



**Includes:**

- Important Safety Information**
- Navigation Rules**
- Operating Instructions**
- Maintenance and Storage**

# Jet Ski® 1100 STX Watercraft

保存版

# OWNER'S MANUAL

<https://www.boat-manuals.com/>



## READ THIS FIRST!

### **⚠ WARNING**

For your safety, read this Owner's Manual and understand it thoroughly before operating this JET SKI watercraft. This manual contains the warnings given here for your immediate attention plus other important information.

The JET SKI watercraft is not a toy; it is a one to three person high performance Class A power boat with a capacity load limit of 225 kg (496 lb). Underage operators may be hazardous to themselves and others. You must know and observe your state's minimum boating age regulations. Kawasaki does not recommend operation of this watercraft by persons under the age required for a driver's license.

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

This is a very maneuverable, sport watercraft; other boaters may not be expecting you to turn as quickly as you are able. Look around you to make sure the path is clear before executing any sudden turns.

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

Riders of personal watercraft may suffer injury due to the forceful injection of water into body cavities either by falling into the water or while mounting the craft. Kawasaki recommends that the operator and passengers of personal watercraft wear protective swimwear such as wetsuit bottoms.

Releasing the throttle completely reduces the ability to steer. This can cause you to hit an object you are trying to avoid. You must have thrust to turn, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

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

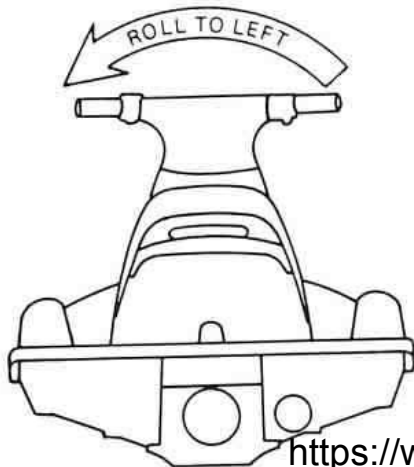
Never operate the watercraft after dark. It was not designed for such use, and has no lighting equipment.

## CAUTION

Take proper care of your new JET SKI watercraft. Here are some of the cautions contained in this manual which must be followed for the protection of your watercraft. Be sure to read this Owner's Manual and understand it thoroughly before operating your watercraft.

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

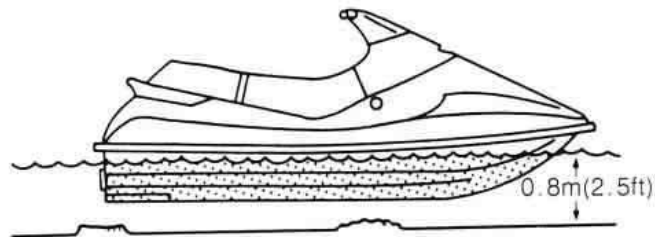
If water gets into the watercraft engine, follow the procedure on page 72 immediately. If water is left in the engine more than a few hours, it will destroy the crankshaft bearings and damage other internal engine parts.



The watercraft must be in at least 0.8 m (2.5 ft) of water when starting to prevent jet pump damage by objects sucked up from the bottom.

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

Do not run the watercraft onto the shore, or severe impeller damage may occur.



## **Quick Reference Guide**

This Quick Reference Guide will assist you in finding the information you're looking for.

**General  
Information**

**Operating  
Instructions**

**Storage**

**Maintenance  
and Adjustments**

**Troubleshooting  
Guide**

A Table of Contents is included after the Foreword.

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## FOREWORD

Welcome to a new and exciting water sport. We are pleased you have chosen the Kawasaki JET SKI watercraft to expand the enjoyment of your recreational hours. Kawasaki uses the latest manufacturing methods and materials to bring you a high quality recreational watercraft.

This Owner's Manual is provided to aid you in the safe and reliable operation of your watercraft. **READ IT AND BECOME THOROUGHLY FAMILIAR WITH PROPER OPERATING PROCEDURES BEFORE YOUR FIRST RIDE.** Make sure anyone who operates your watercraft is fully acquainted with the proper operating procedures. Kawasaki strongly recommends that all operators attend a boating safety course before riding the watercraft. Contact the local office of the U.S. Coast Guard or other marine law enforcement agency. Careful operation and proper maintenance in accordance with this Owner's Manual will provide you with maximum riding pleasure and performance.

A Service Manual is also available for those owners who, due to personal preference or necessity, wish to perform their own service and repair. Those who plan to do their own work should, of course, be competent mechanics and should possess the required tools to work on

the watercraft, including the special tools described in the Service Manual. See your dealer if you want a Service Manual and the required tools.

When you are planning to ride your watercraft, be sure to take this manual with you as a reference. This can be important should you encounter operating difficulties. If you have any additional questions about your watercraft, please contact your dealer. He has the necessary parts and service knowledge to care for your needs.

This craft is a "Class A" inboard boat, and as such is subject to all federal rules and regulations especially pertaining to boating safety and operation as enforced by the U.S. Coast Guard. Some local jurisdictions may have additional requirements for operation of power boats in waters under their control. Additionally, other countries may have their own standards and regulations. Please check your local boating laws and regulations before riding the watercraft.

Whenever you see the symbols shown below, heed their instructions! Always follow safe operating and maintenance practices.

### **WARNING**

This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

### **CAUTION**

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to, or destruction of equipment.

### **NOTE**

*○ Indicates points of particular interest for more efficient and convenient operation.*

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June 1998. (1). (S)

**JETSKI**  
watercraft

is a trademark of Kawasaki Heavy Industries, Ltd. registered in U.S.A., Japan, Austria, Benelux, Sweden, Denmark, Switzerland, France, Canada, Finland, Norway, Greece, Italy, U.K., Portugal, Thailand, and Taiwan.

**KAWASAKI JET SKI** is a trademark of Kawasaki Heavy Industries, Ltd. registered in Australia.

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## 8 SPECIFICATIONS

### SPECIFICATIONS

#### JET SKI WATERCRAFT - MODEL JT1100-B2 "CLASS A" INBOARD BOAT

<b>Engine:</b>		
Type	2-stroke, 3-cylinder, crankcase reed valve, water-cooled	
Displacement	1,071 mL	65.4 cu in.
Bore and Stroke	80.0 x 71.0 mm	3.15 x 2.80 in.
Compression Ratio	5.8 : 1	
Ignition System	DC-CDI	
Lubrication System	Oil injection (break-in period: Oil injection and gas/oil mixture 50 : 1)	
Carburetor	Keihin CDCV 38 x 3	
Starting System	Electric	
<b>Tuning Specifications:</b>		
Spark Plug	NGK BR9ES	
Gap	0.7 - 0.8 mm	0.028 - 0.032 in.
Terminal	Solid post	
Ignition Timing	17° BTDC @1 250 r/min (rpm) ~ 27° BTDC @3 000 r/min (rpm)	
Carburetor		
Idle Speed	1 250 ±100 r/min (rpm) -in water 1 800 ±100 r/min (rpm) - out of water	
Compression Pressure	940 kPa (9.6 kg/cm <sup>2</sup> ) @445 r/min (rpm)	137 psi

**SPECIFICATIONS 9**

<b>Drive System:</b> Coupling Jet Pump:   Type Thrust Steering Braking	Direct drive from engine Axial flow, single stage 364 kg Steerable nozzle Water drag	803 lb
<b>*Performance:</b> Minimum Turning Radius Fuel Consumption Cruising Range	4.0 m 46 L/h @full throttle 93 km @full throttle 1 hour and 9 minutes	13.1 ft 12.2 gal/hr (U.S.) 57.8 mi
<b>Dimensions:</b> Overall Length Overall Width Overall Height Dry Weight Fuel Tank Capacity	3 100 mm 1 170 mm 1 050 mm 278 kg 53 L including 7 L reserve	122.1 in. 46.1 in. 41.3 in. 613 lb 14.0 gal (U.S.) incl. 1.8 gal reserve
<b>Engine Oil:</b> Type Oil Tank Capacity	2-stroke, N.M.M.A. Certified for Service TC-W 3 5 L	5.3 qt (U.S.)
<b>Electrical Equipment:</b> Battery	12 V 18 Ah	

\* The information shown here represents results under controlled conditions, and the information may not be correct under other conditions.

## 10 GENERAL INFORMATION

# GENERAL INFORMATION

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### Serial Numbers

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The hull and engine identification numbers are used to register the boat. They are the only means of identifying your particular machine from others of the same model. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, investigating authorities will require both numbers as well as the model number and any unique features of your machine that could help identify it. Record these numbers here.



**A. Hull Identification Number (HIN)**

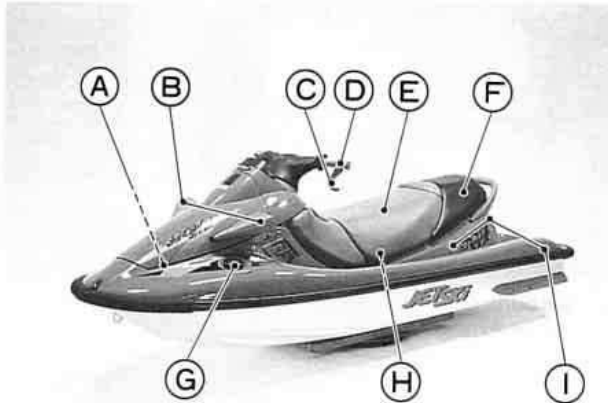
H.I.N.	
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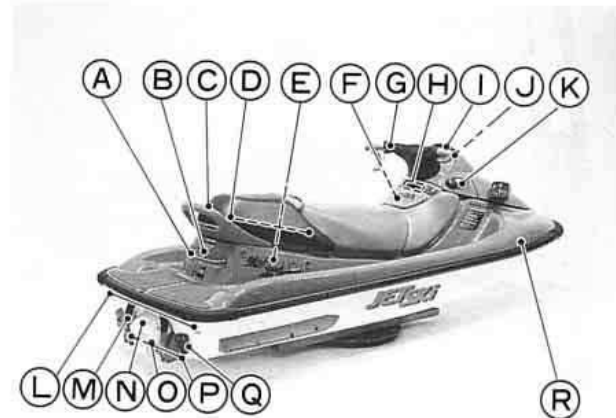
**A. Engine Number**

Eng. No.	
----------	--

Parts Location

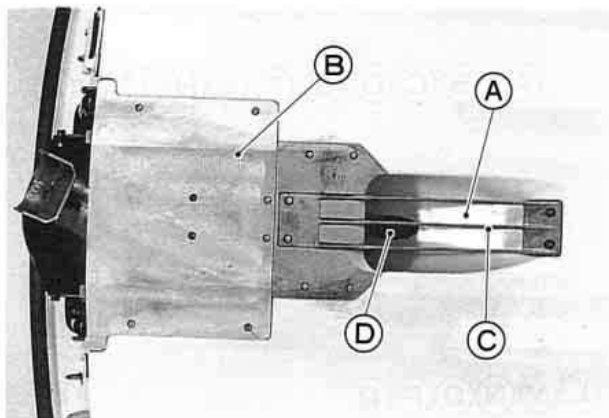


- |                            |                       |
|----------------------------|-----------------------|
| A. Storage Compartment     | F. Rear Seat          |
| B. Rear View Mirrors       | G. Fuel Filler Cap    |
| C. Engine Shut-off Lanyard | H. Engine Compartment |
| D. Handlebar               | I. Recessed Hooks     |
| E. Front Seat              |                       |



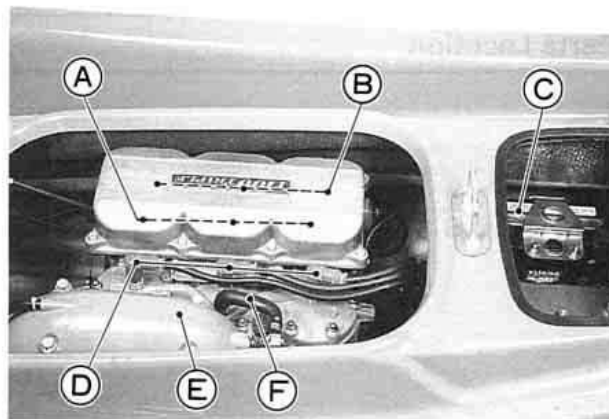
- |   |                        |
|---|------------------------|
| A. Reboarding Grip                      | I. Multifunction Meter |
| B. Towing Hook                          | J. Throttle Lever      |
| C. Handrail                             | K. Shift Lever         |
| D. Seat Latches                         | L. Towing Eyes         |
| E. Storage Pocket (Rear)                | M. Reboarding Step     |
| F. Storage Pocket (Front)               | N. Reverse Bucket      |
| G. Engine Start and Stop Buttons        | O. Steering Nozzle     |
| H. Ignition Switch/Choke Knob/Fuel Knob | P. Drain Screws        |
|   | Q. Exhaust Outlet      |
|   | R. Bypass Outlet       |

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A. Water Intake  
B. Jet Pump Cover

C. Grate  
D. Drive Shaft



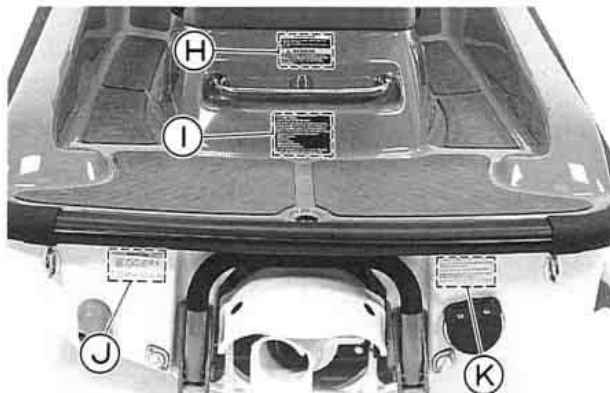
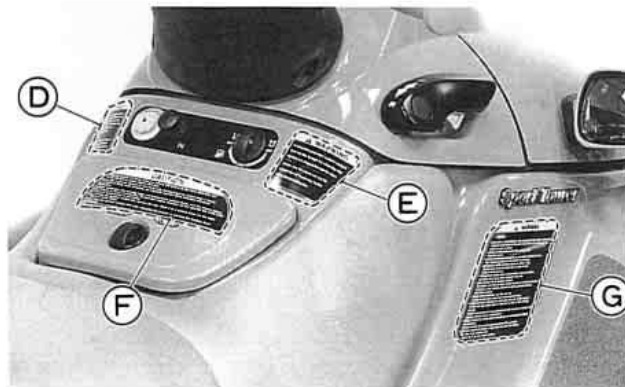
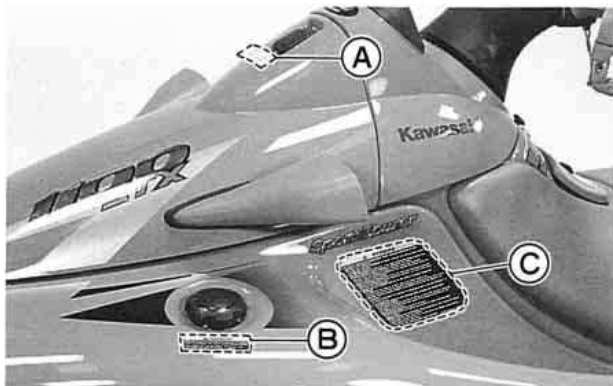
A. Carburetors  
B. Flame Arresters  
C. Battery  
D. Spark Plugs  
E. Exhaust Pipe  
F. Cooling Hose

## Label Location

All warning labels which are on your watercraft are repeated here. Read them and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your watercraft. Therefore, it is very important that all warning labels be on your watercraft in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

### NOTE

○ *The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.*



## 14 GENERAL INFORMATION



- A. Fire Extinguisher Compartment
- B. Warning
- C. Warning
- D. Warning
- E. Warning
- F. Caution
- G. Warning
- H. Caution/Warning
- I. U.S. Coast Guard Grant of Exemption  
(US model only)
- J. Warning
- K. Caution
- L. To Close Lid (Back)



(A)

**FIRE EXTINGUISHER  
COMPARTMENT**

56030-3755

(B)

**▲WARNING**

**Gasoline is extremely flammable and can be explosive. A fire or explosion can cause severe injury or death.**

Shut engine off. Do not smoke. Refuel in a well ventilated area away from flame or sparks.

56070-3808

(D)

**▲WARNING**

If operator falls off boat with engine shut-off lanyard unattached, the boat will not stop. This could cause the operator to become stranded in the water, and/or the boat to hit another boat or person.

Keep the engine shut-off lanyard attached to the operator at all times while operating the boat.

56070-3806

(E)

**▲WARNING**

A reboarding passenger could be injured if their leg slips through the reboarding step and they are dragged through the water.

Always stop the engine and pull the engine shut-off lanyard key before using the reboarding step.

56070-3811

(H)

**CAUTION**

- Do not use handrail for towing objects, lifting craft, or attaching tie-downs.
- Do not use reboarding grip for lifting craft or towing other craft.
- Use hook at the stainless grip for towing water skier.
- Use metal eyes at the stern for towing another watercraft, and for securing boat to trailer.

**▲WARNING**

- Do not use reboarding step while engine is running.
- Cargo on the rear deck could interfere with reboarding by causing a loss of balance and possible injury.  
Do not stack cargo in such a way that it interferes with reboarding.

56070-3865



### **⚠ WARNING**

- **The Owner's Manual and warning labels contain important information on safe operation of this watercraft.**

You must read and fully understand the Owner's Manual and warning labels before operating this watercraft.

- **The JET SKI watercraft is not a toy; it is a high performance Class A power boat. Underage operators may be hazardous to themselves and others.**

You must know and observe your state's minimum boating age regulations. Kawasaki does not recommend operation of this watercraft by persons under the age required for a driver's license.

- **Riders of personal watercraft can fall into the water and experience exposure.**

Operator and passengers must be competent swimmers and never travel farther from shore than they can swim.

- **Boating laws and navigation rules are for the safety of everyone sharing the waterways.**

You must know and observe all local, state, and federal boating laws. Kawasaki recommends that all operators complete an approved boating safety course.

- **Drowning Hazard: a personal flotation device (PFD) must be worn by operator and passengers.**

Kawasaki recommends that operator and passengers wear a vest-type PFD (type 1, 2 or 3) at all times.

- **Overloading this watercraft can adversely affect handling and stability which can lead to an accident.**

Never exceed the capacity load limit of 225 kg or 496 lbs (for operator, passenger and cargo) or allow more than three persons (or two persons with skier) to ride this watercraft at one time.

- **Malfunctioning controls can cause an accident.**

Check throttle control plus steering and shifting for proper operation before starting engine.

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

Open the engine compartment for ventilation before starting the engine for each ride and after transporting or refueling.

- **Starting, turning, and accelerating without checking for other boats and objects in your path can cause an accident.**

Always look carefully around you for other boats and objects before starting and making quick maneuvers.

This is a very maneuverable, sport watercraft.

56070-3847



## ⚠ WARNING

- **Quick turns or acceleration can cause passengers to lose balance and be injured.**  
Passengers should hold on to the person in front of them or hand strap and keep both feet on deck for balance.
- **Alcohol and drugs impair reaction time and judgement.**  
Never drink and ride.
- **In some circumstances water spray can momentarily interfere with vision.**  
Wear suitable eye protection while operating this watercraft.
- **Releasing the throttle completely reduces the ability to steer. This can cause you to hit an object you are trying to avoid.**  
You must have thrust to turn.
- **Towing affects steering control and can create a hazardous condition.**  
Use caution when towing another watercraft or water skier.
- **This watercraft will not self-right if capsized.**  
The operator must know the proper righting procedure or he could be stranded.  
All operators of this watercraft must know the righting procedure explained in the Owner's Manual.
- **Objects hidden underwater may injure your feet.**  
Operator and passengers should wear foot protection at all times.
- **Riders of personal watercraft may suffer injury due to the forceful injection of water into body cavities either by falling into the water or while mounting the craft.**  
Kawasaki recommends that the operator and passengers of personal watercraft wear protective swimwear such as wetsuit bottoms.
- **Shifting suddenly into reverse while running forward can cause injury to operator and passengers.**  
Operator must slow craft and alert passengers before shifting to reverse.
- **High speed operation in choppy or rough water may cause back injuries.**  
Slow down before crossing waves.  
Do not ride if you have a back condition.

56070-3805

## 18 GENERAL INFORMATION

(F)

### CAUTION

- Check engine oil every time you refuel. Oil tank is in the bow. Running out of oil will cause major engine damage.
- Use a 50 : 1 gas-oil mixture in fuel tank only during break-in period (first 5 hours or 3 tanks of fuel). After break-in, oil injection system alone provides adequate lubrication.
- If engine overheats, the warning light and temperature symbol flash, and the engine slows down. Return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.
- After turning the ignition switch ON, remove the key. Stow it in a secure place on the boat or with you while riding.
- Always turn the ignition switch OFF after stopping the engine to prevent the battery from discharging.

56070-3803

(I)

Kawasaki Motors Corp., U.S.A.  
P. O. Box 25252  
Santa Ana, CA 92799-5252

THIS BOAT HAS BEEN EXEMPTED FROM COMPLIANCE WITH THE FOLLOWING U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:

- Display of Capacity Information
- Safe Loading
- Flotation
- Fuel System
- Electrical System
- Powered Ventilation

AS AUTHORIZED BY U.S. COAST GUARD  
GRANT OF EXEMPTION (CGD 80-018)

59463-3701

(J)

### WARNING

Putting your hand into the jet intake or rear nozzle with the engine running can cause severe injury.

Stop the engine and pull off the engine shut-off lanyard before checking the pump for debris.


56040-3898

(K)

### CAUTION

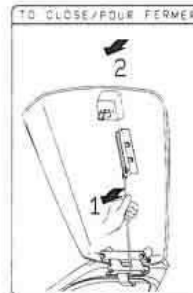
- The reverse bucket is for direction control of the watercraft only.

Do not put weight on the reverse bucket.

- When rolling the craft onto its side, turn it in this  direction only.

56070-3809

(L)



56030-3814

## Registration Numbers

The graphic design of your JET SKI watercraft provides a specific location on each side for the registration numbers and validation decals.



A. Location for Registration Number  
B. Location for Validation Decal



A. Location for Registration Number  
B. Location for Validation Decal

The registration numbers must read from left to right on both sides of the watercraft. Typically, the validation decal must be placed 3 inches (76.2 mm) beyond, and level with the first or last letter of the identification number.

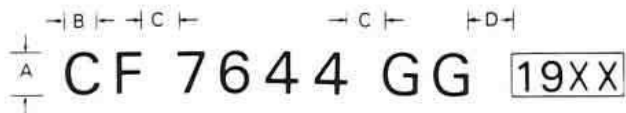
### NOTE

○ *Requirements for registration numbers and validation decals may vary from those given here for your state. Always follow the directions provided at the time you register your watercraft.*

Registration numbers must be block characters no less than 3 inches (76.2 mm) in height. They should be a

## 20 GENERAL INFORMATION

color contrasting with the background. The spaces between the numerals and the prefix/suffix letters must be equal to the width of any letter except "I" or any number except "1."



A = 3 inches (76.2 mm) minimum

B = C

D = 3 inches (76.2 mm)

## Multifunction Meter

Ahead of the steering handlebar is a multifunction meter. When the ignition switch is turned on, all the LCD (Liquid Crystal Display) segments are displayed and the LED (Light Emitting Diode) warning light comes on and the warning buzzer sounds in a lower level for two seconds, then the meter operates normally to show the fuel and oil levels, watercraft speed and engine speed (rpm). It also can display the time of day, elapsed time, trip meter (miles), or hours of operation individually depending on the mode selected.



- |                      |   |
|----------------------|---|
| 1. MODE Button       | 7. Water Temperature Symbol   |
| 2. SET Button        | 8. Engine Oil Level Gauge   |
| 3. Fuel Symbol       | 9. Engine Oil Symbol  |
| 4. Fuel Level Gauge  | 10. Clock and Tacho/Time/Trip/<br>Hour Meter, and FUEL/<br>OIL/HEAt LCD |
| 5. Speedometer       |   |
| 6. LED Warning Light |   |

### Speedometer:

The speedometer shows the speed of the watercraft. During a sharp turn the speed shown can be 6 to 12 mile/hr (10 to 20 km/h) lower than the actual speed.



### Fuel Level Gauge/Symbol/Warning Light:

The fuel in the fuel tank is shown by the number of segments displayed. When the fuel tank is full, all the segments are displayed. As the fuel level in the tank goes down, the segments go out one by one from the top (marked F) to show the quantity of fuel left in the tank.

## 22 GENERAL INFORMATION

When only the bottom segment is displayed (marked E), the fuel symbol and the bottom segment start flashing. Also the LED (red) warning light and FUEL display flashes to warn the operator. Turn the fuel knob to the RES (reserve) position and refuel at the earliest opportunity (see the Fuel and Controls sections).



### Engine Oil Level Gauge/Symbol/Warning Light:

The engine oil in the oil tank is shown by three segments. When the oil tank is full, all the segments are displayed. As the oil level in the tank goes down, the segments go out one by one from the top (marked F).

When only the bottom segment is displayed (marked E), the oil symbol and the bottom segment start flashing. Also the LED (red) warning light and OIL display light flashes, and the warning buzzer will sound to warn the operator; add engine oil (see the Engine Oil section).

### CAUTION

If the engine is run without oil, it will be severely damaged. If the oil tank is completely dry, add the oil, but do not operate the craft until your Kawasaki JET SKI dealer has bled the air from the oil line.



### NOTE

○ Warning buzzer sounds lower if pushing the MODE button or SET button for a second or more.



**Cooling Water Temperature****Symbol/Warning Light:**

If the cooling water temperature gets too high, the LED (red) warning light and water temperature symbol and HEAt display flash, and the warning buzzer will sound to warn the operator; return to the shore immediately and check the cooling system for clogging (see the Special Procedures section in the Operating Instructions chapter).

**CAUTION**

If the engine overheats, the LED warning light and water temperature symbol and HEAt display flash, and the warning buzzer will sound and the engine slows down. Return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.

**NOTE**

- Warning buzzer sounds lower if pushing the *MODE* button or *SET* button for a second or more.

**Clock and Tacho/Time/Trip/  
Hour Meter Displays:**

Pushing the *MODE* button momentarily shifts the middle lower display through the five modes; tacho, clock, time, trip, and hour, step by step returning to the first. Pushing and holding the *MODE* button continuously rotates the display through the five modes.

**Tachometer –**

The tachometer shows the engine speed in the revolutions per minute (rpm); increasing or decreasing every 10 rpm within the range of 0 – 2,000 rpm and every 50 rpm over 2,000 up to 8,000 rpm.

**NOTE**

- When the ignition switch is turned on, the engine speed is shown.



## 24 GENERAL INFORMATION

### Clock –

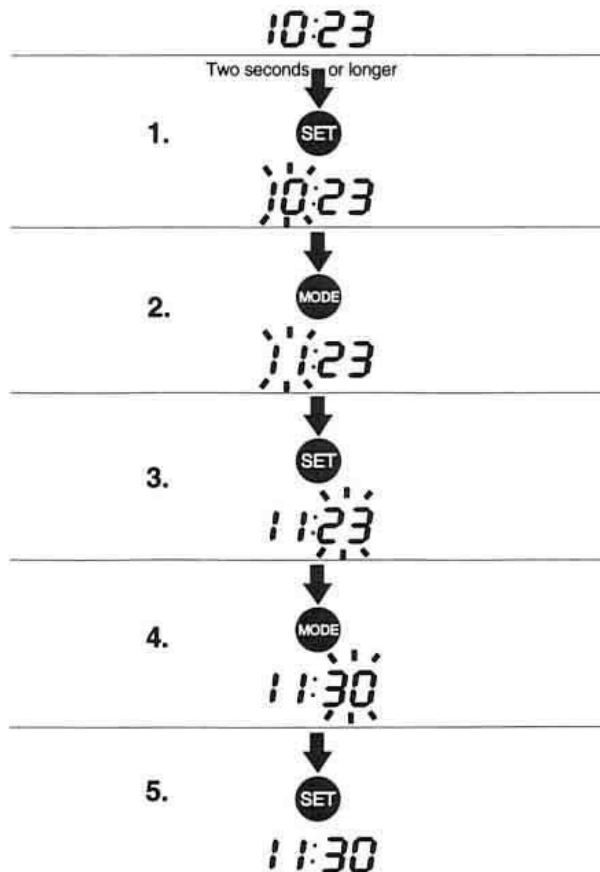


To adjust hours and minutes:

1. Push the SET button for more than two seconds. The hour display starts flashing.
2. Push the MODE button to advance the hours.
3. Push the SET button. The hour display stops flashing and the minutes display starts flashing.
4. Push the MODE button to advance the minutes.
5. Push the SET button. The minutes display stops flashing and the clock starts working.

#### NOTE

- Pushing the MODE button momentarily advances the hour or minute step by step. Pushing and holding the button advance the hour or minute continuously.
- The clock works normally from the back-up power while the ignition switch is turned off.
- When the battery is disconnected, the clock resets to 12:00, and starts working again when a battery is connected.



**Time Meter –**

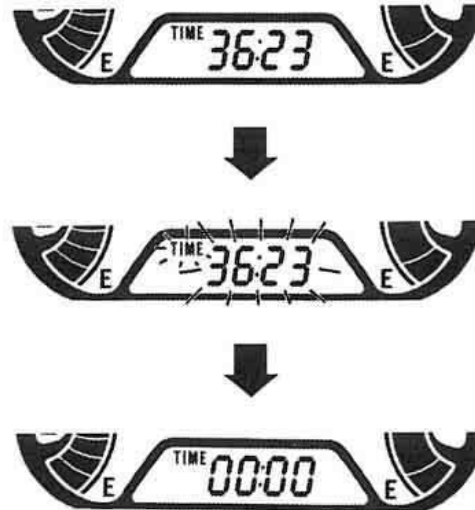
The time meter shows the time passed since it was last reset to zero.

To reset the time meter:

1. Push and hold the SET button. All the displays in this mode start flashing.
2. After two seconds the displays stop flashing and the hour and minute display turns back to 00:00, and then starts working, if the engine is running. The meter works on until it is next reset, unless the ignition switch is turned off.

**NOTE**

- *The time data is maintained by the back-up power if the ignition switch is turned off, and it starts working when the craft is next operated.*
- *When the time comes to 99:59 when the engine is running, it turns back to 00:00 and starts counting upward again.*
- *When the battery is disconnected, the time display resets to 00:00.*



## 26 GENERAL INFORMATION

### Trip Meter –

The trip meter shows the distance traveled since it was last reset to zero.

To reset the trip meter:

1. Push the SET button and hold it in. All the displays in this mode start flashing.
2. After two seconds the displays stop flashing and the figure display turns to 000.0, and then starts counting when the craft is operated. The meter works on until it is next reset, unless the ignition switch is turned off.

### NOTE

- *The data is maintained by the back-up power if the ignition switch is turned off.*
- *When the trip meter is reset while the craft is stopped, it starts counting as soon as the craft starts moving.*
- *When the figures come to 999.9 when the craft is running, they turn back to 000.0 and start counting again.*
- *When the battery is disconnected, the meter display resets to 000.0.*

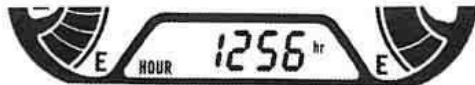


**Hour Meter –**

The hour meter shows the total hours that the watercraft has been operated. This meter cannot be reset.

**NOTE**

- *The data is maintained even if the battery is disconnected.*
- *When the figures come to 9999, they turn back to 0000 and start counting upward again while the craft is operated.*

**Fuel****CAUTION**

**Do not use racing fuels or fuel additives. This watercraft has not been tested and certified for use with such fuels. Damage to the engine and fuel system may result from the use of improper fuel.**

**Fuel Requirements:***Fuel Type*

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 87. The Antiknock Index is posted on service station pumps in the U.S.A. The octane rating of a gasoline is a measure of its resistance to detonation or "knocking." The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table below.

## 28 GENERAL INFORMATION

Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(\text{RON} + \text{MON})}{2}$	87
Research Octane Number (RON)	91

### CAUTION

If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue it can lead to severe engine damage.

Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

### *Fuels Containing Oxygenates*

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

Gasoline/Alcohol Blends – Gasoline containing up to 10% ethanol (alcohol produced from agricultural products such as corn), also known as "gasohol" is approved for use.

### CAUTION

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use "gasohol" containing more than 5% methanol. Fuel system damage and performance problems may result.

Gasoline/Ether Blends – The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

### NOTE

- Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7%) and ETBE (up to 17.2%). Fuel containing these oxygenates can also be used in your Kawasaki.

**CAUTION**

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki.

Never use "gasohol" with more than 10% ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

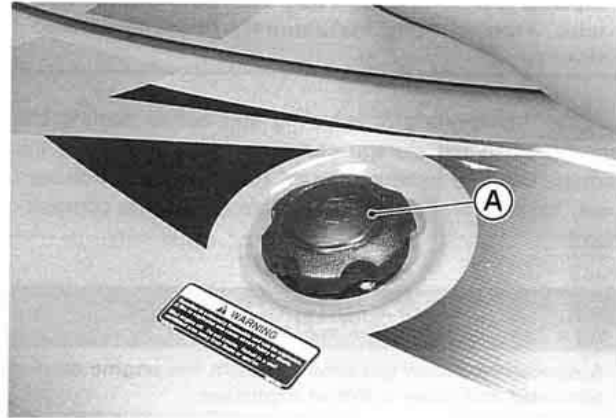
When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxydation of the fuel which minimizes gummy deposits.

Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank and carburetors. See the Storage section in this manual.

**Filling the Tank:****⚠ WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

The fuel tank is located inside the bow and the fuel filler cap is on the left side of the bow. Turn the cap counterclockwise and remove it.



**A. Fuel Filler Cap**

Fill the tank with the recommended octane rating gasoline. The use of a small diameter pour spout (or funnel) will make filling easier. Pour slowly to avoid "spit back" and allow air to escape from the tank.

Leave about 100 mm (4 in.) between the top of the filler neck and the fuel level.

## 30 GENERAL INFORMATION

### **⚠ WARNING**

Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent tube. After refueling, make sure the filler cap is closed securely.

After transporting or refueling and before starting the engine, open the storage compartment lid, take out the storage box and remove the seat (see the Seat Latch section) for several minutes to ventilate the engine compartment.

### **⚠ WARNING**

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

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## Engine Oil

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Kawasaki recommends using Kawasaki Jet Ski oils. There are several different products and container sizes to choose from. Ask your dealer to recommend a Kawasaki Jet Ski oil according to the way you use your watercraft. All of the Jet Ski watercraft oils are specially formulated to provide the best possible lubrication and deposit resistance under different conditions.

If Kawasaki Jet Ski oils are not available, ensure that you use only a TC-W3 certified two cycle marine oil as a substitute. Look for the National Marine Manufacturers Association (N.M.M.A.) TC-W3 certification on the oil container. The use of oil additives and oils that are not either Kawasaki Jet Ski oil, or certified by the N.M.M.A. as TC-W3 are not recommended.



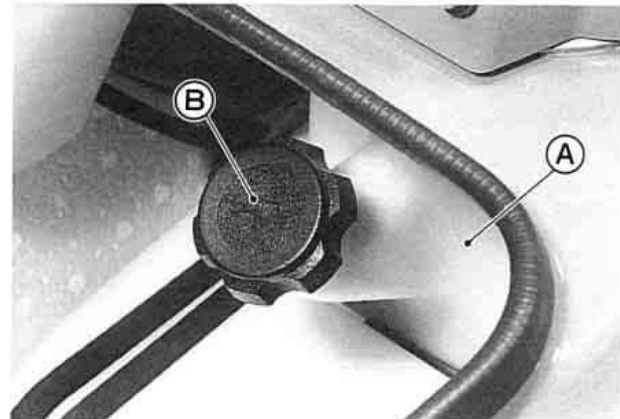


### Adding Oil:

The oil tank is located on the fuel tank inside the bow. Open the storage compartment lid, take out the storage box, and then remove the oil filler cap (see the Storage Compartment section). Add the recommended oil.

### CAUTION

If the engine is run without oil, it will be severely damaged. If the oil tank is completely dry, add the oil and have your Kawasaki JET SKI dealer bleed the air from the oil line before operation.



A. Engine Oil Tank

B. Oil Filler Cap

## 32 GENERAL INFORMATION

### NOTE

○ *Kawasaki recommends the use of a gasoline/oil premix in the fuel tank for extra lubrication during the break-in period. After the break-in period, the oil injection system provides the necessary engine lubrication without the need for premixed fuel. Refer to the Break-In section in the OPERATING INSTRUCTIONS chapter.*

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## Controls

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### Steering Handlebar:



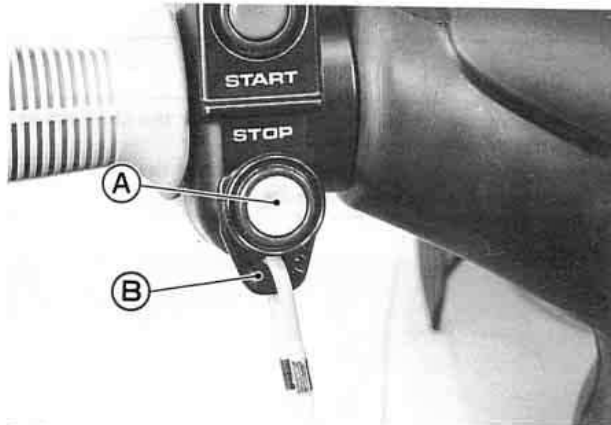
**A. Handlebar**

The steering handlebar functions much the same as a snowmobile or bicycle handlebar. Turning the handlebar will cause the watercraft to turn **ONLY WHEN THE ENGINE IS RUNNING AND ONLY WHEN THE THROTTLE IS APPLIED**. The handlebar is connected by a control cable to the jet pump steering nozzle at the rear of the boat.

**Stop Button:**

The stop button is in the case on the left hand side of the handlebar. The stop button is red and marked "STOP." Pushing the stop button turns off the engine.

The engine is also stopped by pulling the engine shut-off lanyard key off the stop button.



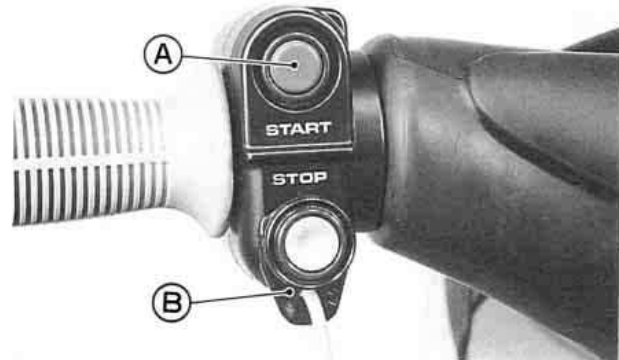
A. Stop Button

B. Lanyard Key

**Start Button:**

The start button is in the case on the left hand side of the handlebar. The start button is green and is marked "START." Pushing the start button with the engine shut-off lanyard key pushed under the stop button starts the engine. Release it when the engine starts. Without the lanyard key the engine neither cranks nor starts.

<b>CAUTION</b>
Do not push the "START" button while the engine is running or while the starter is still spinning, as it will hasten starter wear and may cause the starter to jam.



A. Start Button

B. Lanyard Key

**NOTE**

- For the engine to start, the ignition switch must be turned to the "ON" position and the engine shut-off lanyard key must be pushed under the stop button.
- Refer to the Starting the Engine section in the Operating Instructions chapter.

## 34 GENERAL INFORMATION

### Throttle Lever:

The throttle lever is located on the right hand side of the handlebar. Squeezing the lever towards the handlebar grip increases engine speed. When released, spring pressure returns the lever to the idle position. Always check that the throttle lever returns normally before starting the engine. In addition, there must be adequate throttle cable play. Refer to the MAINTENANCE AND ADJUSTMENTS chapter for the throttle cable adjustment procedure.



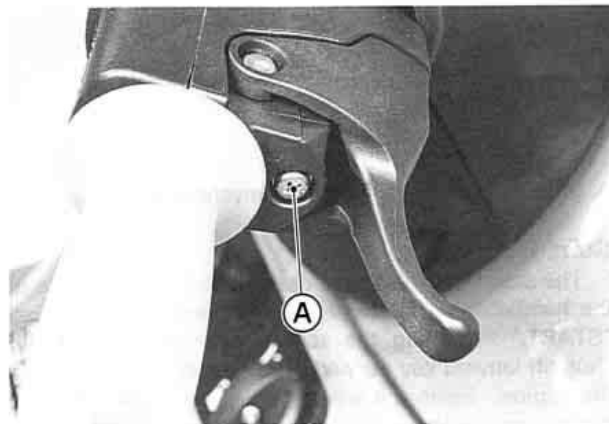
A. Throttle Lever

### Throttle Limiter:

The watercraft is equipped with a throttle limiter to decrease maximum engine power for an unskilled rider. The limiter functions by restricting the moving distance of the throttle lever. Turn the limiter in or out. Turning out decreases the maximum engine power available. The other way increases the maximum engine power.

### CAUTION

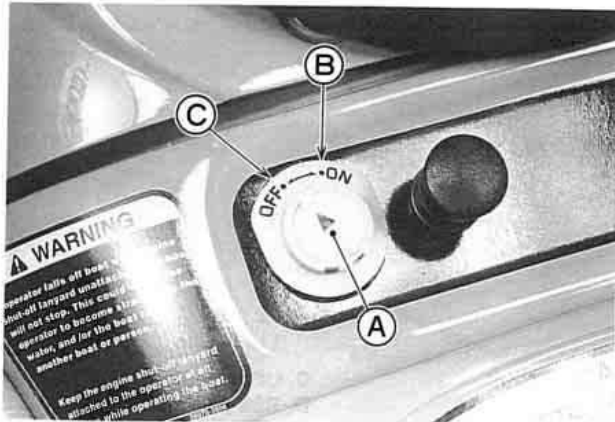
If the throttle limiter is adjusted, verify the changes in throttle in an open non-traffic area. Never try to adjust the limiter by racing the engine out of the water or the engine may be damaged.



A. Throttle Limiter

**Ignition Switch:**

The ignition switch is located in front of the seat behind the steering handlebar. It is a 2-position, key operated switch. The key can be removed both when in the "OFF" and "ON" positions. Remove the key immediately after turning the ignition switch on and store it in the storage pocket in front of the seat. Be sure to turn the ignition switch off after stopping the engine to prevent the battery from discharging. After use of the watercraft remove the key to prevent unauthorized use.



**A. Ignition Switch**  
**B. ON position**

**C. OFF position**

**CAUTION**

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

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

Record your ignition switch key number. In the event of loss of the key, ask your dealer to get the same key as you have lost telling the key number.

Write your key number here.

## 36 GENERAL INFORMATION

### Choke Knob:

The choke knob is located next to the ignition switch. Pulling the choke knob out provides a rich mixture for starting. After the engine fires, the choke knob should be pushed all the way in.

#### NOTE

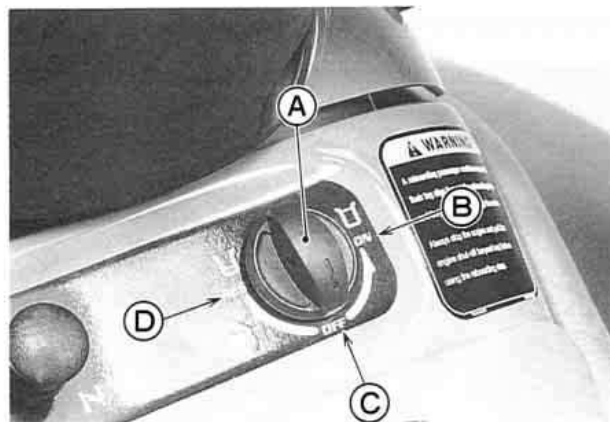
○ If the choke knob is left pulled out after the engine has started, it will waste fuel, reduce performance, and could cause spark plug fouling.



A. Choke Knob

### Fuel Knob:

The fuel knob is located on the right side behind the steering handlebar. It has three positions: ON, OFF, and RES (reserve). If you run out of fuel while the knob is in the ON position (the LED warning light, fuel symbol and bottom segment flash), turn the knob to RES. Reserve allows use of the last 7 liters (1.8 U.S. gal) of fuel and about 9 minutes of running time at full throttle.



A. Fuel Knob  
B. ON position

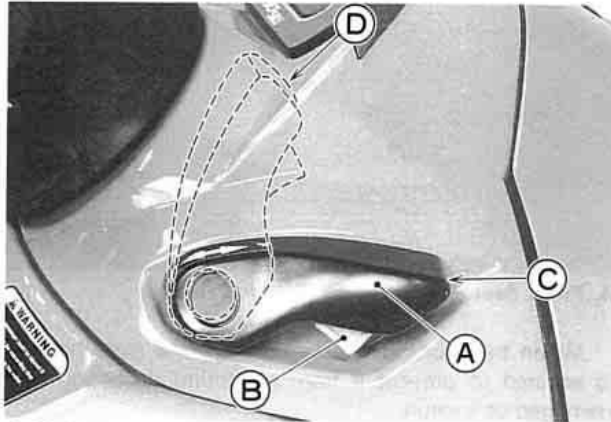
C. OFF position  
D. RES position

#### NOTE

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

**Shift Lever:**

The shift lever is located on the right side of the deck under the steering handlebar and has two positions: F(Forward) and R(Reverse).



**A. Shift Lever**  
**B. Trigger**

**C. F(Forward) position**  
**D. R(Reverse) position**

To shift into Reverse from Forward, squeeze the trigger on the lever while pulling the lever all the way up.

To shift into Forward, squeeze the trigger while pushing the lever all the way down.

Be sure to allow the watercraft to slow down before shifting from Forward to Reverse.

**⚠ WARNING**

Do not shift into reverse while running forward at high speed and do not use reverse as a brake, or the watercraft bow may suddenly dive into the water, which can cause injury to the occupants by throwing them forward. The operator should slow the watercraft to a stop and alert the passengers before shifting to Reverse.

Refer to the Operating the JET SKI Watercraft in Reverse section in the OPERATING INSTRUCTIONS chapter.

## 38 GENERAL INFORMATION

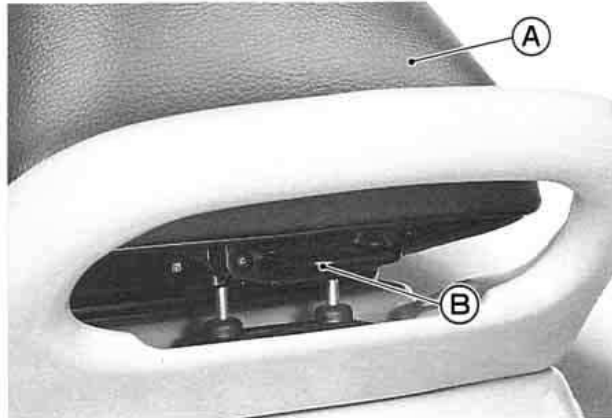
### Seat Latches

The seat is a separate type and can be removed by unlocking the latch under each rear end of the rear seat and the front seat. Remove the rear seat first.

How to open and close is the same for both seats.

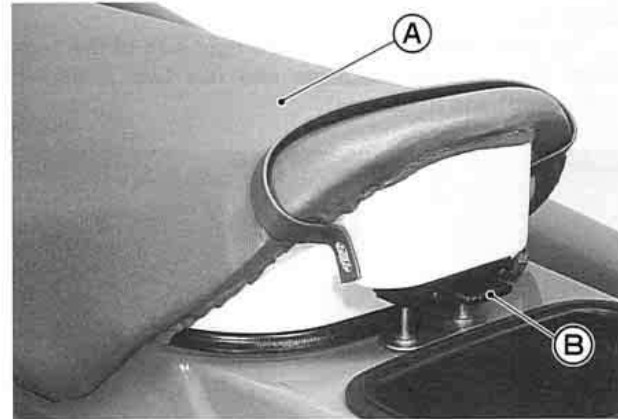
**To Open:** Pull the latch handle and remove the seat up and to the rear.

**To Close:** Engage the seat front end in place and slide it all the way forward by pushing the seat end, and then push down on the rear of the seat to lock it.



A. Rear Seat

B. Latch Handle



A. Front Seat

B. Latch Handle

When transporting the watercraft, make sure the seat is secured to prevent it from becoming dislodged and damaged as a result.

The handrail behind the seat and the reboarding grip under the seat rear end are for boarding from deep water. Also, when towing a water skier, the handrail should be held by the observer as he faces rearward to watch the water skier. They are not designed for other purposes.

### CAUTION

Do not use handrail and reboarding grip for towing another watercraft, lifting craft, or attaching tie-downs.

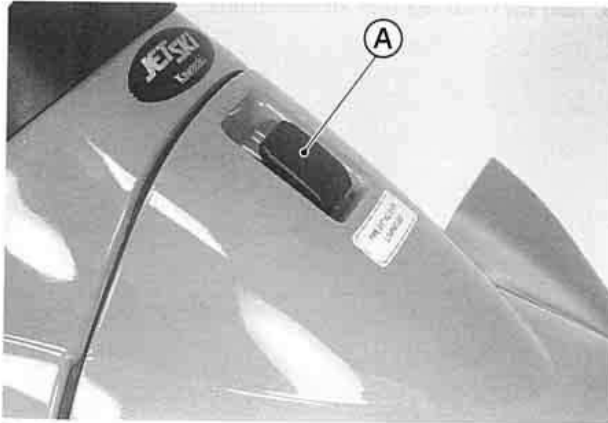


## Storage Compartment

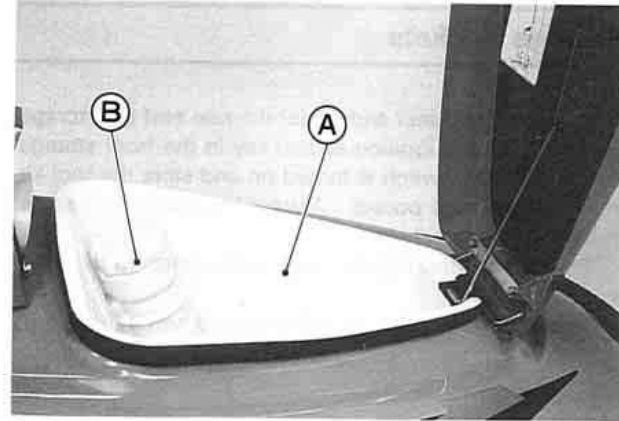
The box type storage compartment is located in the bow. The storage box can be taken out easily. In the storage box is provided a container for a fire extinguisher (not standard equipment with this watercraft). Store this Owner's Manual, put in a plastic bag, in the storage compartment.

To open the lid, pull the knob all the way up until the lid latches.

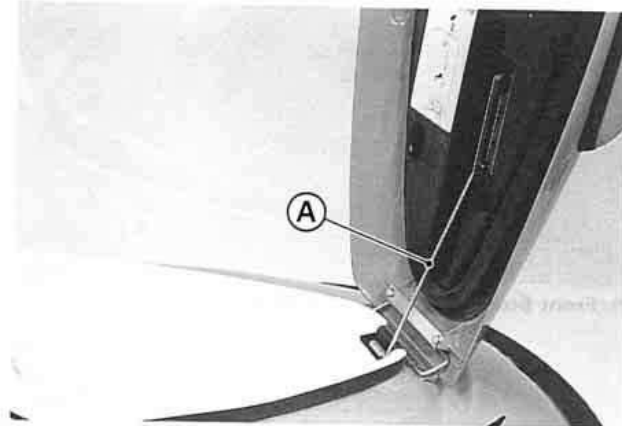
To close the lid, while pulling the supporting rod rearward raise the lid, let it down, and push on it near the knob until it latches.



A. Knob



A. Storage Compartment (Box)  
B. Fire Extinguisher Container



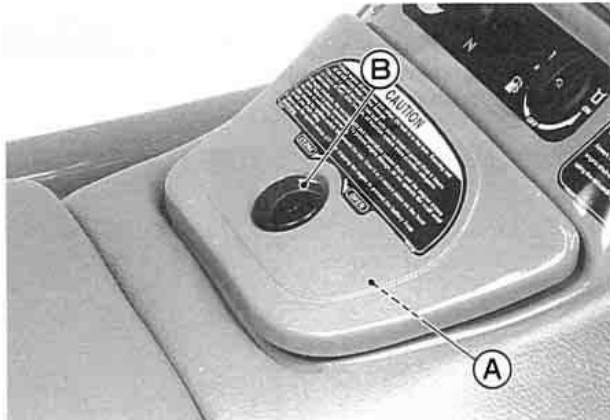
## 40 GENERAL INFORMATION

### Storage Pockets

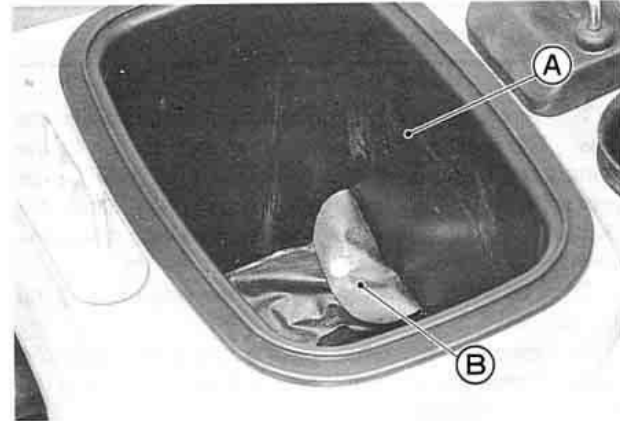
In front of the seat and under the rear seat are storage pockets. Put the ignition switch key in the front storage pocket after the switch is turned on and store the tool kit in the rear storage pocket. Always keep only light items in both storage pockets.

To open the front pocket lid turn the knob to the right and pull it up.

To close the lid push on the knob and turn it to the left.



A. Front Storage Pocket      B. Knob



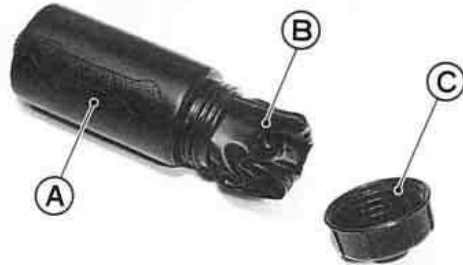
A. Rear Storage Pocket  
B. Tool Kit (into the tool kit container)

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## Tool Kit

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The tool kit container is stored in the rear storage pocket under the rear seat (see the Storage Pockets section). Unscrew the tool kit container cap and take the tool kit out from the tool kit container.



- A. Tool Kit Container
- B. Tool Kit
- C. Cap

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## Drain Screws

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There are two drain screws in the stern to drain water accumulated in the engine compartment. Open them only when the craft is out of the water.

### CAUTION

Before launching be sure to securely tighten the screws to avoid flooding and swamping the craft.



Drain Screws

## 42 GENERAL INFORMATION

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### Reboarding Step

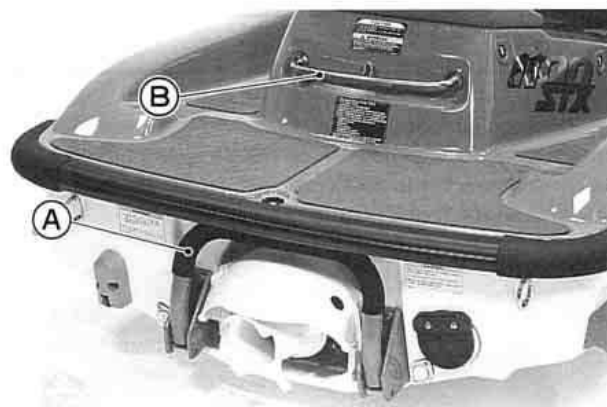
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The watercraft is equipped with a folding type reboarding step at the stern. When going back aboard from the rear of the craft, pull the step down. It is raised back to the original position by spring tension when released. You can reboard more easily from the water by using this step and the reboarding grip under the rear end of the seat (see the Safe Operation and Launching sections in the OPERATING INSTRUCTIONS chapter).

Also, this step is designed only for reboarding from the deep water, so it should not be used by persons to be pulled by the craft.

#### **⚠ WARNING**

To avoid injury do not drag anyone through the water while they are holding onto the reboarding step.



A. Reboarding Step

B. Reboarding Grip

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## Recessed Hooks

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Recessed hooks are provided on both sides of the craft near the rear portion of the seat. When loading cargo on the seat or open storage area, use the cargo net supplied with your watercraft or other suitable tie-down straps and secure the cargo by using the recessed hooks. For detailed information refer to the Loading section in the OPERATING INSTRUCTIONS chapter.



A. Recessed Hooks

## OPERATING INSTRUCTIONS

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### Safe Operation

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#### Operation by Children:

#### **⚠ WARNING**

The JET SKI watercraft is not a toy; it is a one to three person high performance Class A power boat with a capacity load limit of 225 kg (496 lb). Underage operators may be hazardous to themselves and others. You must know and observe your state's minimum boating age regulations. Kawasaki does not recommend operation of this watercraft by persons under the age required for a driver's license.

#### Operator Swimming Ability:

#### **⚠ WARNING**

Riders of personal watercraft can fall into the water and experience exposure. Operator and passengers must be competent swimmers and never travel farther from shore than they can swim.

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

#### Safe Riding Rules:

#### **⚠ WARNING**

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

- Always comply with any Navigation Rules in effect in your area. The Coast Guard office or state boating authority nearest you can usually furnish you with the applicable rules. Check local and state regulations before operating. Kawasaki recommends that all operators complete an approved boating safety course.
- See the Navigation Rules section in this chapter for basic navigation rules.
- Kawasaki recommends that the operator and passengers wear a U.S. Coast Guard approved vest-type personal flotation device (type 1, 2 or 3) at all times. Other countries may have their own standards and regulations; be sure to follow them.
- The capacity load limit of this watercraft is 225 kg or 496 lbs (for operator, passenger and cargo). Do not exceed the weight capacity or allow more than three persons (or two persons with a skier) to ride this watercraft at one time. Overloading this watercraft can adversely affect handling and stability which can lead to an accident.

- Check the throttle control, steering, and shifting for proper operation before starting the engine. Malfunctioning controls can cause an accident.
- Look carefully around you for other boats and objects in your path before starting and making quick maneuvers, especially before executing any quick turns. Because the watercraft is very maneuverable, other boaters may not be expecting you to turn as quickly as you are able (see the Turning the JET SKI Watercraft section). Before making a turn, always look over your shoulder to make sure no other watercraft is coming from behind. Do not rely solely on the rear view mirror; you may misjudge a watercraft's direction, distance or speed, or you may not see it at all.
- Passengers should hold on to the person in front of them or a hand strap while keeping both feet on the deck for balance during operation or they can lose balance and be injured.
- The operator must always keep the engine shut-off lanyard attached to himself while operating the watercraft. If the operator falls, the lanyard stops the engine (see the Starting the Engine section).
- Alcohol and drugs impair judgement and reaction time. Never drink and ride.
- Wear suitable eye protection while operating this watercraft. In some circumstances water spray can momentarily interfere with vision and create a hazard.
- Operator and passengers should wear foot protection at all times. Objects hidden underwater may injure your feet.
- Kawasaki recommends that the operator and passengers of personal watercraft wear protective swimwear such as wetsuit bottoms. Riders of personal watercraft may suffer injury due to the forceful injection of water into body cavities either by falling into the water or while mounting the craft.
- The operator should slow the watercraft to a stop and alert the passengers before shifting to reverse to prevent the bow from suddenly diving into the water, which can throw the passengers forward and injure them.
- You must have thrust to turn. Releasing the throttle completely reduces the ability to steer and the watercraft can hit an object you are trying to avoid.
- Use caution when towing another watercraft. Towing affects steering control and can create a hazardous condition.
- All operators of this watercraft must know the righting procedure because this craft will not self-right if it is capsized (see Righting the Capsized Watercraft in the Riding the JET SKI Watercraft section).
- Never operate the watercraft after dark. It was not designed for such use, and has no lighting equipment.
- Avoid operating the watercraft in waters full of weeds or debris, as they may clog the jet pump, and cause an injury if you fall.
- Do not operate in shallow water, or the impeller may be damaged and sand may clog the water cooling hoses.
- Be very careful of other boats, especially those towing water skiers. Give them plenty of room.
- Never go over a ski jump. You could damage the watercraft or injure yourself.
- Do not operate the watercraft in ocean surf. In addition to being dangerous, it may be illegal in certain localities.

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- Slow down before crossing waves. Do not ride if you have a back condition. High speed operation in choppy or rough water may cause back injuries.
- The operator should always stop the engine and pull the engine shut-off lanyard key before a passenger uses the reboarding step. A reboarding passenger could be injured if their leg slips through the reboarding step and they are dragged through the water. The passenger should not use the reboarding step while the engine is running.
- The operator must judge what is a safe speed taking into consideration visibility, traffic, weather conditions, waves, etc. Water conditions such as converging waves can have considerable influence on the ride characteristics of a personal watercraft and can cause the operator and passengers to fall off. Additionally, attempting to achieve maximum speed in adverse conditions can cause abrupt movement of the boat causing possible injury to the riders.

### CAUTION

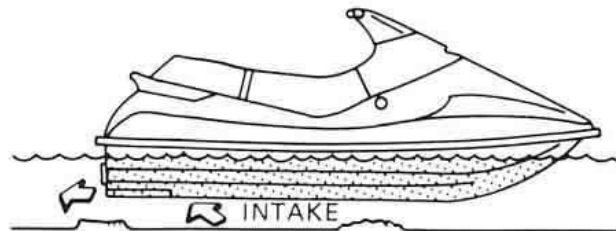
Jumping waves can overstress the watercraft hull causing it to crack.

### Jet Pump Safety:

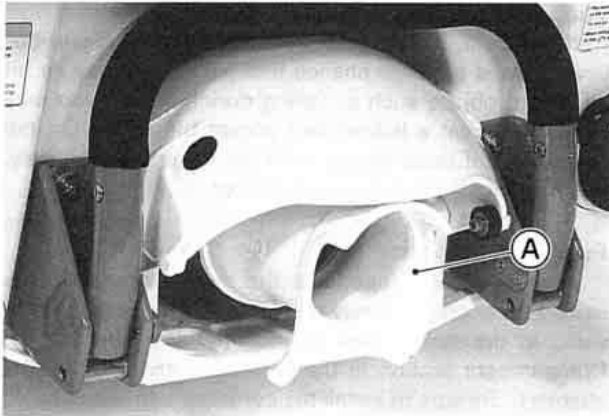
Although the jet pump is inherently safer than a propeller drive, certain safety precautions must always be observed.

### ⚠ WARNING

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







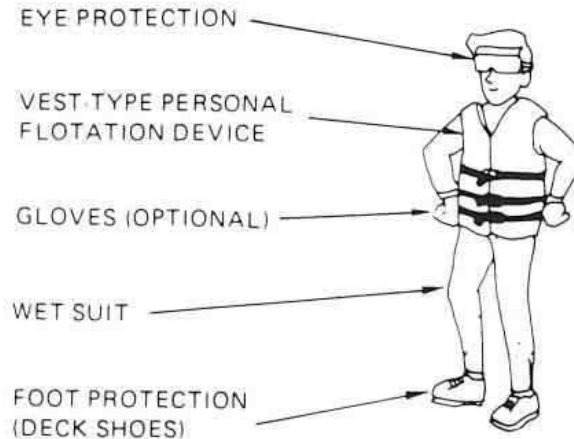
**A. Steering Nozzle**

### Personal Flotation Device and Safety Gear:

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

## ⚠ WARNING

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



### **⚠ WARNING**

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

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

Riders of personal watercraft may suffer injury due to the forceful injection of water into body cavities either by falling into the water or while mounting the craft. Kawasaki recommends that the operator and passengers of personal watercraft wear protective swimwear such as wetsuit bottoms.

### **Watercraft Helmets.....**

#### **Something You Should Know:**

A helmet could protect your head, but could contribute to neck injuries.

Before wearing a helmet on a personal watercraft you must weigh the benefits and risks.

**Benefits:** Helmets offer some head protection from impacts with hard objects.

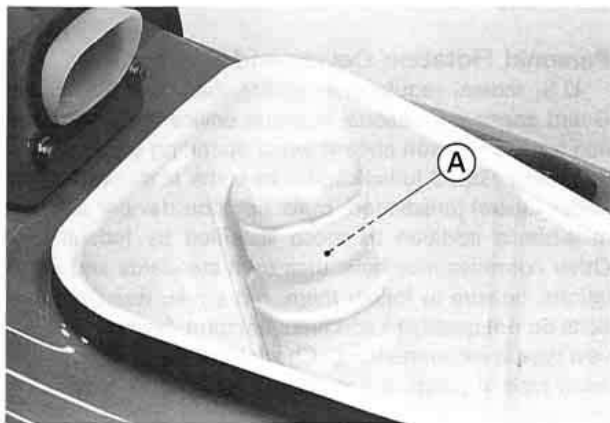
**Risks:** Helmets could reduce peripheral vision and increase fatigue; both of which could lead to a collision. Helmets could also increase loads on the neck and throat when you fall into the water, which could result in severe injuries.

### **You must decide.**

If you plan to ride under conditions in which you believe there is a higher chance that your head may be hit by a hard object, such as falling during a race, you may choose to wear a helmet and accept the risks. On the other hand, if head impact with the water is more likely, you may choose to not wear a helmet.

### **Fire Extinguisher:**

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



**A. Store here.**

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

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

### **⚠ WARNING**

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

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



## Loading

### **⚠ WARNING**

**Incorrect loading or use of accessories, or modification of your watercraft may affect stability and handling of the watercraft and result in an unsafe riding condition.**

**Before you ride the watercraft, make sure that the watercraft is not overloaded and that you have followed these instructions.**

### Load Capacity Limits:

3 persons or 225 kg (496 lb) including cargo  
Cargo carried in open storage area must not exceed 23 kg (50 lb)

With the exception of genuine Kawasaki Parts and Accessories, Kawasaki has no control over the design or application of accessories. In some cases, improper installation or use of accessories, or watercraft modification, will void the warranty. In selecting and using accessories, and in loading the watercraft, you are personally responsible for your own safety and the safety of other persons involved.

### NOTE

*○Kawasaki Parts and Accessories have been specially designed for use on Kawasaki watercraft. We strongly*

## 50 OPERATING INSTRUCTIONS

*recommend that all parts and accessories you add to your watercraft be genuine Kawasaki components.*

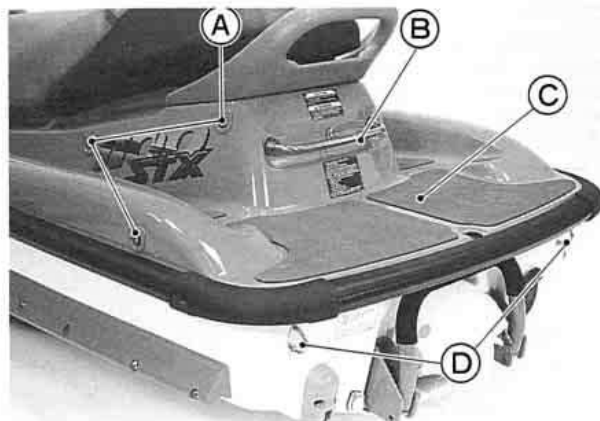
Because a personal watercraft is sensitive to changes in weight distribution, you must take extreme care in carrying cargo, passengers and/or in the fitting of additional accessories. The following general guidelines have been prepared to assist you in making your determinations.

- Passengers can affect control of the watercraft by improper positioning or sudden movements. It is important that passengers sit still while the watercraft is in motion and not interfere with the operation of the watercraft. Do not carry animals on your watercraft.
- You should instruct any passenger before riding to hold on to the person in front of them, hand strap, or handrail; and keep both feet on the deck for balance.
- Use the open storage area aft of the seat for carrying cargo. Be sure that any loose items are packed in a buoyant container to prevent them from falling overboard and becoming lost. Loose articles or rope could fall overboard and become lodged in the intake grate or pump.
- Use the cargo net supplied with your watercraft or other suitable tie-down straps to secure cargo on the open storage area. The recessed hooks are for this purpose, and the reboarding grip under the rear end of the seat and the towing eyes at the stern are also available. Do not overload the storage area, maximum cargo weight must not exceed 23 kg (50 lb).
- Make sure that the cargo will not move around while you are riding. Recheck cargo security as often as possible and adjust as necessary.

- Do not carry large or bulky items affecting visibility or operator ability to control the watercraft. Do not install accessories or carry cargo that impairs the performance of the watercraft.

### **▲ WARNING**

**Cargo in the open storage area could interfere with reboarding by causing a loss of balance and possible injury.  
Do not stack cargo in such a way that it interferes with reboarding.**



**A. Recessed Hooks  
B. Reboarding Grip**

**C. Open Storage Area  
D. Towing Eyes**

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## Pulling a Water Skier

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Water skiing should be considered a three person team sport. Do not consider the rear view mirrors as an observer. As a team, the boat operator, the backward-facing observer, and the skier must know their equipment, boating laws, each person's responsibilities, communication signals, and the fundamentals of the sport. The navigation rules do not provide any special privileges for vessels towing skiers.

Minimize the danger of collisions with other boats, fixed objects, or swimmers by staying out of congested areas. Keep the skier at least twice the length of the tow rope away from shore and shallow water. Do not pull the tow rope in front of another boat. Many lakes have designated ski areas. Always follow local regulations regarding the towing of water skiers.

### To the Operator:

As the skipper you are responsible for the conduct and safety of your team. Be extra observant when pulling a skier; other boats may not be expecting a personal watercraft to be pulling a skier. Always display a ski flag to indicate a downed skier or a skier getting ready to ski. Return to a fallen skier without delay, but always approach slowly.

Start off by idling ahead until the tow rope is tight. When the skier signals he or she is ready, be sure the water ahead is clear and start off with enough power to raise the skier. Ease up on the throttle once the skier is up. Remember, before pulling up the skier, double check the

path ahead for boats or obstacles and be sure the tow rope is not wrapped around the skier.

Always judge the speed according to the skier's ability. A good speed for beginners is 29 to 40 km or 18 to 25 miles per hour. Give skiers a smooth, easy ride and let them signal what they want to do. Boats pulling skiers must follow all speed limits.

A skier's weight and speed in turns can affect the steering of the watercraft by pulling it off course. The operator must anticipate and compensate for the pull of the skier. Always anticipate the added length of the tow rope and skier by allowing extra time and space for maneuvering. Turn wide and not too fast to avoid whipping the skier at excessive speeds.

### To the Observer:

The observer's job is to relay all signals from the skier to the operator, inform the operator immediately if the skier falls, and display the ski flag. The observer should hold the handrail securely as he or she faces rearward to watch the water skier. The observer must also tend the ski rope to prevent it from entering the pump intake and winding around the impeller.

### Where to Attach a Tow Rope:

When towing a water skier, use the towing hook at the middle of the reboarding grip located under the rear end of the seat. When towing another watercraft secure the tow line to the towing eyes at the stern.

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A. Towing Hook



A. Towing Eyes

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## Navigation Rules

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

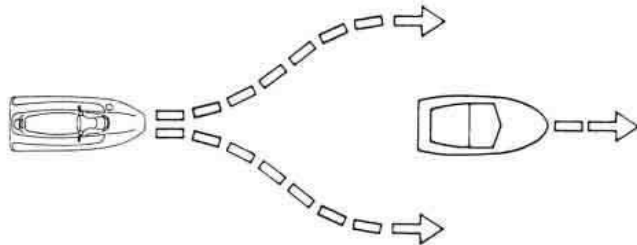
This section provides basic navigation rules. We recommend that you obtain more information on navigation rules and navigation aids from your state when registering your craft. If you have never owned a boat before, an excellent introduction to the arts of boat handling and seamanship can be obtained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

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

### Sailboats:

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

Overtaking and Passing Situation:

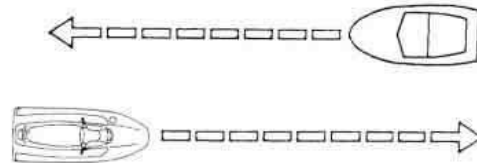


Give-way (Burdened)  
Vessel Overtaking

Stand-on (Privileged)  
Vessel Being Overtaken

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

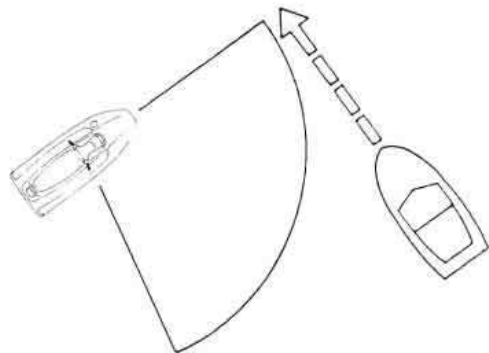
Meeting Situation:



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

## 54 OPERATING INSTRUCTIONS

### Crossing Situation:



Give-way  
(Burdened)  
Vessel

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

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

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

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### Pre-ride Checklist

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

#### Check Outside Craft:

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



### Check Inside Craft:

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

### **⚠ WARNING**

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

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

### **⚠ WARNING**

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

- **FIRE EXTINGUISHER** – Check your fire extinguisher for a full charge.
- **FUEL PRESSURE** – Loosen the fuel tank cap to relieve any pressure, then tighten the cap securely.
- **FUEL LEVEL** – Check the fuel level. Refill if necessary and turn the fuel knob to the ON position.
- **ENGINE OIL LEVEL** – Check the oil level in the oil tank. Refill if necessary.

- **FUEL LEAKS** – Check the engine compartment for fuel leaks.
- **OIL LEAKS** – Check the engine compartment for oil leaks.
- **FASTENERS** – Check and tighten any loose bolts, nuts, or clamps.
- **HOSE CONNECTIONS** – Be sure all hose connections are secure and that all hose clamps are tight. Check all hoses for cracks or deterioration and replace if necessary.
- **DRAIN BILGE** – Drain any water out of the engine compartment by removing the drain screws. Install the drain screws securely when all the water has been drained.
- **ENGINE SHUT-OFF LANYARD KEY** – Start the engine and run it for a few seconds (see the Starting the Engine section). Pull the lanyard key off the engine stop button to check that the engine stops immediately.

### **⚠ WARNING**

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

### **CAUTION**

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

## 56 OPERATING INSTRUCTIONS

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

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### Break-In

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

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

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

### Mixing:

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

### Fuel Ratio Chart 50 : 1

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

### Recommended Oil

**Kawasaki JET SKI Oils or  
N.M.M.A. Certified TC-W 3 Oils**

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

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

## Stopping the Engine

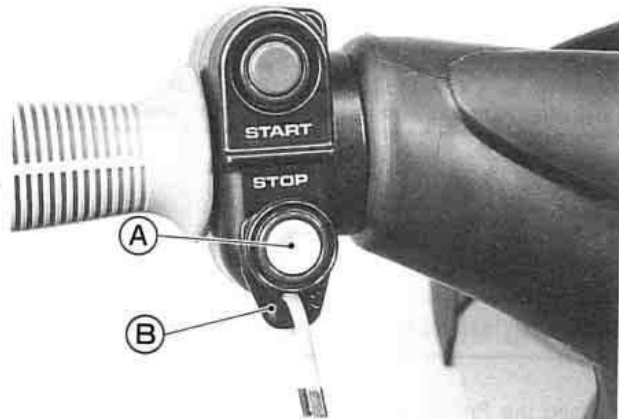
The engine can be stopped in one of the following two ways.

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

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

### **⚠ WARNING**

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



A. Engine Stop Button

B. Lanyard Key

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

Some possible EMERGENCY situations are:

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

### **⚠ WARNING**

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

## 58 OPERATING INSTRUCTIONS

### CAUTION

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

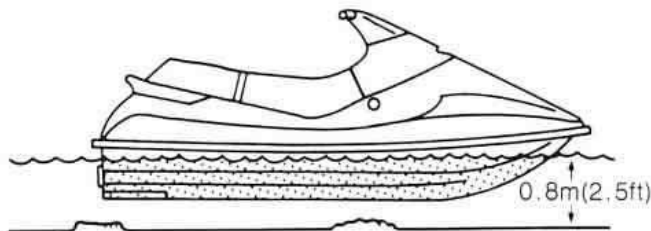
### Starting the Engine

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

### ⚠ WARNING

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

- Place the watercraft in at least 0.8 m (2.5 ft) of water which is clear of weeds and debris. Make sure the area ahead of the watercraft is clear of swimmers, boats, and obstacles.



### CAUTION

The watercraft must be at least 0.8 m (2.5 ft) off the bottom when starting to prevent jet pump damage by objects sucked up from the bottom.

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

### NOTE

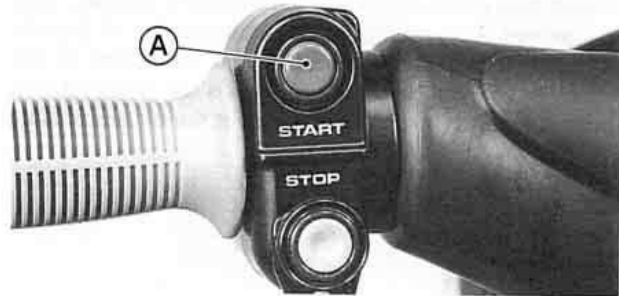
- The engine neither cranks nor starts with the lanyard key removed from the stop button.

- Attach the ignition switch key to the switch with the arrow forward and while pushing the key turn it to the "ON" position. Be sure to remove the key immediately and store it in the front storage pocket.

### CAUTION

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

- Pull the choke knob all the way out.
- With your left hand, push the green start button and release it when the engine starts. If the engine does not start within 5 seconds, release the button. Wait 15 seconds before trying again. If the engine will not start after several attempts, see the TROUBLESHOOTING GUIDE chapter.



A. Start Button

### NOTE

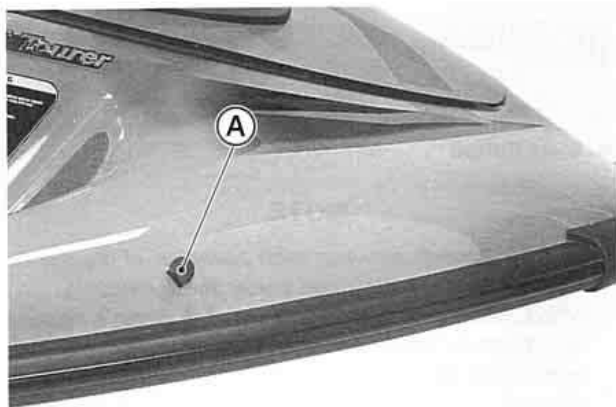
- Wait 15 seconds between each operation of the starter. This will extend battery and starter life significantly.
- When the engine first fires, even if it doesn't actually start, push the choke knob in fully (off). This will prevent engine flooding.
- When the engine is warm, the choke is not needed.

### CAUTION

Do not push the start button while the engine is running or while the starter is still spinning, as it will hasten starter wear and may cause the starter to jam.

## 60 OPERATING INSTRUCTIONS

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



A. Bypass Outlet

### NOTE

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

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## Launching

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### Launching from a Dock:

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

### **▲ WARNING**

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

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

### CAUTION

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

- Accelerate gradually as you proceed into open water. Remember to observe "No Wake" zones and speed limits.
- As speed increases the boat will level out in the water. This is called planing.
- Once the boat has planed, you can back off the throttle and select your desired speed.
- Keep alert for other boats, swimmers, or obstructions in your path.

### NOTE

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

### Launching from a Ramp:

- Before putting the watercraft in the water be sure you have followed the Pre-ride Checklist.
- Before launching, check the ramp for suitable surface conditions, inclination and width for both the trailer and tow vehicle.
- Attach a bow line to the watercraft and detach the trailer tie-downs.

### CAUTION

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

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

## 62 OPERATING INSTRUCTIONS

### Deep Water Start:

#### *Solo Operation*

- Move to the rear of the watercraft.
- Make sure the engine is stopped.
- Grasp either the handrail behind the seat or the reboarding grip under the handrail, pull the reboarding step down, and while placing one knee and then one foot or both feet on the step pull yourself up onto the deck. Place one knee on the deck rear end, then the other. Be careful not to slip on the step or boat as you reboard.
- Grasp the hand strap and while balancing the craft place your feet on the deck.
- Sit astride the seat.

#### *Operator and Passengers*

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

### **⚠ WARNING**

The operator should always stop the engine and pull the engine shut-off lanyard key before a passenger uses the reboarding step. A passenger could be injured if their leg slips through the reboarding step and they are dragged through the water.  
The passenger should not use the reboarding step while the engine is running.

### Shallow Water Start:

### **CAUTION**

The watercraft must be at least 0.8 m (2.5 ft) off the bottom when starting to prevent jet pump damage by objects sucked up from the bottom.

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



## Stopping the JET SKI Watercraft

### Normal Stopping:

#### **⚠ WARNING**

Never directly approach any moving or stationary object closer than 100 m (328 ft) when traveling at top speed. Always throttle down before approaching your intended stopping area.

#### **⚠ WARNING**

Do not shift into reverse to brake the craft, or the watercraft bow may suddenly dive into the water, which can cause injury to the occupants by throwing them forward.

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

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

#### **CAUTION**

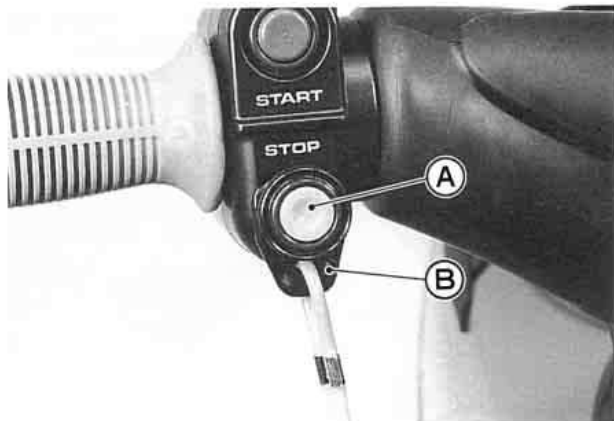
Stop the engine before the craft is less than 0.8 m (2.5 ft) off the bottom to prevent jet pump damage by objects sucked up from the bottom.

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



A. Throttle Lever

## 64 OPERATING INSTRUCTIONS



A. Engine Stop Button

B. Lanyard Key

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

### **⚠ WARNING**

Releasing the throttle completely reduces the ability to steer. This can cause you to hit an object you are trying to avoid. You must have thrust to turn, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

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

mediately, so it prevents sand or debris from entering and damaging the jet pump. Never run the engine in water less than 0.8 m (2.5 ft) deep.

### **⚠ WARNING**

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

### **Stopping Skills:**

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

### **Minimum Stopping Distances:**

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

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

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## Turning the JET SKI Watercraft

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Turning the watercraft requires a combination of two actions:

- Turning the handlebar
- Using the throttle

Point the handlebar to the left for a left turn



LEFT

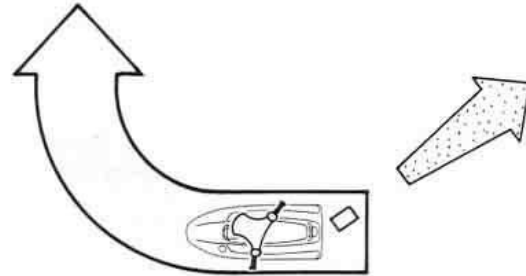
Point the handlebar to the right for a right turn



RIGHT

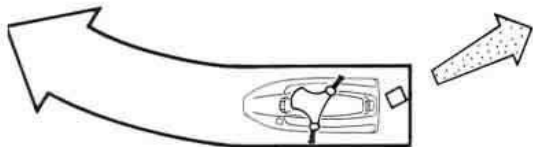
Using the throttle is another important part of turning maneuvers. Applying the throttle produces thrust from the jet pump giving you directional control over the watercraft.

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



## 66 OPERATING INSTRUCTIONS

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



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



NO THRUST = NO TURN



IDLE = SLOW, GRADUAL TURN

### **⚠ WARNING**

Releasing the throttle completely reduces the ability to steer. This can cause you to hit an object you are trying to avoid. You must have thrust to turn, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

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

### **⚠ WARNING**

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

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

- Throttle down before entering a turn.

**⚠ WARNING**

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

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**Operating the JET SKI Watercraft  
in Reverse**

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- Be sure to slow the watercraft to a stop before shifting to reverse while running forward. Release the throttle lever fully or completely. Pause for a while so the watercraft slows down, then move the shift lever into the "R" position.

**⚠ WARNING**

Do not shift into reverse while running forward at high speed and do not use reverse as a brake, or the watercraft bow may suddenly dive into the water, which can cause injury to the occupants by throwing them forward. The operator should slow the watercraft to a stop and alert the passengers before shifting to Reverse.

- Turn around and look behind you before backing up to be sure there are no other boats, swimmers, or obstructions in your path. Do not rely solely on the rear view mirrors; you may not see them clearly, or at all. Gradually open the throttle and begin backing up cautiously.

## 68 OPERATING INSTRUCTIONS

### Docking the JET SKI Watercraft

- When docking use the throttle efficiently both to control the craft's speed and to keep directional control over the craft.
- When you are approaching the shore where you intend to land, push the engine stop button to prevent sand from entering the jet pump and the impeller. Do not operate the engine in water shallower than 0.8 m (2.5 ft).

#### CAUTION

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

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

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

### Riding the JET SKI Watercraft

On your first ride, straddle the craft and sit down on the seat. Familiarize yourself with the handling of the boat. Vary the engine speed with the throttle lever to get the feel of throttle influence on steering. If porpoising occurs, that is, the front of the craft rises and falls rapidly, move your body weight further forward.

#### ▲ WARNING

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

If the engine runs out of fuel (the LED warning light, fuel symbol and bottom segment flash), do not operate the choke knob. Turn the fuel knob to RES and push the green start button again.

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

#### NOTE

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

**Fall Recovery:**

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

**⚠ WARNING**

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

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

**Righting the Capsized Watercraft:**

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

**⚠ WARNING**

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

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

**CAUTION**

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

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

## 70 OPERATING INSTRUCTIONS



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

### NOTE

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

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## End of the Day Checklist

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### First, Drain the Exhaust System:

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

## CAUTION

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

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



**Second, Clean the Engine Compartment:**

- Remove the seat.
- If water has accumulated in the engine compartment, remove the drain screws in the stern to drain water out of the compartment. Be sure to reinstall the drain screws after draining.
- Wipe the engine compartment dry, and install the seat.
- When the watercraft is ready for storage, leave the seat off, or block it up with 10 mm (one half inch) spacers to aid air circulation and prevent condensation from forming.

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**Special Procedures**

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**Clearing Clogged Impeller:**

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

- Shut off the engine, and beach the craft.

**⚠ WARNING**

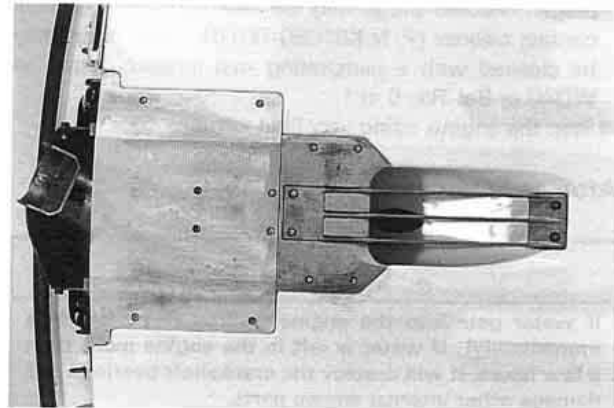
Never attempt to clear the jet pump of debris while the engine is running, or a severe injury can occur. Stop the engine and pull the lanyard key off the stop button before checking the pump for debris.

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

**CAUTION**

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

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



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### CAUTION

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

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

### Cleaning Fouled Spark Plugs:

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

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

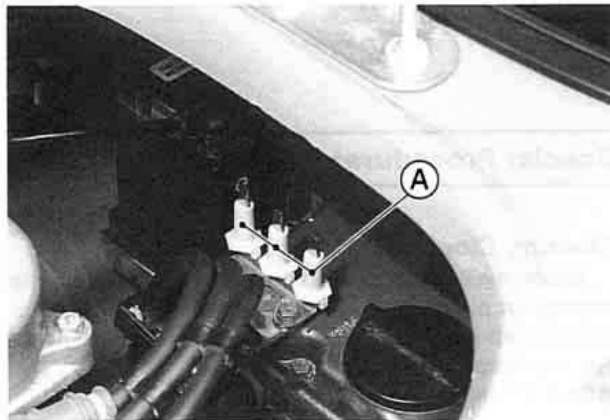
### After Submerging:

### CAUTION

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

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

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



A. Spark Plug Cap Holder

4. Turn the ignition switch on, push the lanyard key under the stop button, and push the start button. Water in the engine will be pumped out of the spark plug holes.

### **⚠ WARNING**

Do not lean over the engine when performing this procedure. A water and gasoline mixture will be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

Do not operate the starter for longer than 5 seconds. Wait 15 seconds before using it again. Be sure all water is out of the engine.

5. Pull the spark plug caps off the spark plug cap holder.
6. Spray the spark plugs clean and install them and their caps.
7. Pull the choke knob all the way out and start the engine.

### **CAUTION**

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

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

8. If the engine will not start, remove the spark plugs and check them for presence of water. Spray them

clean and try to start the engine again. Continued water fouling may indicate water in the fuel system.

9. If the fuel tank has water in it, it must be emptied by pump or siphon. Clean the fuel filter screens and fuel filter (see the Fuel and Oil Systems section in the MAINTENANCE AND ADJUSTMENTS chapter). Refill the tank with fresh fuel. Do not dump contaminated fuel in places not designated for that purpose.

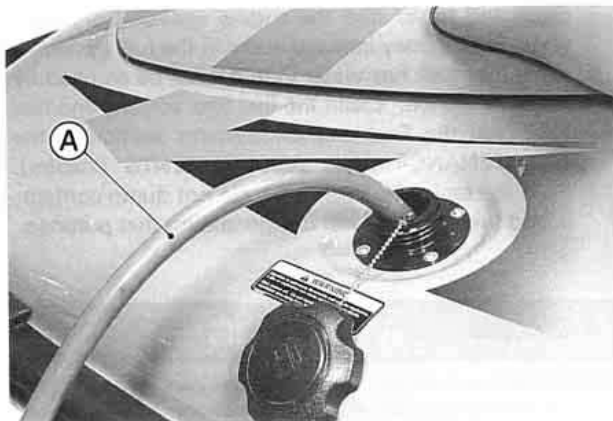
### **⚠ WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

### **⚠ WARNING**

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

## 74 OPERATING INSTRUCTIONS

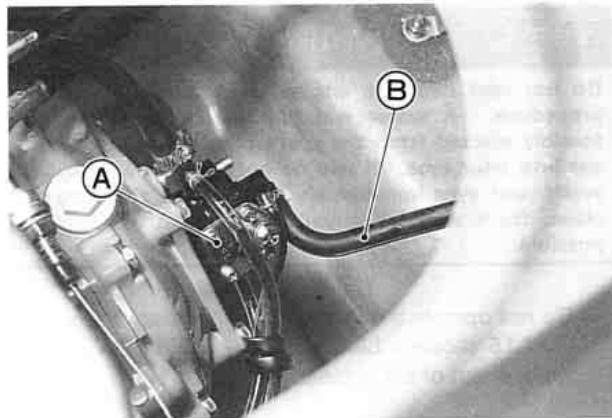


A. Siphon Hose

### NOTE

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

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



A. Oil Pump

B. Intake Hose

11. Reconnect the hose to the oil pump and refill with fresh engine oil. Do not dump contaminated engine oil in places not designated for that purpose.

### **⚠ WARNING**

**Engine oil is a toxic substance. Dispose of contaminated oil properly. Contact your local authorities for approved disposal methods or possible recycling.**

12. Bleed the air inside the oil line (see the Fuel and Oil Systems section in the MAINTENANCE AND ADJUSTMENTS chapter).
13. Reinstall the seat and secure it.
14. Reinstall the drain screws in the stern.

15. Finally, run the craft IN WATER for at least 10 minutes to dry any remaining water and blow any foreign matter (like salt) out through the exhaust.

### Towing the JET SKI Watercraft:

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

### CAUTION

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

### Jump Starting:

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

### ⚠ WARNING

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

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

### CAUTION

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

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A. Positive Cable

B. Negative Cable

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

### **⚠ WARNING**

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

### **CAUTION**

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

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

### **Engine Overheating:**

This watercraft is equipped with a temperature sensor which flashes the LED warning light and cooling water temperature symbol, and slows down the engine if the engine overheats.

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

### **CAUTION**

If the engine overheats, the LED warning light and water temperature symbol flash and the engine slows down. Return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.

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## Transporting

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

### **CAUTION**

**Never attach tie-downs to the handrail behind the seat nor to the reboarding grip under the seat rear end. Do not allow anything to touch the water wheel at the stern, or it may be damaged causing the speedometer to malfunction.**

## STORAGE

During the winter, or whenever your watercraft will not be in use for more than 30 days, proper storage is essential. It consists of checking and replacing missing or worn parts; lubricating parts to ensure that they do not become rusted; and, in general, preparing the watercraft so that when the time comes to use it again, it will be in top condition. See your Kawasaki JET SKI dealer for this service or do the following.

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### Preparation for Storage

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#### Cooling System:

- Clean the cooling system (see the Cooling System Flushing section in the MAINTENANCE AND ADJUSTMENTS chapter).

#### Bilge System:

- Clean the bilge system (see the Bilge System Flushing section in the MAINTENANCE AND ADJUSTMENTS chapter), but before reconnecting the hoses to the plastic breather fittings, blow air through both hoses to force all water out of the bilge system.



A. Blow through both hoses.



**Fuel System and Engine:**

- Wash the engine compartment with fresh water and remove the drain screws in the stern to drain the water. Wipe up any water left in the compartment.

**⚠ WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- Drain the fuel tank. This should be done with a siphon or pump.

**⚠ WARNING**

Gasoline is a toxic substance. Dispose of gasoline properly. Contact your local authorities for approved disposal methods.

- Inspect/clean the fuel filter screens and inspect/replace the fuel filter (see the Fuel and Oil Systems section in the MAINTENANCE AND ADJUSTMENTS chapter).
- Leave the fuel filler cap loose to prevent condensation in the tank.
- Remove the air intake cover from the carburetors.

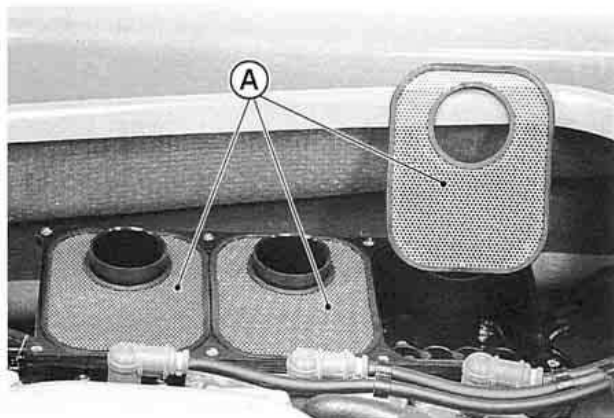


A. Air Intake Cover

B. Bolts

- Take out the flame arrester elements and wash in soap and water. Allow to air dry, then reinstall the flame arrester elements. Both sides are identical.

## 80 STORAGE



A. Flame Arrester Elements

- Turn the ignition switch on.
- Push the lanyard key under the stop button, start the engine, and run it in fifteen second periods until all the fuel in the carburetors is used up. Wait five minutes between fifteen second running periods. While the engine is running, spray a fogging oil, such as Kawasaki K-Kare Fogging Oil (part number K61030-002), into the carburetors openings.

### CAUTION

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

- Reinstall the air intake cover, tightening the bolts securely.
- Remove the spark plugs and push the plug caps fully onto the plug cap holder on the electric case.
- Spray fogging oil directly into each cylinder.
- Turn the engine over several times with the start button to coat the cylinder walls.

### ⚠ WARNING

Do not lean over the engine when performing this procedure. An air/oil mist may be forcibly ejected from the spark plug holes and could get into your eyes. If you do get some in your eyes, wash your eyes immediately with liberal amounts of clean, fresh water. Consult a physician as soon as possible.

- Spray the spark plugs with fogging oil, and reinstall them.
- Pull the lanyard key off the stop button and turn the ignition switch off.
- Reinstall the spark plug caps.

### Battery:

- Remove the battery (see the Battery section in the MAINTENANCE AND ADJUSTMENTS chapter).
- Clean the exterior with a solution of baking soda and water (one heaping tablespoon of baking soda in one cup of water). Rinse thoroughly with water.

## CAUTION

Never remove the sealed cap, or the battery can be damaged.

- Coat both battery terminals with grease.
- Store the battery in a cool, dry place. Do not expose it to freezing temperatures. During storage it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.

### Cleaning:

- Wash the exterior and dry it thoroughly.

## CAUTION

Use only a mild detergent in water to wash the watercraft. Harsh solvents may attack the surface or smear the colors.

- Apply a good grade of wax to all exterior hull surfaces.
- Lightly spray all exposed metal parts with a penetrating rust inhibitor, such as WD40 or BEL-RAY 6 in 1 to prevent corrosion.
- Remove the seat, or block it up with 10 mm (one half inch) spacers to insure adequate ventilation and prevent condensation from forming.
- Cover the watercraft and store it in a clean, dry place.

### Lubrication:

- Carry out all recommended lubrication procedures (see the Lubrication section in the MAINTENANCE AND ADJUSTMENTS chapter).

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## Removal from Storage

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The following procedure explains the steps necessary to put the watercraft back in service following a storage period. See your Kawasaki JET SKI dealer for this service, or do the following. See the MAINTENANCE AND ADJUSTMENTS chapter for detailed procedures.

- Carry out all recommended lubrication procedures (see the Lubrication section).
- Check for binding or sticking throttle, choke, steering or shift mechanism. The throttle lever must return fully when released.
- Clean and gap spark plugs (see the Spark Plugs section).
- Check all rubber hoses for weathering, cracking, or looseness.
- Turn the craft on its **left side** on a protective pad, and remove the jet pump cover. Check cooling and bilge hoses for weathering, cracking or looseness.
- Replace them if necessary. Reinstall the cover and tighten securely.

## 82 STORAGE

- Check that the drain screws in the stern are securely tightened.
- Check the fire extinguisher for a full charge.
- Clean the terminals of the battery and charge if necessary. Install the battery (see the Battery section).
- Inspect/replace the fuel filter screens and fuel filter (see the Fuel and Oil Systems section).
- Fill the fuel tank with fuel and close the filler cap securely.

### **⚠ WARNING**

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

- After transporting or refueling and before starting the engine, open the storage compartment lid, take out the storage box and remove the seat for several minutes to ventilate the engine compartment.

### **⚠ WARNING**

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

- Check for fuel leaks. Repair if necessary.
- Check/clean the oil filter.

- Check the engine oil level. Fill the oil tank with the specified oil.

### **⚠ WARNING**

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

- Start the engine and run it for 15 seconds. Check for fuel, oil and exhaust leaks. Any leaks must be repaired.

### **CAUTION**

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

- Install the seat making sure it is locked.

## MAINTENANCE AND ADJUSTMENTS

### Periodic Maintenance Chart

#### NOTE

○ Complete the Pre-ride Checklist before each outing.

Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 100 Hours
Check all hose clamps, nuts, bolts, and fasteners		●	●	
* Torque cylinder head nuts		●	●	
Lubricate throttle cable fitting and choke cable fitting at carb			●	
Clean and gap spark plugs (replace if necessary)			●	
Lubricate choke cable and throttle cable, and throttle cable fitting at throttle case			●	
Lubricate steering cable/shift cable ball joints and steering nozzle/reverse bucket pivots			●	
* Lubricate handlebar pivot			●	

## 84 MAINTENANCE AND ADJUSTMENTS

Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 100 Hours
* Inspect/clean fuel filter screens			●	
* Inspect/replace fuel filter				●
Adjust carburetor			●	
Flush bilge line and filter			●	
Flush cooling system (after each use in salt water)			●	
Inspect/clean flame arrester			●	
* Inspect impeller blades for damage				●
* Inspect/replace coupling damper				●
* Inspect carburetor throttle shaft spring (replace carburetor if necessary)				●
* Inspect steering and shift cables				●

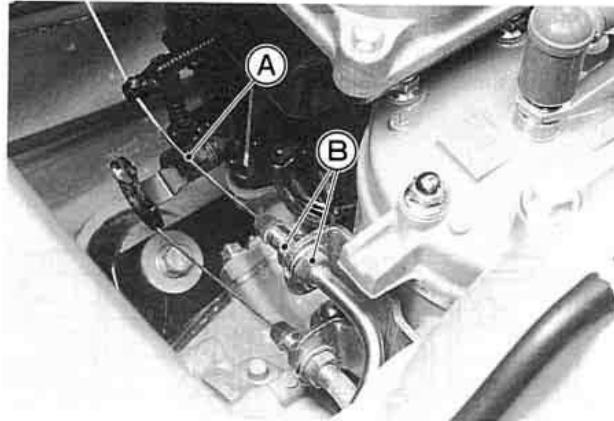
\* These items must be performed with the proper tools. See your authorized Kawasaki JET SKI dealer for service, unless you have the proper equipment and mechanical proficiency (refer to the Service Manual).

## Control Cable Adjustments

### Choke Cable Adjustment

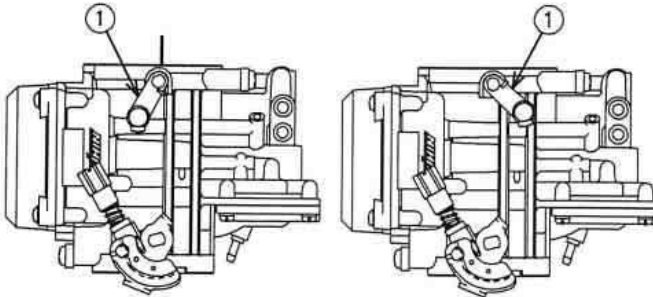
● When the choke knob is pushed in (OFF), the choke butterfly valve in the carburetor should be completely open. Check that the choke pivot arm stands all the way toward the right side of the boat with minimal cable slack.

- If necessary, adjust the choke cable.
  - Push the choke knob in completely.
  - Loosen and turn the locknuts at the carburetor control bracket to allow a little cable slack.
  - Tighten the locknuts securely.



A. Choke Cable

B. Locknuts



CHOKE OPEN  
(PUSHED IN)

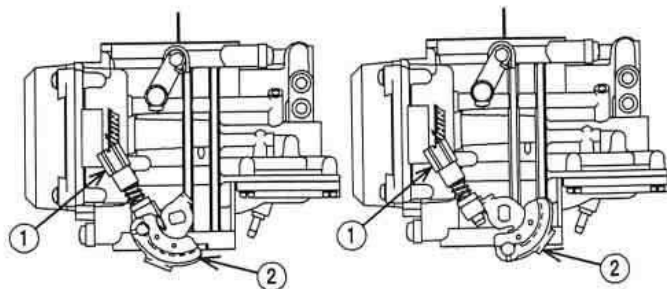
CHOKE CLOSED  
(PULLED OUT)

1. Choke Pivot Arm

## 86 MAINTENANCE AND ADJUSTMENTS

### Throttle Cable Adjustment

- Check throttle cable adjustment.
- With the throttle lever released, the lower stop on the throttle pivot arm should rest against the idle adjust screw, and there should be slight slack in the throttle cable.
- When the throttle lever is fully applied (pulled), the upper stop on the pivot arm should be all the way up against the stop on the carburetor.

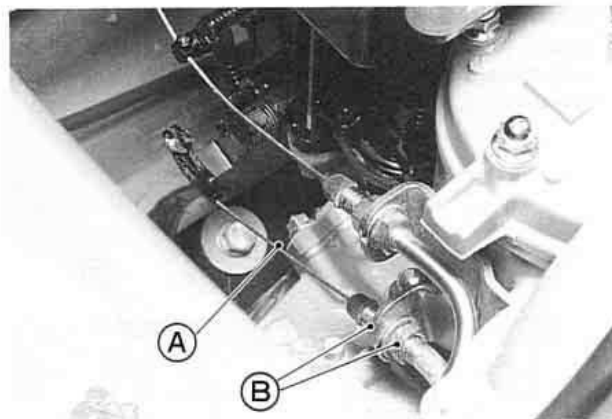


THROTTLE CLOSED  
(RELEASED)

THROTTLE OPEN  
(APPLIED)

- 1. Idle Adjust Screw
- 2. Throttle Pivot Arm

- If necessary, adjust the throttle cable.
- Loosen and turn the locknuts at the carburetor control bracket until the lower stop on the pivot arm hits against the idle adjust screw with slight cable slack.
- Tighten the locknuts securely.



A. Throttle Cable

B. Locknuts



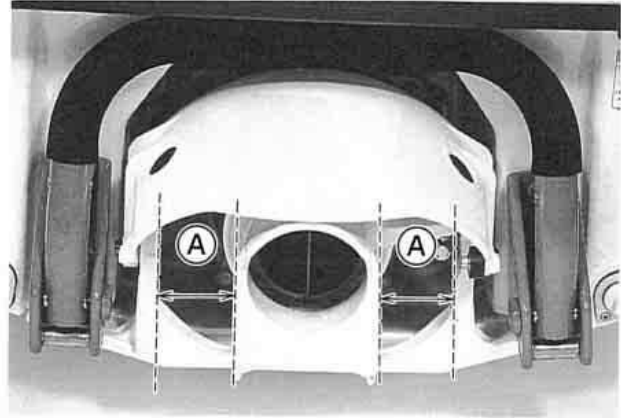
## MAINTENANCE AND ADJUSTMENTS 87

### *Steering Cable Adjustment*

- Center the handlebar in a straight ahead steering position.



- Check that the steering nozzle is the same distance from each side of the pump cavity.

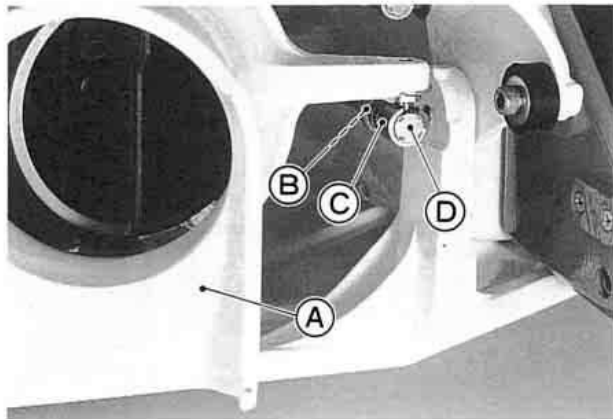


**A. Equal**

- If it is not, adjust the steering cable.

## 88 MAINTENANCE AND ADJUSTMENTS

- Loosen the locknut on the end of the steering link located to the right of the steering nozzle.

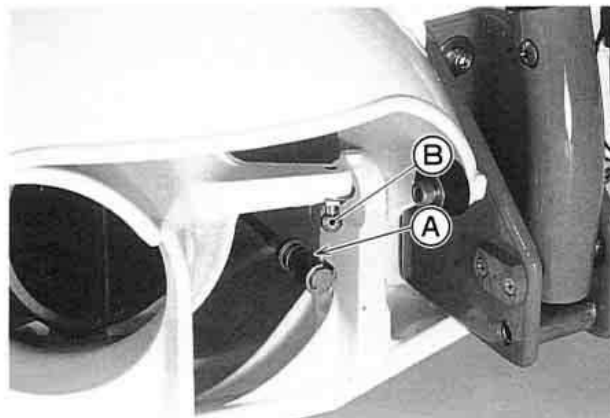


A. Steering Nozzle  
B. Locknut

C. Sleeve  
D. Ball Joint

- Slide back the outer sleeve and take the ball joint off the ball.
- Center the handlebar in a straight ahead steering position.

- Turn the ball joint until the hole in it aligns with the ball when the steering nozzle is positioned in the center of the pump cavity.

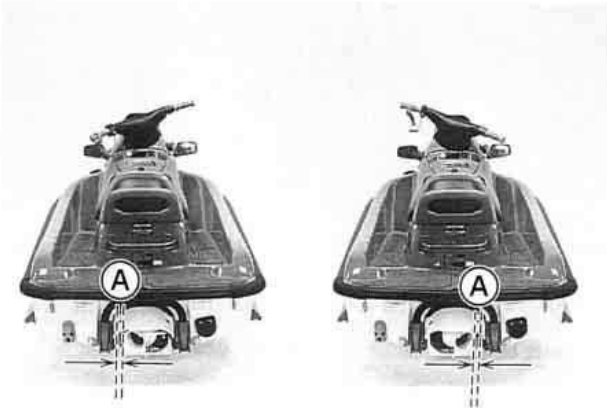


A. Hole

B. Ball

- Reattach the ball joint and check cable adjustment again.
- When adjustment is correct, tighten the locknut.

- As an additional check, turn the handlebar all the way to the left and right, and measure the distance between the nozzle and the edge of the pump cavity. It should be equal at both extremes.



A. Equal

### Steering Cable Inspection

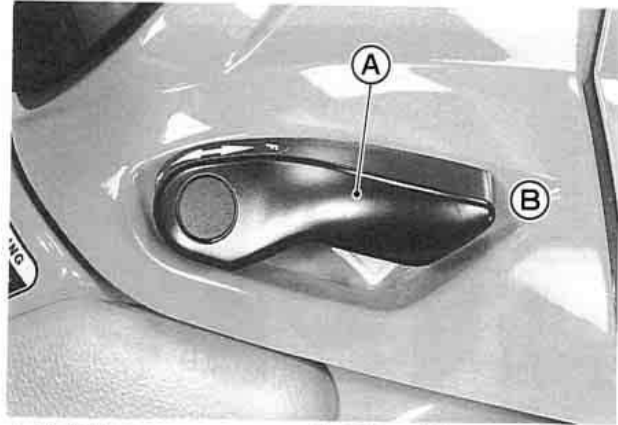
Steering cable inspection is best performed by your authorized Kawasaki JET SKI dealer. If the steering feels rough or "catchy," have your dealer inspect the steering cable.

### NOTE

- *The steering cable is sealed at each end and does not require lubrication.*

### Shift Cable Adjustment

- Put the shift lever in the "F(Forward)" position.

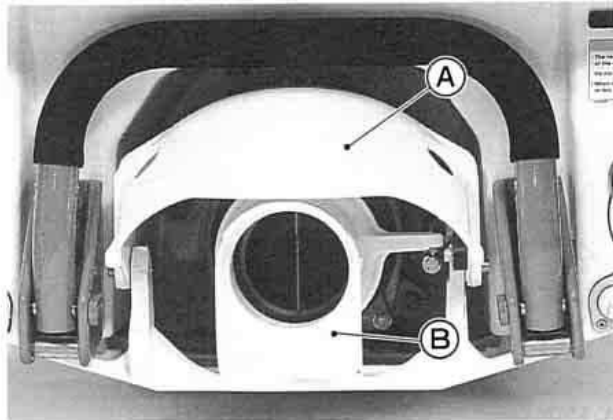


A. Shift Lever

B. "F" position

## 90 MAINTENANCE AND ADJUSTMENTS

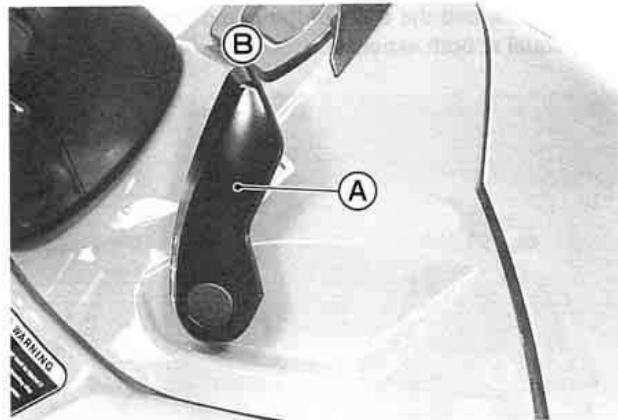
- The lower edge of the bucket should be held above the top of the steering nozzle with slight play so it doesn't interfere with the water flow from the jet pump.



A. Reverse Bucket

B. Steering Nozzle

- Put the shift lever in the "R(Reverse)" position.

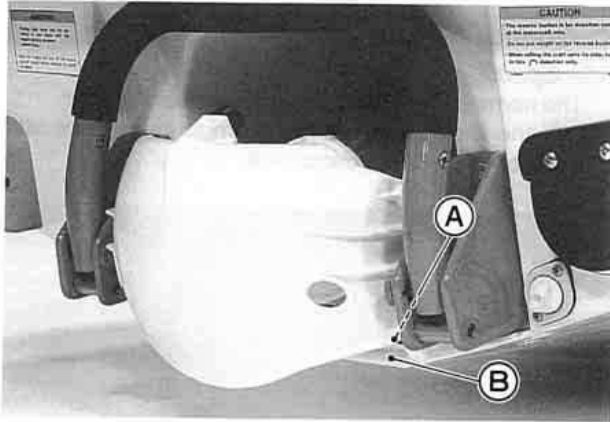


A. Shift Lever

B. "R" position

## MAINTENANCE AND ADJUSTMENTS 91

- The lower damper on the bucket should rest against the pump cover bottom.

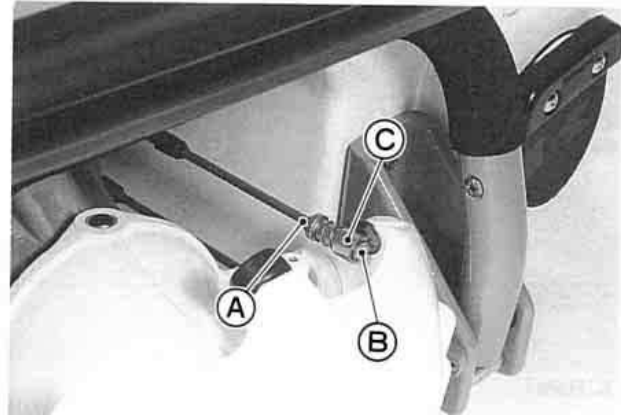


A. Damper

B. Pump Cover

- If either position is incorrect, adjust the shift cable.
- Put the shift lever in Reverse.

- Loosen the locknut on the end of the shift link.

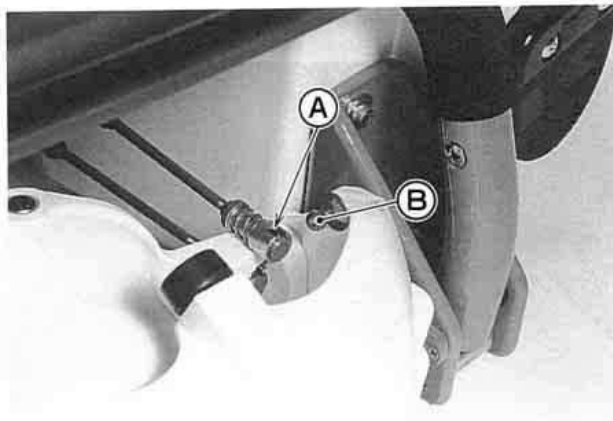


A. Locknut  
B. Ball Joint

C. Sleeve

- Slide back the outer sleeve and take the ball joint off the ball.
- Turn the ball joint and reattach it so the lower edge of the bucket is held above the top of the nozzle allowing the bucket to have 2 ~ 3 mm (0.08 ~ 0.12 in.) of play when the shift lever is put in the "F" position.

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A. Hole

B. Ball

- Check the adjustment again.
- When adjustment is correct, tighten the locknut.

### *Shift Cable Inspection*

Shift cable inspection is best performed by your authorized Kawasaki JET SKI dealer. If the shift lever feels rough or "catchy," have your dealer inspect the shift cable.

### NOTE

- *The shift cable is sealed at each end and does not require lubrication.*

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## Fuel and Oil Systems

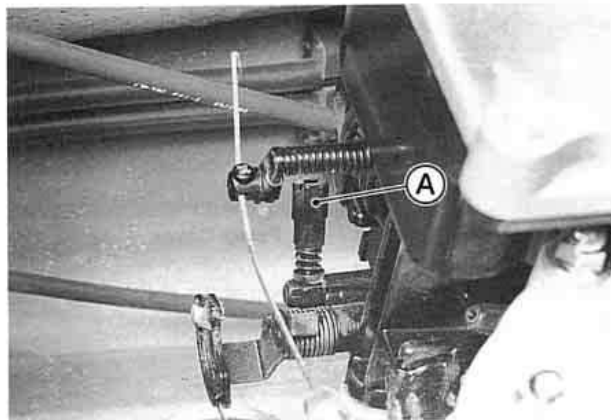
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### Carburetor Adjustments:

#### *Idle Speed*

The normal idle speed is the lowest stable speed.

- Turn the idle adjust screw to the right to increase idle speed or to the left to decrease it.



A. Idle Adjust Screw

#### Idle Speed

About 1 250 rpm – in water

About 1 800 rpm – out of water

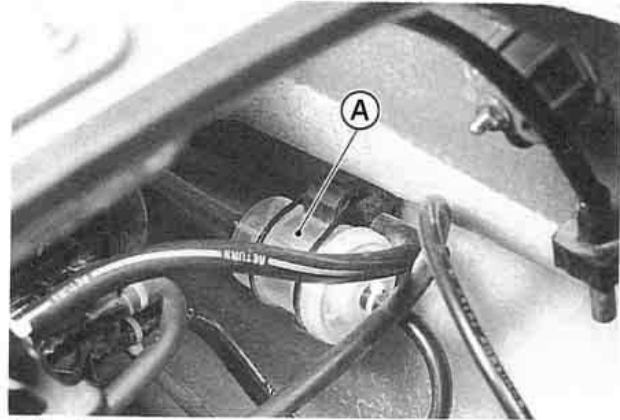
### *High Altitude Use*

The original carburetor settings for this watercraft are best for sea level use. When the craft is used at high altitude, the thinner atmosphere makes the air/fuel mixture richer reducing performance and increasing fuel usage. Have the carburetor adjusted by your authorized Kawasaki JET SKI dealer if you intend to use this craft above 1,000 m (3,000 ft).

### **Fuel Filter Screens/Fuel Filter:**

The watercraft is equipped with fuel filter screens on the fuel outlet assembly and a fuel filter at the middle of the fuel line to prevent dirt or other foreign material from entering the carburetor.

Have your Kawasaki JET SKI dealer inspect and clean or replace the screens and fuel filter in accordance with the **Periodic Maintenance Chart**, or whenever you find from outside any foreign material or water trapped in the fuel filter.



**A. Fuel Filter**

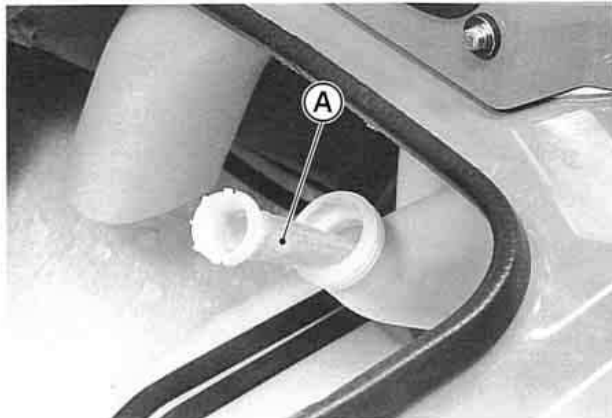
### **Oil Filter:**

The oil tank is equipped with an oil filter in the oil filler. Check the oil filter for foreign particles every time you add the oil. If there are any foreign particles, the oil filter must be cleaned.

### *Oil Filter Cleaning*

- Take out the oil filter out of the oil filler.

## 94 MAINTENANCE AND ADJUSTMENTS



A. Oil Filter

- Wash the oil filter in a non-flammable or high flash-point solvent. Use a brush to remove any contaminants trapped in the filter.

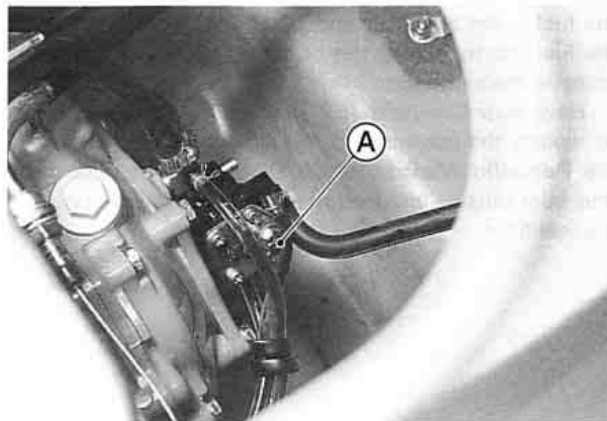
### **⚠ WARNING**

Clean the oil filter in a well ventilated area, and take care that there are no sparks or flame anywhere near the working area; this includes any appliance with a pilot light. Do not use gasoline or a low flash-point solvent to clean the filter. A fire or explosion could result.

### **Oil Pump Bleeding:**

When any of the oil pump hoses has been removed, air may become trapped inside, which will then obstruct oil flow.

- Make sure that there is plenty of engine oil in the oil tank and that oil flow is not restricted.
- Place a rag under the oil pump.
- Loosen the air bleeder screw on the oil pump a couple of turns until oil flows out, and then tighten the bleeder screw securely.



A. Bleeder Screw

- Check the oil line from the oil tank to the oil pump for air bubbles left inside.



### CAUTION

Air trapped in the oil line will cause obstruction of oil flow and subsequent engine damage. If any air bubbles will not disappear, have an authorized Kawasaki JET SKI dealer bleed the air from the oil line.

- Provide sufficient engine cooling by running water through the cooling hose (see the Cooling System Flushing section).
- Start the engine, keep it at idling speed and check the oil flow through the transparent outlet hose.
- Keep the engine running until the air bubbles in the outlet hose disappear.

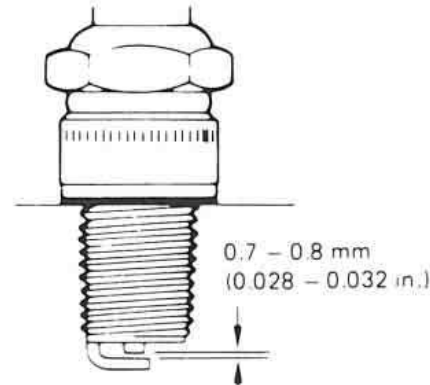
### CAUTION

The engine must be running before the water is turned on and the water must be turned off before the engine is stopped.  
Do not run the engine without cooling water flow for more than 15 seconds.

## Spark Plug

The standard spark plug is NGK BR9ES set to a 0.7 – 0.8 mm (0.028 – 0.032 in.) gap. Since the engine is water-cooled and is generally operated at a constant throttle opening, cylinder head temperature is relatively stable. For this reason, if the engine is in good condition

and properly tuned, and the oil pump is operating properly, it should not be necessary to use a spark plug of a different heat range. Since a spark plug of the wrong heat range can cause extensive engine damage, only the standard spark plug is recommended.



### *Spark Plug Inspection and Replacement*

Remove the spark plugs and inspect the ceramic insulators. The appearance of the insulators reflects the efficiency of the combustion process. When the engine is operating properly, the plug insulators should be clean and show a light brown color. If the insulators look glazed or very white, if the electrodes appear overheated, or if there are gray metallic deposits on the plugs, com-

## 96 MAINTENANCE AND ADJUSTMENTS

bustion chamber temperatures are too high. Refer to the TROUBLESHOOTING GUIDE.

### CAUTION

**As excessive operating temperature can cause serious engine damage, the cause should be located and corrected immediately.**

A dry, sooty black deposit on the insulators indicates an overly rich fuel/air mixture. Check for correct carburetor adjustment. If the black deposits are wet and oily, an improper oil type or an excessive oil pump output may be the cause. Refer to the TROUBLESHOOTING GUIDE.

Clean the electrodes and the ceramic insulators around the center electrode by scraping off any deposits or by using a sand blasting device. Make sure that all abrasive particles are removed from the plug and clean the plug in a high flash-point solvent. If the gap has widened, reset it to the standard 0.7 – 0.8 mm (0.028 – 0.032 in.) gap. If the electrodes are badly worn or burned, replace the plug. The spark plug must also be replaced any time there is visible damage such as cracked ceramic or damaged threads.

## Battery

The battery installed in this watercraft is a maintenance-free type, so it is not necessary to check the battery electrolyte level or add distilled water.

The sealed cap should not be pulled off once the specified electrolyte has been installed in the battery for initial service.

Since the electrical system of this watercraft is designed to use only a maintenance-free battery, do not replace it with a conventional battery.

### CAUTION

**Never remove the sealed cap, or the battery can be damaged.**

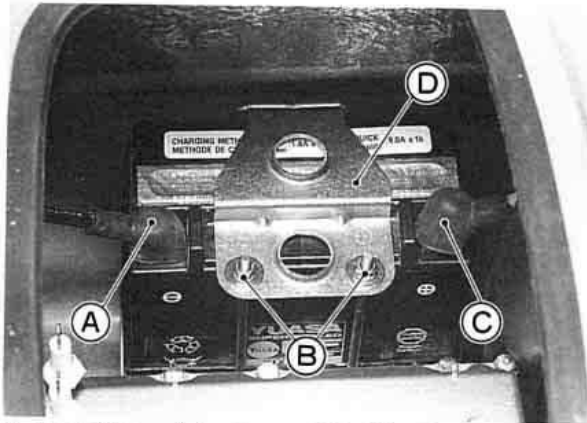
**Do not install a conventional battery in this watercraft, or the electrical system will not work properly.**

## MAINTENANCE AND ADJUSTMENTS 97

### NOTE

- If you charge the maintenance-free battery, never fail to observe the instructions shown in the label on the battery.

### Battery Removal



A. Black (ground) Lead  
B. Nuts

C. Red Lead  
D. Holder

- Disconnect the black (ground) lead from the battery first.
- Disconnect the red lead.
- Take off the nuts and swing up the battery holder.
- Lift the battery out of the hull.

- Clean the battery top and terminals using a solution of baking soda and water. Scrape off any obstinate deposits with a wire brush or sand blasting device, and then rinse the battery with fresh water. Dry it thoroughly and coat the terminals with waterproof grease.

### Battery Installation

- Install the battery in the reverse order of removal.
- After connecting the battery, coat the terminals with waterproof grease.

## CAUTION

Do not reverse the battery connections, or damage to the regulator/rectifier unit will result.

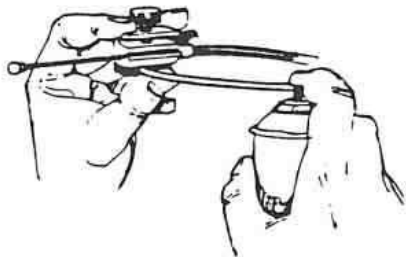
## 98 MAINTENANCE AND ADJUSTMENTS

### Lubrication

As in all marine craft, adequate lubrication and corrosion protection is an absolute necessity to provide long, reliable service. Refer to the **Periodic Maintenance Chart** and **Pre-ride Checklist** in the OPERATING INSTRUCTIONS chapter for the frequency of the following items:

- Lubricate the following with a penetrating rust inhibitor, such as WD40 or BEL-RAY 6 in 1:

**Lubricate the Choke Cable and Throttle Cable with a Pressure Cable Luber**



### Steering Nozzle/Reverse Bucket Pivots

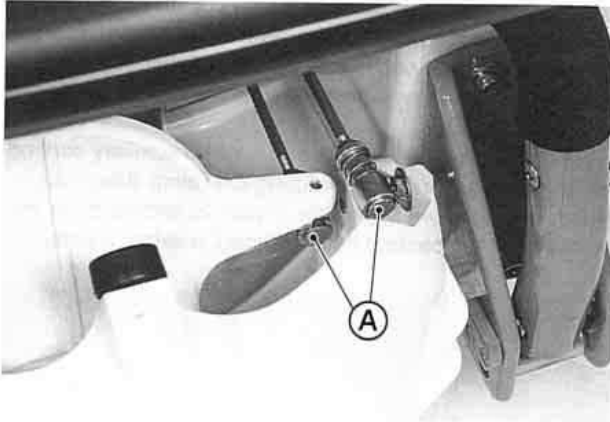


A. Steering Nozzle/Reverse Bucket Pivots

## MAINTENANCE AND ADJUSTMENTS 99

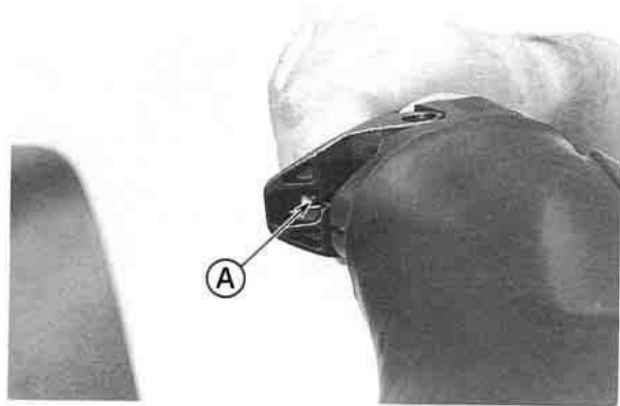
- Lubricate the following with a high quality waterproof marine grease.

### Steering Link/Shift Link Ball Joints



A. Steering Link/Shift Link Ball Joints

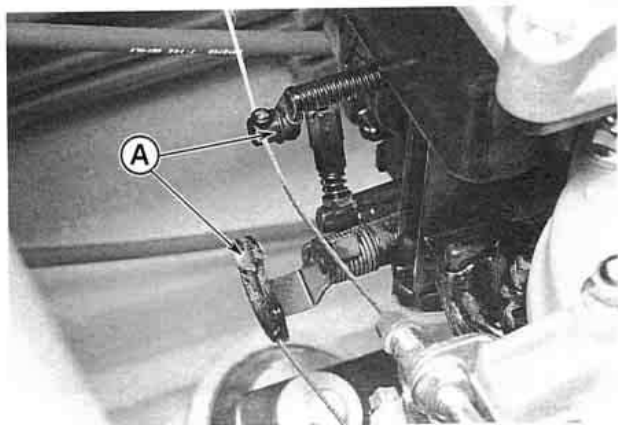
### Throttle Cable Fitting at Throttle Case



A. Apply grease.

## 100 MAINTENANCE AND ADJUSTMENTS

### Choke Cable Fitting and Throttle Cable Fitting at Carburetor



A. Apply grease.

### CAUTION

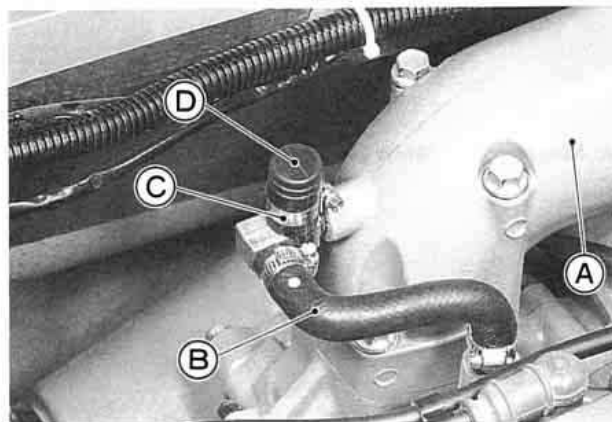
Disassemble and lubricate the handlebar pivot. This function should be performed by your Kawasaki JET SKI dealer.

## Cooling System Flushing

To prevent sand or salt deposits from accumulating in the cooling system, it must be flushed occasionally. Flush the system according to the **Periodic Maintenance Chart**, after each use in salt water, or whenever there is reduced water flow from the bypass outlet on the right side of the hull.

This procedure is also used to provide auxiliary cooling when needed (for example during Oil Pump Bleeding).

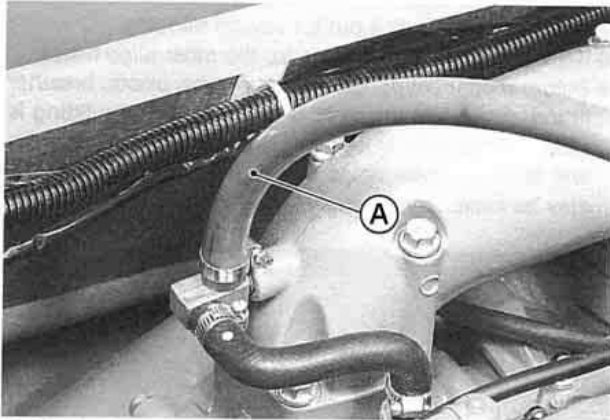
- An inlet for auxiliary water supply is provided on the fitting for the cooling hose behind the exhaust pipe.



A. Exhaust Pipe  
B. Cooling Hose

C. Clamp  
D. Cap

- Loosen the clamp and remove the cap, and then connect a garden hose.



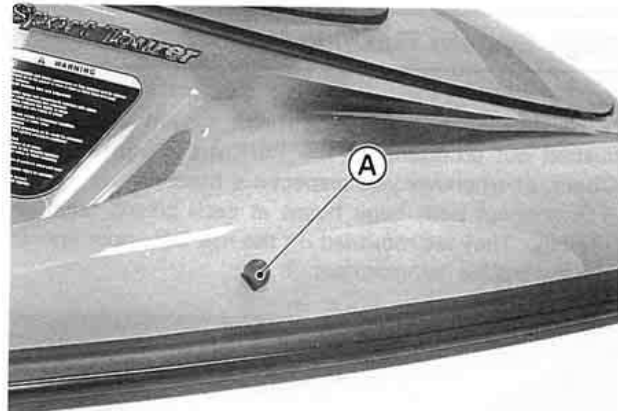
A. Garden Hose

- Start the engine and allow it to idle **before turning on the water.**

### CAUTION

The engine must be running before the water is turned on, or water may flow back through the exhaust pipe into the engine, resulting in the possibility of severe internal damage.

- Immediately turn on the water and adjust the flow so that a little trickle of water comes out of the bypass outlet in the right side of the hull.



A. Bypass Outlet

- Let the engine idle for several minutes with the water running.
- Turn off the water. **Leave the engine idling.**
- Rev the engine a few times to clear the water out of the exhaust system.

### CAUTION

Do not run the engine without cooling water flow for more than 15 seconds. Overheating will cause severe engine and exhaust system damage.

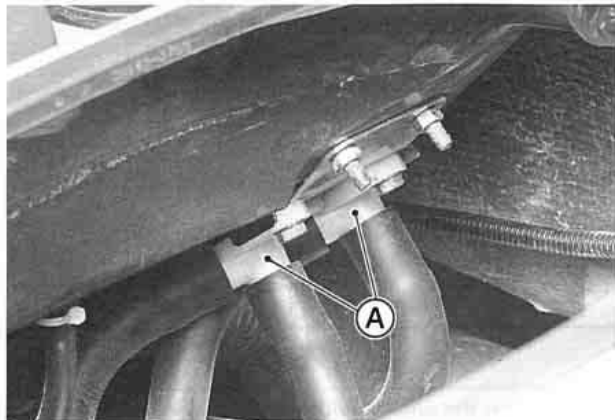
- Switch off the engine, remove the garden hose, reinstall the cap and secure the clamp.

## 102 MAINTENANCE AND ADJUSTMENTS

### Bilge System Flushing

To prevent clogging, the bilge system should be flushed out according to the **Periodic Maintenance Chart**, or whenever you suspect it is blocked.

- Disconnect both bilge hoses at each plastic breather fitting. They are mounted on the rear left upper corner in the engine compartment.

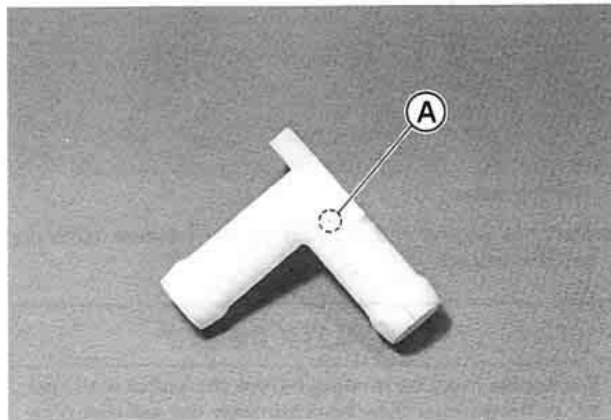


**A. Breather Fittings**

- Connect the bilge filter hose (from the hull bottom) to the garden hose, turn the water on, and flush it out for about a minute. During this procedure, water will flow into the engine compartment. Do not allow a large amount of water to accumulate in the engine com-

partment. Remove the drain screws in the stern to drain the engine compartment.

- Connect the other hose to the garden hose, turn the water on, and flush it out for several minutes.
- Repeat the above two steps for the other bilge hoses.
- Before reconnecting the hoses to each plastic breather fitting, make sure the small breather hole in the fitting is clear. If the hole is clogged, the engine compartment will fill with water when the engine stops or idles. It may be necessary to remove the fitting.



**A. Breather Hole**

- Reconnect the bilge hoses.



**NOTE**

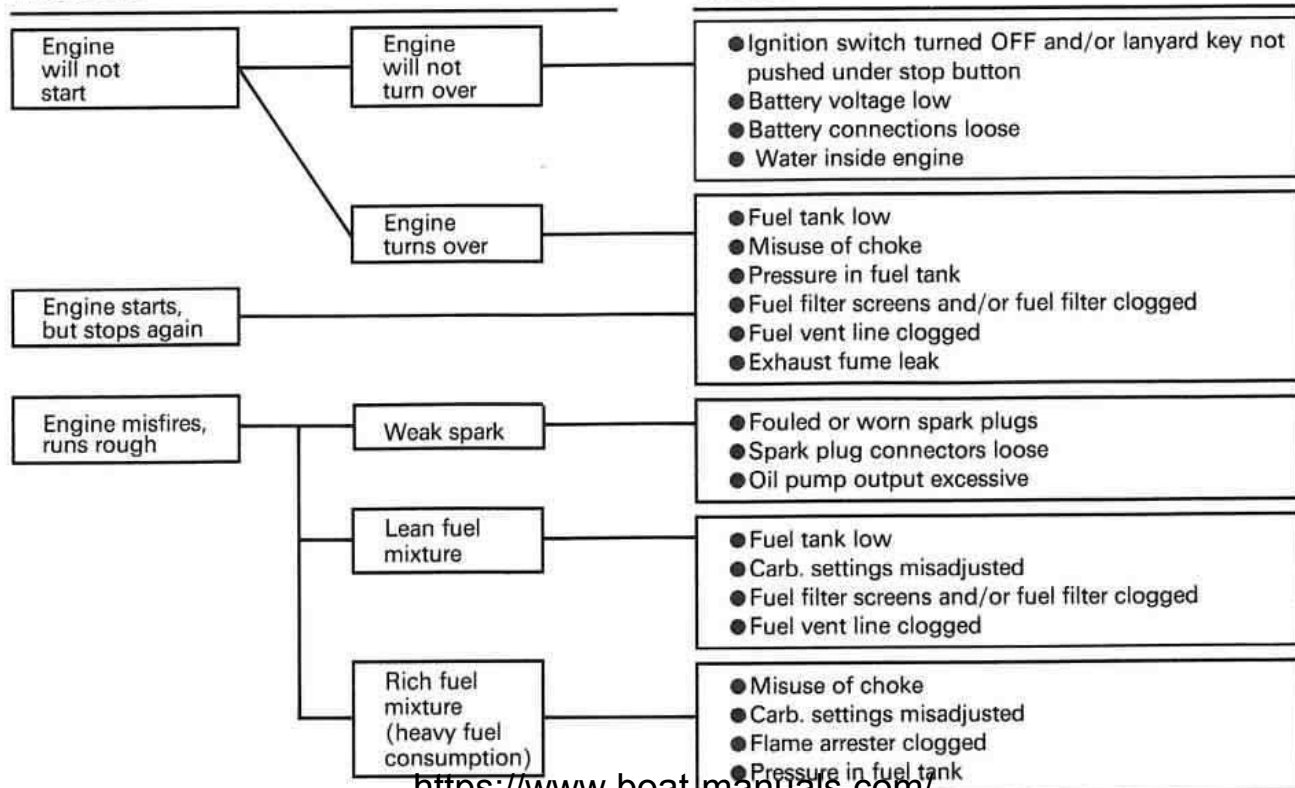
- *If your watercraft is to be stored, blow air through both hoses at each breather fitting before they are reconnected (see the Preparation for Storage section in the STORAGE chapter).*

## TROUBLESHOOTING GUIDE

If this procedure does not isolate your problem, see your JET SKI dealer or refer to the Service Manual.

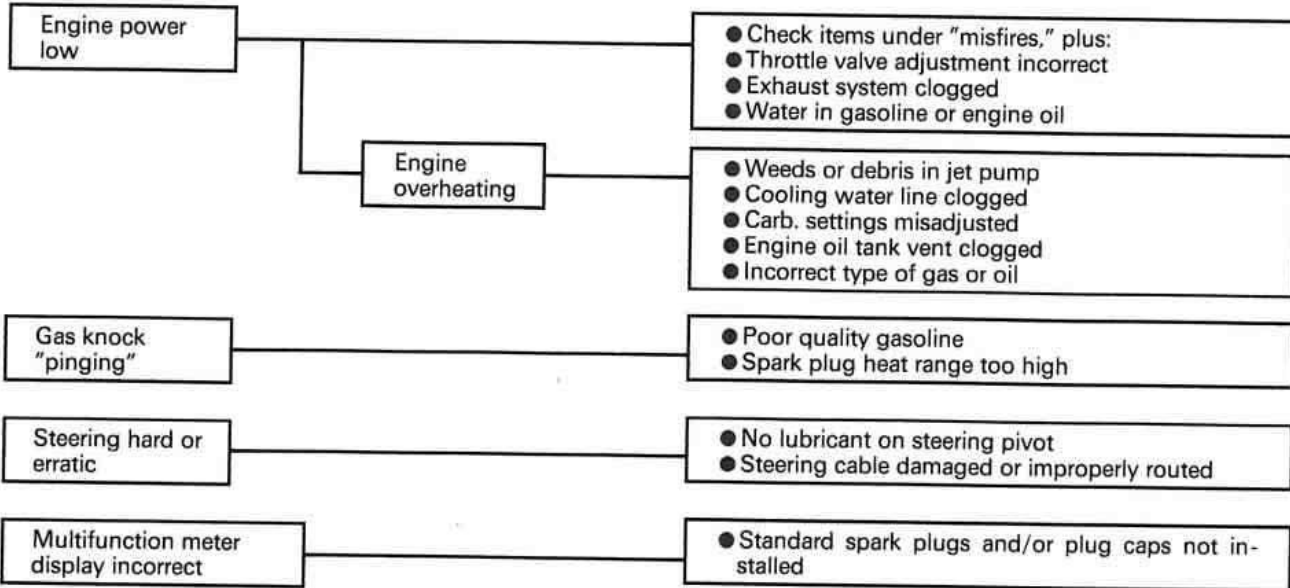
### TROUBLE

### CAUSE



**TROUBLE**

**CAUSE**



**⚠ WARNING**

Since faulty steering is dangerous, this problem should be examined by an authorized JET SKI dealer.

## 106 OWNER SATISFACTION (US ONLY)

### OWNER SATISFACTION

(For Products Sold in the Continental United States of America Only)

Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. If you have a problem concerning warranty or service, please take the following action:

Contact the owner and/or service manager of your authorized Kawasaki dealer. Fully explain your problem and ask for assistance in resolving the situation. The OWNER of the dealership is an independent business person and is concerned with your satisfaction and your future business. For this reason the owner is in the best position to assist you. Also, all warranty and service matters are handled and resolved through the authorized Kawasaki dealer network.

If you are unsatisfied after working with your Kawasaki dealer and feel you still require further assistance, write to the address below. Please be certain to provide the model, product identification number, mileage or hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the names of the dealership personnel with whom you have been working in the resolution of your problem.

Upon receipt of your correspondence we will contact the dealership and work with them in resolving your problem.

In order to provide a permanent record, all warranty and service resolutions take place only through written correspondence.

Please send your correspondence to:

CONSUMER RELATIONS  
KAWASAKI MOTORS CORP., U.S.A.  
P.O. Box 25252  
SANTA ANA, CA. 92799-5252  
(714) 460-5688

<https://www.boat-manuals.com/>

**REPORTING SAFETY DEFECTS**

**(For Products Sold in the Continental United States of America Only)**

If you believe that your watercraft has a defect which could cause a crash or could cause injury or death, you should immediately inform the U.S. Coast Guard (U.S.C.G.) in addition to notifying Kawasaki Motors Corporation, U.S.A.

If the U.S.C.G receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of watercrafts, it may order a recall and remedy campaign. However, the U.S.C.G cannot become involved in individual problems between you, your dealer, or Kawasaki Motors Corporation, U.S.A.

Please send your correspondence to:

Office of Boating Safety Product Assurance Division-OPB-3  
United States Coast Guard  
2100 Second Street SW  
Washington, DC 20593-0001

## 108 MAINTENANCE RECORD

### MAINTENANCE RECORD

Owner Name .....

Address .....

Phone Number .....

Hull Number .....

Engine Number .....

Selling Dealer Name .....

Address .....

Phone Number .....

Warranty Start Data .....

**Note:** Keep this information and a spare key in a secure location.

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

MAINTENANCE RECORD 109

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

110 MAINTENANCE RECORD

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address



MAINTENANCE RECORD 111

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

## 112 MAINTENANCE RECORD

Date	Traveled Distance	Maintenance Performed	Dealer Name	Dealer Address

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