, safety lanyard must always be removed from DESS post prior to verify any of the following.

SUMMARY

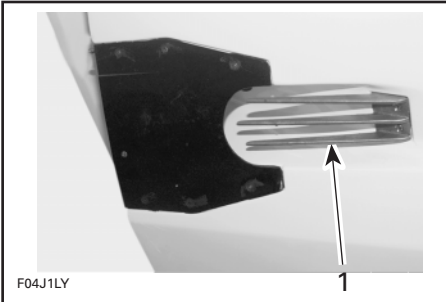
ITEM	OPERATION	✓
Hull	Inspect.	
Jet pump water intakes	Inspect/clean.	
Bilge	Drain. Ensure plug is secured.	
Battery	Inspect tightness of cables and retaining straps.	
Main battery cut-off switch	Ensure it is in the ON position.	
Navigation lights	Check operation.	
Fuel/oil reservoirs	Refill.	
Engine compartment	Verify fuel/oil system components.	
Fire extinguisher	Inspect condition/mounting.	
Steering	Check operation.	
Throttle/shifter system	Check operation.	
Weedless system	Ensure it is not activated.	
Bilge blower and bilge pump	Check operation.	
Safety lanyard/engine start/stop buttons	Check operation.	
Mandatory safety boating equipment	Check operation.	
Storage compartment covers	Ensure they are closed and latched.	

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake(s)

Remove weeds, shells, debris or anything else that could restrict the flow of water and damage the cooling system or propulsion units. Clean as necessary. If any obstruction can not be removed, refer to an authorized dealer for servicing.



TYPICAL

1. Inspect this area

Inspect leading edges of the impellers, if they have nicks or bends, performance will be greatly reduced.

Bilge

Should water be present in the bilge, turn on pump switch to completely empty the bilge.



CAUTION

Do not run the pump dry for a prolonged period of time.

Battery



WARNING

Verify tightness of battery cables.

Fuel/Oil Reservoirs

With the jet boat horizontal, fill the fuel tank.

Check the oil level and refill reservoir as necessary.

Engine Compartment

Check condition of fuel/oil system components.



WARNING

Should any leak or gasoline odor be present, do not start the engine(s). Immediately refer to an authorized dealer.

Fire Extinguisher

Make sure it is full, in good condition and well secured.

Steering System

Assisted by another person, check steering operation for free movement. When the steering is centered, the jet pump nozzles should be in the straight ahead position. Ensure the jet pump nozzles pivot easily while steering is turned.

Throttle System

Check throttle lever(s) once for free and smooth operation.

NOTE: Do not activate throttle lever(s) unnecessarily. Carburetors are equipped with fuel accelerator pumps. These pumps deliver fuel to the engine(s) each time throttle lever(s) is (are) moved forward.

Shifter System

Check reverse gate(s) operation for free movement. With shift lever in forward position, the gate(s) must be in upward position. With the shift lever in neutral position, gate(s) must be in middle position. With shift lever in reverse position, gate(s) must be in downward position.

Weedless System

Ensure lever is fully pushed in.



CAUTION

Operating the jet boat with the water intake grate in lower position will cause damage to the weedless system.

Safety Lanyard and Engine Start/Stop Button(s)

Ensure that switch(es) operate properly. On twin-engine models, start engines and stop them using each switch individually.



WARNING

If engine does not shut-off when pushing engine start/stop button or by disconnecting the safety lanyard, stop the engine by applying the choke. Do not operate the jet boat further, see an authorized dealer. Only start the jet boat once all items have been checked and operate properly.

Storage Compartment Covers

Ensure they are closed and latched.

OPERATING INSTRUCTIONS



WARNING

Always perform PRE-OPERATION CHECKS before operating the jet boat. Become thoroughly familiar with all controls and the function of each. Should any control or instruction be not fully understood, refer to an authorized dealer.

Principle of Operation

Propulsion

Each engine is directly coupled to a drive shaft which, in turn, rotates an impeller. This impeller is accurately adjusted in a housing where the water is drawn up from underneath the jet boat. Then, the water flows through the impeller to a venturi. The venturi accelerates the water and produces thrust to move the jet boat. Pushing the throttle lever(s) forward increase engine speed and therefore jet boat speed.

With shift lever pushed forward, the jet boat moves forward. In pulled back position, the jet boat moves backward. The middle position is neutral and the jet boat is at the minimum thrust for most conditions. Neutral and reverse are achieved by means of a gate, which is installed on jet pump venturi housing. This gate directs the water flow to obtain the desired direction.



F09L10Y

TYPICAL



WARNING

Whenever an engine is to be started, the operator and passengers should always be sitting in the jet boat with the shifter lever in neutral position and throttle levers in idle position.

Turning

Turning the steering pivots the jet pump nozzle(s) which control the jet boat direction. Turning the steering clockwise will turn the jet boat to the right and inversely.



F09L12Y

TYPICAL

Above idle speed, the throttle(s) must be applied to turn the jet boat.



WARNING

With jet propulsion systems, less directional control is available when the throttle(s) is (are) pulled back. Throttle(s) must be engaged and steering turned to change the direction of the jet boat at speed. Steering efficiency will differ depending on the number of passengers, load and water conditions.

The more the throttle(s) is (are) applied while turning the steering, the more responsive the boat will be.

The jet boat may behave differently when carrying passengers. The passengers should grip the grab handles. Reduce speed and avoid sharp turns. Avoid excessive speeds and choppy water conditions especially when carrying passengers.

Turning when Using the Reverse

The jet boat behaves differently when using the reverse. The steering response is the opposite of forward operation. So, turning the steering clockwise will turn the jet boat to the left and inversely. Use throttle moderately. Too much RPM will create water turbulence and reduce reverse efficiency. At first outing, carefully practice this maneuver away from anything you might collide.

Low-Speed Steering Control System

Whenever the throttle lever is in **IDLE position AND** the steering wheel is approaching the end of its rotation, the engine speed will be slightly accelerated to increase the jet pump thrust and thus improving the steering control for low-speed navigation or when approaching/leaving a dock. For docking tips, refer to **Stopping/Docking** section below.

NOTE: On twin-engine models, each engine must be running so that the low-speed control properly works.

◆ WARNING

Become fully familiar with this feature during your first ride or when carrying passengers.

Boarding from a Dock or in Shallow Water

As with any boat, getting aboard should be done carefully and engine(s) must not be running.

When boarding from a dock, slowly place one foot on the jet boat deck nearest to the dock and then move the other foot inside the boat. Push the jet boat away from the dock.

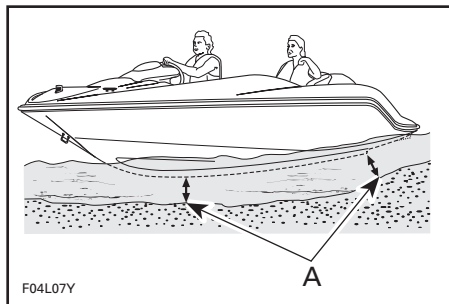


F09L11Y

TYPICAL

▼ CAUTION

Although the boat requires only 30 cm (1 ft) of water to float, the engine(s) should be started with at least 90 cm (3 ft) of water below the hull to protect the propulsion system.



F04L07Y

TYPICAL

A. 90 cm (3 ft)

In shallow water, board the jet boat either from the side or the swim platform.

Starting the Engine(s)

◆ WARNING

Whenever an engine is to be started, the operator and passengers should always be sitting in the jet boat with the shifter lever in neutral position and throttle lever(s) in idle position.

Always activate bilge blower 5 minutes minimum before starting the engine(s). The bilge blower will ventilate the bilge.

◆ WARNING

Bilge blower must be turned off during jet boat operation.

Before unloading the jet boat from the trailer, engine(s) can be started for about 10 seconds to verify proper operation. Remove stern (rear) straps before starting the engine(s).

◆ WARNING

Do not touch electrical parts or jet pump area when engine(s) is (are) running.

Attach the safety lanyard to your PFD or to your wrist using an appropriate wrist-band and snap the cap to the DESS post.

NOTE: If you hear some beeper signals other than 2 short beeps, it indicates a particular condition that must be corrected. Refer to the TROUBLESHOOTING section for the meaning of the coded signal.

Operator and passengers should be sitting in the jet boat seats prior to starting the engine(s).

Grip steering wheel with your right hand and place both feet on the floorboard. Turn off bilge blower.

Start one engine at a time. Check tachometer (if so equipped) to monitor engine(s).

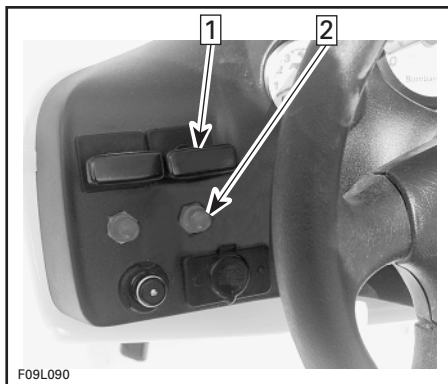
Cold Engine

Fully pull back throttle lever(s) to idle position.

First Engine

Fully pull one choke lever and depress the starting button just below it.

NOTE: Either engine can be started first.



TYPICAL

Step **1**: Fully pull and hold choke lever
Step **2**: Press the start/stop button

Immediately after engine is started, release starting button and release choke lever half way.

NOTE: Do not push the throttle lever forward while starting a cold engine.

▼ CAUTION

To avoid starter motor overheating, the cranking period should not exceed 5-10 seconds and a rest period of 30 seconds should be observed between cranking cycles to let the starter cool down and its mechanism disengage.

A few seconds after, completely release the choke lever and if necessary, slightly push throttle forward to keep engine running.

NOTE: In an emergency, the jet boat may be operated with one engine. Refer to SPECIAL PROCEDURE section.

Twin-Engine Models

Second Engine

Start the second engine following the same procedure but use the other choke lever, start/stop button and throttle lever. Always monitor engines with tachometers.

All Models

Leaving the Shore

With throttle lever(s) at idle, move shifter to Forward.

Slowly accelerate to reach deeper water. Do not apply full throttle until the engine(s) is (are) warm.

◆ **WARNING**

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pumps and be thrown rearward.

Warm Engine(s)

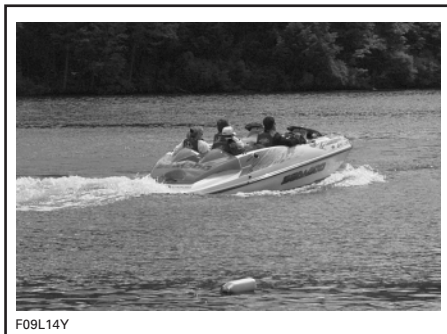
The same procedure as a cold engine applies, except the choke does not need to be applied and throttle lever has to be slightly pushed forward to approximately 1/4.

Obstacles

Verify that the path ahead of the jet boat is clear of other craft or obstacles. Avoid riding close to swimmers. Check local boating laws for safe operational areas.

◆ **WARNING**

Collision with objects, other boaters, etc., is the most common cause of accidents resulting in injury. Always keep a safe distance from other water users.



F09L14Y

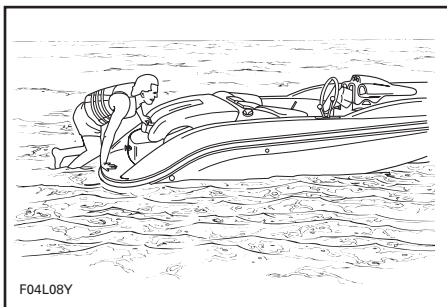
TYPICAL

Boarding in Deep Water

Models not Equipped with Ladder

Swim to the rear of the jet boat.

Grip the grab bar and pull yourself upward until your knee can reach the swim platform.

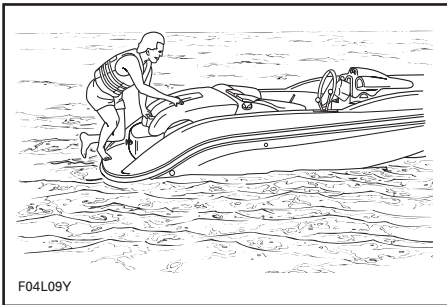


F04L08Y

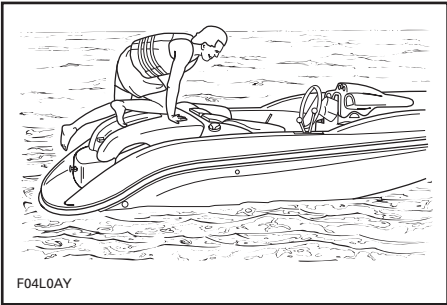
TYPICAL

CAUTION

Engine(s) must not be running while boarding. Never use propulsion components as a supporting point to board the jet boat, it may damage reverse system components.



TYPICAL



TYPICAL

WARNING

Do not start engine(s) until all passengers are properly seated.

Models Equipped with Ladder

Swim to the rear of the jet boat.

CAUTION

Engines must not be running while boarding. Never use propulsion components as a supporting point to board the jet boat.

Come close to rear of boat then unlatch and slide ladder toward rear. Grip swim platform grab handles.



TYPICAL

Climb the ladder and pull yourself upward using the swim platform grab handles.



TYPICAL

When you can reach the rear storage compartment cover grab handle, grip it and continue to pull yourself upward to place one of your feet on the swim platform.



TYPICAL

Continue to climb on rear storage compartment cover and go down on the deck.



TYPICAL

To store ladder, lift horizontally completely then slide toward front.

▼ CAUTION

Do not leave ladder hanging when operating the boat. Always lock the ladder using the latch.

◆ WARNING

Do not start engines until all passengers are properly seated.

Rough Water or Poor Visibility Operation

Avoid operation in these conditions. If you must do so, proceed with caution and prudence using minimum speed. Turn on navigation lights if necessary.

Crossing Waves

Substantially reduce speed and cross the wave head on to assist steering.

◆ WARNING

When crossing waves, operator and passengers should brace themselves. Slow down. Wave or wake jumping can be dangerous and illegal.

Stopping/Docking

The jet boat is slowed by water drag. The stopping distance will vary depending on weight, speed, water surface condition, presence and direction of wind and current.

The operator should familiarize himself with the stopping distance under different conditions.

Reduce speed, reduce RPM to idle and shift to neutral, reverse or forward as required when approaching a dock then shut off the engine(s) just before coming alongside.

Turning when Using the Reverse

The jet boat behaves differently when using the reverse. The steering response is the opposite of forward operation. So, turning the steering clockwise will turn the jet boat to the left and inversely. At first outing, carefully practice this maneuver away from anything you might collide.

Low-Speed Steering Control System

Reduce speed, reduce RPM to IDLE and use the low-speed steering control feature as described previously. For more details, refer to **Low-Speed Steering Control System** in Turning section above.

You may change the position of the shifter to Forward, Neutral and Reverse to perform different maneuvers.

With some practice, you can use these maneuvers to approach the dock from the side of the boat to dock laterally. The neutral is effective for that.

◆ WARNING

Become familiar with this feature during your first ride.

When close to the dock, shut off the engine(s).

Beaching



WARNING

With jet propulsion systems, less directional control is available when the throttle(s) is (are) closed and not available when engine(s) is (are) shut off.

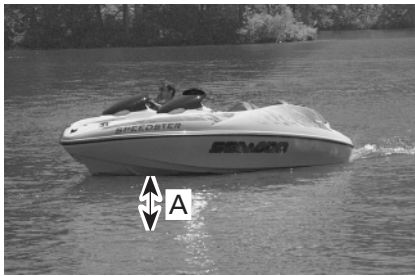


CAUTION

It is not recommended to run the jet boat to the beach.

Proceed the same way as for docking except for the following:

Come slowly to the beach and shut off the engine(s) using the safety lanyard when reaching about 90 cm (3 ft) of water under the hull, then pull the boat to the beach. Ensure that all accessories are OFF.



A. 90 cm (3 ft) of water under the hull



WARNING

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pumps and be thrown rearward.

As necessary, the cooling system of each engine should be flushed before restarting, to remove sand or shell accumulation which may clog the water passages. Refer to POST-OPERATION CARE and look for **Cooling System Flushing**.

Shutting Off the Engine(s)

To keep jet boat directional control, the engine(s) should be running until the jet boat is stopped assuming at least 90 cm (3 ft) of water is present underneath the hull.

To shut off the engine(s), completely pull back throttle lever(s) then remove safety lanyard or press the engine start/stop button(s).

Always remove safety lanyard from jet boat.



WARNING

Should the engine(s) be shut off, jet boat directional control is not available. Never leave the safety lanyard on an unattended jet boat.

POST-OPERATION CARE

General Care

Should any water be present in the bilge after use of bilge pump, unscrew the drain plug and tilt the jet boat to the rear in order to allow water to flow out.

Wipe up any remaining liquid in the engine compartment (bilge, engine(s), etc.) with clean dry rags. This is particularly important in salt water use.

Remove the jet boat from the water every day to prevent marine organisms growth.

Additional Care for Foul Water or Salt Water

When the jet boat is operated in foul water and particularly in salt water, additional care must be taken to protect the jet boat and its components. Rinse trailer and boat's hull/bilge area with fresh water.

▼ CAUTION

Failure to perform proper care such as: rinsing, cooling system flushing and anticorrosion treatment, when used in salt water, will result in damage to the jet boat and its components.

Cooling System Flushing and Engine Internal Lubrication

Flushing the cooling 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 (engine, exhaust manifold, tuned pipe) and/or hoses.

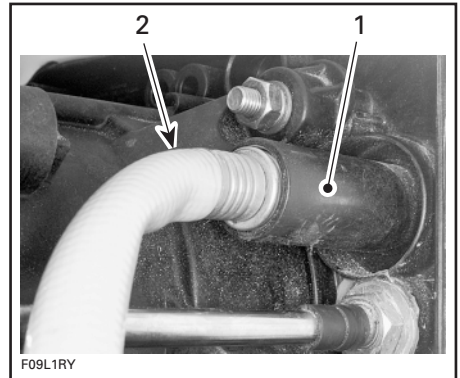
Engine lubrication and flushing should be performed when the jet boat is not expected to be used further the same day or when the jet boat is stored for any extended time.

Proceed as follows for both engines (if applicable):

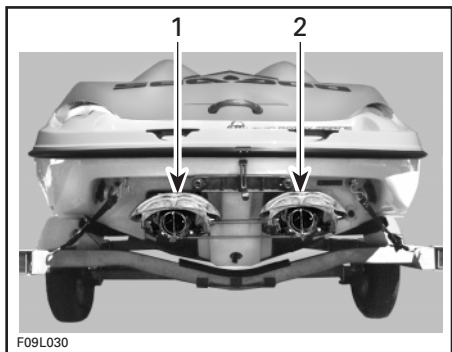
◆ WARNING

Perform this operation in a well ventilated area.

1. Clean jet pump by spraying water in its inlet and outlet and then spray a soapy solution.
2. Connect a garden hose directly to the pump support flushing connector, as shown in the next photo. **Do not open the water tap yet.**



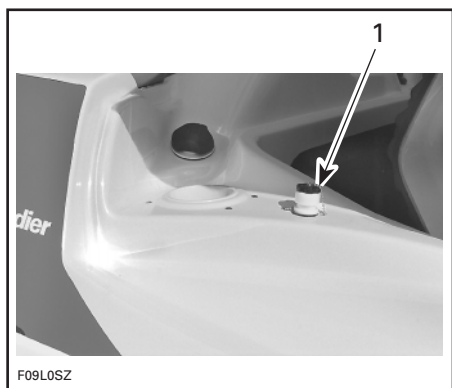
1. Pump support flushing connector
2. Garden hose plugged



1. Flushing connector for port engine
2. Flushing connector for starboard engine

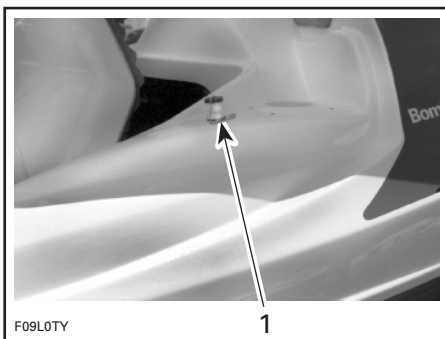
NOTE: Either of the flushing connectors can be used. The one(s) on the pump support(s), or the upper one(s) in the engine compartment area.

Use of the Upper Flushing Connector(s)



TYPICAL — SPEEDSTER SHOWN

1. Flushing connector with its cap (port side)

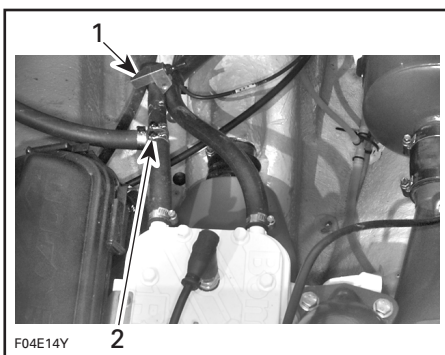


TYPICAL — SPEEDSTER SHOWN

1. Flushing connector with its cap (starboard side)

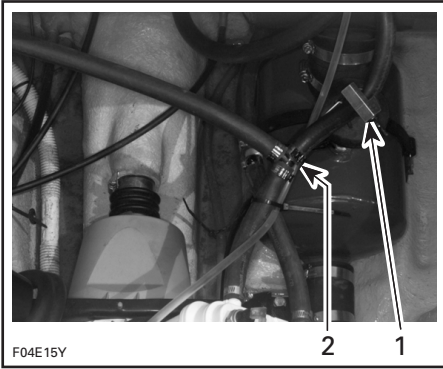
When using the upper connector, it is necessary to prevent water going out directly by the connector on the pump support. Install a hose pincher (not supplied) (P/N 529 032 500) on the hose between the transom and the T-fitting as shown.

Sportster, Challenger, Speedster SK and Sportster 1800 Models



1. T-fitting
2. Hose pincher right after the T-fitting

Speedster and Challenger 1800



TYPICAL

1. T-fitting
 2. Hose pincher right after the T-fitting
3. Start the engine then immediately open the water tap.

◆ WARNING

Do not touch any electrical parts or jet pump area when engine is running.

▼ CAUTION

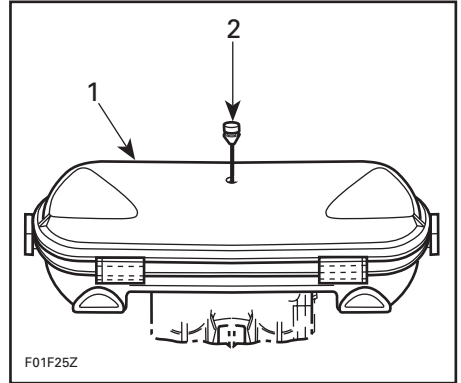
Never flush a hot engine. Always start the engine before opening the water tap. Otherwise, water will back flow through the tuned pipe into the engine and may cause damage to internal parts. Open water tap immediately after engine is started to prevent overheating.

4. Run the engine about 3 minutes at a fast idle around 3500 RPM.

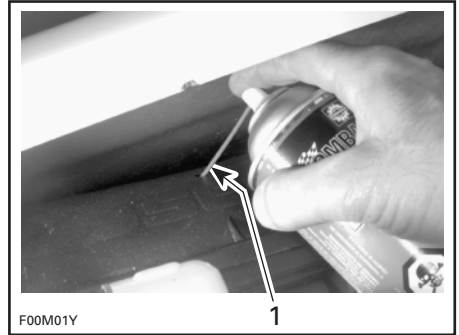
▼ CAUTION

Never run engine longer than 5 minutes. Drive line seal has no cooling when jet boat is out of water.

5. Remove plug from air intake silencer cover.



1. Air intake silencer cover
2. Pull plug



TYPICAL

1. Spray BOMBARDIER LUBE here
6. Spray BOMBARDIER LUBE lubricant through hole keeping engine at fast idle during one minute.
7. Close the water tap then stop the engine.

▼ CAUTION

Always close the water tap before stopping the engine.

Sportster and Challenger Only

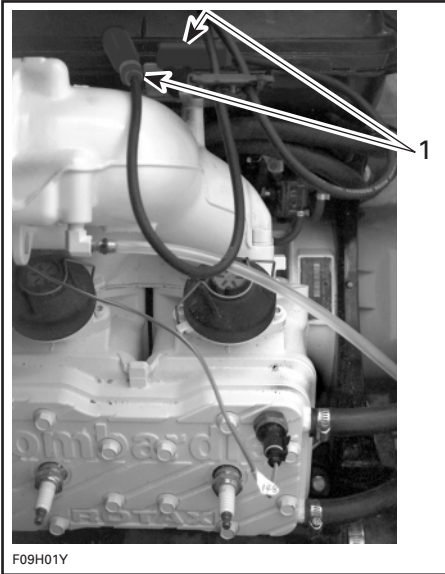
NOTE: For storage, engine should be run out of fuel while lubricating by turning the fuel valve to OFF position.

▼ CAUTION

When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engines dies.

All Models

8. Disconnect the garden hose. Ensure the rubber washer remains in boat's connector (upper connectors).
9. Remove cables from spark plugs.
10. Connect spark plug cables on the grounding device of the engine.



TYPICAL

1. Connect spark plug cables on engine grounding device

11. Remove both spark plugs and spray BOMBARDIER LUBE lubricant into each cylinder.
12. Crank the engine a few turns to distribute the oil on cylinder wall.
13. Apply anti-seize lubricant on spark plug threads then reinstall them.
14. Reinstall plug on air intake silencer cover.
15. Properly reconnect spark plug cables to spark plugs.
16. Wipe up any residual water from the engine.

NOTE: Repeat the same procedure for the other engine (if applicable).

Anticorrosion Treatment

To prevent corrosion, spray a corrosion inhibitor (salt water resistant) such as BOMBARDIER LUBE lubricant or equivalent over metallic components in engine compartment.

NOTE: Engine fogging should be done with BOMBARDIER LUBE lubricant whenever the jet boat is to be stored for few days or a long period.

Apply dielectric grease (salt water resistant) on battery posts and cable connectors.

▼ CAUTION

Never leave rags or tools in the engine compartment or in the bilge.

SPECIAL PROCEDURE

Engine Overheating

If the monitoring beeper continuously sounds, **stop engine(s) immediately.**

Perform the **Jet Pump Water Intake and Impeller Cleaning** procedure in this section.

Flush cooling system, refer to POST OPERATION CARE.

If engine(s) still overheat, refer to an authorized dealer for servicing.

Jet Pump Water Intake and Impeller Cleaning

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

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

The clogged area can be cleaned as follows:

In-water cleaning: Pull safety lanyard to stop engine(s). Let the boat stop by itself then pull the weedless system lever (refer to POST OPERATION CARE). This will lower the water intake grate(s). Wait a while to allow weeds or other debris to escape from grate(s). Thereafter, fully push weedless system lever and start engine(s). It may be necessary to repeat the procedure.



CAUTION

Operating the jet boat with the water intake grate(s) in lower position will cause damage to the weedless system.

In severe conditions if the above method does not work, the following can be performed:

- With engine(s) running, put shift lever in reverse position and vary throttle(s) quickly several times.
- Retry boat.

Most of the time, debris will escape from the propulsion system.

Out of water cleaning: If the system is still clogged, shut off the engine(s) by removing the safety lanyard.



WARNING

Always remove safety lanyard from post to prevent accidental engine starting before cleaning the jet pump area.

Pull the weedless system lever to lower the water intake grate(s). From underneath boat, manually clean each water intake area. If the system is still clogged, refer to an authorized dealer for servicing.

If the jet pump(s) can not be easily cleared of debris, the jet boat should be returned to the trailer or to a boat lift.

▼ CAUTION

Avoid jet boat operation in weed-
ed areas. If unavoidable, vary jet
boat speed. Weeds tend to entan-
gle more at steady and slow
speeds. Inspect water intake
grate(s) for damage. Refer to an
authorized dealer for repair as
necessary.

Capsized Boat

The jet boat is designed so that it
should not turn over easily due to its
long and wide dimensions. If the jet
boat ever capsizes, remember that it
will continue to float, and it is usually
best to remain with it, you will be
more easily located by others.

◆ WARNING

Operator and passengers should
always wear approved personal
flotation devices.

Submerged Boat

▼ CAUTION

DO NOT attempt to restart en-
gine(s).

If the jet boat has been submerged and
engine(s) is (are) water-flooded, it
must be serviced by an authorized
dealer immediately.

▼ CAUTION

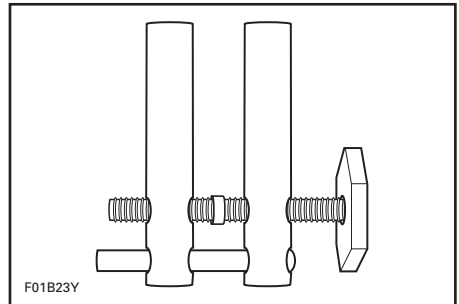
See an authorized dealer as soon
as possible to service the engine(s).

Towing the Boat in Water

In the event the jet boat becomes in-
operative, tie a tow rope to the bow
(front) eyelet. However, special pre-
cautions should be taken.

The maximum recommended towing
speed is 24 km/h (15 MPH).

When towing your boat in water,
pinch the water supply hose from the
jet pump housing(s) to the engine(s)
with a hose pincher (not supplied) (P/N
529 032 500) shown in the following
illustration.



Twin-Engine Models

If for some reason, you operate the jet
boat over 24 km/h (15 MPH) with only
one engine running, the non-running
engine should have its water supply
hose plugged.

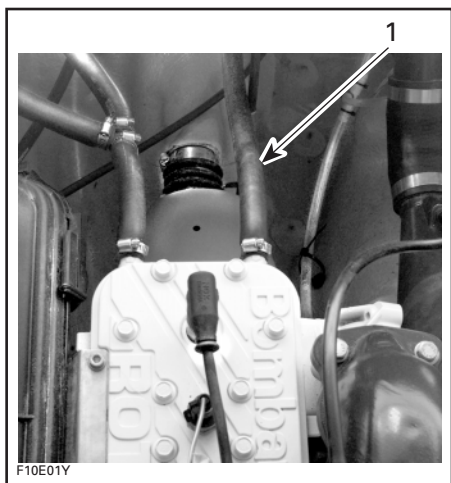
All Models

This will prevent the cooling system
from filling which may lead to water
being injected into and filling the ex-
haust system(s). Without the en-
gine(s) running there isn't any exhaust
pressure to carry the water out the ex-
haust outlet(s).

▼ CAUTION

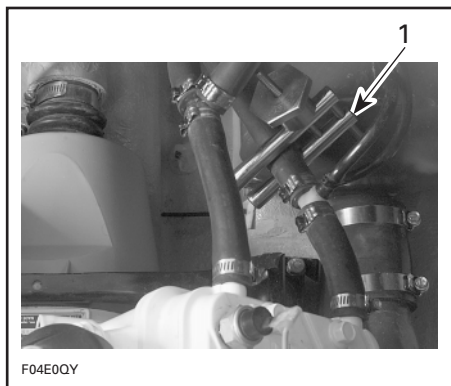
Failure to do this may result in
damage to the engine(s). If you
must tow a stranded boat in wa-
ter and do not have hose pincher(s)
be sure to stay well below
the maximum towing speed of 24
km/h (15 MPH).

Snugly install the hose pincher on the hose as shown in the following photos.



SPORTSTER, CHALLENGER, SPORTSTER 1800 AND SPEEDSTER SK

1. Install hose pincher on this hose



SPEEDSTER AND CHALLENGER 1800

1. Install hose pincher on this hose

Operating the Boat with Only One Engine

Twin-Engine Models

If in an emergency situation the jet boat is operated with only one engine, special care must be taken. See above in **Towing the Boat in Water** for complete procedure.

Low-Charge Battery Condition

See your dealer to have it charged or replaced.



WARNING

Do not charge or boost a battery in the boat.



CAUTION

When finished towing the boat you must remove the hose pincher(s) before operating it. Failure to do so will result in damage to the engine(s).

MAINTENANCE

◆ WARNING

Only perform procedures as detailed in this guide. It is recommended that the assistance of an authorized dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine(s) must not be running and the main battery cut-off switch must be turned OFF for all maintenance procedures.

NOTE: Where applicable, maintenance procedure applies for both engine systems.

Lubrication

IMPORTANT: DO NOT lubricate safety lanyard post. This will prevent proper electrical contact.

PTO Flywheel

Use SEA-DOO synthetic grease and lubricate as follows:

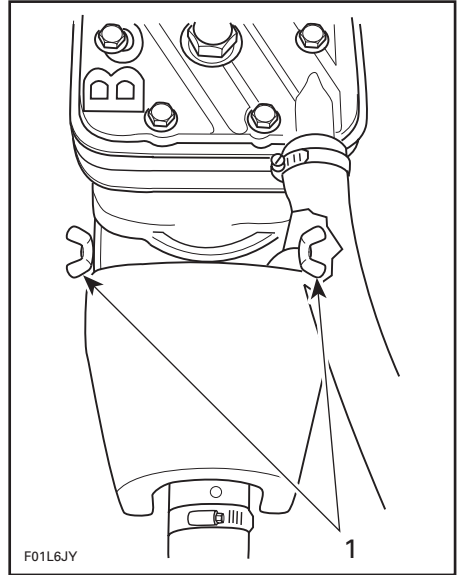
Open rear storage compartment cover.

Remove storage tray.

Loosen the wing nuts, washers and pull out PTO flywheel guard.

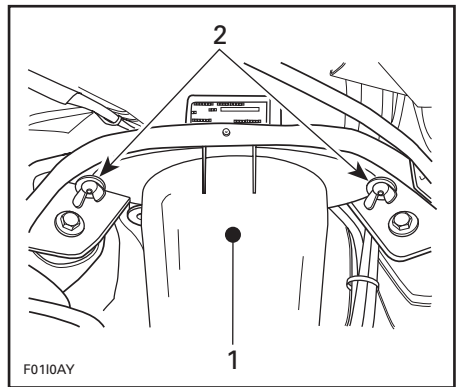
◆ WARNING

Always remove safety lanyard cap from its receptacle to prevent accidental engine starting before removing the PTO flywheel guard.



TYPICAL — CHALLENGER SHOWN

1. Loosen wing nuts



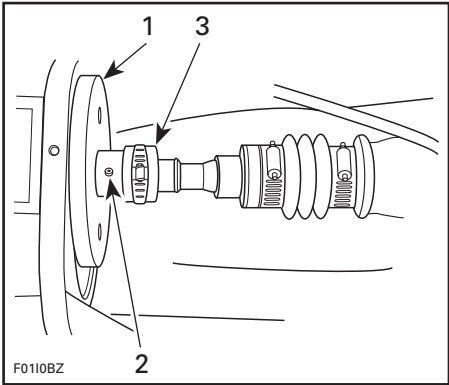
TYPICAL — SPEEDSTER SHOWN

1. Flywheel guard
2. Loosen wing nuts

Using a grease gun, carefully lubricate PTO flywheel at grease fitting until drive shaft boot begins to expand.

▼ CAUTION

Immediately stop lubricating as soon as boot begins to expand to prevent boot damage or slipping.



- 1. PTO flywheel
- 2. Grease fitting
- 3. Drive shaft boot

Reinstall and secure PTO flywheel guard.

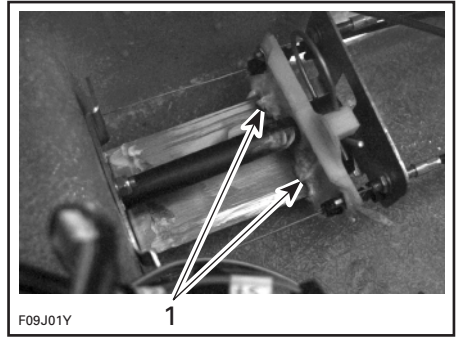
Weedless System Mechanisms
All Models

Use SEA-DOO synthetic grease and lubricate as follows:

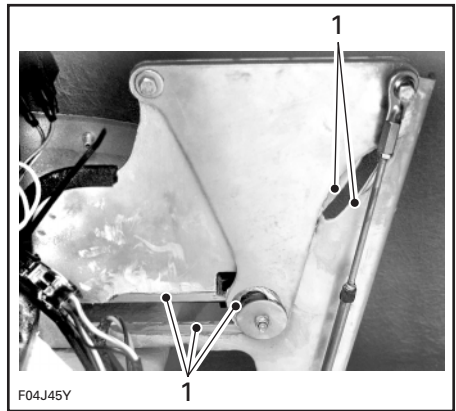
All Models

Open RH storage compartment cover and remove basket.

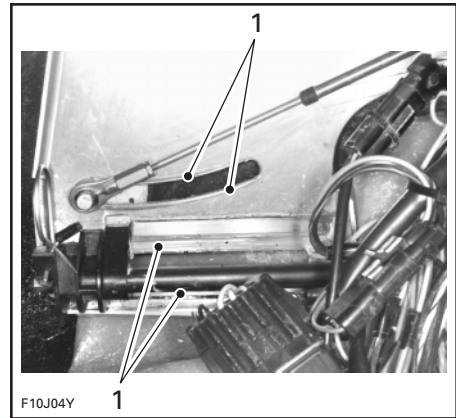
Grease sliding parts as shown.



SPEEDSTER AND SPEEDSTER SK
1. Grease sliding parts



SPORTSTER AND CHALLENGER
1. Grease sliding parts and surfaces



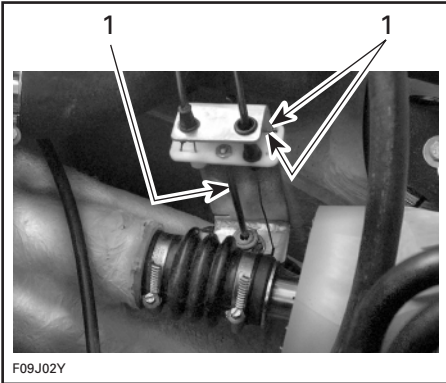
CHALLENGER 1800 AND SPORTSTER 1800
1. Grease sliding parts and surfaces

Reinstall basket and close cover.

Speedster and Speedster SK Models

Open rear storage compartment cover and remove tray.

Grease sliding parts as shown.



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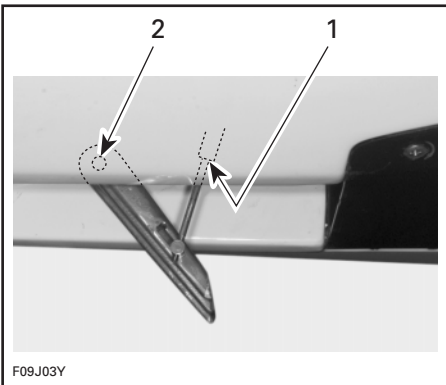
SPEEDSTER AND SPEEDSTER SK

1. Grease sliding parts

Reinstall tray and close cover.

All Models

From underneath of hull, lubricate water intake grate(s) at pivoting points and cable rod(s) using BOMBARDIER LUBE lubricant.



F09J03Y

TYPICAL

1. Lubricate cable rod
2. Lubricate pivoting points

Anticorrosion Protection

Throttle/Choke Cable(s)

Lubricate the throttle and choke cable(s) with BOMBARDIER LUBE lubricant every 25 hours of use (every 10 hours in salt water use).

Electrical Connections

As necessary, apply dielectric grease on battery posts and all exposed cable connectors including stern light connectors on mat and boat.

Additional Lubrication

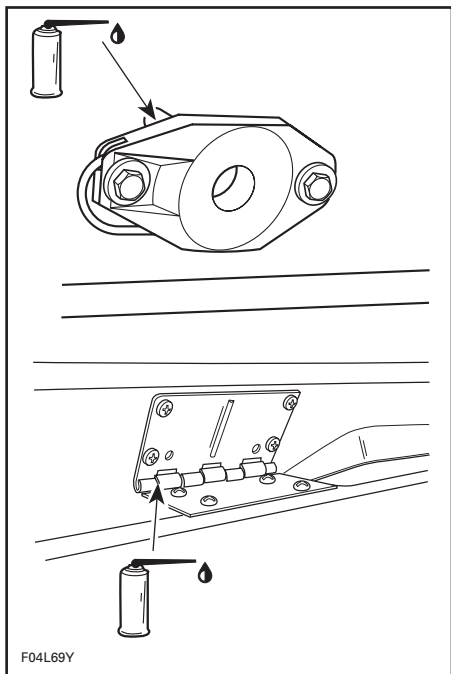
BOMBARDIER LUBE lubricant will help to prevent corrosion and keep proper operation of moving mechanisms.

Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

Choke Lever(s)

Fully pull choke lever(s) and lubricate the metallic portion.

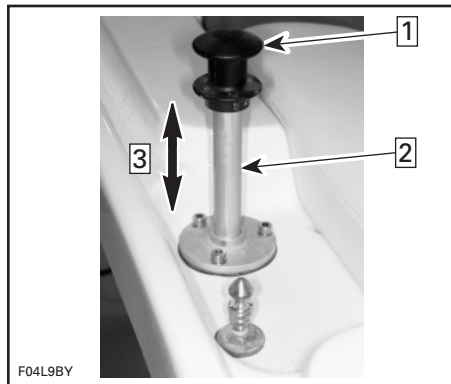
Rear Storage Compartment Cover Mechanism and Hinges



TYPICAL

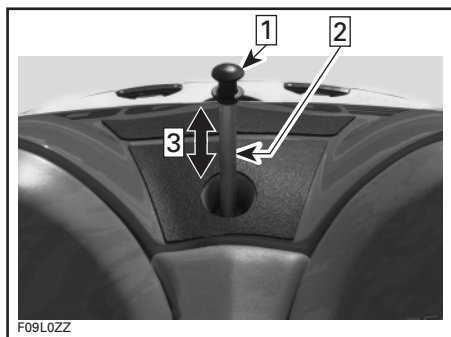
Ski Post

Lubricate ski post through all its length. Pull out then push in several times to distribute the lubricant.



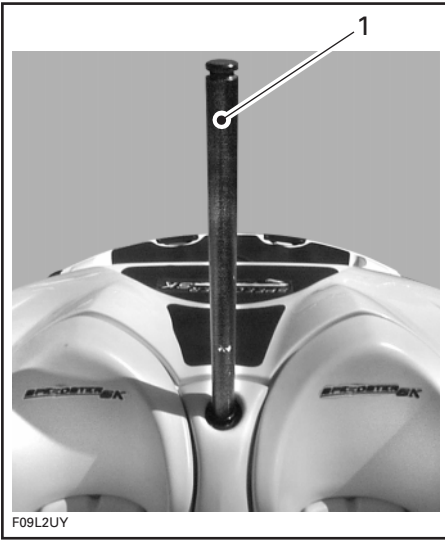
CHALLENGER, SPORTSTER 1800 AND CHALLENGER 1800

- Step 1: Lift ski post to lubricate
- Step 2: Lubricate here
- Step 3: Move post up and down several times to distribute lubricant



SPEEDSTER MODEL

- Step 1: Lift ski post to lubricate
- Step 2: Lubricate here
- Step 3: Move post up and down several times to distribute lubricant



SPEEDSTER SK

1. Ski post

Ski post, on this model, does not need to be lubricate.

Locks

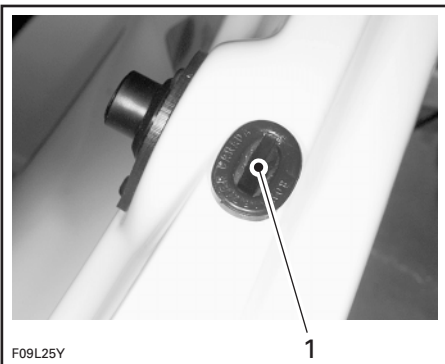
Lubricate locks of glove box, front storage compartment covers and deck storage compartment.

Grommet

Speedster and Speedster SK Models

Open RH storage compartment.

Apply dielectric grease (P/N 293 550 004) inside grommet, as shown in the next photo.

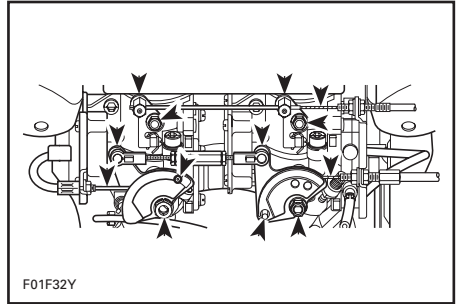


1. Apply grease all around inside

Repeat procedure on LH storage compartment grommet.

Carburetors and Oil Injection Pump

Lubricate springs, shafts and exposed portion of cables. Grease carburetor linkage with synthetic grease.



TYPICAL

Reverse Gate(s)

Lubricate pivoting points and mechanism of each side.

Rear Storage Compartment Cover Cylinders

Lubricate rod of cylinders.

Periodic Inspection

Routine maintenance is necessary for all mechanized products. A periodic inspection contributes to the products life span.

The following maintenance chart gives guidelines for regular jet boat servicing schedule to be performed by you and/or by an authorized dealer. The schedule should be adjusted according to operating conditions and use.

Periodic Inspection Chart

DESCRIPTION	FREQUENCY				
	EVERY 10 HOURS	EVERY 25 HOURS	EVERY 50 HOURS	EVERY 100 HOURS OR SEASONALLY	TO BE PERFORMED BY
Lubrication/corrosion protection			✓		OPERATOR
Lubrication of storage compartment cover locks	①		✓		OPERATOR
DESS operation/DESS post and safety lanyard cap terminal condition				✓	DEALER
Engine ignition timing				✓	DEALER
Spark plug replacement			✓		DEALER
Throttle/choke cables operation/lubrication	①	✓			OPERATOR
Flame arrester inspection			✓		DEALER
Carburetor adjustment including choke/throttle cable adjustments				✓	DEALER
RAVE valve				✓	DEALER
Water flow regulator valve				✓	DEALER
Oil injection pump adjustment				✓	DEALER
Fuel filter and oil filter inspection		✓			DEALER
Oil filter and fuel filter replacement				✓	DEALER
Engine head screws, torque				✓	DEALER
Steering system and low-speed steering control system			✓		DEALER
Throttle and shifter systems				✓	DEALER
Fastener tightening (flame arrester, carburetors, engine exhaust system, etc.)			✓		DEALER
Muffler, battery and reservoir fastening devices			✓		DEALER
Fuel/oil line, check-valve and hose inspection, fuel system pressurization	✓	✓	✓	✓	DEALER
Inspect/clean engine drain tube		✓			DEALER
Bilge pump/deck drain hole/scupper valve inspection			✓		OPERATOR
MPEM connector condition			✓		DEALER
Battery condition			✓		DEALER
Starter cables		✓			DEALER
Monitoring beeper/electrical connections			✓		DEALER
Impeller shaft reservoir oil level/oil condition		✓		Replace ④	DEALER
Impeller condition and impeller/wear ring clearance		②	✓		DEALER
Drive shaft boot and spline condition (both ends)		②	✓		DEALER
Drive shaft floating seal C-clip position				✓	DEALER
PTO flywheel lubrication	✓				OPERATOR
Water intake grates and weedless system lubrication/condition		②	✓		DEALER
Hull condition and ride shoes				✓	DEALER
Cooling system flushing ③		✓			OPERATOR
Navigation lights condition		✓			DEALER
Sacrificial aluminum anode(s)			✓		OPERATOR
Bilge blower inspection			✓		DEALER

NOTE: Inspection applies for both engine systems where applicable. Some items are included in the PRE-OPERATION CHECKS and are not necessarily mentioned in this chart but must also be done.

① Every 10 hours in salt water use.

② These items have to be initially checked after 25 hours. Thereafter, servicing to be made as specified in this chart.

③ Daily flushing in salt water or foul water use.

④ Have your dealer inspect anti-rattle pusher.

Throttle and Choke Cables

Throttle Cable(s)

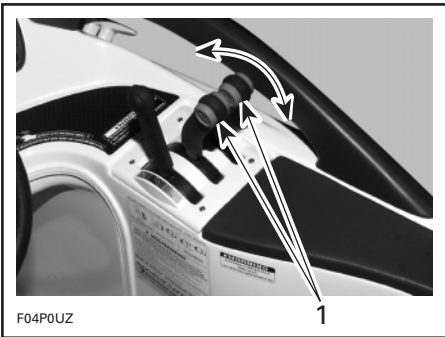
Move the throttle lever(s) forward and rearward once. They must operate smoothly. Refer to an authorized dealer if adjustment is necessary.

NOTE: Do not activate throttle lever(s) unnecessarily, when engine is (are) not running. Carburetors are equipped with fuel accelerator pumps. These pumps deliver fuel to the engine(s) each time throttle lever(s) is (are) moved forward.



WARNING

Do not alter or tamper with throttle cable(s) adjustment or routing.



TYPICAL — TWIN-ENGINE THROTTLE LEVERS

1. Must move freely

Choke Cable(s)

Ensure choke cable(s) operate(s) smoothly and without any hesitation from fully open to fully closed. When the choke lever is fully pulled, choke must be fully applied. Refer to an authorized dealer if necessary.

Carburetors

Carburetor adjustment is very important to allow good engine operation and therefore jet boat performance. Carburetor adjustment requires technical knowledge and experience to have the correct mixture supplied to the engine. These critical adjustments must be performed by an authorized dealer once a year or more often if necessary.



CAUTION

Serious engine damage can occur with improper carburetor adjustment.

Fuel and Oil Filters

These filters must be replaced by an authorized dealer annually. Fuel system pressurization should be conducted at the same time.



CAUTION

An obstructed oil filter will cause oil starvation resulting in serious engine damage.

Steering/Jet Pump Nozzle Adjustment

When the steering is aimed in straight ahead position, the jet pump nozzle(s) should be in the same direction to allow the jet boat to run in a straight line.

Refer to an authorized dealer if an adjustment is necessary.



WARNING

Ensure the steering/jet pump nozzle(s) operate(s) freely from side to side and is (are) not stressing the steering cable(s). Steering system should be inspected every 50 hours by an authorized dealer.

Reverse Gate(s)

When shift lever is in forward position, reverse gate(s) should be in an upward position and locked there. With the shift lever in neutral position, reverse gate(s) should be in intermediate position. When shift lever is in reverse position, reverse gate(s) should be in downward position. Refer to an authorized dealer if an adjustment is necessary.

◆ WARNING

Ensure the shifter/reverse gate(s) operate(s) freely and are not stressing the reverse cable.

Fuses

Accessories, Engine Electrical System and Gauges

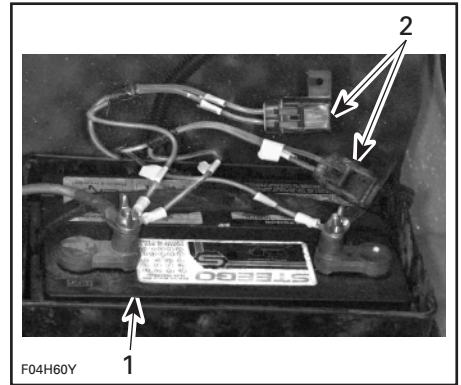
If a fuse is defective, replace by one of the same rating.

▼ CAUTION

Do not use a higher rated fuse as this can cause severe damage. If a fuse is regularly burnt, refer to an authorized dealer.

If nothing at all is working, check main fuses located close to battery in engine compartment.

NOTE: There are spare fuses in rubber holders attached to the top of MPEM.

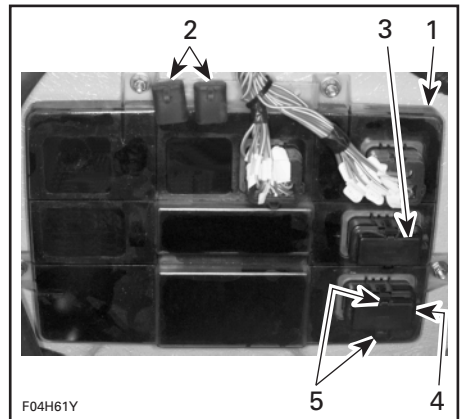


TYPICAL

1. Battery
2. Main fuses

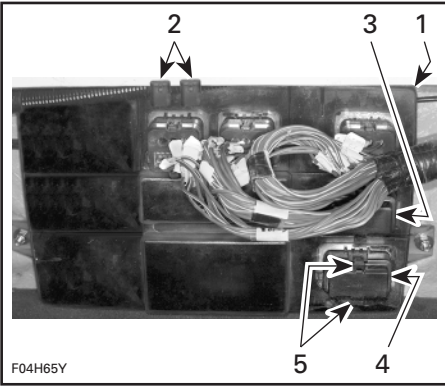
If an accessory, engine or gauge is not working, check its fuse condition.

Fuses for the accessories, the electrical system of the engine(s) and the gauges are mounted on the Multi-Purpose Electronic Module (MPEM), which is located in the engine compartment.



SPORTSTER MODEL

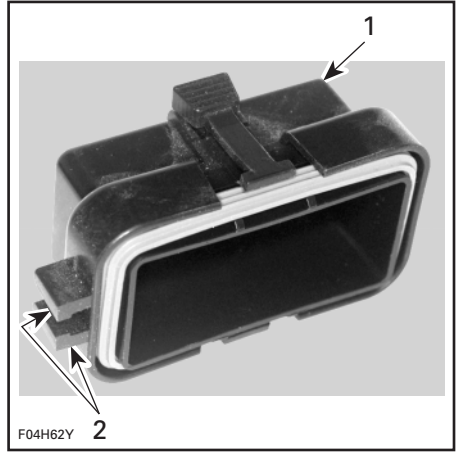
1. MPEM
2. Spare fuse holders
3. Top fuse block
4. Bottom fuse block
5. Locking tabs



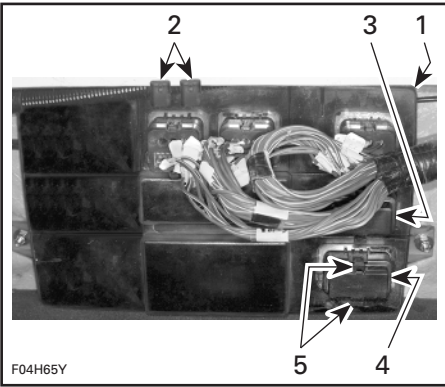
CHALLENGER, SPORTSTER 1800 AND CHALLENGER 1800 MODELS

1. MPME
2. Spare fuse holders
3. Top fuse block
4. Bottom fuse block
5. Locking tabs

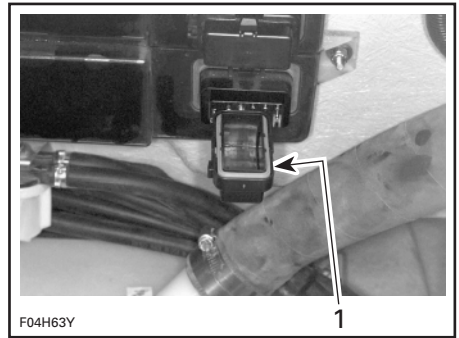
Squeeze cover locking tabs and pull cover out to access fuses.
Use the cover tabs to remove the fuse.



1. Fuse block cover
2. Use these tabs as a fuse puller



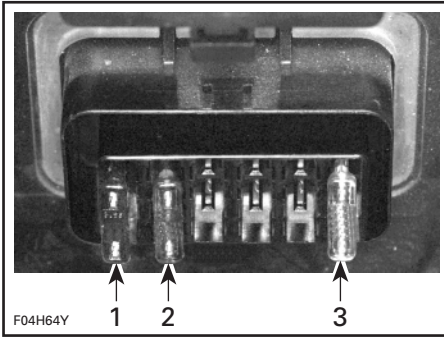
1. MPME
2. Spare fuse holders
3. Top fuse block
4. Bottom fuse block
5. Locking tabs



1. Slide cover tabs each side of fuse then pull fuse out

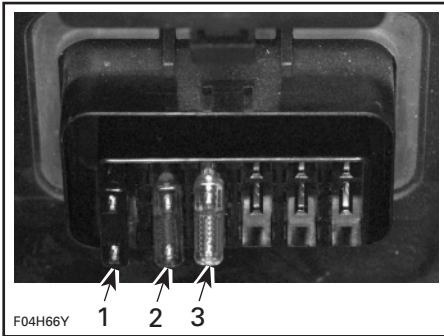
A decal on the MPME shows the rating, position and identification of the fuses.

Sportster and Challenger Models



TOP FUSE BLOCK

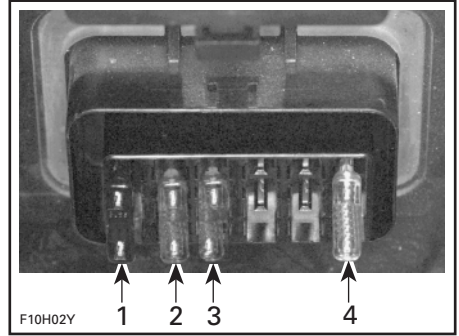
1. MPEM supply
2. Gauges supply
3. Bilge pump



BOTTOM FUSE BLOCK

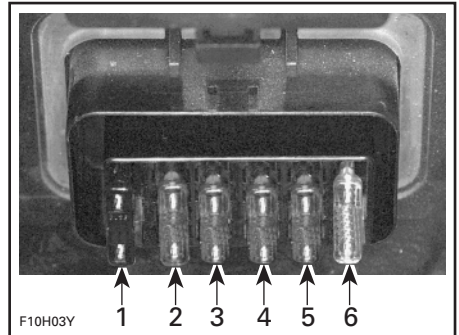
1. Bilge air blower
2. Additional accessories
3. Navigation lights

Speedster and Challenger 1800 Models



TOP FUSE BLOCK

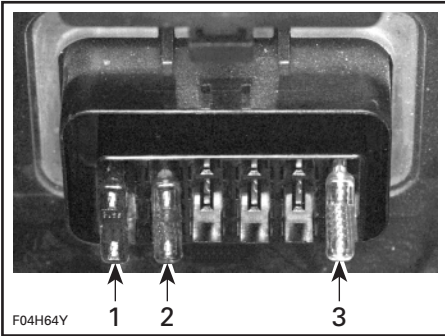
1. MPEM supply
2. Gauges supply
3. Ignition system
4. Bilge pump



BOTTOM FUSE BLOCK

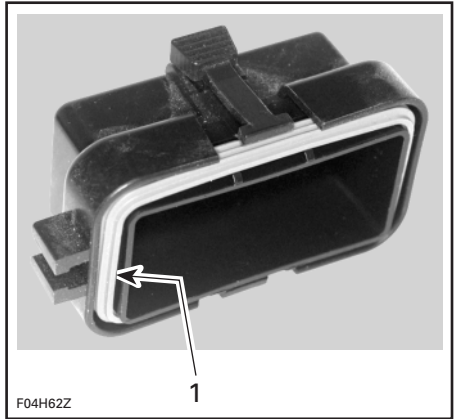
1. Bilge air blower
2. Horn and courtesy lights
3. Additional accessories
4. 12-volts accessory jack
5. Navigation light
6. Radio

Speedster SK and Sportster 1800



TOP FUSE BLOCK

1. MPEM supply
2. Gauges supply
3. Bilge pump



1. Properly place seal in cover

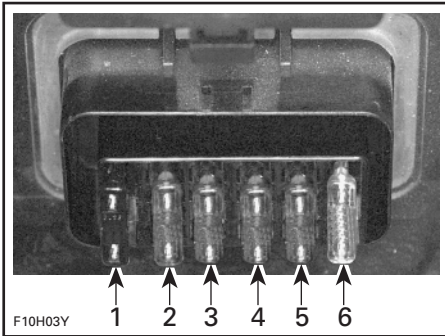
Carefully position cover on fuse block then firmly push until you hear a snapping sound for each locking tab.

Charging System

If the battery is regularly discharged, check this fuse condition.

Fuses for the charging systems are located in the small electrical box(es) in the engine compartment. On **twin-engine model**, the port side box is for the port engine and the starboard side box is for the starboard engine.

Pull tabs outside one at a time while pulling out cover.



BOTTOM FUSE BLOCK

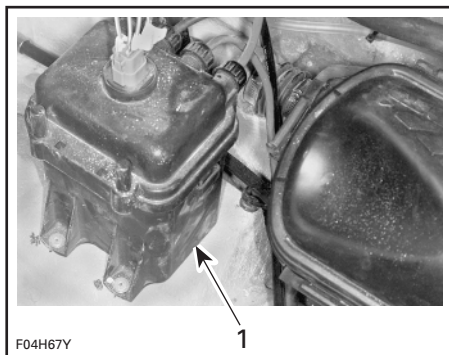
1. Bilge air blower
2. Additional accessories
3. Navigation light
4. Radio
5. Horn and courtesy lights
6. 12-volts accessory jack

All Models

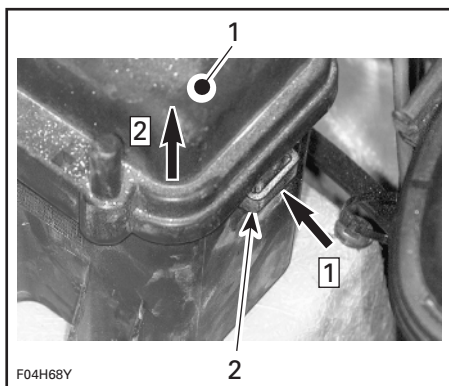
When finished, ensure to properly place seal in cover.

◆ WARNING

If any water is found in the electrical box, immediately refer to an authorized dealer before operating the boat.

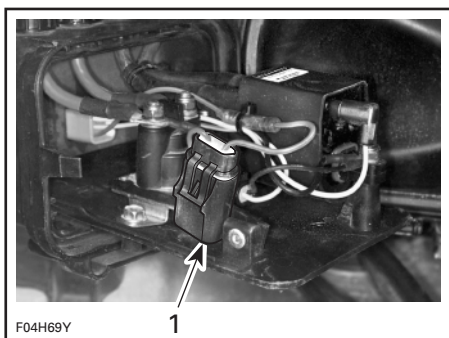


TYPICAL
1. Electrical box



Step **1**: Push locking tab
Step **2**: Lift cover
1. Electrical box cover
2. Locking tab

Lift cover and turn it upside down to reach fuse.



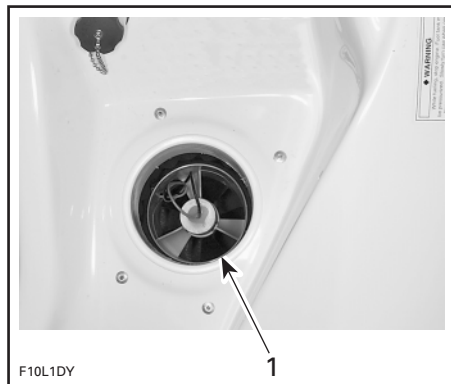
INSIDE VIEW OF ELECTRICAL BOX COVER
1. Charging system fuse

When finished, ensure to carefully close electrical box cover so that seal is well positioned.

Bilge Air Blower

All Models Except Speedster and Speedster SK

Verify bilge air blower for proper operation. It is located in starboard ventilation duct beneath rear storage compartment cover.

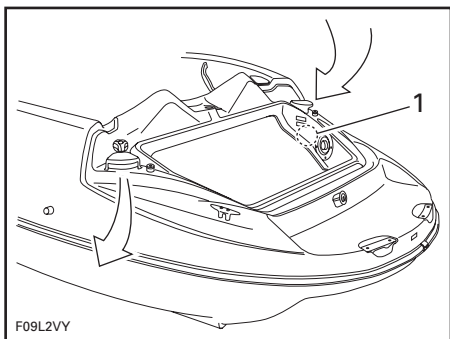


TYPICAL
1. Blower

Speedster and Speedster SK

Verify bilge air blower for proper operation. It is located inside engine compartment on port side.

Clean both clam shells opening. Ensure that both openings are not obstructed. Air is sucked in by starboard side clam shell and drawn out by port side. See next illustration.



TYPICAL — AIR FLOW

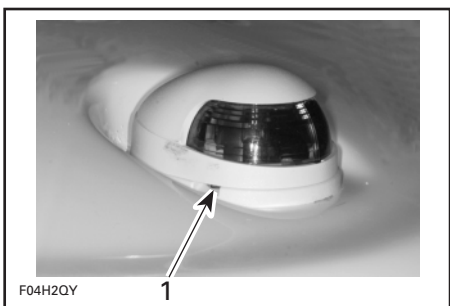
1. Bilge air blower inside engine compartment

◆ WARNING

If bilge blower does not operate properly, immediately refer to an authorized dealer before operating the jet boat.

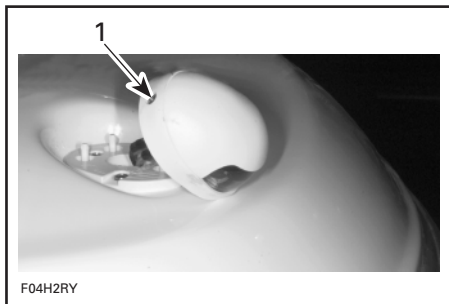
Navigation Light Bulb Replacement

Bow Light



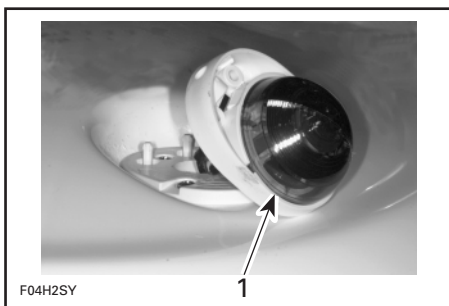
TYPICAL

1. Gently pry here with a screwdriver



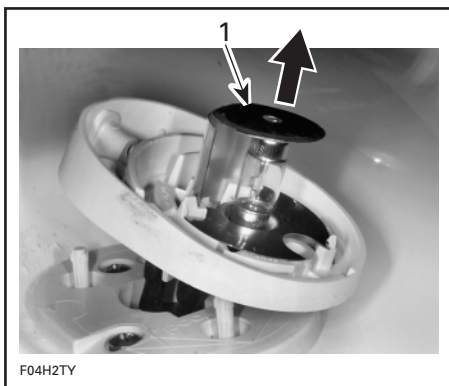
TYPICAL

1. Remove this screw



TYPICAL

1. Pull lens out



TYPICAL

1. Lift and remove bulb

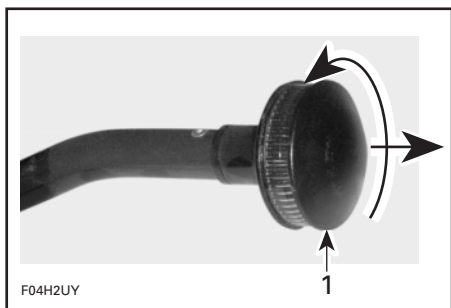
The assembly is essentially the reverse of removal procedures. However, pay particular attention to the following:

Apply dielectric grease on bulb contact surface.

When installing the bulb under the upper terminal plate, it is possible that the bulb remains loose. The cover will compress the terminal plate against the bulb at reinstallation.

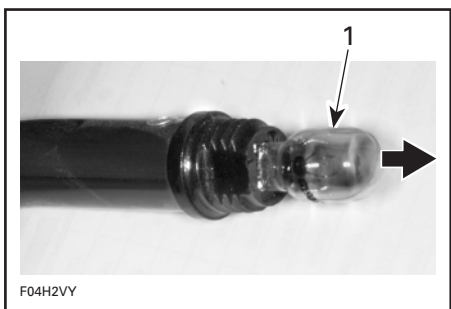
Stern Light

Unscrew lens counterclockwise and pull it out.



1. Unscrew then pull

Pull bulb to remove it.



1. Pull bulb out

Apply dielectric grease on new bulb contact surface.

The assembly is the reverse of removal procedure.

General Inspection and Cleaning

Inspection

Check engine compartment for any damage and fuel/oil injection systems for leaks. Also check battery for electrolyte leaks. Ensure all hose clamps are properly secured and no hose is cracked, kinked or presenting any other damage.

◆ WARNING

If at any time, gasoline leaks/odor are found, do not start the engine(s). Have the boat serviced by an authorized dealer.

Inspect mufflers, battery and reservoir fastening devices. Check electrical connections for corrosion and tightness.

Inspect hull and jet pump water intake grate(s) for damage. Replace or have damaged parts repaired. **It is recommended that an authorized dealer annually inspect the hull.**

Cleaning

Twice a year, the bilge should be cleaned with hot water and detergent or bilge cleaner to remove any possible fuel/oil/electrolyte deposits and mildew.

Occasionally, wash the body with hot water and soap (only use mild detergent). Remove any marine organisms from engine(s) and/or hull. Apply non-abrasive wax.

▼ CAUTION

Never clean fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

Wash windscreen with Bombardier cleaner (P/N 293 110 001 — 400 g) and water. For fine scratches and scuff marks removal, use a windshield polisher for acrylic, lucite, polycarbonate and similar materials.

Stains may be removed from seats and fiberglass with Knight's Spray-Nine* from Korkay System Ltd or the equivalent.

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

TRANSPORTATION

Trailer

Refer to the Trailer instructions for proper capacity, operation, maintenance, accessories and warranty.

Check the regulations in your area concerning towing a trailer, especially the following rules:

- brake system
- tow vehicle weight
- mirrors

NOTE: An optional brake system is available for your trailer, see an authorized Sea-Doo jet boat dealer.

Jet Boat

Take the following precautions when towing the jet boat.

Remove stern light (if installed).

Ensure that ski post is pushed down.

Ensure all storage compartments are properly latched.

A SEA-DOO jet boat cover should protect the jet boat, particularly before driving on dirt roads.

Loading/Launching

Before launching the boat, ensure the bilge plug is fully screwed and the main battery cut-off switch is turned ON.

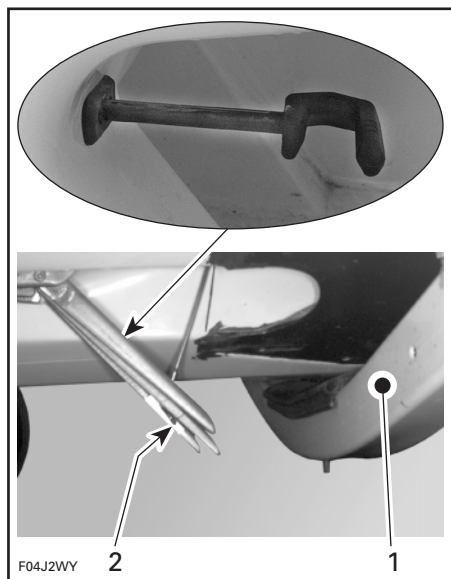
Before loading or launching the boat on/from the trailer, ensure that the weedless system lever, is completely pushed in.

This will allow the water intake grates to be in upper position, eliminating the possibility to come in contact with the trailer.



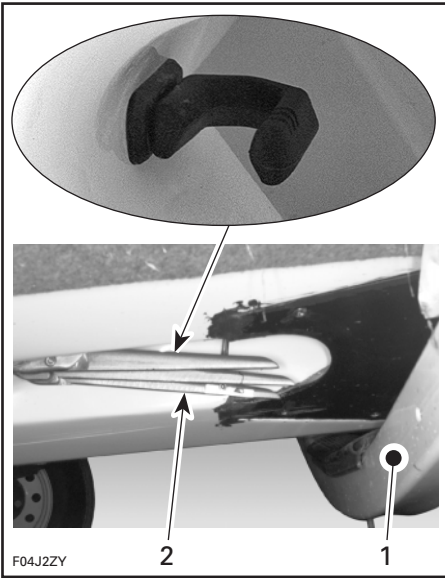
CAUTION

Loading/launching the boat on/from the trailer with the water intake grate in lower position will cause damage to the weedless system and possibly to the fiberglass hull.



TYPICAL — WRONG POSITION

1. Trailer frame
2. Grate in fully open position



TYPICAL — CORRECT POSITION

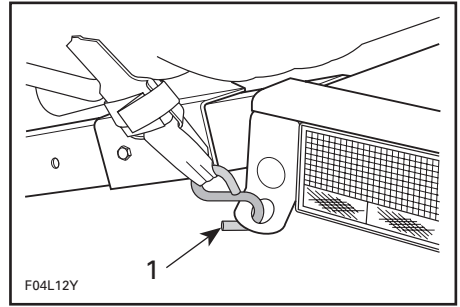
1. Trailer frame
2. Grate in fully close position

When finished with loading the boat on trailer, it is suggested to turn the main battery cut-off switch to OFF.

Boat Tie-Down Attachment on Trailer

When securing boat tie-downs to trailer, ensure that tie-down hook is passed through trailer bracket hole as shown.

The hook open end must be toward ground so that if it would loosen, it would remain hooked on trailer bracket.



TYPICAL

1. Hook open end must be positioned toward ground

◆	WARNING
Observe trailering safety precautions located on the trailer.	

STORAGE AND PRE-SEASON PREPARATION

Storage

It is recommended that the jet boat be taken to an authorized dealer for proper storage but the following operations can be performed by you with a minimum of tools.

▼ CAUTION

Do not run the engine(s) during the storage period.

NOTE: Storage procedure applies for both engine systems (if applicable).

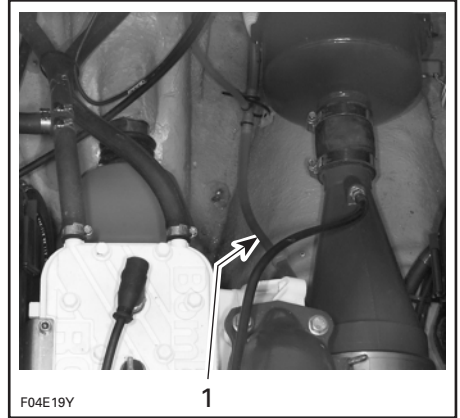
Engine Draining

Check engine(s) drain tube. Make sure there is no sand or other particles in and that it is not obstructed so that water can exit the engine(s). Clean hose and fitting as necessary. Refer to POST-OPERATION CARE.

▼ CAUTION

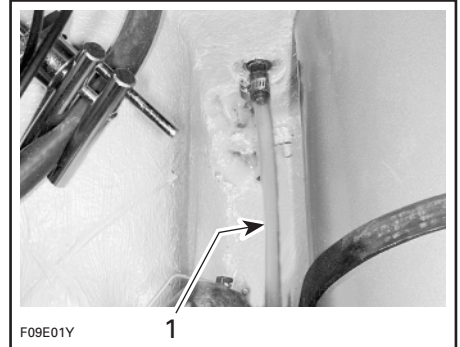
Water in engine drain tube(s) must be free to flow out, otherwise water could be trapped in engine(s). Should water freeze in engine(s), severe damage will occur. Check engine drain tube(s) for obstructions.

Sportster, Challenger, Speedster SK and Sportster 1800 Models

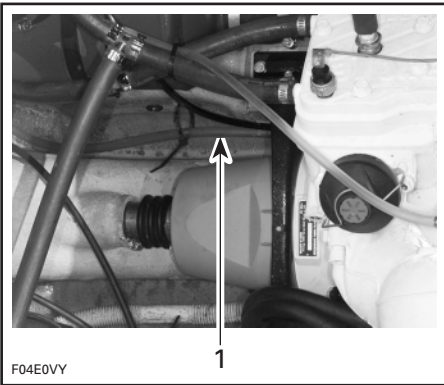


1. Drain tube must be clean

Speedster Model



1. Drain tube must be clean



1. Drain tube must be clean

Fuel System

SEA-DOO fuel stabilizer or equivalent, should be added to fuel tank to prevent fuel deterioration and carburetor gumming. Follow manufacturer's instructions for proper use.

▼ CAUTION

Fuel stabilizer should be added prior to engine lubrication to ensure carburetor protection against varnish deposit.

◆ WARNING

Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the jet boat.

Cooling System Flushing and Engine Internal Lubrication

Refer to procedure discussed in POST-OPERATION CARE.

Propulsion System

Lubricant in impeller shaft reservoir should be drained and reservoir cleaned. Refilled with BOMBARDIER synthetic polyolester oil 75W90 GL5 type C gear lube, as per following table. Refer to an authorized dealer for this operation.

▼ CAUTION

Use only BOMBARDIER jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

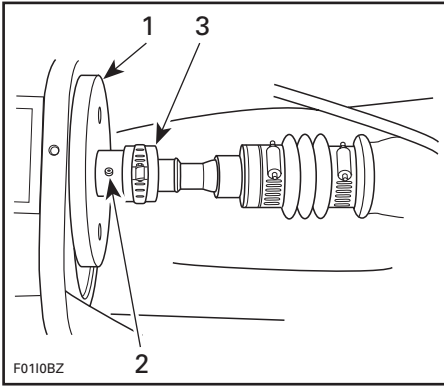
IMPELLER SHAFT RESERVOIR

Model	Capacity (mL)
Sportster	80
Challenger	80
Speedster	100
Speedster SK	100
Sportster 1800	100
Challenger 1800	100

Lubricate PTO flywheel at grease fitting with synthetic grease.

▼ CAUTION

Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot. Never leave any clothing, tool or other objects in the engine compartment.



1. PTO flywheel
2. Grease fitting
3. Drive shaft boot

Boat Cleaning/Repair

Wash the body and the trailer with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove any marine organisms from the hull.

▼ CAUTION

Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

Stains may be removed from seats and fiberglass with Knight's Spray-Nine* from Korkay System Ltd or the equivalent.

If repairs are needed to the body or to the hull contact your dealer. For paint touch up to mechanical parts use Bombardier spray paint. For minor gelcoat repairs, a Bombardier repair kit is available. Replace damaged labels/decals.

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Unscrew drain plug(s) and lift front end of jet boat to completely drain bilge.

Antifreezing Protection

In cool regions where freezing point temperature may be encountered, cooling system must be filled with water and antifreeze solution. (50% water, 50% antifreeze).

▼ CAUTION

Antifreeze mix must be fed in cooling system. Otherwise water will freeze in engine(s)/exhaust system(s) causing severe damage.

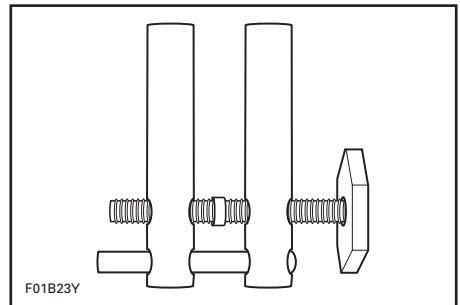
NOTE: When available, it is recommended to use biodegradable antifreeze compatible with internal combustion aluminum engines. This will contribute to protect the environment.

▼ CAUTION

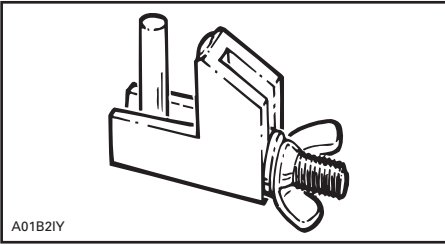
Always use ethylene glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

NOTE: The engine(s) will not have to run during this operation but should have been run before to exhaust water from cooling system components.

Some hoses have to be plugged to prevent draining before filling cooling system jackets with the antifreeze. Use hose pinchers (not supplied) (P/N 529 032 500) or (P/N 295 000 076).



TYPICAL — HOSE PINCHER (P/N 529 032 500)



Air will escape from bleed hose on tuned pipe.

Sportster, Challenger, Sportster 1800 and Speedster SK Models

Install a hose pincher and firmly tighten on:

- water injection hose at tuned pipe

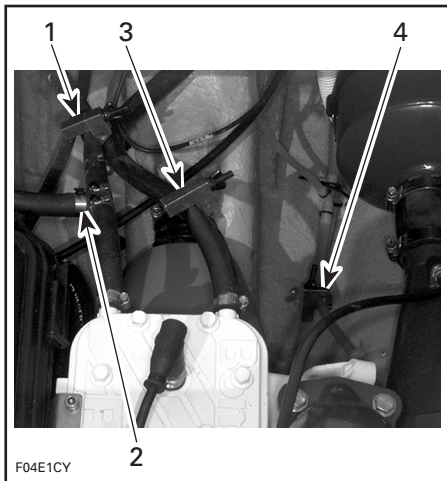
TYPICAL — HOSE PINCHER (P/N 295 000 076)



F04E0YL

1. Hose pincher on injection hose going to tuned pipe

- engine drain tube coming from exhaust manifold before T-fitting
- hose right after T-fitting
- hose on cylinder head

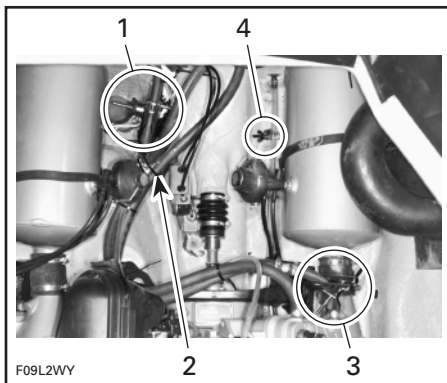


1. Hose pincher right after T-fitting
2. T-fitting
3. Hose pincher on this hose
4. Hose pincher on drain tube

Speedster and Challenger 1800 Models

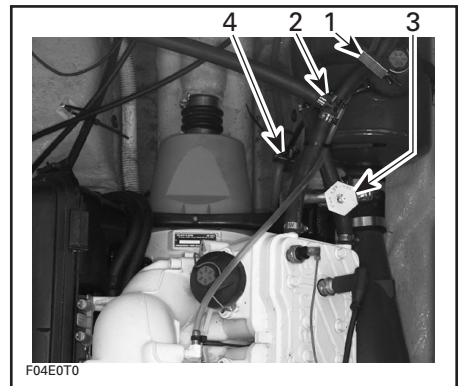
Install a hose pincher and firmly tighten on:

- engine drain tube coming from cylinder base before T-fitting
- hose right after T-fitting
- hose on cylinder head



SPEEDSTER SHOWN

1. Hose pincher right after T-fitting
2. T-fitting
3. Hose pincher on this hose
4. Hose pincher on drain tube



CHALLENGER 1800 SHOWN

1. Hose pincher right after T-fitting
2. T-fitting
3. Hose pincher on this hose
4. Hose pincher on drain tube

All Models

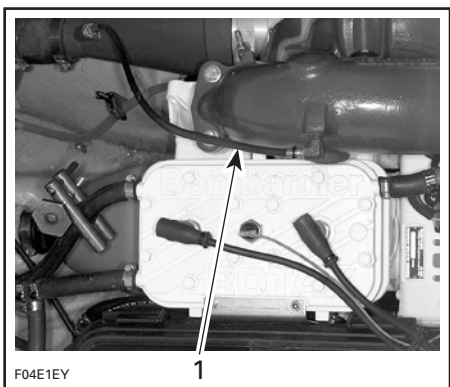
NOTE: Hose pinchers must be firmly tightened so that no antifreeze can flow through the blocked hoses. If you hear the liquid flowing in the muffler immediately after starting pouring antifreeze, it indicates that antifreeze is bypassing the engine/tuned pipe water jackets. To correct this, firmly retighten hose pinchers.

Unscrew cap from flushing fitting on the edge of engine compartment and insert a funnel into flushing fitting. Pour about 2 liters (1/2 gal) of antifreeze solution through the funnel. Let the antifreeze enough time to flow. Moving the hose with the T-fitting should accelerate the flow.



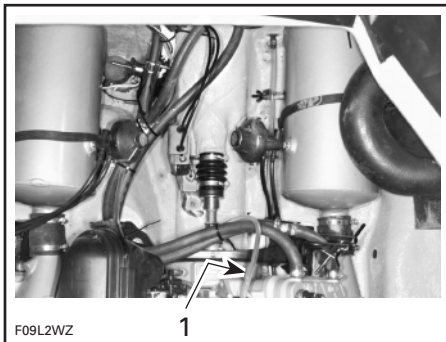
TYPICAL

Pour antifreeze until you see it flowing out of tuned pipe bleed hose. At this time only, the entire circuit is filled with antifreeze.



SPORTSTER, CHALLENGER, SPEEDSTER SK AND SPORTSTER 1800

1. Pour antifreeze until it flows out here



SPEEDSTER

1. Pour antifreeze until it flows out here

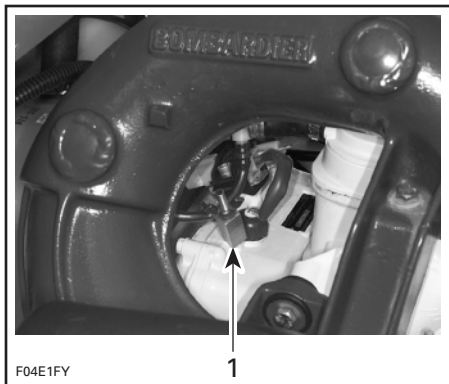


CHALLENGER 1800

1. Pour antifreeze until it flows out here

Sportster, Challenger, Speedster SK and Sportster 1800

Remove hose pincher from injection hose at tuned pipe and continue to pour approximately 200 mL (7 oz). This will allow antifreeze to flow inside muffler to protect it.



F04E1FY

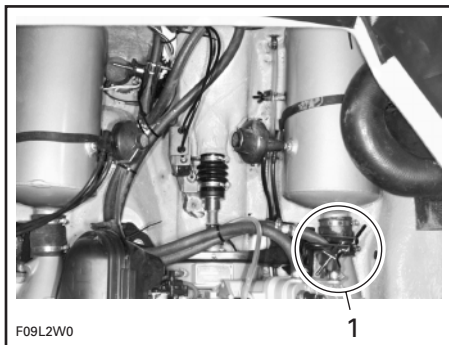
1

TYPICAL

1. Remove this hose pincher

Speedster and Challenger 1800

At this time, remove hose pincher hose at engine head and continue to pour approximately 200 mL (7 oz). This will allow antifreeze to flow through water regulator valve toward muffler to protect them.



F09L2W0

1

SPEEDSTER SHOWN

1. Remove this hose pincher



F04E0TZ

1

CHALLENGER 1800

1. Remove hose pincher

All Models

When finished, remove all remaining hose pinchers.

Most of the antifreeze will drain out from flushing fitting and jet pump nozzle when removing hose pinchers. Use a suitable container to recover it. Dispose antifreeze as per your local laws and regulations.

NOTE: Although most antifreeze will drain out, it has flowed to mix with water that was possibly trapped in cooling system cavities thus preventing freezing problems.

Battery

Contact your authorized dealer.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray BOMBARDIER LUBE lubricant over metallic components in engine compartment.

Lubricate the throttle cable(s) with BOMBARDIER LUBE lubricant.

Finalizing Storage Preparation

Apply a non abrasive wax to body.

The engine storage cover should be left partially opened during storage (detach the gas shocks from the cover to prevent full opening). Remove storage tray. Place it on deck. This will avoid engine compartment condensation and possible corrosion.

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



CAUTION

Never leave the jet boat stored in direct sunlight. UV radiation will dull finishes. The jet boat must never be left in water for storage. Make sure to turn off main battery cut-off switch.

For the storage period, it is necessary to lift the bow up and safely block in this position so drainage can take place. Ensure the drain plug is unscrewed.

Pre-Season Preparation

Use the following chart.

Since technical skills and special tools are required, some operations should be performed by an authorized dealer.



WARNING

Observe WARNINGS and CAUTIONS mentioned throughout this guide which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine BOMBARDIER parts or approved equivalents.

NOTE: If non-biodegradable antifreeze was used when storing the boat, it is important to recover the antifreeze before putting the boat in the water. When first starting the engine on pre-season preparation, use a suitable container to recover it and dispose antifreeze as per your local laws and regulations.

Pre-Season Preparation Chart

NOTE: It is highly recommended that the dealer perform at the same time the annual safety inspection in addition to the pre-season preparation.

OPERATIONS	TO BE PERFORMED BY
Lubrication/corrosion protection	OPERATOR
DESS operation/DESS post and safety lanyard cap terminal condition	DEALER
Battery condition/charging and reinstallation	DEALER
Starter connections and routing ②	DEALER
Spark plug replacement ①	OPERATOR
Impeller shaft reservoir oil inspection/replacement	DEALER
Propulsion and weedless system inspection	DEALER
Oil filter replacement	DEALER
Oil injection reservoir filling	OPERATOR
Flame arrester cleaning/inspection ②	DEALER
Fuel filter replacement	DEALER
Fuel line condition ②	DEALER
Filler neck, fuel tank and fuel cap condition ②	DEALER
Check fasteners, fuel system pressurization ②	DEALER
Choke cable inspection/adjustment	DEALER
Oil injection pump adjustment and bleeding	DEALER
Engine ignition timing	DEALER
Carburetor adjustment	DEALER
Steering system and low-speed steering control system inspection ②	DEALER
Throttle/shifter system inspection ②	DEALER
Inspection of drain hole/bilge pump/drain plug	DEALER
Inspection of cooling system inlet/outlet hoses ②, monitoring beeper	DEALER
Fire extinguisher condition/mounting ②	OPERATOR

① Before installing new spark plugs, it is suggested to burn the excess BOMBARDIER LUBE lubricant by starting the engines using the old spark plugs.

② Safety item covered in the annual safety inspection.

CAUTION

Only perform this operation in a well ventilated area. Garden hose must be installed or boat must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of simple troubles. You may be able to solve many of these problems rather quickly, but others may require the skills of a mechanical technician. In such a case, consult an authorized dealer for servicing

Nothing is Working in the Electrical System

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
No beeps are heard when installing safety lanyard on DESS post.	<ul style="list-style-type: none"> Main battery cut-off switch is turned OFF. 	<ul style="list-style-type: none"> Verify and turn ON.

Monitoring Beeper Coded Signals

NUMBER OF BEEPS	POSSIBLE CAUSE	REMEDY
2 short (while installing safety lanyard on DESS post).	<ul style="list-style-type: none"> Everything is correct with the safety lanyard (good contact and right lanyard cap). 	<ul style="list-style-type: none"> Engine can be started normally.
1 long (while installing safety lanyard on DESS post or when pressing start/stop buttons in some cases).	<ul style="list-style-type: none"> Bad connection between safety lanyard cap and DESS post. Wrong safety lanyard. Dried salt water or oil in safety lanyard cap. Improper operation of MPEM or defective wiring harness. 	<ul style="list-style-type: none"> Remove and reinstall the safety lanyard on the DESS post. Two short beeps should be heard which indicates the system is ready again to allow engine starting. Use the safety lanyard that has been programmed for the boat. If it does not work, refer to an authorized dealer. Clean safety lanyard cap with dishwashing liquid. Refer to an authorized dealer.
4 short (while pressing start/stop button with safety lanyard already installed).	<ul style="list-style-type: none"> Shifter is NOT in neutral. 	<ul style="list-style-type: none"> Place shifter in neutral. While moving the shifter, 1 short beep indicates you reached the neutral position.
1 short (while moving shifter to neutral).	<ul style="list-style-type: none"> Confirmation that shifter is now in neutral. 	<ul style="list-style-type: none"> Engine is now ready to be started.
8 short.	<ul style="list-style-type: none"> Defective MPEM (memory). 	<ul style="list-style-type: none"> Refer to an authorized dealer.
Continuous.	<ul style="list-style-type: none"> Engine overheating. 	<ul style="list-style-type: none"> Refer to Engine Overheats below.

Engine will not Start

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over and the monitoring beeper sounds.	Refer to monitoring beeper coded signals above.	
Engine does not turn over.	<ul style="list-style-type: none"> • Safety lanyard removed. • Burnt fuse. • Discharged battery. • Battery connections, corroded or loose. • Water flooded engine. 	<ul style="list-style-type: none"> • Install cap over switch. • Check wiring then replace fuse. • Refer to an authorized dealer. • Refer to an authorized dealer. • Refer to an authorized dealer.
Engine slowly turns.	<ul style="list-style-type: none"> • Discharged or weak battery. 	<ul style="list-style-type: none"> • Refer to an authorized dealer.
Engine turns over.	<ul style="list-style-type: none"> • Fuel tank empty or water contaminated. • Fuel filter clogged or water contaminated. • Fuel flooded engine: <ul style="list-style-type: none"> – Fouled/defective spark plugs. – Misuse of choke. 	<ul style="list-style-type: none"> • Refill or siphon and fill with fresh fuel. • Clean, check fuel tank for water. • Replace. • Use only with cold engine. Replace spark plugs.

Engine Misfires, Runs Irregularly

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark.	<ul style="list-style-type: none"> • Fouled worn spark plugs. • Faulty RPM limiter. • Too much oil supplied to engine. 	<ul style="list-style-type: none"> • Replace. • Refer to an authorized dealer. • Improper oil pump adjustment, refer to an authorized dealer.
Lean fuel mixture.	<ul style="list-style-type: none"> • Fuel: Level too low, stale or water contaminated. • Fuel filter, clogged or water contaminated. 	<ul style="list-style-type: none"> • Siphon and/or refill. • Refer to an authorized dealer.
Rich fuel mixture (high fuel consumption).	<ul style="list-style-type: none"> • Flame arrester dirty/clogged. • Partially closed choke. 	<ul style="list-style-type: none"> • Clean or replace. • Refer to an authorized dealer.

Engine Overheats

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Monitoring beeper continuously sounds.	<ul style="list-style-type: none"> • Clogged jet pump water intake. • Incorrect type of fuel or oil. • Clogged coolant system. 	<ul style="list-style-type: none"> • Clean. • Siphon and refill. • Flush cooling system with garden hose.

Engine Continually Backfires

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Faulty RPM limiter. 	<ul style="list-style-type: none"> • Refer to an authorized dealer.
Weak spark.	<ul style="list-style-type: none"> • Fouled, worn spark plugs. 	<ul style="list-style-type: none"> • Replace.
Overheated engine.	<ul style="list-style-type: none"> • See ENGINE OVERHEATS. 	

Engine Pinging or Knocking

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Poor quality gasoline/low octane. • Spark plug heat range too high. 	<ul style="list-style-type: none"> • Use well known quality and recommended gasoline. • Use recommended spark plugs.

Engine Lacks Acceleration or Power

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Weak spark/incorrect fuel mixture. • Water in fuel or injection oil. 	<ul style="list-style-type: none"> • Refer to ENGINE MISFIRES. • Siphon and replace.
Overheated engine.	<ul style="list-style-type: none"> • See ENGINE OVERHEATS. 	

Jet Boat can not Reach Top Speed

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Jet pump water intakes clogged. • Damaged impeller(s). 	<ul style="list-style-type: none"> • Clean. • Replace. Refer to an authorized dealer.

Abnormal Noise from Propulsion System

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Weeds or debris jammed around impeller(s). 	<ul style="list-style-type: none"> • Clean and check for damage.
	<ul style="list-style-type: none"> • Damaged impeller shaft(s) or drive shaft(s). 	<ul style="list-style-type: none"> • Refer to an authorized dealer.

SPECIFICATIONS

ENGINE		SPORTSTER	CHALLENGER
Number of engines		1	2
Engine type		BOMBARDIER-ROTAX 717, 2-stroke	
Induction type		Rotary valve	
Exhaust system		Water cooled/water injected	
Lubrication	Type	Oil injection	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Displacement		718 cm ³ (43.81 in ³)	
Rev limiter setting		7000 RPM (± 50)	
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit	
Monitoring beeper, switch on @		96-99°C (205-210°F)	
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	
Ignition system type		CDI (Capacitor Discharge Ignition (breakerless))	
Spark plug	Make and type	NGK, BR8ES (resistor type)	
	Gap	0.5 - 0.6 mm (.020 - .024 in)	
Starting system		Electric starter	
Battery		Not supplied ①	
Fuses	Main	20 A (2)	20 A (3)
	MPEM supply	5 A	5 A
	Charging system	15 A (1)	15 A (2)
	Bilge air blower	7.5 A	
	Bilge pump	3 A	
	Navigation lights	3 A	
	Gauges supply	5 A	
	Auxiliary system	10 A	
CARBURETION			
Fuel type		Regular unleaded gasoline	
Carburetor		One carburetor, single diaphragm type with accelerator pump	

① Recommended: Exide R-24-130, 12 V, 25 A•h (130 minutes reserve) or R-24-160 (160 minutes) or equivalent.

Battery posts: On top. Round taper type.

Battery maximum allowed size:

285 mm (11-1/4 in) long x 190 mm (7-1/2 in) wide x 238 mm (9-3/8 in) high.

PROPULSION	SPORTSTER	CHALLENGER
Propulsion system	Bombardier Formula Jet Pump	
Number of jet pumps	1	2
Jet pump type	Axial flow, single stage	
Transmission	Direct drive	
Impeller shaft reservoir, oil type	Sea-Doo Synthetic polyolester 75W90 GL5 gear oil	
Pivoting angle of direction (nozzle)	~26°	
Minimum required water level for jet pump(s)	90 cm (3 ft)	
DIMENSIONS		
Overall length	442 cm (174 in)	
Overall length on trailer	498 cm (198 in)	
Beam	216 cm (85 in)	
Draft	30 cm (12 in)	
Dead rise	20°	
Overall height	107 cm (42 in)	
Overall height on trailer	150 cm (59 in)	
Weight (dry)	530 kg (1166 lb)	560 kg (1235 lb)
Load limit (passengers + luggage)	4 passengers OR 325kg (715 lb) (based on calm water operation)	
Maximum engine power capacity rating of the craft	62 kW (83 HP)	125 kW (166 HP)
Hull material	Composite (fiberglass)	
CAPACITIES		
Fuel tank (reserve included)	102 L (27 U.S. gal)	
Impeller shaft reservoir	Capacity	80 mL (2.7 U.S. oz)
	Oil level	Up to plug
Oil injection reservoir	9 L (2.3 U.S. gal)	

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

ENGINE		SPEEDSTER	SPEEDSTER SK
Number of engines		2	
Engine type		BOMBARDIER-ROTAX 787, 2-stroke	BOMBARDIER-ROTAX 717, 2-stroke
Induction type		Rotary valve	
Exhaust system		Water cooled/water injected	
Lubrication	Type	Oil injection	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Displacement		782 cm ³ (47.69 in ³)	718 cm ³ (43.81 in ³)
Rev limiter setting		7200 RPM (± 50)	7000 RPM (± 50)
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit	
Monitoring beeper, switch on @		96-99°C (205-210°F)	
ELECTRICAL			
Magneto generator output		180 W @ 6000 RPM	160 W @ 6000 RPM
Ignition system type		DC-CDI (Direct-Current Capacitor Discharge Ignition (breakerless))	CDI (Capacitor Discharge Ignition (breakerless))
Spark plug	Make and type	NGK, BR8ES (resistor type)	
	Gap	0.5 - 0.6 mm (.020 - .024 in)	
Starting system		Electric starter	
Battery		Not supplied ①	
Fuses	Main	20 A (3)	
	MPEM supply	5 A	
	Charging system	15 A (2)	
	Bilge air blower	7.5 A	
	Bilge pump	3 A	
	Navigation lights	3 A	
	Gauges supply	5 A	
	Auxiliary system	10 A	
	Horn System	5 A	
Jack System	10 A		
CARBURETION			
Fuel type		Regular unleaded gasoline (87 Octane)	
Carburetor		Two carburetors, twin diaphragm type with accelerator pump	One carburetor, twin diaphragm type with accelerator pump

PROPULSION		SPEEDSTER	SPEEDSTER SK
Propulsion system		Bombardier Formula Sea Pump	
Number of jet pumps		2	
Jet pump type		Axial flow, single stage	
Transmission		Direct drive	
Impeller shaft reservoir, oil type		Sea-Doo Synthetic polyolester 75W90 GL5 gear oil	
Pivoting angle of direction (nozzle)		~26°	
Minimum required water level for jet pumps		90 cm (3 ft)	
DIMENSIONS			
Overall length		503 cm (198 in)	
Overall length on trailer		625 cm (246 in)	
Beam		231 cm (91 in)	
Draft		30 cm (12 in)	
Dead rise		20°	
Overall height		127 cm (50 in)	
Overall height on trailer		160 cm (63 in)	
Weight (dry)		777 kg (1710 lb)	
Load limit (passengers + luggage)		5 passengers	4 passengers
		410 kg (905 lb) (based on calm water operation)	
Maximum engine power capacity rating of the craft		125kW (166 HP) @ 6750 RPM	152kW (202 HP) @ 6750 RPM
Hull material		Composite (fiberglass)	
CAPACITIES			
Fuel tank (reserve included)		151 L (40 U.S. gal)	
Impeller shaft reservoir	Capacity	100 mL (3.4 U.S. oz)	
	Oil level	Up to plug	
Oil injection reservoir		9 L (2.3 U.S. gal)	

① Recommended: Exide R-24-130, 12 V, 25 A•h (130 minutes reserve) or R-24-160 (160 minutes) or equivalent.

Battery posts: On top. Round taper type.

Battery maximum allowed size: 285 mm (11-1/4 in) long x 190 mm (7-1/2 in) wide x 238 mm (9-3/8 in) high.

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ENGINE		SPORTSTER 1800	CHALLENGER 1800
Number of engines		2	
Engine type		BOMBARDIER-ROTAX 717, 2-stroke	BOMBARDIER-ROTAX 787, 2-stroke
Induction type		Rotary valve	
Exhaust system		Water cooled/water injected	
Lubrication	Type	Oil injection	
	Oil type	BOMBARDIER-ROTAX injection oil	
Number of cylinders		2	
Displacement		718 cm ³ (43.81 in ³)	782 cm ³ (47.69 in ³)
Rev limiter setting		7000 RPM (± 50)	7200 RPM (± 50)
COOLING			
Type		Water cooled, total loss type. Direct flow from propulsion unit	
Monitoring beeper, switch on @		96-99°C (205-210°F)	
ELECTRICAL			
Magneto generator output		160 W @ 6000 RPM	180 W @ 6000 RPM
Ignition system type		CDI (Capacitor Discharge Ignition (breakerless))	DC-CDI (Direct-Current Capacitor Discharge Ignition (breakerless))
Spark plug	Make and type	NGK, BR8ES (resistor type)	
	Gap	0.5 - 0.6 mm (.020 -.024 in)	
Starting system		Electric starter	
Battery		Not supplied ①	
Fuses	Main	20 A (3)	20 A (3)
	MPEM supply	5 A	5 A
	Charging system	15 A (2)	15 A (2)
	Bilge air blower	7.5 A	
	Bilge pump	3 A	
	Navigation lights	3 A	
	Gauges supply	5 A	
	Auxiliary System	10 A	
	Horn system	5 A	
	Jack system	10 A	
	Radio/Courtesy lights	10 A	
CARBURETION			
Fuel type		Regular unleaded gasoline (87 octane)	
Carburetor		One carburetor, single diaphragm type with accelerator pump	Two carburetors, twin diaphragm type with accelerator pump

PROPULSION		SPORTSTER 1800	CHALLENGER 1800
Propulsion system		Bombardier Formula Sea Pump	
Number of jet pumps		2	
Jet pump type		Axial flow, single stage	
Transmission		Direct drive	
Impeller shaft reservoir, oil type		Sea-Doo Synthetic polyolester 75W90 GL5 gear oil	
Pivoting angle of direction (nozzle)		~26°	
Minimum required water level for jet pumps		90 cm (3 ft)	
DIMENSIONS			
Overall length		546 cm (215 in)	
Overall length on trailer		617 cm (243 in)	
Beam		229 cm (90 in)	
Draft		27 cm (10.5 in)	
Dead rise		19.5°	
Overall height		135 cm (53 in)	
Overall height on trailer		178 cm (70 in)	
Weight (dry)		800 kg (1760 lb)	848 kg (1865 lb)
Load limit (passengers + luggage)		7 passengers OR 565 kg (1245 lb) (based on calm water operation)	
Maximum engine power capacity rating of the craft		125 kW (166 HP) @ 6750 RPM	150kW (201 HP) @ 6750 RPM
Hull material		Composite (fiberglass)	
CAPACITIES			
Fuel tank (reserve included)		151 L (40 U.S. gal)	
Impeller shaft reservoir	Capacity	100 mL (3.4 U.S. oz)	
	Oil level	Up to plug	
Oil injection reservoir		9 L (2.3 U.S. gal)	

① Recommended: Exide R-24-130, 12 V, 25 A•h (130 minutes reserve) or R-24-160 (160 minutes) or equivalent.

Battery posts: On top. Round taper type.

Battery maximum allowed size: 285 mm (11-1/4 in) long x 190 mm (7-1/2 in) wide x 238 mm (9-3/8 in) high.

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

SI* METRIC INFORMATION GUIDE

BASE UNITS			
DESCRIPTION	UNIT	SYMBOL	
length	meter	m	
mass	kilogram	kg	
force	newton	N	
liquid	liter	L	
temperature	Celsius	°C	
pressure	kilo pascal	kPa	
torque	newton-meter	N•m	
land velocity	kilometer per hour	km/h	
navigation velocity	knot	kn	
PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth of	0.01
milli	m	one thousandth of	0.001
micro	μ	one millionth of	0.000001
CONVERSION FACTORS			
TO CONVERT	TO ①	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in ²	cm ²	6.45	
in ³	cm ³	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
lbf•in	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	lbf•in	12	
PSI	kPa	6.89	
imp. oz	U.S. oz	0.96	
imp. oz	mL	28.41	
imp. gal	U.S. gal	1.2	
imp. gal	L	4.55	
U.S. oz	mL	29.57	
U.S. gal	L	3.79	
knot	MPH	1.15	
MPH	km / h	1.61	
Fahrenheit	Celsius	(°F - 32) ÷ 1.8	
Celsius	Fahrenheit	(°C x 1.8) + 32	
hp	kW75	

* The international system of units abbreviates SI in all languages.

① To obtain the reverse sequence, divide by the given factor. To convert “milli-meters” to “inches”, divide by 25.4.

NOTE: Conversion factors are rounded off to 2 decimals for easier use.



DECLARATION OF CONFORMITY

Application of Council Directives: 94/25/CE — Recreational craft
89/336/CEE — Electromagnetic compatibility

Standards to which conformity is declared: ISO 7840, ISO 8469, ISO 8665, ISO 8846,
ISO 8848, ISO 8849, ISO 9094, ISO 9097,
ISO 10087, ISO 10088, ISO 10133, ISO 10240,
ISO 11105, ISO 11591, ISO 11592, ISO 12215,
ISO 12216, ISO 13592, COLREGS, ABYC H-5,
ABYC H-8

Manufacturer's name: Bombardier Motor Corporation of America.

Manufacturer's address: 451 E. Illinois Ave
Benton, Illinois
62812-0394

Importer's name: Société ANF — Industrie S.A.

Importer's address: 2, rue du Nouveau Bercy
94220 Charenton
Paris, France

Notified body for Directive 94/25/CE: International Marine Certification Institute
Trèves centre, rue de Trèves 45
1040 Brussels, Belgium

Competent body for Directive 89/336/CEE: UTAC
Autodrome de Linas-Monthléry, B.P. 212
91311 Monthléry cedex, France

Type of equipment: Jet boats, inshore category C

Model names and numbers: Challenger 1800 (5675/5679), Challenger
(5672), Sportster 1800 (5676/5680),
Sportster (5673), Speedster (5674/5678),
Speedster SK (5677/5681)

I, the undersigned, hereby declare that the equipment specified above conforms to the above Directives and Standards.

Name of signatory: Ghislain Ghiot

Title of signatory on behalf of
Bombardier Motor Corporation of America: Zone Manager — Sea-Doo jet boats

Homologation and Certification

These boats comply with the following standards:

STANDARD	TYPE OF CERTIFICATION
United States Coast Guard	Self certification
Canadian Coast Guard	Self certification
Russian Maritime Register of Shipping	Certify by Russian Maritime Register of Shipping 8, Dvortsovaya Nab., 191186 St. Petersburg, Russia
Directive 89/336/CEE of the council relating to electromagnetic compatibility	Internal production control plus control carried out on the responsibility of a competent body. Competent body: UTAC Autodrome de Linas-Monlhéry, B.P. 212 91311 Monlhéry cedex, France
Directive 94/25/EC of the European Parliament and of the council relating to recreational craft	Internal production control plus control carried out on the responsibility of a notified body. Notified body: International Marine Certification Institute Trèves centre, rue de Trèves 45 1040 Brussels, Belgium

Operator's Guide Confirmation of Receipt

Your dealer

Name: _____ _____
Address: _____ _____

Is the representative of our company and will afford you the necessary help to resolve any problems you may have.

As soon as you are the owner, date and sign the receipt here and give it (or send it) to the dealer to be covered by our warranty.

Warranty condition as detailed in the Warranty Section of this Guide.

----- Cut here

Receipt	
Name:	_____
Address:	_____
Owner of _____	No. _____
HIN (to be completed by customer or selling dealer) _____	
This warranty begins _____ (date).	
The dealer named on this document has instructed me on the operation, maintenance, safety features and warranty policy, all of which I understand. I am also satisfied with the predelivery set-up and inspection of my jet boat. I have also received a copy of the <i>Operator's Guide</i> for my jet boat.	
Signature: _____	

CHANGE OF ADDRESS

If your address has changed, be sure to fill out and mail the card provided on this page.

Such notification is likewise necessary for your own safety even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your watercraft becomes necessary.

NOTE: This card is strictly for change of address only.



CHANGE OF ADDRESS

VEHICLE IDENTIFICATION NUMBER

Model Number

Hull Identification Number (H.I.N.)

OLD ADDRESS:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

NEW ADDRESS:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

STOLEN UNITS

In the event that your watercraft is stolen, you should notify your area's distributor warranty department of such.

Please provide your name, address, phone number, hull identification number and date it was stolen.

Bombardier will provide a list of stolen units to all watercraft dealers on a monthly basis to aid in recovery of such units to their owners.



STAMP

BOMBARDIER INC.
SEA-DOO WARRANTY
VALCOURT, QUEBEC
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