

保存版



'88 model

第一版

保存版

jetski[®] 300

jetski[®] OWNER'S MANUAL

READ THIS FIRST!

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

WARNING

○Anyone who uses a mechanical device to further his fun in the water, even so simple a device as an inner tube, should be a competent swimmer, and he should never travel farther from shore than he can swim.

WARNING

○The watercraft is not a toy: it is a high performance class A power boat. With a lightweight rider, a watercraft accelerates more quickly and has a higher top speed than with a heavier rider.

WARNING

○The use of the watercraft by operators under the age required for a drivers license is not recommended. Some states have minimum boating age regulations which must be observed.

WARNING

○Keep your hands, feet, and clothing away from the jet pump intake (bottom of the boat, in the middle) whenever the engine is running. Never stick anything into the pump outlet (steering nozzle at the back of the boat) when the engine is running.

WARNING

○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.

WARNING

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

WARNING

- A personal flotation device, preferably of the buoyant vest type, must be worn by any operator of a watercraft.
- Whenever operating the watercraft, it is recommended that the ride wear tennis shoes, tennis shoes or similar protective foot gear. This will give the operator some foot protection from bruises, scrapes, or injury by underwater objects.
- Water spray will get in your eyes; always wear suitable eye protection. Without eye protection, water spray can interfere with your vision and cause an accident.

EYE PROTECTION

VEST-TYPE PERSONAL FLOTATION DEVICE

GLOVES (OPTIONAL)

WET SUIT (OPTIONAL)

FOOT PROTECTION (DECK SHOES)



WARNING

○Releasing the throttle completely will not allow you to steer. This may cause you to hit an object you are trying to avoid. You must apply throttle to turn.

WARNING

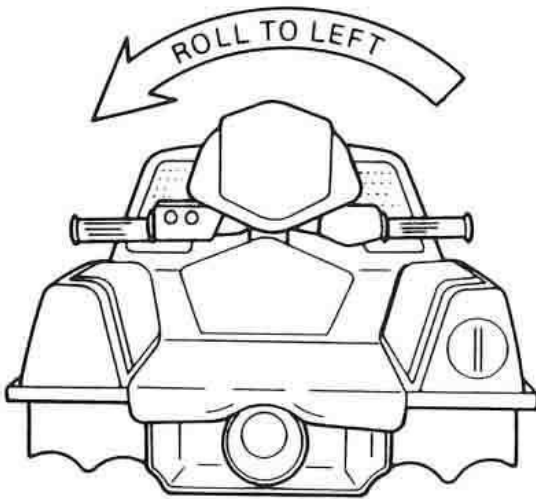
○Do not operate the watercraft while trailing your body behind it for extended periods of time. Your visibility is limited. You may not see other boats, swimmers, or obstructions in your path. Also, you may not see foreign objects that the jet pump could pick up and eject to the rear, and you could be exposed too long to a dangerous concentration of exhaust fumes.

2 READ THIS FIRST

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.

CAUTION

- 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.



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.

CAUTION

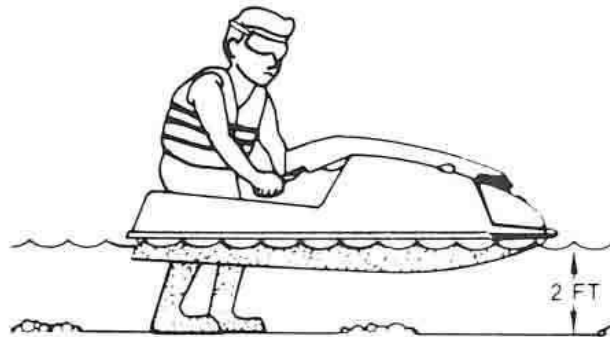
- Do not operate the starter continuously for more than 5 seconds or the starter will overheat. Wait 15 seconds between each operation of the starter to let it cool.

CAUTION

- Do not use gasohol, 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.

CAUTION

- The watercraft must be in at least 0.6 m (two feet) 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.



CAUTION

- If water gets into the watercraft engine, follow the procedure on page 26 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.

CAUTION

- Do not push down on the handlebar. The handle pole rests on the engine cover and you could damage it.
- Do not run the watercraft onto the shore, or severe impeller damage may occur.

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 U.S. 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 operation 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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(UK MODEL ONLY)



This warning may apply to any of the following components or any assembly containing one or more of these components:—

Brake Shoes or Pads
Clutch Friction Material
Gaskets
Insulators

SAFETY INSTRUCTIONS

- Operate if possible out of doors or in a well ventilated place.
- Preferably use hand tools or low speed tools equipped, if necessary, with an appropriate dust extraction facility. If high speed tools are used, they should always be so equipped.
- If possible, dampen before cutting or drilling.
- Dampen dust and place it in properly closed receptacle and dispose of it safely.

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SPECIFICATION

JET SKI – MODEL JS300–B3

“CLASS A” INBOARD BOAT

Engine:		
Type	2-stroke, vertical single, piston reed valve, water cooled	
Displacement	294 mL	17.9 cu in.
Bore and Stroke	76.0 x 64.9 mm	2.99 x 2.55 in.
Compression Ratio	7.2 : 1	
Ignition	Magneto CDI	
Lubrication System	Oil injection (break-in period: Oil injection and gas/oil mixture 50 : 1)	
Carburetor	Mikuni BN34 diaphragm type (28 mm venturi)	
Starting	Electric	
Tuning Specifications:		
Spark Plug	NGK BR7ES [Ⓢ] NGK B7ES	
Gap	0.7 – 0.8 mm	0.028 – 0.032 in.
Ignition Timing	18° BTDC @6 000 r/min (rpm) 1.99 mm @6 000 r/min (rpm)	0.078 in.
Carburetor		
Idle Speed	1 700 ± 100 r/min (rpm) – in water 2 200 ± 100 r/min (rpm) – out of water	
Compression Pressure	1 200 kPa (12.0 kg/cm ²) (open throttle)	171 psi
Drive Shaft:		
Coupling	Direct drive from engine	
Jet Pump: Type	Axial flow, single stage	
Thrust	110 kg	243 lb
Steering	Steerable nozzle	
Braking	Water drag	
Performance:		
Maximum Speed	53 km/h	33 mph
Minimum Turning Radius	2.75 m	9 ft
Draft (stationary)	200 mm	8 in.
Fuel Consumption	12 L/hr. @full throttle	3.2 gal/hr (U.S.)
Cruising Range	57 km @full throttle 1.1 hrs.	36 mi
Dimensions:		
Length	2 140 mm	84 in.
Width	620 mm	24.4 in.
Height	640 mm	25 in.
Dry Weight	101 kg	222.7 lb
Fuel Tank Capacity	13 L including 3.4 L reserve	3.5 gal (U.S.) incl. 0.9 gal reserve
Engine Oil:		
Type	2-stroke, BIA Certified for Service TC-W	
Oil Tank Capacity	1.7 L	1.8 qt (U.S.)
Starter Gear Housing Oil:		
Grade	SE or SF class	
Viscosity	SAE10W40, 10W50, 20W40, or 20W50	
Capacity	0.2 L	0.21 qt (U.S.)
Electrical Equipment:		
Battery	12 V 19 AH	

GENERAL INFORMATION

Serial Numbers

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)

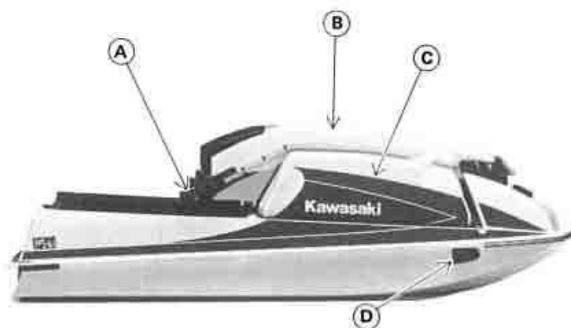
H.I.N.	
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A. Engine Number

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

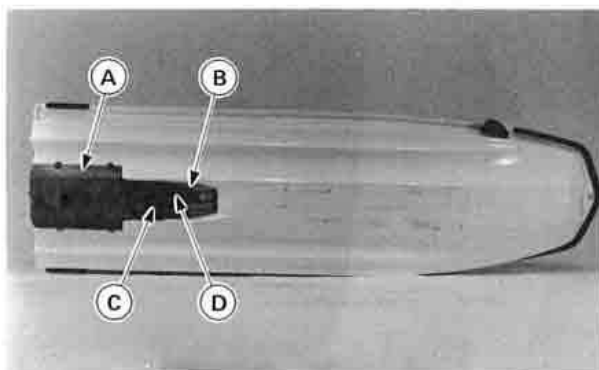
Parts Location



A. Handlebar
B. Handle Pole
C. Engine Cover
D. Exhaust Outlet

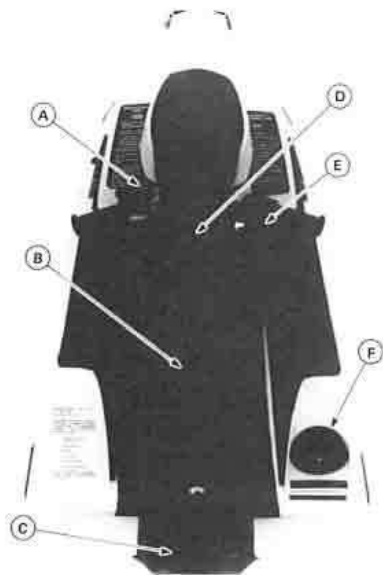


A. Air Inlet
B. Fuel Filler
C. Handle Pole Bracket

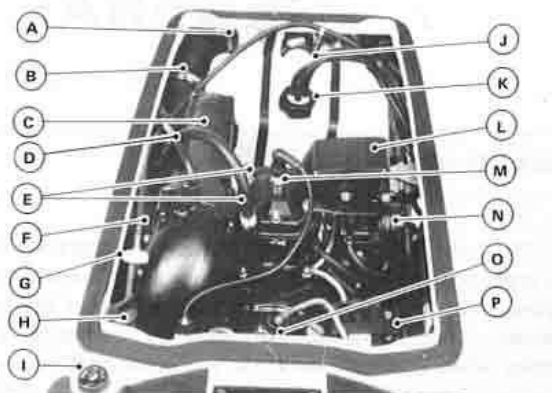


A. Jet Pump Cover
B. Water Intake
C. Grate
D. Drive Shaft

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- A. Engine Start and Stop Buttons
- B. Riding Platform
- C. Jet Pump Nozzle
- D. Panel Cover
- E. Throttle Lever
- F. Fire Extinguisher Compartment



- A. Muffler
- B. Resonator
- C. Exhaust Pipe
- D. Bypass Hose
- E. Cooling Hose
- F. Expansion Chamber
- G. Oil Vent Check Valve
- H. Oil Tank
- I. Oil Level Gauge
- J. Fuel Vent Check Valve
- K. Fuel Retainer Nut
- L. Flame Arrester
- M. Spark Plug
- N. Carburetor
- O. Electric Box
- P. Battery

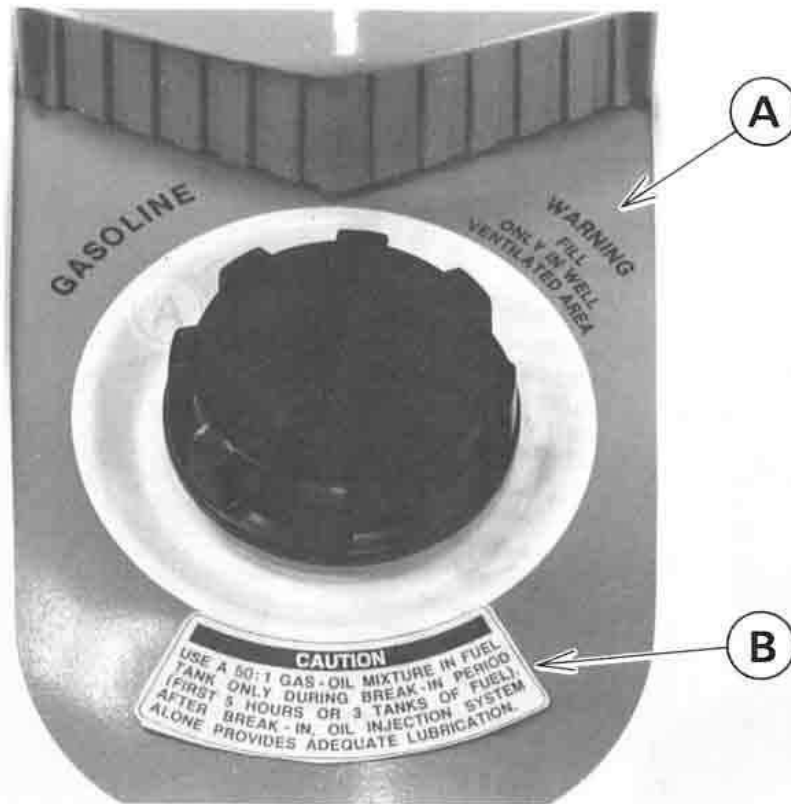
Label Locations



A. Important Safety Items Label

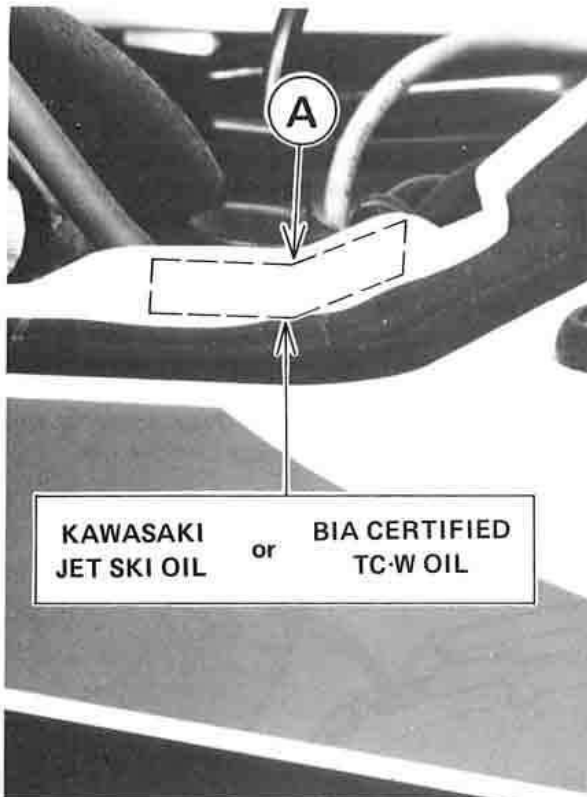


A. Important Maintenance Items Label

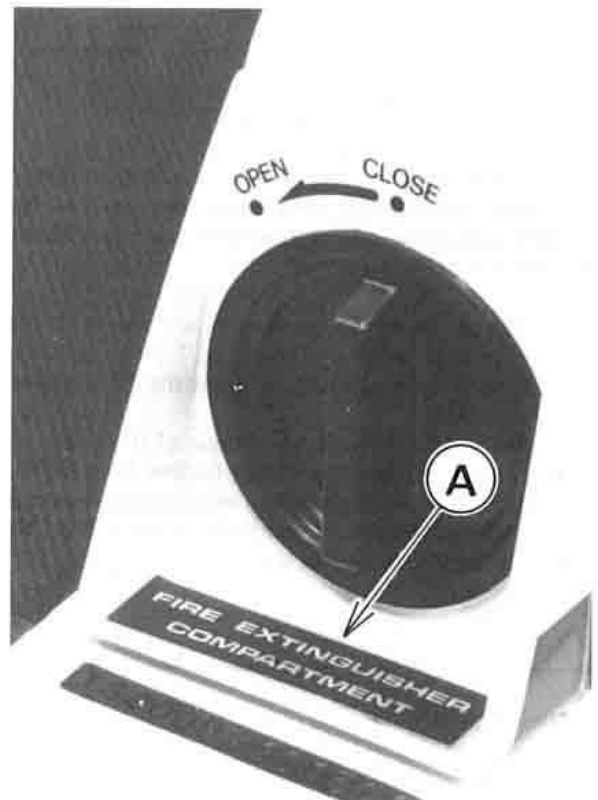


A. Fuel Filler Label

B. Break-In Period Label

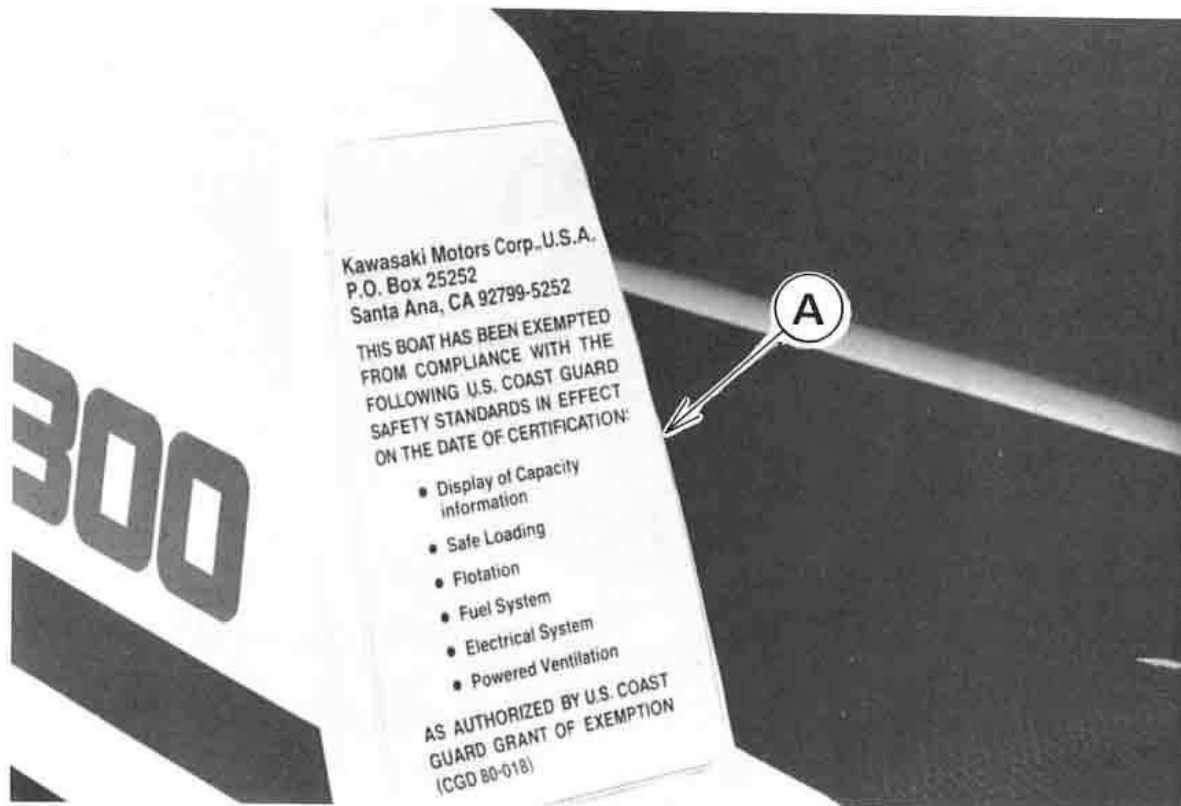


A. Recommended Oil Label



A. Fire Extinguisher Compartment Label

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A. Coast Guard Label (U.S. model only)

Fuel

CAUTION

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

The octane rating of gasoline is a measure of its resistance to detonation or "knocking." Use a gasoline with an octane rating equal to or higher than that shown in the table below.

The Antiknock Index is an average of the Research Octane No. (RON) and the Motor Octane No. (MON). The Antiknock Index is posted on service station pumps in the U.S.A. If the Antiknock Index is not posted, be sure the Research Octane No. is adequate.

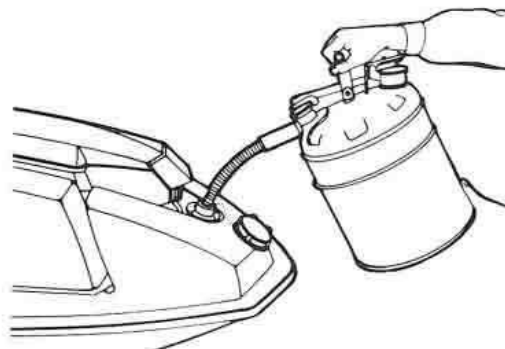
Octane Rating Method	Minimum Rating
Antiknock Index $\frac{(RON + MON)}{2}$	87
Research Octane No. (RON)	91

Filling the Tank:

WARNING

- Gasoline is extremely flammable and can be explosive under certain conditions. Push 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 filler cap is on the bow of the watercraft in front of the handle pole base. Open the filler cap and 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 76 – 102 mm (3 – 4 inches) between the top of the filler and the fuel level.

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 tank cap is closed securely.

●After transporting or refueling and before starting the watercraft, remove the engine cover for several minutes to ventilate the engine compartment.

WARNING

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

.....
Engine Oil

The oil tank is fitted at the left rear corner in the compartment. Open the oil tank cap and fill the tank with the recommended engine oil.

We recommend using Kawasaki JET SKI Oil (P/N W61020-101). This oil is specially formulated to give minimum piston ring varnish and combustion chamber deposits along with excellent lubrication qualities. The use of lubricants such as "tune-up tonics" and "super oils" is NOT RECOMMENDED. In an emergency situation when Kawasaki JET SKI Oil is not available, a B.I.A. certified TC-W oil may be substituted. All certified oils will indicate the TC-W rating on the container. If the B.I.A. certification does not appear on the container, the oil must not be used.

BIA CERTIFIED **BIA** FOR SERVICE TC-W

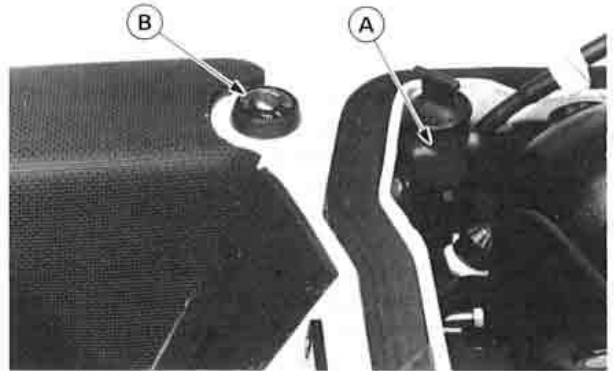


Adding Oil:

- Check the oil level.
- On the left side of the fin, there is an oil level gauge. The oil level gauge shows the amount of oil in the oil tank. When the needle comes near the E (empty) position, add oil at the earliest opportunity.

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.



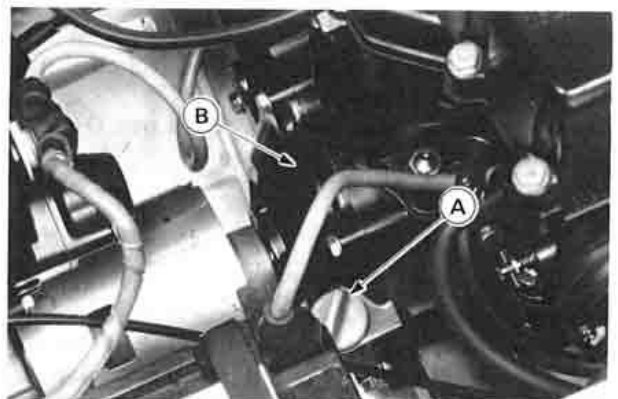
A. Engine Oil Tank B. Engine Oil Level Gauge

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.

CAUTION

○Never pour engine oil into the oil filler opening plug hole on the starter gear housing. You could damage the starter gear.



A. Oil Filler Opening Plug B. Starter Gear Housing

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Starter Gear Housing Oil

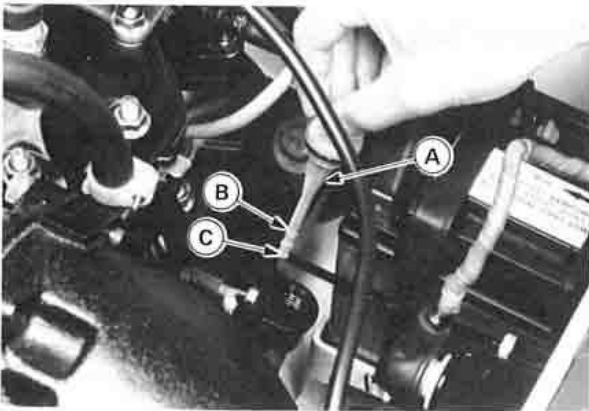
In order for the starter gear to function properly, always maintain the gear oil at the proper level and change the oil in accordance with the Periodic Maintenance Chart.

WARNING

Watercraft operation with insufficient, deteriorated, or contaminated starter gear oil will cause accelerated wear and may result in engine seizure and loss of power. Without power you cannot steer the watercraft.

Oil Level

- Turn the watercraft upright and check the starter gear oil level with the level gauge.
- If the watercraft has just been used, wait 2 to 3 minutes for all the oil to drain down.
- Remove the oil filler opening plug dipstick, and wipe off any oil on the end.
- Insert the dipstick back through the oil filler opening and screw it in all the way, and then remove it. The oil level should be between the dipstick marks.



A. Dipstick C. Lower Level Mark
B. Upper Level Mark

- If the oil level is too high, drain the excess oil from the drain plug.
- If the oil level is too low, add oil through the oil filler opening. Use the same type and brand of oil that is already in the gear housing.
- Install the oil filler opening plug. Use a new O-ring if the old one is deteriorated or damaged.

WARNING

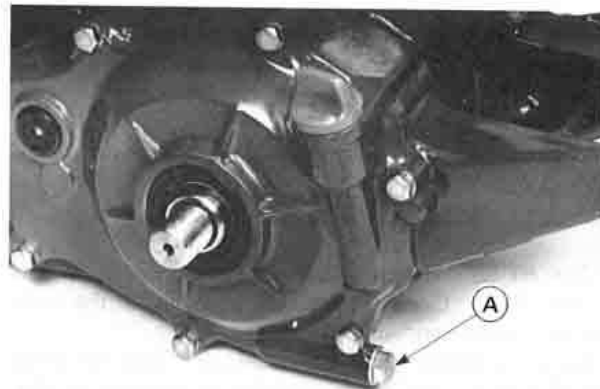
Watercraft operation with insufficient, deteriorated, or contaminated starter gear oil will cause accelerated wear and may result in engine seizure and loss of power. Without power you cannot steer the watercraft.

Gear Oil Change

- Place a rag under the drain plug to catch the oil.
- Warm up the engine thoroughly, and then stop the engine.

CAUTION

- Do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Overheating can cause severe engine and exhaust system damage.
- Remove the drain plug and drain the oil.



A. Drain Plug

- After the oil has completely drained out, install the drain plug with its aluminum washer.

NOTE

- If the aluminum washer is damaged, replace it with a new one.
- Apply water resistant grease to the threads of the drain bolt and tighten it securely.

- Fill the housing up to the upper level line with a good quality oil specified in the table.

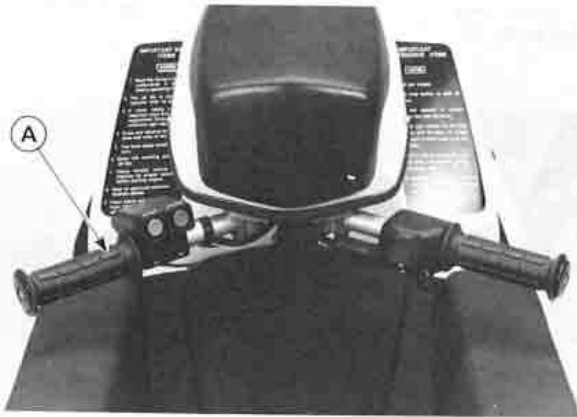
Starter Gear Housing Oil

Grade:	SE or SF Class
Viscosity:	SAE 10W40, 10W50, 20W40, or 20W50
Capacity:	0.2 L (0.21 US qt)

- Check the oil level.

Controls

Steering Handlebar:

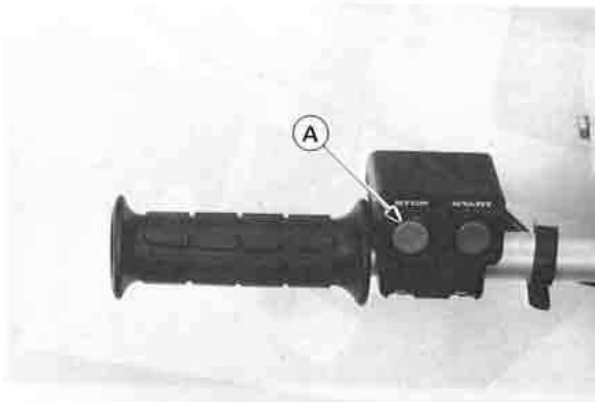


A. Handlebar

The steering handlebar is mounted on a pivot at the end of the handle pole. It 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.



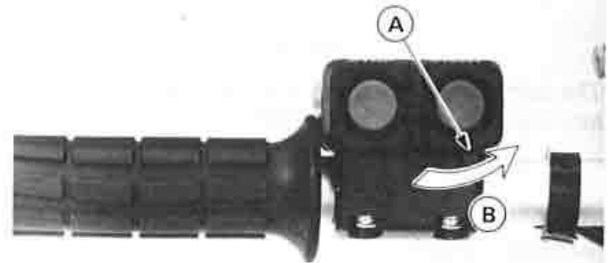
A. Stop Button

Starter Interlock Switch:

The purpose of the starter interlock switch is to prevent accidental starting. Only when the starter interlock switch is positioned to the right will pushing the green start button crank the engine. The engine will not crank when the starter interlock switch is positioned to the left.

WARNING

○To prevent accidental rotation of the engine and possible injury, always position the starter interlock switch to the left when the engine is not running.



A. Starter Interlock Switch B. Unlocked



A. Locked

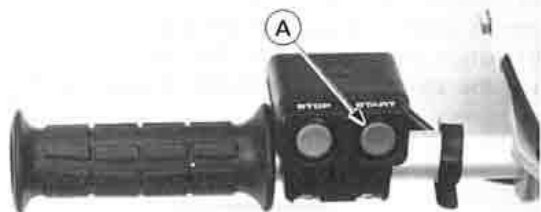
Start Button:

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 cranks the engine for starting. Release it when the engine starts.

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.

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A. Start Button

NOTE

- The start button will work only when the starter interlock switch is pushed to the right.

Throttle Lever:

The throttle lever is located on the right hand side of the handlebar. Pushing the lever forward increases engine speed. When released, spring pressure returns the lever to the rear. 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

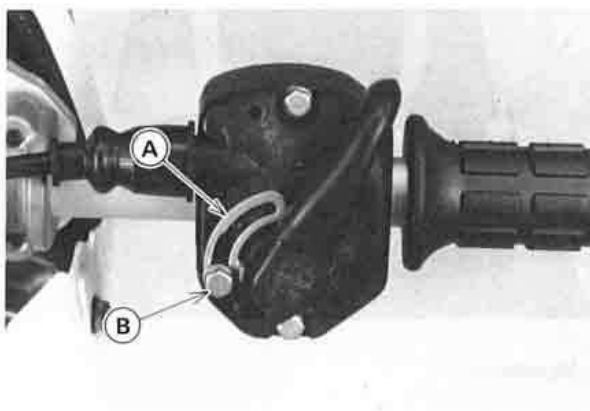
Throttle Limiter:

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. Loosen the bolt and slide the limiter back and forth. Sliding back decreases the maximum engine power. 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.

After adjusting the limiter, be sure to tighten the lockbolt.



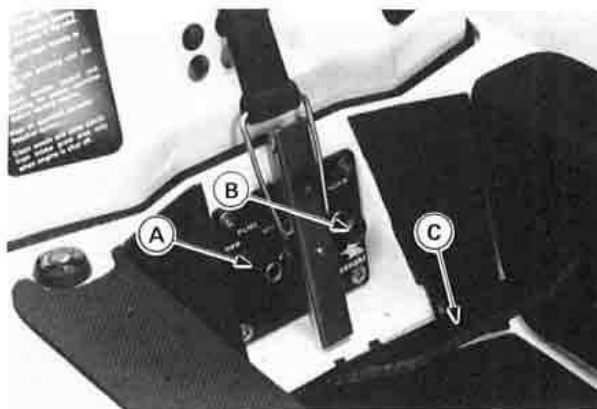
A. Throttle Limiter B. Lockbolt

Choke Knob:

The choke knob, marked 'C', is located on the panel inside the panel cover at the front of the riding platform. To open the panel cover, pull it toward the rear of the watercraft. 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. To close the panel cover, push it forward until it snaps into place.

NOTE

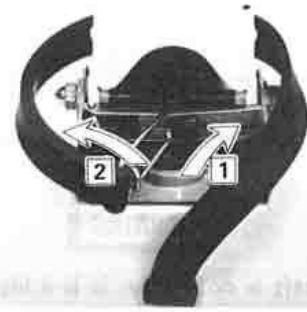
- If the choke knob is left pulled out after the engine has started, it will waste fuel, reduce performance, and could cause spark plug fouling.



A. Fuel Valve B. Choke Knob C. Panel Cover

Fuel Valve:

The fuel valve is on the panel, to the left of the choke knob. It is a two-position valve: ON and RES (reserve). If you run out of fuel while the valve is in the ON position, you can use the last 3 liters (3/4 U.S. gal) of fuel by turning the knob to RES. The engine will run about 15 minutes at full throttle after switching to RES.



.....
Engine Cover

The engine cover is held in place by a long rubber strap, one end of which is bolted to the hull, and the other attached to a metal latch inside the panel cover.



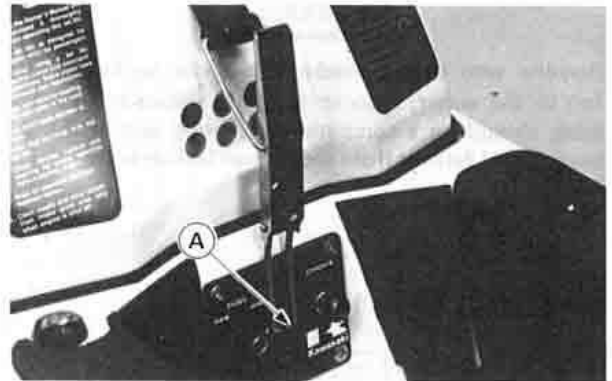
To Open: After opening the panel cover, raise the handle pole, lean over and let it rest on your back, grasp the bottom part of the latch handle and pull up slowly.

WARNING

○Spring tension of the rubber strap can cause the latch handle to snap open suddenly after a certain amount of travel. Hold the handle firmly until the rubber strap is slack.

Remove the latch from the hook on the control panel, and insert the latch handle in both of the slots provided in the handle pole bracket. This will lock the handle pole in an upright position while you remove the engine cover. Do not lean on the handle pole when it is locked upright.

To Close: After replacing the engine cover, hold the handle pole up while you remove the latch handle. Make sure that the rubber strap lays flat on the cover and engage the latch on the hook in the middle of the control panel.



A. Hook

With one hand, pull the rubber strap to the rear to equalize tension. With the other hand, push down on the latch handle to lock it in place.

WARNING

○The latch handle may snap closed. Avoid catching your fingers under the latch.

Push the panel cover forward until it snaps into place.

.....
Tool Kit

For shipping, the tool kit is temporarily stored in the fire extinguisher compartment. Remove it when you install a fire extinguisher, and keep the kit available for use when riding your watercraft. The minor adjustments and maintenance explained in this Owner's Manual can be performed with the tool kit.

OPERATING INSTRUCTIONS

Safe Operation

WARNING

- The watercraft is not a toy: it is a high performance class A power boat. With a lightweight rider, a watercraft accelerates more quickly and has a higher top speed than with a heavier rider.

Operator Swimming Ability:

WARNING

- Anyone who uses a mechanical device to further his fun in the water, even so simple a device as an inner tube, should be a competent swimmer, and he should never travel farther from shore than he can swim.

Operation by Children:

WARNING

- The use of the watercraft by operators under the age required for a drivers license is not recommended. Some states have minimum boating age regulations which must be observed.

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 nearest you can usually furnish you with the applicable rules. Check local and state regulations before you ride.
- Never operate the watercraft after dark. It was not designed for such use, and has no lighting equipment.
- Wear a U.S. Coast Guard approved personal flotation device whenever you ride the watercraft. Other countries may have their own standards and regulations; be sure to follow them.

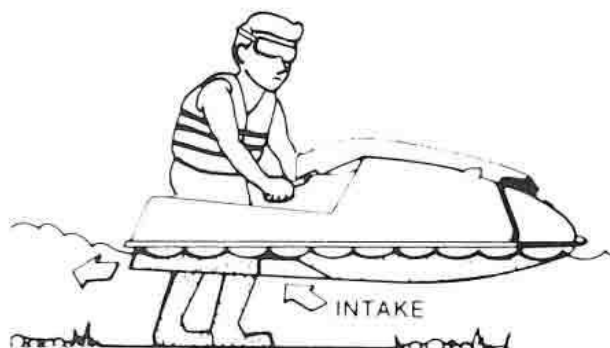
- Do not operate the watercraft in ocean surf. In addition to being dangerous, it may be illegal in certain localities.

CAUTION

- Jumping waves can overstress the watercraft hull causing it to crack.
- Never carry a passenger on the watercraft. This craft was designed to carry only the operator. A passenger might upset the craft's weight distribution causing loss of control and lowered performance. Also, if the operator falls off, the passenger may not be able to control the watercraft.
- Never tow anything with the watercraft. The hole in the rear deck is designed only as a tie-down point for transporting the craft. Towing anything with the watercraft may change the way it responds to the controls and will hamper performance. Also, other boat operators may not expect the watercraft to be towing anything.
- 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.
- 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.
- Look around you to make sure the path is clear before executing any sudden turns. Because the watercraft is highly maneuverable, other people may not be expecting you to turn as quickly as you are able.
- Do not ride the watercraft under very windy or rough water conditions. The boat may not circle properly if you fall off.
- Alcohol and drugs impair judgement and reaction time. Never drink and ride.

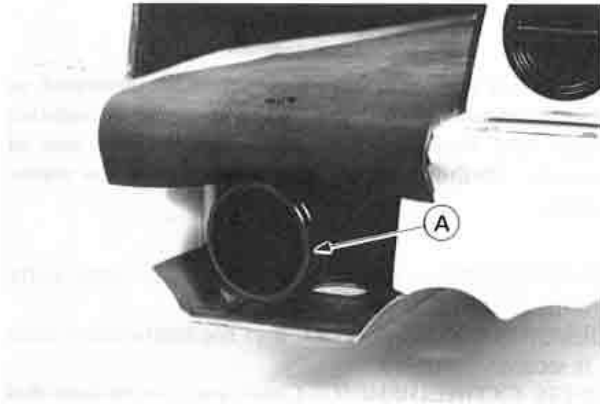
Jet Pump Safety:

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) whenever the engine is running. Never stick anything into the pump outlet (steering nozzle at the back of the boat) when the engine is running.



A. Pump Outlet

Personal Flotation Device:

U.S. Federal regulations require that a U.S.A. Coast Guard approved personal flotation device be carried 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 preferred. Check local regulations to see what type of personal flotation device may be required in your area.

WARNING

- A personal flotation device, preferably of the buoyant vest type, must be worn by any operator of a watercraft.

EYE PROTECTION

VEST-TYPE PERSONAL FLOTATION DEVICE

GLOVES (OPTIONAL)

WET SUIT (OPTIONAL)

FOOT PROTECTION (DECK SHOES)



Eye Protection:

WARNING

- Water spray will get in your eyes; always wear suitable eye protection. Without eye protection, water spray can interfere with your vision and cause an accident.

Foot Protection:

WARNING

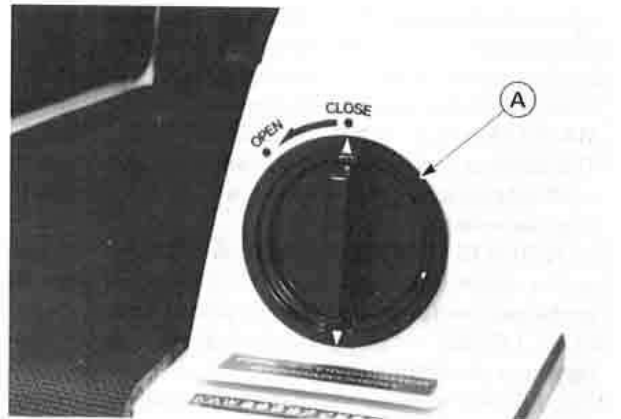
- Whenever operating the watercraft, it is recommended that the rider wear deck shoes, tennis shoes or similar protective foot gear. This will give the operator some foot protection from bruises, scrapes, or injury from underwater objects.

Fire Extinguisher:

A compartment has been provided for a fire extinguisher in the right rear flotation chamber of the watercraft. The compartment is indicated by the label shown.

To open: Turn the cap counterclockwise, and pull.

To close: Push the cap in aligning one of the triangular marks on it with the ○ mark (next to "OPEN") on the hull, and turn it clockwise until it stops.



A. Handle

Because the watercraft is a "Class A" inboard boat, U.S. Federal regulations require that a fire extinguisher rated "B-1" (minimum 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.

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Standard equipment does not include a fire extinguisher. Initially this compartment is used by the factory to store the owner's tool kit; additionally, 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).



Pre-ride Checklist

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

- FUEL PRESSURE** — Loosen the fuel filler cap to relieve any pressure, then tighten the cap securely.
- STEERING** — Check the operation of the steering for binding, rough spots, or excessive play. Adjust the cable, if needed (see Control Cable Adjustments 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.
- VENTILATE ENGINE COMPARTMENT** — Open engine cover and keep open for several minutes to purge gasoline fumes from engine compartment.
- FUEL LEAKS** — While ventilating the engine compartment check for fuel leaks.
- OIL LEAKS** — While ventilating the engine compartment check for oil leaks.
- DRAIN BILGE** — Drain any water out of the engine compartment by rolling the watercraft on its LEFT SIDE. Be sure to protect the finish by placing a towel or pad on the left side.

CAUTION

- **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.**
- 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.
- FUEL LEVEL** — Turn the watercraft upright and check the fuel tank level. Refill if necessary and turn the fuel valve to ON.
- ENGINE OIL LEVEL** — Check the oil tank level with the level gauge. Refill if necessary.
- STARTER GEAR OIL LEVEL** — Check the starter gear housing oil. Refill if necessary.

WARNING

- **Watercraft operation with insufficient, deteriorated, or contaminated starter gear oil will cause accelerated wear and may result in engine seizure and loss of power. Without power you cannot steer the watercraft.**
- FASTENERS** — Check and tighten any loose bolts, nuts, or clamps.
- ENGINE COVER** — Check that the engine cover latch is secure.
- FIRE EXTINGUISHER** — Check your fire extinguisher for a full charge.
- THROTTLE CONTROL** — Check the operation of the throttle for binding, rough spots or excessive play. Adjust the cable if needed (see Control Cable Adjustments 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.**
- STOP BUTTON** — Start the engine, run it for a few seconds, and then check that the engine STOP button works.

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.**
- RIDER PROTECTION** — Always wear the proper flotation device and protective gear.
- 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.

Break-In

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 pre-mix 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) of engine operation. 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 3/4 throttle is recommended. Slide back the throttle limiter by 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 2 1/2 gallons of gas and mix thoroughly. Add another 2 1/2 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

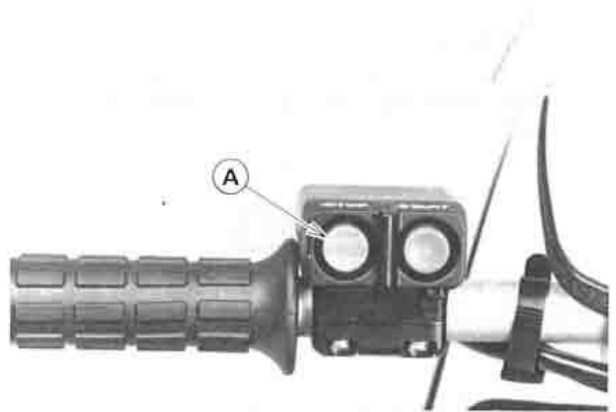
**Kawasaki JET SKI Oil or
BIA Certified TC-W Oil**

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

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

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.



A. Engine Stop Button

WARNING

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

If the engine must be stopped immediately in an emergency, push the RED engine stop button.

Some possible EMERGENCY situations are:

- The engine speeds out of control.
- The throttle lever will not release completely.
- The rider panics and "freezes," holding the throttle open.

WARNING

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

Starting the Engine

- Place the boat in at least 0.6 m (two feet) of water which is clear of weeds and debris.



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CAUTION

○The watercraft must be at least 0.6 m (two feet) off the bottom when starting to prevent jet pump damage by objects sucked up from the bottom.

- Check that the fuel valve is ON and that the starter interlock switch is positioned to the right.
- Stand in the water next to the boat, pull the choke knob out all the way, and with your right hand, grasp the right handlebar and apply a small amount of throttle.

WARNING

○Failure to keep arms, legs, and clothing away from the jet pump intake may result in physical injury.

- 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

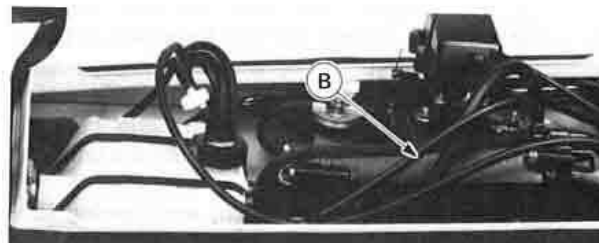
NOTE

- 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.

- 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 plug.
- Check that water comes out of the bypass outlet 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 in the left side of the hull.



A. Bypass Outlet

B. Bypass Hose

Launching

Deep Water Start:

Deep water starting is the primary means of starting the watercraft. It is not necessarily the easiest way to start, but it must be mastered so that you can get going again after the inevitable spill in deep water.

- Start the engine in water that is at least waist deep.
- Assume a prone position behind the boat with your hands grasping the handlebar and your forearms resting on the tail fins.
- Check that the water ahead of you is clear.



- Apply the throttle and accelerate rapidly. Both stability and steering control are provided by jet thrust. As the craft accelerates, pull your body up onto the riding platform and onto your knees, using your elbows on the fins for leverage. Move as far forward as possible without interfering with handlebar movement.



- As the watercraft increases speed, the bow will drop and the boat will level out in the water. This is called planing. It will take longer for a heavier rider than it will for a light rider. Once the boat has planed, you can back off the throttle and select your desired speed.

WARNING

- 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.

Deep water starting is generally more difficult if you're heavy, or if you're not in good physical condition. In these cases, return to the shore for a shallow water start. After some practice, you'll soon master the deep water start.

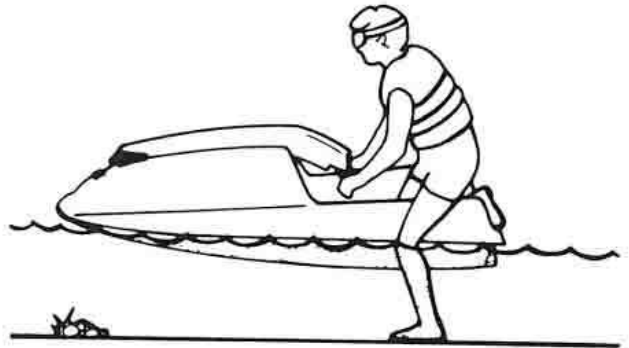
WARNING

- Do not operate the watercraft while trailing your body behind it for extended periods of time. Your visibility is limited. You may not see other boats, swimmers, or obstructions in your path. Also, you may not see foreign objects that the jet pump could pick up and eject to the rear, and you could be exposed too long to a dangerous concentration of exhaust fumes.

Shallow Water Start:

This is the easiest way to launch a watercraft, but it shouldn't be relied upon merely because it's easy. The deep water start is still the most important launch to a beginner.

- Start the engine in at least 0.6 m (two feet) of water.
- Grasp both handlebar grips and put one knee up on the riding platform, balancing on your other foot.



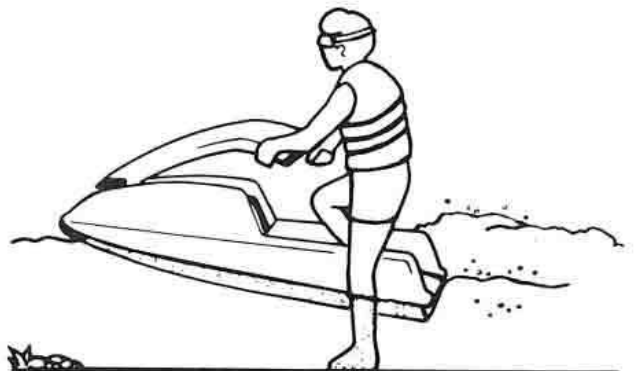
- Check that the water ahead of you is clear and point the handlebar straight ahead.
- Apply the throttle and accelerate rapidly. Both stability and steering control are provided by jet thrust.
- Keep alert for other boats, swimmers, or obstructions in your path.
- As the watercraft accelerates, pull your other knee up onto the riding platform and move as far forward as possible, without interfering with handlebar movement. Keep your body perpendicular to the water with your weight forward and low.



Standing Start:

This method can be used by the more experienced watercraft rider.

- Start the engine in at least 0.6 m (two feet) of water.
- Put one foot in the riding platform, balancing yourself with the other foot on the beach bottom.



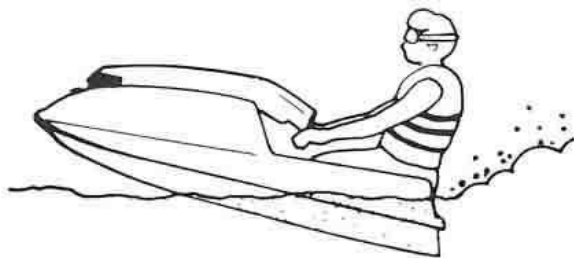
22 OPERATING INSTRUCTIONS

- Accelerate quickly to planing speed, and place your other foot on the rear section of the riding platform.
- Keep alert for other boats, swimmers, or obstructions in your path.



Stopping the JET SKI Watercraft

The watercraft depends on forward motion to keep it planing (level), so the rear of the boat will usually submerge on stopping, depending on rider weight. Be prepared to get off the boat when it stops.



WARNING

- Never directly approach any moving or stationary object closer than 60 m (200 feet) when traveling at top speed. Always throttle down before approaching your intended stopping area.

The watercraft is normally stopped in one of two ways, both of which use natural water drag to bring the boat to a halt.

Straight Line Stopping:

Push the RED engine stop button.



A. Engine Stop Button

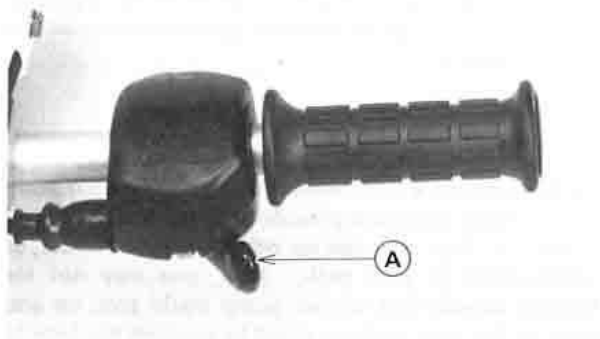
Pushing the stop button stops the engine immediately and permits the shortest straight-line stopping distance. The RED stop button should be used when you are approaching the shore and intend to stop. This prevents sand or debris from entering and damaging the jet pump.

WARNING

- Do not stop the engine if you want to steer the watercraft. You have no directional control when the engine is stopped.

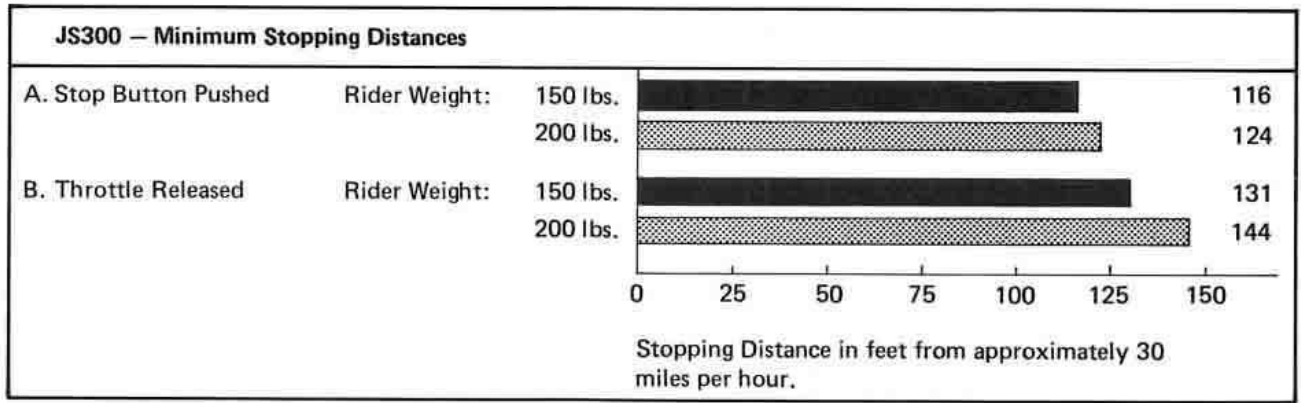
Normal Stopping:

Release the throttle lever.



A. Throttle Lever

Releasing the throttle stops forward motion almost as quickly as pushing the engine stop button. More importantly, 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

○ You have no directional control when the throttle is completely released.

Stopping Skills:

Stopping distance depends partially on rider weight and position, idle set speed, and operating speed. Experienced riders can usually shorten stopping distance by using various riding techniques. Shifting weight to the rear, or turning the boat sharply (using the throttle) while stopping are two methods which can be used to decrease stopping distance.

WARNING

○ If you get off the watercraft before it has completely stopped, make sure there are no other boats, swimmers, or obstacles in the path of the watercraft.

You can always jump off the boat in an emergency to protect yourself, but you must also do your best to protect other users of the water.

Minimum Stopping Distances:

The charts above indicate minimum straight-line stopping performance that can be met by the watercraft. Two methods of stopping have been used:

- A. Pushing the engine stop button.
- B. Releasing the throttle.

The information shown here represents results obtained by skilled riders of different weights under controlled conditions, and the information may not be correct under other conditions.

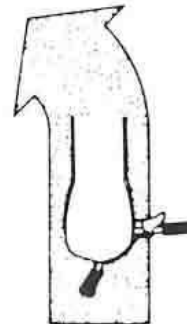
Turning the JET SKI Watercraft

Turning the watercraft requires a combination of three actions:

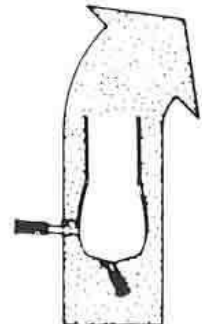
- Turning the handlebar
- Leaning into the turn
- Using the throttle

Point the handlebar to the left for a left turn

Point the handlebar to the right for a right turn

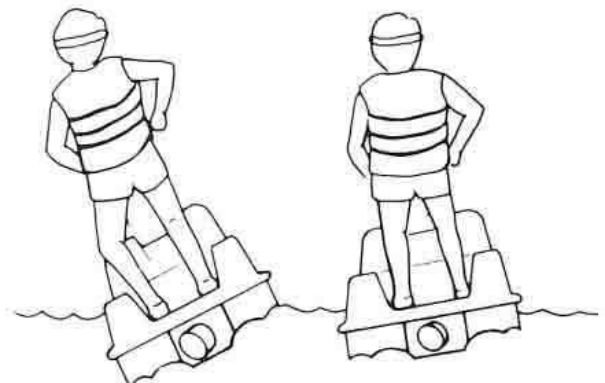


LEFT



RIGHT

Lean into the turn to maintain your balance. How much you lean depends on the tightness of the turn and your traveling speed. In general, the higher the speed or the sharper the turn, the more you lean.



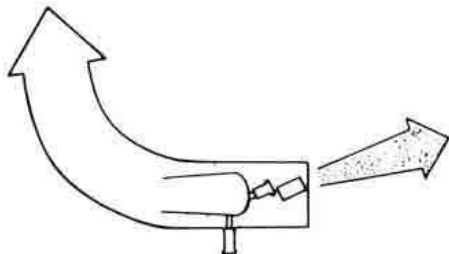
SHARP TURNS
HIGH SPEED TURNS

WIDE TURNS
SLOW TURNS

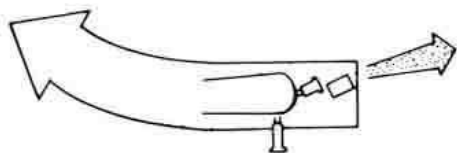
24 OPERATING INSTRUCTIONS

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.

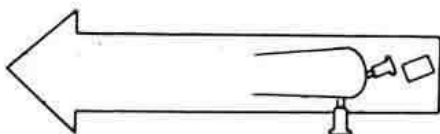
High thrust of the jet pump makes the boat turn more sharply.



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



If you release the throttle completely, there is no thrust of the jet pump. The boat goes straight ahead even though the handlebars are turned.



NO THRUST = NO TURN

This is one characteristic of jet drive boats which is important to remember when you make an emergency maneuver: **YOU MUST APPLY THROTTLE TO TURN.**

WARNING

- Releasing the throttle completely will not allow you to steer the watercraft. This may cause you to hit an object you are trying to avoid.

Riding the JET SKI Watercraft

On your first ride, stay on your knees and leave the handle pole down. 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 watercraft rises and falls rapidly, move your body weight further forward.

WARNING

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

If the engine runs out of fuel, do not operate the choke knob. Turn the fuel valve to RES and push the green start button again.

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

CAUTION

- Do not push down on the handlebar. The handle pole rests on the engine cover and you could damage it.
- Do not run the watercraft onto the shore, or severe impeller damage may occur.
- Do not operate in shallow or debris-laden water, or the impeller may be damaged and sand may clog the water cooling hoses.

In general, the heavier you are, the more time it will take you to become proficient on the watercraft. Once you are familiar with the handling characteristics of the boat, you can learn to stand up.

Standing Up:

- Maintaining a steady speed, raise the handlebar slightly and place one foot near the front of the riding platform.
- Balance yourself and slowly rise to a standing position, bringing the handlebar up with you as you rise.



- Again keep your body perpendicular to the water and steer with the handlebar. As you become more proficient, you can experiment with the effects of "body english" and leaning while turning the watercraft.

Fall Recovery:

If you take a spill on your first attempt, as most riders do, don't feel bad. Part of the fun of a watercraft is the challenge it provides; and knowing the best way to fall, as in Judo, is essential.

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.
- When you let go of the handlebar and throttle, the watercraft will turn upright, throttle down to idle, and circle slowly until you can climb back on.
- The speed of the watercraft when you fall from it determines the distance it travels before it starts circling. If the watercraft does not circle properly due to wind or water conditions, check the idle speed. It may have to be increased slightly.

NOTE

- If the watercraft is being capsized a great deal (especially when used by beginners), it should be run at full throttle occasionally by a more experienced rider. This will allow the bilge system to pump out water which may accumulate in the engine compartment.
- The watercraft is equipped with self-righting, positive flotation. If the engine compartment is completely filled with water, the watercraft will still float in an upright position, but with the bow completely submerged. However, if water gets inside the engine itself, a special procedure must be followed. For detailed instructions, see the "After Submerging" section.



- 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.

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 Cooling System Flushing in the MAINTENANCE AND ADJUSTMENTS chapter). This will prevent build up of salt deposits and eventual cooling system blockage.

Second, Clean the Engine Compartment:

- Remove the engine cover.
- If water has accumulated in the engine compartment, tip the watercraft on its left side to drain water out of the compartment. Be sure to place a towel or pad under the boat to protect its finish.
- Wipe the engine compartment dry, and install the engine cover.
- When the watercraft is ready for storage, loosen the engine cover strap to preserve its elasticity, and replace the cover loosely to aid air circulation.

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End of the Day Checklist

First, Drain the Exhaust System:

- Remove the watercraft from the water and raise the rear of the boat 0.25 m (10 in.) or more. This drains water in the expansion chamber away from the engine.

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Special Procedures

Clearing Clogged Impeller:

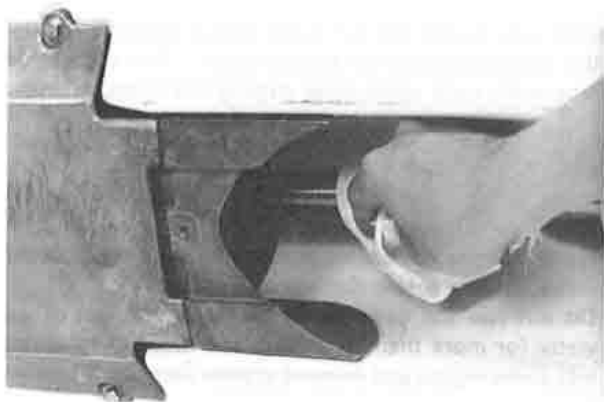
Occasionally, weeds or other debris may lodge in the impeller/jet pump, severely impairing performance. This foreign matter must be completely cleaned out for the jet pump to function properly.

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WARNING

○Never attempt to clear the jet pump of debris while the engine is running.

- Shut off the engine, and beach the craft.
- Remove the spark plug cap.
- 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.



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

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.

- Replace the jet pump cover and grate. Tighten the screws securely.
- Replace the spark plug cap.

Cleaning Fouled Spark Plug:

Fouled spark plug 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 plug and install a clean, dry plug. A fouled plug may be cleaned with electrical contact cleaner (P/N K61080-001B). A wet plug 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

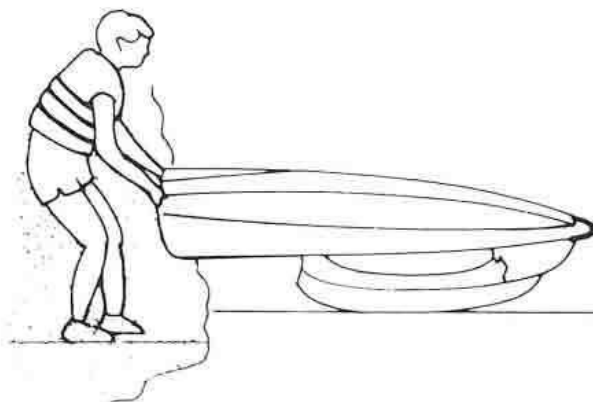
○If water gets into the engine, follow this procedure immediately! If water is left in the engine more than a few hours, it will destroy the crankshaft bearings and damage other internal engine parts.

If the watercraft becomes submerged, 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 engine cover.
2. Remove the spark plug and ground the plug lead.
3. Using a towel or pad to protect the boat's finish, roll the watercraft on its LEFT SIDE and steady it upside down while the water drains out of the engine.

WARNING

○Keep your hands away from the jet pump intake.



4. After a few moments, open the throttle and crank the engine a few revolutions with the start button. Water will come out of the spark plug hole.
5. Roll the boat upright, open the throttle and crank the engine again. More water will be ejected from the engine. This allows water cupped in the piston to dump out.
6. Repeat steps 3, 4, and 5 until no more water comes out of the engine.
7. Spray a penetrating rust inhibitor, such as WD40 or Bel-Ray 6 in 1 through the spark plug hole.
8. Clean any water from the spark plug (spray with Bel-Ray 6 in 1) and reinstall it.
9. Start the engine.

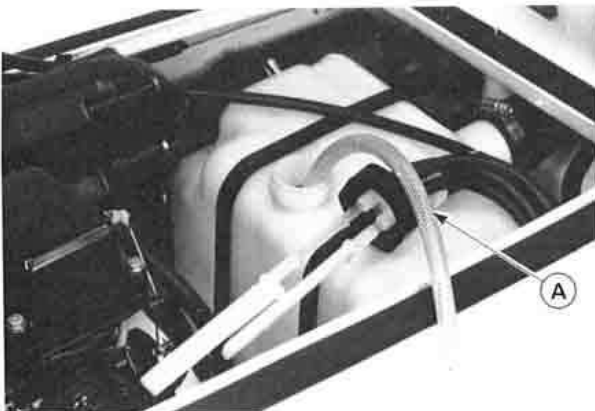
CAUTION

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

10. If the engine will not start, remove the spark plug and check it for presence of water. Spray it clean and try to start it again. Continued water fouling may indicate water in the fuel system.
11. Remove and clean the fuel sediment bowl (see Fuel Sediment Bowl Cleaning section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter). Check for presence of water. If there is water in the bowl, the fuel tank may be contaminated.

WARNING

- Gasoline is extremely flammable and can be explosive under certain conditions. Push 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.
12. If the fuel tank has water in it, it must be emptied by pump or siphon. Clean the filter screens (see Fuel Filter Screens Cleaning section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter). Refill the tank with fresh fuel. Do not dump contaminated fuel in places not designated for that purpose.



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.

13. 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 in the hull.



A. Oil Pump C. Container
B. Intake Hose

14. 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.
15. Bleed the air inside the oil line (see Oil Pump Bleeding section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
16. Replace the engine cover and secure it.
17. Finally, run the boat IN WATER 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 are 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).

28 OPERATING INSTRUCTIONS

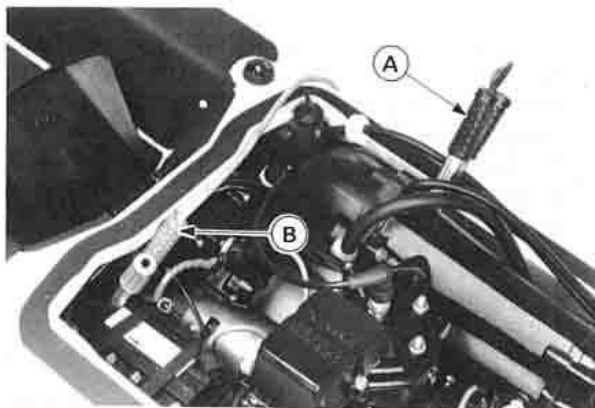
WARNING

○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.

- Remove all the filler caps from both the booster and watercraft batteries.
- Lay a cloth over the open vents of each 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.



A. Negative Cable

B. Positive Cable

- Connect the other end of the remaining jumper cable to an 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 and then disconnect the jumper cables in the reverse of the sequence just described.
- Dispose of the cloths covering the batteries and replace the filler caps.

STORAGE

During the winter, or whenever your watercraft will not be in use for a long period of time, 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.

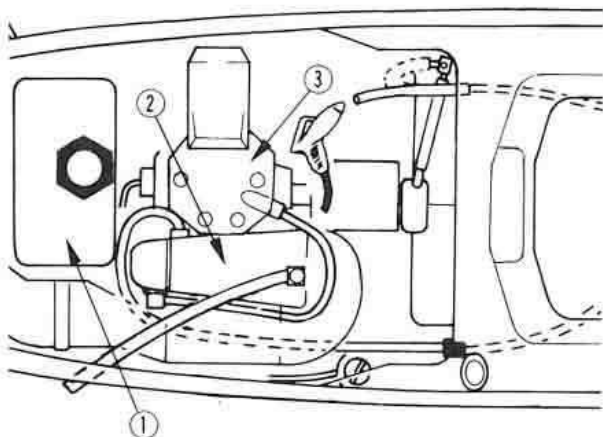
Preparation for Storage

Cooling System:

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

Bilge System:

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



1. Fuel Tank
2. Exhaust Pipe
3. Cylinder Head

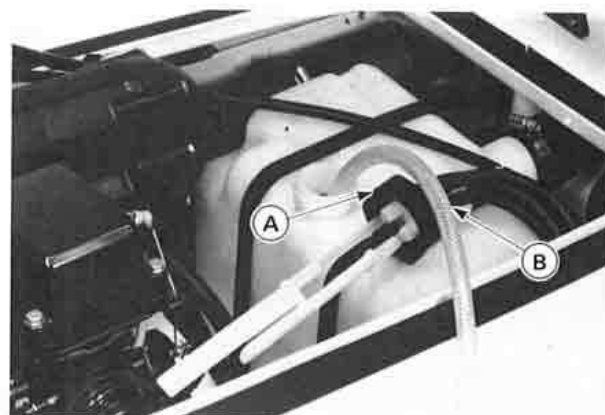


A. Blow through both hoses.

Fuel System:

WARNING

- Gasoline is extremely flammable and can be explosive under certain conditions. Push 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.
- Clean the filter screens (see Fuel Filter Screens Cleaning section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
- Leave the outlet retainer nut loose to prevent condensation in the tank.



A. Retainer Nut

B. Siphon Hose

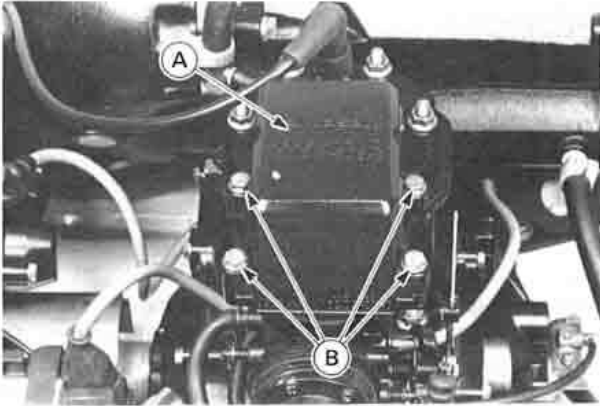
30 STORAGE

- Drain the fuel sediment bowl, and clean it (see Fuel Sediment Bowl Cleaning section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
- Start the engine and run it in 15 second periods until all fuel in the carburetor is used up. Wait 5 minutes between 15 second running periods.

CAUTION

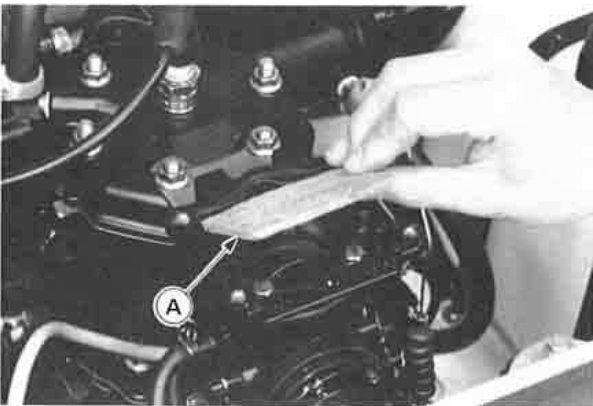
- Do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Overheating can cause severe engine and exhaust system damage.

- Remove the air intake cover from the carburetor.



A. Air Intake Cover B. Bolts

- Lift out the flame arrester element and clean with compressed air, if necessary.



A. Radiused Edge Upward

- Spray a penetrating rust inhibitor, such as WD40 or Bel-Ray 6 in 1 down the carburetor bore.
- Install the flame arrester element with the radiused side of the outer edge upward.
- Reinstall the cover, tightening the bolts securely.

Engine:

- Remove the spark plug and pour one ounce of motor oil into the cylinder.

CAUTION

- Do not use too much oil, or the crank seals may be damaged when the engine is next started.
- Ground the spark plug, turn the engine over several times with the starter motor to coat the cylinder walls with oil, then replace the spark plug.

Battery:

- Remove the battery (see Battery Removal section in Battery 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

- Do not allow any soda solution to enter the battery.
- Check the electrolyte and fill to the upper level mark with distilled water, if necessary.
- Check the specific gravity with a hydrometer and recharge if necessary.
- Cover both battery terminals with grease.
- Store the battery in a cool, dry place. Do not expose it to freezing temperatures.

NOTE

- Check the battery at least every 30 days and recharge if necessary. A neglected battery will gradually lose its charge and begin to sulfate (plates turn white). Once this reaction has begun, the battery usually cannot be salvaged.

Lubrication:

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

General:

- Wash the watercraft and dry it thoroughly, making sure to drain the engine compartment completely.

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.
- Replace the engine cover loosely, and block it up with 10 mm (½ in.) spacers to insure adequate ventilation, and prevent condensation.
- Cover the watercraft and store it in a clean, dry place.

Removal From Storage:

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 Lubrication in the MAINTENANCE AND ADJUSTMENTS chapter).
- Check for binding or sticking throttle, choke, or steering mechanism. The throttle lever must return fully when released.
- Clean and gap spark plug (see Spark Plug in the MAINTENANCE AND ADJUSTMENTS chapter).
- Check all rubber hoses for weathering, cracking, or looseness.
- Turn the watercraft 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. Replace the cover and tighten securely.
- Check the fire extinguisher for a full charge.
- Check the battery, charge if necessary, and clean the terminals. Install the battery (see Battery Installation section in Battery in the MAINTENANCE AND ADJUSTMENTS chapter).
- Check/replace the fuel filter (see Fuel Filter section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
- Inspect the fuel vent check valve (see Fuel Vent Check Valve Inspection section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
- Inspect the engine oil vent check valve (see Engine Oil Vent Check Valve Inspection section in Fuel and Oil System in the MAINTENANCE AND ADJUSTMENTS chapter).
- Tighten the fuel tank outlet retainer nut and fill the tank with fuel.

WARNING

- Gasoline is extremely flammable and can be explosive under certain conditions. Push 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 watercraft, remove the engine cover 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 the engine oil level with the level gauge. Fill the oil tank with the specified oil.
- Change the starter gear housing oil.

WARNING

- Watercraft operation with insufficient, deteriorated, or contaminated starter gear oil will cause accelerated wear and may result in engine seizure and loss of power. Without power you cannot steer the watercraft.
- Check for oil leaks, repair as necessary.

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 can cause severe engine and exhaust system damage.
- Do not run the engine at maximum speed out of the water. Severe engine damage may result.
- Replace the engine cover.

MAINTENANCE AND ADJUSTMENTS

.....
Periodic Maintenance Chart

NOTE

○Complete the Pre-Ride Checklist before each outing.

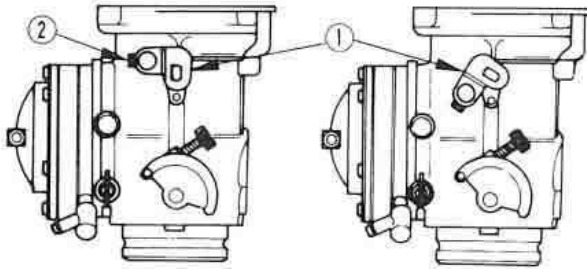
Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 100 Hours
Check all hose clamps, nuts, bolts, and fasteners		•	•	
*Torque cylinder head nuts		•	•	
Grease throttle pulley fitting and choke cable fitting at carb			•	
Clean and gap spark plug (replace if necessary)			•	
Check battery level			•	
Lubricate choke cable and (*) throttle case and cable			•	
Lubricate drive shaft bearing holder			•	
Lubricate jet pump bearing			•	
*Lubricate handlebar pivot (disassemble)			•	
Clean fuel sediment bowl and fuel filter screens			•	
Inspect fuel vent and engine oil vent check valve			•	
Adjust carburetor			•	
Flush bilge line and filter			•	
Flush cooling system (after each use in salt water)			•	
Inspect/clean flame arrester			•	
*Inspect impeller blade for damage (remove)				•
*Inspect/replace coupling rubber				•
*Inspect/replace carburetor throttle shaft spring and bushing				•
Change starter gear oil				•
*Steering Cable Inspection				•

*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, the choke butterfly valve in the carburetor should be completely open. Check that the choke pivot arm is up all the way with minimal cable slack. This will fully open the choke butterfly valve in the carburetor.



CHOKE OPEN
(PUSHED IN)

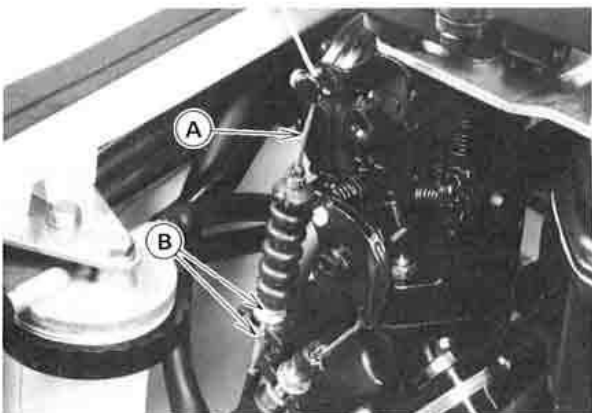
CHOKE CLOSED
(PULLED OUT)

1. Choke Pivot Arm 2. Connector Set Screw

●If necessary, adjust the choke cable. Loosen the set screw in the choke pivot connector, and push the choke knob in completely against the control panel. Be sure the choke pivot arm is completely up, and tighten the connector set screw.

NOTE

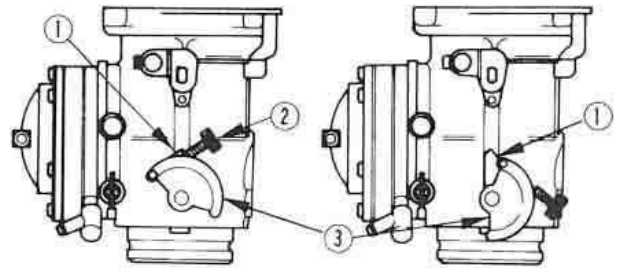
○Minor adjustments may also be made at the carburetor control bracket by loosening and turning the locknuts. Tighten the locknuts securely.



A. Choke Cable B. Locknuts

Throttle Cable Adjustment

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

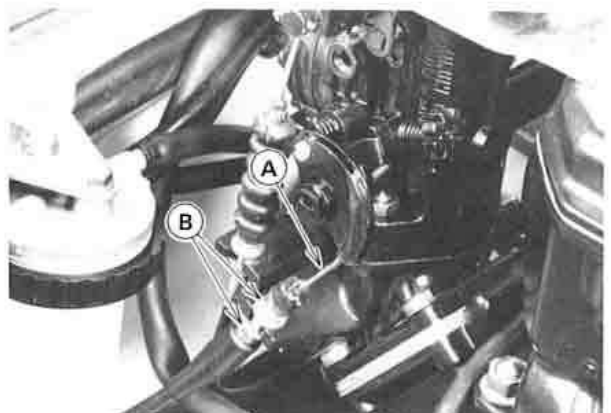


THROTTLE CLOSED
(RELEASED)

THROTTLE OPEN
(APPLIED)

1. Stop on Carburetor
2. Idle Adjust Screw
3. Arm on Pulley

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



A. Throttle Cable B. Locknuts

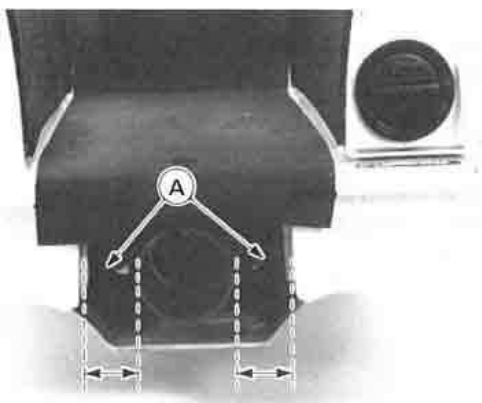
34 MAINTENANCE AND ADJUSTMENTS

Steering Cable Adjustment

- Lower the handle pole and center the handlebar in a straight ahead steering position.

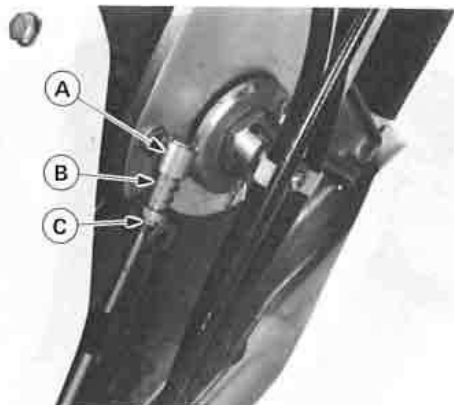


- Check that the steering nozzle is the same distance from each side of the pump cavity.



A. Equal

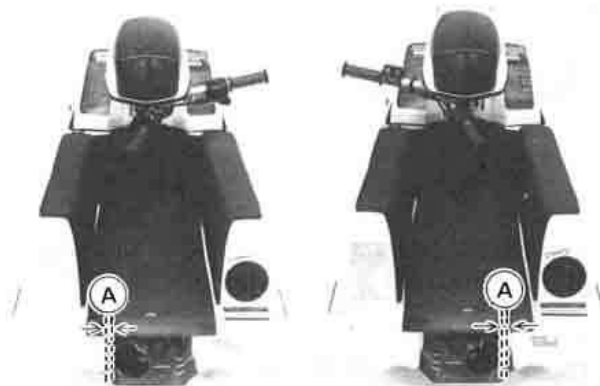
- If it is not, raise the handle pole.
- Loosen the locknut on the steering link.



A. Sleeve
B. Ball Joint

C. Locknut

- Disconnect the ball joint by sliding the outer sleeve away from the ball slightly, and lifting the link from the ball.
- Turn the ball joint on the link to adjust the steering.
- Connect the ball joint and check cable adjustment again.
- When adjustment is correct, tighten the steering link 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

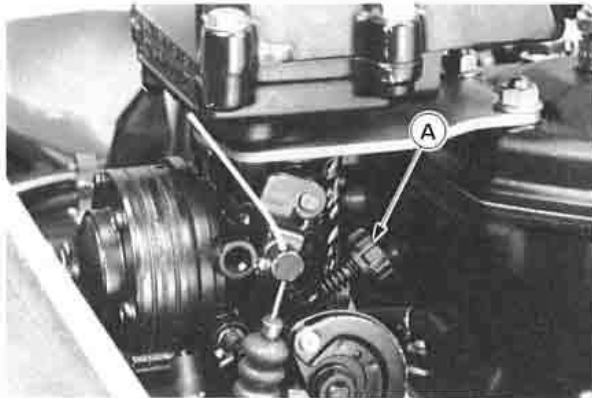
○ The steering cable is sealed at each end and does not require lubrication.

Fuel and Oil System

Carburetor Adjustments:

Idle Speed Adjustment

The normal idle speed setting is the lowest at which the watercraft will run reliably while still producing enough thrust to circle back to the rider after a spill. Turn the idle adjustment screw as required to reach this setting.



A. Idle Adjustment Screw

Idle Speed

About 1 700 rpm – in water
About 2 200 rpm – out of water

Mixture Screw Adjustment

Since every carburetor is adjusted individually at the factory using a flow meter, specific mixture screw settings cannot be given to apply to all units. Yellow alignment marks on the carburetor body and mixture screws identify proper mixture screw settings for each unit. **DO NOT CHANGE THESE SETTINGS.** If the carburetor is tampered with and these settings cannot be relocated, set the mixture screws to the following guidelines.

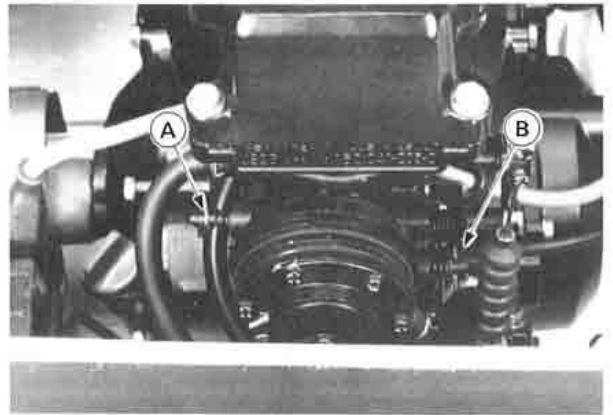
Low Speed Screw: 1-³/₄
High Speed Screw: 1-³/₈

These guidelines represent a "starting point" from which additional fine tuning of the carburetor may be necessary.

CAUTION

- Do not force the mixture screws into their seats. You could damage the screws or the carburetor.

- Operating the watercraft with the high speed screw at too lean a setting (screwed in clockwise too far) could cause serious engine damage.
- Be careful if the engine cover is removed while the boat is in the water. The cover will not float, and you may submerge the watercraft.



A. High Speed Screw B. Low Speed Screw

Fuel Vent Check Valve:

The fuel tank is equipped with a rubber vent hose which terminates in the lower section of the handle pole. A small plastic check valve in the line allows air to enter the tank, but minimizes fuel spillage when the boat is tipped over.

Fuel Vent Check Valve Inspection

Inspect the check valve when specified by the Periodic Maintenance Chart.

WARNING

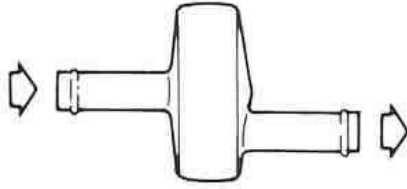
- Loosen the fuel filler cap to relieve pressure before disconnecting any fuel lines.



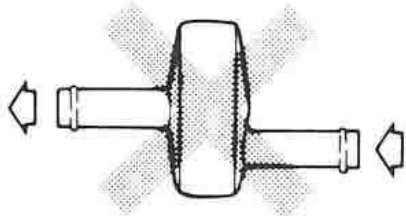
A. Check Valve

36 MAINTENANCE AND ADJUSTMENTS

- Remove the check valve from the fuel vent line to the handle pole.
- Try to blow through each end of the check valve. Air should pass through freely in this direction:



and not in this direction:

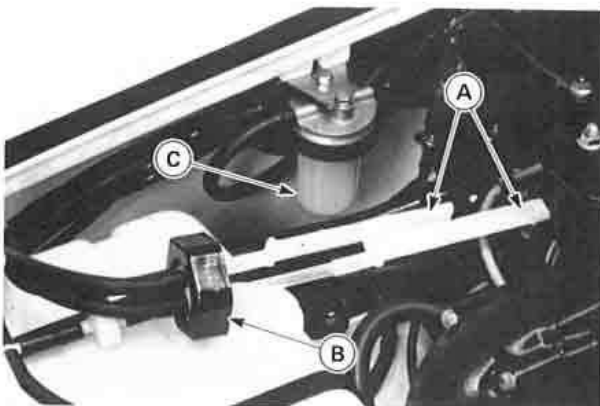


- If the check valve fails one of these tests, it must be replaced.
- Install the check valve with the arrow pointing toward the fuel tank.

Fuel Filter:

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

Clean the screens and the sediment bowl when specified by the **Periodic Maintenance Chart**.

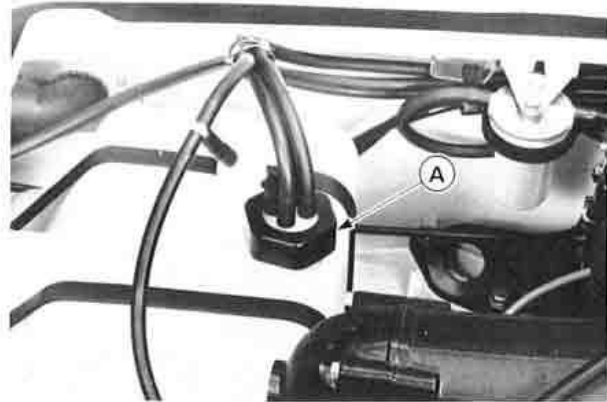


A. Screens
B. Outlet Ring Nut

C. Sediment Bowl

Fuel Filter Screens Inspection

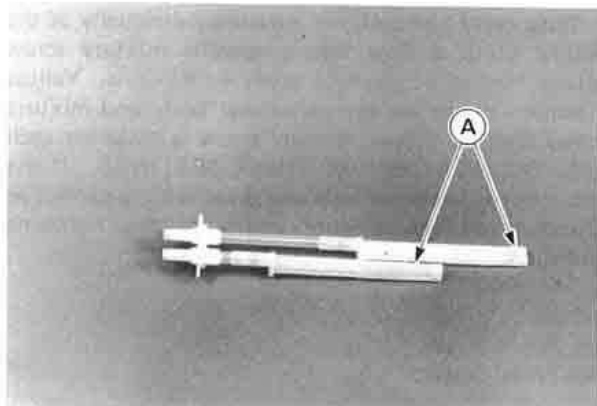
- Loosen the fuel outlet ring nut.
- Remove the fuel outlet assembly.



A. Outlet Ring Nut

WARNING

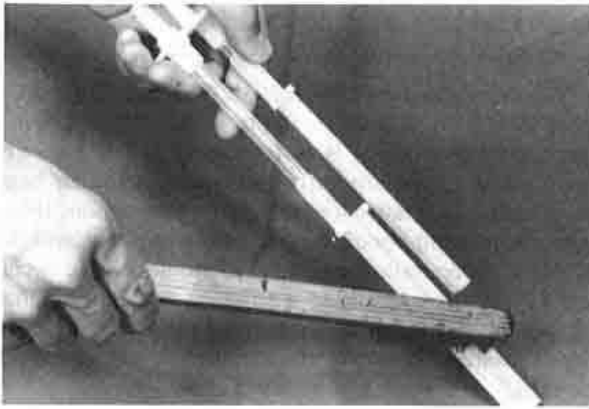
- Gasoline is extremely flammable and can be explosive under certain conditions. Push the STOP button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.
- Check the fuel filter screens for any breaks or deterioration. The fuel outlet assembly should be replaced if the screen is damaged.



A. Screens

Fuel Filter Screens Cleaning

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



WARNING

- Clean the fuel filter screens 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 screens. A fire or explosion could result.

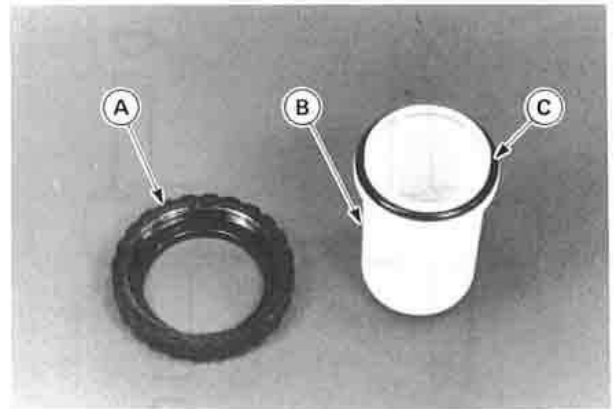
Fuel Sediment Bowl Cleaning

WARNING

- Loosen the fuel filler cap to relieve pressure before removing the sediment bowl.
- Do not remove the sediment bowl when the engine is hot.
- Place a rag under the sediment bowl to catch any spilled gasoline.

WARNING

- Gasoline is extremely flammable and can be explosive under certain conditions. Push 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.
- Unscrew the sediment bowl ring, and remove the bowl.
- Clean the bowl.



A. Ring C. O-ring
B. Sediment Bowl

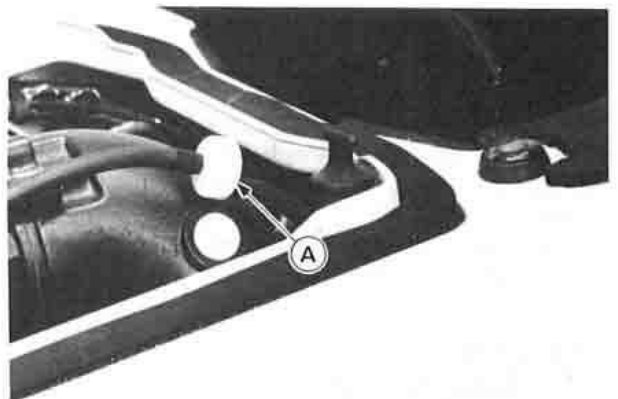
- Install the bowl with its large O-ring, tightening the sediment bowl ring securely.

Engine Oil Vent Check Valve:

Engine Oil Vent Check Valve Mounting

The oil vent check valve is mounted in the oil tank vent hose to prevent oil from spilling during riding. Air can flow into the tank to allow oil to be drawn out by the oil pump, but oil cannot flow out the check valve.

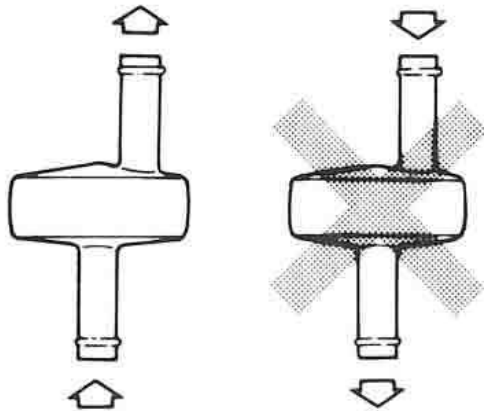
- The oil vent check valve must be mounted so that the arrows on its case are pointing toward the oil tank.



A. Check Valve

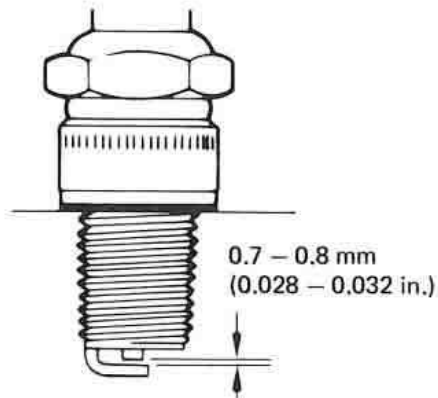
Engine Oil Vent Check Valve Inspection

- Remove the check valve and blow through it from each end.
- ★ If the check valve will allow air to flow as shown, it is OK.
- ★ If air will flow through the check valve in both directions or in neither direction, the check valve must be replaced.



Spark Plug

The standard spark plug is NGK BR7ES (US model – NGK B7ES) 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.



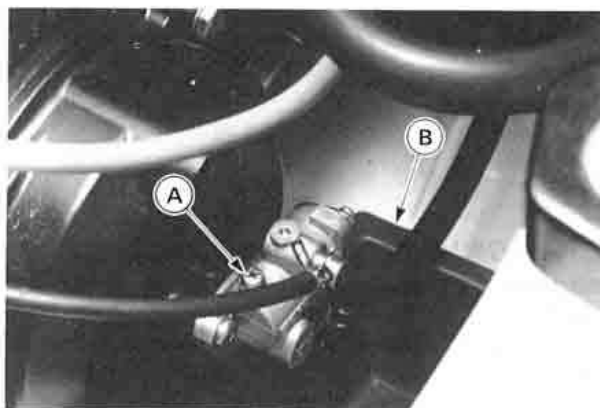
Oil Pump Bleeding:

When either 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 container beneath 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.
- Provide sufficient engine cooling by feeding water through the fitting at the exhaust pipe (see Cooling System Flushing).
- 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 stops.
- Do not run the engine without cooling water flow for more than 15 seconds.



A. Bleeder Screw B. Container

Spark Plug Inspection and Replacement

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

Clean the electrodes and the ceramic insulator 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 gap. If the electrode is 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

Electrolyte Level:

WARNING

○Heed the battery safety label shown here.

POISON/DANGER
CAUSES SEVERE BURNS

Contains sulfuric acid. -Avoid contact with skin, eyes or clothing. -Antidote: EXTERNAL-Flush with water.
INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or veg. oil. Call physician immediately. Eyes: Flush with water for 15 minutes and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

**KEEP OUT OF REACH
OF CHILDREN**

DISTR. BY
KAWASAKI MOTORS CORP.
P.O. BOX 25252
SANTA ANA, CA., 92799-5252
U.S.A.



Keep the electrolyte level between the upper and lower level marks on the side of the battery case. When it gets low, remove the battery filler caps and add only distilled water until the electrolyte level in each cell reaches the upper level mark.

CAUTION

○Add only distilled water to the battery. Ordinary tap water contains impurities which will shorten the life of the battery.

Battery Charging:

Removal and charging of the battery is necessary when the electrolyte specific gravity reading is below 1.20 at 20°C (68°F).

Battery Removal

CAUTION

○Always remove the battery from the craft for charging. If the battery is charged while still installed, battery electrolyte may spill and corrode parts of the craft.

- Disconnect the black (ground) lead from the battery first.
- Disconnect the red lead.
- Release the two rubber hold-down straps securing the battery.
- Lift the battery out of the hull.
- Clean the terminals.

Battery Charging

WARNING

○Keep the battery away from sparks and open flame during charging, since the battery gives off an explosive gas mixture of hydrogen and oxygen. When using a battery charger, connect the battery to the charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gases.

●Leaving the caps off the cells, connect the battery to a charger. Set the charging rate at 1.9 amps, and charge it for 10 hours.

CAUTION

○If the temperature of the electrolyte rises above 45°C (115°F) during charging, reduce the charging rate to bring down the temperature and increase charging time proportionately.

- After charging, check the electrolyte level in each cell. If the level has dropped, add distilled water to bring it back up to the upper line.
- Check the results of charging by measuring the specific gravity of each cell, and by measuring battery voltage. The specific gravity of the electrolyte should be equal to that of the electrolyte which was installed in the battery during initial service. Normally this will be 1.28 at room temperature, but it may vary by geographic location. Battery voltage should be 14.5 – 15.5 V.

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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.

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.

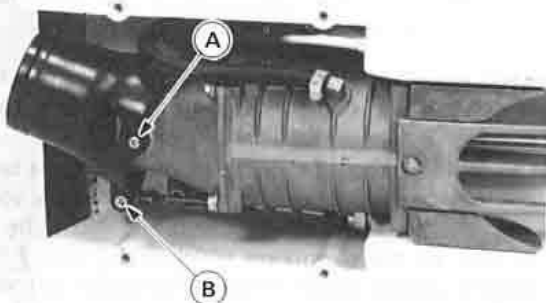
Choke Cable, and Throttle Cable



Pressure Cable Luber

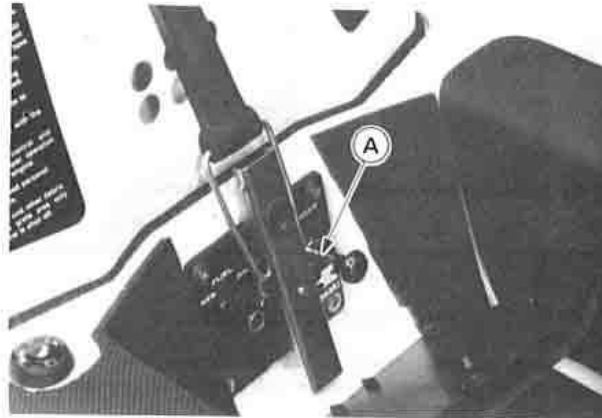
Part Number K56019-021

Steering Cable Ball Joints, and Steering Nozzle Pivot



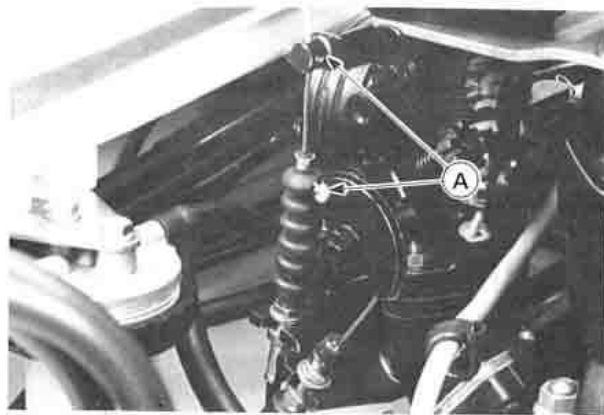
A. Nozzle Pivot B. Ball Joint

Choke Knob Shaft



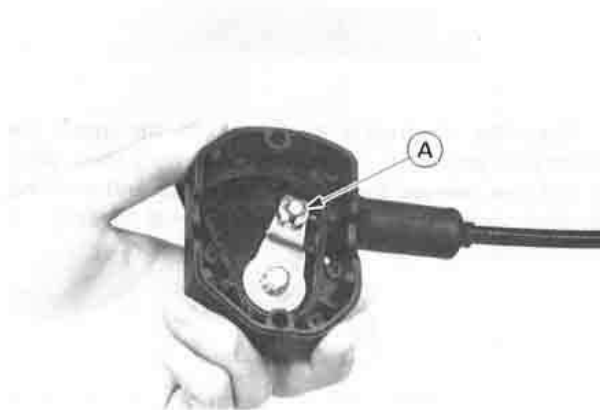
A. Choke Knob Shaft

- Lubricate the carburetor throttle cable pulley fitting and choke cable lever fitting with a high quality waterproof grease.



A. Apply grease.

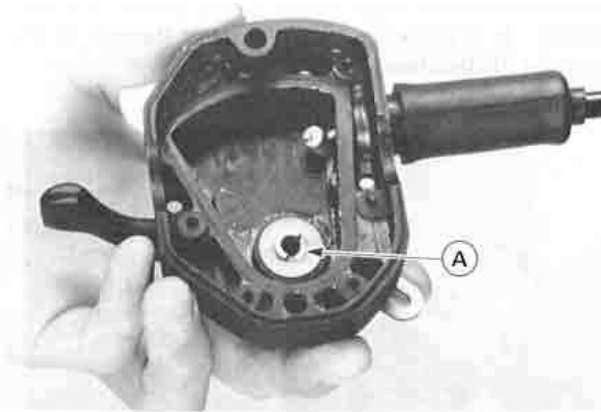
Throttle Case and Cable



A. Apply grease.

CAUTION

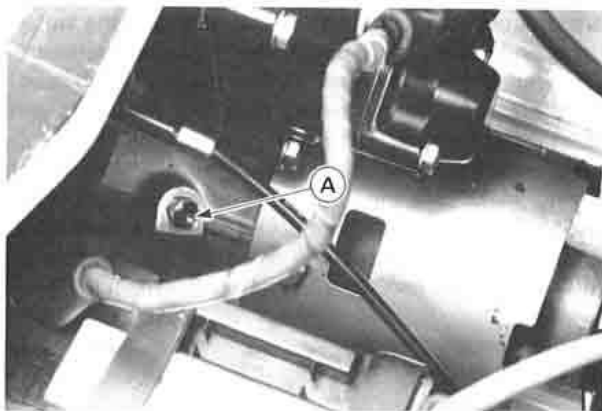
- Do not force too much grease into the pump bearings, or the seals may be damaged and allow water to enter and damage the bearings and other internal parts.
- Disassemble and lubricate the handlebar pivot. This function should be performed by your Kawasaki JET SKI dealer.



A. Apply grease.

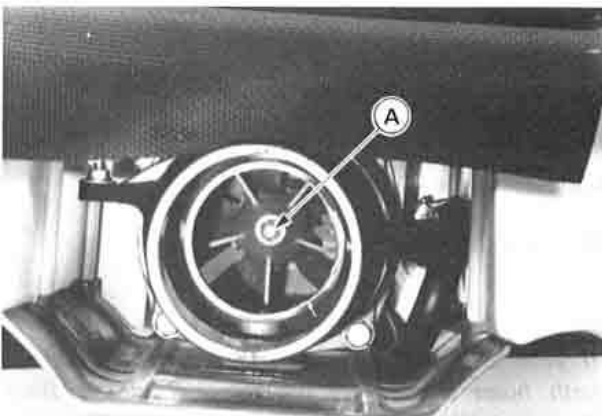
CAUTION

- Disassembly and lubrication of the throttle case should be performed by your Kawasaki JET SKI dealer.
- Pack the bearing holder with a high quality waterproof grease, using a hand grease gun on the zerk fitting provided. Apply grease only until resistance is felt.



A. Zerk Fitting

- Also pack the jet pump bearings with a high quality waterproof grease, as described above for the bearing holder.

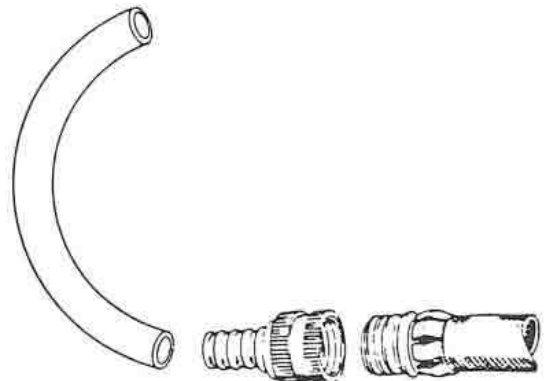


A. Zerk Fitting

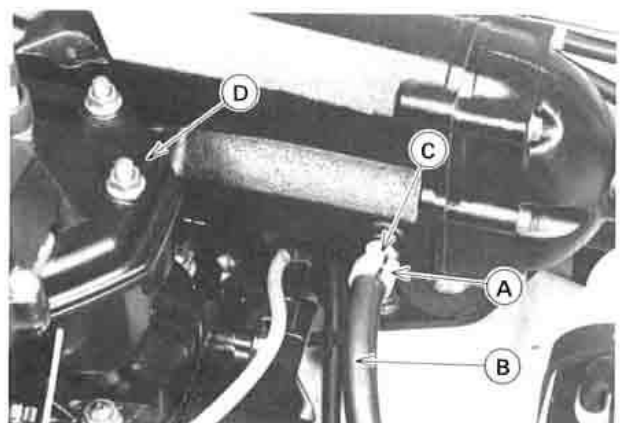
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Cooling System Flushing

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 little water flow from the bypass outlet on the left side of the hull.

- Obtain the following items:
 1. a standard garden hose,
 2. a garden hose adapter, which may be found at any hardware store,
 3. a 3" length of 3/8" rubber hose.



- Screw the adapter onto the end of the garden hose.
- Slip the adapter onto the end of the rubber hose.
- Loosen the clamp on the cooling water hose at the exhaust pipe fitting in front of the cylinder.



A. Clamp
 B. Hose

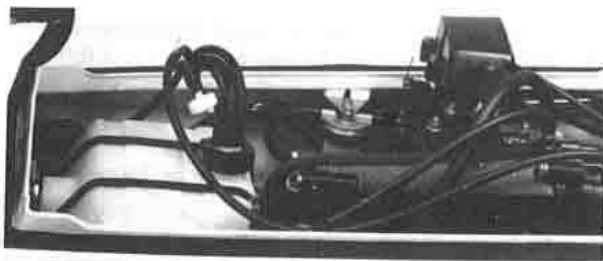
C. Exhaust Pipe Fitting
 D. Cylinder

42 MAINTENANCE AND ADJUSTMENTS

- Pull off the cooling water hose and push the short piece of hose onto the fitting so that the garden hose can supply cooling water for the engine.
- 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. Adjust the flow so that a little trickle of water comes out of the bypass outlet on the left side of the hull.



A. Bypass Outlet

- Let the engine idle with the water running for several minutes.
- Turn off the water. **Leave the engine idling.**
- Raise the rear of the craft and 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 and reconnect the cooling water hose to the fitting on the exhaust pipe.

Bilge System Flushing

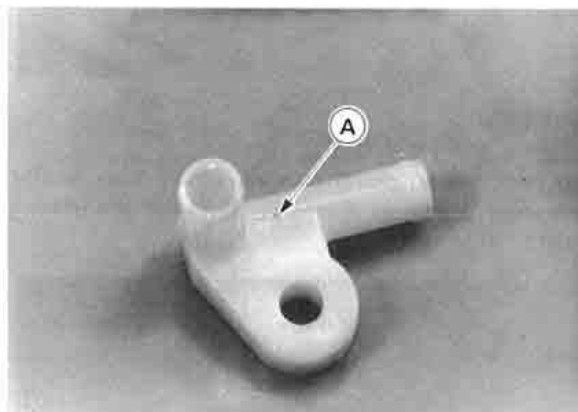
To prevent clogging, the bilge system should be flushed out according to the **Periodic Maintenance Chart**, or whenever you suspect it is blocked. A garden hose and an adapter will be required, as in the cooling system flushing procedure.

- Disconnect both bilge hoses at the plastic breather fitting. It is above the battery toward the rear of the craft on the bulkhead.



A. Breather Fitting

- Connect the bilge filter hose to the garden hose adapter, 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 compartment. Place a protective pad next to the boat, and turn the watercraft on its **left side** to empty the engine compartment.
- Connect the other hose (from the hull bulkhead) to the garden hose adapter, turn the water on, and flush it out for several minutes.
- Before reconnecting the hoses to the plastic breather fitting, make sure the small breather hole on top of 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 before they are reconnected (see *Bilge System section in Preparation for Storage 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
Engine will not start	<ul style="list-style-type: none"> ● Engine starter interlock switch positioned to left ● Battery voltage low ● Battery connections loose ● Water inside engine
Engine starts, but stops soon	<ul style="list-style-type: none"> ● Fuel tank low ● Misuse of choke ● Pressure in fuel tank ● Fuel filter clogged ● Fuel vent line or check valve clogged ● Exhaust fume leak
Engine misfires, runs rough	<ul style="list-style-type: none"> ● Fouled or worn spark plug ● Spark plug connector loose ● Oil pump output excessive
Engine misfires, runs rough	<ul style="list-style-type: none"> ● Fuel tank low ● Carb. mixture adjust screws in too far ● Fuel filter clogged ● Fuel vent line or check valve clogged
Engine misfires, runs rough	<ul style="list-style-type: none"> ● Misuse of choke ● Carb. mixture adjust screws out too far ● Flame arrester clogged ● Pressure in fuel tank
Engine power low	<ul style="list-style-type: none"> ● Check items under "misfires," plus: ● Throttle valve adjustment incorrect ● Exhaust system clogged ● Water in gasoline or engine oil
Engine power low	<ul style="list-style-type: none"> ● Weeds or debris in jet pump ● Coolant line clogged ● Carb. mixture adjust screws in too far ● Engine oil vent line or check valve clogged ● Incorrect type of gas or oil
Gas knock "pinging"	<ul style="list-style-type: none"> ● Poor quality gasoline ● Spark plug heat range too high
Steering hard or erratic	<ul style="list-style-type: none"> ● No lubricant on steering pivot ● Steering cable damaged or improperly routed

WARNING

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

JS300-B3



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