Kawasaki

Includes:
- Important Safety Information
- Navigation Rules
- Operating Instructions
- Maintenance and Storage

JET SKI® ULTRA 300X
JET SKI® ULTRA 300LX
Watercraft

Read this manual carefully. It contains safety information.

OWNER'S MANUAL

⚠ WARNING

Engine exhaust, some of its constituents, and certain product components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

READ THIS FIRST!

⚠ WARNING

Failure to read and understand the information provided in this owner's manual can jeopardize your safety and increase the possibility for an accident resulting in serious injury or death. To reduce the risk of severe injury or death, thoroughly read this owner's manual before operating your JET SKI watercraft.

To reduce the risk of SEVER INJURY or DEATH:

WEAR A PERSONAL FLOTATION DEVICE (PFD). All riders must wear a Coast Guard approved PFD that is suitable for personal watercraft (PWC) use.

WEAR PROTECTIVE CLOTHING.
Severe internal injuries can occur if water is forced into body cavities as a result of falling into water or being near the jet thrust nozzle. Normal swimwear does not adequately protect against forceful water entry into rectum or vagina. All riders must wear a wet suit bottom or clothing that provides equivalent protection. Wet suits are made of a thick material (neoprene) that significantly retards the velocity of water passing through it. Normal swim wear will not adequately protect you but some other aquatic wear may protect against this injury. Swimsuits that may be displaced by the force of the water will not provide that protection. Materials that are thicker, materials that are a tighter weave, materials that are water repellant, and materials that are closer fitting will tend to provide more protection. In the absence of wearing a wet suit bottom, you should select a clothing design that will maximize your protection. Footwear, gloves, and goggles/glasses are recommended.

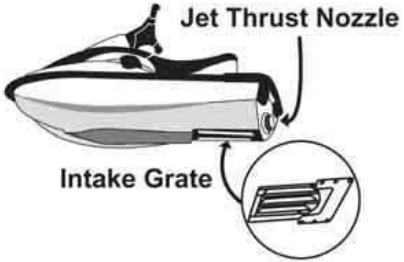
KNOW BOATING LAWS.
Kawasaki recommends a minimum operator age of 16 years old. Know the operator age and training requirements for your state. A boating safety

course is recommended and may be required in your state.

ATTACH ENGINE SHUT-OFF CORD (LANYARD) to wrist and keep it free from handlebars so that the engine stops if operator falls off. After riding, remove the cord from PWC to avoid unauthorized use by children or others.

RIDE WITHIN YOUR LIMITS AND AVOID AGGRESSIVE MANEUVERS to reduce the risk of loss of control, ejection, and collision. This is a high performance boat – not a toy. Sharp turns or jumping wakes or waves can increase the risk of back/spinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump wakes or waves.

DO NOT APPLY THROTTLE WHEN ANYONE IS AT REAR OF PWC – turn engine off or keep engine at idle. Water and/or debris ejected from the jet thrust nozzle can cause severe injury.



KEEP AWAY FROM INTAKE GRATE while engine is on. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts resulting in severe injury or drowning.

NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL

Collisions result in more INJURIES AND DEATHS than any other type of accident for personal watercraft (PWC).

TO AVOID COLLISIONS:

SCAN CONSTANTLY for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.

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OPERATE DEFENSIVELY at safe speeds and keep a safe distance away from people, objects, and other watercraft.

• Do not follow directly behind PWCs or other boats.

• Do not go near others to spray or splash them with water.

•Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.

• Avoid areas with submerged objects or shallow water.

TAKE EARLY ACTION to avoid collisions. Remember, PWCs and other boats do not have brakes.

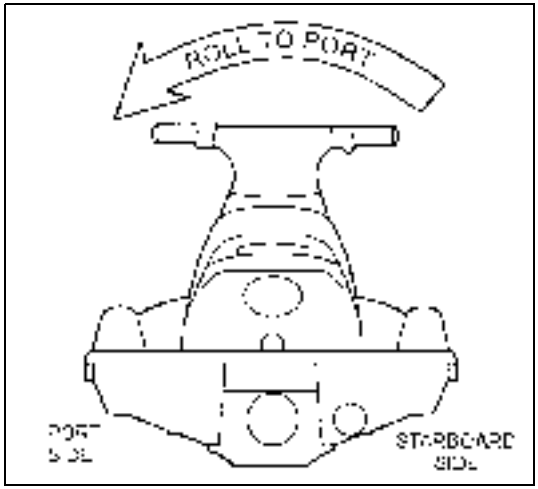
DO NOT RELEASE THROTTLE WHEN TRYING TO STEER away from objects – you need throttle to steer. Always check throttle and steering controls for proper operation before starting PWC.

Follow navigation rules and state and local laws that apply to PWCs.

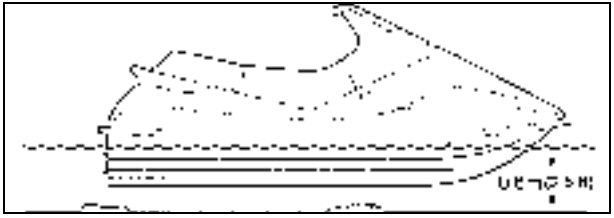
NOTICE

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.

Rolling the watercraft to its STARBOARD side can cause water in the exhaust system to run into the engine, with possible engine damage. Always turn the boat on its PORT side.
If the watercraft has capsized, follow the righting procedure on page 111 immediately.
If water is left in the engine more than a few hours, it will cause severe and costly engine damage (Needs reference to removing water).
Water left in the intake tract and supercharger can corrode the supercharger rotors and prevent them from turning. To prevent corrosion, remove any water or moisture from the intake tract as soon as possible. Coat the supercharger rotors with fogging oil before prolonged storage.



Operation in shallow or debris-laden water can allow objects or sand from the bottom to sucked into the jet pump, damaging the impeller and possibly clogging cooling hoses which can cause severe engine damage from overheating. To prevent sucking objects and/or sand into the jet pump, the watercraft must be in water at least 0.8 m (2.5 ft) deep when starting. Do not operate in shallow or debris-laden water or run the watercraft onto the shore.



Since JET SKI personal watercraft are not designed to be docked in the water for extended periods, prolonged immersion in water will cause the hull paint to bubble and peel, as well as electrolytic erosion of some metal parts in the jet pump. To prevent paint damage and electrolytic erosion, remove your JET SKI watercraft from the water at the end of each day's use; do not leave it in the water overnight. Your JET SKI watercraft will last longer and look better if you remove it from the water at the end of every day's use.

The jet pump bearings and seals require periodic service. Major engine damage can occur if the jet pump bearings fail due to lack of maintenance. Have your Kawasaki dealer inspect the jet pump bearings and seals after the first 25 hours of use or every year, whichever comes first; and then every 50 hours or every year, whichever comes first. The jet pump bearings should also be serviced before any prolonged storage to prevent any water that may be left in the pump from corroding the bearings and causing premature failure.

Moisture in the air drawn through the supercharger during use can condense after the engine is stopped and not used for prolonged periods, often creating mineral deposits on internal parts that may lead to supercharger lock-up, particularly if the watercraft has been used in salt water. At the end of each day's use, oil the supercharger to prevent the formation of mineral deposits (see the Supercharger section in the MAINTENANCE AND ADJUSTMENT chapter).

Quick Reference Guide

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

A Table of Contents is included after the Foreword.

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

⚠ DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

⚠ WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

NOTICE is used to address practices not related to personal injury.

NOTE

○ *This note symbol indicates points of particular interest for more efficient and convenient operation.*

FOREWORD

Congratulations on your purchase of a new Kawasaki JET SKI watercraft. 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.

Please read this Owner's Manual carefully before starting your new JET SKI watercraft so that you will be thoroughly familiar with the proper operation of your watercraft's controls, its features, capabilities, and limitations. 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 Auxiliary, U.S. Power Squadrons, or school district.

BOAT SMART FROM THE START
TAKE A BOATING SAFETY COURSE AND GET A FREE VESSEL SAFETY CHECK ANNUALLY FOR YOUR BOAT.
FOR MORE INFORMATION CONTACT:
UNITED STATES COAST GUARD AUXILIARY, WWW. CGAUX. ORG UNITED STATES POWER SQUADRONS, 888-FOR-USPS, WWW. USPS. ORG

To ensure a long, trouble-free life for your JET SKI watercraft, give it the proper care and maintenance described in this manual. For those who would like more detailed information on their JET SKI watercraft, a Service Manual is available for purchase from any authorized Kawasaki JET SKI watercraft dealer. The Service Manual contains detailed disassembly and maintenance information. Those who plan to do their own work should, of course, be competent mechanics and possess the special tools described in the Service Manual.

Keep this Owner's Manual aboard your JET SKI watercraft at all times so that you can refer to it whenever you need information. If you need further information, please contact your dealer, who will provide all the help you need.

This manual should be considered a permanent part of the JET SKI watercraft and should remain with the JET SKI watercraft when it is sold.

This craft is an inboard boat less than 4.8 m (16 ft) in length, and as such is subject to all federal rules and regulations especially pertaining to boating safety and operation as enforced by the U.S. Coast Guard. States and local jurisdictions may have additional requirements for operation of powerboats 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.

This publication includes the latest information available at the time of printing. However, there may be minor differences between the actual product and illustrations and text in this manual.

All products are subject to change without prior notice or obligation.

KAWASAKI HEAVY INDUSTRIES, LTD.
Motorcycle & Engine Company

Mar. 2012. (1)

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SPECIFICATIONS

JET SKI WATERCRAFT - MODELS JT1500H/J
INBOARD BOAT LESS THAN 4.8 M (16 FEET) IN LENGTH

Engine:		
Type	4-stroke, 4-cylinder, DOHC, 4-valve, water-cooled, supercharged	
Displacement	1 498 cm³	91.4 cu in.
Bore and Stroke	83 × 69.2 mm	3.27 × 2.72 in.
Compression Ratio	8.4 : 1	
Ignition System	Digital transistor	
Lubrication System	Semi-drysump	
Fuel System	Digital fuel injection	
Starting System	Electric starter	
Tuning Specifications:		
Spark Plug	NGK PMR9B	
Gap	0.6 ~ 0.7 mm	0.024 ~ 0.028 in.
Terminal	Solid post	
Ignition Timing	0° ATDC @1 300 r/min (rpm) ~ 17° BTDC @3 000 r/min (rpm)	
Idle Speed	1 300 ±100 r/min (rpm) - in water 1 300 ±100 r/min (rpm) - out of water	

Drive System:			
Coupling		Direct drive from engine	
Jet Pump:	Type	Axial flow, single stage	
	Thrust	8 136N (830 kgf)	1 829lb
Steering		Steerable nozzle	
Braking		Water drag	
***Performance:**			
Minimum Turning Radius		4.0 m	13.1 ft
Fuel Consumption		88.3 L/h @full throttle	23.3 gal (U.S.)/hr
Cruising Range		88.8 km @full throttle	55.2 mi
		50 minutes	
Dimensions:			
Overall length		3 370 mm	132.7 in.
Overall width		1 195 mm	47.0 in.
Overall Height		1 150 mm	45.3 in.
Curb Mass		462 kg	1 018.7 lb
Air Draft (1)		860 mm	33.86 in.
Maximum Draft (2)		365 mm	14.37 in.
Fuel Tank Capacity		78 L	20.6 gal (U.S.)
Engine Oil:			
Type		API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2	
Viscosity		SAE10W-40	
Oil Capacity		5.5 L	5.8 qt (U.S.)

Electrical Equipment:		
Battery	12 V 18 Ah	

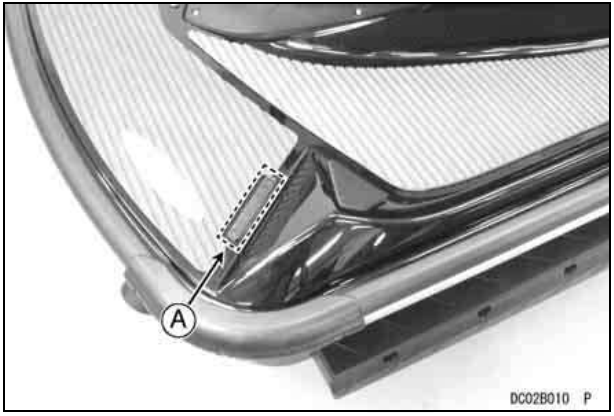
(1) Vertical distance between the floating plane in the light craft condition and the highest point of the craft structure, namely the handle top.
(2) Draft in the fully loaded craft condition.

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

GENERAL INFORMATION

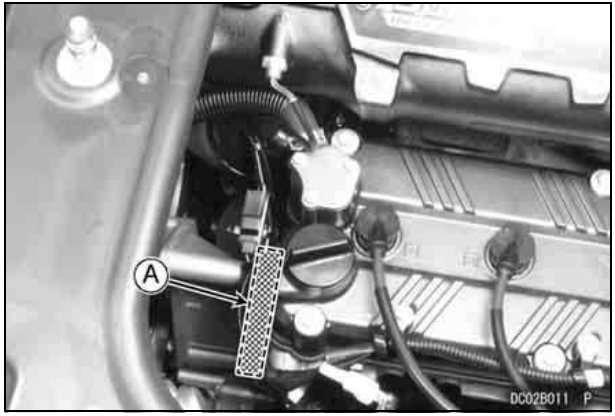
Serial Numbers

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.	

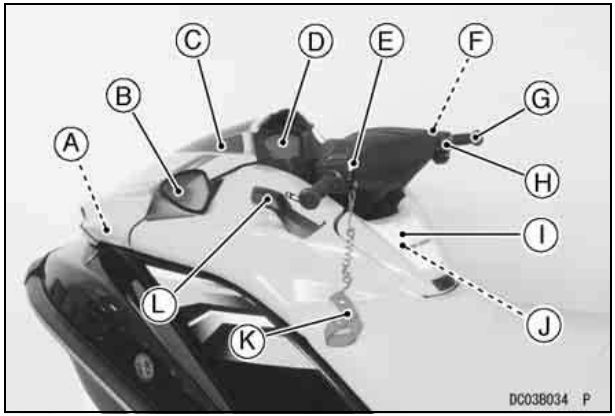


A. Engine Number

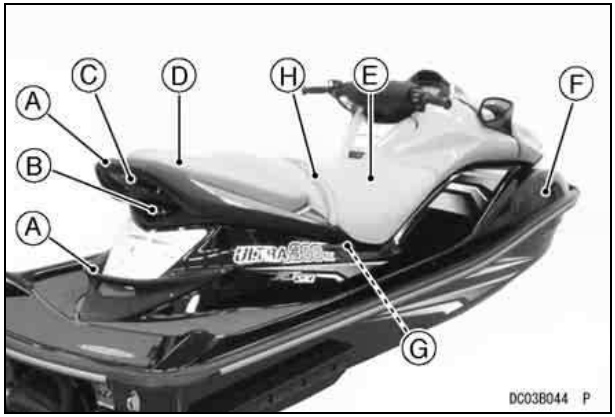
Eng. No.	

The engine number can also be confirmed by the label on the engine top.

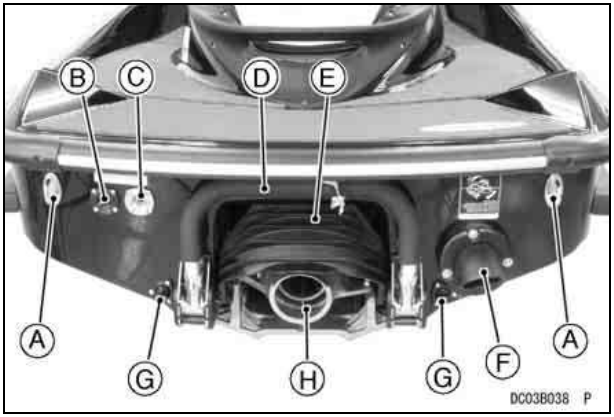
Parts Location



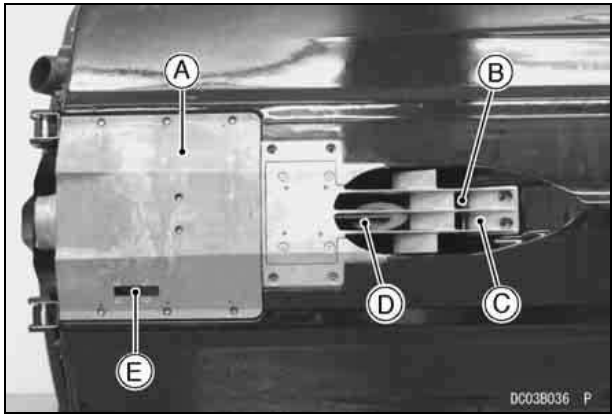
A. Battery
B. Rear View Mirror
C. Front Storage Case
D. Multifunction Meter
E. Left Handlebar Switch Housing
Engine Start/Stop Button
Fuel Economy Assistance Mode Button
Electric Trim-control Button
F. Throttle Lever
G. Handlebars
H. Right Handlebar Switch Housing
Electronic Cruise Control Button
(UP/DOWN/SET)
I. Center Storage Case
J. Ignition Switch
K. Engine Shut-off Lanyard
L. Hand Lever



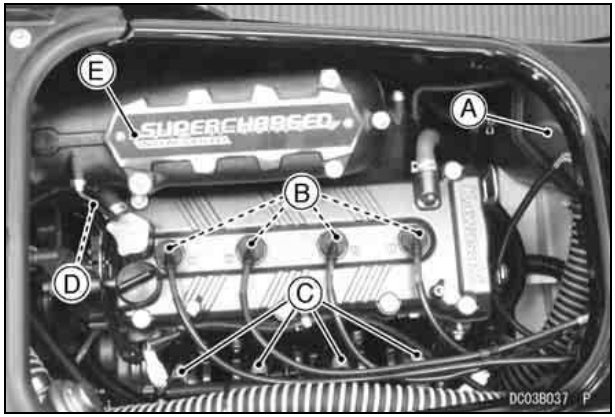
A. Hand Rails
B. Towing Hook
C. Seat Latch
D. Rear Seat
E. Front Seat
F. Bypass Outlet
G. Engine Compartment
H. Hand Strap



A. Towing Eyes
B. Engine Flushing Port
C. Intercooler Flushing Port
D. Reboarding Step
E. Reverse Bucket
F. Exhaust Outlet
G. Drain Screws
H. Steering Nozzle



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



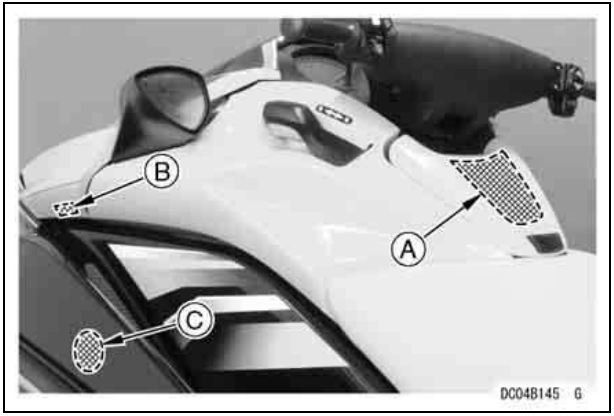
A. Air Box
B. Spark Plugs
C. Fuel Injectors
D. Supercharger
E. Exhaust Pipe

Label Location

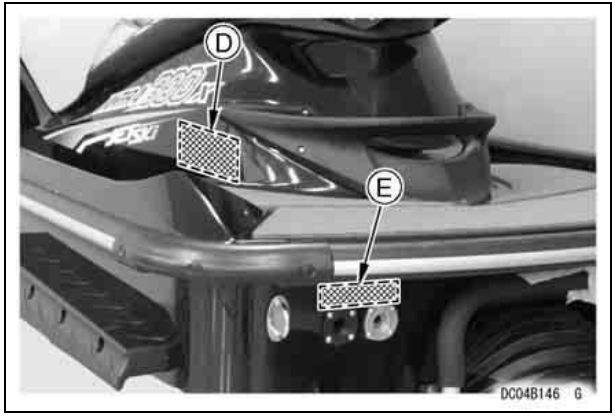
All warning labels which are on your vehicle are repeated here. Read labels on your vehicle and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your vehicle. Therefore, it is very important that all warning labels be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

NOTE

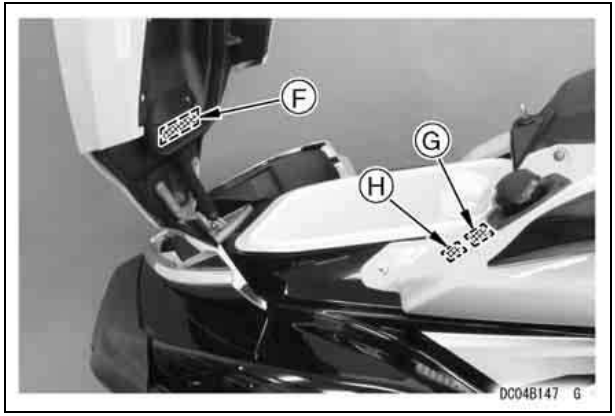
- *The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.*
- *Refer to the actual vehicle label for model specific data grayed out in the illustration.*



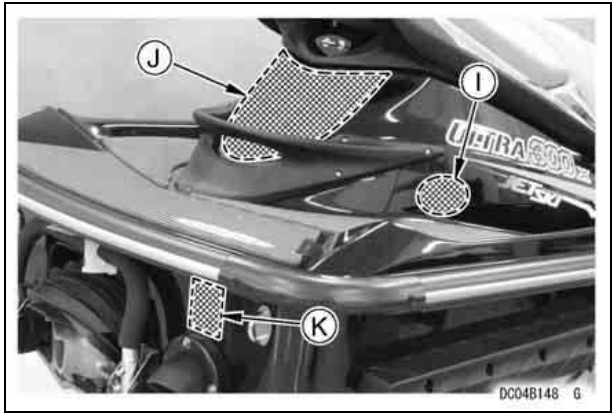
A. Notice/Warning (Tether Switch)
B. Fire Extinguisher
C. Emission Label



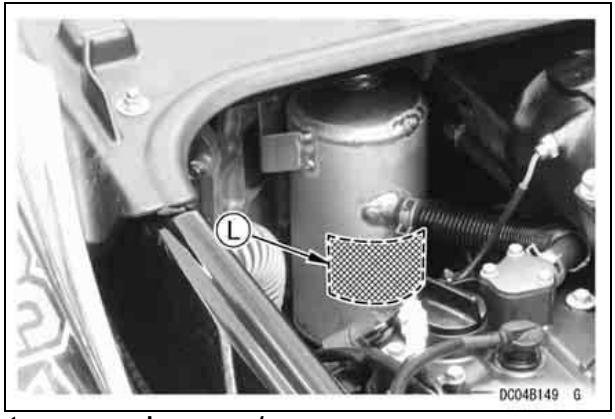
D. Notice/Warning (Grab Handle & Step)
E. Notice (Flushing)



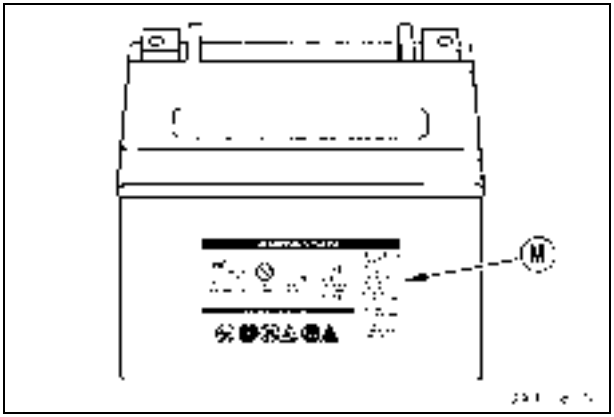
F. Warning (Damper)
G. Warning (Gasoline)
H. Fuel Information



I. NMMA Label
J. Notice/Warning (Important Safety)
K. Notice (Righting)

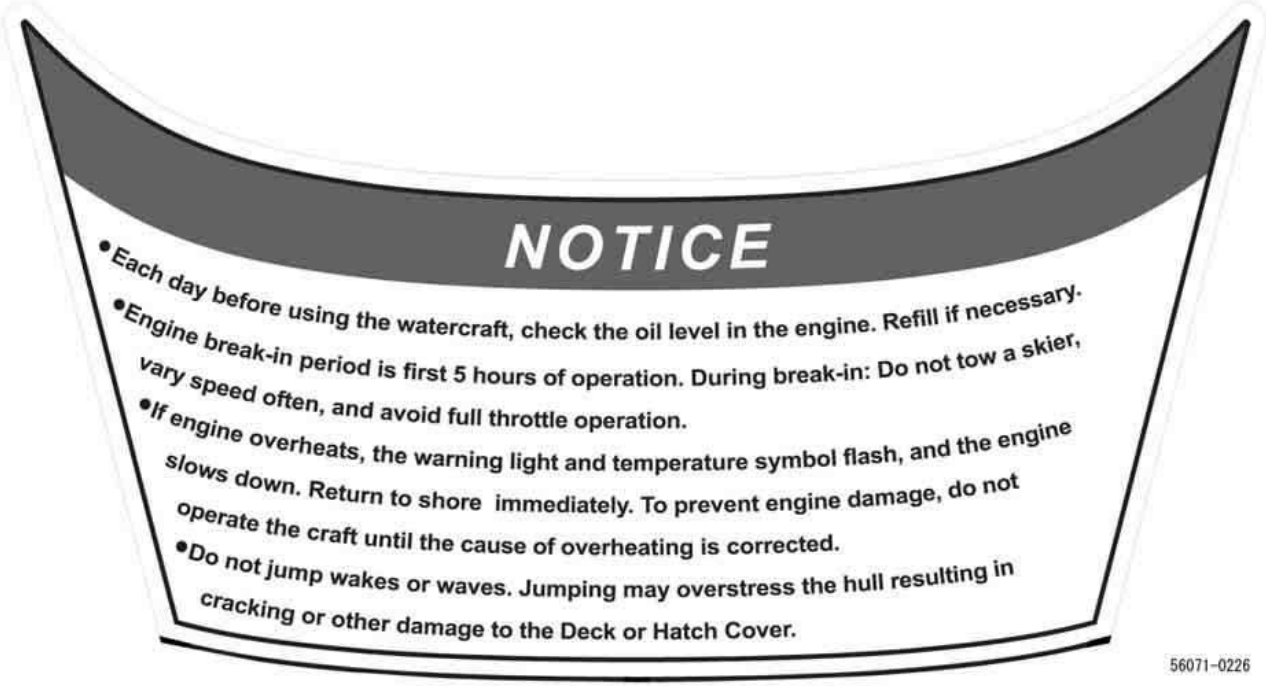


L. Fuel Inlet Emission Information



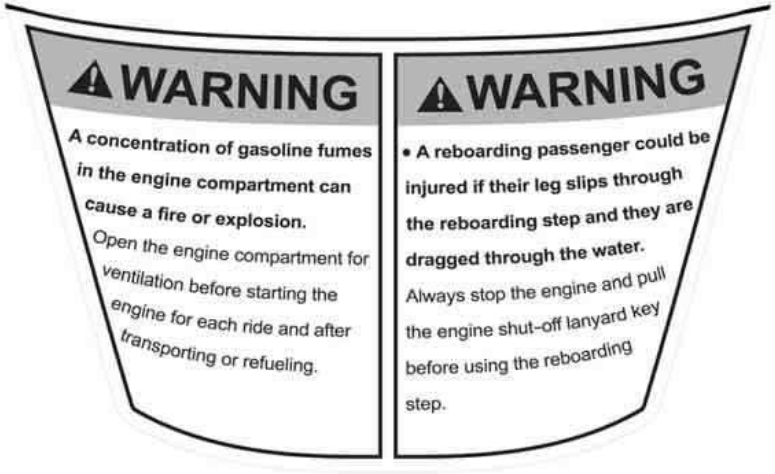
M. Battery Danger/Poison

(A)



DC05417B S

(A)



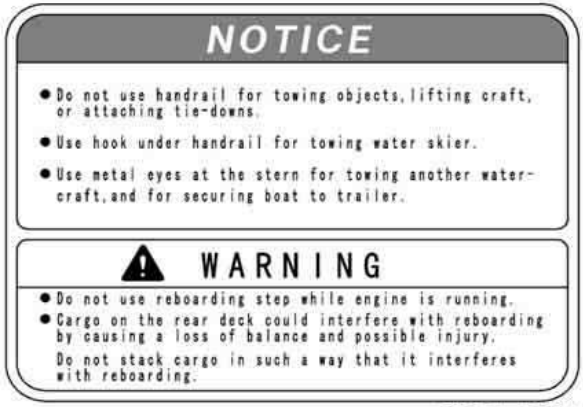
56071-0226
DC05418B S

(B)

(C)

DC05572B S

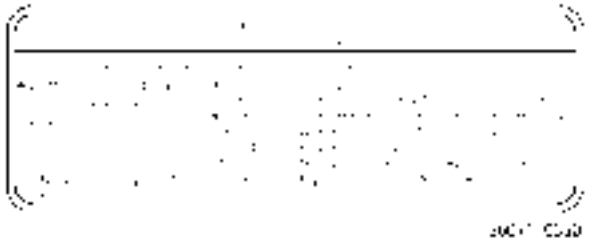
(D)



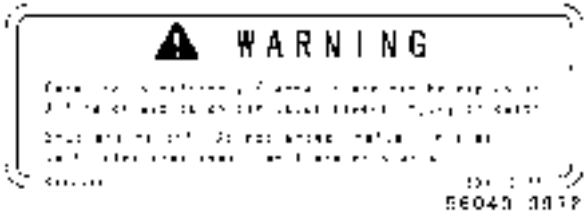
56071-0224

DC05415B S

(E)

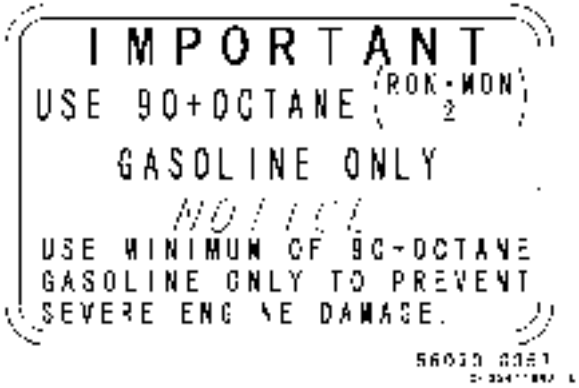


(G)



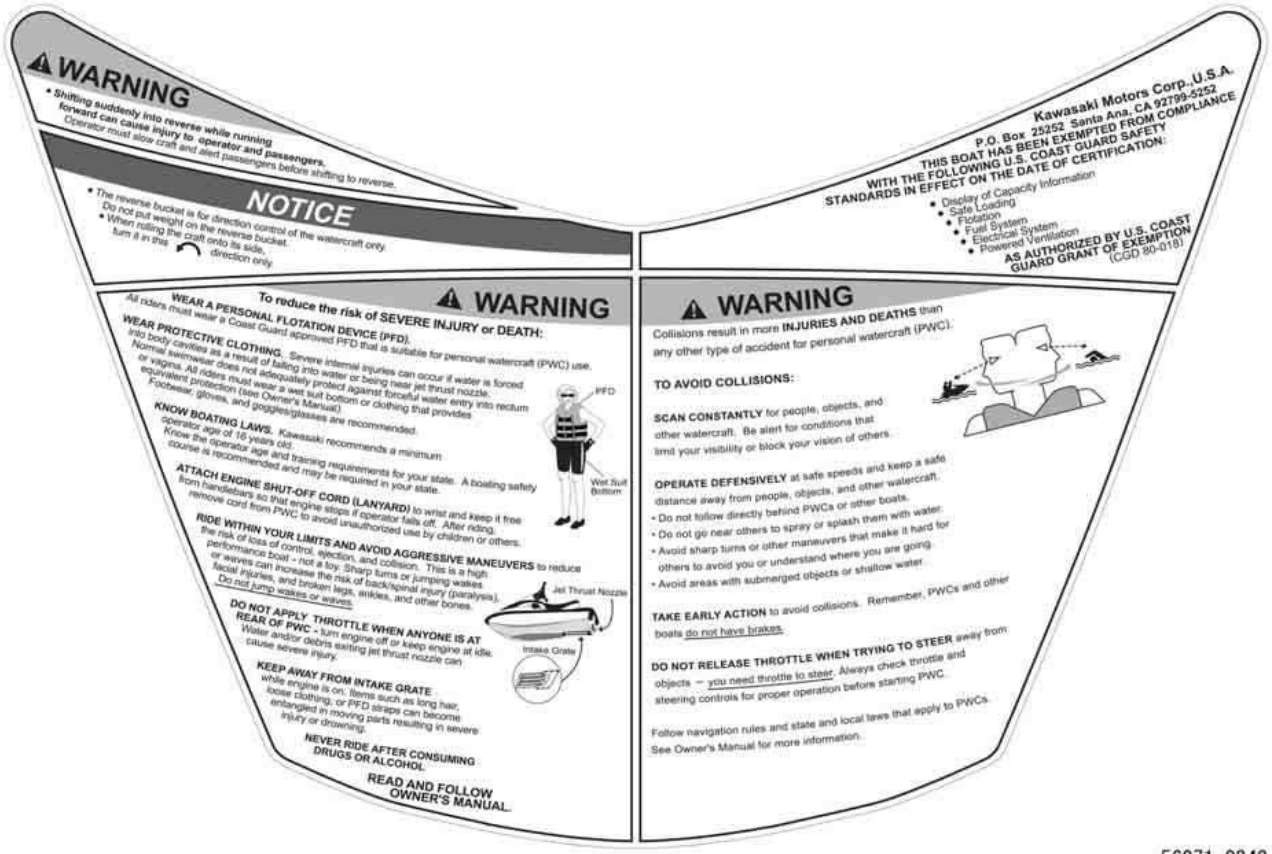
(F)

(H)



(l)

(J)



56071-0343
DC05576B S

(K)

DC05416B S

(M)

(L)

Environmental Hang Tag

One Star – Low-Emission

The one-star label identifies engines that meet the California Air Resources Board's 2001 exhaust emission standards. Engines meeting these standards have 75% lower emissions than conventional carbureted two-stroke engines. These engines are equivalent to the U.S. EPA's 2006 standards for marine engines.

Two Stars – Very Low-Emission

The two-star label identifies engines that meet the California Air Resources Board's 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One-Star-Low-Emission engines.

DC060018 S

Three Stars - Ultra Low Emission

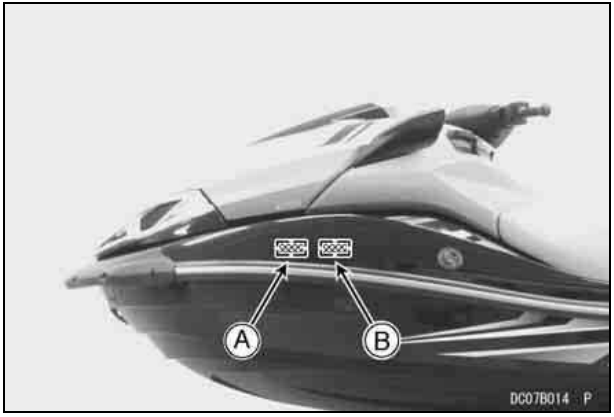
The three-star label identifies engines that meet the Air Resources Board's 2008 exhaust emission standards. Engines meeting these standards have 65% lower emissions than One-Star Low Emission engines.

Four Stars - Super Ultra Low Emission

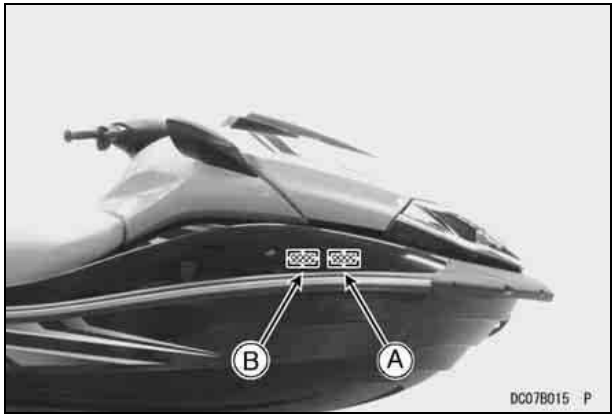
The four-star label identifies engines that meet the Air Resources Board's Sterndrive and Inboard marine engine 2009 exhaust emission standards. Personal Watercraft may also comply with these standards. Engines meeting these standards have 90 % lower emission than One Star-Low Emission engines.

Registration Numbers

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



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



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

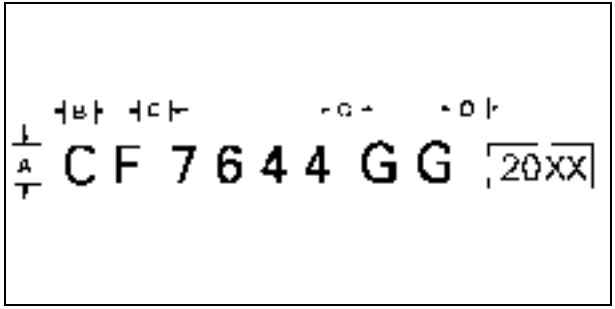
The registration numbers must read from left to right on both sides of the watercraft. Typically, the validation decal must be placed 3 inches (76.2 mm) beyond, and level with the first or last letter of the identification number.

NOTE

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

Registration numbers must be block characters no less than 3 inches (76.2 mm) in height. They should be a color contrasting with the background. The spaces between the numerals and the prefix/suffix

letters must be equal to the width of any letter except “I” or any number except “1.”



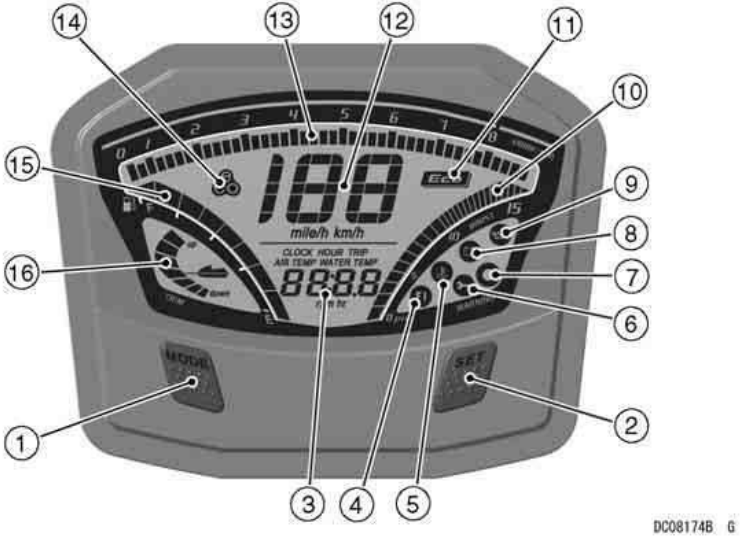
A = 3 inches (76.2 mm) minimum
B = C
D = 3 inches (76.2 mm)

Multifunction Meter

Ahead of the steering handlebars is a multifunction meter. When the ignition switch is turned on, all displays on the panel are shown together with the warning indicator light on and the buzzer will sound twice. After this self-check procedure, the meter display shows the normal readings.

NOTE

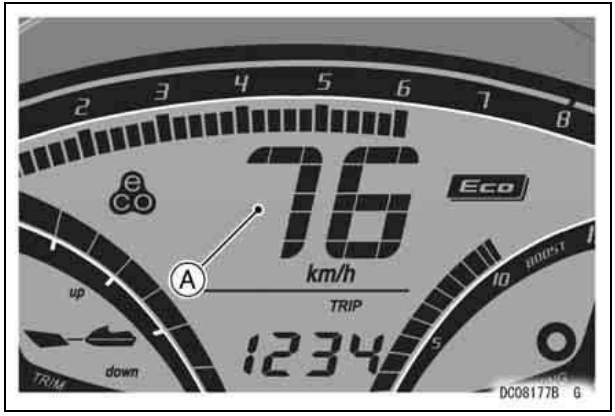
- *The display will go off 3 minutes after stopping the engine using the engine stop lanyard or stop button.*
- *The “MODE” button operates when the engine is running slower than 3 000 rpm.*
- *When the warning light goes on, an intermittent buzzer sound accompanies. This buzzer sound can be stopped by pushing either “SET” or “Mode” button.*
- *To turn off the blinking warning indicator lights, it is necessary to hold down either “SET” or “MODE” button for more than one second.*
- *Then the “MODE” button can be operated normally.*



1. “MODE” Button
2. “SET” Button
3. Multifunction Display
   - Clock
   - Time/Trip/Hour Meters
   - Tachometer (Numerical Value)
   - Maximum Speed & Engine rpm
   - Water Temperature
   - Outside Temperature
4. FI Indicator
5. Engine Cooling Water Temperature Indicator
6. Immobilizer Indicator
7. Warning Indicator Light (LED)
8. Low Battery Voltage Indicator
9. Engine Oil Pressure Indicator
10. Boost Meter
11. Fuel Economy Assistance Indicator
12. Speedometer
13. Tachometer
14. Economical Riding Indicator
15. Fuel Level Gauge
16. Electric Trim-control Indicator

Speedometer

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



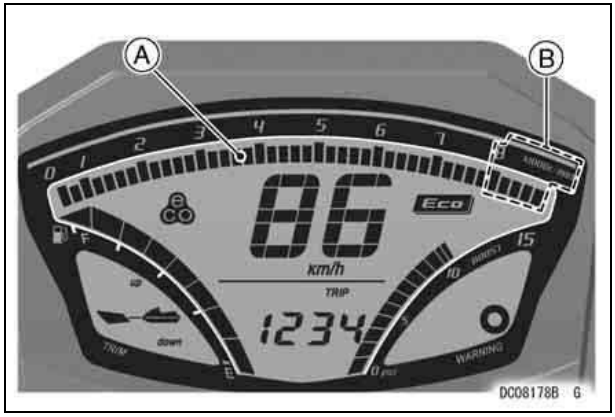
A. Speedometer

NOTE

○ *You can change the speedometer display from mile/h to km/h and vice-versa, see Hour Meter section for the details.*

Tachometer

The tachometer shows the engine speed in revolutions per minute (rpm). On the right side of the tachometer face is a portion called the “red zone”. Engine r/min (rpm) in the red zone is above maximum recommended engine speed and is also above the range for good performance.



A. Tachometer
B. Red Zone

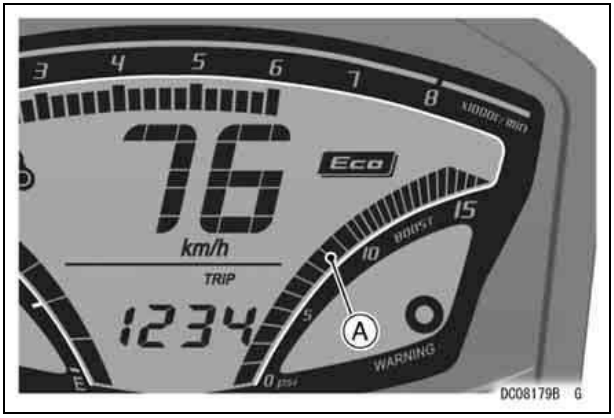
NOTICE

Operating the engine at high rpm in the red zone will overstress the engine and may cause serious engine damage. To prevent engine damage, do not allow engine rpm to enter the red zone.

Boost Meter

The boost meter segments show the amount of boost pressure produced by the supercharger.

If the segments do not go on when the engine is running, have your authorized JET SKI watercraft dealer check the supercharger and meter unit.



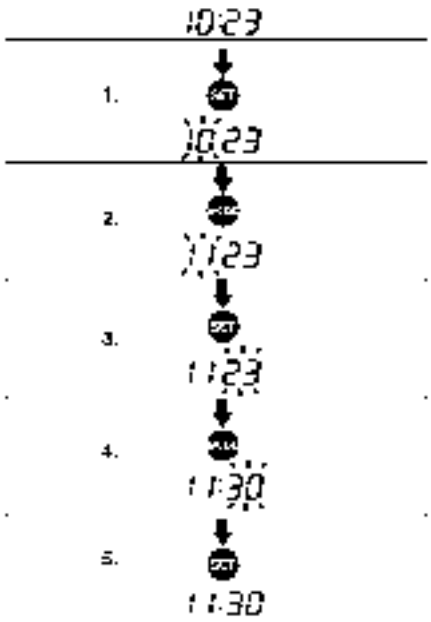
A. Boost Meter

Multifunction Displays

The Clock, Time/Trip/Hour Meters, Tachometer, Maximum Speed & Engine rpm, Water Temperature and the Outside Temperature will be displayed under the speedometer. By pushing the “Mode” button, shift the display. These modes will shift in series if the “MODE” button is pressed for 2 seconds or more.

Clock

1. Push the “SET” button for 2 seconds or more. The hour display starts blinking.
2. Push the “MODE” button to advance the hours.
3. Push the “SET” button. The hour display stops blinking and the minutes display starts blinking.
4. Push the “MODE” button to advance the minutes.
5. Push the “SET” button. The minutes display stops blinking and the clock starts working.



NOTE

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

Time Meter

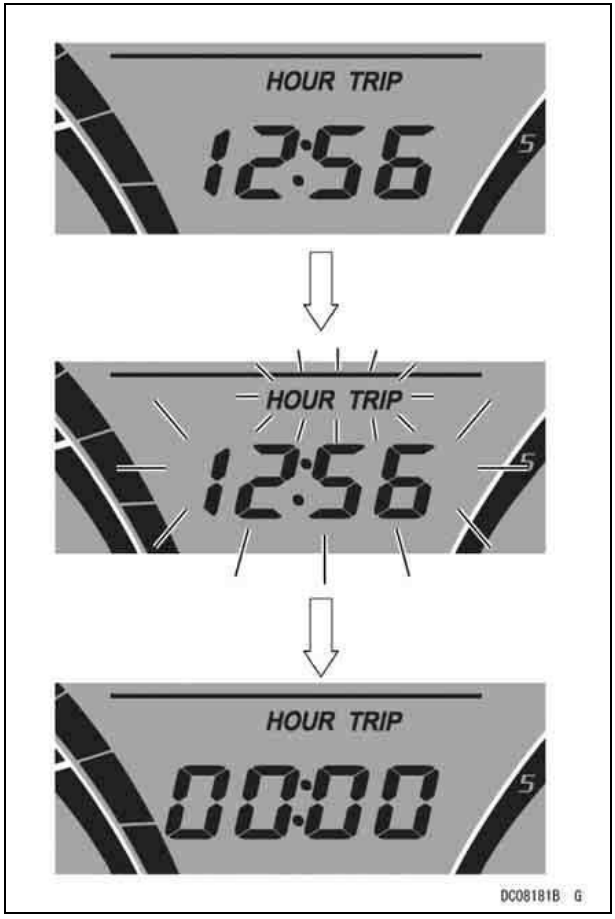
The time meter shows the time passed since it was last reset to zero.

To reset the time meter:

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

NOTE

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



Trip Meter

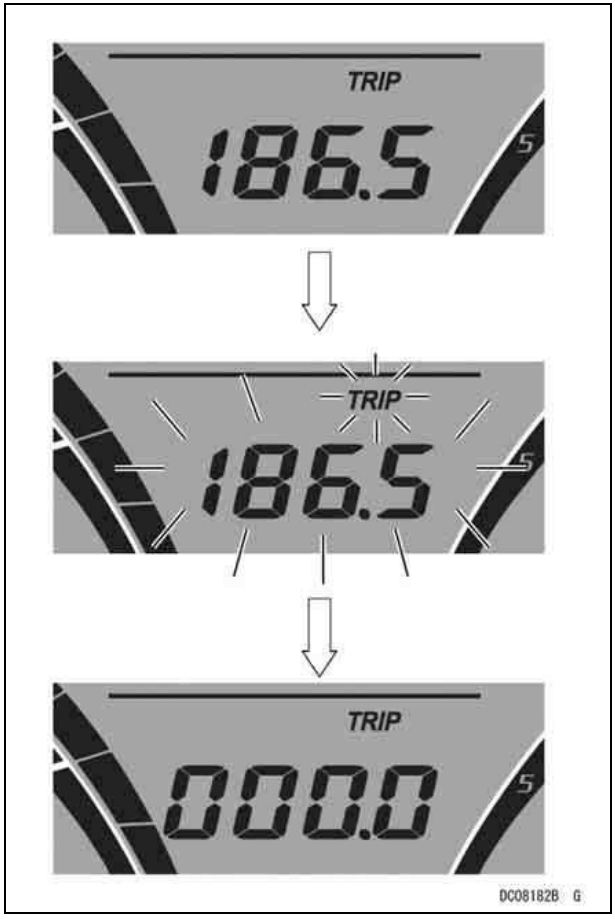
The trip meter shows the distance traveled since it was last reset to zero.

To reset the trip meter:

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

NOTE

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



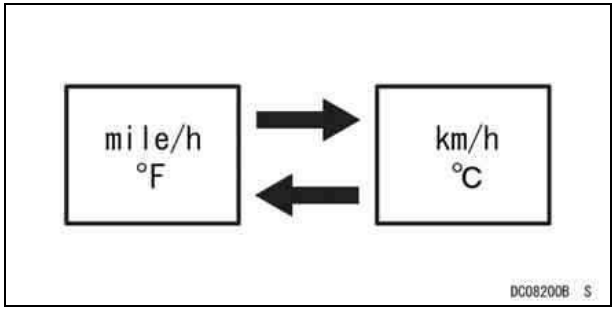
Hour Meter

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

NOTE

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

With the Hour Meter display, you can change the unit setting. When pushing the “SET” button for more 3 seconds, the unit shifts in the following order.

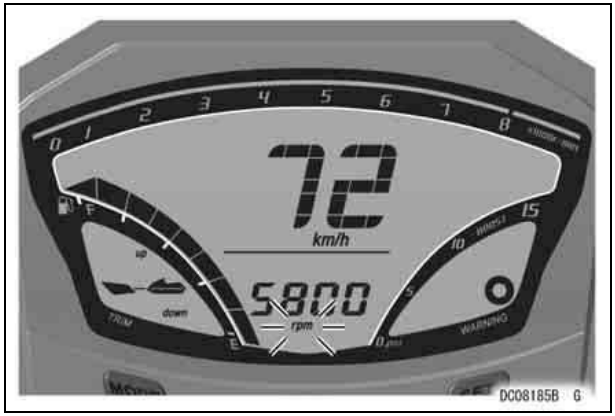


Tachometer (Numerical Value)

The tachometer shows the engine speed in revolutions per minutes (rpm).

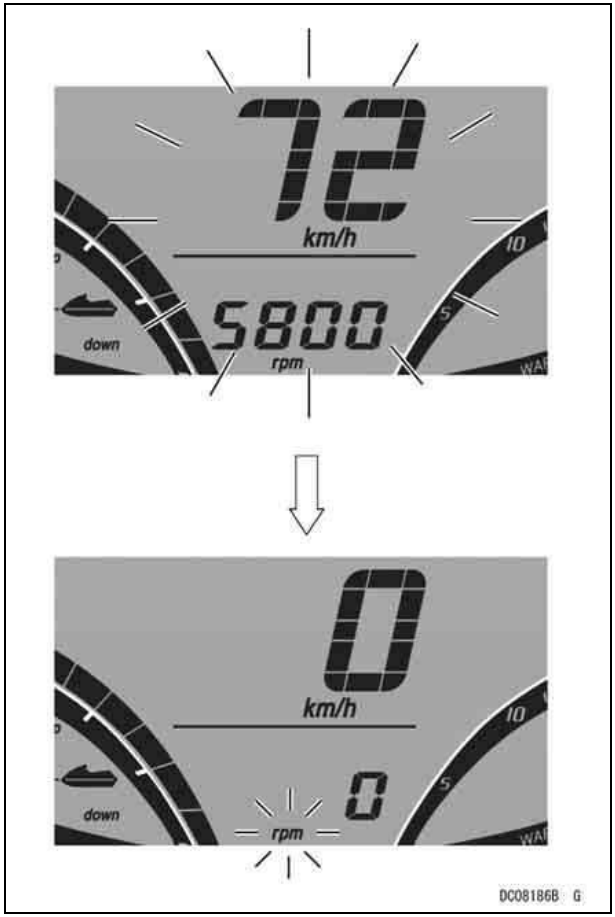
Maximum Speed & Engine rpm

The maximum speed ever recorded since last reset and its corresponding engine rpm are shown. “RPM” symbol blinks in this mode.



To reset this record:

1. Push the “SET” button and hold it.
   All the displays in this mode start blinking.
2. After two seconds the displays stops blinking and figure displays turn to 0000.

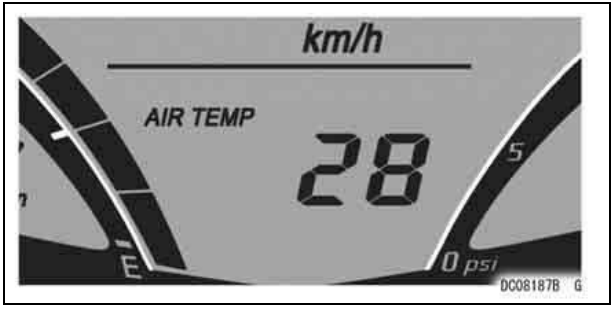


Water Temperature

This display shows the ambient water temperature by numerical value. The water temperature display is renewed every 5 seconds.

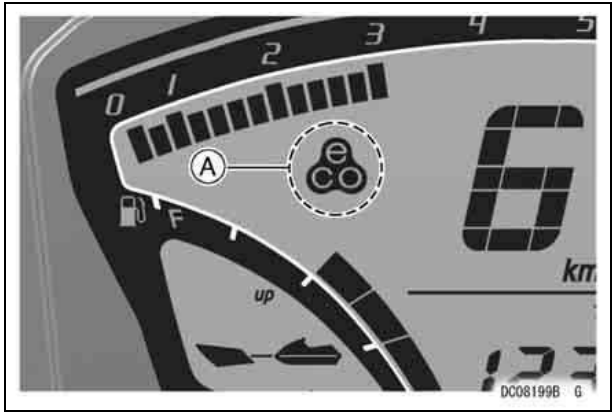
Outside Temperature

This display shows the outside temperature by numerical value. The outside temperature display is renewed every 5 seconds.



Economical Riding Indicator

When the operator is driving the watercraft for optimum fuel-efficiency, the economical riding indicator appears on the multifunction meter to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.



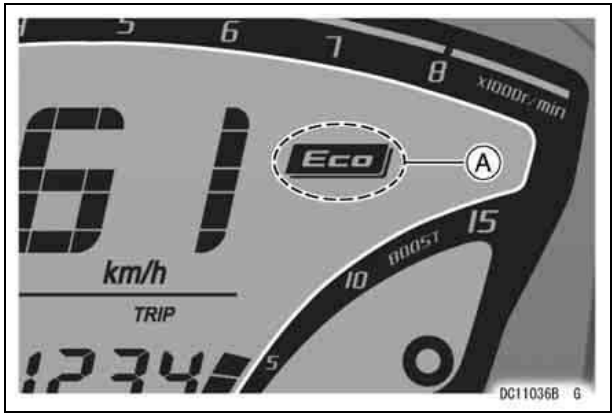
A. Economical Riding Indicator

⚠ WARNING

Failing to properly observe your surroundings increases the chance of collisions. To help prevent collisions, do not concentrate on the economical riding indicator by taking your eyes off your surroundings; observe the indicator using peripheral vision.

Fuel Economy Assistance Indicator

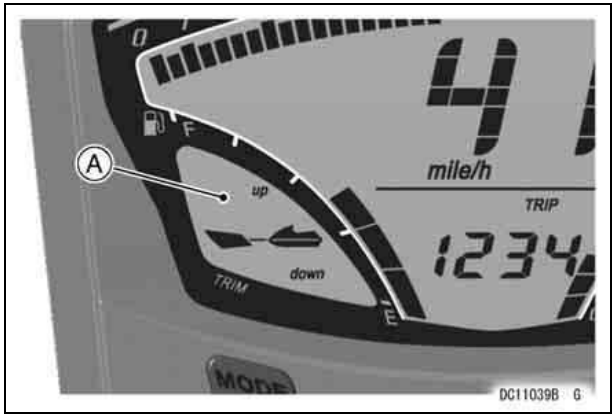
This indicator shows the operating state of the fuel economy assistance mode. For more detailed information about the fuel economy assistance mode, see the Fuel Economy Assistance Mode in the Controls section.



A. Fuel Economy Assistance Indicator

Electric Trim-control Indicator

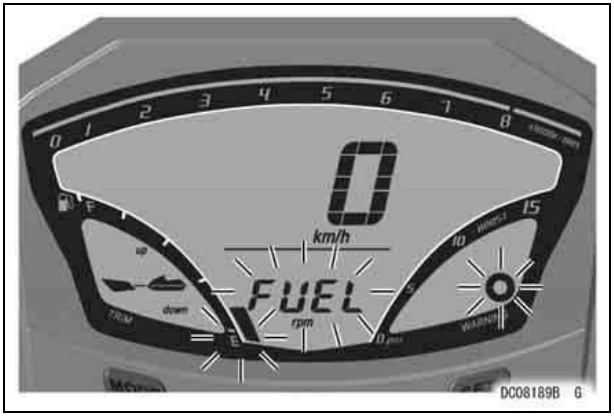
This indicator shows the operating state of the electric trim-control. For more detailed information about the electric trim-control, see the Electric Trim -control in the Controls section.



A. Electric Trim-control Indicator

Fuel Level Gauge/“FUEL” Character/Warning Indicator Light

The fuel level is shown in segments. All fuel segments are displayed when the fuel tank is full. As the fuel is consumed, the segments go out accordingly. When the last segment is reached, it begins blinking (E mark). The warning indicator light goes on and the “FUEL” character under the speedometer blinks with buzzer sound to warn the operator as well. Buzzer sound will stop when any button is held down for more than one second. When the low fuel indication begins blinking, 28 liters (7.4 U.S. gal) of fuel remain. Reduce speed to less than half-throttle and fill the fuel tank as soon as possible because there is no reserve tank in this watercraft (See the Fuel and Controls sections).

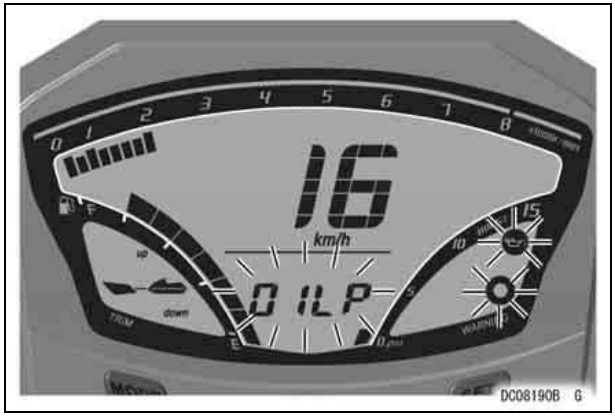


Engine Oil Pressure Indicator/“OILP” Character/Warning Indicator Light

The engine oil pressure indicator blinks with buzzer sound to warn the operator whenever the oil pressure is dangerously low. Also the warning indicator light goes on and “OILP” character under the speedometer blinks. The engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and fill the oil as soon as possible (Refer to “ENGINE OIL”). Hold down any button for more than one second to stop the buzzer sound.

NOTE

○ *It is normal that the oil warning indicator light will remain on after the watercraft is capsized and up -righted if the ignition key is on.*



Engine Cooling Water Temperature Indicator/“HEAt” character/Warning Indicator Light

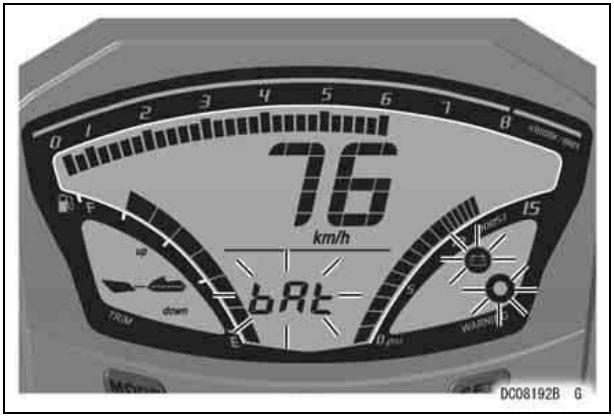
If the engine cooling water temperature gets too high, the warning indicator light goes on and the engine cooling water temperature indicator blinks with buzzer sound to warn the operator. Also “HEAt” character under the speedometer blinks. The engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and check the cooling system for clogging (see the Special Procedures section in the Operating Instructions chapter). Buzzer sound will stop when any button is held down for more than one second.

NOTICE
To prevent engine damage, do not operate the craft until the cause of overheating is corrected.

Low Battery Voltage Indicator/“bAt” Character/Warning Indicator Light

Warning indicator light goes on and low battery voltage indicator and “bAt” character blink with buzzer sound to warn the operator when the battery voltage is less than 11.5 volts. If the low battery voltage indicator blinks, return to the shore immediately.

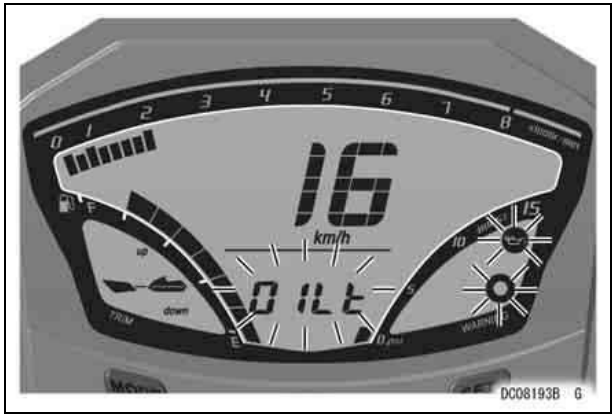
Remove your watercraft’s battery and charge it. Buzzer sound will stop when any button is held down for more than one second.



Engine Oil Temperature indicator/ “OILt” Character/Warning Indicator Light

If the engine oil temperature sensor should fail to function properly, the warning indicator light goes on and the engine oil pressure indicator and the “OILt” character blink with buzzer sound to warn the operator. The engine speed is automatically controlled to 3 000 rpm.

Return to the shore immediately and have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem. Hold down any button for more than one second to stop the buzzer sound.

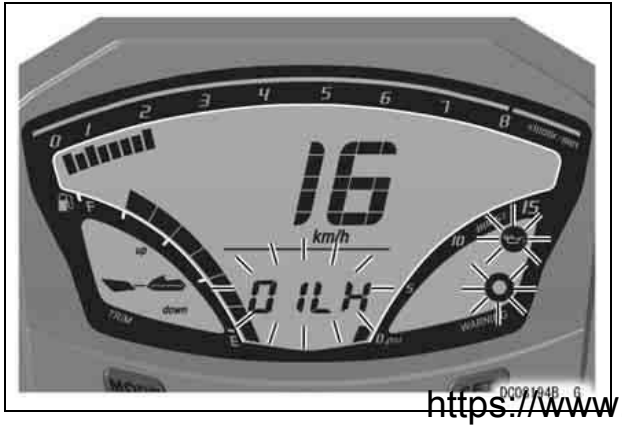


Engine Oil Overheat Indicator/“OILH” Character/Warning Indicator Light

If the engine oil temperature gets too high, the warning indicator light goes on and the engine oil pressure indicator blinks with buzzer sound to warn the operator. Also “OILH” character starts blinking.

Under this condition, the engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and check the cooling system for clogging and engine oil level. If the cause is other than a clogged cooling system or low oil level, have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem (see the TROUBLE SHOOTING for the causes listed Engine RPM does not increase more than 3 000).

Hold down any button for more than one second to stop the buzzer sound.

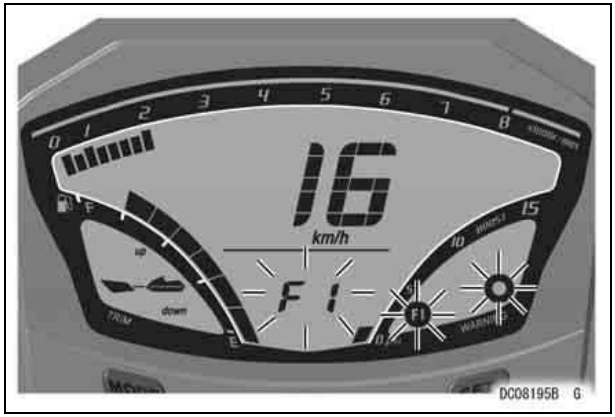


FI Indicator/“FI” Character/Warning Indicator Light

If the fuel-injection-related parts and the electronic throttle valve system and the electric trim-control system should fail to function properly, the warning indicator light goes on and the FI indicator and the “FI” character blink with buzzer sound to warn the operator.

Return to the shore immediately and have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem. Hold down any button for more than one second to stop the buzzer sound.

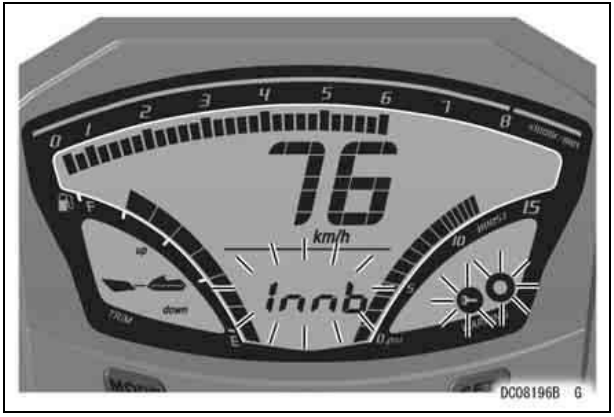
Depending on the nature of the trouble, the engine speed is automatically controlled to 3 000 rpm.



Immobilizer Amplifier Indicator/“Innb” Character/ Warning Indicator Light

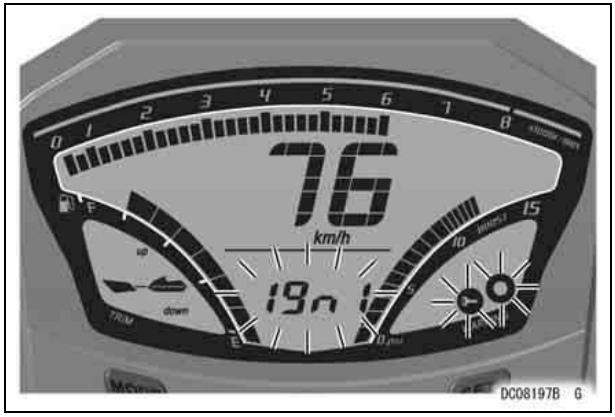
If the amplifier for the immobilizer system should fail to function properly, the warning indicator light, the immobilizer indicator and the “Innb” character blink with buzzer sound to warn the operator. Have your authorized Kawasaki JET SKI watercraft dealer check your boat.

Hold down any button for more than one second to stop the buzzer sound.



Immobilizer Key Matching Indicator/“I9nI” Character/Warning Indicator Light

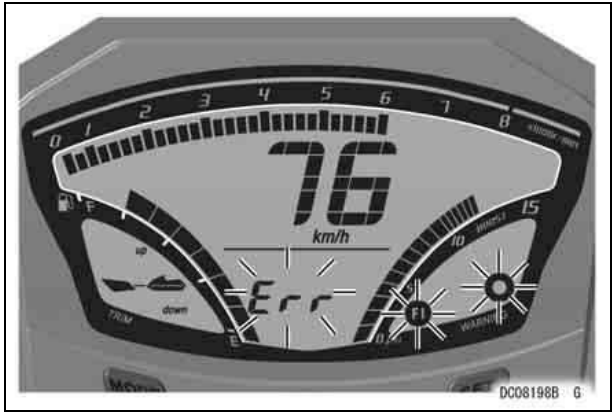
If a key other than that registered to your watercraft is tried, the warning indicator light, the immobilizer indicator and the “I9nI” character blink with buzzer sound to warn the operator.



Communication Trouble Indicator/“Err” Character/Warning Indicator Light

If there should be a trouble in communication between the multifunction meter and the Electronic Control Unit (ECU), the warning indicator light goes on and the FI indicator and the “Err” character blink with buzzer sound to warn the operator. Have your authorized Kawasaki JET SKI watercraft dealer check your boat.

Hold down any button for more than one second to stop the buzzer sound.



Fuel

NOTICE

The engine and fuel system may be damaged from the use of improper fuel such as race gas or fuel additives. To prevent engine and fuel system damage, do not use race gas or fuel additives. This watercraft has not been tested and certified for use with racing fuels or fuel additives.

Fuel Requirements

Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 90. The Antiknock Index is posted on service station pumps in the U.S.A. The octane rating of a gasoline is a measure of its resistance to detonation or “knocking”. The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table below.

Octane Rating Method		Minimum Rating
Antiknock Index	$\frac{(RON + MON)}{2}$	90

NOTICE

Low-octane gasoline can cause severe engine damage. To prevent engine damage, only use gasoline with minimum 90 octane rating.

NOTICE

Engine "knocking" or "pinging" can lead to severe engine damage. If engine "knocking" or "pinging" occurs, use a different brand of gasoline of a higher octane rating.
Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance.
Operating problems that result from the use of poor quality or nonrecommended fuel may not be covered under your warranty.

Fuels Containing Oxygenates

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

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

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

NOTICE

Using blends of unleaded gasoline and methanol (wood alcohol) can damage the fuel system and result in poor engine performance. Avoid using methanol whenever possible, and never use “gasohol” containing more than 5% methanol.

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

NOTE

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

NOTICE

Using gasoline with an insufficient octane rating may damage the engine. To avoid engine damage, never use gasoline with an octane rating lower than the minimum specified by Kawasaki. Never use "gasohol" with more than 10 % ethanol, or more than 5% methanol.
Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.
Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.
When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxidation of the fuel which minimizes gummy deposits.
Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank and fuel system. See the Storage section in this manual.

Filling the Tank

⚠ WARNING

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

Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.

The fuel tank is located at the front end of the engine compartment and the fuel filler cap is under the front storage lid. Open the lid and turn the cap counterclockwise and remove it.

A Fuel Filler Cap

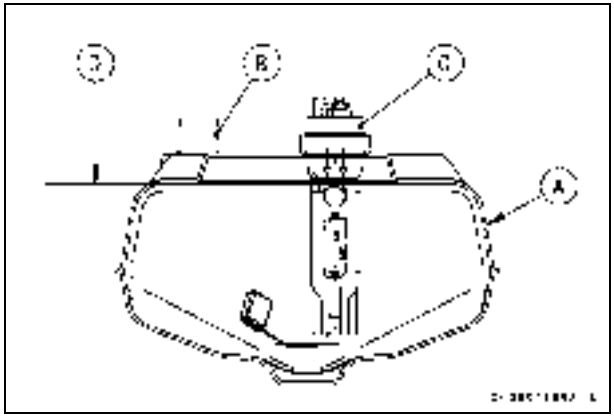
Remove the seats and observe the fuel level in the fuel tank to avoid overfilling when filling.

Also observe the fuel level gauge on the meter for the segments to increase while filling.

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.

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. To avoid a possible fire or explosion, Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent tube. After refueling, make sure the filler cap is closed securely.



A. Fuel Tank
B. Filler Neck
C. Fuel Pump
D. Maximum Fuel Level

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

⚠ WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion. To prevent a fire or explosion, remove the seat to vent the engine compartment.

Engine Oil

In order for the engine to function properly, maintain the engine oil at the proper level, and change the oil and replace the oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

Oil Requirements

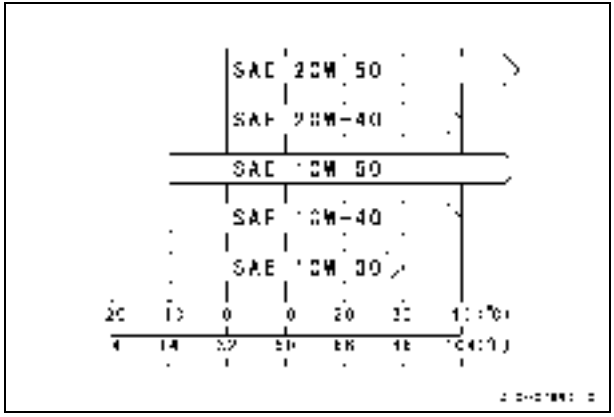
Type:	Kawasaki Performance 4-Stroke JET SKI® Watercraft Oil* Kawasaki Performance 4-Stroke Semi-Synthetic Oil* Kawasaki Performance 4-Stroke Full Synthetic Oil* or other 4-stroke oils with API SG, SH, SJ, SL, SM and JASO MA, MA1, MA2 rating
Viscosity:	SAE10W-40
Capacity:	4.5 L (4.8 US qt) 5.5 L (5.8 US qt) when engine is completely dry.

*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

NOTE

○*Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



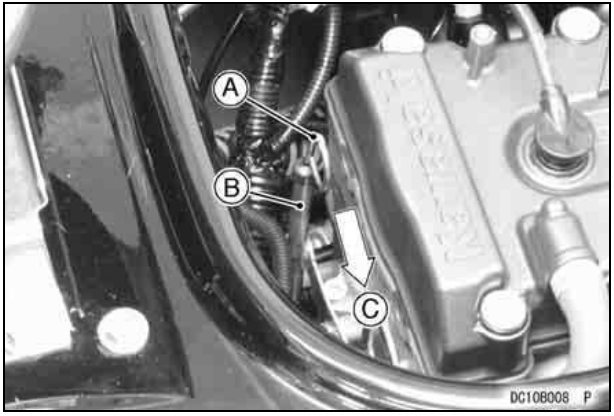
Oil Level Inspection

- Check the engine oil level each day before operating your watercraft and add oil if necessary. Refer to the Pre-Ride Check List in Operating Instruction chapter.
- Whenever you check the oil level, keep your watercraft level side to side and fore to aft as much as possible.

- Remove the dipstick, wipe it dry and insert it back into the dipstick tube so that the finger grip is positioned toward the left side of the hull, and then remove it again to check the oil level.

NOTE

○ *An accurate oil level cannot be obtained if the dipstick is not installed in the correct direction.*

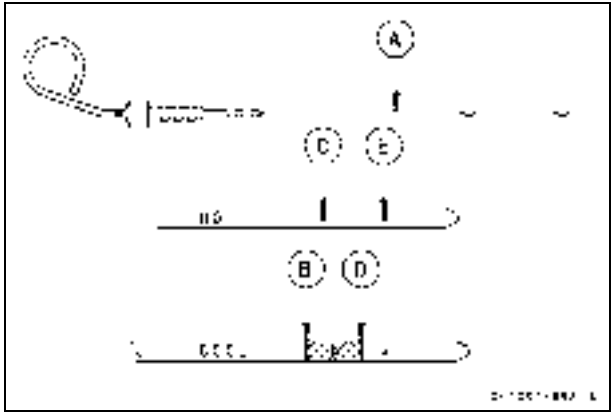


A. Dipstick
B. Dipstick Tube
C. Left side

- The oil level must be between the “H” (High) and “L” (Low) level on the stick. Use the cold level mark.

NOTE

○ *Be careful when reading the dipstick as different level marks on the dipskick should be used depending if the oil is warm or cold. See the next illustration.*



A. Dipstick
B. “H” (High) Level when cold
C. “H” (High) Level when hot
D. “L” (Low) Level when cold
E. “L” (Low) Level when hot

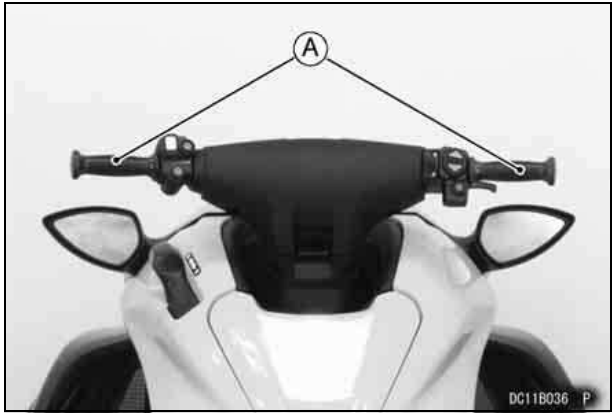
- If the oil level is too low, add oil to reach the Low Level. Use the same type and brand of oil that is already in the engine.
- See Maintenance and Adjustment chapter for adding oil procedure.

NOTICE

Dirt and other foreign materials can cause serious engine damage. To prevent engine damage, do not allow dirt or foreign materials to enter the engine.

Controls

Steering Handlebars

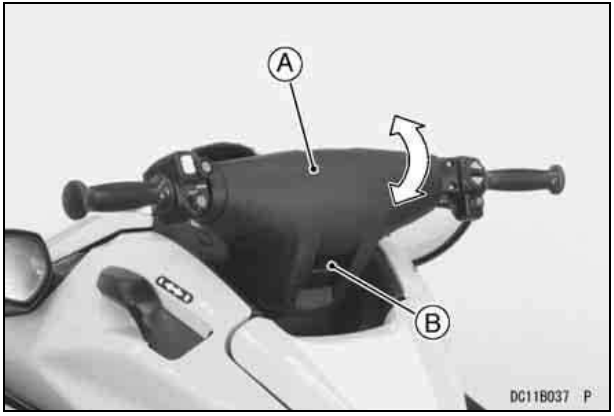


A. Handlebars

The steering handlebars allow the ride to control direction of the watercraft. Turning the handlebars will cause the watercraft to turn ONLY WHEN THE ENGINE IS RUNNING AND ONLY WHEN THE THROTTLE IS APPLIED. The handlebars are connected by a control cable to the jet pump steering nozzle at the rear of the boat.

Tilt Lever

The handlebar tilt can be changed to your choice. Push down the tilt lever and move the handlebars up or down, you can select the best position in five different angles.



A. Steering Handlebars
B. Tilt Lever

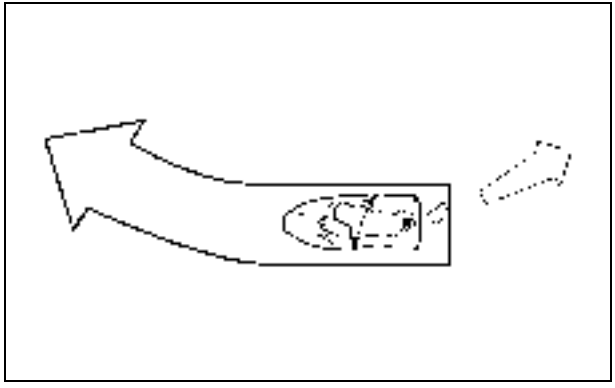
⚠ WARNING

Adjusting the handlebar position while riding may cause the handlebars to suddenly change position, causing loss of control and an accident resulting in injury or death. To help prevent accidents, never touch or attempt to adjust the handlebar position while operating the watercraft; do so only when stopped.

Kawasaki Smart Steering™ (KSS™)

Your JET SKI watercraft provides turning action under certain conditions when the throttle is released. There must be thrust at the jet nozzle to initiate and complete turns. This is a supplemental steering system which assists operators in learning to negotiate turns and maneuver.

Your JET SKI watercraft continuously detects the operator's steering input as well as boat speed. When the throttle is released while boat speed is high and a turn is initiated, the your JET SKI watercraft automatically increases engine speed to provide additional thrust. The system does not work when the engine is off or boat speed is low.



Important Information

When you make an emergency maneuver: YOU MUST HAVE THRUST TO TURN, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

You can turn quicker by applying the throttle as needed and not relying upon the steering system. The system functions when all of these conditions are present:
– engine speed averages more than 3 000 RPM for a specified time
– the throttle is released completely
– and the handlebars are held fully to the left or right.

Smart Learning Operation mode (SLO)

This watercraft is equipped with the Smart Learning Operation mode (SLO), which reduces the maximum watercraft speed by approximately 30 percent.

SLO mode is displayed on the meter as SLO, whereas the non-restricted ordinary mode (Full Power Operation mode, FPO) is displayed as FPO.

Under the SLO mode, all the functions of the multifunction meter and KSS function remain the same as the ordinary mode, FPO.

To switch from FPO mode to SLO and vice versa, stop the engine and replace the ignition key from FPO to SLO and vice versa. See the Ignition Switch section and Multifunction Meter section in this chapter.

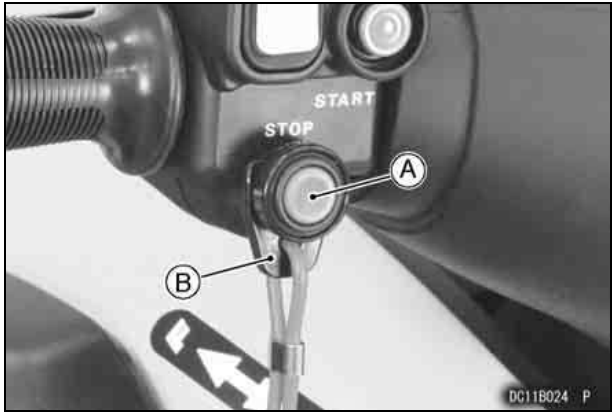
We suggest that the owner/operator become familiar with the SLO mode so that they can assist others in understanding how it works.

Stop Button

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

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

After riding, remove the engine shut-off lanyard key from watercraft to avoid unauthorized use by children or others.



A. Stop Button
B. Lanyard Key

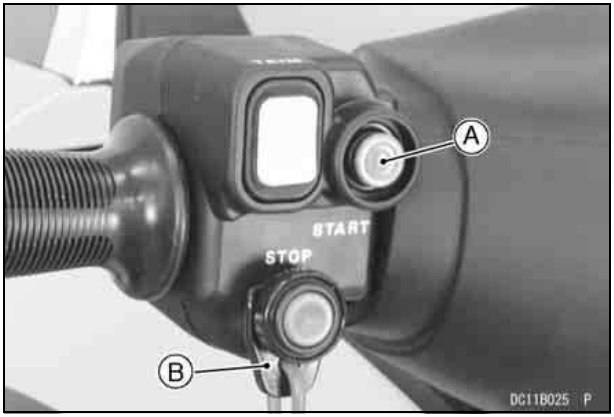
Start Button

The start button is in the case on the left hand side of the handlebar. The start button is green and is marked “START.” Pushing the start button with the engine shut-off lanyard key pushed under the stop button starts the engine. Release it when the engine

starts. Without the lanyard key the engine neither cranks nor starts.

NOTICE

Pushing the "START" button while the engine is running or while the starter is still spinning causes premature starter wear and may cause it to jam. To prevent premature wear and jamming, do not push the "START" button while the engine is running or while the starter is still spinning.



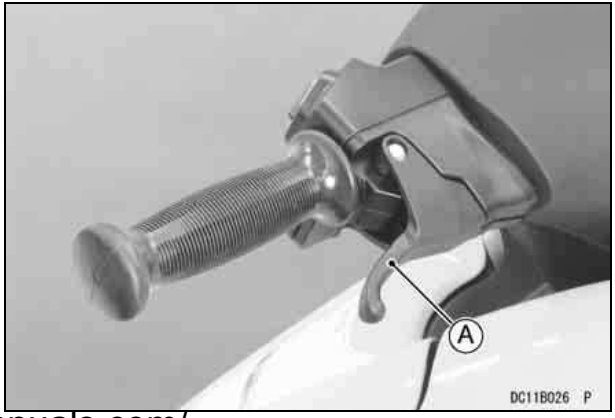
A. Start Button
B. Lanyard Key

NOTE

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

Throttle Lever

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

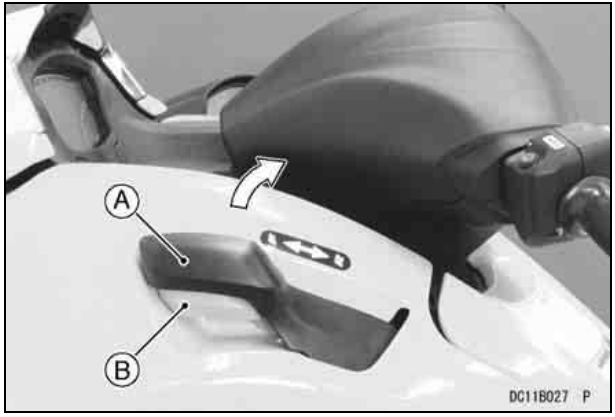


A. Throttle Lever

Shift Lever

The shift lever is located on the left side under the steering handlebars and has two positions: “F” (Forward) and “R” (Reverse).

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



A. Shift Lever
B. Trigger

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

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

⚠ WARNING

Suddenly shifting into reverse at high speed can cause the bow to suddenly dive into the water, throwing the occupants forward which can cause severe injury. To avoid injury, do not shift into reverse while going forward and do not use reverse as a brake. Slow the watercraft to a stop and alert any passengers before shifting to reverse.

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

Fuel Economy Assistance Mode

This watercraft is equipped with a fuel economy assistance mode that helps maximize fuel efficiency. Activating the fuel economy assistance mode changes to a leaner fuel injection map that prioritizes fuel economy over ride ability.

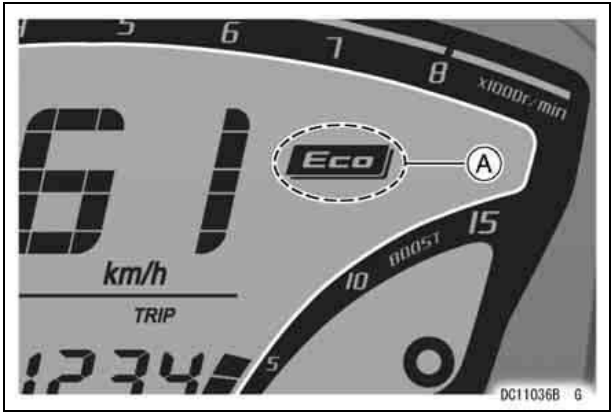
Fuel Economy Assistance Mode Activation

- Push the fuel economy assistance mode button on the left handlebar switch housing to activate the fuel economy assistance mode. When the fuel economy assistance mode is activated, the fuel economy assistance indicator appears on the multifunction meter.

NOTE

○ *In the SLO mode, the fuel economy assistance mode cannot be activated.*

A. Fuel Economy Assistance Mode Button



A. Fuel Economy Assistance Indicator

Fuel Economy Assistance Mode Deactivation

- Push the fuel economy assistance mode button for more than 2 seconds to deactivate the fuel economy assistance mode.

NOTE

- *Rider input affects vehicle fuel efficiency. Fuel consumption may not change due to sudden start or quick acceleration.*
- *Activating the fuel economy assistance mode decreases horsepower.*
- *If "knocking" or "pinging" occurs, use a different brand of gasoline or higher octane rating.*

NOTICE

Low-octane gasoline can cause severe engine damage. To prevent engine damage, only use gasoline with minimum 90 octane rating.

One-touch 5 mph Mode

The one-touch 5 mph mode is a function that maintains the engine speed at 8 km/h (5 mph) for operating the watercraft at low speed.

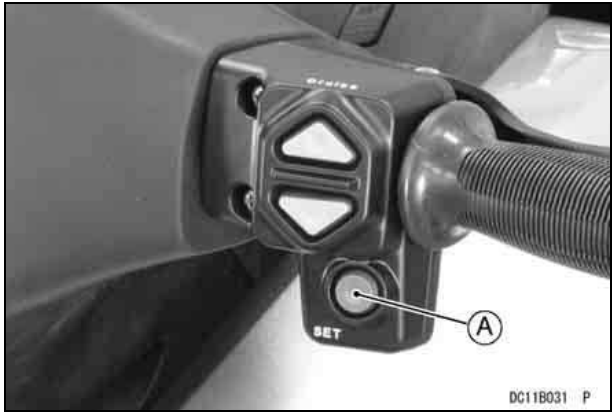
One-touch 5 mph Mode Activation

- Release the throttle lever, and leave the engine running at the idle speed.
- Push the set button (for more than 0.3 seconds) on the right switch housing to activate the one-touch 5 mph mode. When the one-touch 5 mph mode is

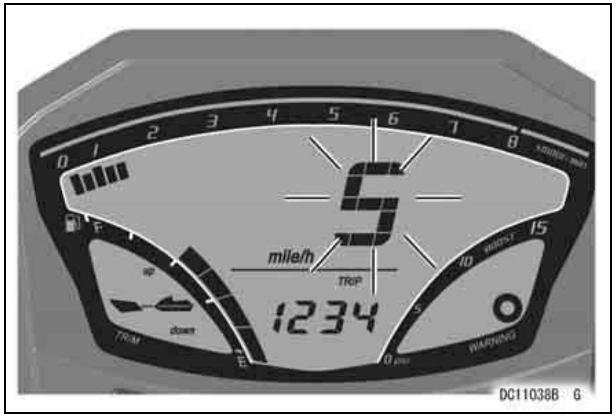
activated, “8 km/h” (“5 mph”) in the speedometer starts blinking.

NOTE

○ *When the one-touch 5 mph mode is activated, the buzzer sounds two times.*



A. Set Button



One-touch 5 mph Mode Deactivation

● To deactivate the one-touch 5 mph mode, perform either one of the following two procedures.

Squeeze the throttle lever.

Push the set button (for more than 0.3 seconds).

NOTE

○ *When the one-touch 5 mph mode is deactivated, the buzzer sounds two times.*

Electronic Cruise Control Mode

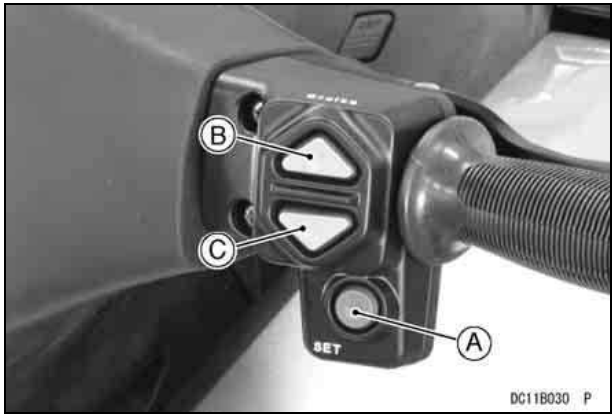
The electronic cruise control mode is a function for maintaining a desired watercraft speed while operating the watercraft. It is a convenient feature for long-distance cruising.

Electronic Cruise Control Mode Activation

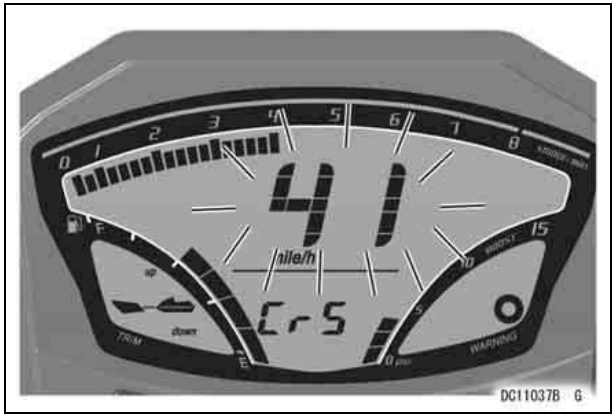
- Operate the throttle lever until the desired engine speed is reached.
- Push the set button on the right switch housing to activate the electronic cruise control mode.
- Be sure that the mode has changed by the buzzer sounds and meter display, and squeeze the throttle lever slowly.
- You must hold the throttle lever at or beyond the point at which the cruise control was set to maintain the cruise control mode. For maximum comfort, hold the throttle lever against the grip.

NOTE

- *When the electronic cruise control mode is activated, the speed indication in the speedometer blinks and the normal display (3 seconds) and "CrS" (1 second) appear alternately below the speed indication.*
- *When the electronic cruise control mode is activated, the buzzer sounds three times.*



A. Set button
B. Up button
C. Down button



Electronic Cruise Control Mode Deactivation

- Releasing the throttle lever will deactivate the electronic cruise control mode.

NOTE

○ *When the electronic cruise control mode is deactivated, the buzzer sounds three times.*

Watercraft Speed Adjustment

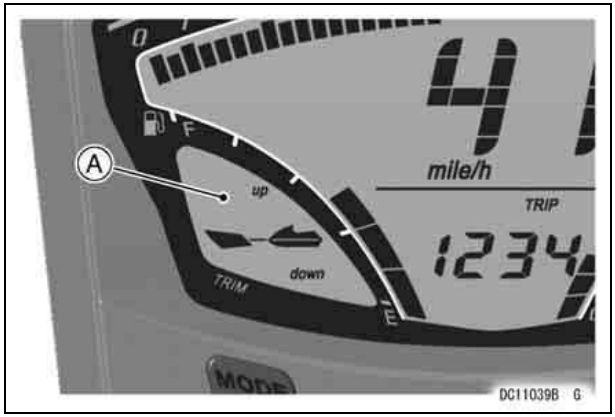
When the electronic cruise control mode is activated, the engine speed can be adjusted by pushing either the up button or down button. The engine speed is changed by 200 rpm and watercraft speed is changed accordingly.

NOTE

○ *The engine speed can be adjusted within the engine speed range of 1 750 rpm to 7 000 rpm.*

Electric Trim-control

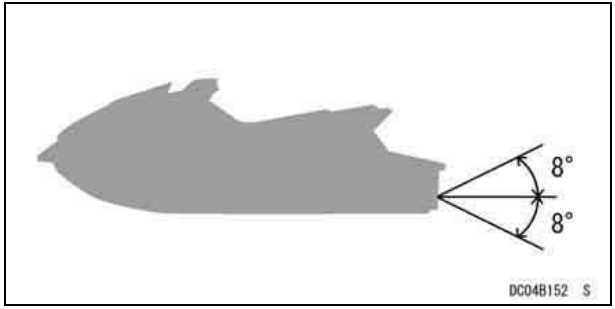
This system allows the angle of the jet nozzle to be controlled electrically, making it easier for riders to adjust the attitude of the hull to suit water surface conditions and riding style. The bow position is displayed in the electric trim-control indicator in the multifunction meter.



A. Electric Trim-control Indicator

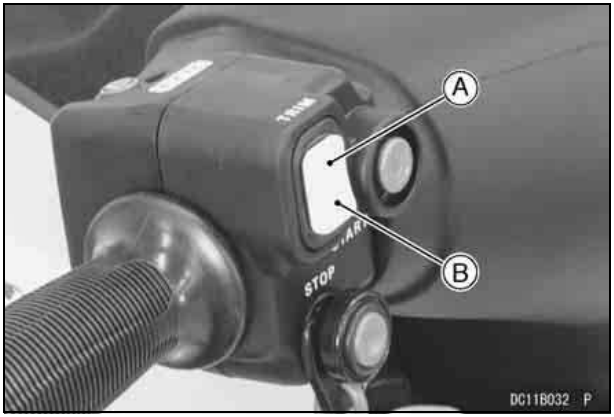
NOTE

○ *The step-free adjustment range is ±8° from STD.*



Trim angle adjustment

The electric trim-control button on the left handle switch housing is used to adjust the trim angle. To put the bow up, push the upper side of the button. To put the bow down, push the lower side of the button.



A. Electric Trim-control button (upper side)
B. Electric Trim-control button (lower side)

NOTE

- *Holding down the button changes the trim angle continuously.*
- *To adjust the trim angle back to the standard position, press and hold the Trim-control button in the appropriate direction and the jet nozzle angle returns to the standard position (horizontal). To adjust the trim angle past the standard position, release the button and push it again until the desired position is reached.*
- *In rough water, angling the jet pump upwards raises the bow for rough water handling. Conversely, when conditions are smooth, angling the jet pump downwards lowers the bow for turning performance.*

Keys

Your JET SKI watercraft has electronic keys used to activate the ignition switch in the FPO or SLO mode. These keys are programmed to match the engine's ECU and can only be duplicated by your Kawasaki dealer using at least one of the original keys. If both keys are lost, you must purchase a new ECU.

Before operating your JET SKI watercraft, Kawasaki advises you to purchase at least one spare key and have your dealer register the key with your PWC. Store the spare or one of the original keys at home in a secure place in case the other is lost. It's also a good idea to keep a spare with your PFD, in case a key is lost while on the water.

Ignition Switch

The ignition switch is located in the center storage case.

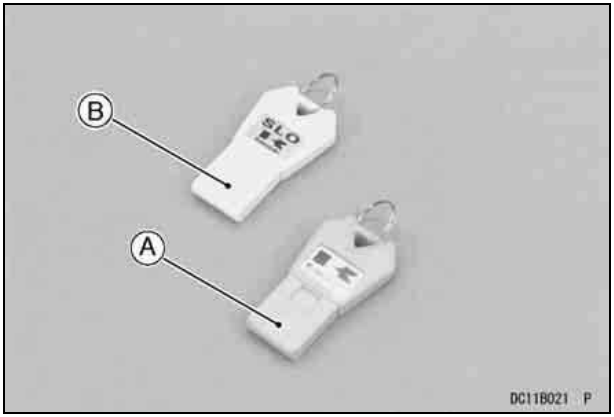
This watercraft is equipped with two kinds of ignition keys, one of which can control the watercraft speed for the unskilled and the other for normal operation.

Also those keys are equipped with immobilizer system to protect your watercraft from theft.

SLO/FPO Modes

Depending on his/her skill, rider can choose either Smart Learning Operation Mode (SLO), which reduces the maximum watercraft speed, or ordinary Full Power Operation Mode (FPO).

Keys are color-coded.
- FPO in orange color
- SLO in yellow color and marked SLO

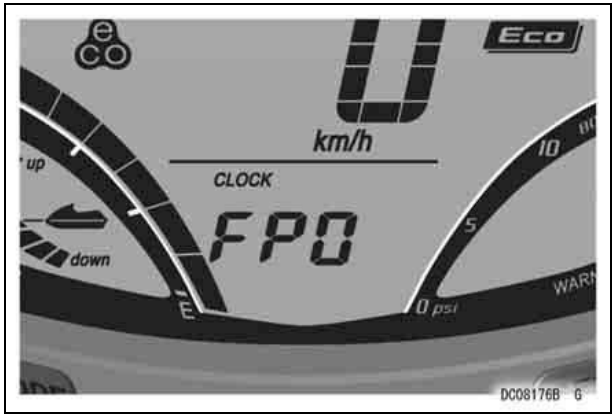


A. FPO Key (Full Power Operation Mode: orange-colored)
B. SLO Key (Smart Learning Operation Mode: yellow-colored and marked SLO)

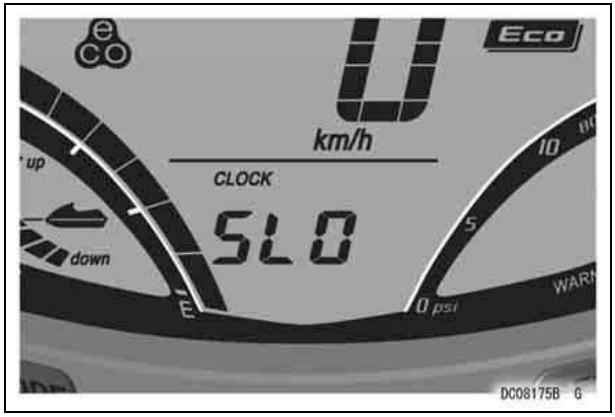
NOTE

○ *The ignition key floats on water by itself, however, when being attached to an accessory or accessories that are heavier than water, such as metallic ones, it could sink in water. Do not attach an accessory or accessories that do not float on water to the ignition key.*

When FPO key is inserted, the multifunction meter will show the following display.



And when SLO key is inserted:



Refer to the Controls section of this chapter for SLO information.

NOTE

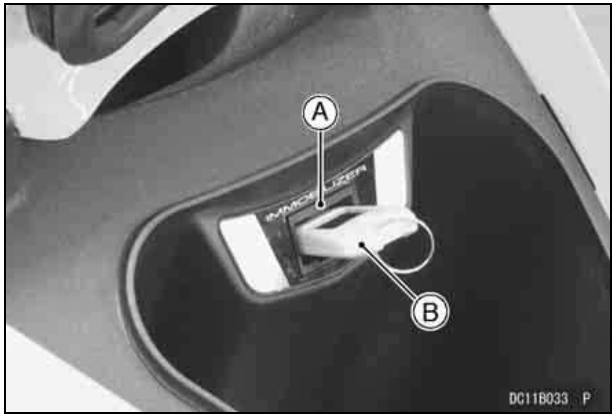
- *When shifted to the SLO mode, the initial display, as shown when the ignition switch is turned on, is shown together with a buzzer sound.*
- *Then, "SLO" is shown blinking every three seconds.*
- *When shifted to the normal operation mode (Full Power Operation mode, FPO), the same initial display is first shown with buzzer sound and followed by "FPO" for two seconds. However, "FPO" is shown only once when shifted and is not displayed thereafter.*
- *Under the SLO mode, all the meter displays and other functions work in the same manner as the normal operation (Full Power Operation, FPO) mode.*

How to use the Immobilizer-function keys

Insert either SLO or FPO key into the key slot in the center storage case and press the key further in. Then the communication is performed between the ECU (electronic control unit) and the immobilizer key and the code of the immobilizer key is checked.

It the ECU recognizes the key, the warning indicator light goes on with buzzer sound and the initial display will be shown on the multifunction meter.

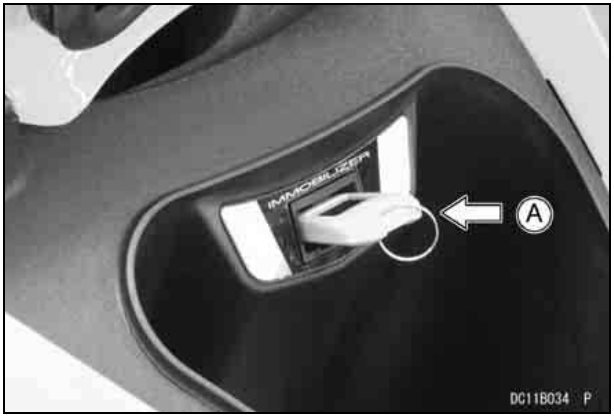
This is the state in which engine starting is possible.



A. Key Slot
B. Immobilizer Key

NOTE

- *When shifting the mode from SLO to FPO and vice versa, be sure to stop the engine. If the engine is on, the mode cannot be shifted.*
- *When three minutes have passed after the engine is stopped, the meter display disappears and the ignition switch is turned off. When turning on the ignition switch again in this situation, push the ignition key forward.*



A. Push

Be sure to keep the key inserted in the slot while riding the watercraft. This is important because if you lose the keys at sea you will be unable to start the engine again and may end up being stranded.

Observe the following precautions to protect your immobilizer keys.

NOTICE

The keys can be damaged by excessive heat, magnetic fields, heavy objects, shocks and if the plastic cover is damaged. To prevent key damage, Do not expose the keys to excessively high temperatures, place them close to magnets or under heavy items, and avoid damaging the plastic covers.

If an unregistered key is tried, an alarm buzzer and warning indicator light blinks at the multifunction meter. Alarms are also given if immobilizer system causes any trouble, see Multifunction Meter section in this chapter.

NOTE

○ *Since the immobilizer system uses the electric wave for communication, key identification error may occur where other electric waves abound.*

Whenever the watercraft is not in use, be sure to remove the key from the key slot to prevent unauthorized use.

Spare keys

If you lose the key, contact a Kawasaki dealer to obtain a new one. Take the watercraft to the dealer to have the key registered to the ECU. You need at least one registered key to have a new key registered to ECU, and if you have lost both registered keys, you have to replace the ECU. For this reason, we suggest that you keep the registered keys separately.

NOTE

○ *There is a limit to the number of keys you can make at one time, contact your authorized dealer for more information.*

Declaration of conformity

FCC Warning

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with Part 15 of the FCC Rules and RSS-Gen of IC Rules. Operation is subject to the following two conditions:

(1) This device may not causes harmful interference.

(2) This device must accept any interference received, including interference that may cause undesired operation.

Seat Latches

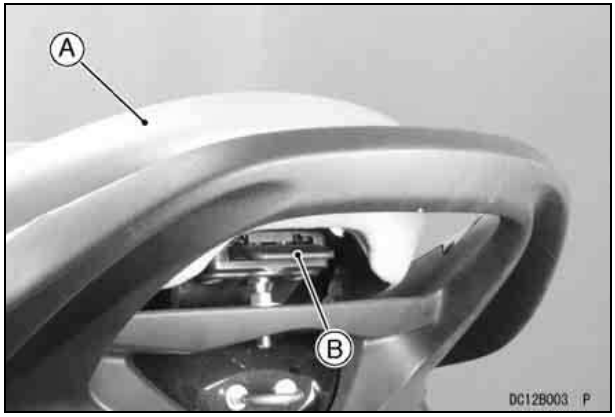
There are two individual seats which can be unlocked using the latch under the rear of each seat. Remove the rear seat first.

The procedure to open and close is the same for both seats.

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

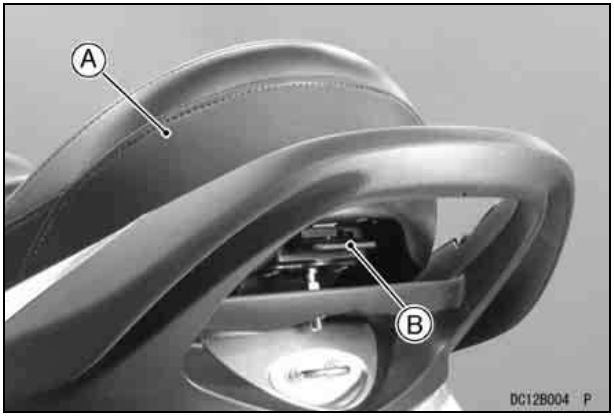
To Close: Engage the front of the seat in place and slide it all the way forward by pushing the rear of the seat and then push down on the rear of the seat to lock it.

JT1500H Model



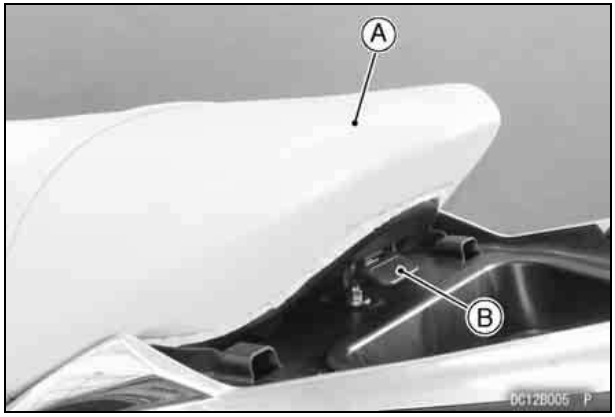
A. Rear Seat
B. Latch Handle

JT1500J Model



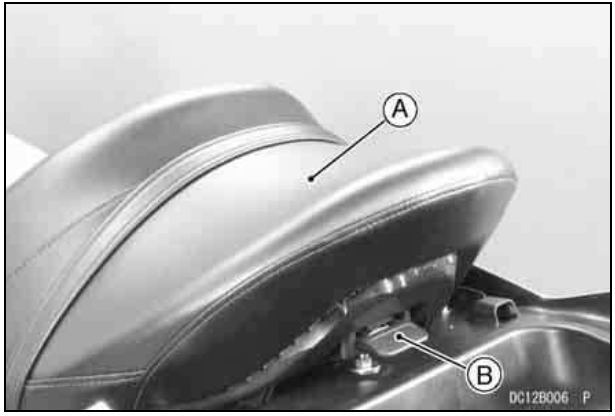
A. Rear Seat
B. Latch Handle

JT1500H Model



A. Front Seat
B. Latch Handle

JT1500J Model



A. Front Seat
B. Latch Handle

When transporting the watercraft, make sure the seats are secured to prevent them from becoming dislodged and damaged or lost.

The handrail behind the seat is for boarding from deep water. Also, when towing a water skier, the handrail should be held by the observer who faces rearward to watch the water skier. It is not designed for any other purposes.

See page 90 for instructions on where to attach tow ropes.

NOTICE

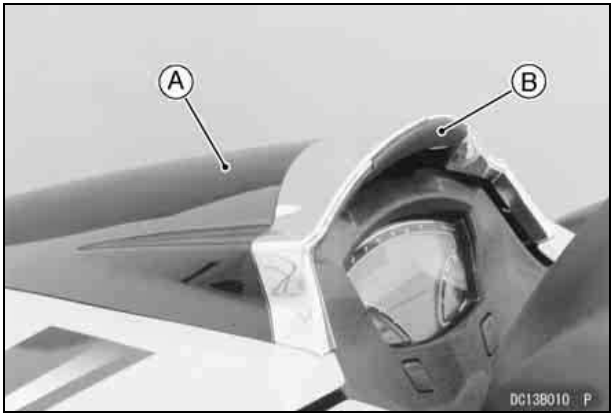
Using the handrail and hook for towing, lifting the craft or attaching tie-downs can damage the handrail and/or hull. Do not use the handrail and hook for towing, lifting the craft or attaching tie-downs.

Storage Compartment

The box type storage case is located in the bow. Store this Owner's Manual, put in a plastic bag, in the storage case.

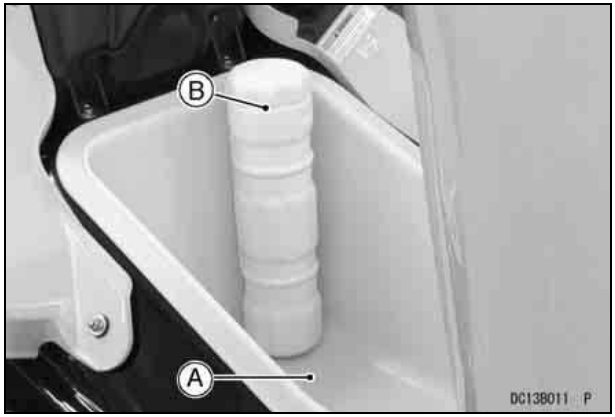
To open the lid, pull the knob and raise the lid all the way up.

To close the lid, push on it near the knob until it latches.



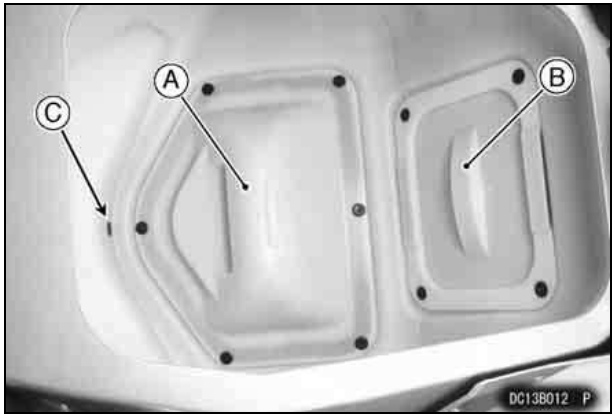
A. Front Storage Lid
B. Knob

You will find a container for a fire extinguisher attached in the storage case. (The fire extinguisher is not standard equipment with this watercraft.)



A. Front Storage Case
B. Fire Extinguisher

Remove the storage case, and you will find another space in the bow where the battery and the fuse are located. At the bottom of the compartment, there is a drain plug. Remove this plug when draining water in the compartment.



A. Battery (Fuse) Cover
B. ECU Cover
C. Drain Plug

NOTICE

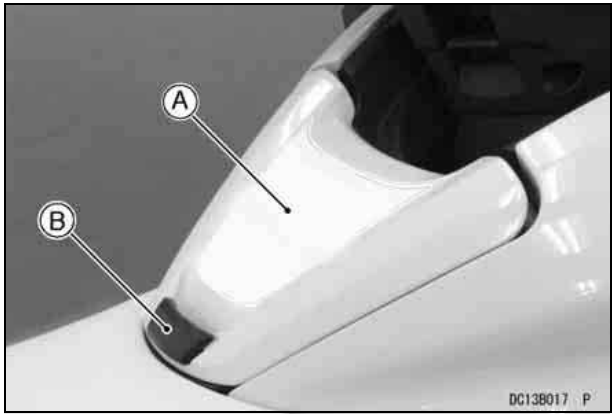
Running the watercraft without the storage case will cause the water to enter the storage compartment. To prevent swamping the storage case should always be in position while riding.

NOTE

○ *Make sure that the storage compartment lid is properly secured before riding the watercraft.*

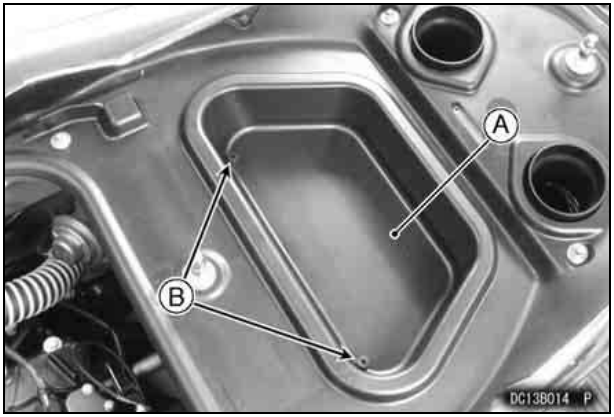
Center and Rear Storage Cases

There is a center storage case in front of the seat.
The ignition switch is inside this case.
To open the lid, pull the knob.
To close the lid, push the knob until it latches.



A. Center Storage Case
B. Knob

The box type rear storage case is located under the rear seat. Only keep light items in these storage cases.

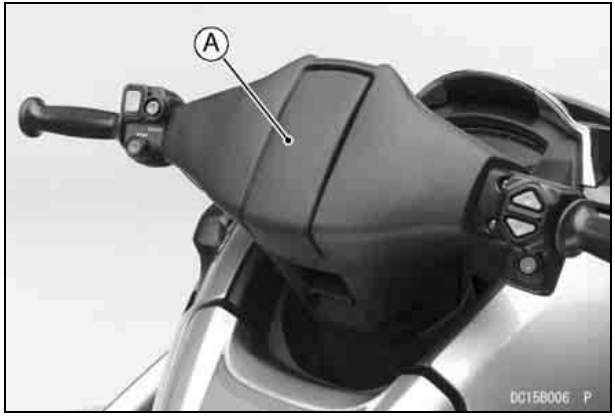


A. Rear Storage Case
B. Drain Plugs

Accessory

(For JT1500J model only)

A specified GPS device (not supplied) can be installed under the cover on the center of the handlebar if necessary. A separate mounting bracket (not supplied) is required to install the GPS device.



A. Cover

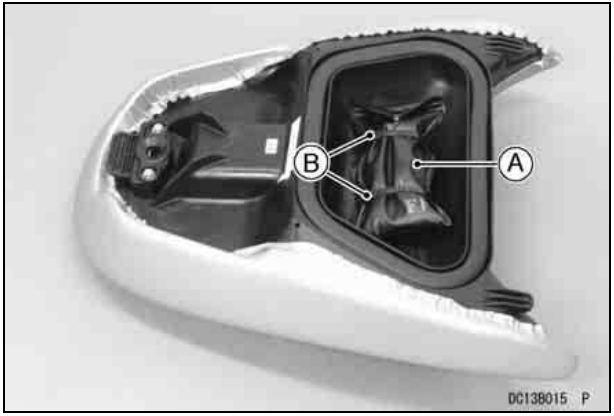
A. GPS device (not supplied)

Usable GPS devices:

GARMIN 72/76 series (76C and 76CSx are included.)

Tool Kit

The tool kit container is stored at the back of the rear seat. Unhook the rubber straps to remove the tool kit.



A. Tool Kit
B. Rubber Straps

Bilge Systems

This watercraft is equipped with a jet vacuum drainage system at the rear end of the engine compartment. This system utilizes the water jet for propulsion to drain the bilge in the engine compartment. This system functions when the engine is running on the water.

NOTICE

Check the function of the bilge system at regular intervals according to the Periodic Maintenance Chart. Refer to the MAINTENANCE AND ADJUSTMENTS chapter. Clear debris from the pump intakes.

⚠ WARNING

Damage to the hull may cause a leak and the capacity of the bilge pumping system is not designed to drain the hull in such instances. To avoid sinking the watercraft, immediately return to shore if the hull is damaged in any way.

NOTE

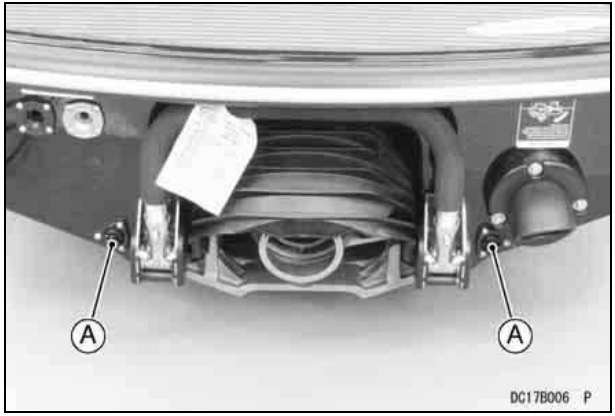
○ *To drain any water remaining in the bilge, remove the drain screws at the rear end when the craft is out of the water.*

Drain Screws

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

NOTICE

If the screws come loose the craft may flood or become swamped, with the possibility of sinking or severe engine damage. To prevent swamping, be sure the screws are securely tightened before launching.



A. Drain Screws

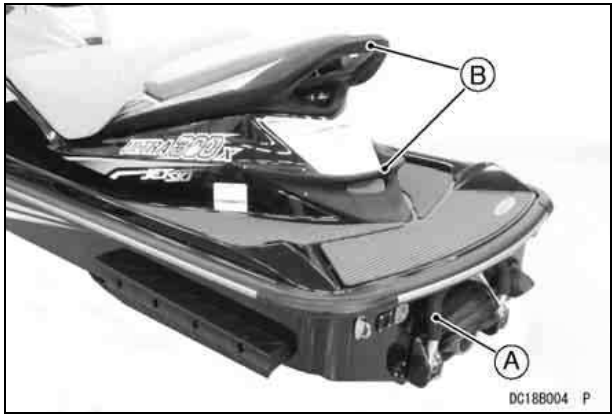
Reboarding Step

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

Also, this step is designed only for reboarding from deep water, so it should not be used for pulling other crafts.

⚠ WARNING

The reboarding step is adjacent to the jet pump nozzle, and water and/or debris ejected from the jet thrust nozzle can cause severe injury. To avoid injury, do not drag anyone through the water while they are holding onto the reboarding step.



A. Reboarding Step
B. Hand Rails

OPERATING INSTRUCTIONS

Safe Operation

Operation by Children

⚠ WARNING

The JET SKI watercraft is not a toy; it is a one to three person high performance INBOARD BOAT LESS THAN 4.8 M (16 FEET) IN LENGTH with a capacity load limit of 225 kg (496 lb). Underage operators may be hazardous to themselves and others. Kawasaki recommends a minimum operator age of 16 years old. Know the operator age and training requirements for your state. A boating safety course is recommended and may be required in your state.

Operation by unskilled riders

- This watercraft is equipped with the Smart Learning Operation mode (SLO), which reduces the maximum watercraft speed by approximately 30 percent.

  Unskilled operators should practice operation of the craft using the SLO mode until they become more familiar with its operation.

See the Multifunction Meter and Controls in the GENERAL INFORMATION chapter.

Operator Swimming Ability

- Riders of personal watercraft can fall into the water and experience exposure. Operator and passengers must be competent swimmers and never travel farther from shore than they can swim. Drowning Hazard: a personal flotation device (PFD) must be worn by the operator and passengers. Kawasaki recommends that the operator and passengers wear a vest-type PFD (type 1, 2 or 3) at all times.

Maximum Number of Persons

This watercraft is designed to carry the operator and up to 2 passengers. Never exceed the maximum load limit or allow more than 3 persons (or 2 persons if water-skier is being towed) to ride the watercraft at one time.

⚠ WARNING

Overloading this watercraft can adversely affect handling and stability which can lead to an accident. To reduce the risk of having an accident, do not exceed the maximum recommended number of persons.
Regardless of the number of persons on board, the total weight of persons and cargo must never exceed the load capacity limit. Passengers should always use the seats.

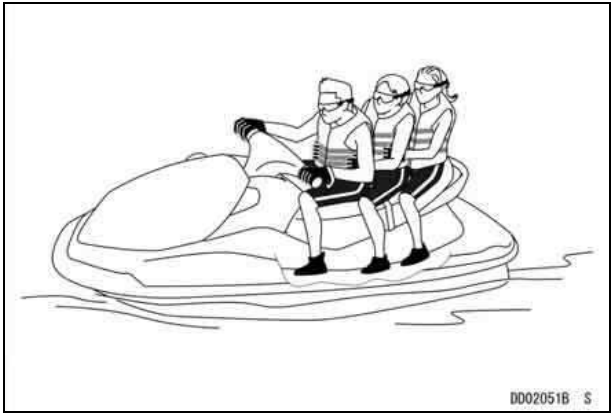
Load capacity limits: 3 persons or 225 kg (496 lb) including cargo.

Cargo carried in open storage area must not exceed 23 kg (50 lb)

Safe Riding Rules

- Always follow these rules when operating your watercraft, for your own safety and that of others.
- Always comply with any Navigation Rules in effect in your area. The Coast Guard office or state boating authority nearest you can usually furnish you with the applicable rules. Check local and state regulations before operating. Kawasaki recommends that all operators complete an approved boating safety course.
- See the Navigation Rules section in this chapter for basic navigation rules.
- Kawasaki recommends that the operator and passengers wear a U.S. Coast Guard approved vest -type personal flotation device (type II or III) at all times. Other countries may have their own standards and regulations; be sure to follow them.
- Check the throttle control, steering, and shifting for proper operation before starting the engine. Malfunctioning controls can cause an accident.
- Operate defensively at safe speeds and keep a safe distance away from people, objects, and other watercraft.
- Do not follow directly behind watercraft or other boats.
- Do not go near others to spray or splash them with water.
- Look carefully around you for other boats and objects in your path before starting and making quick maneuvers, especially before executing any quick turns. Because the watercraft is very maneuverable, other boaters may not be expecting you to turn as quickly as you are able (see the Turning the JET SKI Watercraft section). Before making a turn, always look over your shoulder to make sure no other watercraft is coming from behind. Do not rely solely on the rear view mirror; you may misjudge a watercraft's direction, distance or speed, or you may not see it at all.
- Take early action to avoid collisions. Remember, watercraft and other boats do not have brakes.
- Passengers should hold on to the person in front of them or a hand strap while keeping both feet on the deck for balance during operation or they can lose balance and be injured. Operator should be sure passengers are sitting on the seat properly and holding the person in front of them or a hand strap before starting. Give passengers any sign

before opening throttle. Do not try to throw off passengers.



- Never allow the passenger to ride in front of the operator.
- The operator must always keep the engine shut -off lanyard attached to himself while operating the watercraft. If the operator falls, the lanyard stops the engine (see the Starting the Engine section).
- Alcohol and drugs impair judgement and reaction time. Never drink and ride.
- Wear suitable eye protection while operating this watercraft. In some circumstances water spray can momentarily interfere with vision and create a hazard.
- Operator and passengers should wear foot protection at all times. Objects hidden underwater may injure your feet.
- Kawasaki recommends that the operator and passengers of personal watercraft wear protective swimwear such as wet suit bottoms. Riders of personal watercraft may suffer injury due to the forceful injection of water into rectum or vagina either by falling into the water or while mounting the craft.
  Wet suits are made of a thick material (neoprene) that significantly retards the velocity of water passing through it. Normal swim wear will not adequately protect you but some other aquatic wear may protect against this injury. Swimsuits that may be displaced by the force of the water will not provide that protection. Materials that are thicker, materials that are a tighter weave, materials that are water repellant, and materials that are closer fitting will tend to provide more protection. In the absence of wearing a wet suit bottom, you should select a clothing design that will maximize your protection.
- The operator should slow the watercraft to a stop and alert the passengers before shifting to reverse to prevent the bow from suddenly diving into the water, which can throw the passengers forward and injure them.
- You need throttle to turn. Releasing the throttle completely reduces the ability to steer and the watercraft can hit an object you are trying to avoid.
- Use caution when towing another watercraft. Towing affects steering control and can create a hazardous condition.
- All operators of this watercraft must know the righting procedure because this craft will not self-right

if it is capsized (see Righting the Capsized Watercraft in the Riding the JET SKI Watercraft section).

- Never operate the watercraft after dark. It was not designed for such use, and has no lighting equipment.
- Avoid operating the watercraft in waters full of weeds or debris, as they may clog the jet pump, and cause an injury if you fall.
- Do not operate in shallow water, or the impeller may be damaged and sand may clog the water cooling hoses.
- Be very careful of other boats, especially those towing water skiers. Give them plenty of room.
- Never go over a ski jump. You could damage the watercraft or injure yourself.
- Do not operate the watercraft in ocean surf. In addition to being dangerous, it may be illegal in certain localities.
- Slow down before crossing waves. Do not ride if you have a back condition. High speed operation in choppy or rough water may cause back injuries.
- The operator should always stop the engine and pull the engine shut-off lanyard key before a passenger uses the reboarding step. A reboarding passenger could be injured if their leg slips through the reboarding step and they are dragged through the water. The passenger should not use the reboarding step while the engine is running.
- The operator must judge what is a safe speed taking into consideration visibility, traffic, weather conditions, waves, etc. Water conditions such as converging waves can have considerable influence on the ride characteristics of a personal watercraft and can cause the operator and passengers to fall off. Additionally, attempting to achieve maximum speed in adverse conditions can cause abrupt movement of the boat causing possible injury to the riders.

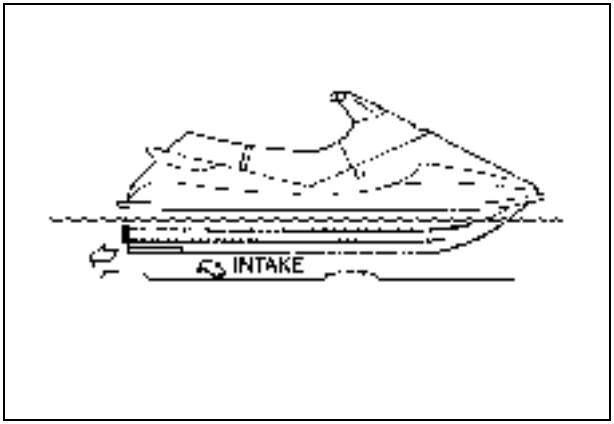
NOTICE

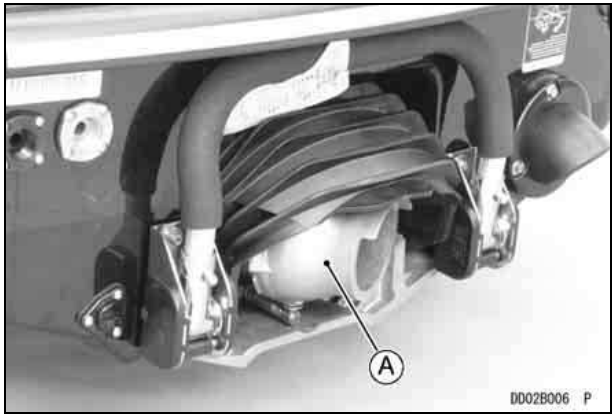
Jumping waves can overstress the watercraft hull and cause it to crack. To prevent hull cracks, do not jump waves.

Jet Pump Safety

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

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



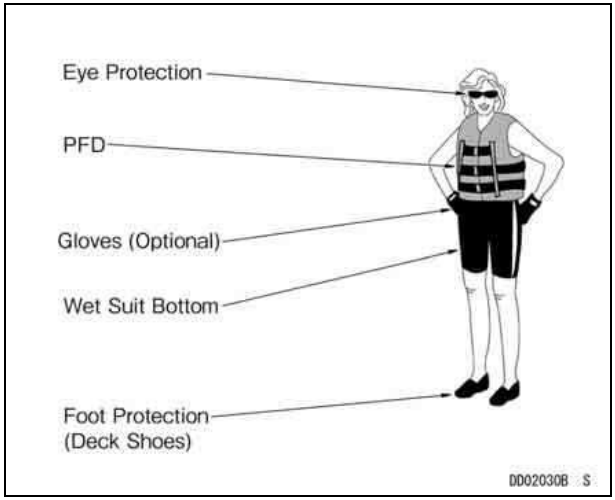


A. Steering Nozzle

Personal Flotation Device and Safety Gear

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

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



⚠ WARNING

Water spray can impair your vision, injure the eyes and create the potential for an accident resulting in injury or death. To prevent impaired vision, wear suitable eye protection while operating this watercraft.

Objects hidden underwater may injure your feet. To avoid foot injury, the operator and passengers should wear foot protection at all times.

Severe internal injuries can occur if water is forced into body cavities as a result of falling into water or being near the jet thrust nozzle. Normal swimwear does not adequately protect against forceful water entry into rectum or vagina. All riders must wear a wet suit bottom or clothing that provides equivalent protection. Wet suits are made of a thick material (neoprene) that significantly retards the velocity of water passing through it. Normal swim wear will not adequately protect you but some other aquatic wear may protect against this injury. Swimsuits that may be displaced by the force of the water will not provide that protection. Materials that are thicker, materials that are a tighter weave, materials that are water repellant, and materials that are closer fitting will tend to provide more protection. In the absence of wearing a wet suit bottom, you should select a clothing design that will maximize your protection.

Watercraft Helmet..... Something You Should Know

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

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

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

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

You must decide.

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

Fire Extinguisher

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

Because the watercraft is an inboard boat less than 4.8 m (16 ft) in length, federal regulations require that a fire extinguisher rated “B-1” (minimum 1 kg or 2 pound capacity) be aboard when operating on navigable waters under Coast Guard Jurisdiction. In addition, most states, parks, and wildlife departments require that a U.S.C.G. approved fire extinguisher be carried aboard, even on waters not under federal jurisdiction.

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

⚠ WARNING

A fire aboard the watercraft may cause burns, melt the hull and cause it to sink, leaving the operator and passengers stranded. To prevent any fire from consuming the watercraft, always carry a fire extinguisher.

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

Loading/Accessories/Modifications

⚠ WARNING

Incorrect loading, overloading, use of accessories and/or modification of your watercraft may affect its stability and handling and result in an unsafe riding condition. Before you ride the watercraft, make sure that it is not overloaded and that you have followed these instructions.

Load Capacity Limits

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

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

NOTE

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

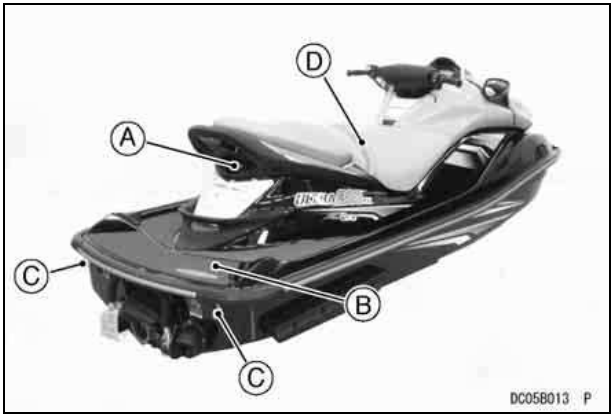
We strongly recommend that all parts and accessories you add to your watercraft be genuine Kawasaki components.

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

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

⚠ WARNING

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



A. Hook
B. Open Storage Area
C. Towing Eyes
D. Hand Strap

Pulling a Water Skier, Tuber, Wakerboarder, etc.

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

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

To the Operator:

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

Start off by idling ahead until the tow rope is tight. When the skier signals he or she is ready, be sure the water ahead is clear and start off with enough

power to raise the skier. Ease up on the throttle once the skier is up. Remember, before pulling up the skier, double check the path ahead for boats or obstacles and be sure the tow rope is not wrapped around the skier.

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

A skier's weight and speed in turns can affect the steering of the watercraft by pulling it off course. Both the operator and the skier must coordinate their actions so that the craft is not misdirected. Always anticipate the added length of the tow rope and skier by allowing extra time and space for maneuvering. Turn wide and not too fast to avoid whipping the skier at excessive speeds.

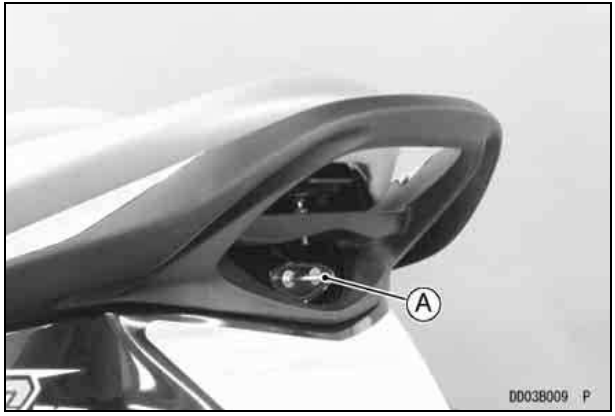
The operator should not accelerate or continue moving when the observer or passenger is bringing in the ski rope or otherwise not in a secure position.

To the Observer:

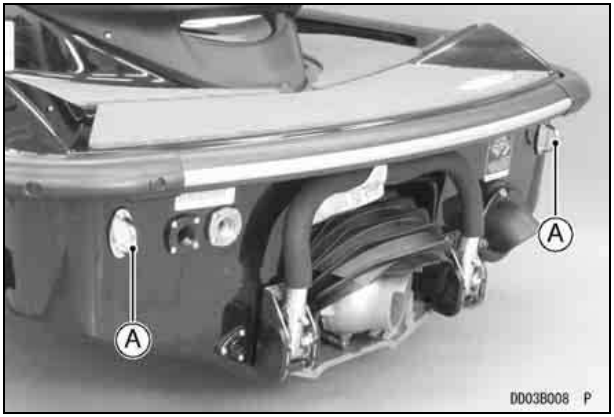
The observer's job is to relay all signals from the skier to the operator, inform the operator immediately if the skier falls, and display the ski flag. The observer should hold the handrail securely as he or she faces rearward to watch the water skier. The observer must also tend the ski rope to prevent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

Where to Attach a Tow Rope:

When towing a water skier, tuber, wakerboarder, etc., do not tie the towrope other than the towing hook under the rear end of the seat. When towing another watercraft, secure the tow rope to the towing eyes at the stern. (See photos on the following page.) Use caution when towing another watercraft. Towing affects steering control and can create a hazardous condition. Also, other boat operators may not expect the watercraft to be towing anything.



A. Towing Hook



A. Towing Eyes

Navigation Rules

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

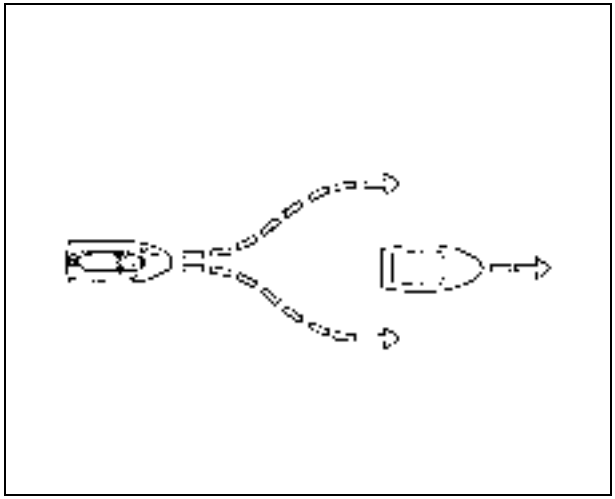
This section provides basic navigation rules. We recommend that you obtain more information on navigation rules and navigation aids from your state when registering your craft. If you have never owned a boat before, an excellent introduction to the arts of boat handling and seamanship can be obtained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

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

Sailboats

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

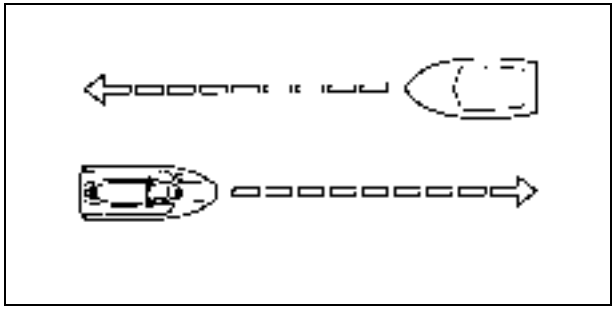
Overtaking and Passing Situation



Give-way (Burdened) Vessel Overtaking **Stand-on (Privileged) Vessel Being Overtaken**

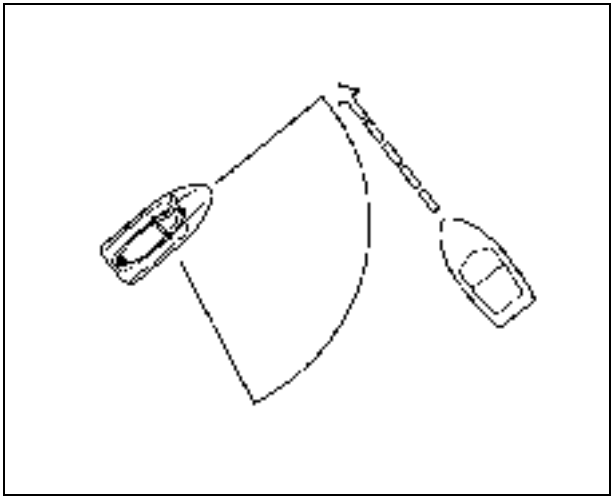
If you are overtaking and passing another boat, the boat being passed has right-of-way, and you are required to stay clear.

Meeting Situation



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

Crossing Situation



Give-way (Burdened) Vessel **Stand-on (Privileged) Vessel holds course and speed.**

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

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

Pre-ride Checklist

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

Check Outside Craft

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

Check Inside Craft

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

⚠ WARNING

A stuck throttle can cause the watercraft the go out of control and have an accident resulting in injury or death. If the throttle does not return freely and completely, do not ride and have it inspected by your Kawasaki dealer.

□ VENTILATE ENGINE COMPARTMENT - Open the front storage case lid, remove the seats and keep open for several minutes to purge gasoline fumes from the engine compartment.

⚠ WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion. To prevent a fire or explosion, remove the seat to vent the engine compartment.

□ BATTERY TERMINALS - Check the battery terminal screws for tightness, and make sure terminal covers are in place.

⚠ WARNING

Loose battery cables can create sparks which can cause a fire or explosion resulting in injury or death. Make sure the battery terminal screws are tightened securely and the covers are installed over the terminals.

□ FIRE EXTINGUISHER - Check your fire extinguisher for a full charge.
□ FUEL PRESSURE - Loosen the fuel tank cap to relieve any pressure, then tighten the cap securely.
□ FUEL LEVEL - Check the fuel level. Refill if necessary.
□ ENGINE OIL LEVEL - Check the oil level in the engine. Refill if necessary. Refer to GENERAL INFORMATION CHAPTER, Engine Oil section.
□ FUEL LEAKS - Check the engine compartment for fuel leaks.
□ OIL LEAKS - Check the engine compartment for oil leaks.
□ FASTENERS - Check and tighten any loose bolts, nuts, or clamps.
□ HOSE CONNECTIONS - Be sure all hose connections are secure and that all hose clamps are tight. Check all hoses for cracks or deterioration and replace if necessary.
□ DRAIN BILGE - Drain any water out of the engine compartment by removing the drain screws. Install the drain screws securely when all the water has been drained.
□ ENGINE SHUT-OFF LANYARD KEY-Start the engine and run it for a few seconds (see the Starting the Engine section). Pull the lanyard key off the engine stop button to check that the engine stops immediately.
□ AIR BOX DRAIN CAP-Check for water and discharge it if there is any.

⚠ DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

NOTICE

Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time.

□ STOP BUTTON- Again start the engine, run it for a few seconds, and then check that the engine "STOP" button works.
□ SEATS- Check that the seat latches are secure.
□ STORAGE COMPARTMENT- Check that the lid is secure.
□ RIDER PROTECTION- Always wear the proper flotation device and protective gear.
□ MULTIFUNCTION METER- Check the operation of the multifunction meter. See GENERAL INFORMATION chapter for the detail.

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.

Do not exceed an engine speed more than speeds specified below during the break-in period.

During the first five minutes:	Maximum 2 500 rpm
During the next one hour:	Maximum 4 000 rpm
During the next 30 minutes:	Maximum 6 000 rpm

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

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

Stopping the Engine

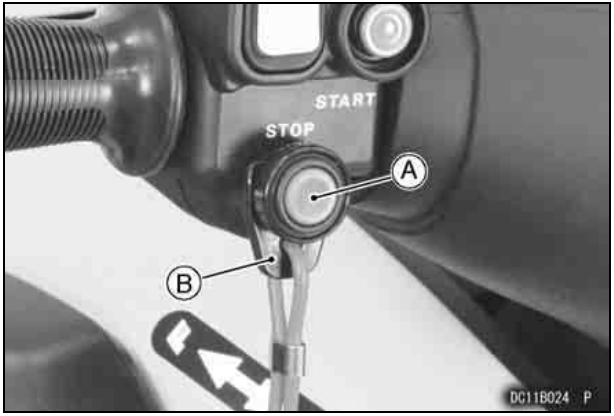
The engine can be stopped in one of the following two ways.

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

Remove the ignition switch key after stopping the engine in either case.

⚠ WARNING

JET SKI watercraft requires throttle (thrust) to steer and help you to avoid objects - you have no directional control when the engine is stopped. To avoid objects the engine must be running and throttle applied to steer away from objects. Always check the throttle and steering controls for proper operation before starting the watercraft.



A. Engine Stop Button
B. Lanyard Key

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

Some possible “EMERGENCY” situations are:

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

⚠ WARNING

JET SKI watercraft requires throttle (thrust) to steer and help you to avoid objects - you have no directional control when the engine is stopped. If the throttle fails, do not operate the watercraft until the source of the problem is found and corrected.

⚠ WARNING

After riding, remove the ignition switch key and engine shut-off lanyard key from watercraft to avoid unauthorized use by children or others.

NOTICE

A discharged battery will not provide power to start the engine. To prevent the battery from discharging, always turn the ignition switch "OFF" after stopping the engine.

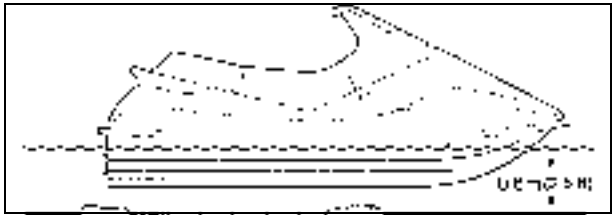
Starting the Engine

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

⚠ WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion. To prevent a fire or explosion, remove the seat to vent the engine compartment.

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



NOTICE

Operation in shallow or debris-laden water can allow objects or sand from the bottom to sucked into the jet pump, damaging the impeller and possibly clogging cooling hoses which can cause severe engine damage from overheating. To prevent sucking objects and/or sand into the jet pump, the watercraft must be in water at least 0.8 m (2.5 ft) deep when starting. Do not operate in shallow or debris-laden water or run the watercraft onto the shore.

- In the seated position push the lanyard key under the stop button and put your left hand through the other end of the lanyard to attach it to your wrist and keep it free from handlebars so that engine stops if operator falls off. Pull the lanyard to make sure it is securely attached.

NOTE

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

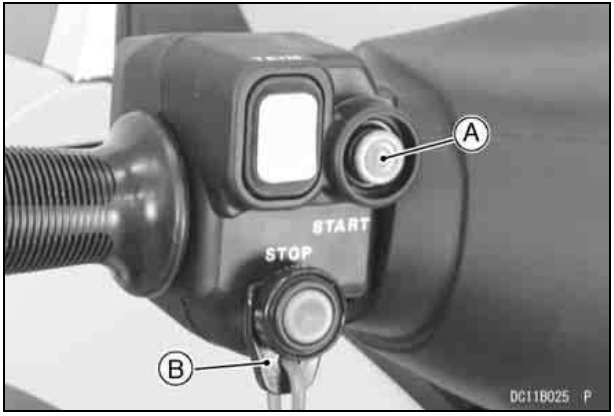
- Insert the ignition key into the key slot in the center storage case and press the key further in.

NOTE

○ *This watercraft is equipped with two kinds of ignition keys, SLO and FPO, choose an appropriate key depending on your skill. Also those keys are equipped with immobilizer system, use coded and registered keys only. Refer to the Ignition Switch*

section in GENERAL INFORMATION chapter for more details.

- Be sure to keep the key inserted in the slot while riding the watercraft. This is important because if you lose the keys at sea you will be unable to start the engine again and may end up being stranded.
- 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 does not start after several attempts, see the TROUBLESHOOTING GUIDE chapter.



A. Start Button
B. Lanyard Key

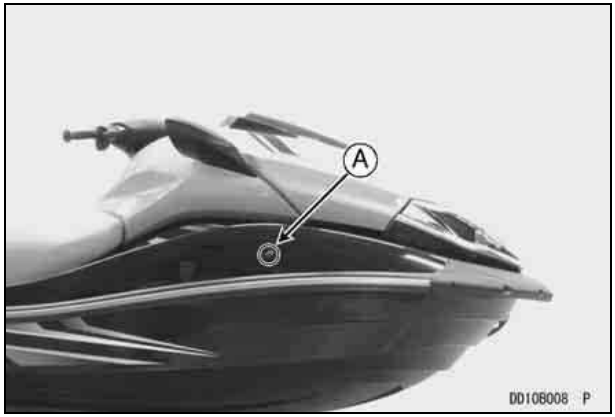
NOTE

○ *Wait 15 seconds between each operation of the starter. This will extend battery and starter life significantly.*

NOTICE

Pushing the "START" button while the engine is running or while the starter is still spinning causes premature starter wear and may cause it to jam. To prevent premature wear and jamming, do not push the "START" button while the engine is running or while the starter is still spinning.

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



A. Bypass Outlet

Launching

Launching from a Dock

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

⚠ WARNING

Failure to see other boats or obstructions in your path can cause an accident resulting in injury or death. To reduce the risk of accident, always observe your surroundings. This is especially critical during a new operator’s first exciting ride.

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

NOTICE

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

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

Launching from a Ramp

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

NOTICE

If the screws come loose the craft may flood or become swamped, with the possibility of sinking or severe engine damage. To prevent swamping, be sure the screws are securely tightened before launching.

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

Deep Water Start

Solo Operation

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

Operator and Passengers

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

⚠ WARNING

The reboarding step is adjacent to the jet pump nozzle, and water and/or debris ejected from the jet thrust nozzle can cause severe injury. To avoid injury, The operator should always stop the engine and pull the engine shut-off lanyard key before a passenger uses the reboarding step. The passenger should not use the reboarding step while the engine is running.

Shallow Water Start

Whenever possible, anchor the watercraft in shallow water instead of dragging it onto shore. This will reduce scratches to the hull and prevent sand and rocks from entering into the jet pump causing damage to the pump when restarting the engine.

If the watercraft is beached, sand and rocks which are pushed into the jet pump by natural wave action can be flushed out by pushing down on the stern vigorously many times.

NOTICE

Operation in shallow or debris-laden water can allow objects or sand from the bottom to sucked into the jet pump, damaging the impeller and possibly clogging cooling hoses which can cause severe engine damage from overheating. To prevent sucking objects and/or sand into the jet pump, the watercraft must be in water at least 0.8 m (2.5 ft) deep when starting. Do not operate in shallow or debris-laden water or run the watercraft onto the shore.

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

Stopping the JET SKI Watercraft

Normal Stopping

⚠ WARNING

This high-performance watercraft is capable of high speeds that can be hazardous when directly approaching any moving or stationary object. To avoid an accident, never directly approach any moving or stationary object closer than 100 meters (328 feet) when traveling at high speed. Always throttle down before approaching your intended stopping area.

⚠ WARNING

Suddenly shifting into reverse at high speed can cause the bow to suddenly dive into the water, throwing the occupants forward which can cause severe injury. To avoid injury, do not shift into reverse while going forward and do not use reverse as a brake. Slow the watercraft to a stop and alert any passengers before shifting to reverse.

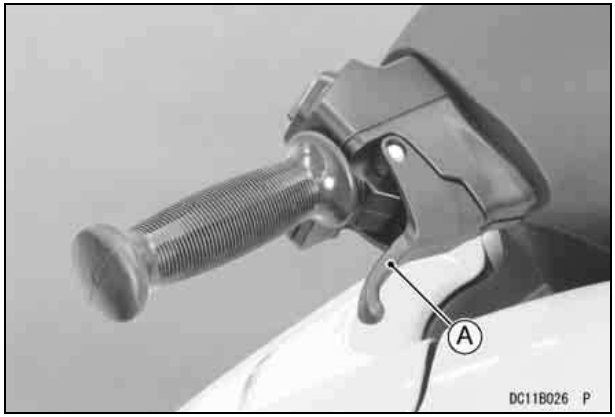
This watercraft is stopped by using natural water drag to bring the craft to a halt.

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

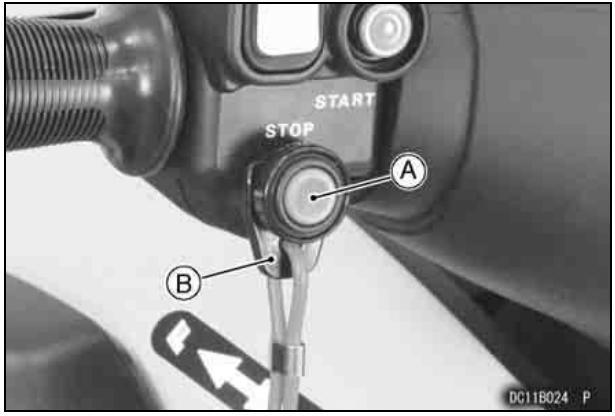
NOTICE

Operation in shallow or debris-laden water can allow objects or sand from the bottom to sucked into the jet pump, damaging the impeller and possibly clogging cooling hoses which can cause severe engine damage from overheating. To prevent sucking objects and/or sand into the jet pump, the watercraft must be in water at least 0.8 m (2.5 ft) deep when starting. Do not operate in shallow or debris-laden water or run the watercraft onto the shore.

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



A. Throttle Lever



A. Engine Stop Button
B. Lanyard Key

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

⚠ WARNING

JET SKI watercraft require throttle (thrust) to steer; releasing the throttle completely reduces the ability to steer and may cause you to hit an object you are trying to avoid, causing injury or death. To avoid collisions maintain or apply throttle as needed to maintain thrust at the jet nozzle to initiate a turn.

Push the engine stop button when you are approaching the shore and intend to stop. The engine stops immediately, so it prevents sand or debris from entering and damaging the jet pump. Never run the engine in water less than 0.8 m (2.5 ft) deep.

⚠ WARNING

JET SKI watercraft require throttle (thrust) to steer; stopping the engine eliminates the ability to steer and may cause you to hit an object you are trying to avoid, causing injury or death. To avoid collisions do not stop the engine while riding; maintain or apply throttle as needed to maintain thrust at the jet nozzle to initiate a turn.

Stopping Skills

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

Minimum Stopping Distances

The minimum stopping distance of this watercraft with the operator and passengers from maximum speed is 103 m.

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

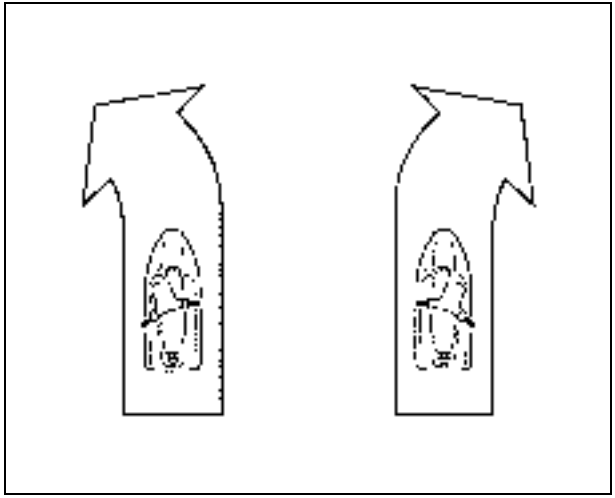
Turning the JET SKI Watercraft

Turning the watercraft requires a combination of two actions:

- Turning the handlebar
- Using the throttle

Point the handlebar to the left for a left turn

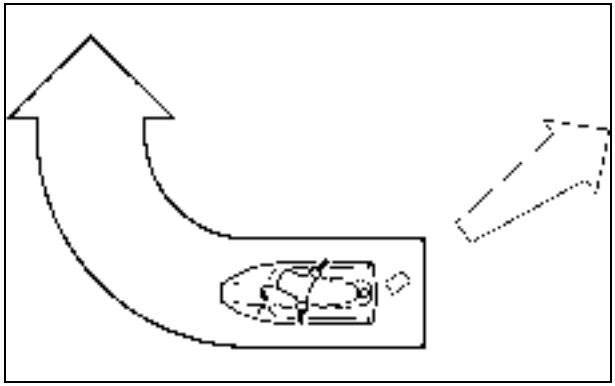
Point the handlebar to the right for a right turn



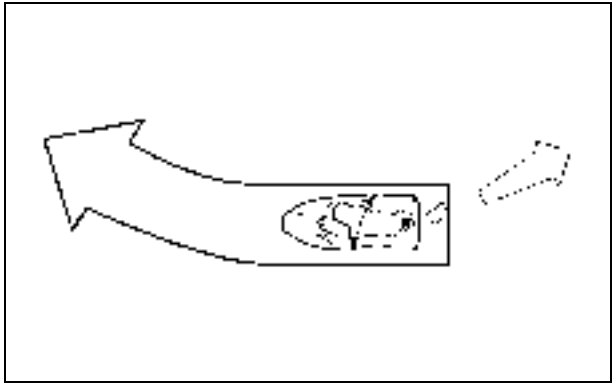
LEFT RIGHT

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.

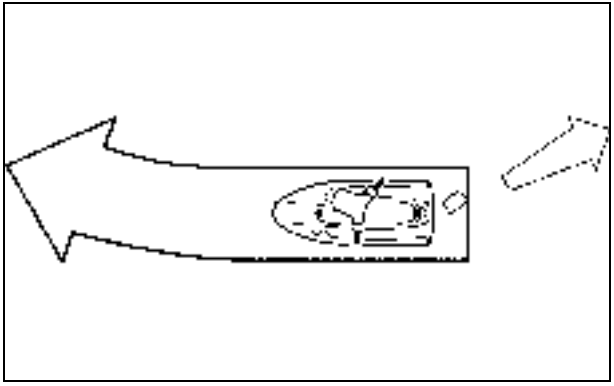
High thrust of the jet pump makes the boat turn more sharply.



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



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

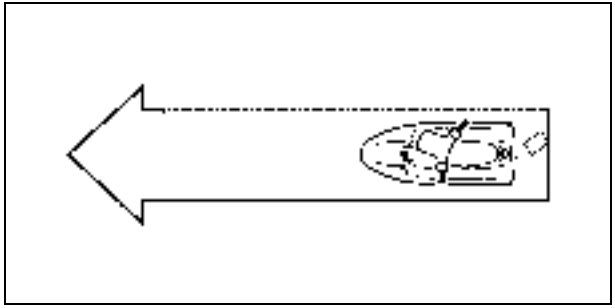


IDLE = SLOW, GRADUAL TURN

⚠ WARNING

JET SKI watercraft require throttle (thrust) to steer; releasing the throttle completely reduces the ability to steer and may cause you to hit an object you are trying to avoid, causing injury or death. To avoid collisions maintain or apply throttle as needed to maintain thrust at the jet nozzle to initiate a turn.

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



NO THRUST = NO TURN

⚠ WARNING

JET SKI watercraft require throttle (thrust) to steer; stopping the engine eliminates the ability to steer and may cause you to hit an object you are trying to avoid, causing injury or death. To avoid collisions do not stop the engine while riding; maintain or apply throttle as needed to maintain thrust at the jet nozzle to initiate a turn.

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

- Throttle down before entering a turn.

⚠ WARNING

This is a very maneuverable, sport watercraft and quick turns or sudden acceleration can cause the passengers to fall overboard, causing an accident with other boats resulting in injury or death. To help prevent passengers from falling overboard, avoid making quick turns and sudden accelerations when carrying passengers. Look carefully for other boats before making any maneuvers. Advise passengers to hold on at all times.

Your Kawasaki Smart Steering™ (KSS™) JET SKI watercraft assists you in learning to negotiate turns and maneuver. Refer to the Controls section in the GENERAL INFORMATION chapter.

Operating the JET SKI Watercraft in Reverse

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

⚠ WARNING

Suddenly shifting into reverse at high speed can cause the bow to suddenly dive into the water, throwing the occupants forward which can cause severe injury. To avoid injury, do not shift into reverse while going forward and do not use reverse as a brake. Slow the watercraft to a stop and alert any passengers before shifting to reverse.

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

Docking the JET SKI Watercraft

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

NOTICE

Operation in shallow or debris-laden water can allow objects or sand from the bottom to sucked into the jet pump, damaging the impeller and possibly clogging cooling hoses which can cause severe engine damage from overheating. To prevent sucking objects and/or sand into the jet pump, the watercraft must be in water at least 0.8 m (2.5 ft) deep when starting. Do not operate in shallow or debris-laden water or run the watercraft onto the shore.

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

Riding the JET SKI Watercraft

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

⚠ WARNING

Rough water can cause the watercraft to suddenly rise, creating the potential for the handlebar to strike and injure a rider who is positioned too close. To avoid injury, never ride with any part of your body immediately above the handlebar.

The engine speed of the watercraft will be automatically controlled to 3 000 rpm if some engine -related parts fail to function properly.

If the warning light, FI indicator and “FI” character start blinking with buzzer sound or the warning light, engine oil pressure indicator and “OILt” character start blinking with buzzer sound, return to shore immediately and have the engine checked by your authorized Kawasaki JET SKI dealer.

The engine speed will also be controlled to 3 000 rpm automatically when the water or engine oil temperatures or engine oil pressure warning start blinking. Return to shore immediately and check the cooling system or engine oil level and add the recommended oil if necessary.

If other causes are suspected, see your authorized Kawasaki JET SKI dealer.

When the warning indicator light goes on and “FUEL” character and the last segment begin blinking, 28 liters (7.4 U.S. gal) of fuel remain. Reduce speed to less than half-throttle and fill the fuel tank as soon as possible because there is no reserve tank in this watercraft. (See the Multifunction Meter section in the GENERAL INFORMATION chapter for more detail.)

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

Fall Recovery

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

⚠ WARNING

Maintaining hold of the handlebar during a fall may cause you strike the watercraft, resulting in injury. To avoid injury during a fall, release grip on the handlebar.

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

Righting the Capsized Watercraft

If the watercraft should capsize, the engine is stopped by the lanyard key being pulled off of the engine stop button by the operator. Use the following procedure immediately to right the craft.

⚠ WARNING

This watercraft will not self-right if capsized, leaving the operator and passengers stranded. To avoid being stranded in the case of capsizing, be sure you know the proper righting procedure.

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

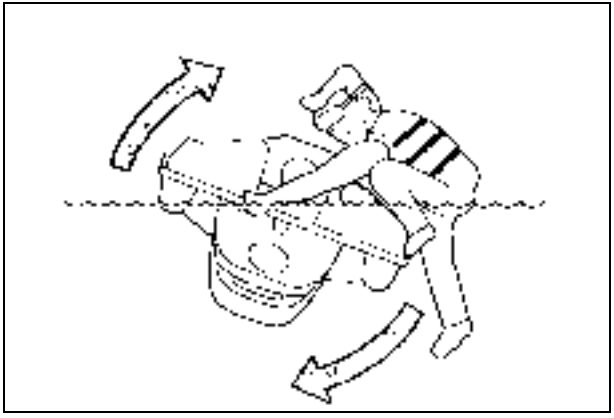
NOTICE

If the engine continues running with the craft capsized, water can enter the supercharger, throttle body and engine, locking the engine and causing severe and immediate damage to internal engine parts. To prevent severe engine damage, immediately stop the engine if the craft is capsized.
Do not operate the watercraft with water in the engine.
Do not try to start the engine until it is completely empty of water; internal engine parts could be severely and immediately damaged.
If water gets into the engine, follow the procedure described in the After Submerging section.

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

NOTICE

Rolling the capsized watercraft counterclockwise (to its STARBOARD side) can cause water in the exhaust system to run into the engine, with possible engine damage. Always turn the capsized boat clockwise so that the PORT side always faces downward.



- After the watercraft has capsized and been righted, it may have water in the engine compartment. Carefully go back aboard from the rear, trying not to let more water into the engine compartment under the seats.

NOTE

○ *If you have a passenger, he or she may want to return to shore on another watercraft to decrease*

the load on yours, and prevent it from taking on more water.

- Tow the watercraft slowly to shore, beach it, and drain the water out of the engine compartment. This will help prevent getting water in the engine, which could cause severe and immediate damage to internal engine parts.

NOTICE

Water left in the intake tract and supercharger can corrode the supercharger rotors and prevent them from turning. To prevent corrosion, remove any water or moisture from the intake tract as soon as possible. Coat the supercharger rotors with fogging oil before prolonged storage.

After Submerging

NOTICE

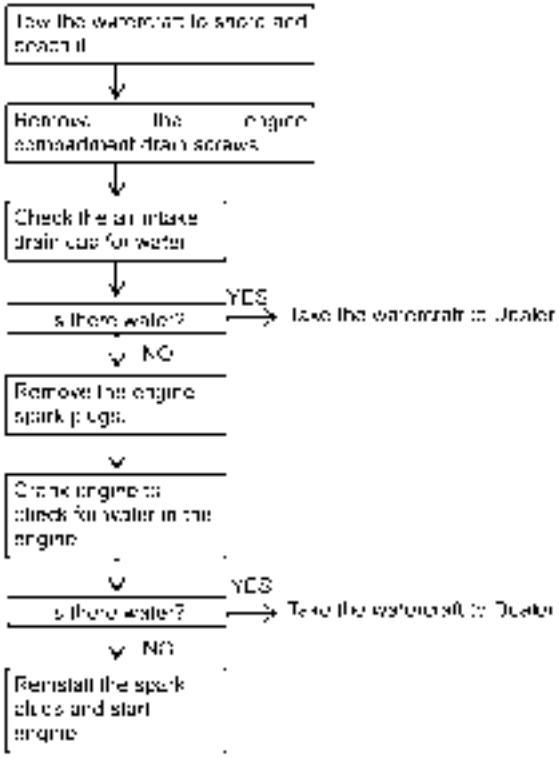
If water enters the engine it will cause severe damage. Do not operate the watercraft with water in the engine. Do not try to start the engine until it is completely empty of water. If water gets into the engine, follow this procedure immediately! If water is left in the engine more than a few hours, it will destroy the crankshaft bearings and damage other internal engine parts.

If the watercraft becomes swamped, water may enter the engine and the supercharger. Water also may enter the fuel tank.

Please note that since this watercraft is equipped with a supercharger, special care is needed when water has entered it.

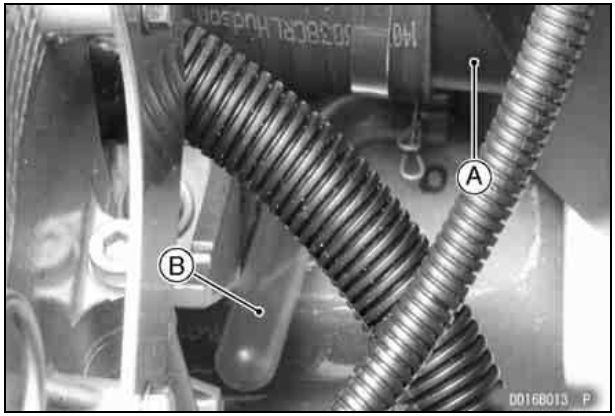
You need systematic inspections and remedies for the swamped watercraft. The following procedure explains the necessary steps you must provide. Read carefully the summary of the procedure first, and then their detailed steps.

Summary of the steps



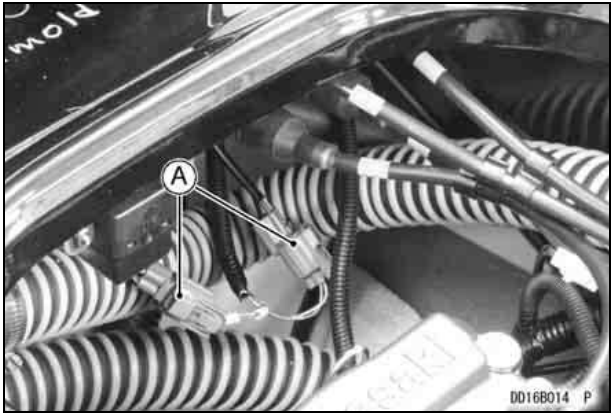
Details of the steps

1. Remove the craft from the water, and remove the seat.
2. Remove the drain screws in the stern to drain water out of the engine compartment.
3. Check the drain cap at the bottom of air box for water.



A. Air Box
B. Drain Cap

4. If there is water, take the watercraft to the dealer for services immediately since there is a great possibility that water has entered the supercharger and the engine.
5. If there is no water in it, continue the following steps.
6. Disconnect the two ignition coil connectors on the primary ignition cables located at the right front of the engine



A. Ignition Coil Connectors

7. Pull and remove all the spark plug caps.
8. Remove all spark plugs.
9. Insert the ignition switch key, push the lanyard key under the stop button, and push the start button.
10. If there is water in the engine, it will be pumped out from the plug holes, discharge the water and take the watercraft to your authorized dealer for services immediately. Do not operate the starter for longer than 5 seconds. Wait 15 seconds before using it again.

⚠ WARNING

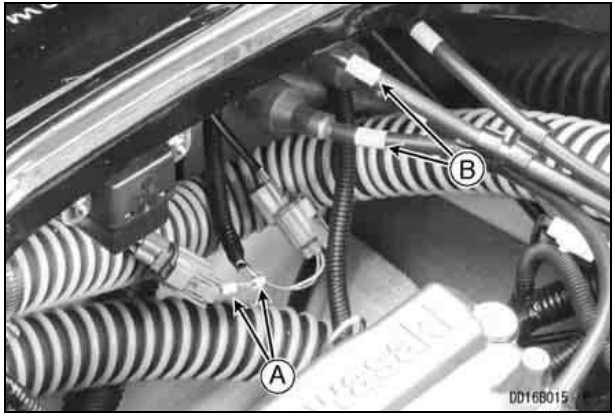
A water and gasoline mixture will be forcibly ejected from the spark plug holes and could injure your eyes. To prevent eye injury, do not lean over the engine when performing this procedure. If gas does get in your eyes, immediately wash them with plenty of clean, fresh water and consult a physician as soon as possible.

11. If there is no water coming out of the engine, spray the spark plugs clean with air and then restore them with their plug caps.
12. Reconnect the ignition coil connectors.

NOTE

○ *Be sure to make correct connections. Reconnect the connector of the spark plug cables marked 2 & 3 with the connector of the leads marked 2 & 3. Then, reconnect the other connector.*

○ *Before reconnecting, apply a high quality waterproof marine grease to the connectors.*



A. 2 & 3 Marks (Leads)
B. 2 & 3 Marks (Spark Plug Cables)

13. Start the engine by pressing the start button and run less than 15 seconds.

NOTICE

Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Never operate the engine at maximum speed out of the water.

14. Remove the dipstick and check for water presence in the engine oil. (If there is water, oil looks milky.)
15. If the oil looks milky, then change the oil and repeat items 15 & 16 until the oil does not turn milky any more.
16. If the engine does not start, there may be water in the fuel system.
17. If the fuel tank has water in it, it must be emptied with a pump or siphon. Refill the tank with fresh fuel. Dispose of the contaminated fuel at an appropriate hazardous waste site.

⚠ WARNING

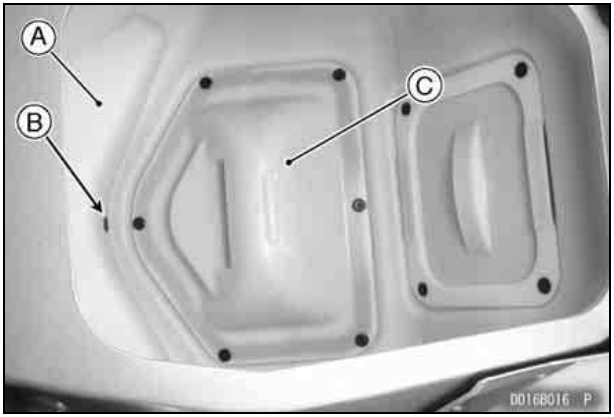
Gasoline is extremely flammable and can be explosive under certain conditions. To avoid a possible fire or explosion, pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

⚠ WARNING

Gasoline is toxic and pollutes the environment. To protect the environment, do not discard gasoline; always return it to an authorized recycling center.

18. Continued trouble may require cleaning of the fuel line to drain water.

19. Open the front storage lid, remove the storage case and check for water in the storage compartment. If necessary, drain the water from the drain plug at the bottom. Also remove the recess cover and check the battery condition.



A. Front Storage Compartment
B. Drain Plug
C. Battery Recess Cover

20. Reinstall the seats and secure them.
21. Reinstall the drain screws in the stern.
22. Finally run the watercraft IN WATER for at least 10 minutes to dry any remaining water and blow any foreign matter (like salt) out through the exhaust.

End of the Day Checklist

NOTICE

Since JET SKI personal watercraft are not designed to be docked in the water for extended periods, prolonged immersion in water will cause the hull paint to bubble and peel, as well as electrolytic erosion of some metal parts in the jet pump. To prevent paint damage and electrolytic erosion, remove your JET SKI watercraft from the water at the end of each day's use; do not leave it in the water overnight. Your JET SKI watercraft will last longer and look better if you remove it from the water at the end of every day's use.

First, Drain the Exhaust System

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

NOTICE

Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Never operate the engine at maximum speed out of the water.

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

Second, Clean the Engine Compartment

- Remove the seats.
- If water has accumulated in the engine compartment, remove the drain screws in the stern to drain water out of the compartment. Be sure to reinstall the drain screws after draining.
- When the watercraft has been used at sea, rinse the engine room with fresh water.

NOTICE

Water can enter the engine through the airbox and cause severe engine damage, and water can cause shorts in electrical equipment. To prevent water damage, cover the air intake hole and do not spray electrical equipment.

- Apply corrosion protection coating to the supercharger rotors (see the Supercharger section in the MAINTENANCE AND ADJUSTMENT chapter).

NOTICE

Moisture in the air drawn through the supercharger during use can condense after the engine is stopped and not used for prolonged periods, often creating mineral deposits on internal parts that may lead to supercharger lock-up, particularly if the watercraft has been used in salt water. At the end of each day's use, oil the supercharger to prevent the formation of mineral deposits (see the Supercharger section in the MAINTENANCE AND ADJUSTMENT chapter).

- If you will not use the watercraft for more than one week, lubricate the internal engine components to help prevent corrosion.
- If you will not use the watercraft more than two weeks, remove the battery and keep fully charged

using a maintenance charger (see the Battery section in the MAINTENANCE AND ADJUSTMENT chapter).
- Wipe the engine compartment dry, and install the seats.
- When the watercraft is ready for storage, leave the seats off, or block it up with 10 mm (one half inch) spacers to aid air circulation and prevent condensation from forming.

Third, Clean the Outside Hull
- Wash the hull, deck, water intake, and propulsion system with fresh water.

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.
- Shut off the engine, and beach the craft.

⚠ WARNING

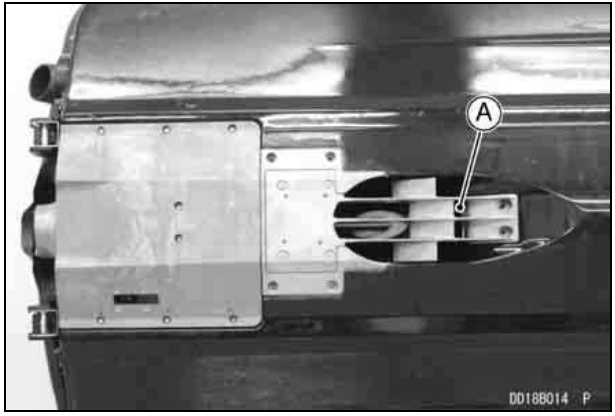
The jet pump contains moving parts that can cause severe injury. To prevent injury, never attempt to clear the jet pump of debris while the engine is running. Stop the engine and pull the lanyard key off the stop button before checking the pump for debris.

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

NOTICE

Rolling the capsized watercraft counterclockwise (to its STARBOARD side) can cause water in the exhaust system to run into the engine, with possible engine damage. Always turn the capsized boat clockwise so that the PORT side always faces downward.

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



A. Water Intake

NOTICE

Engine cooling water is supplied by the jet pump, and any loss of pump performance may cause overheating resulting in severe engine damage. To prevent overheating, be sure the pump area and all its components are completely clear.

- Reinstall the jet pump cover and grate, apply non-permanent locking agent to the bolts before securely tightening.

Bolts Tightening Torque:
7.8 N·m (0.80 kgf·m, 69 in·lb)

Cleaning Fouled Spark Plugs

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

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

Spark Plugs Tightening Torque:
13 N·m (0.90 kgf·m, 78 in·lb)

- Start the engine, using very little throttle.

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).

NOTICE

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

Jump Starting

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

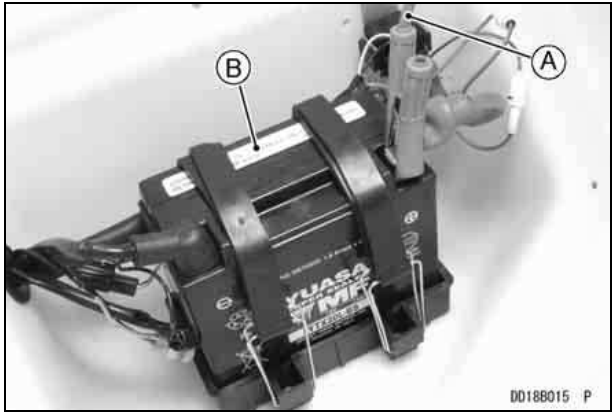
⚠ DANGER

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 the ignition switch key.
- Remove the seats.
- Open the front storage lid, and remove the front storage case.
- Remove the battery cover.
- 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.

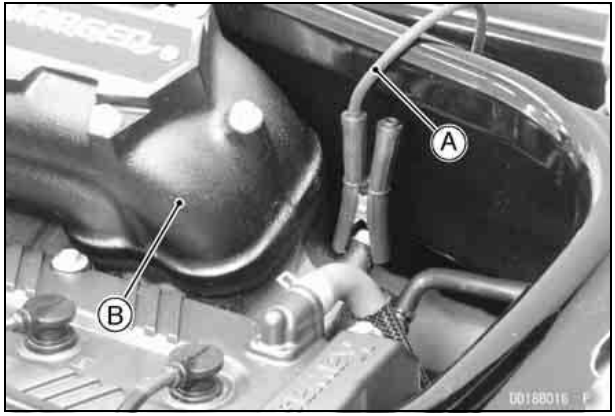
NOTICE

Connecting two batteries in reverse polarity (+ to –) can seriously damage the electrical system. To prevent electrical system damage, be sure the cables are connected to the correct terminals.



A. Positive Cable
B. Battery

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



A. Negative Cable
B. Exhaust Pipe

⚠ DANGER

Batteries contain sulfuric acid that can cause burns and produce hydrogen gas which is highly explosive. Do not make this last connection at the throttle body, injector or battery. Take care not to touch the positive and negative cables together, and do not lean over the battery when making this last connection. Do not jump start a frozen battery, it could explode.

NOTICE

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

- Start the watercraft engine following the standard engine starting procedure and then disconnect the jumper cables in the reverse of the sequence just described.

Engine Overheating

This watercraft is equipped with temperature sensors for cooling water and engine oil. The warning indicator light will go on, and engine cooling water temperature indicator and “HEAt” character or engine oil overheat indicator and “OILH” character will blink depending on which sensor is activated.

A buzzer will also sound.

The engine speed is automatically controlled to 3 000 rpm if the engine overheats.

- If the above warning is made and the watercraft slows down, return to shore immediately and check the cooling system for clogging or engine oil for the level. If you suspect other causes, see your authorized Kawasaki JET SKI watercraft dealer.

NOTICE

If the engine overheats, the warning indicator light goes on and "HEAt" or "OILH" characters, with engine cooling water temperature indicator or engine oil pressure indicator blink and the engine slows down, return to shore immediately. To prevent engine damage, do not operate the craft until the cause of overheating is corrected.

Transporting

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

NOTICE

Using the handrail and hook for towing, lifting the craft or attaching tie-downs can damage the handrail and/or hull. Do not use the handrail and hook for towing, lifting the craft or attaching tie-downs.

After transporting and before starting engine, open the front storage compartment and remove the seats for several minutes to ventilate the engine room.

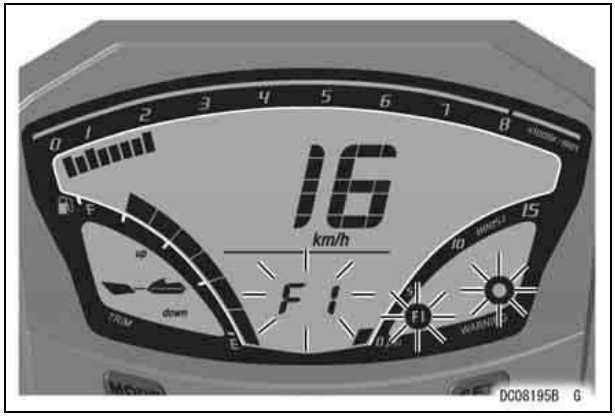
⚠ WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion. To prevent a fire or explosion, remove the seat to vent the engine compartment.

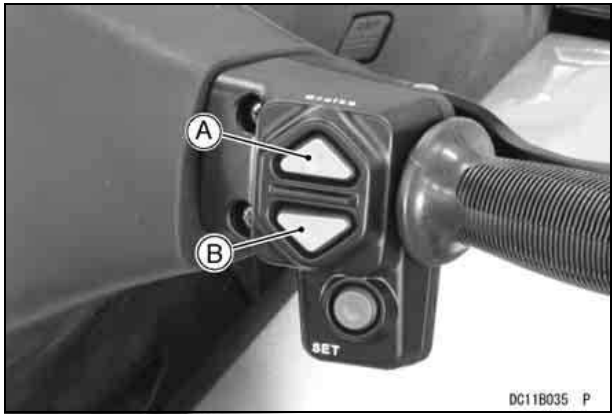
Electronic Throttle Valve (ETV) System

This watercraft has the ETV system which opens and closes the throttle valve electrically, not by the cables.

When the warning indicator light goes on, the FI indicator and the “FI” character blink, and buzzer sounds, there may be a fault in the ETV system. If the ETV system has a fault, the maximum speed and the engine speed are controlled to certain limit. The watercraft can be driven only at low speed even if the throttle lever is squeezed.



Under some failure conditions, engine speed may not increase from the idle speed even if the throttle lever is squeezed. In this case, the engine speed increases by 250 rpm with one push of the Electronic Cruise Control up button up to 2 500 rpm. Then the Electronic Cruise Control down button is pushed, the engine speed returns to the original rpm at one time.



A. Up button
B. Down button

If these indicators are shown on the meter, return to the shore immediately and have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem.

STORAGE

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

NOTICE

Since JET SKI personal watercraft are not designed to be docked in the water for extended periods, prolonged immersion in water will cause the hull paint to bubble and peel, as well as electrolytic erosion of some metal parts in the jet pump. To prevent paint damage and electrolytic erosion, remove your JET SKI watercraft from the water at the end of each day's use; do not leave it in the water overnight. Your JET SKI watercraft will last longer and look better if you remove it from the water at the end of every day's use.

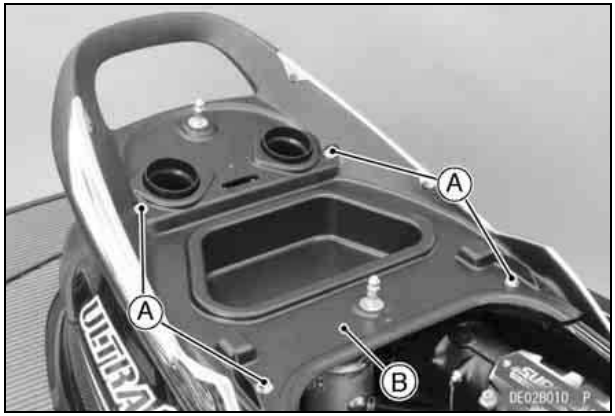
Preparation for Storage

Cooling System

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

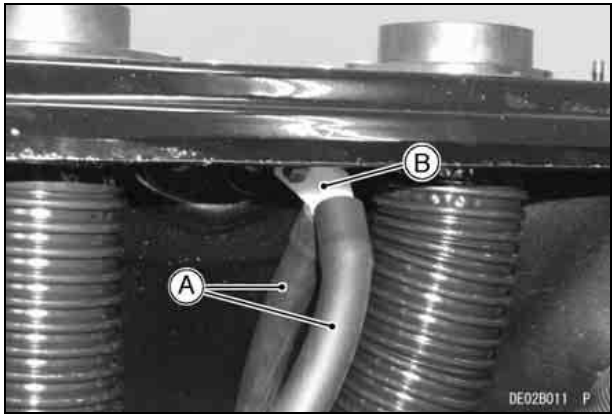
Bilge System

- Remove the handrail plate.



A. Nuts
B. Handrail Plate

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



A. Blow air through all two hoses.
B. Breather Fitting

Engine Oil

- Change the engine oil. See MAINTENANCE AND ADJUSTMENT chapter for the changing procedure.

Fuel System and Engine

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

⚠ WARNING

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

- Lift the stern upward a little so that fuel and water in the bottom of the fuel tank may flow toward the fuel filler to completely drain the fuel tank. this should be done with a siphon or pump.

⚠ WARNING

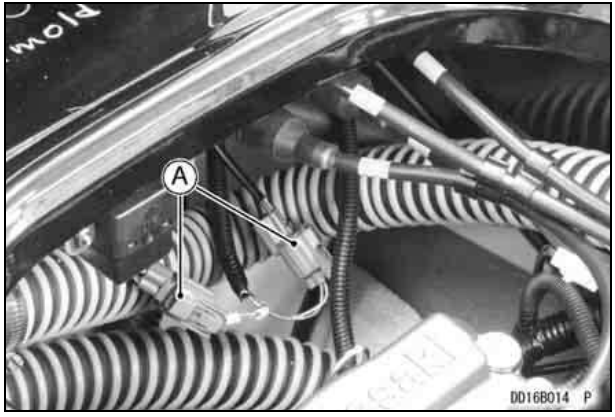
Gasoline is toxic and pollutes the environment. To protect the environment, do not discard gasoline; always return it to an authorized recycling center.

- Inspect/clean the fuel pump screen. (See the Fuel System in the MAINTENANCE AND ADJUSTMENT chapter.)
- Refill the fuel tank with fresh fuel approximately 10 L (2.6 gal U.S.).
- Insert the ignition switch.
- Push the lanyard key under the stop button, start the engine, and run it in fifteen second periods until the fuel in the fuel system is changed with the fresh fuel. Wait five minutes between fifteen second running periods.

NOTICE

Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time.

- Drain the fuel tank according to the method mentioned before.
- Leave the fuel filler cap loose to prevent condensation in the tank.
- Disconnect the two connectors on the primary ignition cables located at the right front of the engine.



A. Ignition Coil Connectors

- Remove the spark plugs.

- Spray fogging oil directly into each cylinder.
- Turn the engine over several times with the start button to coat the cylinder walls.

⚠ WARNING

An air/oil mist will be forcibly ejected from the spark plug holes and could injure your eyes. To prevent eye injury, do not lean over the engine when performing this procedure. If gas does get in your eyes, immediately wash them with plenty of clean, fresh water and consult a physician as soon as possible.

- Spray the spark plugs with fogging oil, and reinstall them.

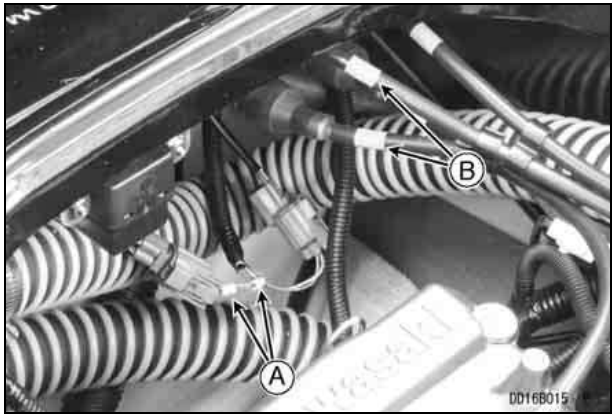
Spark Plugs Tightening Torque:
13 N·m (0.90 kgf·m, 78 in·lb)

- Pull the lanyard key off the stop button and the ignition switch key.
- Reinstall the spark plug caps.
- Connect the primary ignition cable connectors.

NOTE

○ *Be sure to make correct connections. Reconnect the connector of the spark plug cables marked 2 & 3 with the connector of the leads marked 2 & 3. Then, reconnect the other connector.*

○ *Before reconnecting, apply a high quality waterproof marine grease to the connectors.*



A. 2 & 3 Marks (Leads)
B. 2 & 3 Marks (Spark Plug Cables)

Battery

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

NOTICE

Removing the sealed cap can damage the battery. To prevent battery damage, never remove the sealed cap.

- Coat both battery terminals with grease.
- Store the battery in a cool, dry place. Do not expose it to freezing temperatures. During storage

it should be given a slow charge (one ampere or less) about once a month. Keep the battery well charged especially during cold weather.

Engine Mount Bracket Bolts

- Tighten all engine mount bracket bolts.

NOTE

○ *We recommend that you have this service done by your authorized dealer since it requires special tools.*

Supercharger

Take the watercraft to your authorized dealer for the following services.

- Check the drive belt for wear/damage.
- Apply corrosion protection coating to the supercharger rotors (see the Supercharger section in the MAINTENANCE AND ADJUSTMENT chapter).

NOTICE

Moisture in the air drawn through the supercharger during use can condense after the engine is stopped and not used for prolonged periods, often creating mineral deposits on internal parts that may lead to supercharger lock-up, particularly if the watercraft has been used in salt water. At the end of each day's use, oil the supercharger to prevent the formation of mineral deposits (see the Supercharger section in the MAINTENANCE AND ADJUSTMENT chapter).

Jet Pump Bearings/Seals

NOTICE

Major engine damage can occur if the jet pump bearings fail due to lack of maintenance or if water remains in the pump during prolonged storage and corrodes the bearings. To prevent premature jet pump bearing failure, follow the service schedule on page 165 and have the bearings serviced prior to prolonged storage.

Have your Kawasaki dealer service the jet pump bearings and seals before any prolonged storage to remove any water that may be left in the pump. Prolonged exposure to stagnant water will cause the

bearings to corrode and fail prematurely. Major engine damage can occur if the jet pump bearings fail due to lack of maintenance.

Cleaning

- Wash the exterior and dry it thoroughly.

NOTICE

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

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

NOTICE

Water left in the footwells can cause the paint to bubble and peel, and the mat to peel off the deck. Do not allow water to collect in the footwells during storage. If the watercraft is left outside, even covered, water can collect in the footwells on either side of the seat. If the watercraft is left on a trailer, raise the trailer tongue so that water cannot accumulate in the footwells.

Semi-gloss Finish

To clean the semi-gloss finish;

- When washing the watercraft, always use a mild neutral detergent and water.
- The semi-gloss finish effect may be lost when the finish is excessively rubbed.
- If any doubt, consult an authorized Kawasaki dealer.

Lubrication

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

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 the Lubrication section).
- Check for binding or sticking throttle, steering or shift mechanism. The throttle lever must return fully when released.
- Clean and gap spark plugs (see the Spark Plugs section).
- Check all rubber hoses for weathering, cracking, or looseness.
- Turn the craft on **port side** on a protective pad, and remove the jet pump cover. Check cooling and bilge hoses for weathering, cracking or looseness.
- Replace them if necessary. Reinstall the cover, apply non-permanent locking agent to the bolts before tightening securely.

Bolts Tightening Torque:
7.8 N·m (0.8 kgf·m, 69 ft·lb)

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

⚠ WARNING

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

- After transporting or refueling and before starting the engine, open the front storage case lid and remove the seats for several minutes to ventilate the engine compartment.

⚠ WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion. To prevent a fire or explosion, remove the seat to vent the engine compartment.

- Check for fuel leaks. Repair if necessary.
- Check the engine oil level. Fill the specified oil if necessary.

⚠ DANGER

Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

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

NOTICE

Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time. Never operate the engine at maximum speed out of the water.

- Install the seats, making sure that they are locked in place.

MAINTENANCE AND ADJUSTMENTS

The maintenance and adjustments outlined in this chapter must be carried out in accordance with the Periodic Maintenance Chart to keep the watercraft in good running condition. **The initial maintenance is vitally important and must not be neglected.**
With a basic knowledge of mechanics and the proper use of tools, you should be able to carry out many of the maintenance items described in this chapter. If you lack proper experience or doubt your ability, all adjustments, maintenance, and repair work should be completed by a qualified technician.
Please note that Kawasaki cannot assume any responsibility for damage resulting from incorrect or improper adjustment made by the owner.

EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated crankcase emission (1) , exhaust emission (2), evaporative emission (3) control systems in compliance with applicable regulations of the United States Environmental Protection Agency and California Air Resources Board.

1. Crankcase Emission Control System
This system eliminates the release of crankcase vapors into the atmosphere. Instead, the vapors are routed through a breather chamber to the intake side of the engine. While the engine is operating, the vapors are drawn into the combustion chamber, where they are burned along with the fuel and air supplied by the fuel injection system.

2. Exhaust Emission Control System
This system reduces the amount of pollutants discharged into the atmosphere by the exhaust of this engine. The fuel, ignition and exhaust systems of this engine have been carefully designed and constructed to ensure an efficient engine with low exhaust pollutant levels.

3. Evaporative Emission Control System
The evaporative emission control system for this watercraft consists of low permeation fuel hoses and a fuel tank.

Fuel Information

THIS ENGINE IS CERTIFIED TO OPERATE ON UNLEADED GASOLINE ONLY.

A minimum of 90 octane of the antiknock index is recommended. The antiknock index is posted on service station pumps in the U.S.A.

Maintenance and Warranty

Proper maintenance is necessary to ensure that your watercraft will continue to have low emission levels. This Owner's Manual contains those maintenance recommendations for your engine. Those items identified by the Periodic Maintenance Chart are necessary to ensure compliance with the applicable standards.

As the owner of the Personal Watercraft, you have the responsibility to make sure that the recommended maintenance is carried out according to the instructions in this Owner's Manual at your own expense.

The Kawasaki Limited Emission Control System Warranty requires that you return your Personal Watercraft to an authorized Kawasaki Personal Watercraft dealer for remedy under warranty. Please read the warranty carefully, and keep it valid by complying with the owner's obligations it contains.

Tampering with Emission Control System Prohibited

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new engine for the purposes of emission control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the engine after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

Do not tamper with the original emission related parts.

* Electronic Control Unit
* Fuel Pump
* Spark Plugs
* Fuel Injectors
* Supercharger with intercooler & relief-valves
* Throttle Body

Periodic Maintenance Chart

NOTE

Complete the Pre-Ride Checklist before each outing.

Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 50 Hours	Every 100 Hours
*	Inspect supercharger drive belt for wear/damage	●	●		
*	Apply corrosion protection coating to the supercharger rotors	Every ride			
	Inspect all hoses, hose clamps, nuts, bolts, and fasteners	●	●		
*	Lube jet pump bearings and seals; inspect and replace bearings/seals if necessary	Initial 25 hours or one year whichever comes first, then every 50 hours or every year whichever comes first			
	Lubricate throttle body cable fitting at throttle body		●		
	Lubricate throttle control cable and throttle cable fitting at throttle case		●		
○	Clean and gap spark plugs (replace if necessary)		●		
	Lubricate steering cable/shift cable ball joints and steering nozzle/reverse bucket pivots		●		
*	Lubricate handlebar pivot (disassemble)		●		
○*	Clean fuel pump screen		●		

Description / Frequency	Initial 10 Hours	Every 25 Hours	Every 50 Hours	Every 100 Hours
○* Inspect/adjust valve clearances				●
Inspect/clean air box drain cap		●		
Replace engine oil		● (or every year)		
Replace engine oil filter				●
* Inspect/tighten engine mount bolts			● (or every year)	
* Inspect fuel vent check valve		●		
○ Inspect throttle control system		●		
Flush bilge line and filter		●		
Flush cooling system (after each use in salt water)		●		
* Inspect impeller blades for damage (remove)				●
* Inspect/replace coupling damper				●
○* Inspect throttle shaft spring (replace throttle body if necessary)				●
* Inspect steering cable/shift cable				●
Inspect hull drain screws (replace if necessary)			●	
Inspect battery terminals and charging condition		●		

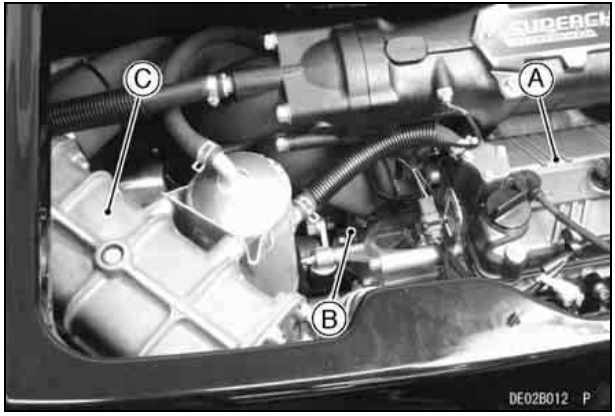
Description / Frequency	Initial 10 Hours	Every 25 Hours	Every 50 Hours	Every 100 Hours
* Replace fuel hoses	Every 5 years			
* Inspect filter at muffler body (replace if necessary)		●		

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

Supercharger

This watercraft is equipped with the supercharger and its intercooler, which play an essential role for high engine performance.

Have your authorized dealer service them in accordance with the Maintenance Chart and Preparation for Storage.



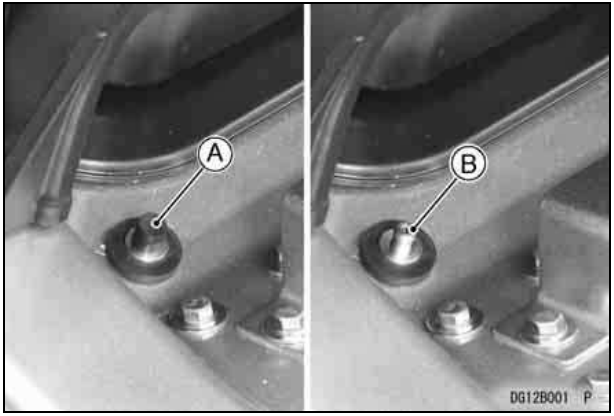
A. Engine
B. Supercharger
C. Intercooler

NOTICE

Moisture in the air drawn through the supercharger during use can condense after the engine is stopped and not used for prolonged periods, often creating mineral deposits on internal parts that may lead to supercharger lock-up, particularly if the watercraft has been used in salt water. At the end of each day's use, oil the supercharger to prevent the formation of mineral deposits.

Supercharger Lubrication

- Remove the front seat (see Seat Latches section in the GENERAL INFORMATION chapter).
- Remove the cap of the filler opening.
- Start the engine and run it at idle speed.
- Apply the commercially available fogging oil to the supercharger from the filler opening for 10 seconds.
- Stop the engine.
- Install the removed parts.



A. Cap
B. Filler Opening

NOTICE

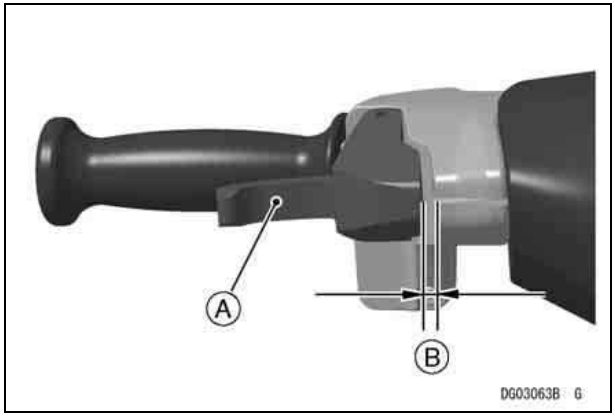
Running the engine with the watercraft out of the water for more than 15 seconds at a time will cause overheating resulting in engine and exhaust system damage. To prevent engine and exhaust system damage, do not run the engine with the watercraft out of the water for more than 15 seconds at a time.

Control Cables

Throttle Cable Play Inspection

There must be play in the throttle mechanism.

- Measure the distance the throttle lever moves before the engine begins to pick up speed. Play should be about 2 mm (0.08 in.).
- If there is improper play, adjust it.



A. Throttle Lever
B. about 2 mm (0.08 in.)

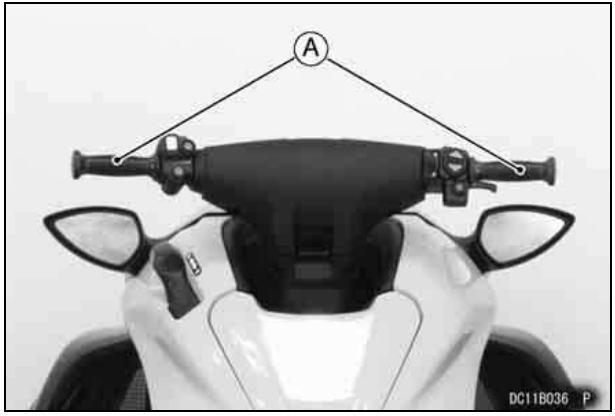
Throttle Cable Play Adjustment

This watercraft is equipped with the electronic throttle valve.

Adjustment should be done by your authorized Kawasaki JET SKI dealer.

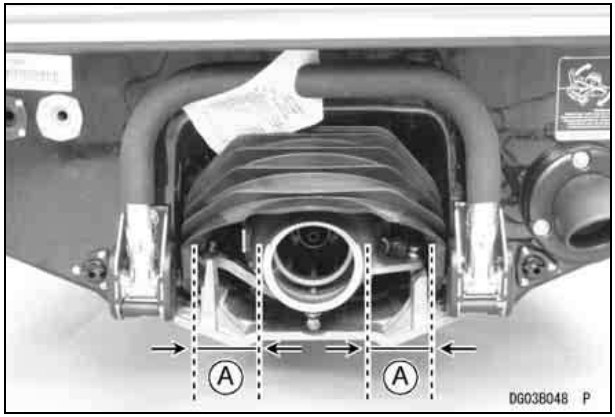
Steering Cable Adjustment

- Center the handlebars in a straight ahead steering position.



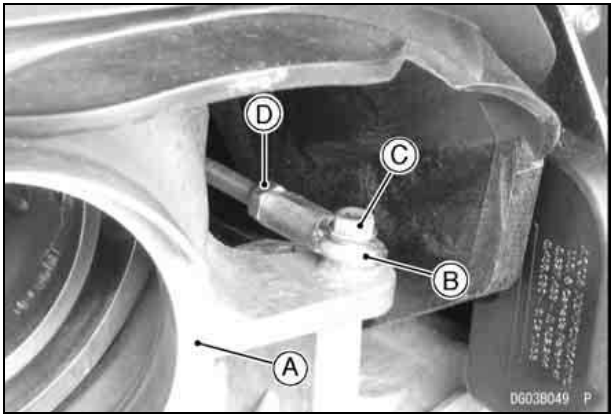
A. Handlebars

- Check that the steering nozzle is at the same distance from each side of the reverse bucket bracket.



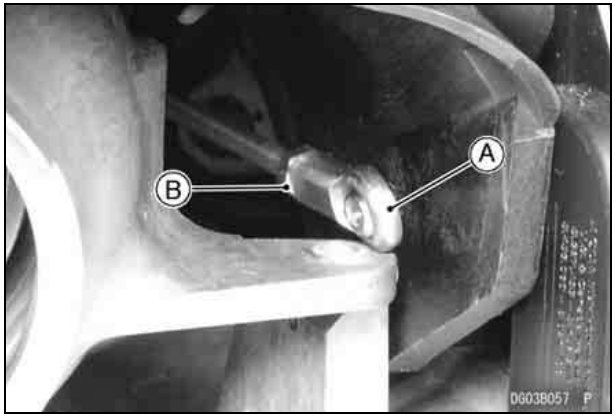
A. Equal

- If it is not, adjust the steering cable.
- Loosen the locknut on the end of the steering cable located to the right of the steering nozzle.



A. Steering Nozzle
B. Joint
C. Bolt
D. Locknut

- Remove the bolt and disconnect the cable joint from the steering nozzle.
- Center the handlebars in a straight ahead steering position.
- Turn the joint on the cable to adjust the steering.

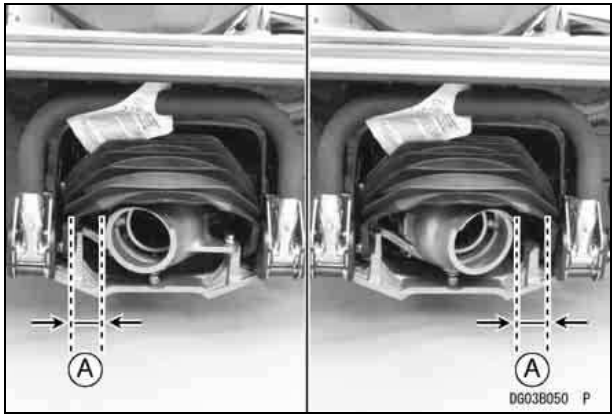


A. Joint
B. Locknut

- Reattach the joint and check cable adjustment again.
- Apply non-permanent locking agent to the bolt. And tighten the joint bolt and the locknut securely.

Bolt Tightening Torque:
9.8 N·m (1.0 kgf·m, 87 in·lb)

- 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 reverse bucket bracket. It should be equal at both extremes.



A. Equal

Steering Cable Inspection

Steering cable inspection is best performed by an 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.*

Trim-control Cable Adjustment

Trim-control cable adjustment should be done by your authorized Kawasaki JET SKI dealer.

Trim-control Cable Inspection

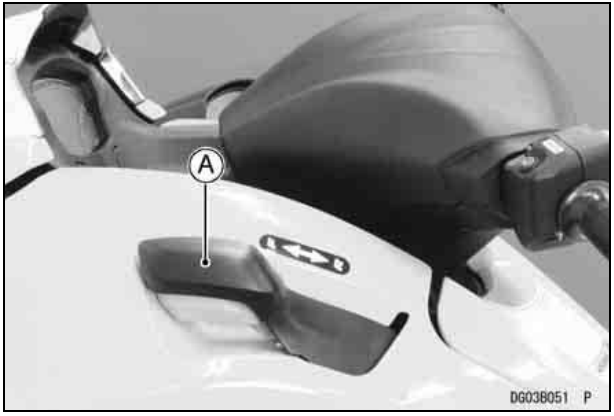
Trim-control cable inspection is best performed by your authorized Kawasaki JET SKI dealer. If the steering feels rough or “catchy”, have your dealer inspect the trim-control cable.

NOTE

○ *The trim-control cable is sealed at each end and does not require lubrication.*

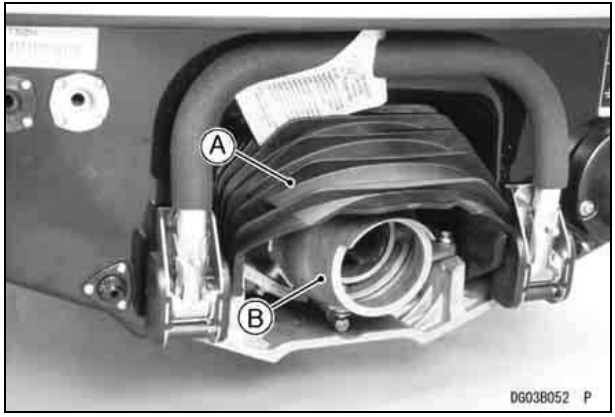
Shift Cable Adjustment

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



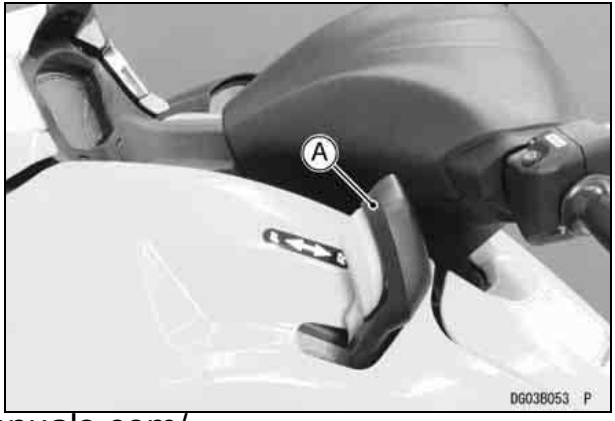
A. Shift Lever (“F” position)

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



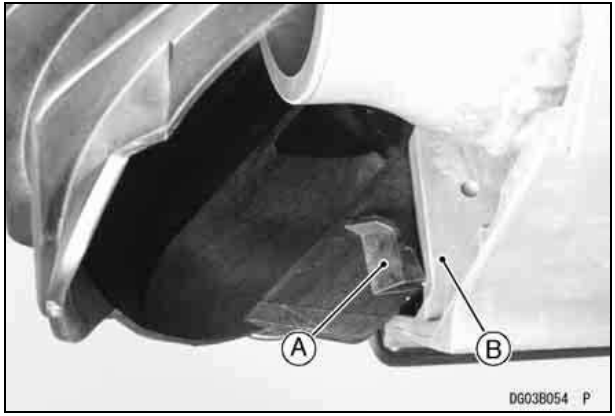
A. Reverse Bucket
B. Steering Nozzle

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



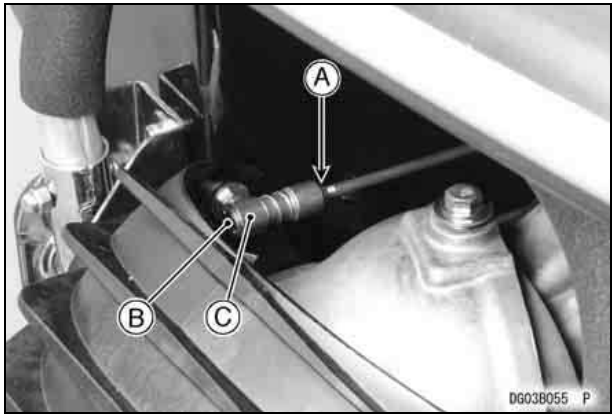
A. Shift Lever (“R” position)

- The lower stopper on the bucket should rest against the rear edge of the pump cover.



A. Stopper
B. Pump Cover End

- If either position is incorrect, adjust the shift cable.
- Put the shift lever in Reverse.
- Loosen the locknut on the end of the shift link.

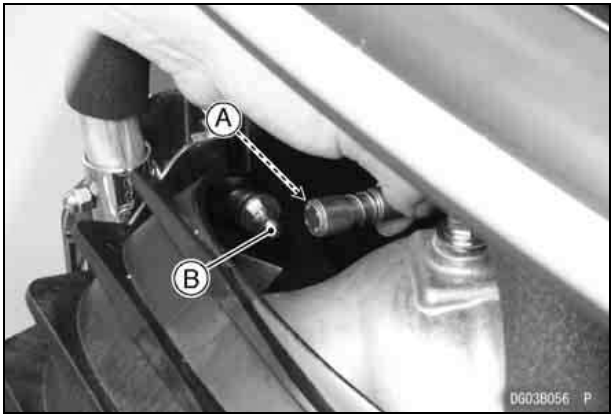


A. Locknut
B. Ball Joint
C. Sleeve

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

NOTE

○ *The cable end must remain screwed into the rod more than 5 mm after the above adjustment.*



A. Hole
B. Ball

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

Shift Cable Inspection

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

NOTE

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

Fuel System

Throttle Adjustments

Idle Speed

Idle speed adjustment is best performed by your authorized Kawasaki JET SKI dealer. If the idle speed is unstable have your dealer inspect the throttle body.

Idle Speed

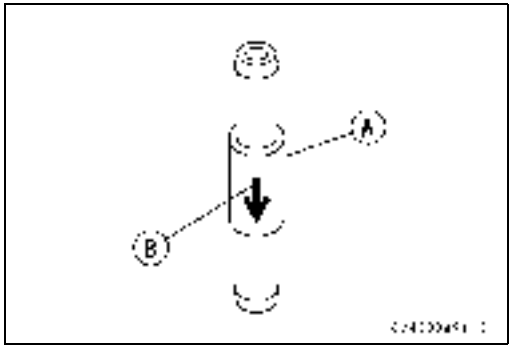
1 300 ±100 rpm - in water
1 300 ±100 rpm - out of water

High Altitude Use

High altitude adjustment is not required as the E.C.U. (electronic engine control unit) controls the air/fuel mixture automatically.

Fuel Vent Check Valve

The fuel tank is equipped with a vent hose. A small plastic check valve mounted in the vent hose allows air to enter the tank, but minimizes fuel spillage when the craft is tipped over. Have the check valve inspected in accordance with the **Periodic Maintenance Chart** by your authorized Kawasaki JET SKI watercraft dealer.



A. Check Valve
B. Flow Direction

Fuel Pump Screen

The watercraft is equipped with fuel pump screens on the fuel pump to prevent dirt or other foreign material from entering the fuel line.

Have your Kawasaki JET SKI watercraft dealer clean the fuel pump screen in accordance with the **Periodic Maintenance Chart**.

Engine Oil System

In order for the engine to function properly, maintain the engine oil at the proper level, and change the oil and replace the oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

Oil and/or Oil Filter Changes

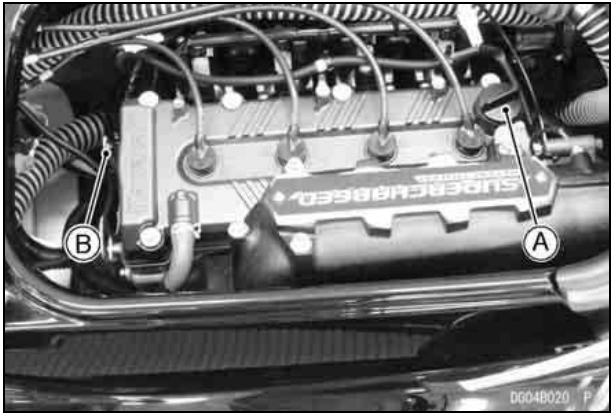
In accordance with the Maintenance Chart, change the engine oil and oil filter with the following procedure.

- Level the watercraft port to starboard as well as fore to aft.
- In a well-ventilated area, start the engine while flushing the cooling system.

NOTICE

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

- Warm up the engine and stop it.
- Remove the oil filler cap and the dipstick.



A. Oil Filler Cap
B. Dipstick

NOTICE

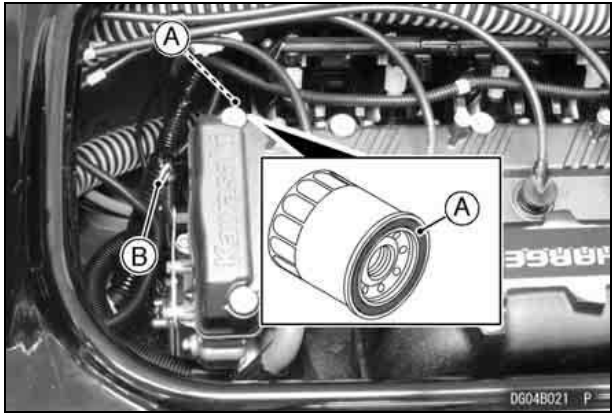
Dirt and other foreign materials can cause serious engine damage. To prevent engine damage, do not allow dirt or foreign materials to enter the engine.

- Drain the oil thoroughly from the dipstick tube using a commercially-available vacuum pump.

⚠ WARNING

Used engine oil is toxic and pollutes the environment. To protect the environment, do not discard used engine oil; always return it to an authorized recycling center.

- Put a rag or cloth under the oil filter to receive the remaining oil.
- Remove the oil filter.

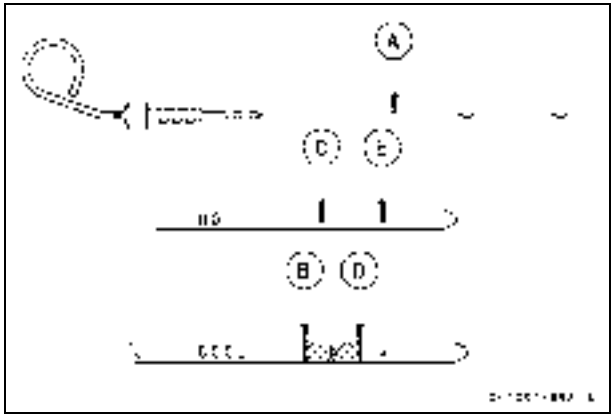


A. Oil Filter Cartridge
B. Dipstick

- Apply a thin film of oil to the gasket and tighten the cartridge to the specified toque.

Cartridge Tightening Torque:
16 ~ 20 N·m (1.6 ~ 2.0 kgf·m, 12 ~ 15 ft·lb)

- Fill the engine with the oil specified in the table up to the “H” (High) level on the dipstick. (Use a cold level mark.)



A. Dipstick
B. “H” (High) Level when cold
C. “H” (High) Level when hot
D. “L” (Low) Level when cold
E. “L” (Low) Level when hot

Engine Oil

Type:	Kawasaki Performance 4-Stroke JET SKI® Watercraft Oil* Kawasaki Performance 4-Stroke Semi-Synthetic Oil* Kawasaki Performance 4-Stroke Full Synthetic Oil* or other 4-stroke oils with API SG, SH, SJ, SL, SM and JASO MA, MA1, MA2 rating
Viscosity:	SAE 10W-40
Capacity:	4.5 L (4.8 US qt) 5.5 L (5.8 US qt) [when engine is completely dry]

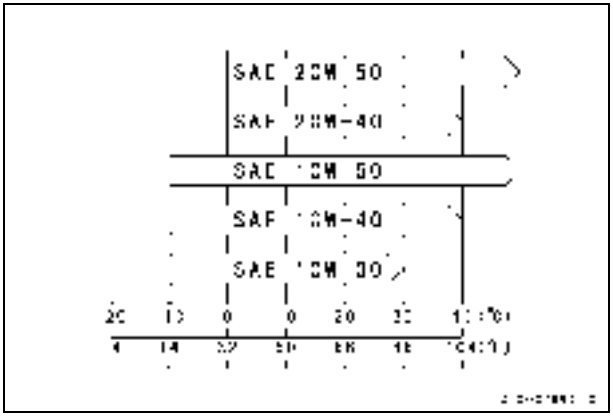
*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

NOTE

○ *Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.*

- Run the engine for several minutes while flushing the cooling system.
- Check the oil level.

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

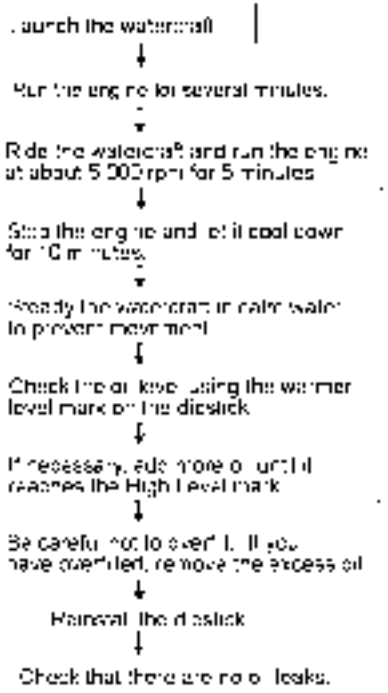


- Install the oil filler cap and dipstick securely.
- Check for oil leaks.

NOTE

○ *This procedure requires mechanical skills and tools. If you see it beyond your skill, ask your Kawasaki dealer for the services.*

After the oil is filled, measure the oil level carefully by taking the following procedure.



NOTE

- *Since the trim and list of the watercraft will significantly affect the oil level, be sure that the operator and/or cargo are not aboard the watercraft when measuring the oil level. Also fill up the fuel tank if it is not full.*
- *This measuring procedure with the watercraft afloat should be followed when the oil level is found low and to be added. See OPERATING INSTRUCTIONS chapter.*

Valve Clearance

Valve and valve seats wear decreasing valve clearances, and upsetting valve timing.

NOTICE

If valve clearance is left unadjusted, wear will eventually cause the valves to remain partially open, which lowers performance, burns the valves and valve seats, and may cause serious engine damage. To maintain performance and prevent engine damage, have the valve clearance checked according to the periodic maintenance chart.

Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

Inspection and adjustment should be done by an authorized Kawasaki dealer.

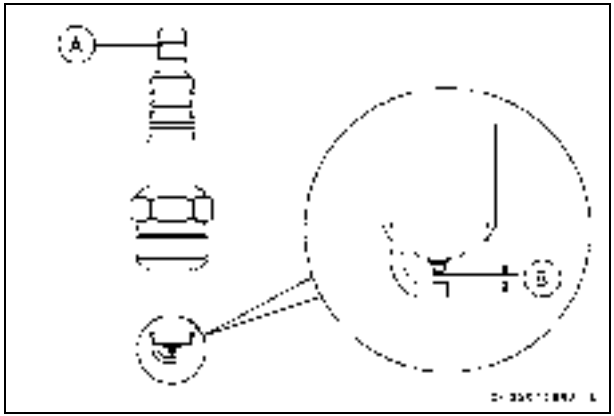
INTAKE	0.15 ~ 0.24 mm (0.0059 ~ 0.0094 in.)
EXHAUST	0.47 ~ 0.55 mm (0.0185 ~ 0.0217 in.)

Spark Plugs

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, 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.

Standard Spark Plug

Standard Plug:	NGK PMR9B
Terminal:	Solid Post terminal
Plug Gap:	0.6 ~ 0.7 mm (0.024 ~ 0.028 in.)
Tightening Torque:	13 N·m (0.90 kgf·m, 78 in·lb)



A. Terminal (Solid Past)
B. Plug Gap

Spark Plug Inspection and Replacement

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

NOTICE

Excessive operating temperature can cause serious engine damage. To prevent engine damage, the cause for any excessive operating temperature should be located and corrected immediately.

- A dry, sooty black deposit on the insulators indicates an overly rich fuel/air mixture. Check for correct throttle control cable adjustment. Refer to the TROUBLESHOOTING GUIDE.
- Inspect the condition of the spark plug. If the spark plug electrodes are rounded, damaged, or the insulator is cracked, replace the plug.
- Measure the spark plug gap. Use a wire-type thickness gauge to prevent possible damage to the platinum alloy electrode.

NOTICE

Do not adjust the plug gap. If the plug gap is out of the specification, replace the spark plug.

NOTE

○ *If the plug is oily or has carbon built up. clean it by using a high-flash point solvent and non-wire brush, or spark plug cleaner (sandblaster). Clean off any abrasive particles carefully if using a sandblaster.*

NOTICE

The electrode can be damaged by a wire brush. To prevent electrode damage do not use a wire brush when cleaning the spark plug.

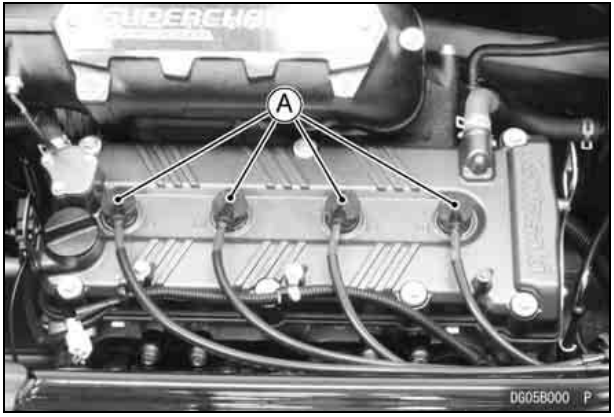
Tightening Torque:
13 N·m (0.90 kgf·m, 78 in·lb)

Spark Plug Fitting

- Insert the plugs into the plug holes.
- Tighten the plugs with the specific torque.
- Install the spark plug caps onto the spark plugs securely.

NOTE

○ *Be sure to install the plug caps so that the spark plug wires are at a right angle to the engine center line.*



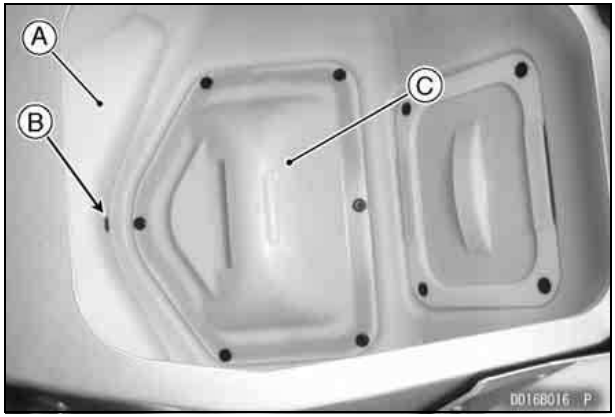
A. Spark Plug Caps

● Pull the caps lightly to make sure of their good fitting.

Battery

The battery is located in the front storage compartment.

● Remove the battery recess cover in the front storage compartment.

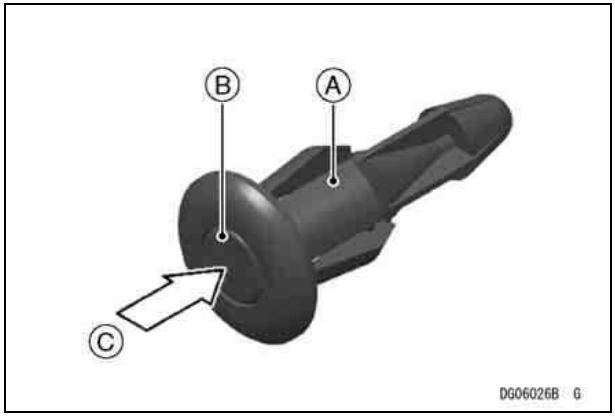


A. Front Storage Compartment
B. Drain Plug
C. Battery Recess Cover

NOTE

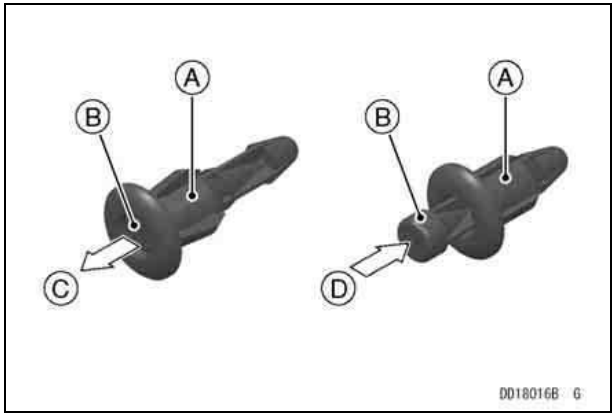
○ *The battery recess cover uses quick rivets.*
The quick rivets can be removed by pushing the central pins into the quick rivets, and when installing them, pull the central pins fully up first, and then push them after inserting the rivets.

Quick Rivet Removal



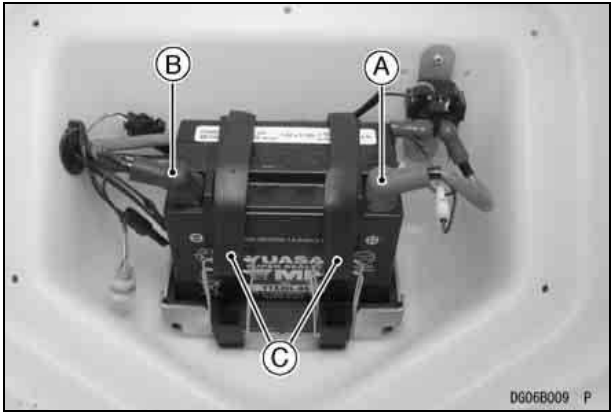
A. Quick Rivet
B. Central Pin
C. Push in

Quick Rivet Installation



A. Quick Rivet
B. Central Pin
C. Pull up fully.
D. Push in

Battery Removal



A. Positive Cable (Red)
B. Negative Cable (Black)
C. Straps

- Slide the black cap.
- Disconnect the negative (black) cable from the battery first.
- Slide the red cap.
- Disconnect the positive (red) cable.
- Release the four rubber hold-down straps securing the battery.
- Lift the battery out of the hull.
- Clean the battery top and terminals using a solution of baking soda and water. Scrape off any obstinate deposits with a wire brush and then rinse the battery with fresh water. Dry it thoroughly and coat the terminals with waterproof grease.
- Perform a visual inspection. Inspect for defective or cracked case and cover, and loose or damaged terminal posts or cables. Replace battery and/or cables immediately if any damage is found.

Battery Installation

- Place the battery in the battery case.
- Connect the positive (red) cable to the positive terminal, and then connect the negative (black) cable to the negative terminal.
- After connecting the battery, coat the terminals with waterproof grease.
- Cover the caps.

⚠ WARNING

Loose battery cables can create sparks which can cause a fire or explosion resulting in injury or death. Make sure the battery terminal screws are tightened securely and the covers are installed over the terminals.

NOTICE

Reversing the battery connections will damage the electrical system. To prevent damage, be sure the battery connections are correct.

Battery Characteristics

The battery installed in this watercraft is a sealed type, and the sealing strip should not be removed at any time after the specified electrolyte has been installed in the battery for initial service. It is not necessary to check the battery electrolyte level or add distilled water.

However, in order to maximize battery life and ensure that it will provide the power needed to start your watercraft, you must properly maintain the battery's charge. When used regularly, the charging system in your watercraft helps keep the battery fully charged. If your watercraft is only used occasionally or for short periods of time, the battery is more likely to discharge.

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the discharge rate. Every 15°C (59°F) doubles the rate.

Electrical accessories, such as digital clocks and computer memory, also draw current from the battery even when the key is switched off. Combine such "key-off" draws with hot temperatures, and a battery can go from fully charged to completely discharged in a matter of days.

Self-discharge		
Temperature	Approx. Number of Days from 100% Charged to 100% Discharged	
	Lead-Antimony Battery	Lead-Calcium Battery
40°C (104°F)	100 Days	300 Days
25°C (77°F)	200 Days	600 Days
0°C (32°F)	550 Days	950 Days

Current Drain (Y50-N18L-A)		
Discharging Ampere	Days from 100% Charged to 50% Discharged	Days from 100% Charged to 100% Discharged
7 mA	60 Days	119 Days
10 mA	42 Days	83 Days
15 mA	28 Days	56 Days
20 mA	21 Days	42 Days
30 mA	14 Days	28 Days

In extremely cold weather the fluid in an inadequately charged battery can easily freeze, which can crack the case and buckle the plates. A fully charged battery can withstand sub-freezing temperatures with no damage.

⚠ WARNING

Lead is a toxic substance. Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.

Battery Sulfation

A common cause of battery failure is sulfation.

Sulfation occurs when the battery is left in a discharged condition for an extended time. Sulfate is a normal by product of the chemical reactions within a battery. But when continuous discharge allows the sulfate to crystallize in the cells, the battery plates become permanently damaged and will not hold a charge. Battery failure due to salvation is not warrantable.

Battery Maintenance

It is the owner's responsibility to keep the battery fully charged. Failure to do so can lead to battery failure and leave you stranded.

If you are riding your watercraft infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.6 volts, the battery should be charged using an appropriate charger (check with our Kawasaki dealer or visit buy Kawasaki. com) at a rate (amperage × hours) that is indicated on the battery. If it is not possible to read the rate, charge the battery at an amperage that is about 1/10th of the battery capacity.

If you will not be using your watercraft for longer than two weeks, the battery should be charged using an appropriate charger. Do not use an automotive -type quick charger that may overcharge the battery and damage it.

NOTE

○ *Leaving the battery connected causes the electrical components (clock etc) to make the battery discharged, resulting the over discharge of the battery. In this case, the repair or replacement of the battery is not included in the warranty. If you do not drive for four weeks or more, disconnect the battery from the vehicle.*

Kawasaki-recommended chargers are:

- **Battery Mate 150-9**
- **OptiMate 4**
- **Yuasa MB-2040/2060**
- **Christie C10122S**

If the above chargers are not available, use equivalent one.

For more details, ask your Kawasaki dealer.

Battery Charging

- Remove the battery from the watercraft (See Battery Removal).
- Set the battery charge timer to the position indicated by the tester.
- Following the charging and checking steps of the battery charger, charge the battery.

NOTICE

Removing the sealed cap can damage the battery. To avoid damaging the battery, never remove the sealed cap.
Using a conventional battery in this watercraft will cause the electrical system to malfunction. Do not install a conventional battery.

NOTE

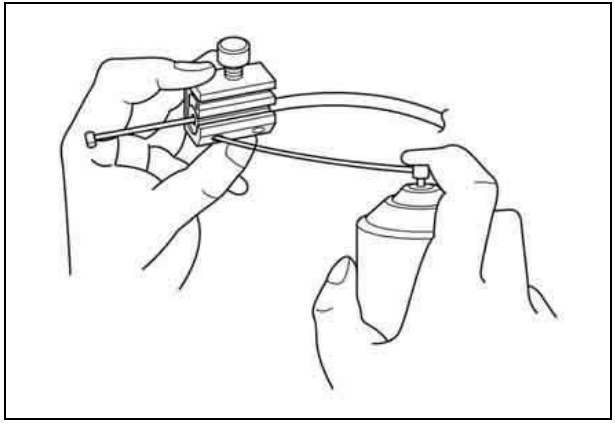
○ *If you charge the sealed type battery, never fail to observe the instructions shown in the label on the battery.*

Lubrication

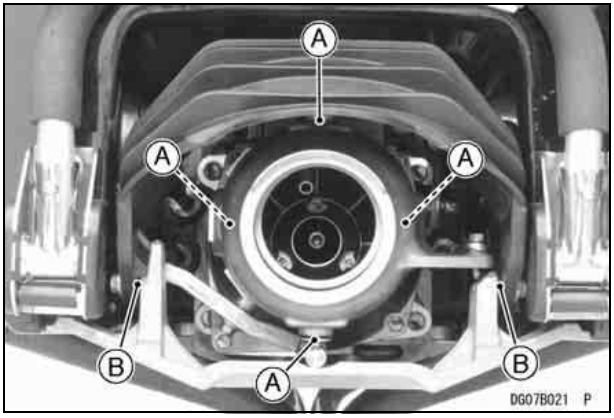
As in all marine craft, adequate lubrication and corrosion protection is an absolute necessity to provide long, reliable service. Refer to the **Periodic Maintenance Chart** and **Pre-ride Checklist** in the OPERATING INSTRUCTIONS chapter for the frequency of the following items:

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

Lubricate the Throttle Control Cable with a Pressure Cable Lubber



Steering Nozzle/Reverse Bucket Pivots



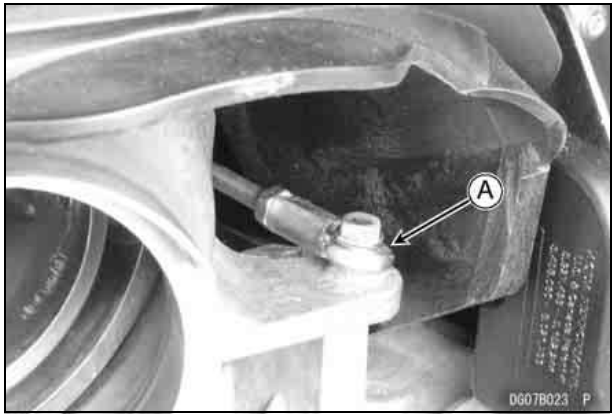
A. Steering Nozzle Pivot
B. Reverse Bucket Pivot

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

Shift Link Ball Joint

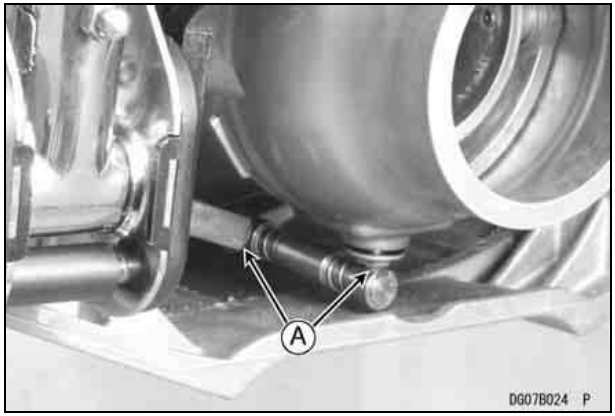
A. Shift Link Ball Joint

Steering Link Joint



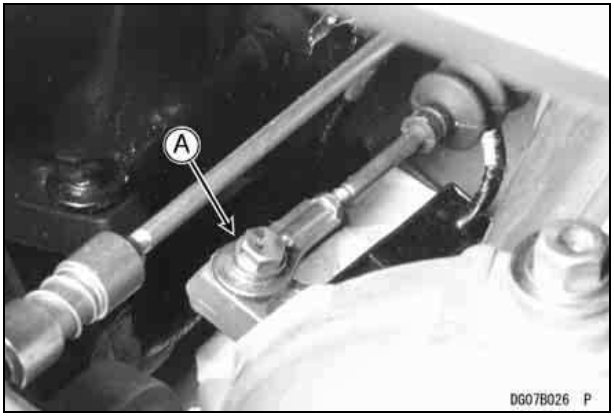
A. Steering Joint

Trim-control Link Ball Joints



A. Trim-control Link Ball Joint

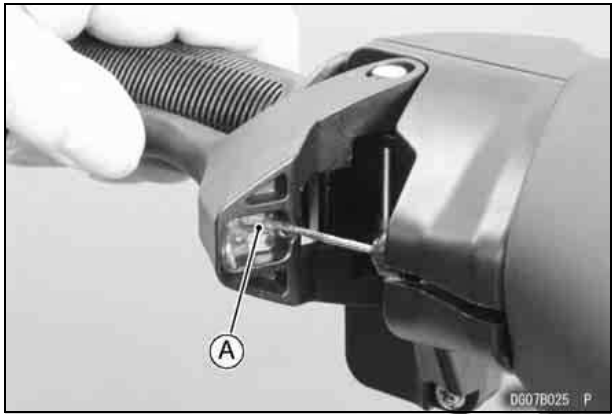
Trim-control Link Joint



A. Trim-control Link Joint

- Lubrication of the other link joints should be performed by your Kawasaki JET SKI dealer.

Throttle Cable Fitting at Throttle Case



A. Apply grease.

NOTICE

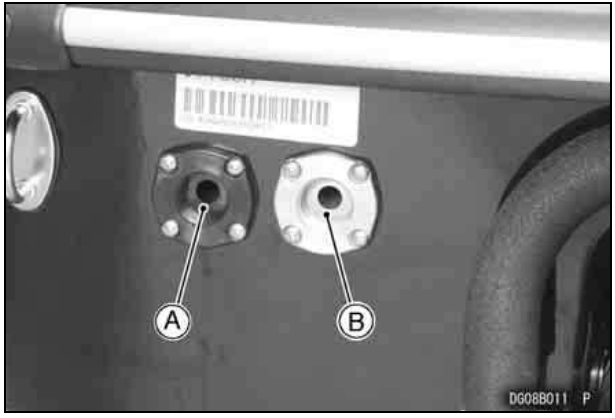
Disassemble and lubricate the handlebar pivot. This should be performed by your Kawasaki JET SKI dealer.

Cooling System Flushing

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

This procedure is also used to provide auxiliary cooling when needed (for example during engine oil change).

The intake for the auxiliary water supply is provided on the fitting for the cooling hose on the stern.



A. Engine Flushing Port
B. Intercooler Flushing Port

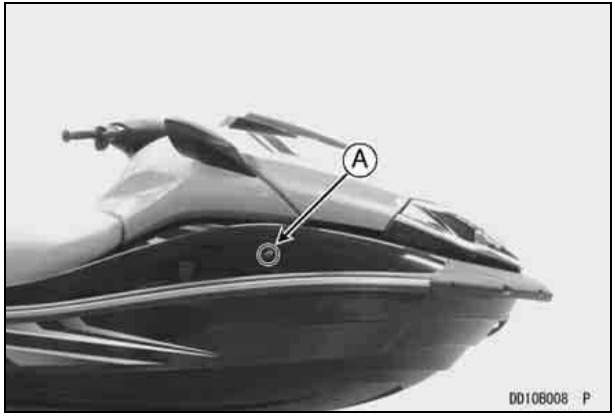
To Flush the Engine Cooling System

- Connect a garden hose with a screw-in fitting to the engine flushing port.
- Start the engine and allow it to idle **before turning on the water**.

NOTICE

If the water is turned on before the engine is running, water may flow back through the exhaust pipe and into the engine, causing severe engine damage. To prevent engine damage, be sure the engine is running before turning the water on.

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



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

NOTICE

Lack of cooling water causes overheating which will cause severe engine and exhaust system damage. Do not run the engine without cooling water flow for more than 15 seconds.

- Switch off the engine, and remove the garden hose.

To flush the Intercooler Cooling System

- Connect a garden hose with a screw-in fitting to the intercooler flushing port.
- Turn on the water to flush the intercooler cooling system.

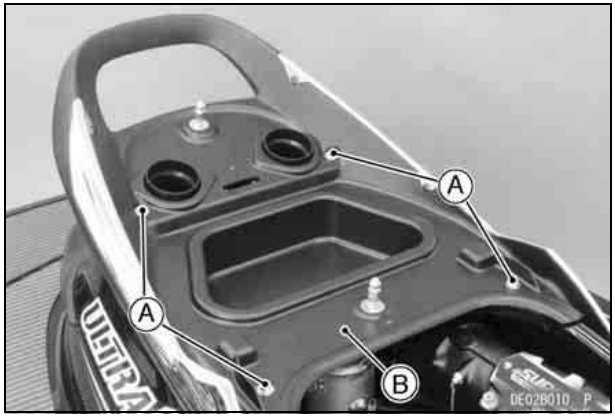
NOTE

○ *When flushing the intercooler cooling system, it is not necessary to start the engine.*

Bilge System Flushing

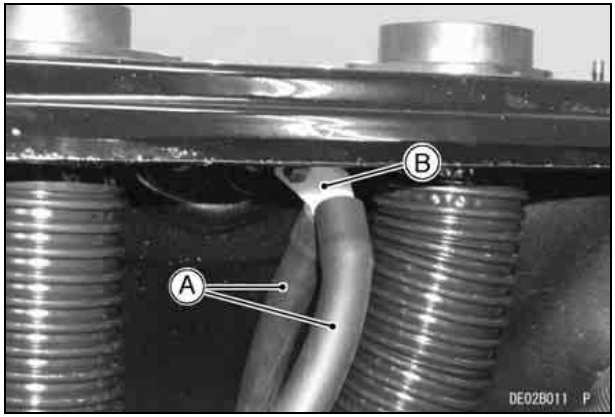
To prevent clogging, the bilge system should be flushed out according to the **Periodic Maintenance Chart**, or whenever you suspect it is blocked.

- Remove the handrail plate by removing the nuts.



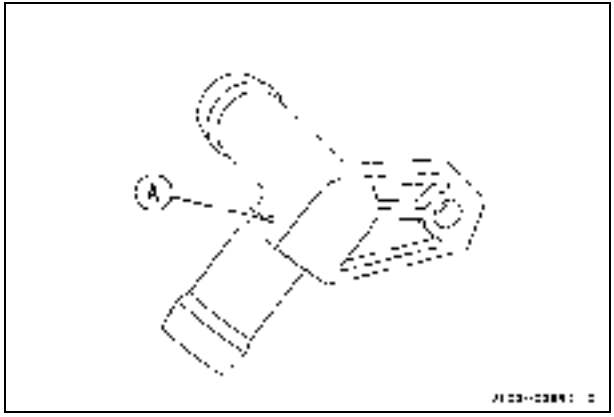
A. Nuts
B. Handrail Plate

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



A. Bilge Hoses
B. Breather Fitting

- Connect the bilge filter hose (from the hull bottom) to the garden hose, turn the water on, and flush it out for about a minute. During this procedure, water will flow into the engine compartment. Do not allow a large amount of water to accumulate in the engine compartment. Remove the drain screws in the stern to drain the engine compartment.
- Connect the other hose to the garden hose, turn the water on, and flush it out for several minutes.
- Before reconnecting the hoses to each plastic breather fitting, make sure the small breather hole in the fitting is clear. If the hole is clogged, the engine compartment will be filled with water when the engine stops or idles. It may be necessary to remove the fitting.



A. Breather Hole

- Reconnect the bilge hoses.

NOTE

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

Jet Pump Bearings/Seals

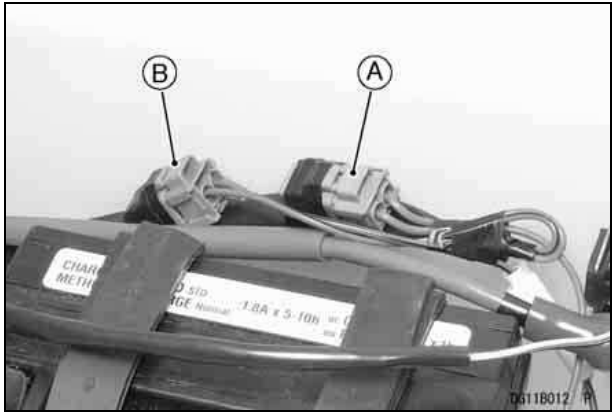
NOTICE

Major engine damage can occur if the jet pump bearings fail due to lack of maintenance. To help prevent bearing failure, follow the periodic maintenance schedule for the jet pump bearings.

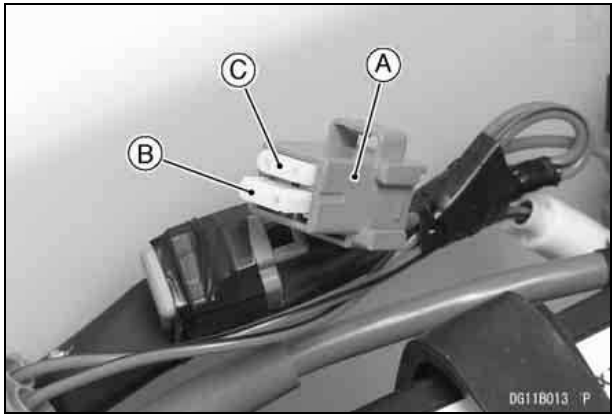
Have your Kawasaki dealer inspect the jet pump bearings and seals after the first 25 hours of use or every year, whichever comes first; and then every 50 hours or every year, whichever comes first. The jet pump bearings should also be serviced before any prolonged storage to prevent any water that may be left in the pump from corroding the bearings and causing premature failure.

Fuses

A 20 A main fuse and a 20 A electronic trim-control fuse are arranged in the fuse cases located in the battery storage compartment. If a fuse fails during operation, inspect the electrical system to determine the cause, and then replace it with a new fuse of proper amperage.



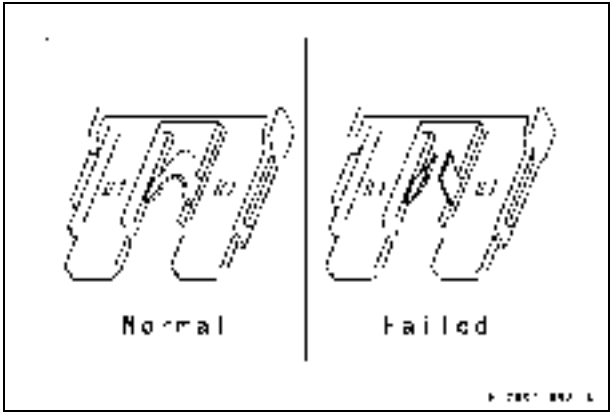
A. Main Fuse
B. Electronic Trim-Control Fuse



A. Fuse Case
B. Fuse
C. Spare Fuse

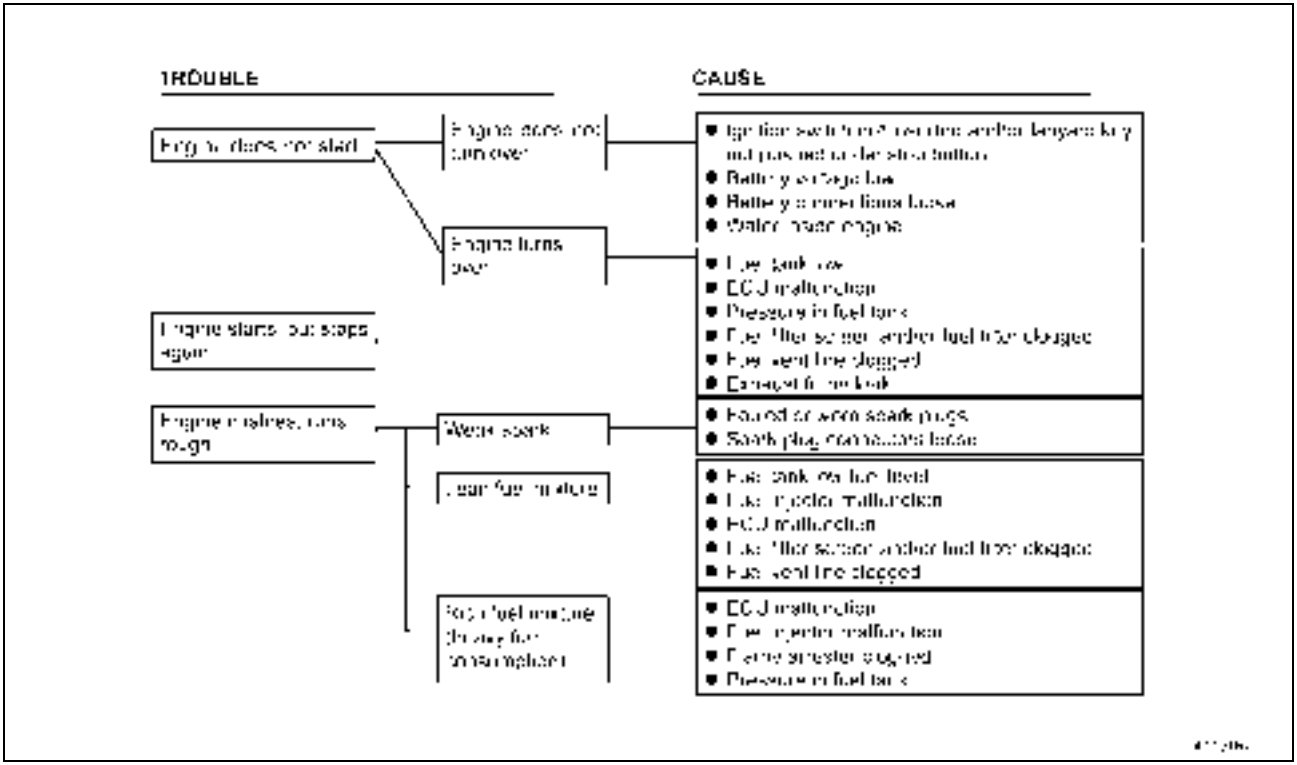
NOTICE

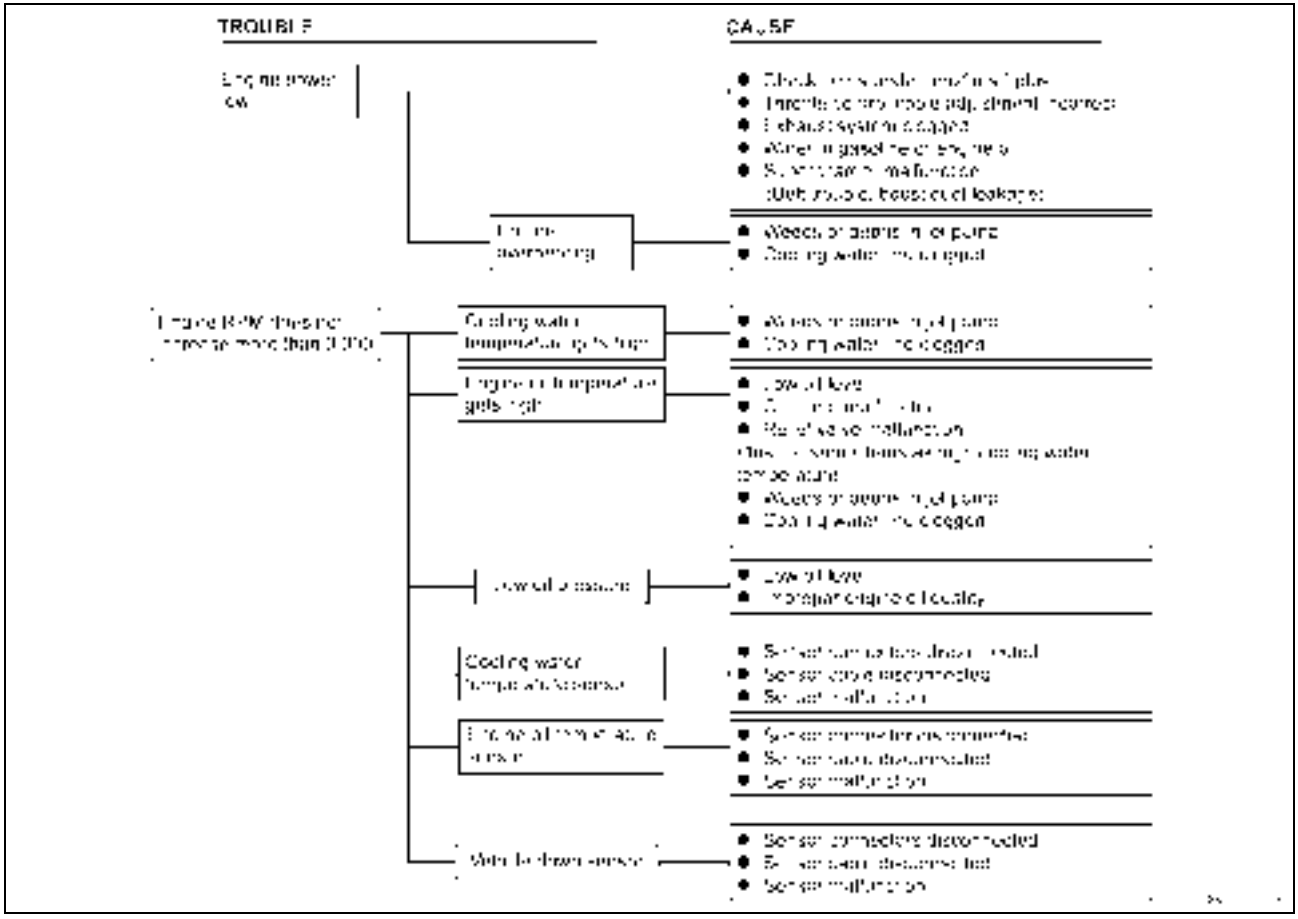
Substituting fuses can damage the electrical system and may lead to a fire. To prevent damage and fire, do not substitute fuses. Replace the blown fuse with a new one of the correct capacity, as specified on the electric case.

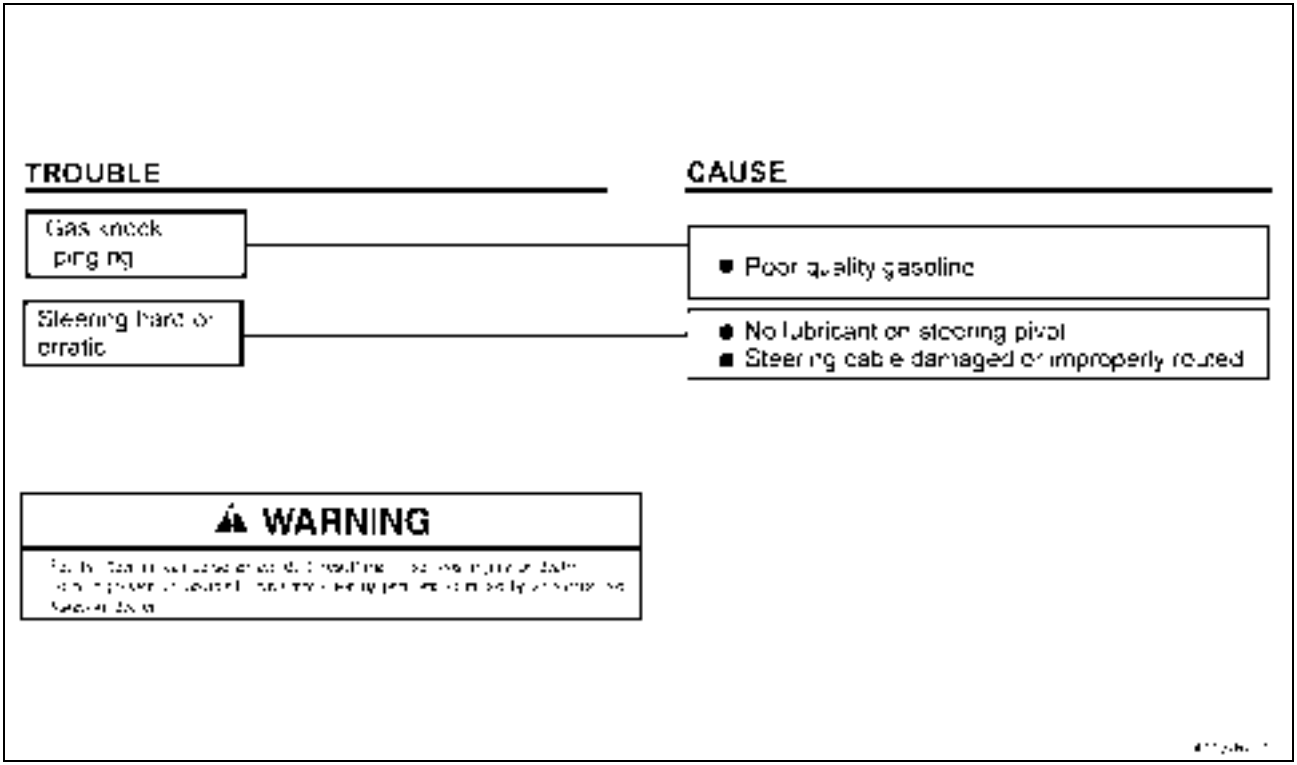


TROUBLESHOOTING GUIDE

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







YOUR WARRANTY/OWNER SATISFACTION

Welcome to the Kawasaki family!

Congratulations on buying your Kawasaki JET SKI™ watercraft. You've chosen a great, high-quality product with state-of-the-art features and built to Kawasaki's high standards. Your satisfaction is important to your authorized Kawasaki dealer and to Kawasaki Motors Corp., U.S.A. Here is some important information regarding your vehicle's limited warranty.

Frequently Asked Questions

What is a Limited Warranty?

The most important thing to know about your warranty is that it protects you from manufacturing defects in material or workmanship during the warranty period. You can find the warranty period in the Kawasaki Limited Warranty Certificate your Kawasaki dealer provided to you at the time of sale. The warranty does not cover the cost of regularly-scheduled maintenance. The warranty also does not apply to the normal wear of items such as batteries, impellers, etc.

What is the Good Times Protection Plan?

Much of the warranty coverage offered by the limited warranty can be extended by purchasing Kawasaki's Good Time™ Protection Plan (GTPP). See your Kawasaki dealer or go to Kawasaki.com for more information if you don't already have the GTPP.

What Am I Responsible For?

You are responsible for maintaining your watercraft according to the maintenance schedule shown in this owner's manual.

You are responsible for taking your product to the dealer immediately if there is a problem, and you, as the owner, will need to authorize the dealer to inspect the unit.

You will be responsible for paying for routine maintenance, including the first scheduled service. You can have the required servicing done by your Kawasaki dealer (recommended) or an equally-qualified service facility. You can also do your own maintenance work if you have the proper tools, service references, and mechanical skills. However, if a failure is found to be caused by improper servicing, it would not be covered by the limited warranty.

You may purchase a Kawasaki Service Manual and any necessary special tools directly from your Kawasaki dealer.

You will be responsible for paying for repairs needed because of an accident, to replace worn parts such as impellers, and for repairs needed because of a lack of maintenance, misuse or racing.

Whether you do it yourself or take your vehicle to a Kawasaki dealer, be sure to record your service in the Maintenance Record section of this Owner's Manual. Keep all receipts for the service and/or items necessary to perform the maintenance so that in the event of a failure you can document the service history.

What Are The Dealership's Responsibilities?

Your Kawasaki dealer offers a wide range of services, parts, accessories, and information on your product and on Kawasaki.

Each dealer is independently owned and operated and is responsible for the dealership's operations, its repair, warranty, and service work, and its personnel.

Your dealer is responsible for completing the set up and pre-delivery service of your new Kawasaki watercraft. The dealership should also explain its operation, maintenance, and warranty provisions so you understand them at the time of purchase or at any other time you have questions.

The dealership is responsible for inspecting your Kawasaki watercraft if there is a failure, determining the cause of the problem, and getting any needed authorization from Kawasaki if the repair is one that will be covered by the limited warranty. The dealership will also file all necessary paperwork. The dealership is responsible for correctly completing any necessary repairs, whether they are covered by the limited warranty or not.

How Do I Get Warranty Service?

If there is a problem with your watercraft within the limited warranty period, you will need to schedule a service appointment and provide any maintenance records to an authorized Kawasaki dealer for inspection and diagnosis. You can go to any Kawasaki dealer for warranty repairs. Your Kawasaki dealer will inspect your vehicle and provide you with the results of the inspection. The dealer will perform the repairs at no cost to you if it is determined that the problem is covered by the warranty.

Kawasaki will work with your dealer to resolve any warranty issues. No authorization for warranty work can be given until your watercraft has been inspected by a Kawasaki dealer.

What if I am not Satisfied With My Warranty Service?

If you aren't satisfied with your dealership's repair work or operations, it is best to discuss the situation with the appropriate dealership manager. If you have already done this, then contact the dealership's owner or general manager to request a review of the issue.

If you are unable to resolve a problem after consulting with the dealership management and need further assistance, contact Kawasaki Motors Corp., U.S.A. at the address below. Please be certain to provide the model, hull identification number (HIN), hours of use, accessories, dates that events occurred and what action has been taken by both you and your dealer. Include the name and address of the dealership. To assist us in resolving your inquiry, please include copies of related receipts and any other pertinent information including the name of the dealership personnel with whom you have been working. Upon receipt of your correspondence, Kawasaki Motors Corp., U.S.A. will contact the dealership and work with it in resolving your problem.

Want to Contact Kawasaki?

This owner's manual should answer most of your questions about your Kawasaki. Your Kawasaki dealer should either be able to answer any other questions you might have immediately or be able to find the answer for you.

Please send your correspondence to:.
Consumer Services
Kawasaki Motors Corp., U.S.A.
P.O. Box 25252
Santa Ana, CA 92799-5252
(949) 460-5688

REPORTING SAFETY DEFECTS

(For Products Sold in the United States of America, District of Columbia, and U.S. Territories Only)

If you believe that your watercraft has a defect which could cause a crash or could cause injury or death, you should immediately inform the U.S. Coast Guard (U.S.C.G.) in addition to notifying Kawasaki Motors Corporation, U.S.A.
If the U.S.C.G. receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of watercrafts, it may order a recall and remedy campaign. However, the U.S.C.G. cannot become involved in individual problems between you, your dealer, or Kawasaki Motors Corporation, U.S.A.

Please send your correspondence to:.
Office of Boating Safety Product Assurance Division-OBP-3
United States Coast Guard
2100 Second Street SW
Washington, DC 20593-0001

ENVIRONMENTAL PROTECTION

Kawasaki subscribes to the guidelines of Tread Lightly! a program dedicated to protecting the great outdoors through education and fostering responsible enjoyment of public lands. When using your Kawasaki JET SKI watercraft, please follow these Tread Lightly! guidelines:

Tread Lightly!

Travel responsibly on designated waterways and launch your watercraft in designated areas.

Respect the rights of others including anglers, swimmers, skiers, boaters, divers and others to allow them to enjoy their recreational activities undisturbed.

Educate yourself by learning rules and regulations, planning for your trip, taking recreation skills classes, and knowing how to use and to operate your equipment safely.

Avoid sensitive areas and operating your watercraft in shallow waters or near shorelines at high speeds.

Do your part by leaving the area better than you found it, properly disposing of fuel, oil and waste, avoiding the spread of invasive species, restoring degraded areas, and joining a local enthusiast organization.

Properly discard used batteries, engine oil, other vehicle components, or the entire vehicle that you might dispose of in the future. Consult your authorized Kawasaki dealer or local environmental waste agency for their proper disposal procedure.

MAINTENANCE RECORD

Owner Name.....

Address.....

Phone Number.....

Hull Number.....

Engine Number.....

Selling Dealer Name.....

Address.....

Phone Number.....

Warranty Start Date.....

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

Date	Engine Hours	Maintenance Performed	Dealer Name	Dealer Address

Date	Engine Hours	Maintenance Performed	Dealer Name	Dealer Address

Date	Engine Hours	Maintenance Performed	Dealer Name	Dealer Address

Date	Engine Hours	Maintenance Performed	Dealer Name	Dealer Address

Date	Engine Hours	Maintenance Performed	Dealer Name	Dealer Address

⚠ WARNING

To reduce the risk of SEVERE INJURY or DEATH

WEAR A PERSONAL FLOTATION DEVICE (PFD) AND PROTECTIVE CLOTHING

NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL

- DO NOT APPLY THROTTLE WHEN ANYONE IS AT REAR OF PWC. Water and/or debris exiting jet thrust nozzle can cause severe injury.
- KEEP AWAY FROM INTAKE GRATE while engine is on. Certain items can become entangled resulting in severe injury or drowning.

READ OWNER'S MANUAL FIRST!

- TO AVOID COLLISIONS resulting in INJURY or DEATH: SCAN CONSTANTLY, OPERATE DEFENSIVELY, TAKE EARLY ACTION. PWCs and other boats do not have brakes.
- DO NOT RELEASE THROTTLE WHEN TRYING TO STEER. You need throttle to steer.
- OPEN ENGINE COMPARTMENT BEFORE STARTING ENGINE. A concentration of gasoline fumes can cause a fire or explosion.
- ATTACH ENGINE SHUT-OFF CORD (LANYARD) to wrist and keep it free from handlebars so that engine stops if operator falls off.
- RIDE WITHIN YOUR LIMITS AND AVOID AGGRESSIVE MANEUVERS. Sharp turns or jumping wakes or waves can increase the risk of back/spinal or other injuries.
- KNOW BOATING LAWS.

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JT1500HD
JT1500JD

Kawasaki

KAWASAKI HEAVY INDUSTRIES, LTD.
Motorcycle & Engine Company

Part No. 99987-1727

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GB