

Shop Manual



SHOP MANUAL

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SAFETY NOTICE

This manual has been prepared as a guide to correctly service the SEA-DOO, models 5803-5810(GT).

This edition was primarily published to be used by watercraft mechanics who are already familiar with all service procedures relating to Bombardier made watercraft.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This *Shop Manual* uses technical terms which may be slightly different from the ones used in parts catalog.

The content depicts parts and/or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations/photographs throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex. : lock tab, elastic stop nut) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols :

◆ **WARNING** : Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.

▼ **CAUTION** : Denotes an instruction which, if not followed, could severely damage vehicle components.

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

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

This information relates to the preparation and use of Bombardier watercraft and has been utilized safely and effectively by Bombardier Inc.. However, Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and/or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the watercraft illegal under existing federal, provincial and state regulations.

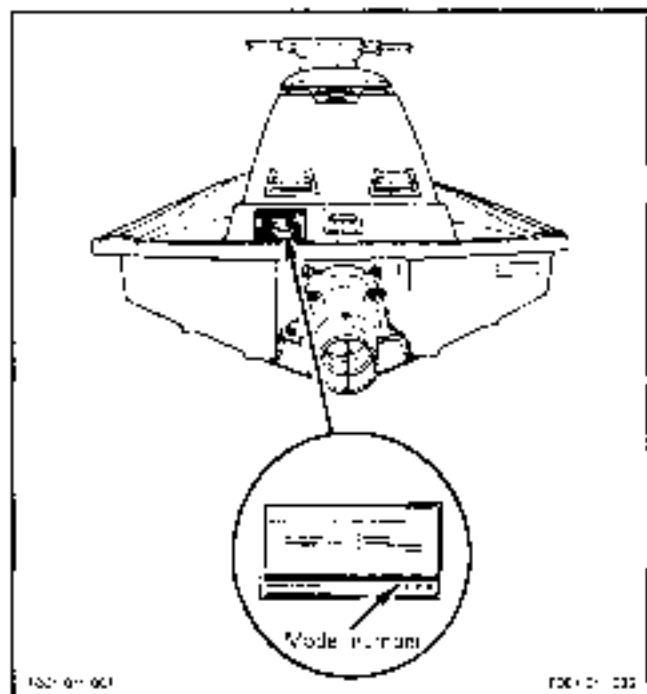
BOMBARDIER WATERCRAFT SHOP MANUAL

INTRODUCTION

This Shop Manual covers BOMBARDIER® make SEA DOO® watercraft models E903-5610.

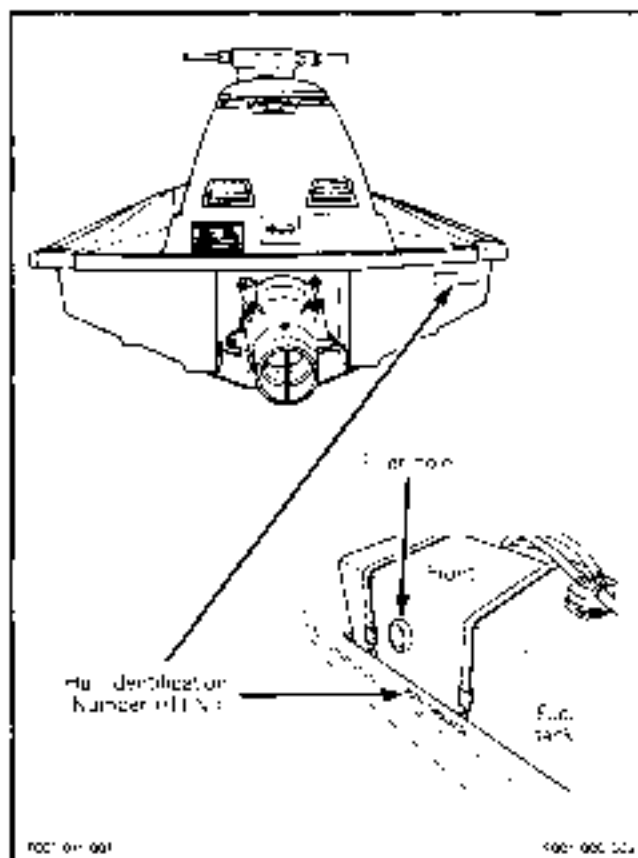
WATERCRAFT MODEL NUMBER

Can be found on U.S. Coast Guard approved label located on L.H. side of stern (rear) eyelet.



HULL IDENTIFICATION NUMBER (HIN)

Can be found at R.H. rear side of hull, and inside it.



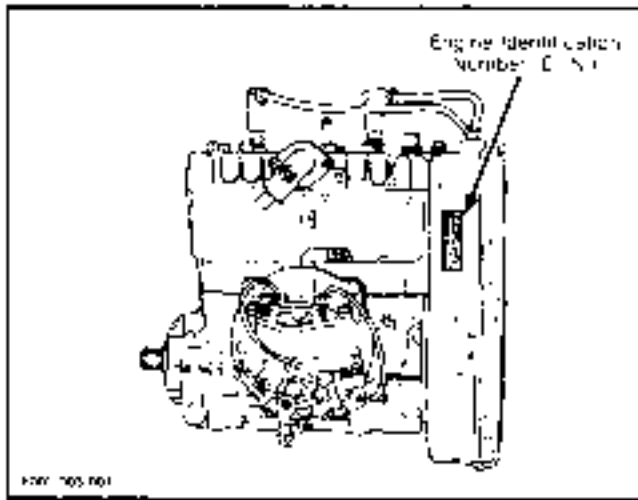
The five digits after "ZZN" are the watercraft's serial number.

ZZN 1 2 3 4 5 X X X X

Serial number

ENGINE IDENTIFICATION NUMBER (EIN)

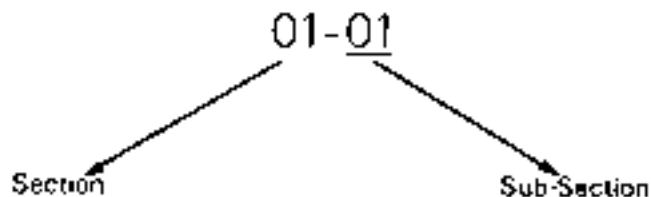
It is located on the upper side of the magneto housing.



DEFINITION OF NUMBERING SYSTEM

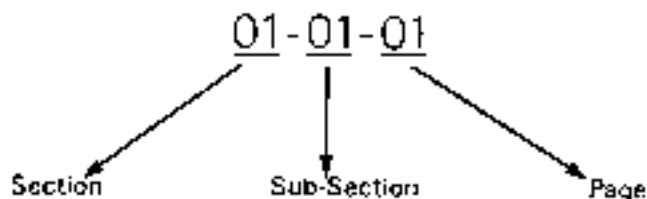
Sections and Sub-Sections System

The manual makes use of a 2-part digital numbering system (i.e. 01-01), in which the first two-digits represents the section, the second two-digits the sub-section.



Pages System

The numeration at the bottom of each page assists the user in page location.



ARRANGEMENT OF THIS MANUAL

The manual is divided into 13 major sections:

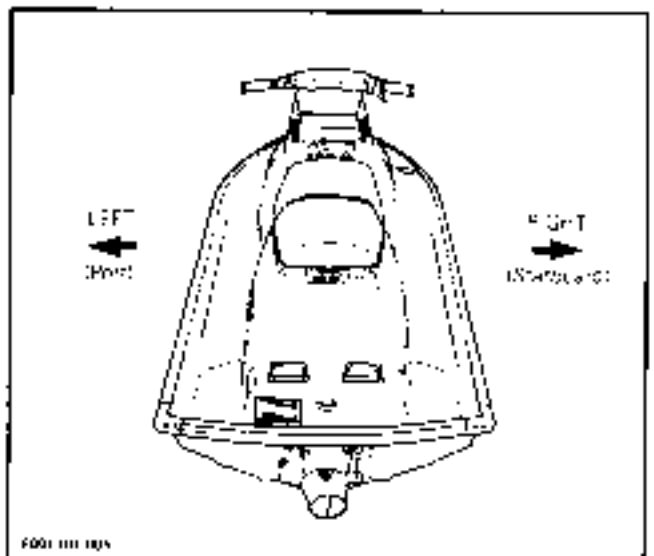
- 01 Service Tools
- 02 Periodic Inspection Chart
- 03 Engine
- 04 Cooling System
- 05 Fuel System
- 06 Oil System
- 07 Electrical
- 08 Propulsion & Drive Systems
- 09 Steering System
- 10 Hull/Body
- 11 Storage
- 12 Technical Data
- 13 Troubleshooting

Each section is divided in various sub-sections, and again, each sub-section has one or more division.

EX.: 03 ENGINE

- 01 Water-Flooded Engine Care
- 02 Removal & Installation
- 03 Top End
- 04 Flywheel & Magneto
- 05 Bottom End
- 06 Rotary Valve & Reservoir

The use of "Right" and "Left" indications in the text, always refers to driving position (when sitting on vehicle).



BOMBARDIER WATERCRAFT SHOP MANUAL

GENERAL

The information and component/system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon user any obligation to install them on products previously manufactured.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

ILLUSTRATIONS & PROCEDURES

An exploded view is conveniently located at the beginning of each section and is meant to assist the user in identifying parts and components.

This *Shop Manual* uses technical terms which may be different from the ones of the *parts catalog*.

When ordering parts always refer to the *parts catalog*.

The illustrations show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown; however, they represent parts which have the same or a similar function.

When something special applies (such as adjustment, inspection, etc.) boldface numbers in exploded views are used for specific parts and referred to in the text.

▼ **CAUTION** - Pay attention to torque specifications. Some of these are in **lbf•in** instead of **lbf•ft**. Use appropriate torque wrench.

▼ **CAUTION** : Components of this watercraft are built with parts dimensioned in the metric system. Fasteners are metric and must not be replaced by customary SAE fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the watercraft or possible personal injury.

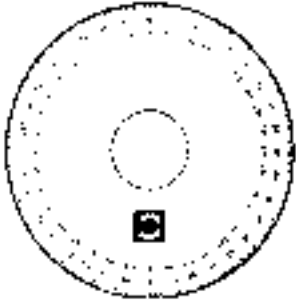
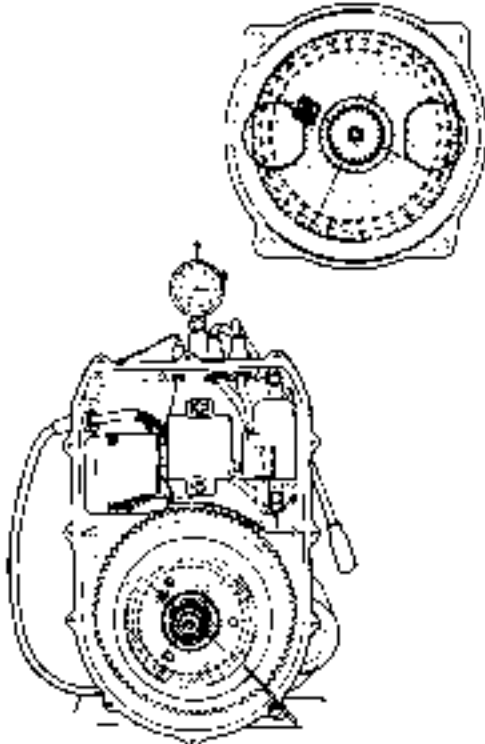
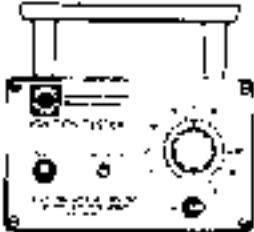
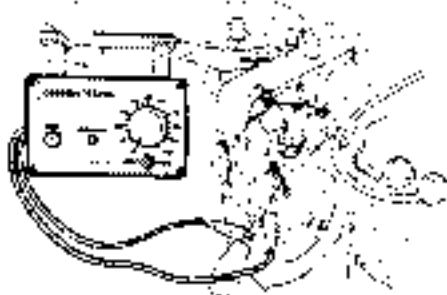
As many of the procedures in this manual are interrelated, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or subsection in which the procedure is contained.

A number of procedures throughout the book require the use of special tools. Where a special tool is indicated, refer to section 01. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

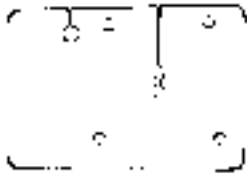
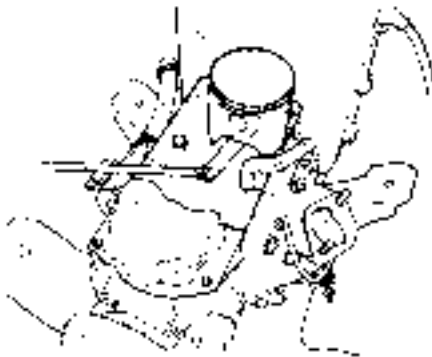
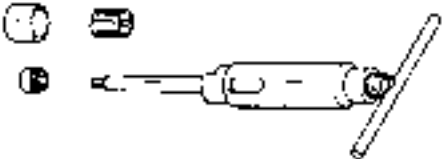
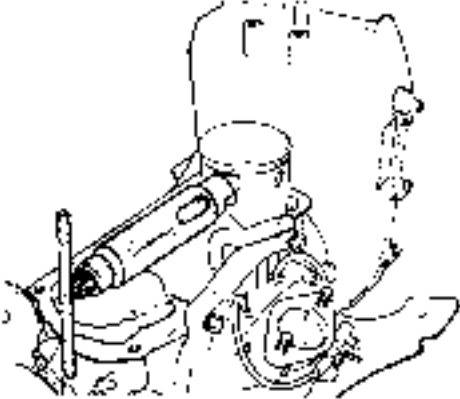
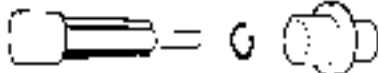
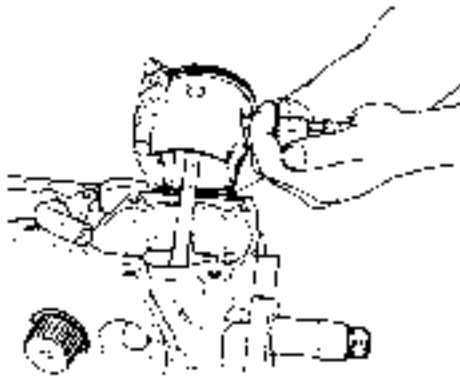
Technical Publications
Bombardier Inc.
Valcourt (Quebec) Canada

SERVICE TOOLS


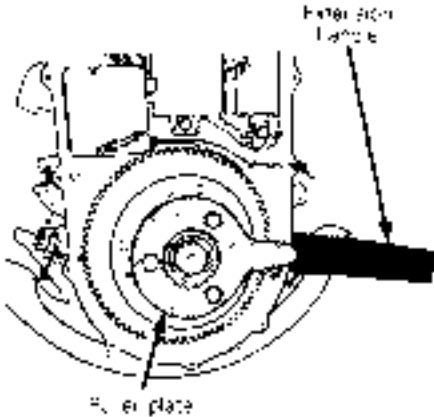
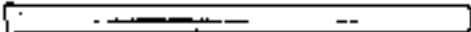


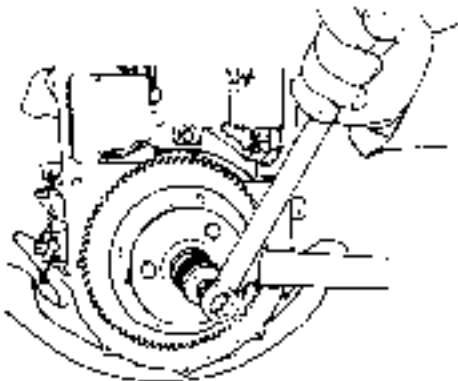
ENGINE

SERVICE TOOL	PURPOSE	APPLICATION
<p>Degree wheel (mandatory) 295 030 007</p>  <p>4300 007 11</p>	<p>To mark timing position of rotary valve, to check crankshaft alignment</p>  <p>1701 003 053</p> <p>1700 002 063</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Bombardier ignition tester (mandatory) 295 030 008</p>  <p>4300 002 038</p>	<p>To test engine electrical components</p>  <p>1701 001 034</p>	<p>5801, 5802, 5803 & 5810 models</p>

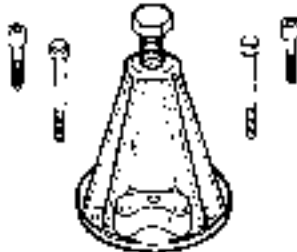










Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Rubber pad (mandatory): 295 000 079</p>  <p>FIGURE 1-16</p>	<p>To avoid noises of connecting rod bearing from falling in crankcase</p>  <p>FIGURE 1-26</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Piston pin puller (mandatory): 290 877 090</p>  <p>FIGURE 1-31</p>	<p>To remove piston pin</p>  <p>FIGURE 1-34</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Piston circlip inserter (mandatory): 295 000 077</p>  <p>FIGURE 1-28</p>	<p>To install circlips on pistons</p>  <p>FIGURE 1-29</p>	<p>5801, 5802, 5803 & 5810 models</p>


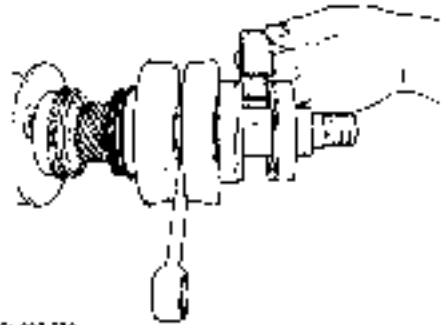
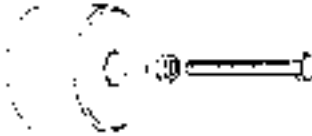

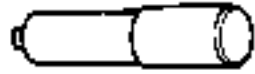
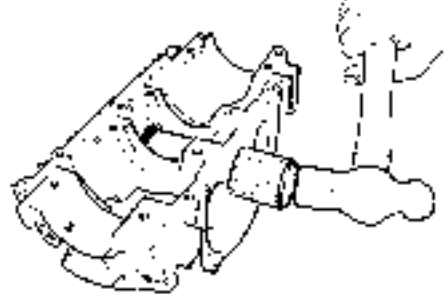
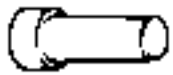

Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Puller plate (mandatory): 290 376 080</p>  <p>#000 000 080</p>	<p>Used with extension handle to retain crank shaft. When removing/installing PTO flywheel and loosen/tighten MAG flywheel nut.</p>  <p>#001 000 040</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Extension handle (mandatory): 295 000 000</p>  <p>#001 000 040</p>		<p>Used to loosen/tighten PTO flywheel and impeller. Hold flywheel with puller plate and extension handle above.</p>  <p>#011 000 040</p>
<p>Puller (mandatory): 290 876 065</p>  <p>#000 000 040</p>	<p>Used with puller plate and extension handle to remove MAG flywheel.</p>  <p>#001 000 040</p>	<p>5801, 5802, 5803 & 5810 models</p>

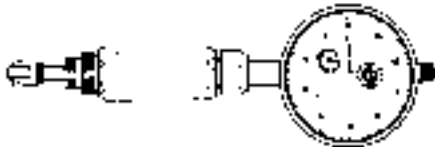
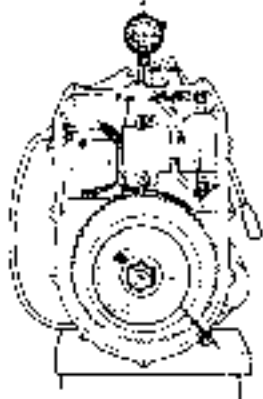
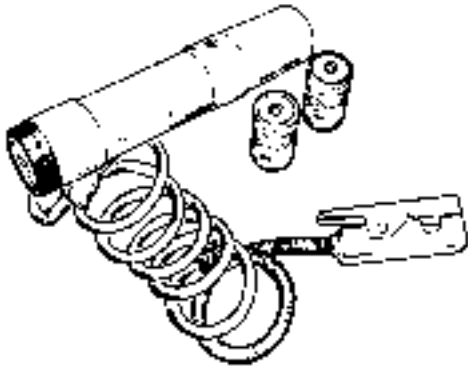
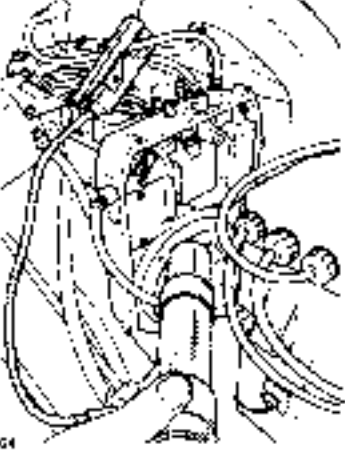
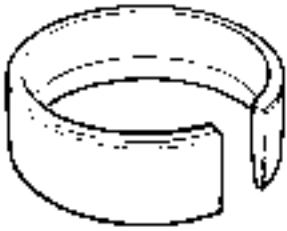
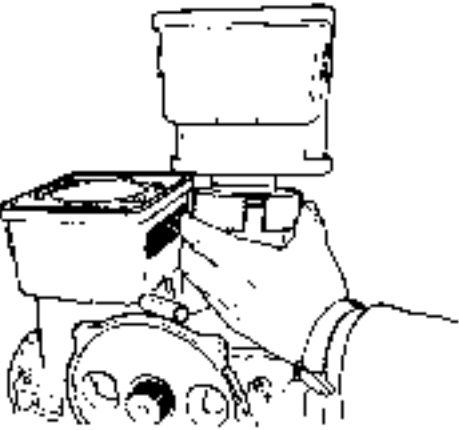
Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION	
<p>Puller with screws (mandatory) 290 876 298</p>  <p>F001 001 270</p>	<p>To remove crankshaft bearings</p> 	<p>580*, 5802, 5903 & 5810 models</p>	
<p>Protective cap (both ends) (mandatory) 290 876 557</p>  <p>F001 001 271</p>			
<p>Ring (both ends) (mandatory) 290 977 490</p>  <p>F001 001 272</p>			 <p>MAG side</p>
<p>Ring halves (PTD) (mandatory) 290 977 475</p>  <p>F001 001 273</p>			
<p>Distance ring (MAG) (mandatory) 290 876 589</p>  <p>F001 001 274</p>			
<p>Ring halves (MAG) (mandatory) 290 276 025</p>  <p>F001 001 275</p>			 <p>PTD side</p> <p>F001 001 276</p>

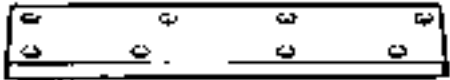
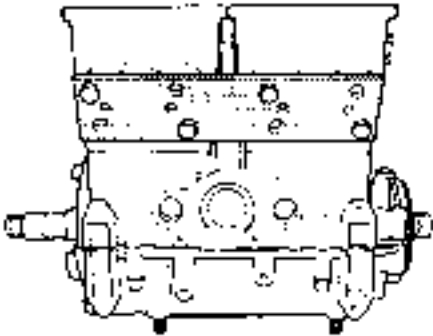

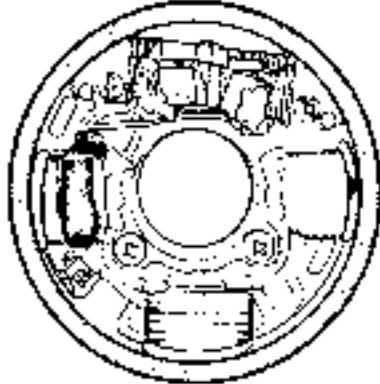

Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Distance gauge (mandatory) 290 876 376</p>  <p><small>FIGURE 101</small></p>	<p>To position outer crankshaft bearing on PTO side</p>  <p><small>FIGURE 102</small></p>	<p>5802, 5803, & 5810 models</p>
<p>Remover (mandatory) 290 876 487</p>  <p><small>FIGURE 103</small></p>	<p>To remove rotary valve shaft from crankcase</p>  <p><small>FIGURE 104</small></p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Pusher (mandatory) 200 876 500</p>  <p><small>FIGURE 105</small></p>	<p>To install end bearing of rotary valve shaft in crankcase.</p>  <p><small>FIGURE 106</small></p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Pusher (mandatory) 290 876 805</p>  <p><small>FIGURE 107</small></p>	<p>To install rotary valve shaft in crankcase.</p>  <p><small>FIGURE 108</small></p>	<p>5801, 5802, 5803 & 5810 models</p>

Section 01 SERVICE TOOLS

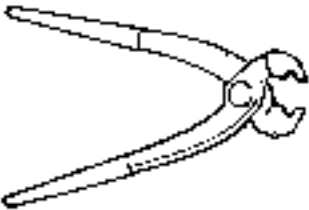
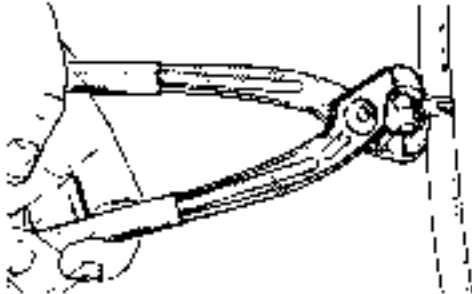
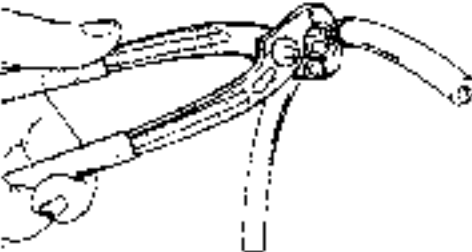
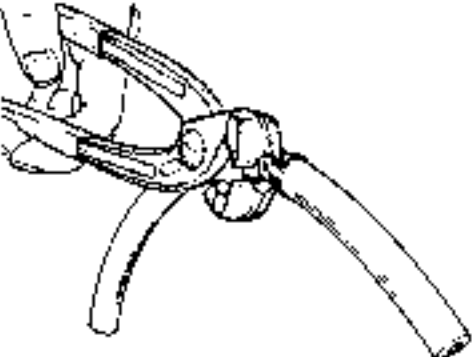
SERVICE TOOL	PURPOSE	APPLICATION
<p>Dead indicator (TDC gauge) (recommended) 295 000 065</p>  <p>4001 001 006</p>	<p>To find TDC position, for ignition timing and rotary valve timing.</p>  <p>4001 002 006</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Stroboscopic timing light (recommended) 295 000 078</p>  <p>4001 001 002</p>	<p>To verify ignition timing.</p>  <p>4001 001 004</p>	<p>5801, 5802, 5803 & 5910 models</p>
<p>Ring compressor (recommended) 293 87E 372</p>  <p>4001 001 003</p>	<p>To compress piston ring when inserting piston in cylinder.</p>  <p>4001 002 003</p>	<p>5801, 5802, 5803 & 5910 models</p>

Section 01 SERVICE TOOLS

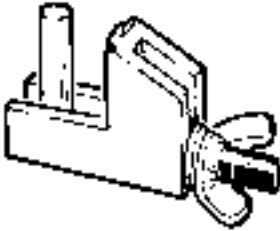
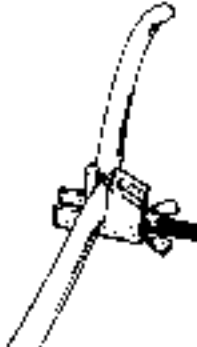

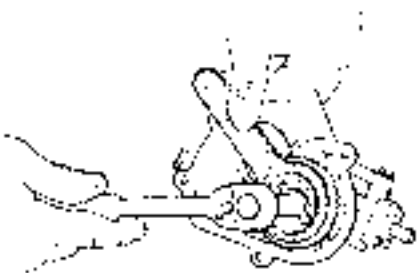
SERVICE TOOL	PURPOSE	APPLICATION
<p>Aligning tool (recommended) 290 876 900</p>  <p>K000 001 006</p>	<p>To align cylinders by exhaust flanges at assembly</p>  <p>K001 016 102</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Centering tool (recommended) 290 876 922</p>  <p>K001 001 007</p>	<p>To position coils on armature plate at assembly</p>  <p>K001 004 000</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Nondestructive CD. tester (recommended) 295 000 080</p>  <p>K000 004 000</p>	<p>To test engine ignition system components.</p> <p>NOTE: This high quality tester uses power source of 115 volts AC 60 Hz.</p>	<p>5801, 5802, 5803 & 5810 models</p>

Section 01 SERVICE TOOLS

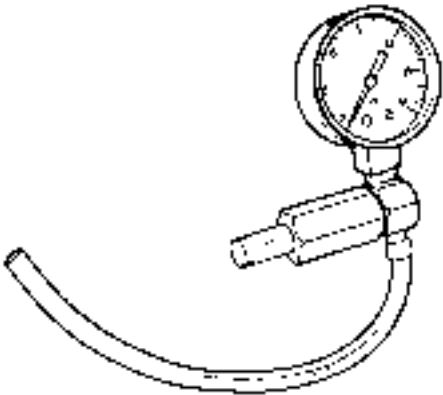
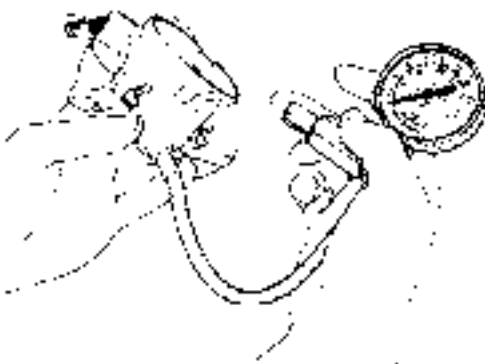
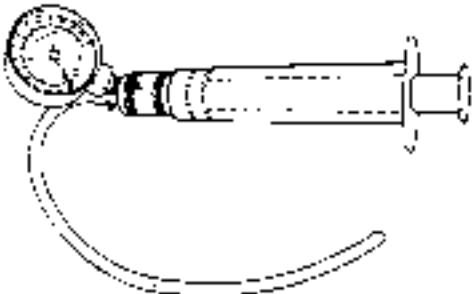
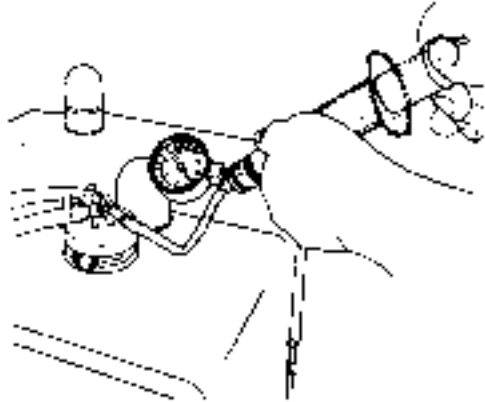
COOLING/FUEL/OIL SYSTEMS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Essential (mandatory) 295 000 070</p> 	<p>To secure (cut ear) clamps on oil/fuel lines and coolant hoses.</p>  <p>Cutting clamp</p>  <p>Securing clamp</p>  <p>Securing clamp to limited access</p>	<p>5801 5802 5803 & 5810 models</p>

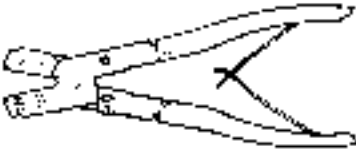
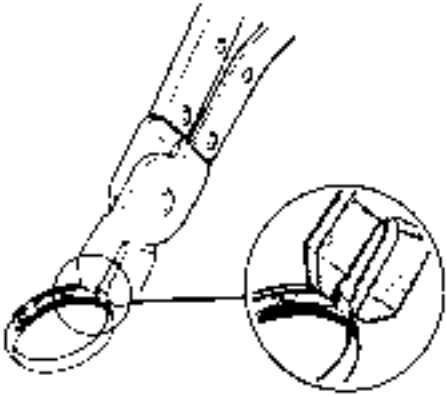


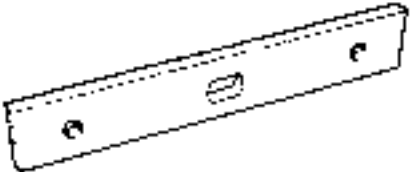
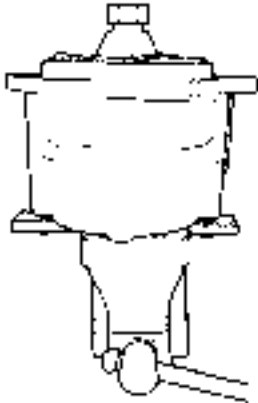
Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Hose pincer (mandatory) 295 000 076</p>  <p>A450 001 081</p>	<p>To avoid leaks while working on oil/fuel lines</p>  <p>A300 001 051</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Gear holder (mandatory) 290 277 905</p>  <p>A300 001 047</p>	<p>To remove/install retaining nut of injection pump gear.</p>  <p>A700 002 043</p>	<p>5801, 5802, 5803 & 5810 models</p>

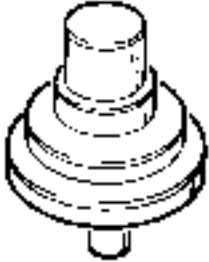
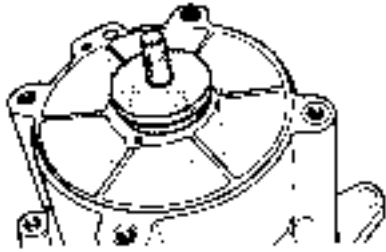



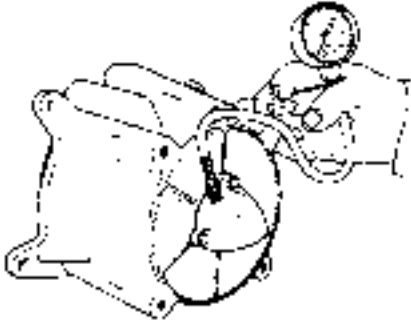
Section 01 SERVICE TOOLS

SERVICE TOOL	PURPOSE	APPLICATION
<p>Pump gauge tester (recommended): 295 000 003</p>  <p><small>FIG. 501 014</small></p>	<p>To verify release pressure and leak at carburetor</p>  <p><small>FIG. 502 014</small></p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Pump gauge tester (recommended): 295 000 065</p> <p>○ NOTE: Must maintain a pressure of 34 kPa (5 PSI) during ten minutes. Never pressure over 34 kPa (5 PSI)</p> <p>▼ CAUTION: Lubricate air pump piston seal using mild soap. Using hydrocarbon lubricant will destroy rubber seal.</p>  <p><small>FIG. 501 014</small></p>	<p>To pressure fuel system, to verify any leak</p>  <p><small>FIG. 502 014</small></p>	<p>5801, 5802, 5803 & 5810 models</p>

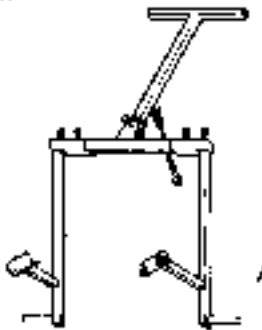



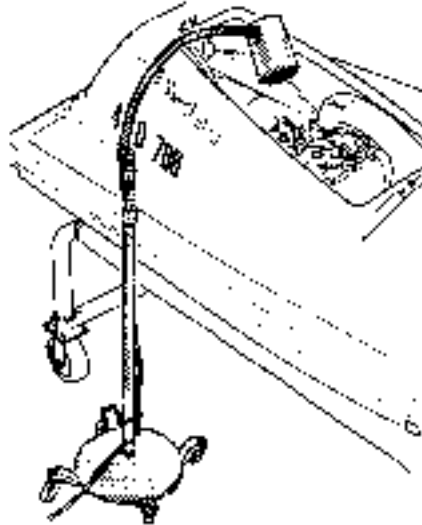
PROPULSION SYSTEM

SERVICE TOOL	PURPOSE	APPLICATION
<p>Pliers (mandatory) 295 000 069</p>  <p>FIG. 001 044</p>	<p>To remove/install drive shaft boot reusable stepless clamps</p>  <p>FIG. 003 082</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Impeller (PTC) keywrench remover/installer (mandatory) 295 000 095</p>  <p>FIG. 005 080</p>	<p>Used to loosen/tighten impeller on shaft.</p>  <p>FIG. 008 046</p>	<p>5801, 5802, 5803 & 5810 models</p>
<p>Impeller shaft holder (mandatory) 295 000 082</p>  <p>FIG. 001 002</p>	<p>Used to loosen/tighten impeller on shaft</p>  <p>FIG. 009 089</p>	<p>5801, 5802, 5803 & 5810 models</p>

Section 01 SERVICE TOOLS


SERVICE TOOL	PURPOSE	APPLICATION
<p>Bearing (see note) (mandatory): 295 000 014</p>  <p>Fig. 295 000 014</p>	<p>To install impeller shaft needle bearings and seal</p>  <p>Fig. 295 000 164</p>	<p>5801, 5802, 5903 & 5810 models</p>
<p>Impeller shaft guide (mandatory): 295 000 002</p>  <p>Fig. 295 000 002</p>	<p>To protect seal lip when installing impeller shaft in its housing</p>  <p>Fig. 295 000 061</p>	<p>5901, 5802, 5803 & 5810 models</p>
<p>Fitting (recommended): 295 000 086</p> <p>NOTE: Must maintain a pressure of 70 kPa (10 PSI) during 10 minutes. Never pressurize over 70 kPa (10 PSI).</p>  <p>Fig. 295 000 086</p>	<p>To pressurize pump assembly before installation, to verify if any leak</p>  <p>Fig. 295 000 090</p>	<p>5801, 5802, 5903 & 5810 models</p>

WATERCRAFT HANDLING

SERVICE TOOL	PURPOSE	APPLICATION
<p>Do not recommend: 295 000 027</p>  <p>FIG. 001 000</p>	<p>To handle watercraft in shop or on beach</p> 	<p>5801, 5802, 5803 & 5810 models</p>
<p>Beach wheels (recommended) 295 000 005</p>  <p>FIG. 001 001</p>		
<p>Shop lamp (recommended) 295 000 081</p> <p>◆ WARNING : Never use electric powered tools on watercraft unless first verifying no gasoline leaks/fumes are present.</p>  <p>FIG. 001 071</p>	<p>To facilitate repair when working inside the hull/body</p>  <p>FIG. 001 072</p>	<p>5801, 5802, 5803 & 5810 models</p>

Section 02 PERIODIC INSPECTION CHART

PERIODIC INSPECTION CHART

 NOTE: Shaded area shows the maintenance frequency.

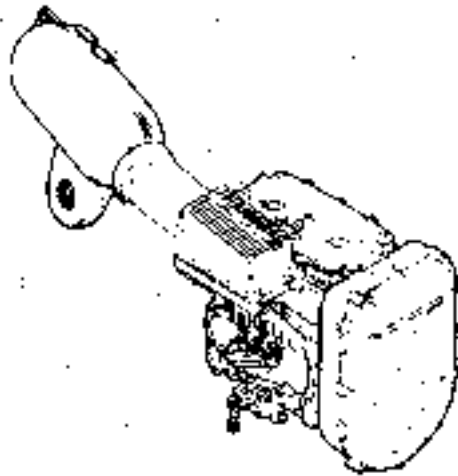
DESCRIPTION	FREQUENCY			
	Monthly	3 Months	6 Months	Yearly
Lubrication - corrosion protection of metallic components	①			
Engine ignition timing				
Spark plugs: cleaning/adjustment				
Throttle-choke cables: inspection/lubrication	②			
Frame arrester element, inspection				
Carburetor adjustment including choke/throttle cable adjustments				
Oil injection pump adjustment				
Fuel filter cleaning, oil filter inspection				
Oil filter, replacement				
Engine head screws: retorque				
Steering column wear/steering cable adjustment/condition				
Fastener tightening (frame arrester mount screws, carburetor mount nuts, engine mount screws, exhaust system, etc.)				
Muffler, battery and reservoir fastening devices				
Fuel/oil lines, check-valves and hoses inspection, fuel system pressurization				
Inspect/clean engine drain tube	③			
Bilge system/water-trap drains, inspection				
Battery, vent hose condition				
Battery and starter cables				
Engine over-heating beeper/electrical connections				
Impeller shaft reservoir oil level/oil condition				Replace
Impeller condition and impeller/wear ring clearance		②		
Drive shaft boot/splines condition (both ends)		②		
Drive shaft, lubricate grease fitting at flywheel				
Lubricate grease fitting at seal carrier				
Water intake grill condition		②		
Hull condition				
Cooling system flushing ③				

①: Every month in salt water use

②: These tests have to be initially checked after three months. Thereafter, servicing to be made as specified in this chart.

③: Daily flushing in salt water use.

587 ENGINE TYPE



WATER-FLOODED ENGINE

If engine is water-flooded, it must be serviced within a few hours after the event. Otherwise engine will have to be overhauled.

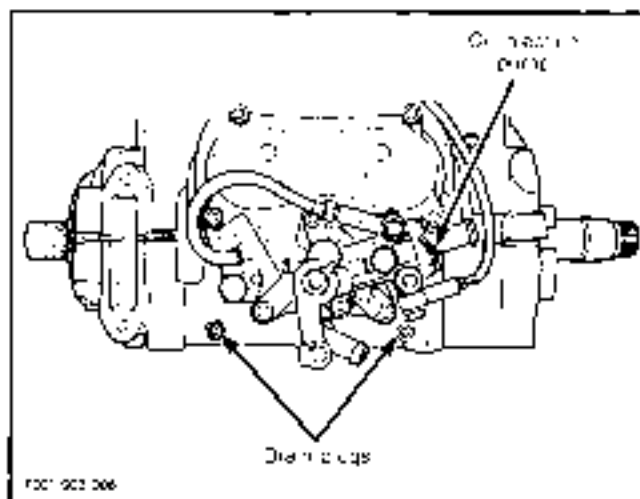
▼ **CAUTION:** A water-flooded engine must be properly lubricated, operated then lubricated again. Otherwise serious internal parts damage will occur.

Check fuel and oil reservoirs for water contamination. If necessary, siphon and refill with fresh fluids.

Turn fuel valve to "OFF" position then drain fuel filter bowl.

Drain bilge if water is present.

Remove engine crankcase drain plugs located underneath injection pump.



With spark plugs in place, crank engine to drain crankcase. Re-install crankcase drain plugs.

▼ **CAUTION:** Crankcase drain plugs should have Loctite PST 567 (P/N 293 600 013) applied to threads before installing.

Remove spark plugs and dry them with a clean and dry cloth. A contact cleaner spray can be used, it may be preferable to replace spark plugs. Do NOT install spark plugs in their caps, or on engine.

◆ **WARNING:** Ensure tether cord is removed from switch to prevent any spark.

Crank engine to a low water to escape from spark plug holes.

Spray SEA-DOO LUBE (P/N 293 600 036) into spark plug holes.

Crank engine again.

Re-install spark plugs then tether cord cap or switch.

Turn fuel valve to "ON" position.

Press starting button to start engine. Some choking may be necessary. If engine does not start, repeat previous steps as necessary.

▼ **CAUTION:** To avoid starting motor overheating, the cranking period should not exceed 5-10 seconds and a rest period of 30 seconds should be observed between cranking cycles to let the starter cool down and its mechanism disengage. Never depress the starting button when the engine is running.

○ **NOTE:** If engine does not start after several tries, it is suggested to check ignition system for spark occurrence. Check crankshaft end seals, hydraulic lock may have pushed them out. Consider that center sea may have slipped out too. Check crankshaft alignment as specified in "BOTTOM END".

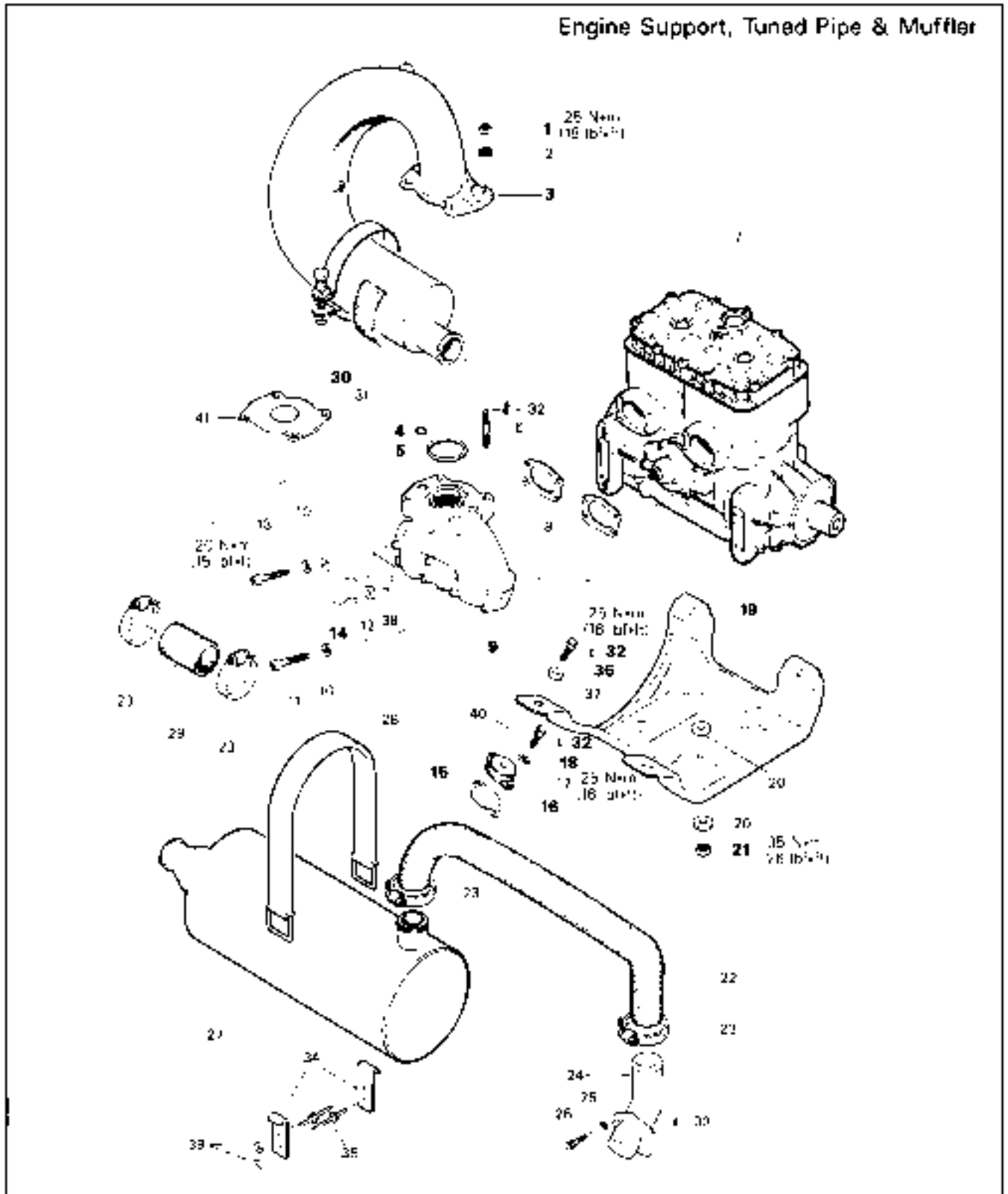
◆ **WARNING:** Ventilate bilge at least two minutes prior to checking spark.

After engine has started, spray SEA-DOO lube through carburetor intake while engine is running.

Run engine until it reaches its operational temperature. Make sure to supply water to cool engine.

▼ **CAUTION:** Water must be supplied to cool engine with flush kit (P/N 295 000 038). Do not run engine for more than five minutes since drive line seal has no cooling when out of water.

REMOVAL & INSTALLATION



Section 03 ENGINE

Sub-Section 02 (REMOVAL & INSTALLATION)

COMPONENTS

- 1 Hexagonal nut M16 x 14
- 2 Lock washer M6 x 4
- 3 Gasket ring
- 4 O-ring
- 5 O-ring
- 6 Stud M6 x 26 (6 x 4)
- 7 Engine Base SE7
- 8 Gasket 12
- 9 Exhaust manifold
- 10 Lock washer M6
- 11 Allen screw M6 x 10 (4)
- 12 Washer M6 x 4
- 13 Allen screw M6 x 25 (4)
- 14 Padlock
- 15 Pin 40 mm (1 5/8" x 10)
Shank 140 mm (5 1/2" x 12)
- 16 Padlock nut M6
- 17 Washer M6 x 4
- 18 Hexagonal head screw M6 x 30 (4)
- 19 Engine support
- 20 Flat washer M10 (6)
- 21 Clamshell nut M16 (4)
- 22 Hose clamp
- 23 Clamp 14
- 24 Exhaust tube
- 25 Lock washer M6 (2)
- 26 Hexagonal head screw M6 x 25 (4)
- 27 Nut 6
- 28 Muffler cap
- 29 Hose 50 mm
- 30 Clamp 11
- 31 Muffler cap 12
- 32 Lockite 242
- 33 Sealant 200 ml
- 34 Anchor 12
- 35 Nut 14
- 36 Hexagonal head screw M6 x 20 (4)
- 37 Washer 14
- 38 Washer nut 11
- 39 Flat washer 12
- 40 Pin 40 mm (1 5/8" x 12)
Shank 140 mm (5 1/2" x 12)
- 41 Socket

GENERAL

It is not necessary to remove engine from watercraft for "TOP END" servicing nor "MAGNETIC & FLYWHEEL". However engine removal is necessary to repair "BOTTOM END" and "ROTARY VALVE".

REMOVAL FROM WATERCRAFT

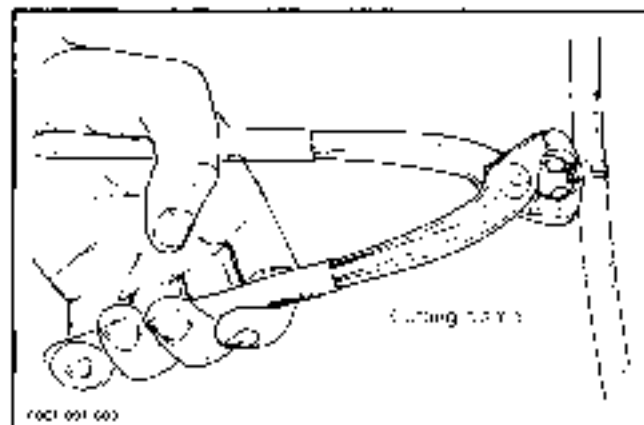
In order to remove engine from watercraft proceed as follows:

Propulsion System

Withdraw jet pump in Class 5, refer to "PROPULSION & DRIVE SYSTEMS", section 06.

Cooling & Exhaust Systems

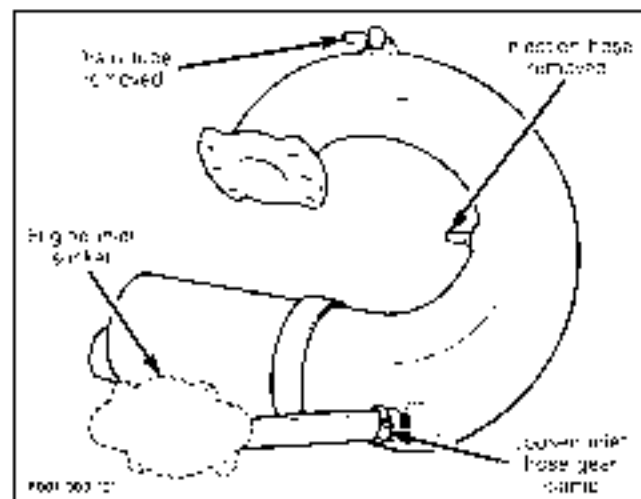
NOTE: To release a clamp from cooling hose line use pliers IF-N 295 000 0701



Disconnect hose from water outlet socket on engine, injection hose and drain tube from tuned pipe.

Loosen gear clamp from hose between bottom of tuned pipe and engine water inlet socket. Insert a screwdriver through opening between tuned pipe cylinder and magnetic housing.

Loosen gear clamp on tuned pipe outlet.



Remove tuned pipe mounting nuts, slightly lift up to release nuts as necessary. Withdraw tuned pipe in a forward and rotating movement. Be careful not to drop O-rings located in exhaust manifold grooves.

NOTE: On some watercrafts, the engine support might have to be loosened in order to remove tuned pipe.

Section 03 ENGINE
Sub-Section 02 (REMOVAL & INSTALLATION)

Disconnect hose on exhaust manifold. Remove fasteners taking care not to drop any part. Then withdraw manifold.

Electrical Connections

◆ **WARNING :** Always disconnect starter or battery cables exactly in the specified order, black negative cable first. Electrolyte or fuel vapors can be present in the engine compartment and a spark might ignite them and possibly cause personal injuries. It is recommended to disconnect electrical connections prior to disconnecting fuel lines.

First, remove black negative cable from starter mounting bolt, then red positive cable from starter post. Wrap electrical tape around red cable connector.

Open electrical box and disconnect wires of cable coming from magnetic housing.

Unscrew cable cap. Slide cap and compressor grammer away then pull cable out of electrical box cover.

Intake & Fuel Systems

Loosen clamp of intake silencer boot on carburetor side.

Pivot intake silencer to rear of watercraft.

Remove both retaining screws of carburetor support from engine cover.

Turn fuel valve to "OFF" position.

Disconnect fuel supply line from carburetor.

Remove screw of baffle fitting from fuel return line. Be careful not to drop any part.

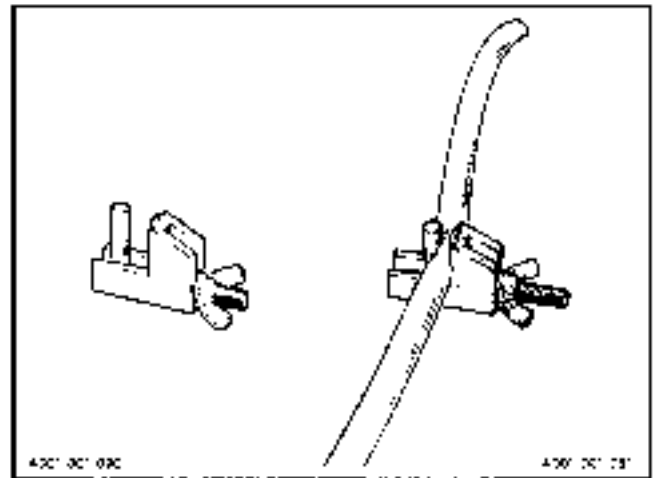
Disconnect throttle and choke cables from carburetor.

Unscrew carburetor support from flame arrester cover.

Unscrew carburetor mount nuts then remove carburetor and flame arrester together. Slightly lift it to release nuts as necessary.

Disconnect impulse line.

To prevent excessive oil spillage, use a Hose Pincer (P/N 295 000 076).

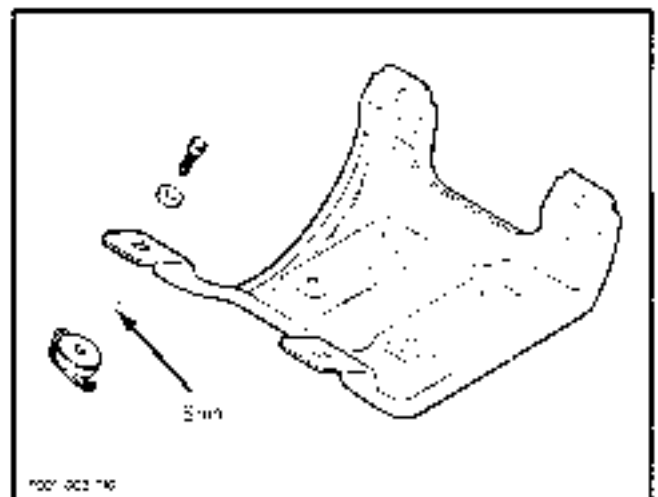


Install hose pincer on rotary valve oil return line (at top of rotary valve housing) then disconnect.

Remove throttle cable from oil injection pump.

Remove engine support mount screws.

○ **NOTE :** Be careful when removing engine support mount screws, shims could have been installed between engine support and rubber mounts.



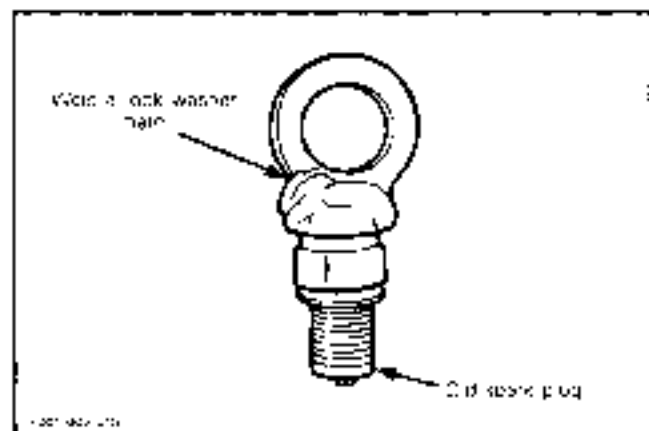
▼ **CAUTION :** Be sure to indicate shims location for reinstallation. If shims are interchanged engine and jet pump alignment will be altered.

Section 03 ENGINE

Sub-Section 02 (REMOVAL & INSTALLATION)

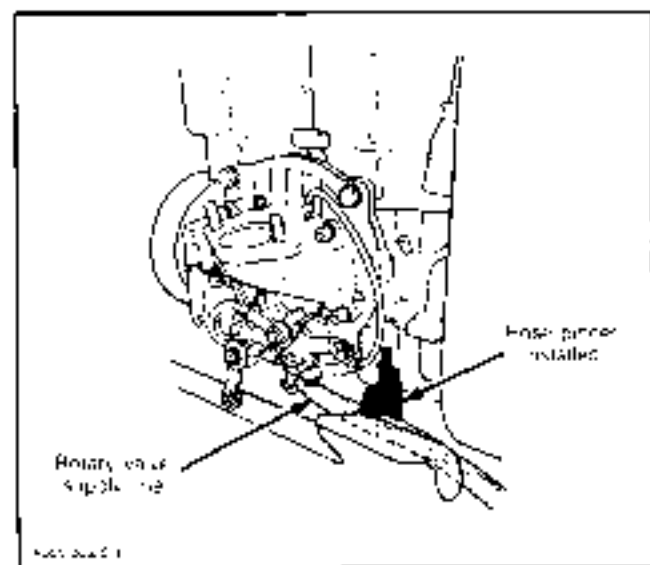
Engine can be easily lifted using the following suggested tool:

- Cut piece of iron from two old spark plugs
- Weld a lock washer approximately 20 mm diameter on each spark plug as shown

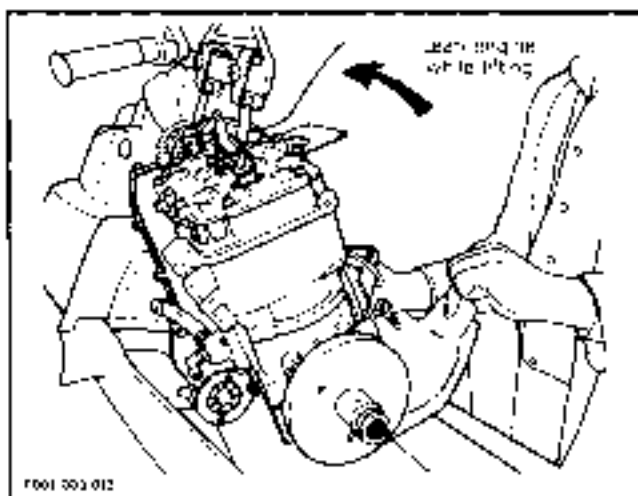


Remove spark plugs and replace by special tool. Hook a sling into holes of special tool then using a chain block, a hoist or other suitable equipment, slowly lift engine.

Lift it until rotary valve supply line is reachable. Insert a hose between the hose then disconnect.



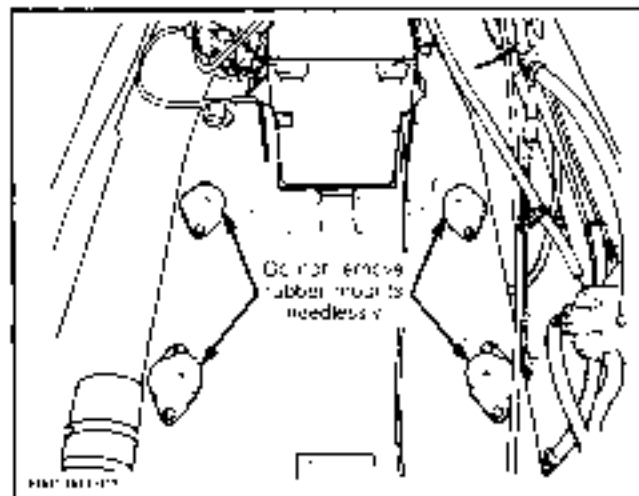
Carry on engine lifting until engine support reaches body aperture then lower engine so that it can completely leave watercraft.



CAUTION: Be careful not to scratch body with engine support or hit fuel pump/filter nor any component.

15,16, Shim & Rubber Mount

Do not remove engine rubber mounts needlessly. They sit on shims which control engine/jet pump alignment. Alignment has been set at factory and can not be performed in workshop. Always remove rubber mounts one at a time and re-install each shim to its original location.



CAUTION: If shims with different thickness are interchanged, engine and jet pump will be disaligned.

NOTE: If shims location have been mixed up. Contact your area service representative with hull serial number. It is possible to research the exact shim thickness that was installed at the factory for each watercraft.

CLEANING

Wipe off any spillage in bilge. Clean with a bilge cleaner.
Discard all gaskets and O-rings.
Clean external parts of engine.

INSTALLATION

Installation of engine in watercraft is essentially the reverse of removal procedures. However pay particular attention to the following:

16,18, Rubber Mount & Screw

Check tightness and condition of rubber mounts. If they have been removed, apply Loctite 242 (blue) (IP-N 293 800 015) on screw threads. Torque screws to 25 Nm (18 lb-ft).

▼ **CAUTION** Strict adherence to this torque is important to avoid damaging threads of aluminum insert in bilge.

19,21, Engine Support & Nut

Properly install support on crankcase so that rounded portion of support matches with MAG side of crankcase. Apply Loctite 242 (blue) (IP-N 293 800 015) on threads then torque nuts in a criss-cross sequence to 35 Nm (26 lb-ft).

Rotary Valve Supply Line

Make sure to re-install line before completely lower engine in bilge.

○ **NOTE:** For fuel line clamping, use special pliers (IP-N 295 000 070).

32,36, Loctite 242 & Screw

Apply Loctite 242 on screw threads and torque to 25 Nm (18 lb-ft).

Electrical Connections

First, install **red** positive cable on starter post and torque nut to 7 Nm (62 lb-in) then **black** negative cable on starter mounting bolt; apply Loctite 271 on threads torque to 22 Nm (15 lb-ft). Apply Dielectric Grease (IP-N 293 550 004) on connectors then cover with boot.

◆ **WARNING:** Always connect red positive cable first then black ground cable last. Whenever connecting the red positive cable to the starter motor make sure the battery cables are disconnected to prevent electric shock.

Install cable coming from ignition housing, into electrical box cover. Connect wires making sure to match wire colors.

Install compressor grommet and cap. It is strongly recommended to use a flare nut wrench to properly tighten cap.

Firmly tighten cap. To ensure water-tight mounting, pull cable. It must not slide through grommet. Realigner, as necessary.

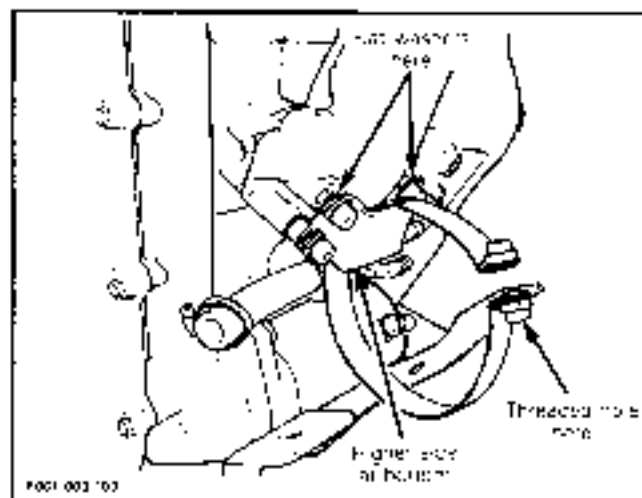
Torque cover screws to 2 Nm (18 lb-in).

9,11,12,13,14,30, Exhaust Manifold, Screw, Saddle & Clamp

Position clamp so that its screw will be accessible from top.

Position saddle so that its higher side is at bottom.

Install screws paying attention to their different length with washers as shown.



Torque screws in a criss-cross sequence to 20 Nm (15 lb-ft).

Section 03 ENGINE

Sub-Section 02 (REMOVAL & INSTALLATION)

1,3,4,5, Nut, Tune Pipe & O-Ring

Make sure that O-rings are properly located into exhaust manifold grooves prior to finaling pipe installation.

Torque nuts in a criss cross sequence to 25 N•m (18 lb•ft)

▼ **CAUTION:** Make sure that a sufficient gap is present between hull and tuned pipe, and also between clamp protrusion and hull.

Final Inspection

Check throttle cable condition then after its installation, properly adjust and synchronize oil injection pump as specified in "Oil SYSTEM", section 05

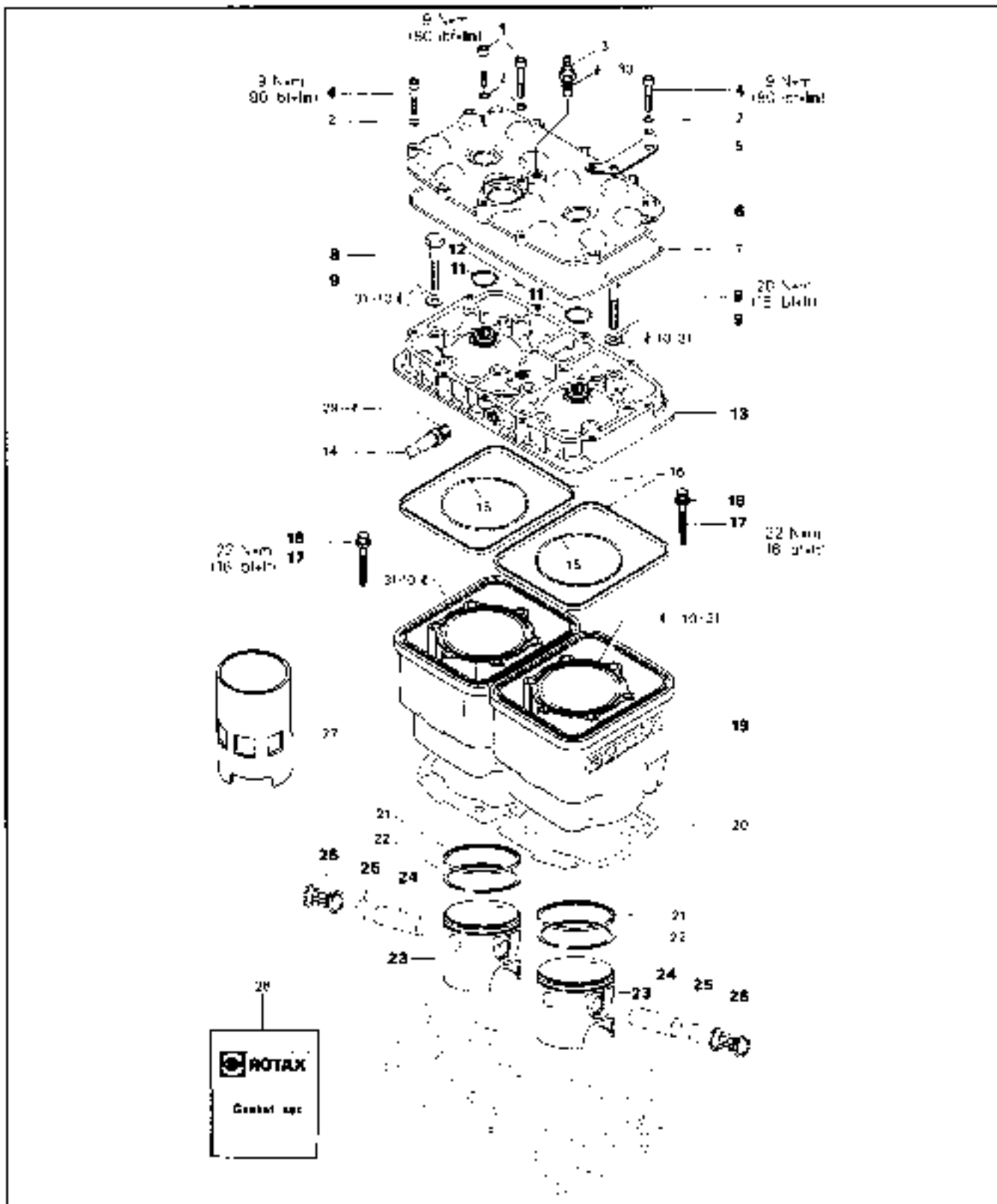
Bleed oil injection pump

Pressure test fuel system. Secure vent tube to the battery. Ensure vent tube is not kinked or obstructed. Verify all connections and hoses condition.

Run engine and ensure there is no leakage

▼ **CAUTION:** Water must be supplied to cool engine with flush kit (P/N 295 000 03B). Do not run engine for more than five minutes since drive line seal has no cooling out of water.

TOP END



Section 03 ENGINE

Sub-Section 03 (TOP END)

COMPONENTS

1. Allen screw M6 x 35 (2)
2. Link washer (1)
3. Servo switch
4. Allen screw M5 x 25 (3)
5. Bracket
6. Cylinder head cover
7. O-ring
8. Hexagonal screw M6 x 55 (1)
9. Washer 5.4 (1)
10. Lockwash
11. Spring (2)
12. Spring
13. Cylinder head
14. Head gasket (2)
15. Spring (2)
16. Spring (2)
17. Hexagonal screw M8 x 10 (8)
18. Gasket
19. Cylinder with sleeve (2)
20. Cylinder gasket
21. Semi-rigid ring (2)
22. Rectangular ring (2)
23. Piston (2)
24. Piston pin (2)
25. Circlip (4)
26. Needle bearing (2)
27. Cylinder sleeve
28. Gasket set
29. Loctite MS-1 (oil)
30. Sealant PL-32
31. Loctite primer W

GENERAL

When repairing a seized engine, connecting rods should be checked for straightness and crankshaft for deflection/misalignment. Refer to "BOAT OWNERS" for procedures.

DISASSEMBLY

Disconnect thermosensor wire.

Remove cylinder head cover.

If shells, sand, salt or any other particles are present in cylinder head, clean with a vacuum cleaner.

Remove screws then cylinder head.

If shells, sand, salt or any other particles are present in cylinder cooling jacket, clean with a vacuum cleaner.

Remove screws then pull cylinder up, being careful that connecting rod does not hit crankcase edge.

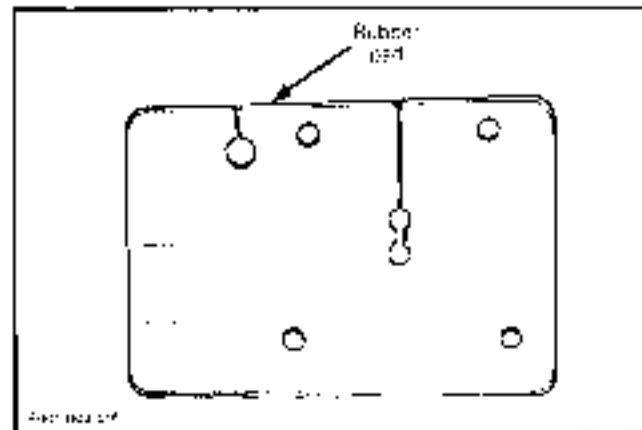
WARNING: If screws need to be heated for removal when engine is in watercraft, do not use open flame; use a heat gun. Since vapors can be present in engine compartment an explosion might occur.

NOTE: Even if only one cylinder needs repair, both cylinders should be lifted to allow one-piece cylinder base gasket replacement.

23,24,25,26, Piston, Piston Pin, Circlip & Needle Bearing (cageless)

CAUTION: This engine design features cageless piston pin bearing. At piston disassembly, rollers will fall out.

Bring piston to Top Dead Center and install Rubber Pad (P/N 295 000 079) over crankcase aperture. Secure with screws. Lower piston until it sits on pad.

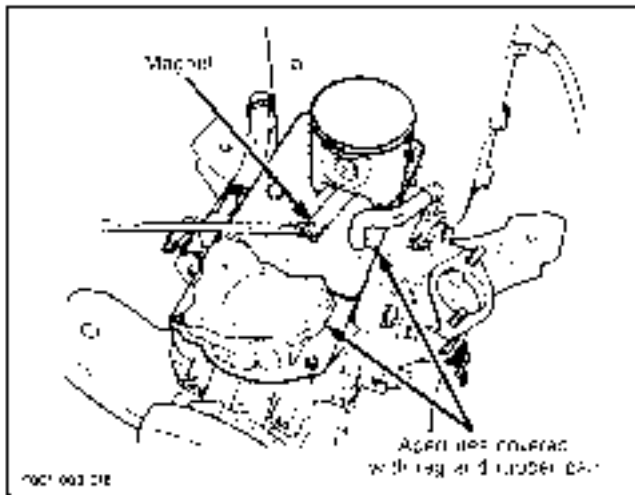


If other cylinder has been removed, completely cover its aperture with a clean rag.

Section 03 ENGINE

Sub-Section 03 (TOP END)

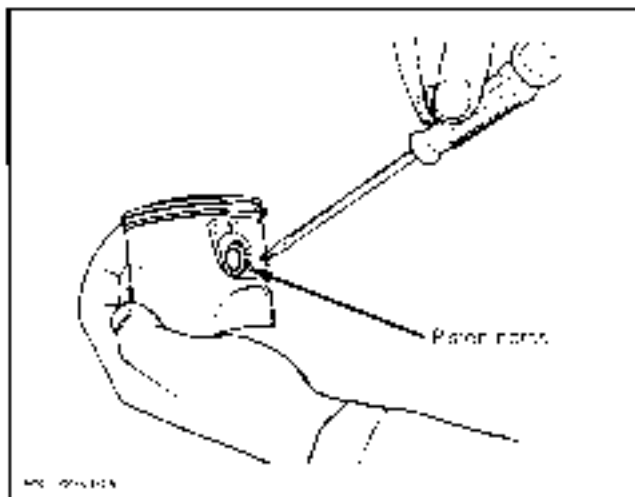
As an additional precautionary measure, a magnet can be installed under piston to catch shavings for removal.



NOTE: To remove MAG piston, PTO piston must be removed or ignition housing to a low access.

To remove circlip, insert a pointed tool in piston notch then pry it out.

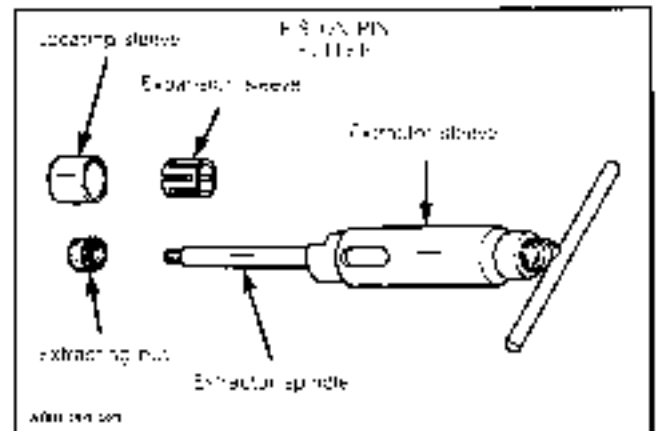
WARNING: Always wear safety glasses when removing piston circlips.



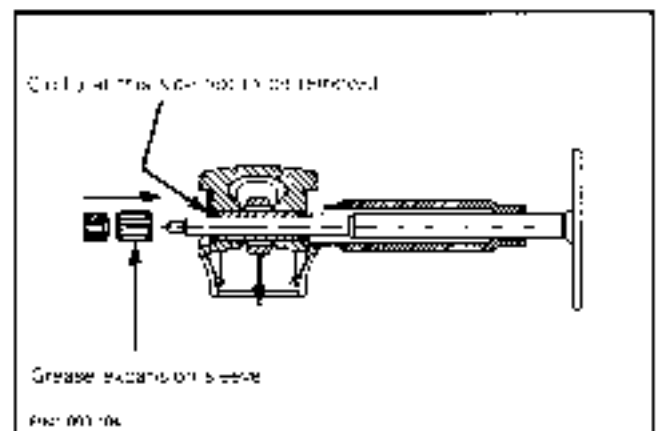
To extract piston pin, use Piston Pin Puller (PIN 280 B77 030) as follows:

- Fully screw puller handle
- Insert extractor spindle into the piston pin
- Slide the expansion sleeve onto the spindle

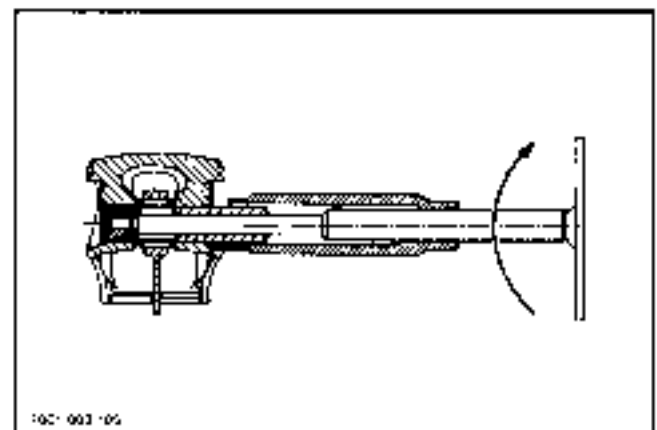
- Screw extractor nut with the movable extracting ring towards sund 0.



- Firmly hold puller and rotate handle clockwise to pull piston pin.



By turning the spindle, pull out piston pin until it aligns with the reference mark B87 on the extractor sleeve.



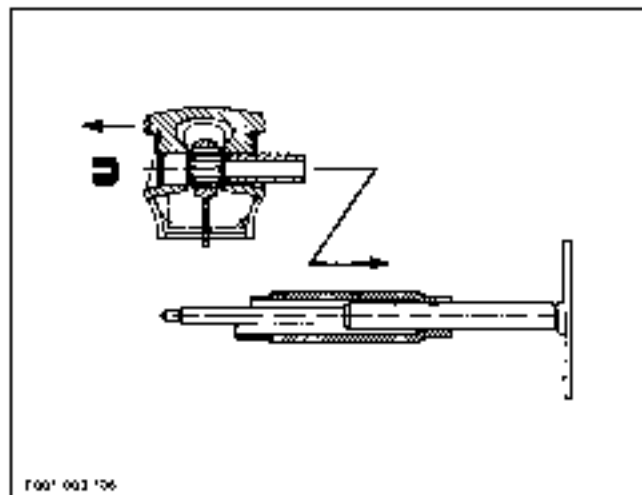
Section 03 ENGINE

Sub-Section 03 (TOP END)

Rotate spindle counterclockwise until extracting nut can be removed.

Then remove spindle and extractor sleeve from piston pin.

Carefully remove the piston.



The needles, thrust washers and the expansion sleeve remain in the connecting rod bore and will be used again.

REMOVAL OF NEEDLE BEARING

To remove needles with the thrust washers from the connecting rod bore, push them together with the expansion sleeve into the locating groove using any suitable pusher 21 mm (826 in) dia.

CAUTION: Recover rollers, make sure that 31 rollers are found for each piston.

CLEANING

Discard all gaskets and O-rings.

Clean all metal components in a solvent.

Clean water passages and make sure they are not clogged.

Remove carbon deposits from cylinder exhaust port, cylinder head and piston dome.

Clean piston ring grooves with a groove cleaner tool, or with a piece of broken ring.

INSPECTION

Visually inspect parts for corrosion damage.

Inspect piston for damage. Light scratches can be sanded with a fine sand paper.

Inspect plane surfaces for warpage. Small deformation can be corrected by grinding surface with a fine sand paper. Install sand paper on a surface plate and rub part against or on sand paper.

The inspection of engine top end should include the following measurements:

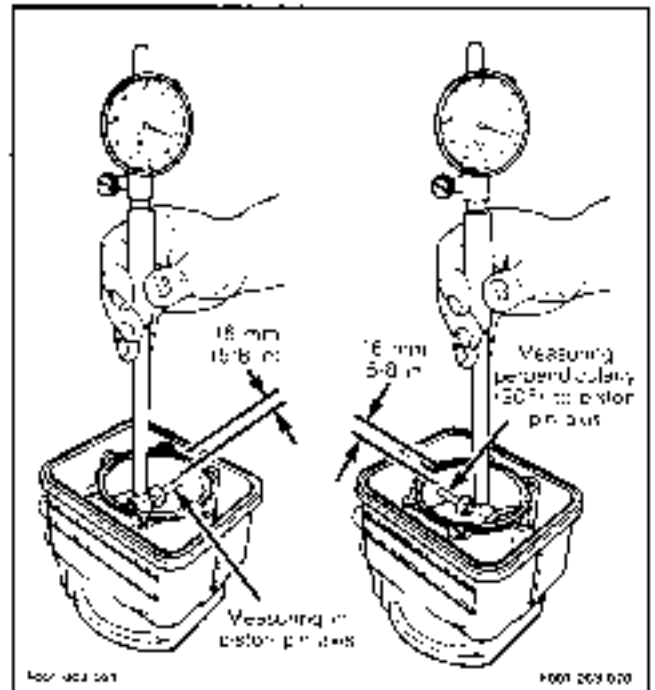
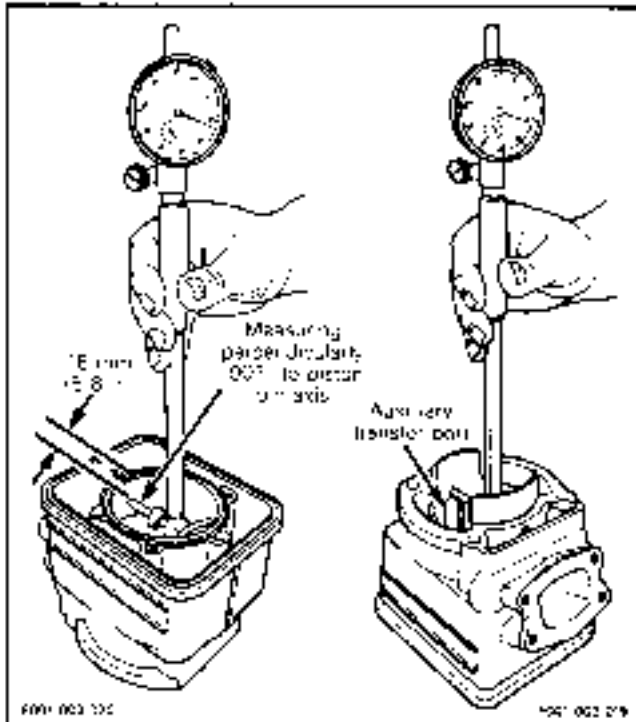
MEASUREMENTS	TOLERANCES		WEAR LIMIT
	NEW PARTS (Min.)	(Max.)	
Cylinder Taper	N.A.	N.A.	0.08 mm (0.003 in)
Cylinder Out of Round	N.A.	N.A.	0.05 mm (0.0020 in)
Cylinder/Piston Clearance	0.06 mm (0.0024 in)	0.07 mm (0.0028 in)	0.20 mm (0.008 in)
Ring/Piston Groove Clearance	0.03 mm (0.001 in)	0.05 mm (0.002 in)	0.20 mm (0.008 in)
Ring End Gap	0.25 mm (0.010 in)	0.40 mm (0.016 in)	1.0 mm (0.39 in)

NOTE: Replacement cylinder sleeves are available if necessary. Refer to a specialized shop for installation.

NOTE: 0.25 and 0.5 mm oversize piston and rings are available if necessary.

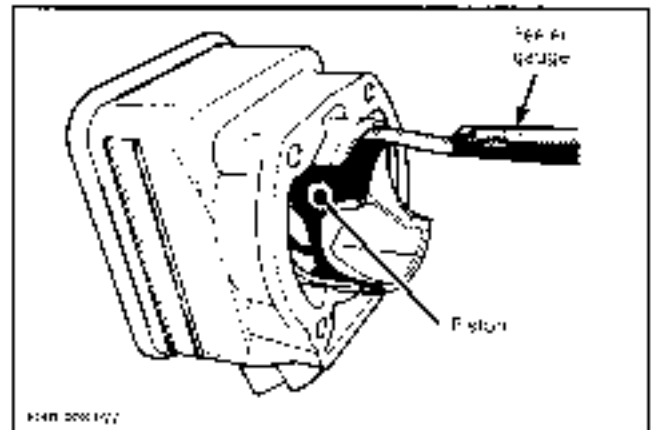
Cylinder Taper

Using a cylinder bore gauge, measure cylinder diameter 16 mm (5/8 in) from top of cylinder to just below auxiliary transfer port, facing exhaust port. If the difference between readings exceeds specification, cylinder should be rebored and honed or replaced.



Cylinder/Piston Clearance

Clearance can be quickly checked with a feeler gauge. Insert feeler gauge in cylinder then slide piston (without piston rings installed) into cylinder as shown in the following illustration.



Cylinder Out of Round

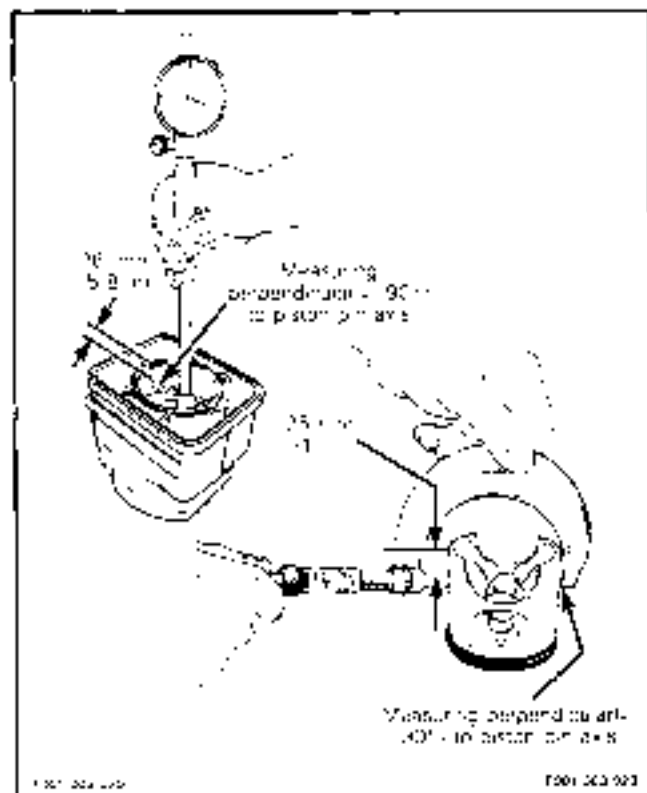
Using a cylinder bore gauge, measure cylinder diameter 16 mm (5/8 in) from top of cylinder. Measure diameter in piston pin axis direction then perpendicularly (90°) to it. If the difference between readings exceeds specification, cylinder should be rebored and honed or replaced.

Section 03 ENGINE

Sub-Section 03 (TOP END)

Or to accurately determine piston to cylinder wall clearance. Measure piston 25 mm (1 in) below skirt end perpendicular (90°) to piston pin.

Measure cylinder 16 mm (5/8 in) below its top edge.

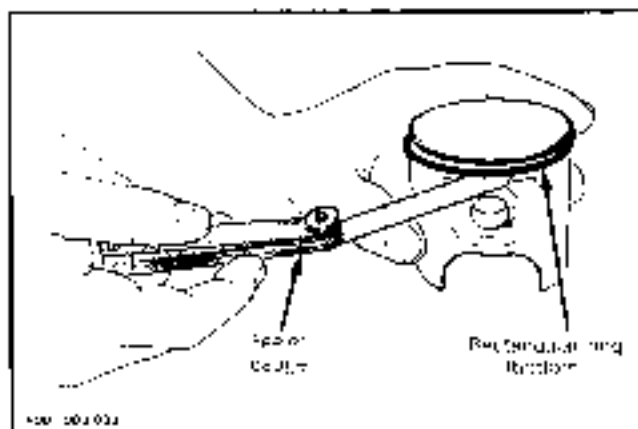


The difference between these two measurements should be within specified tolerance.

Ring/Piston Groove Clearance

Using a feeler gauge, check clearance between rectangular ring and groove. If clearance exceeds specified tolerance, replace piston.

NOTE: Ring/piston groove clearance can be correctly measured only on rectangular ring which is bottom ring.

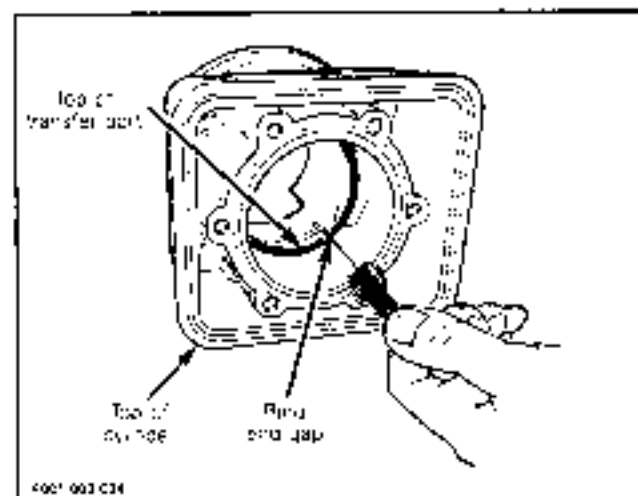


Ring End Gap

Position ring just above transfer ports, in relation with top of cylinder.

NOTE: In order to correctly position ring in cylinder, use piston as a pusher.

Using a feeler gauge, check ring end gap. If gap exceeds specified tolerance rings should be replaced.



ASSEMBLY

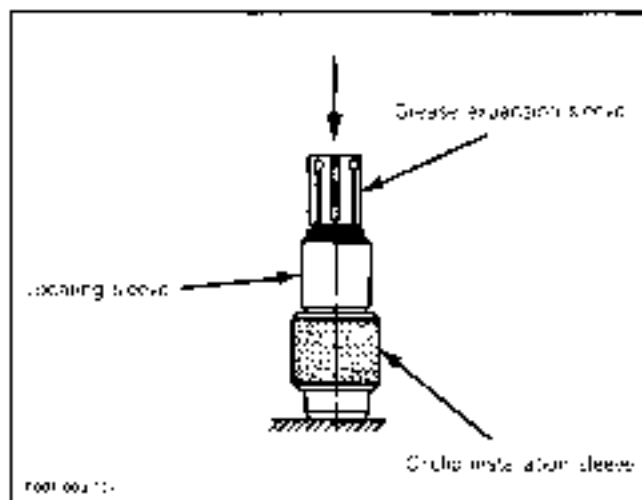
Assembly is essentially the reverse of disassembly procedures. However, pay particular attention to the following:

23,24,26, Piston, Piston Pin & Roller Bearing

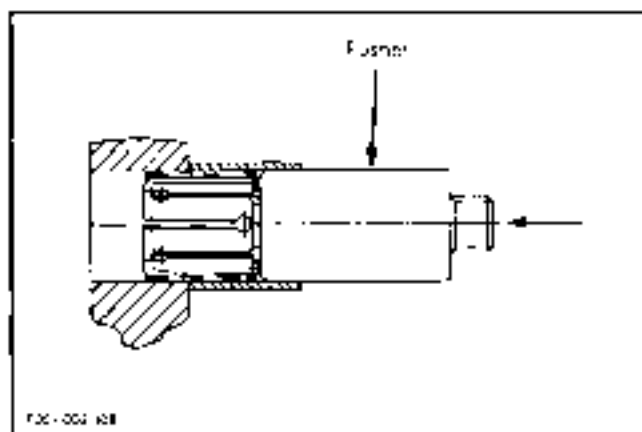
At assembly, locate piston so that intake hole is on rotary valve side.

Carefully cover crankcase apertures as for disassembly. Installation of roller bearing and piston pin using proper service tool piston pin puller (P/N 230 E77 090), proceed as follows:

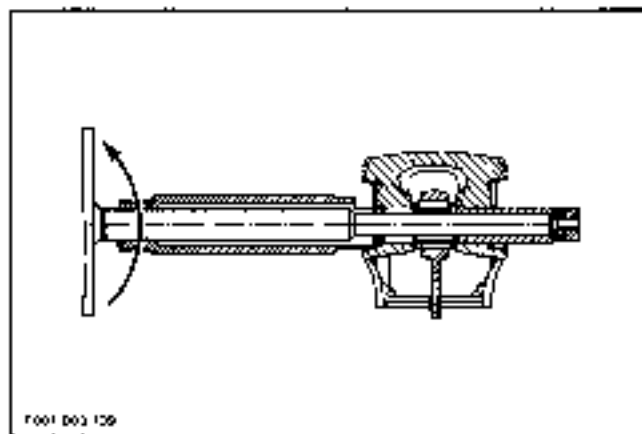
- Replacement bearings are held in shape by a locating sleeve outside and two plastic cage halves inside.
- Push the inner halves out of the bearing as per following illustration.



- Push needle bearing together with expansion sleeve out of the bearing sleeve into the connecting rod bore.
- For a tool, you can use any suitable pusher 21 mm (1.925 inch) dia. Make sure thrust washers are present each side of rollers.



- Insert piston pin into piston until it comes flush with inward edge of piston hub.
- Warm piston to approximately 50-60°C (122-140°F) and install it over connecting rod.
- Insert extractor sund a into the piston pin, screw on extracting nut.
- Rotate handle counterclockwise to pull piston pin carefully into the piston.



Plastic Mounting Device Method

As an alternate method when no service tool is available proceed as follows:

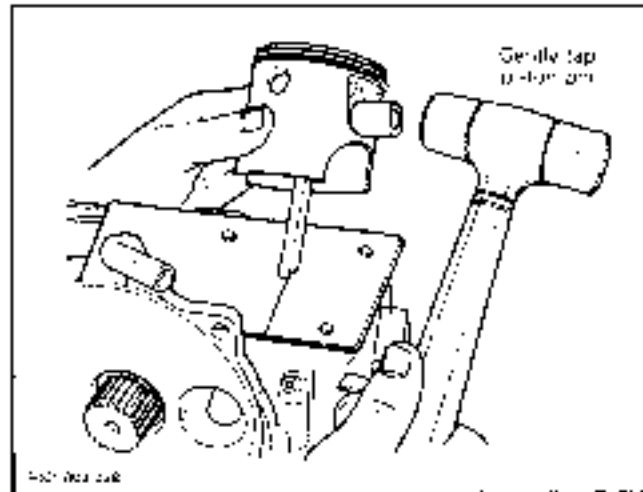
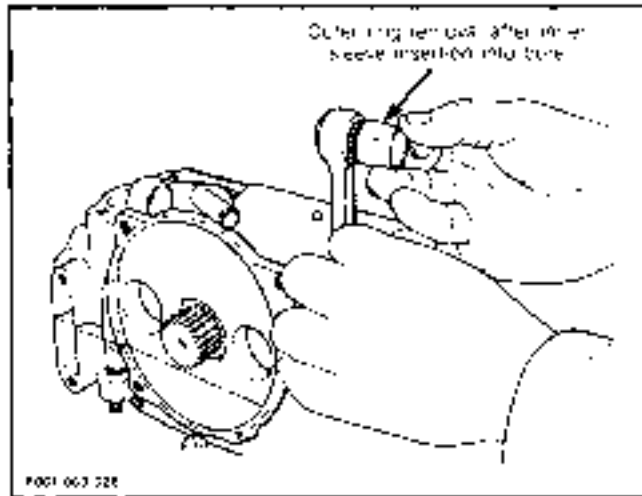
Replacement roller bearings are delivered in a convenient plastic mounting device. For installation, proceed as follows:

- Align replacement roller bearing with connecting rod bore.

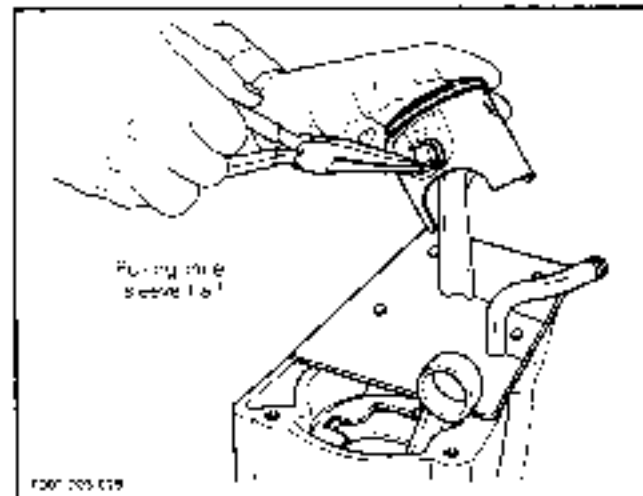
Section 03 ENGINE

Sub-Section 03 (TOP END)

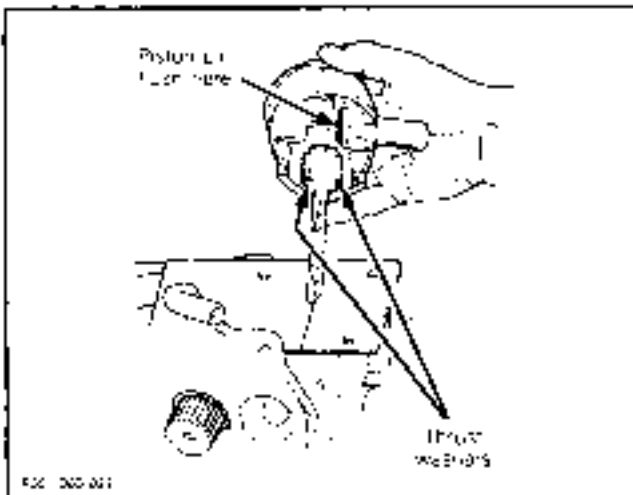
Carefully push inner plastic sleeve into connecting rod bore. Outer plastic ring will release rollers.



As necessary, cut halves of inner sleeve with needle nose pliers



- Make sure thrust washers are present each side of rollers.
- Insert piston pin into piston until it comes flush with inward edge of piston hub.

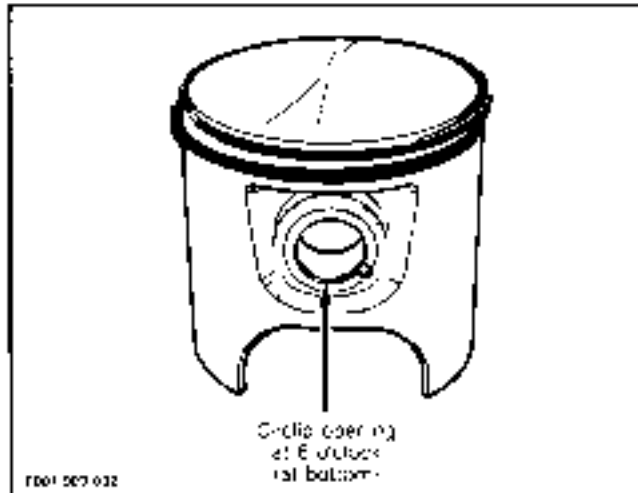


Place piston over connecting rod and air gun bores, then gently tap piston pin with a fiber hammer to push out inner plastic ring on opposite side. Support piston from opposite side.

25. Circlip

Secure remaining circlip taking into consideration the following.

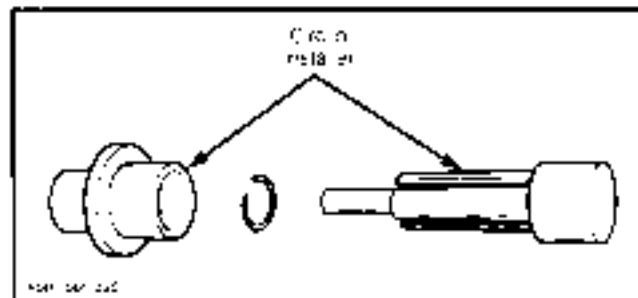
▼ **CAUTION:** To minimize the effect of acceleration force on circlips, install them so that their openings are located at 6 o'clock (at bottom).



◆ **WARNING:** Always wear safety glasses when installing piston circlips.

▼ **CAUTION:** Always use new circlips. At installation, take care not to deform them. Overstressed circlips will come loose and will damage engine. Circlips must not move freely after installation, replace if circlip rotates after installation.

To easily insert circlip into piston, use Circlip Installer (P/N 295 000 077).

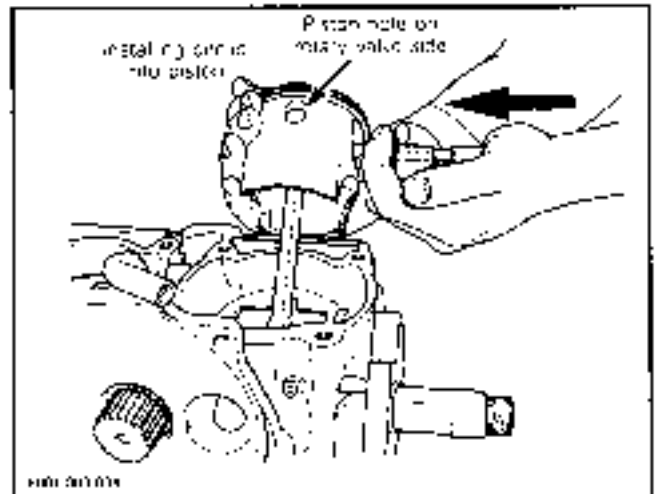


Remove pusher from tool, then insert circlip into its bore.

– Reinstall pusher into tool and push until circlip comes in end of tool.

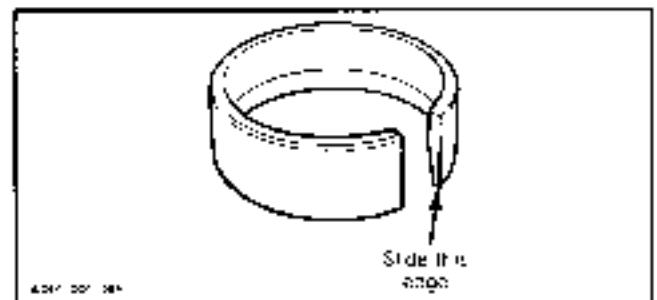
– Position end of tool against piston pin aperture.

Firmly hold piston against tool and push tool pusher to insert circlip into its groove.



19. Cylinder

To easily slice cylinder over piston, install Ring Compressor (P/N 290 876 972) over rings.

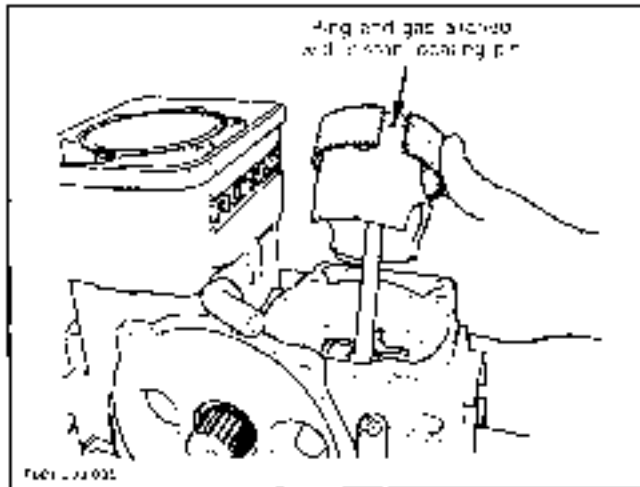


○ **NOTE:** Ring compressor will not fit on oversize piston rings.

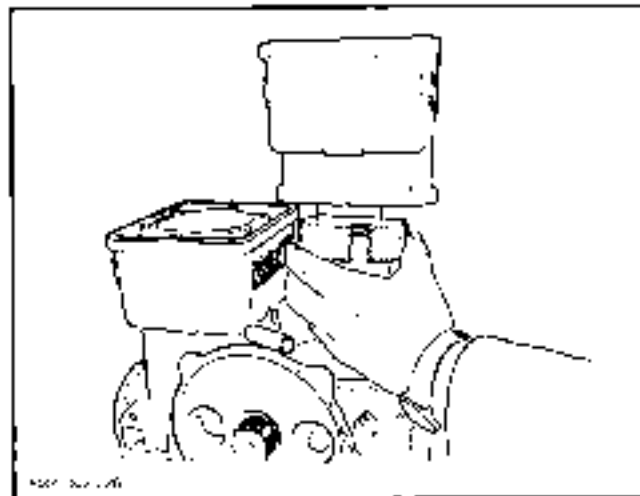
Section 03 ENGINE

Sub-Section 03 (TOP END)

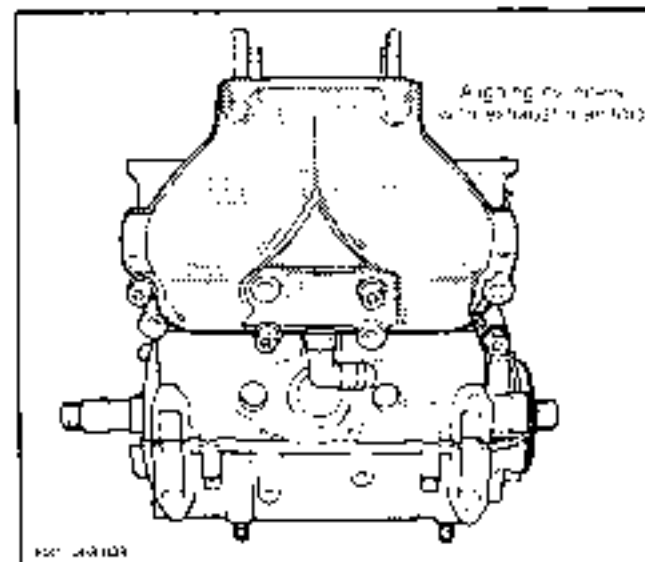
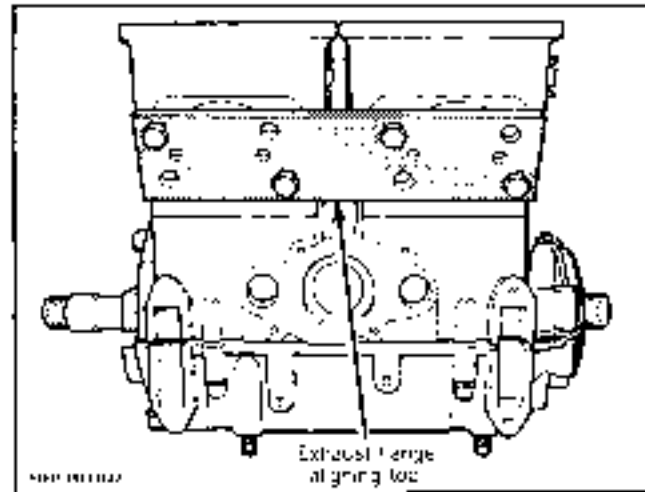
Make sure to align ring and gap with piston locating pin. Slide fuel over rings.



Slide fuel over piston



When assembling cylinders to crankcase, the manifold should be properly aligned so that exhaust flanges properly match up with exhaust manifold. Use Aligning Tool P/N 290 876 900 or exhaust manifold itself.

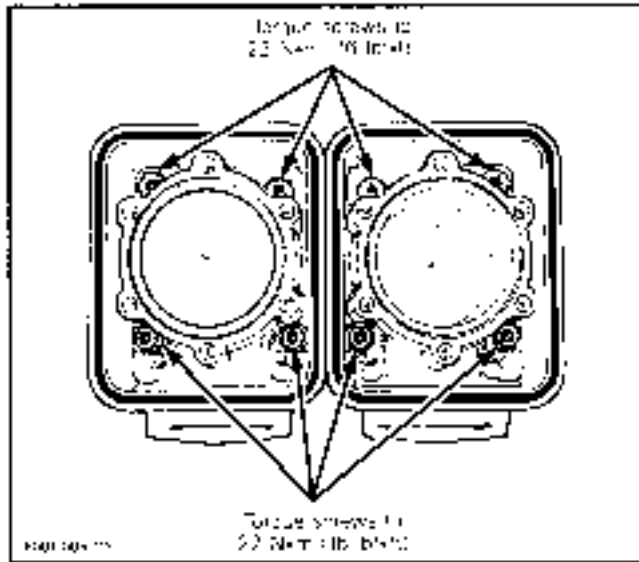


NOTE: If manifold has been used for exhaust flanges alignment, remove it for engine installation in watercraft.

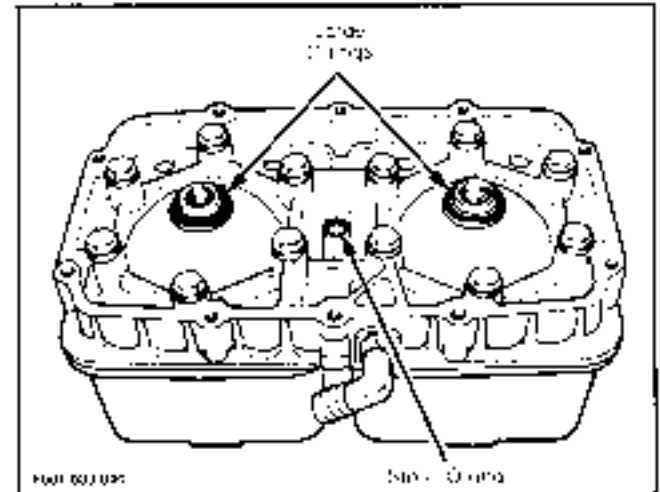
Section 03 ENGINE
Sub-Section 03 (TOP END)

17,18,19, Screw, Washer & Cylinder

Apply grease (P/N 293 500 010) below the head. Install and torque screws in a criss-cross sequence for each cylinder to 22 Nm (16 lbf•ft).

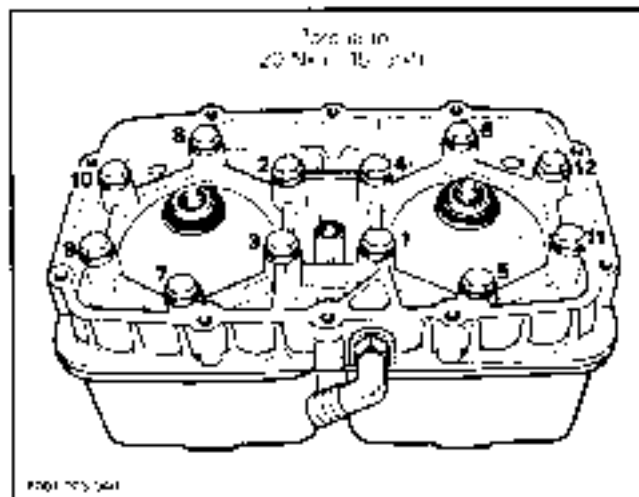


Make sure to install large O-rings around spark plug holes and small O-ring where shown.



8,9,11,12,13, Screw, Washer, O-Ring & Cylinder Head

Apply Loctite 515 Gasket Eliminator (P/N 293 800 007) on washer faces and in cylinder sleeve O-ring groove. Install and torque screws to 20 Nm (15 lbf•ft) as per following illustrated sequence.

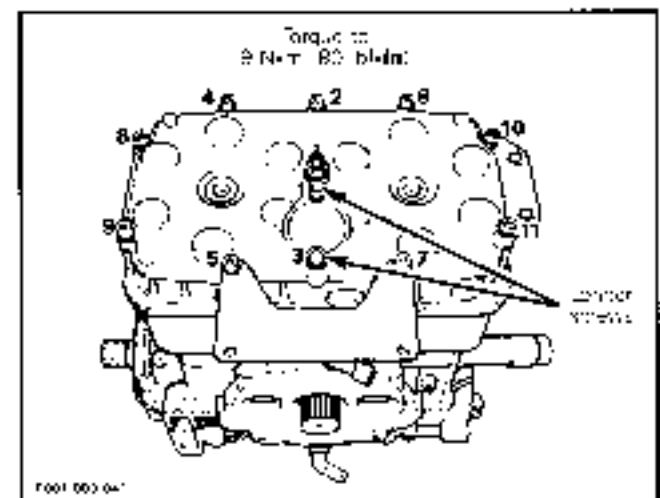


1,4,6, Screw & Cylinder Head Cover

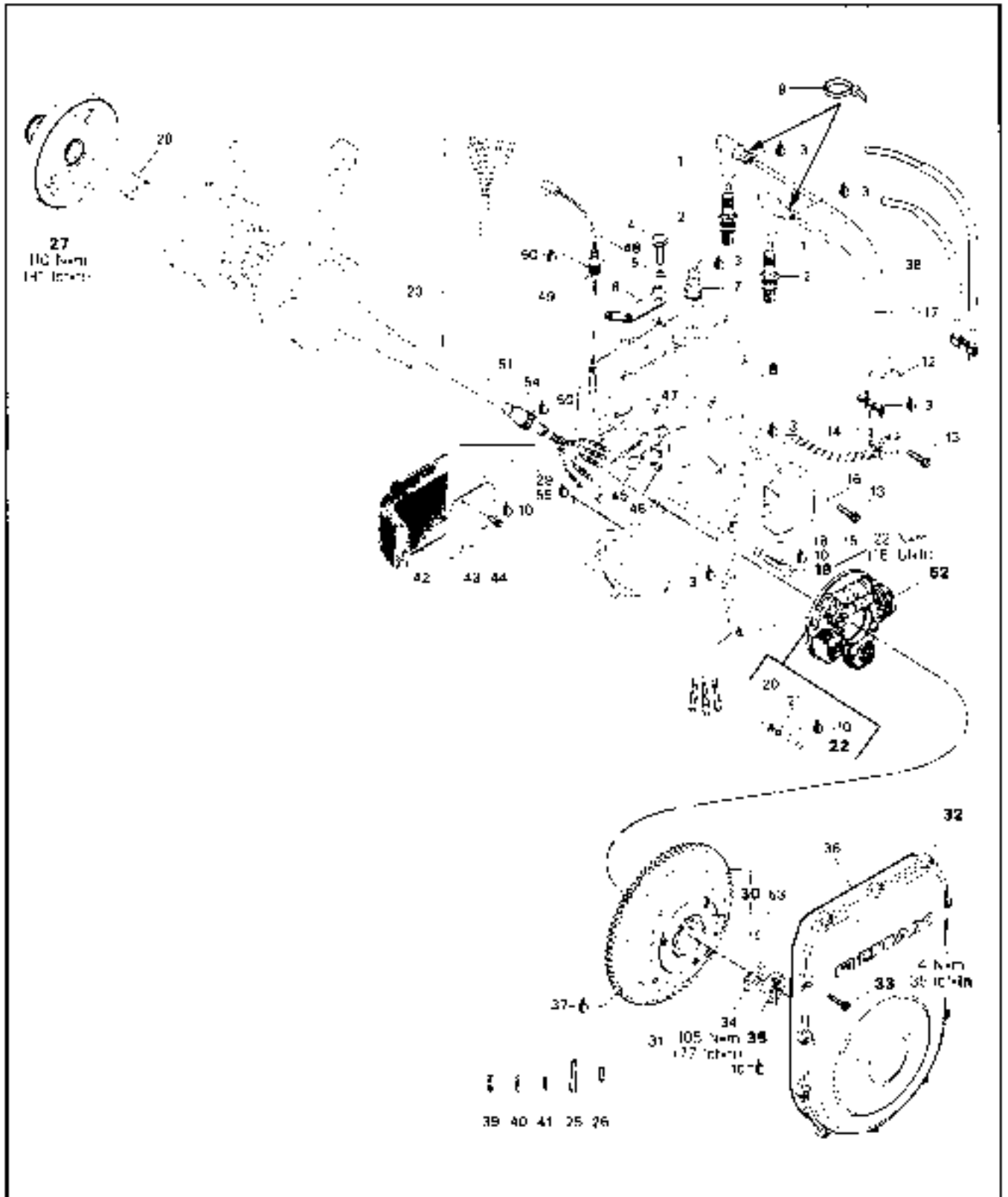
Install cover over cylinder head. The two longer screws must be installed on oval-shaped housing. Make sure to install ignition housing support and flame arrester support.

NOTE: Hand tighten screws only. Final torque should be carried on after flame arrester, carburetor and ignition housing installation when engine will be in watercraft.

Torque cylinder head cover screws to 9 Nm (80 in•lb) as per following illustrated sequence.



FLYWHEEL & MAGNETO



Section 03 ENGINE

Sub-Section 04 (FLYWHEEL & MAGNETO)

COMPONENTS

- 1 Spark plug oration 12.
- 2 Spark plug 12.
- 3 Screws "Dinorox", 146 g.
- 4 Hexagonal head screw M6 x 20 21.
- 5 Lock washer 5 mm 12.
- 6 Washer
- 7 Grommet 121.
- 8 Ignition housing
- 9 Cap nut 121.
- 10 Washer 242, 19 mm.
- 11 Ignition cap
- 12 Screw Tapcon M6 x 25.
- 13 Helical tape 140 mm.
- 14 Amplifier box
- 15 Washer M6 121.
- 16 Spark plug 146g.
- 17 Lock washer 5 mm 12.
- 18 Hexagonal socket head cap screw M6 x 25.
- 19 Hexagonal socket head cap screw M6 x 25.
- 20 Washer 5 5 12.
- 21 Lock washer 5 mm 12.
- 22 Hexagonal socket head cap screw M5 x 18 21.
- 23 Grommet light assembly
- 24 Generating cap
- 25 Insulation sheet
- 26 Insulation sheet
- 27 PTO side flywheel
- 28 Anti-sink lubricant
- 29 Locoite 515
- 30 Magneto flywheel ass'y
- 31 Starter gear 17 teeth
- 32 Ignition cover
- 33 Uncoated screw M6 x 5 121.
- 34 Lock washer M6 12.
- 35 Hexagonal nut M22
- 36 Spring
- 37 Locoite 646
- 38 High tension cable set
- 39 Mag terminal 121.
- 40 High-tension connector 3 1/8 14.
- 41 Wire connector 2 1/8 14.
- 42 Protection mat
- 43 Protective cover
- 44 Screw Tapcon M6 x 12 121.
- 45 Winding strap
- 46 Screw Tapcon M4 x 8 12.
- 47 Grommet
- 48 Sensor wire with plug assembly
- 49 Grommet
- 50 Screws 1/24 PT 2, 92 mm
- 51 Hexress nuts (without connector)
- 52 Aperture plate assembly
- 53 Aircraft key, 3 x 3 7
- 54 Grommet
- 55 Locoite grease 1/2

GENERAL

The following procedures can be performed without removing engine from watercraft. However, electrical box and battery removal will be required. Also with draw jet pump unit assembly refer to "PROPULSION & DRIVE SYSTEMS", section 08.

To ease the removal of PTO flywheel heat center of flywheel with a heat gun to break bond.

WARNING: Never use a torch in the engine compartment. Electrolyte or fuel vapors can be present might ignite and possibly cause personal injuries.

REMOVAL

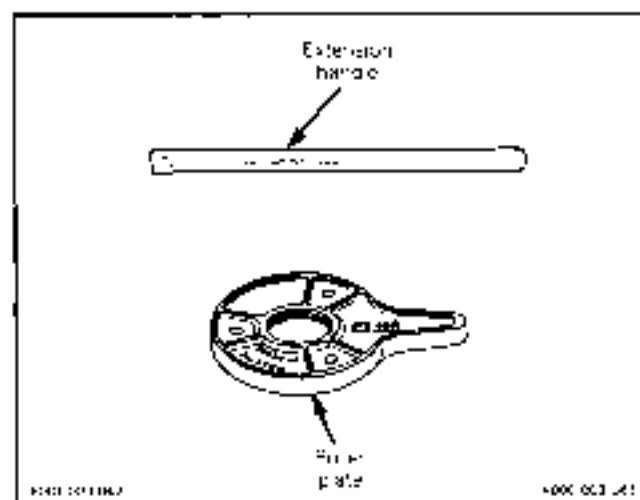
Remove ignition housing support if applicable.

32,33, Ignition Cover & Screw

Remove screws and withdraw cover.

NOTE: PTO side flywheel must be removed prior to removing MAGneto side flywheel. Snap puller has to be installed on MAG flywheel.

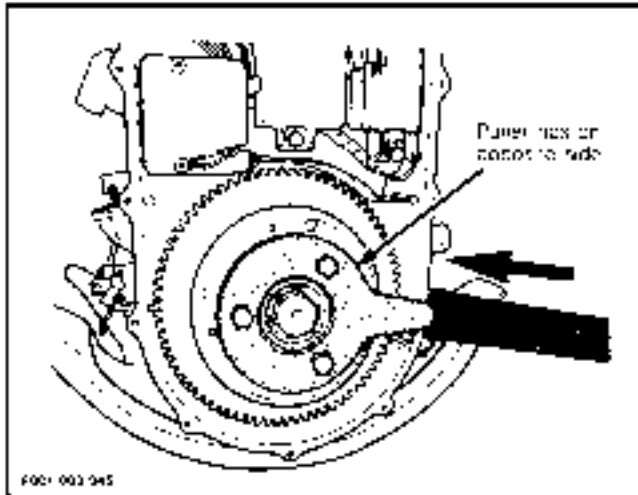
For removal of both flywheels, MAG flywheel is locked with Puller Plate (P/N 290 676 090) and Extension Handle (P/N 295 000 003).



CAUTION: Never lock crankshaft by inserting any tool through connecting rod bores nor through impulse fitting.

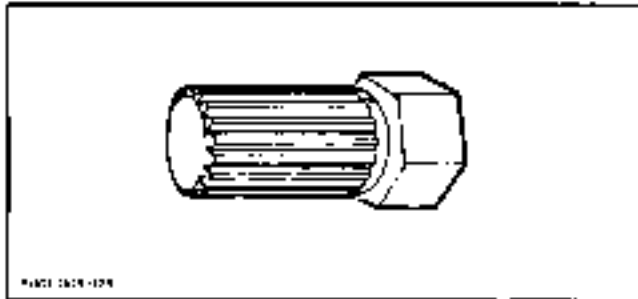
27. PTO Flywheel

Using three M8 x 25 mm screws, secure Fuller Plate on MAG flywheel so that puller ribs are against flywheel.
Install Extension Handle on end of Fuller Plate.

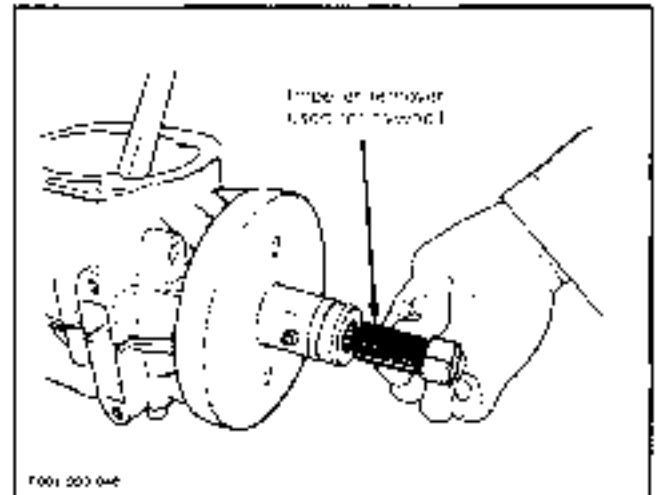


Rotate MAG flywheel so that Extension Handle end stops on work table for PTO flywheel slackening.

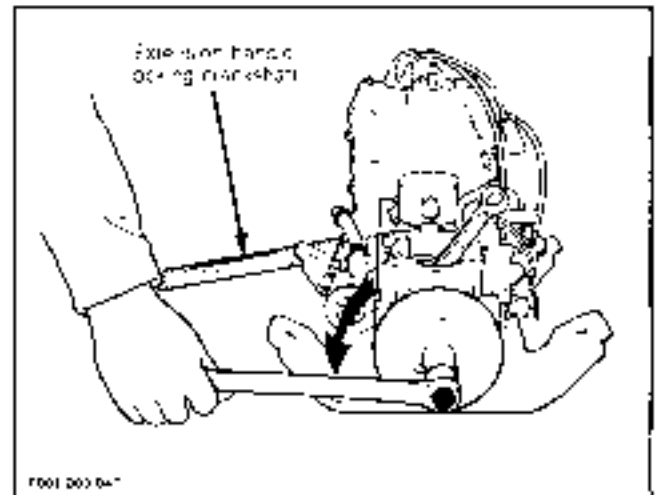
PTO flywheel is loosened using Impeller Remover (P/N 295 000 001).



Insert special tool in flywheel opening.



Using a suitable wrench or socket, unscrew PTO flywheel COUNTERCLOCKWISE when facing it.

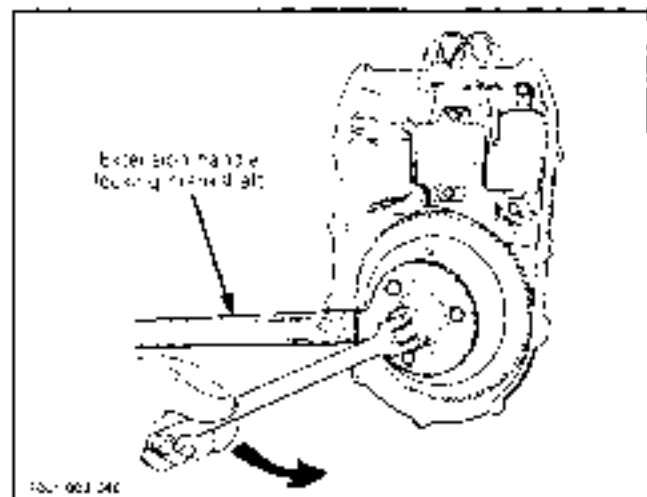


Section 03 ENGINE

Sub-Section 04 (FLYWHEEL & MAGNETO)

30. Magneto Flywheel

With Puller Plate properly secured as for PTO flywheel removal, rotate MAG flywheel on that Extension Handle end stops on work table for loosening.

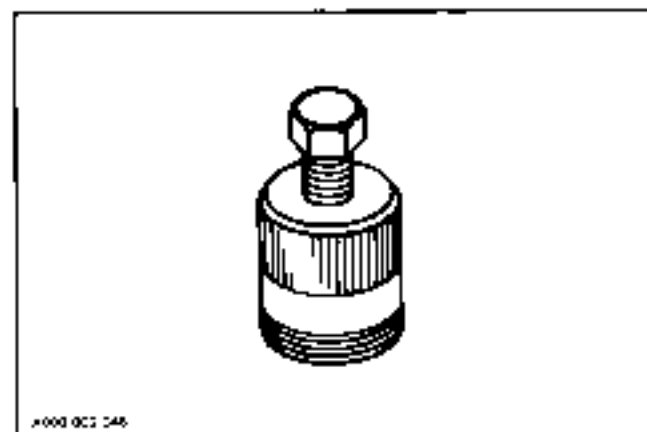


Using a suitable socket, unscrew retaining nut **COUNTERCLOCKWISE** when facing it.

NOTE: If socket is found too large to be inserted in puller plate, machine or grind its outside diameter as necessary.

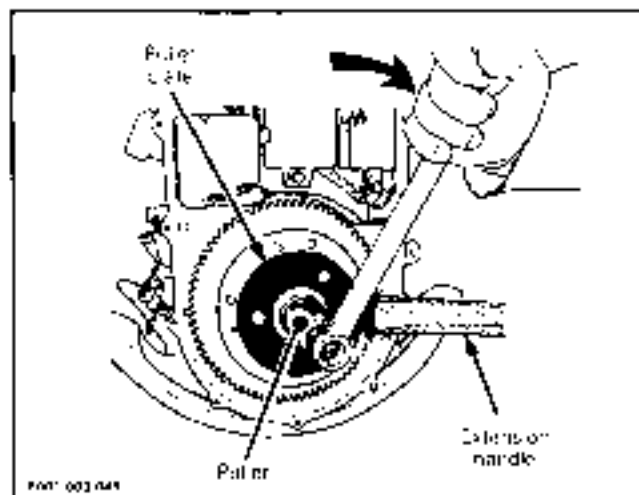
Remove nut and lock washer from flywheel.

Flywheel is easily freed from crankshaft with Puller: P/N 290 876 0651.



Fully screw Puller in Puller Plate.

Tighten puller bolt and at the same time, tap on bolt head using a hammer to release flywheel from its taper.



31. Ring Gear

Lay flywheel on a steel plate, then to ease removal heat ring gear with a propane torch to approximately 150°C (300°F) to break the lock to bond. Tap on ring gear using a hammer to release it from flywheel.

22.52. Screw & Armature Plate Ass'y

To ease reassembly and further ignition timing, indexing marks should be made on armature plate and crankcase.

Remove both retaining screws and withdraw armature plate.

Crankcase Replacement

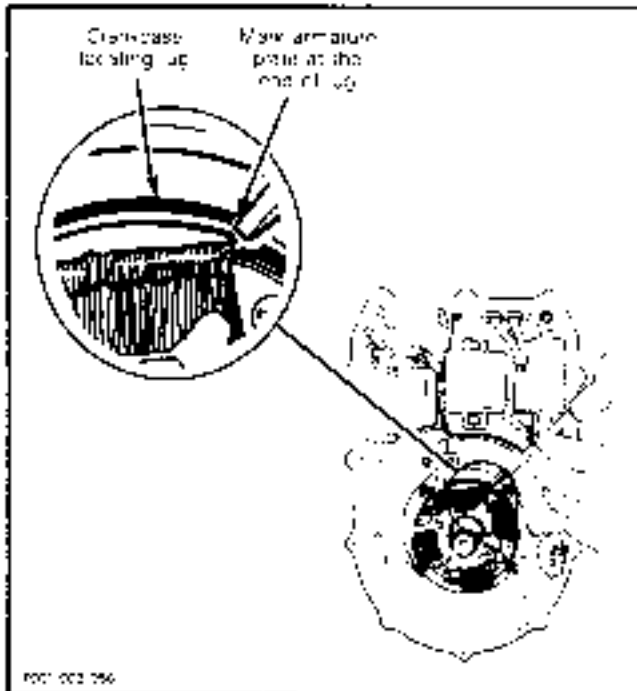
Since replacement crankcases do not have timing mark for armature plate location, indexing marks should be made on armature plate and crankcase to ease reassembly and further ignition timing.

The following procedure is to find a common reference point on both crankcases (old and new) to position armature plate.

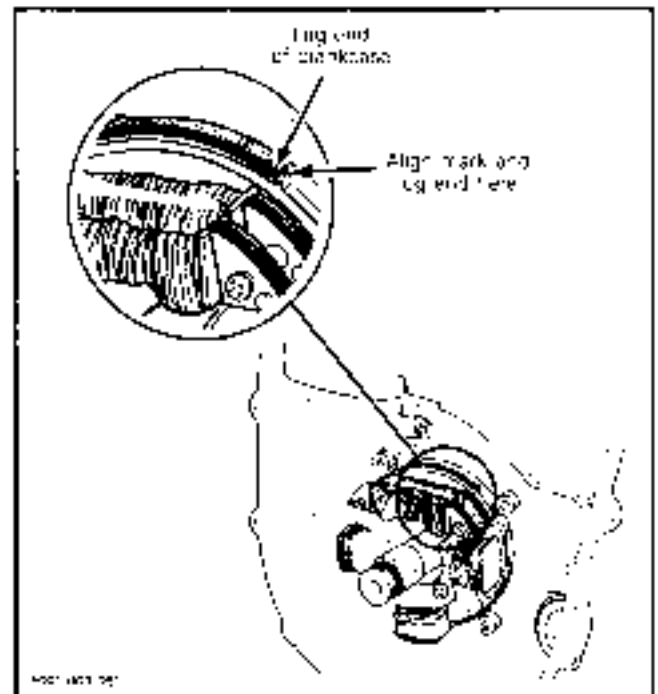
Section 03 ENGINE
Sub-Section 04 (FLYWHEEL & MAGNETO)

Proceed as follows:

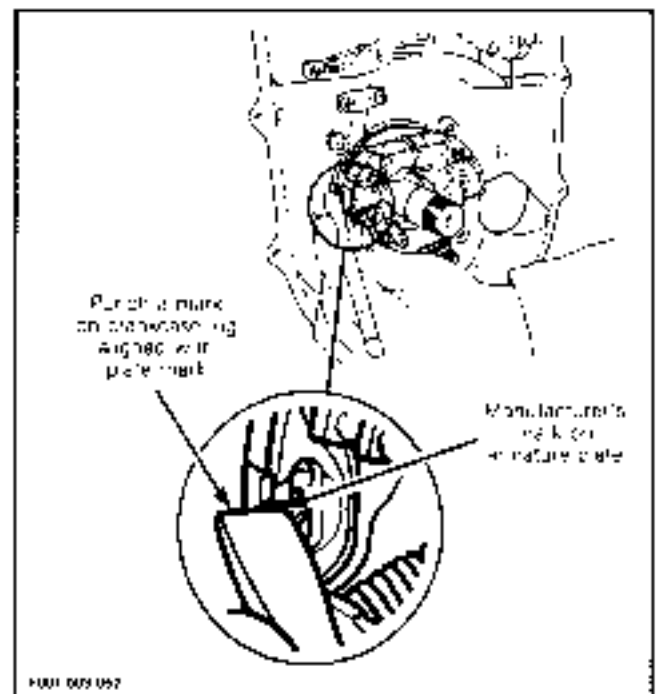
- Find a crankcase locating lug (the top one in this example).
- Place a cold chisel at the end of chosen lug, then punch a mark on armature plate at this point.



- At assembly, align armature plate mark (previously punched) with the end of the same locating lug on the new crankcase.



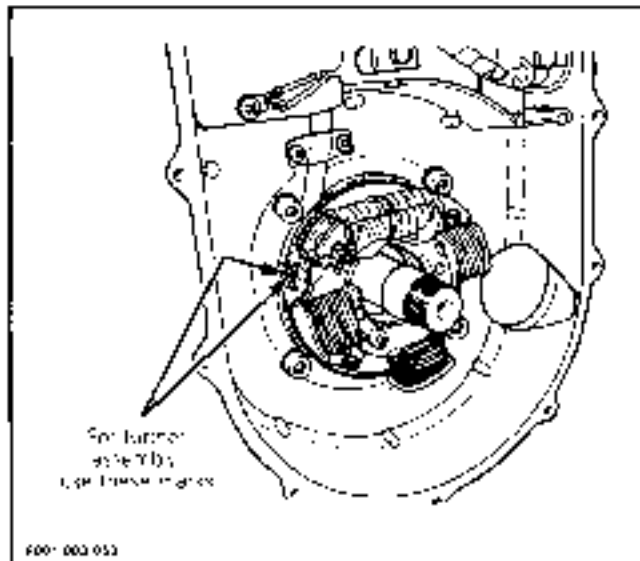
- Find manufacturer's mark on armature plate. In line with this mark, punch another mark on adjacent crankcase lug.



Section 03 ENGINE

Sub-Section 04 (FLYWHEEL & MAGNETO)

From now on, these marks will be used for further assembly positioning as a pre-timing position.



8,19, Ignition Housing & Screw

To remove ignition housing, starter has to be removed (refer to "ELECTRICAL" under "Electric Starter" section 07-03 for procedures).

Unscrew retaining screws then withdraw housing.

CLEANING

Clean all metal components in a solvent.

▼ **CAUTION:** Clean armature coils and magneto magnets using only a clean cloth.

Clean crankshaft taper and threads.

INSTALLATION

Installation is essentially the reverse of removal procedures. However pay particular attention to the following:

8,19, Ignition Housing & Screw

Apply Loctite 515 Gasket Eliminator (P/N 293 800 007) on housing-crankcase mating surfaces.

○ **NOTE:** On aluminum material it is recommended to use Loctite Primer X (P/N 293 600 012) to increase curing time and gap filling capability. Refer to manufacturer's instructions.

Apply Loctite 242 (blue) (P/N 293 800 002) on screw threads then torque them in a criss cross sequence to 22 N•m (16 lb•ft).

After housing installation, make sure before re-installing electric starter, that metal socket is installed on crankcase.

22,52, Screw & Armature Plate Ass'y

Position armature plate on crankcase, aligning previous marked marks on both parts.

Apply a drop of Loctite 242 (blue) (P/N 293 800 002) on screw threads and tighten.

31, Ring Gear

Apply Loctite 648 (P/N 293 399 788) to flywheel mating surface. Lay ring gear on a steel plate, then heat with a propane torch in order to install it on flywheel.

○ **NOTE:** Ensure that ring gear contacts flywheel flange. Scribe a new marking ring gear for further ignition timing.

30,35, MAG Flywheel & Nut

Apply Loctite 242 (blue) (P/N 293 800 002) on crankshaft taper.

Position Woodruff key, MAG flywheel, apply Loctite 242 (blue) and install fasteners on crankshaft.

torque nut to 105 N•m (77 lb•ft).

▼ **CAUTION:** Never use any type of impact wrench at flywheel installation.

27, PTO Flywheel

Apply Loctite 767 Anti-Seize (P/N 293 550 001) on crankshaft threads then screw flywheel.

Using same tool as for removal, torque flywheel to 110 N•m (81 lb•ft).

▼ **CAUTION:** Never use any type of impact wrench at flywheel installation.

Ignition Timing

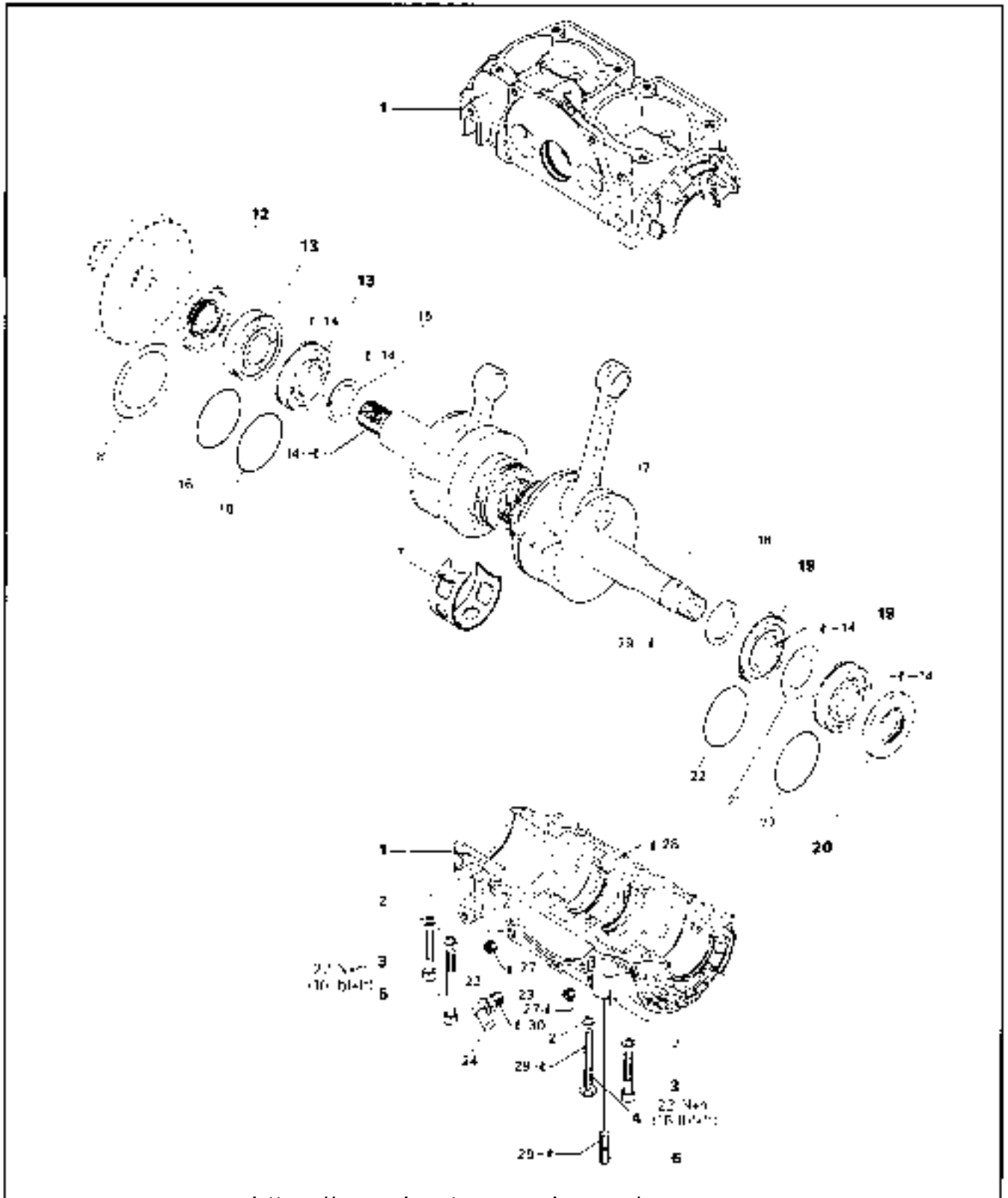
For procedures, refer to "ELECTRICAL" under "Ignition Timing" section 07-02.

32,33, Ignition Housing Cover & Screw

Properly install O-ring in cover. Torque screws in a criss cross sequence to 4 N•m (35 lb•in).

Section 03 ENGINE
Sub-Section 05 (BOTTOM END)

BOTTOM END



Section 03 ENGINE

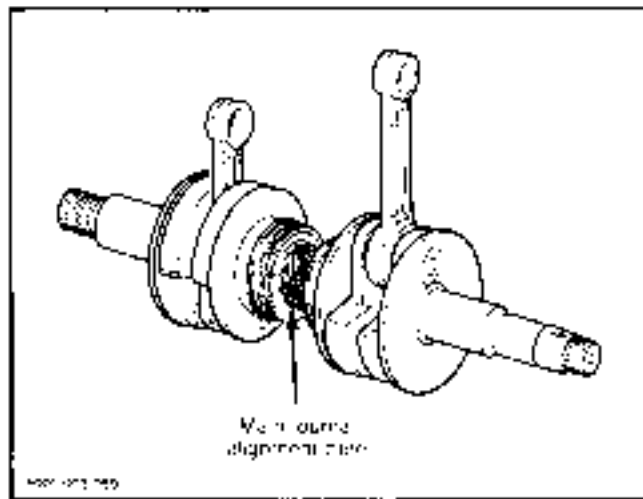
Sub-Section 05 (BOTTOM END)

COMPONENTS

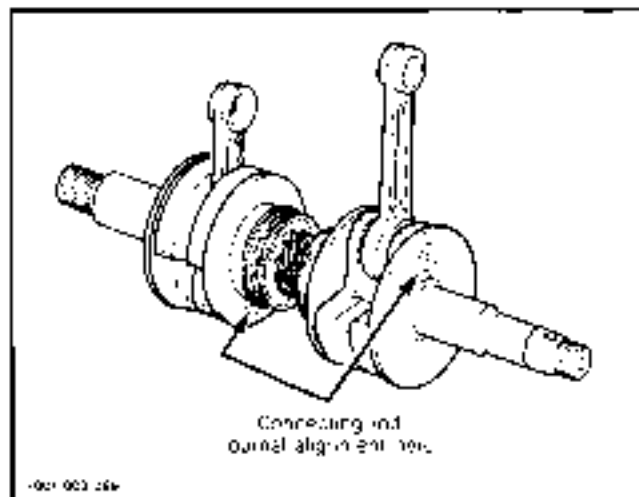
- 1 Crankcase cover
- 2 Lock washer 4mm, 114
- 3 Hexagonal locktite screw 200 screw M5 x 45, 10
- 4 Hexagonal head screw M5 x 65, 10
- 5 Allen screw M5 x 25, 12
- 6 Stud M10 x 75, 16, 4
- 7 Spacing ring
- 8 Hexagonal nut
- 9 Oil seal
- 10 Ball bearing 100, 1
- 11 Anti-rotate nut 4 x 1, 20, 10
- 12 Distance ring
- 13 Shim 12
- 14 Distance ring
- 15 Distance ring
- 16 Ball bearing 60, 10
- 17 Oil seal
- 18 Shim 12, 4, 1, 1
- 19 Shim 12
- 20 Plug screw 12
- 21 Shim 12
- 22 Shim 12
- 23 Shim 12
- 24 Shim 12
- 25 Shim 12
- 26 Shim 12
- 27 Shim 12
- 28 Shim 12
- 29 Shim 12
- 30 Shim 12

CRANKSHAFT MISALIGNMENT & DEFLECTION

Since it is an assembled crankshaft it can become misaligned or deflected. Crankshaft can be twisted on center main journal, changing timing of one cylinder in relation with the other.



Counterweights can be twisted on connecting rod journal of any or both cylinders.



Crankshaft Alignment at Center Main Journal

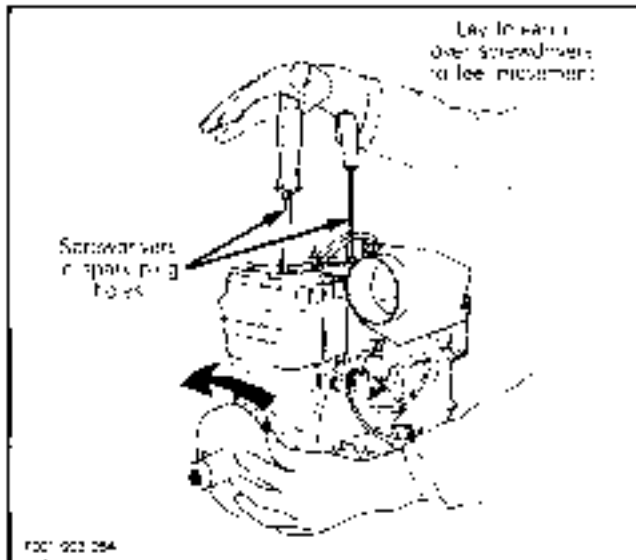
NOTE: The following verifications can be performed with engine in watercraft without overhauling engine.

To quickly check, without accuracy, if crankshaft is twisted on center main journal, proceed as follows:

- Remove PTO flywheel guard
- Remove spark plugs
- Insert a screwdriver in one spark plug hole
- Insert a longer screwdriver on the other hole
- Lay a forearm over both screwdriver handles to feel piston displacements.

Section 03 ENGINE
Sub-Section 05 (BOTTOM END)

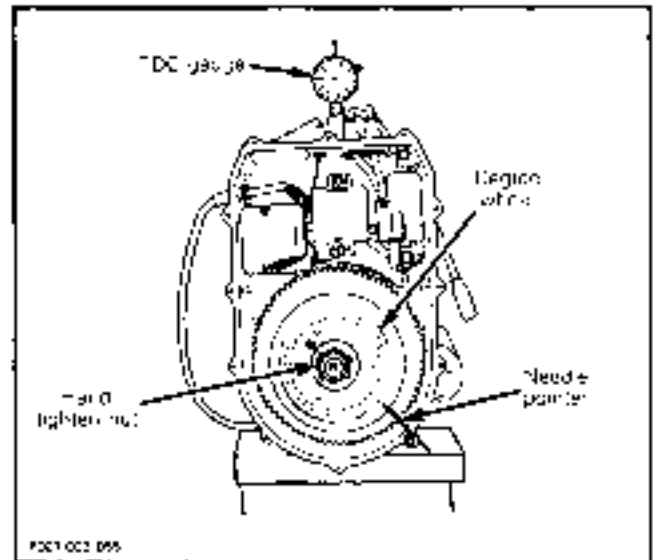
- With the other hand, slowly rotate engine by PTO flywheel.



As soon as one piston stops going up, the other must immediately go down. Any interval between strokes indicates a misaligned crankshaft.

Or, to accurately check crankshaft alignment, proceed as follows:

- Remove ignition housing cover
- Remove MAG flywheel nut. Refer to "FLYWHEEL & MAGNETO" for procedures
- Install Bombardier Degree Wheel IP: N 295 000 0071 on crankshaft end. Hand-tighten nut only.
 - Remove both spark plugs
- Install a TDC Gauge IP: N 295 000 0651 in spark plug hole on **MAG** side.
 - Bring MAG piston at Top Dead Center
 - As a needle pointer, secure a wire with a cover screw and a washer
- Rotate degree wheel (NOT crankshaft) so that needle pointer reads 360°



- Remove TDC gauge and install on PTO side.
- Bring PTO piston at Top Dead Center

Interval between cylinders must be exactly 180° therefore, needle pointer must indicate 180° on Degree Wheel (360° - 180° = 180°)

Any other reading indicates a misaligned crankshaft

Crankshaft Alignment at Connecting Rod Journal

Such misalignment may cause a crankshaft hard to be manually turned. Verification can be done by measuring deflection each end of crankshaft. Refer to "INSPECTION" paragraph.

If deflection is found greater than specified tolerance, this indicates worn bearings, bent and/or disaligned crankshaft.

GENERAL

Engine has to be removed from watercraft to open bottom end

To remove water in oil socket, electric starter must be removed

If crankshaft end seal(s) has/have to be replaced, bottom end must be coated

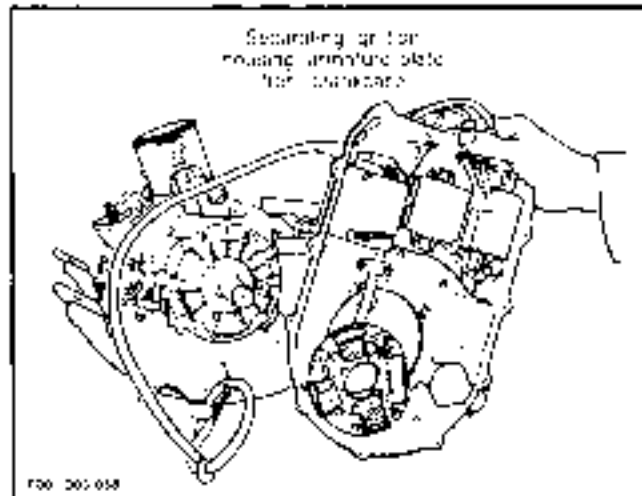
Section 03 ENGINE

Sub-Section 05 (BOTTOM END)

DISASSEMBLY

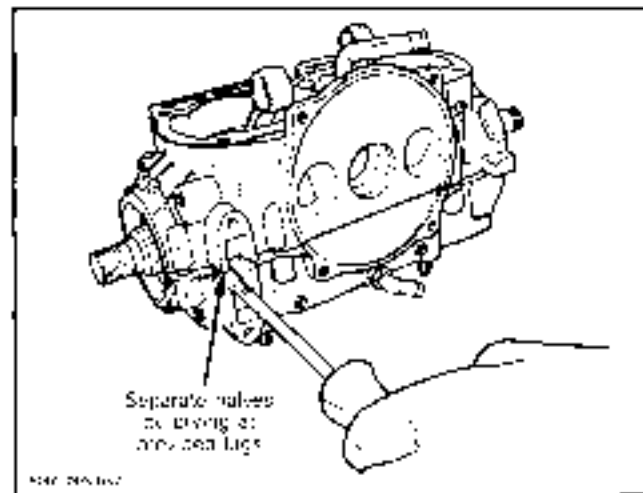
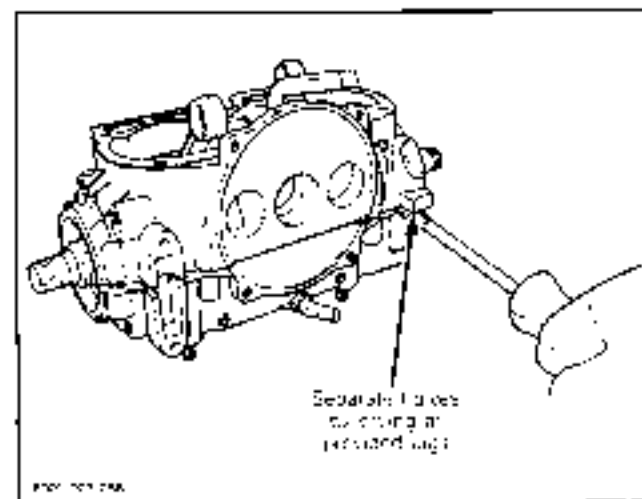
Remove the following parts:

- Ignition housing and PTO flywheel on opposite side



- Intake valve cover and valve engine support
- crankcase retaining screws

Insert screwdrivers between crankcase legs and pry to separate halves being careful not to damage precision surfaces.



12,13,19,20, Seal & Bearing

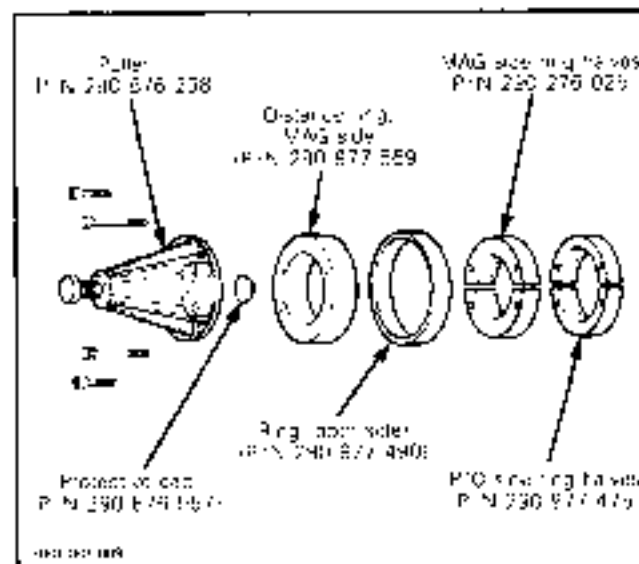
NOTE: Do not needlessly remove crankshaft bearings.

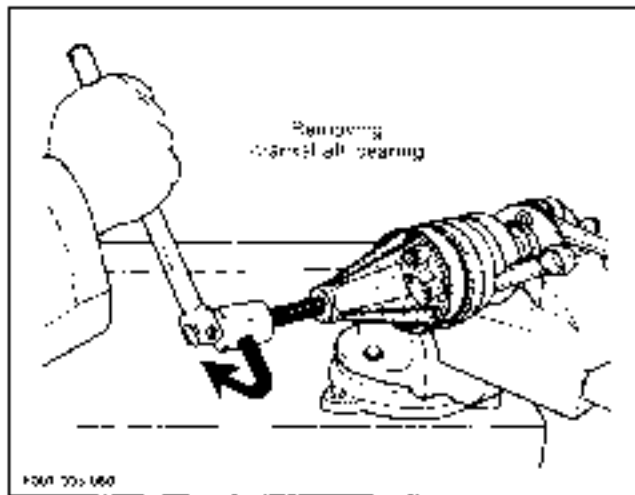
Remove end seals.

To remove end bearings from crankshaft, use crankshaft and Protective Cap (P/N 290 876 557) and Puller (P/N 290 876 298).

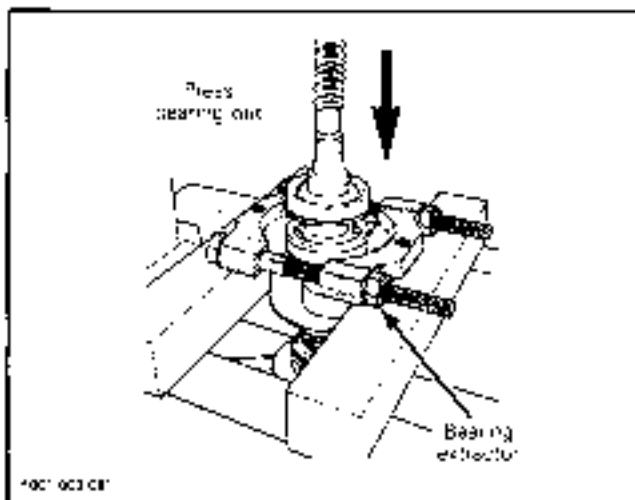
On PTO side, use Ring (P/N 290 977 490) with Ring Halves (P/N 290 977 476).

On MAG side, use Distance Ring (P/N 290 876 559) and Ring (P/N 290 977 490) with Ring Halves (P/N 290 276 025).





Or, use a bearing extractor such as Proto #4032 and a press to remove two bearings at a time.



NOTE: If bearings are to be renewed, they can be quickly removed using an Air Hammer.

CLEANING

Discard all oil seals, gaskets, O-rings and sealing rings. Clean water and oil passages and make sure they are not clogged.

Clean all metal components in a solvent.

Remove old Loctite from crankcase mating surfaces with Stripper #157 (P/N 295 000 040).

CAUTION: Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

INSPECTION

Visually inspect parts for corrosion or damage.

Inspect plane surfaces for warpage. Small deformation can be corrected by grinding surface with a fine sand paper. Install sand paper on a surface plate and rub part against oiled sand paper.

Inspect crankshaft bearings. Check for scoring, pitting, chipping or other evidence of wear. Make sure plastic cage is not melted. Rotate and make sure they turn smoothly.

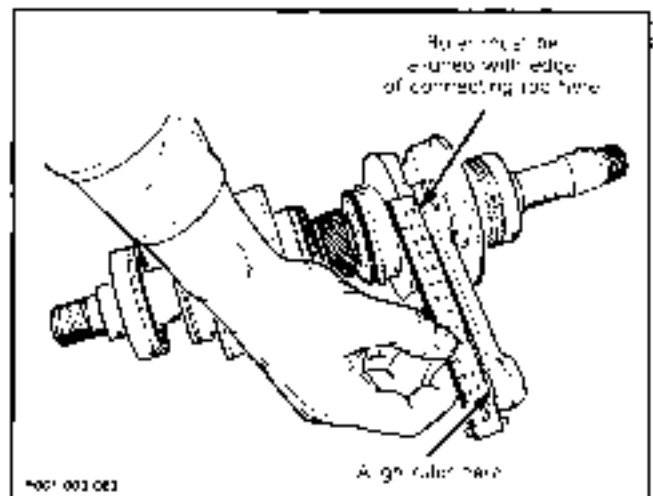
If crankshaft and/or components are found defective, it must be repaired by a specialized shop or renewed.

The inspection of engine bottom end should include the following measurements:

MEASUREMENTS	TOLERANCES	
	NEW PARTS	WEAR LIMIT
Crankshaft Deflection	N/A	0.08 mm 1.003 in.
Connecting Rod Big End Axial Play	0.40 mm 0.016 in.	1.2 mm 0.047 in.

Connecting Rod Straightness

Align a steel ruler on edge of small end connecting rod bore. Check if ruler is perfectly aligned with edge of big end.



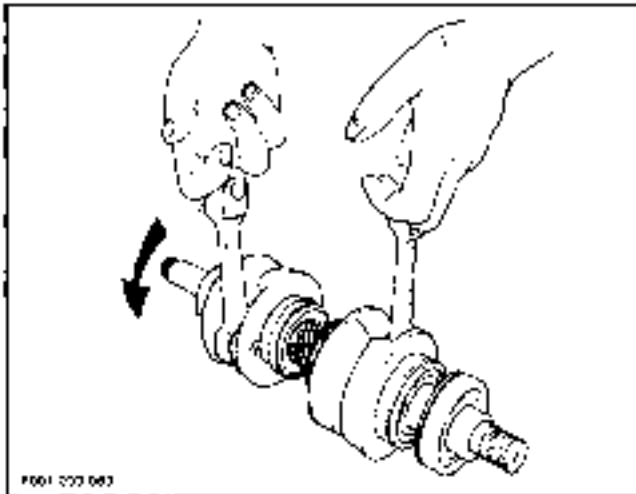
Section 03 ENGINE

Sub-Section 05 (BOTTOM END)

Crankshaft Alignment

A quick check can be made as follows:

- Insert a finger in each connecting rod
- Lift crankshaft and apply a rotation movement to crankshaft with fingers

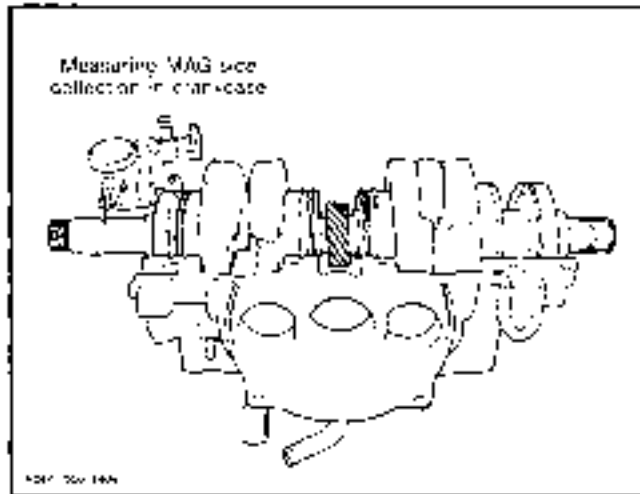


A twisted crankshaft will turn irregularly in an out of round motion.

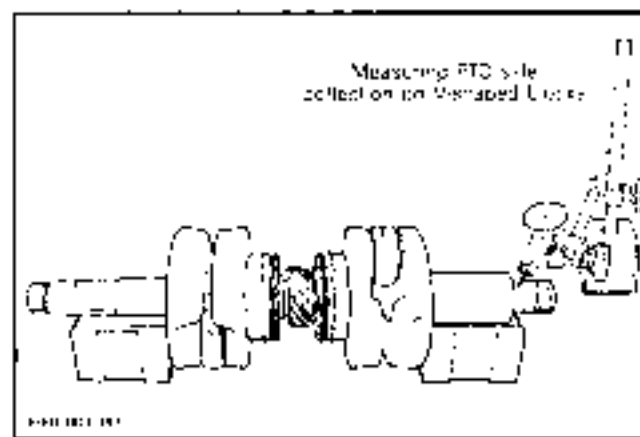
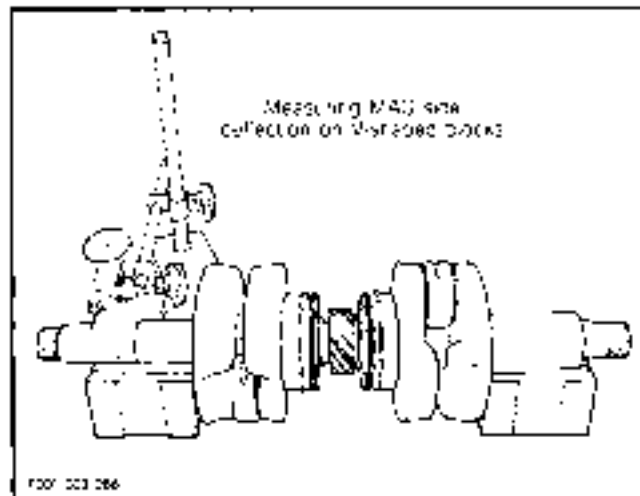
Crankshaft Deflection

Crankshaft deflection is measured each end with a dial indicator.

First check deflection with crankshaft in crankcase. If deflection exceeds the specified tolerance, it can be either ball bearings wear, bent or twisted crankshaft at connecting rod journal.



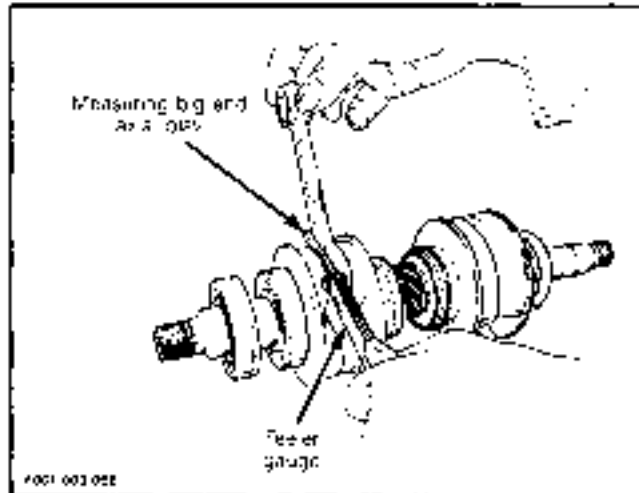
Remove crankshaft bearings and check deflection again on V-shaped blocks as illustrated.



NOTE: Crankshaft deflection can not be correctly measured between centers of shafts.

Connecting Rod Big End Axial Play

Using a feeler gauge measure distance between thrust washer and crankshaft counterweight



ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following

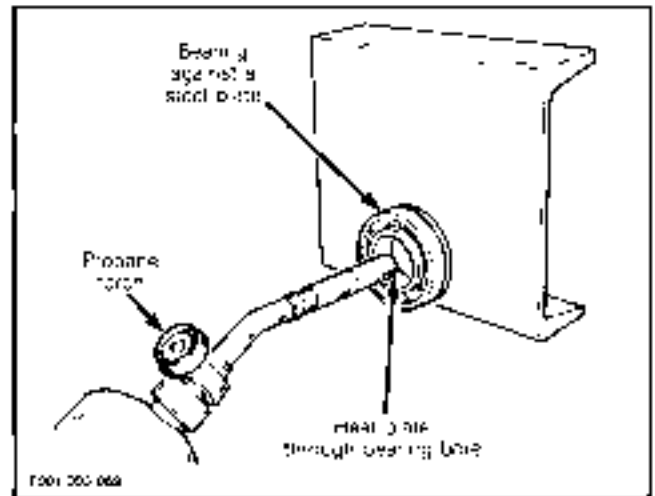
13,19, Bearing

Apply Loctite 767 Anti-Seize (P/N 293 550 001) on bearing seats

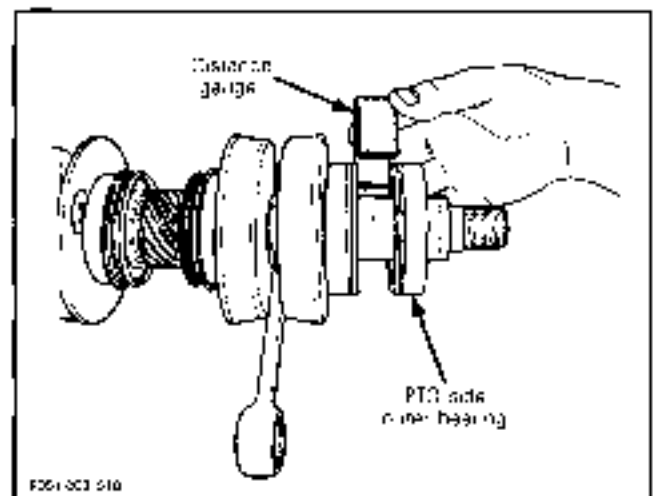
Prior to installation, place bearings into a container filled with oil, previously heated to 75°C (167°F). This will expand bearing and ease installation

Or, as an alternate method, apply heat with a propane torch. Lay bearing on a steel plate, then heat plate through bearing bore until smoke is noticed from bearing. Install bearing carefully on crankshaft

CAUTION: Immediately stop heating as soon as smoke is noticed. Overheating bearing will melt plastic cage. Practice with used bearings on first try.



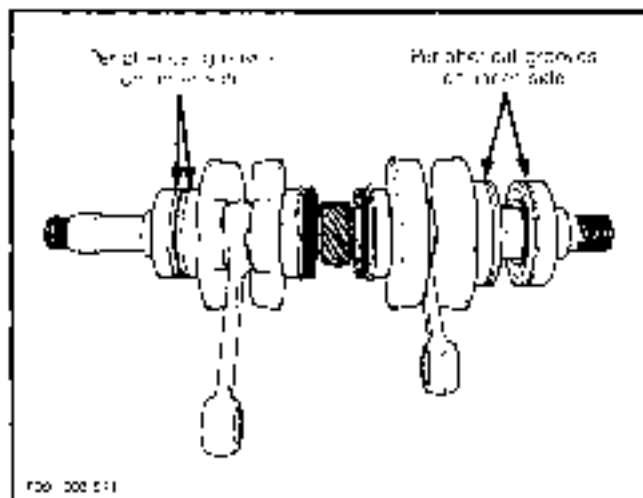
To properly locate outer PTD bearing, temporarily install Distance Gauge (P/N 290 876 826) against inner bearing. Slide outer bearing until stopped by gauge then remove gauge



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Sub-Section 05 (BOTTOM END)

Install bearings so that their peripheral grooves are located as shown in following illustration.



12,20, Seal

At seal assembly, apply a light coat of lithium grease or sea-lips.

1, Crankcase

Crankcase halves are factory matched and therefore, are not interchangeable or available as single halves.

Prior to joining crankcase halves, apply a light coat of Loctite 515 Gasket Eliminator (P/N 293 800 007) on mating surfaces. Do not apply in excess as it will spread out inside crankcase.

NOTE: On aluminum material it is recommended to use Loctite Primer N (P/N 293 800 012) to increase curing time and gap filling capability. Refer to manufacturer's instructions.

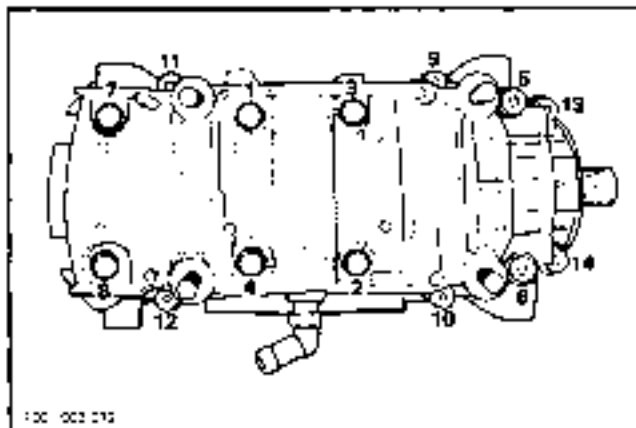
CAUTION: Rotary valve shaft must be installed in crankcase before closing halves. Before joining crankcase halves, make sure that crankshaft gear is well engaged with rotary valve shaft gear.

Position crankcase halves together and hand tighten bolts.

CAUTION: Temporarily install armature plate to align crankcase halves with each other.

3,4,5, Screw

Apply Loctite 242 (blue) (P/N 293 800 015) on screw threads. Torque crankcase screws to 22 N•m (16 lb•ft) as per following illustrated sequence.



6, Stud

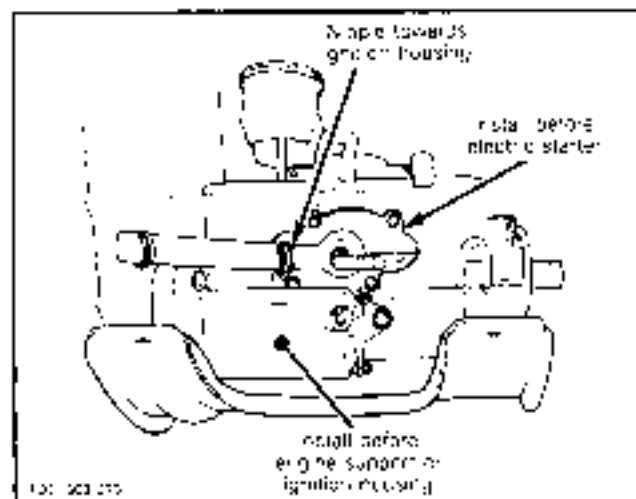
At assembly in crankcase, apply Loctite 242 (blue) (P/N 293 800 015) on stud threads.

Finalizing Assembly

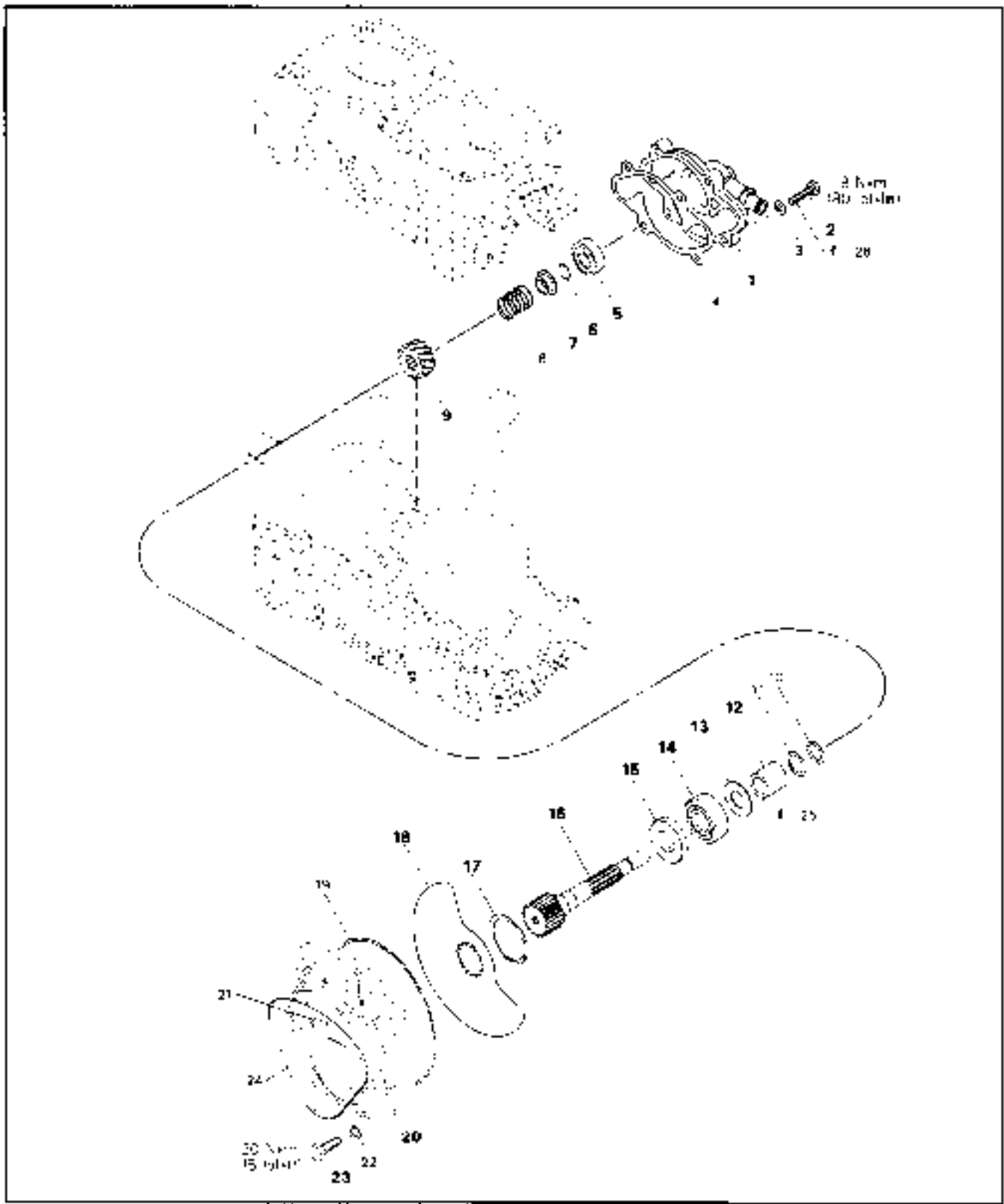
NOTE: If water inlet socket has been removed from crankcase, reinstall it with its nipple pointing towards ignition housing.

For rotary valve timing and assembly, refer to "ROTARY VALVE & BLSERVOIR" for procedures.

If engine support is installed on crankcase before ignition housing, electric starter must be installed before engine support.



ROTARY VALVE



Section 03 ENGINE

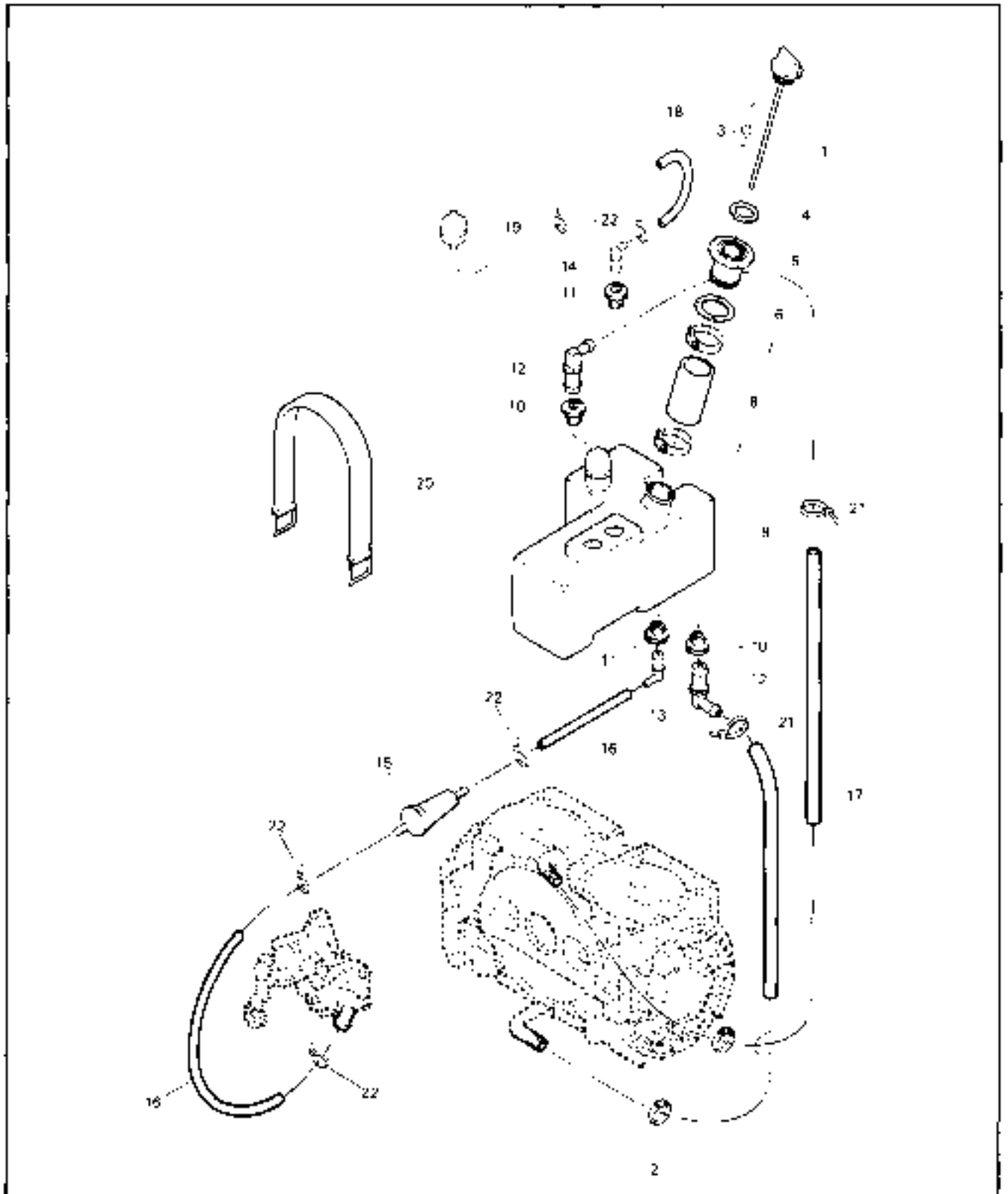
Sub-Section 06 (ROTARY VALVE & RESERVOIR)

COMPONENTS

- | | |
|-----------------------------------|------------------------------------|
| 1. Main drive shaft | 14. Ball bearing 6303 |
| 2. Hexagonal head screw M6 x 20-4 | 15. Oil seal |
| 3. Gasket ring 14 | 16. Rotary valve shaft |
| 4. Gasket | 17. Locking ring |
| 5. Ball bearing 6201 | 18. Rotary valve |
| 6. O-ring | 19. O-ring |
| 7. Spring before cap | 20. Rotary valve cover |
| 8. Spring | 21. Dowel pin |
| 9. Spacer 14 mm | 22. Lock washer 9 mm x 4 |
| 10. O-ring | 23. Hexagonal head screw M8 x 20-4 |
| 11. Shim 0.5 mm | 24. Rubber ring |
| 12. Distance sleeve 24.5 mm | 25. Locking ring |
| 13. Shim 0.5 mm | 26. Washer 242 12 mm |
-

Section 03 ENGINE
Sub-Section 06 (ROTARY VALVE & RESERVOIR)

RESERVOIR



Section 03 ENGINE

Sub-Section 06 (ROTARY VALVE & RESERVOIR)

COMPONENTS

- | | |
|----------------|-------------------|
| 1. Cover (2) | 12. 50" Flank (2) |
| 2. Gasket (2) | 13. 50" Elbow |
| 3. Screw (2) | 14. 40" Flank (1) |
| 4. O-ring | 15. Gasket |
| 5. Adapter | 16. Hose 6 mm |
| 6. Gasket | 17. Hose 12 mm |
| 7. Clamp (2) | 18. Hose 6 mm |
| 8. Nut | 19. Valve |
| 9. O-ring | 20. Snap |
| 10. Gasket (2) | 21. Tie rod |
| 11. Gasket (2) | 22. Tie rod |

NOTE: The following verifications can be performed with engine in watercraft without overhauling engine.

ROTARY VALVE COVER & VALVE GAP

A gap of 0.3 - 0.5 mm (0.12 in. - 0.20 in.) must be maintained between rotary valve and crankcase.

To measure this gap, remove rotary valve cover and its O-ring.

Using solder (in for electronic applications) approximately 1.5 mm (0.06 in.) dia. install three short pieces over rotary valve. If necessary, apply grease to hold in position.

Reinstall cover in place WITHOUT its O-ring and torque screws to 20 Nm (15 ft-lb).

Remove cover then clean and measure compressed thickness. It must be within specified tolerance. Otherwise check cover for wear, warpage and crankcase, renew defective parts.

NOTE: If gap is found under to crankcase sand surface with fine sand paper on a surface plate. Rub part against lightly oiled sand paper.

CRANKSHAFT & ROTARY VALVE SHAFT GEAR BACKLASH

Remove PTO flywheel guard.

Remove spark plugs, rotary valve cover and valve.

Manually feel backlash at one position, then turn crankshaft about 1/8 turn and recheck. Continue this way to complete one revolution.

Backlash must be even at all positions. Otherwise overhauling to find which parts faulty: gear, rotary valve shaft or crankshaft with excessive deflection.

GENERAL

Engine must be removed from watercraft to work on rotary valve shaft components. Refer to REMOVAL & INSTALLATION for procedures.

Bottom end must be opened to remove rotary valve shaft.

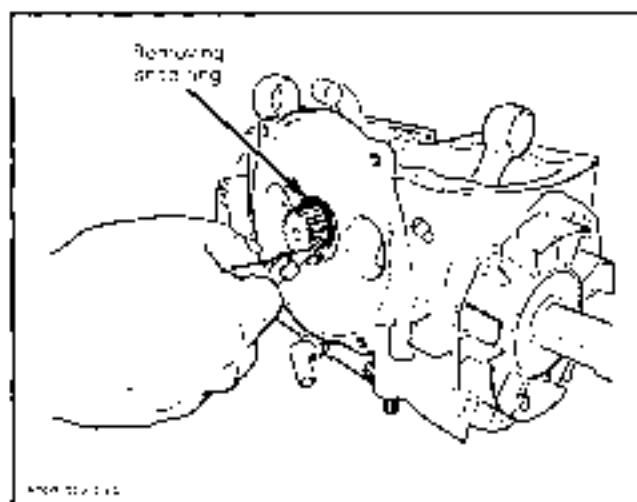
DISASSEMBLY

20,23, Rotary Valve Cover & Screw

Unscrew four retaining screws and withdraw rotary valve cover and valve.

16,17, Snap Ring & Rotary Valve Shaft

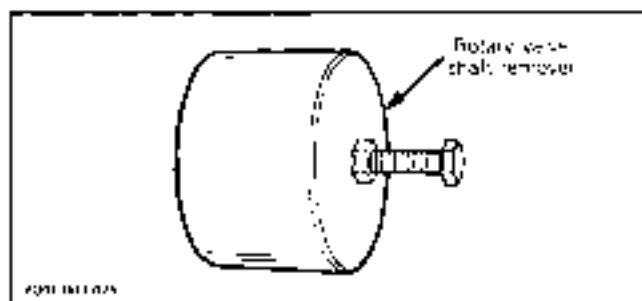
To remove rotary valve shaft assembly from crankcase, first remove snap ring from crankcase.



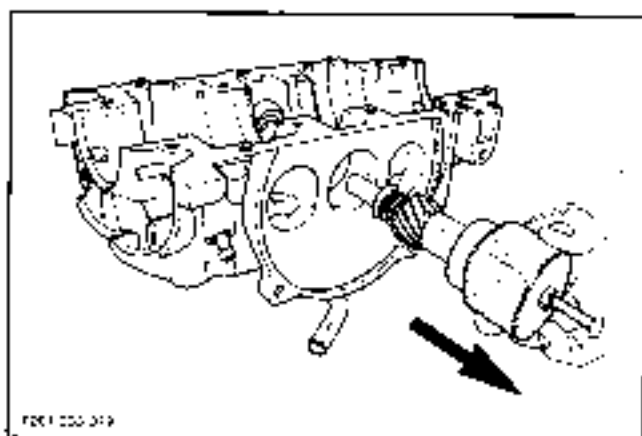
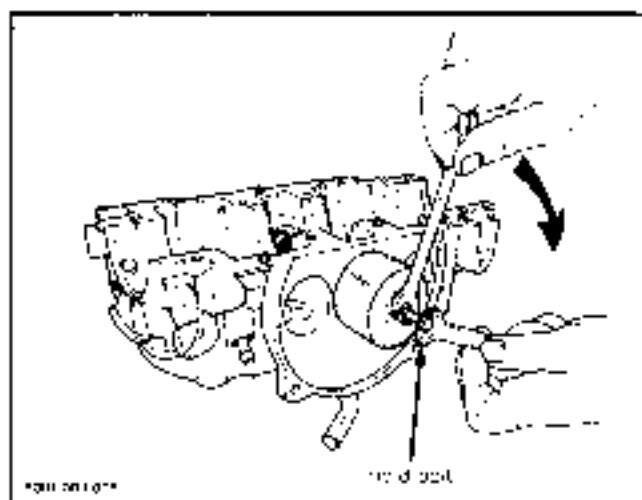
CAUTION: Bottom end must be opened to remove rotary valve shaft.

Section 03 ENGINE
Sub-Section 06 (ROTARY VALVE & RESERVOIR)

To remove rotary valve shaft, use a Remover (P/N 290 975 467)

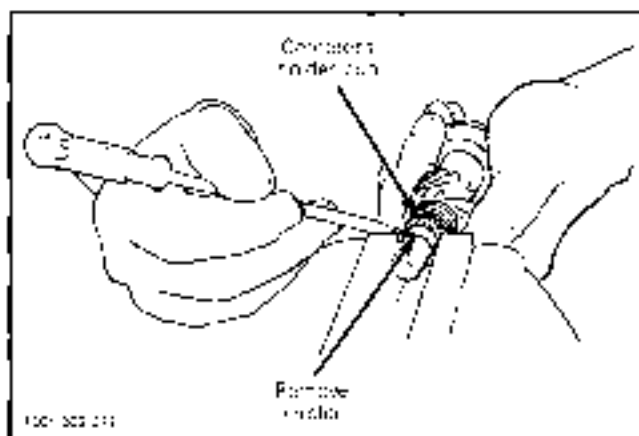


Place puller over rotary valve shaft end and screw puller bolt into shaft. While retaining bolt with a wrench, turn puller nut COUNTERCLOCKWISE until shaft comes out



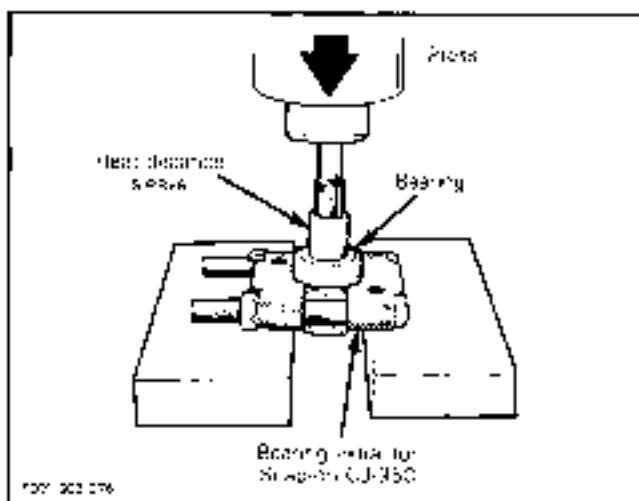
6.7, Circlip & Spring Holder Cup

If it is necessary to disassemble components of rotary valve shaft assembly, compress spring by holder cup to remove circlip



12, Distance Sleeve

To remove distance sleeve use a bearing extractor such as Snap-On #CJ-350 as illustrated. Heat distance sleeve to approximately 150°C (300°F) to break the Loctite bond and press shaft out




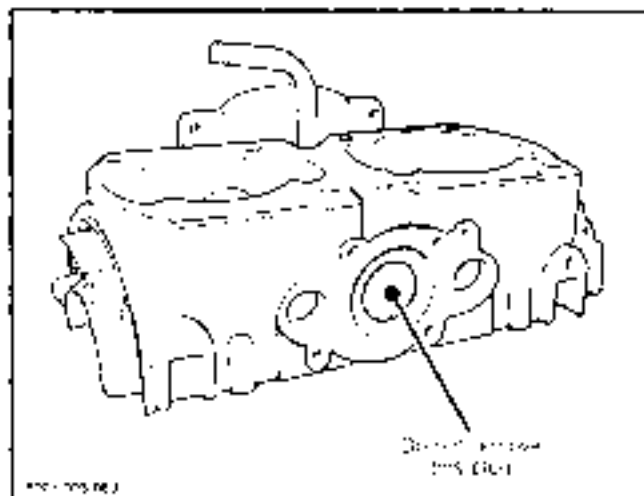
CAUTION: Ensure that rotary valve shaft is perfectly perpendicular with press tip or damage will occur.

Section 03 ENGINE

Sub-Section 06 (ROTARY VALVE & RESERVOIR)

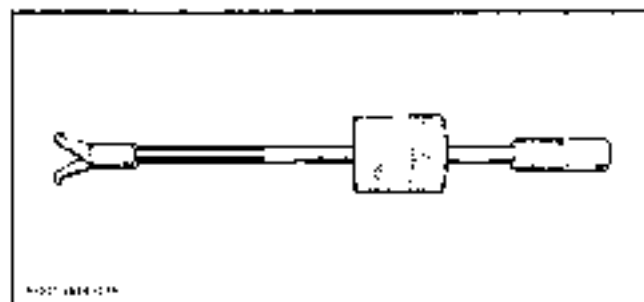
5. Bearing

 NOTE: Do not remove plug against bearing in crankcase half.



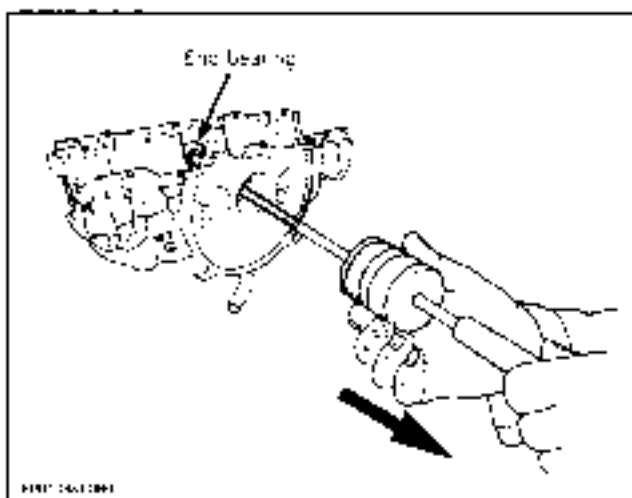
End bearing can be easily removed using the following suggested tool:

Snap-On Hammer Puller including: Handle CJ93-1
Hammer C0125-6
Claws CJ93-4



Close puller claws so that they can be inserted in and behind bearing. Holding claws, turn puller shaft clockwise so that claws open and become firmly tight against bearing.

Slide puller sleeve outward and tap puller end. Retighten claws as necessary to always maintain them tight against bearing. Continue this way until bearing completely comes out.



CLEANING

Discard all seals and O-rings.

Clean all metal components in a solvent.

Clean oil passages and make sure they are not clogged.

Clean rotary valve shaft and inside of distance sleeve.

INSPECTION

Inspect rotary valve cover for warpage. Small deformation can be corrected by surfacing with fine sand paper or a surface plate. Surface part against used sand paper.

Inspect bearings. Check for scoring, pitting, chipping or other evidence of wear. Make sure plastic cage for bigger bearing is not melted. Rotate them and make sure they turn smoothly.

The inspection of rotary valve system should include the following measurements:

Check for presence of brass filings in gear housing.

Visually check gear wear pattern. It should be even on tooth length all around. Otherwise it could indicate a bent shaft, check deflection. Replace gear if damaged.

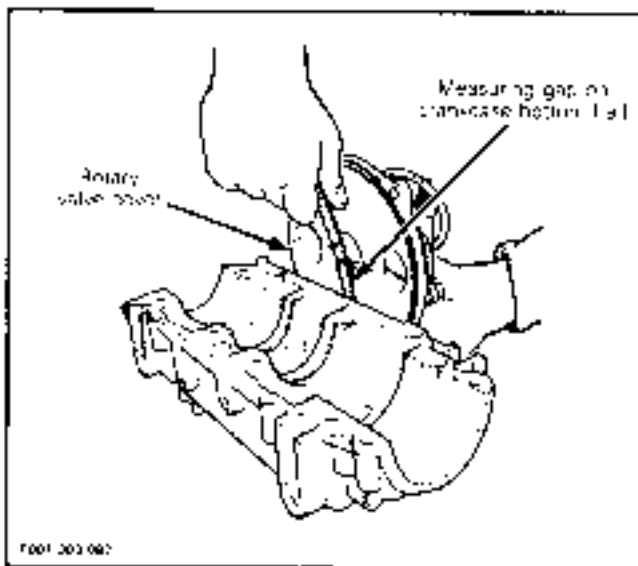
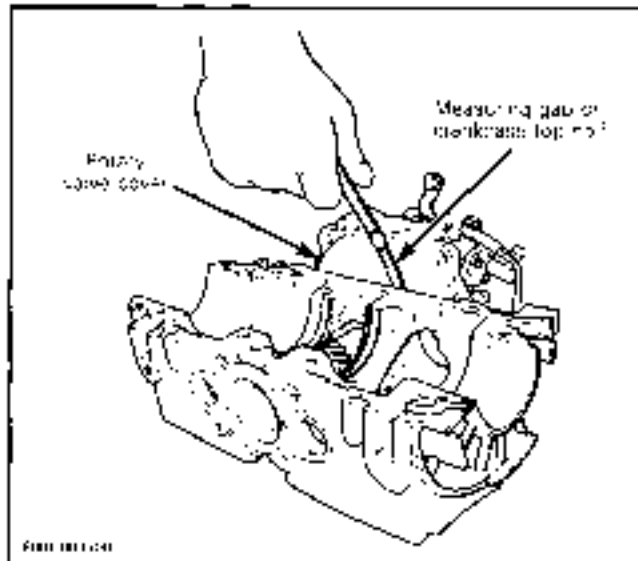
MEASUREMENTS	TOLERANCES	
	NEW PARTS	WEAR LIMIT
Rotary Valve Cover & Valve Cap	N/A	0.3 - 0.5 mm 0.012 - 0.020 in
Rotary Valve Shaft Deflection	N/A	0.04 mm 0.0015 in

Rotary Valve Cover & Valve Gap

A gap must be maintained between rotary valve and crankcase.

To measure this gap, use a feeler gage inserted between rotary valve and upper half crankcase with rotary valve cover in place WITHOUT its O-ring.

Check as much surface as possible. Follow the same procedure for lower half crankcase.

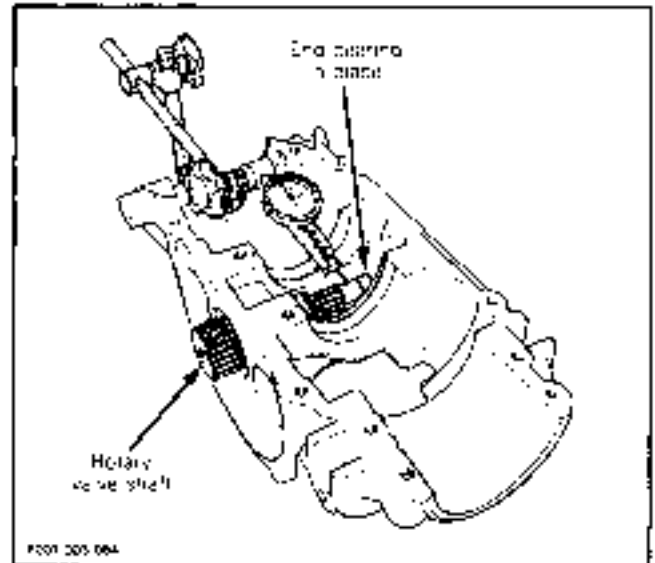


Rotary Valve Shaft Deflection

Deflection is measured with a dial gauge. Install rotary valve shaft in crankcase half, without its gear.

NOTE: End bearing must be in crankcase half.

Measure shaft deflection on gear mounting area.



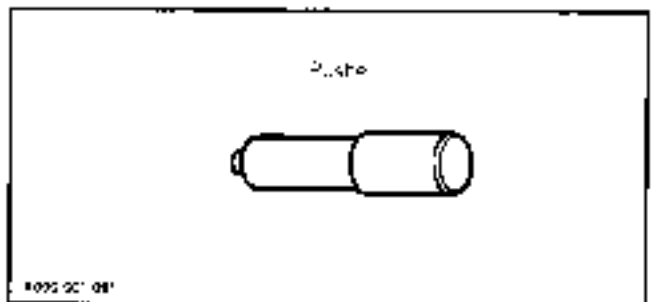
Deflection must not exceed specified value. Replace shaft as necessary.

ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However, pay particular attention to the following:

5. Bearing

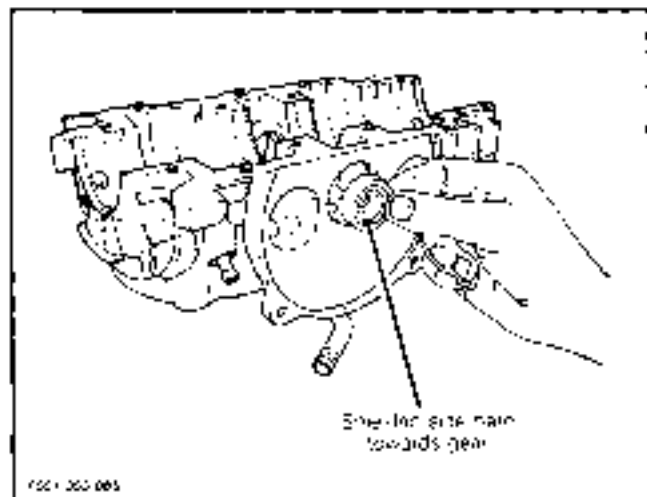
To install end bearing in crankcase, use a Pusher (P.N. 290 876 5001).



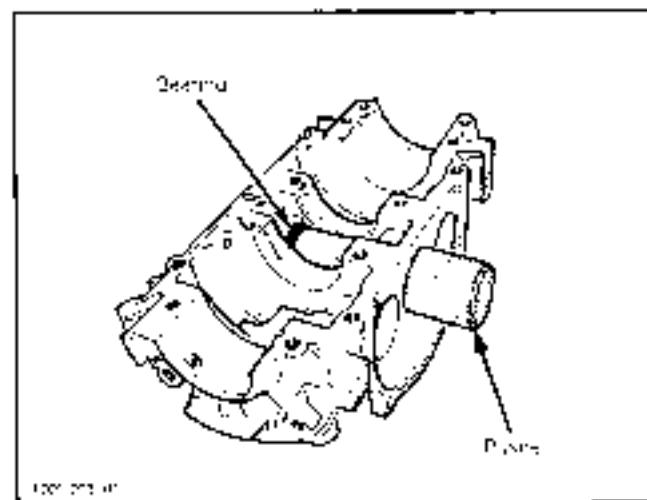
Section 03 ENGINE

Sub-Section 06 (ROTARY VALVE & RESERVOIR)

Position ball bearing shielded side towards rotary valve



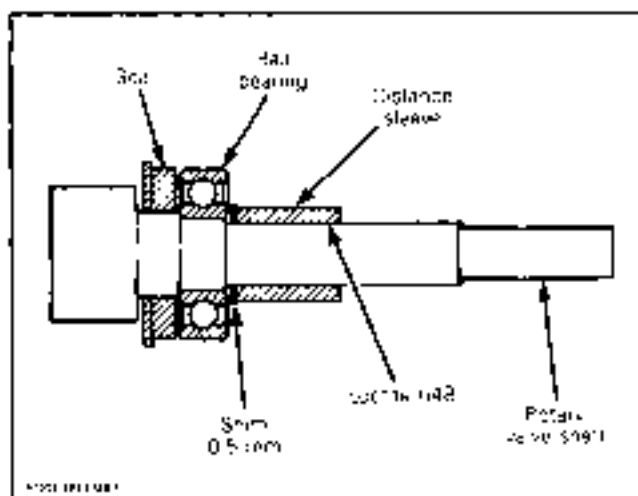
Push bearing until it stops on its seat



15,16, Seal, Rotary Valve Shaft

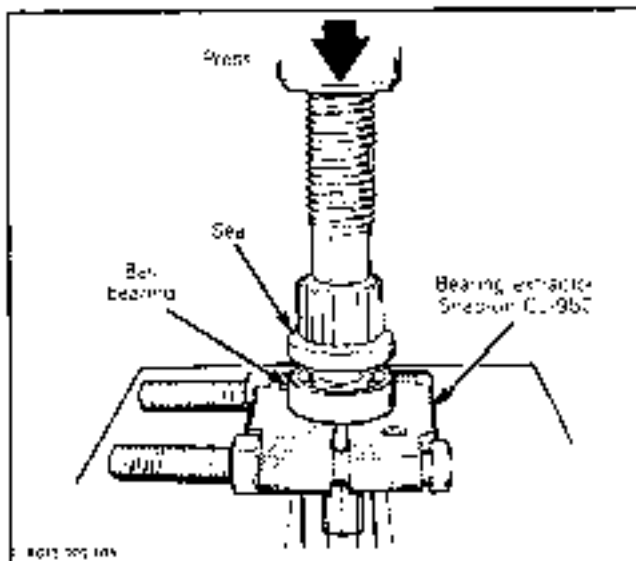
Apply lithium grease on seal lips. Position seal with shielded portion against splines of shaft.

Apply Loctite 648 (green) (P/N 290 880 788) inside of distance sleeve.



14,16, Rotary Valve Shaft & Bearing

Install ball bearing as illustrated



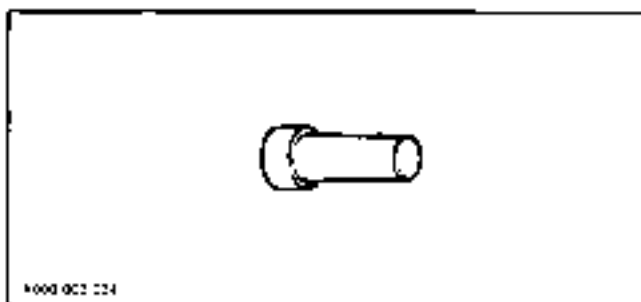
16,17, Rotary Valve Shaft Ass'y & Snap Ring

▼ **CAUTION:** Crankcase halves must be separated and crankshaft must not be present to install rotary valve shaft ass'y in crankcase.

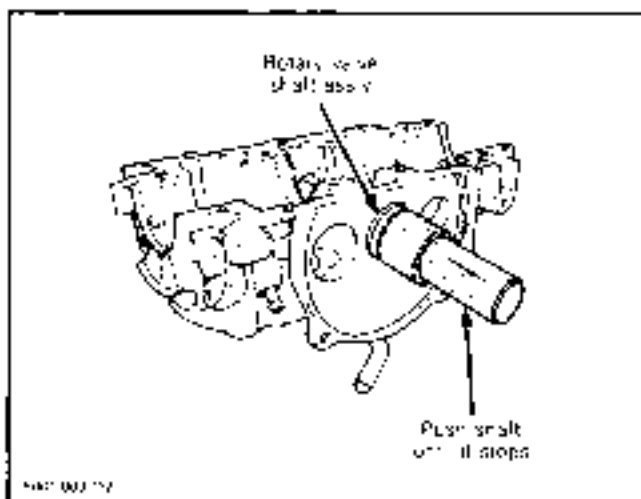
Section 03 ENGINE

Sub-Section 06 (ROTARY VALVE & RESERVOIR)

To install rotary valve shaft in crankcase, use a Pusher (P/N 290 875 605)



Push shaft until it stops on bearing seat.

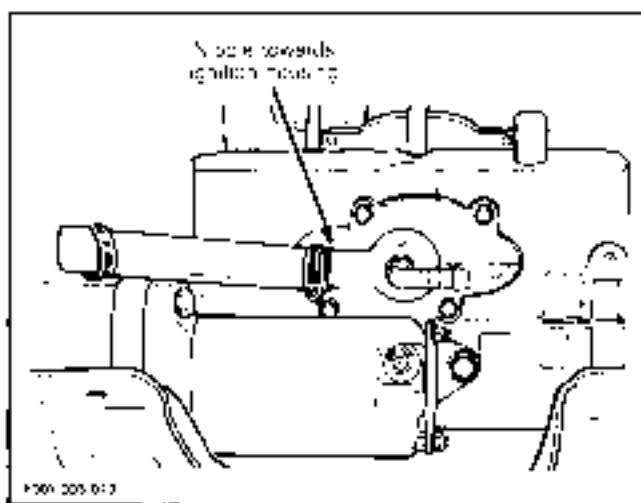


At snapping installation, position U so that its sharp edge faces outwards

1.2. Water Inlet Socket & Screw

When installing socket, position U so that its sharp edge is pointing towards ignition housing

Apply Loctite 242 (blue) (P/N 293 800 002) on screw threads then torque to 8 Nm (59 lbf-in)



ROTARY VALVE TIMING

When the same crankcase is reassembled, the first timing method is to be followed. However, if no re-assembly crankcase does not have timing mark / ridget, the second method is required. Take note that the second method is more accurate and may be used any time.

For both methods a TDC Gauge (P/N 295 000 065) is required

Installation on Same Crankcase (with ridge)

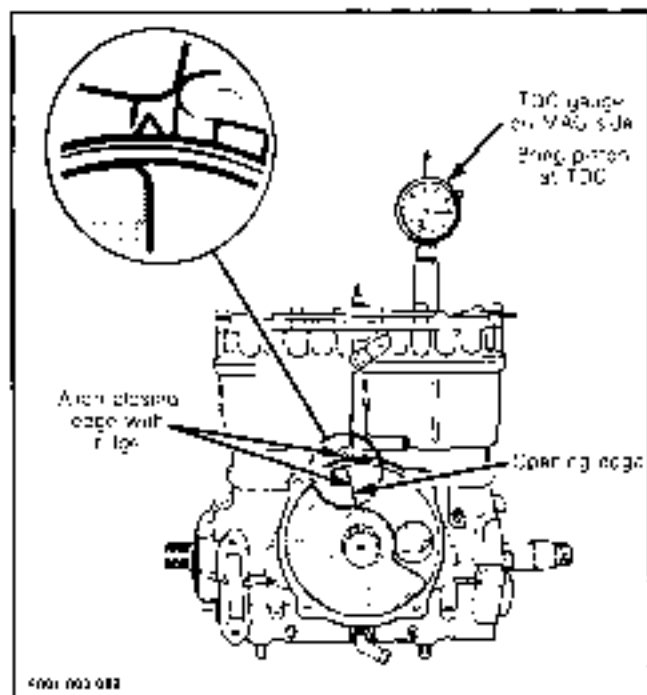
To correctly install rotary valve, proceed as follows

- Timing crankshaft, bring **MAG** side piston to Top Dead Center using a TDC gauge
- Position rotary valve on shaft splines so that its opening edge will be aligned with timing ridge on upper left side of rotary valve housing.

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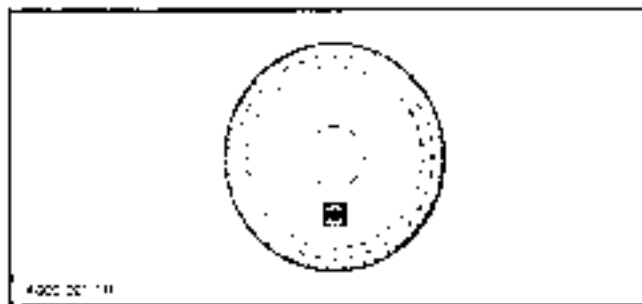
Sub-Section 06 (ROTARY VALVE & RESERVOIR)

NOTE: Rotary valve is asymmetrical. Therefore try turning it in and out then re-install on screws to determine best installation position.



Installation on Replacement Crankcase (without ridge)

A Degree Wheel (P/N 296 000 007) is required to measure rotary valve opening and closing angles in relation with MAG side piston. Degree wheel will be installed on rotary valve shaft for measurements.



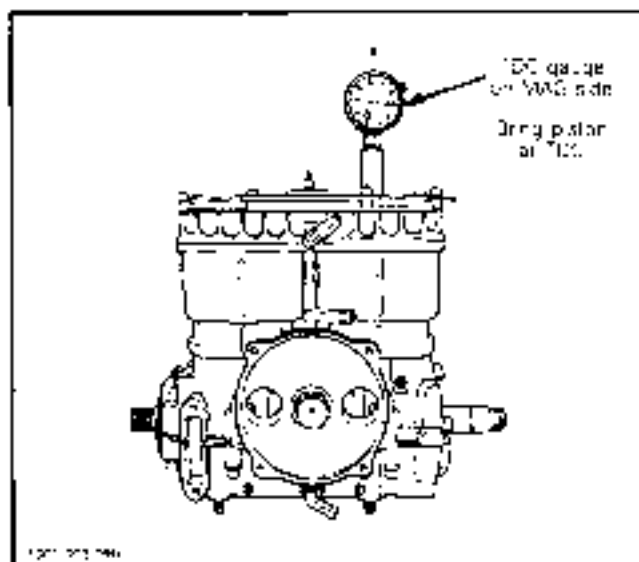
Rotary valve must be set so that timing occurs as follows:

OPENING: $132^\circ = 4$ BTDC

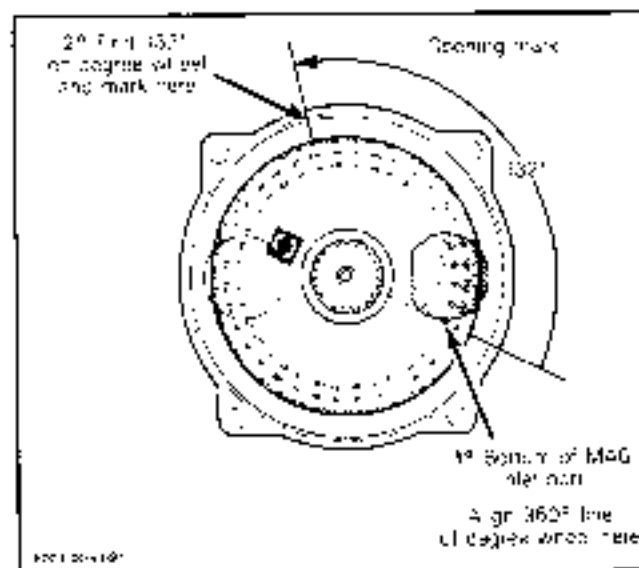
CLOSING: $52^\circ = 4$ ATDC

Proceed as follows:

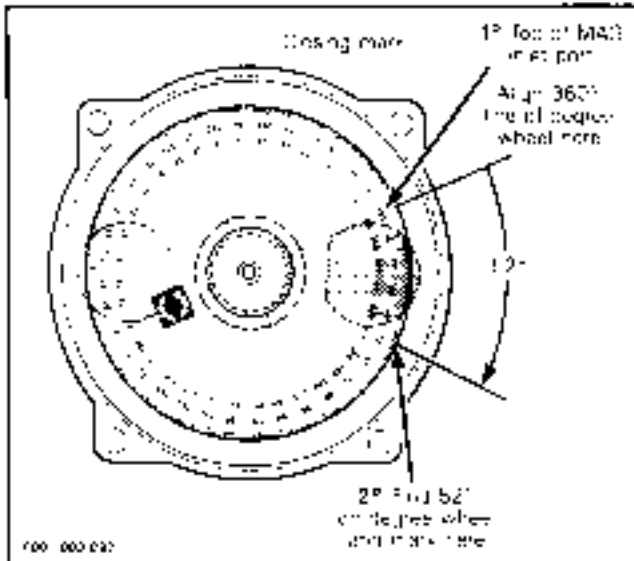
- Turning crankshaft, bring MAG side piston to Top Dead Center using a TOC gauge.



- For opening mark, first align 360° line of degree wheel with BOTTOM of MAG side interport. Then, find 132° line on degree wheel and mark crankcase at this point.



- For closing mark, first align 360° line of degree wheel with TCP of MAG side inter port. Then, find 52° line on degree wheel and mark crankcase at this point.



Position rotary valve on shaft splines to have edges as close as possible to marks.

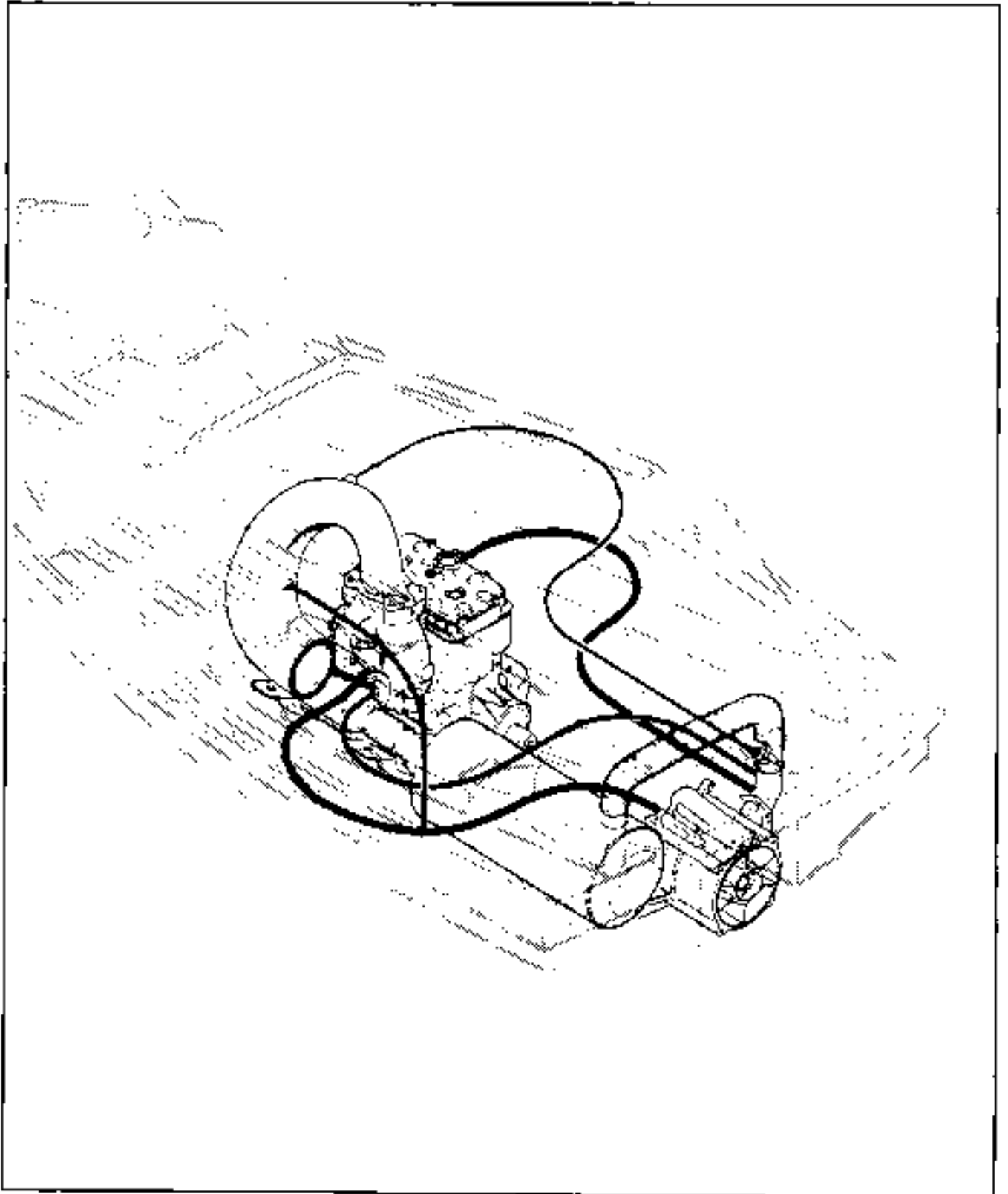
NOTE: Rotary valve is asymmetrical. Therefore, try turning this side out then inside on splines to determine best installation position.

Apply SEA-DOO injection oil on rotary valve before closing rotary valve cover.

20,23, Rotary Valve Cover & Screw

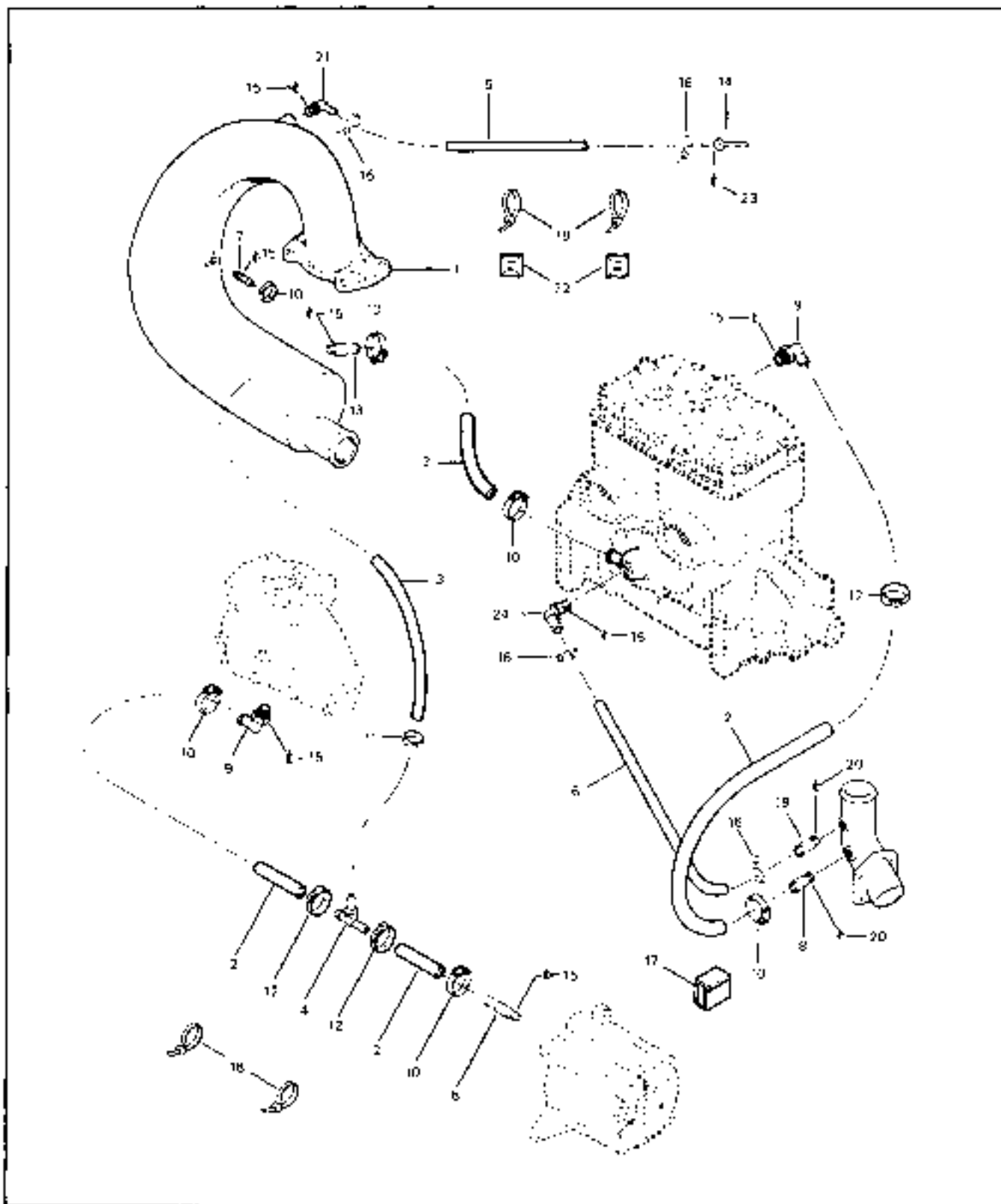
Install O-ring and cover then torque screws to 20 N•m (15 lb•ft) in a cross cross sequence.

COOLING SYSTEM



Section 04 COOLING SYSTEM
Sub-Section 01 (COMPONENTS)

COMPONENTS



Section 04 COOLING SYSTEM

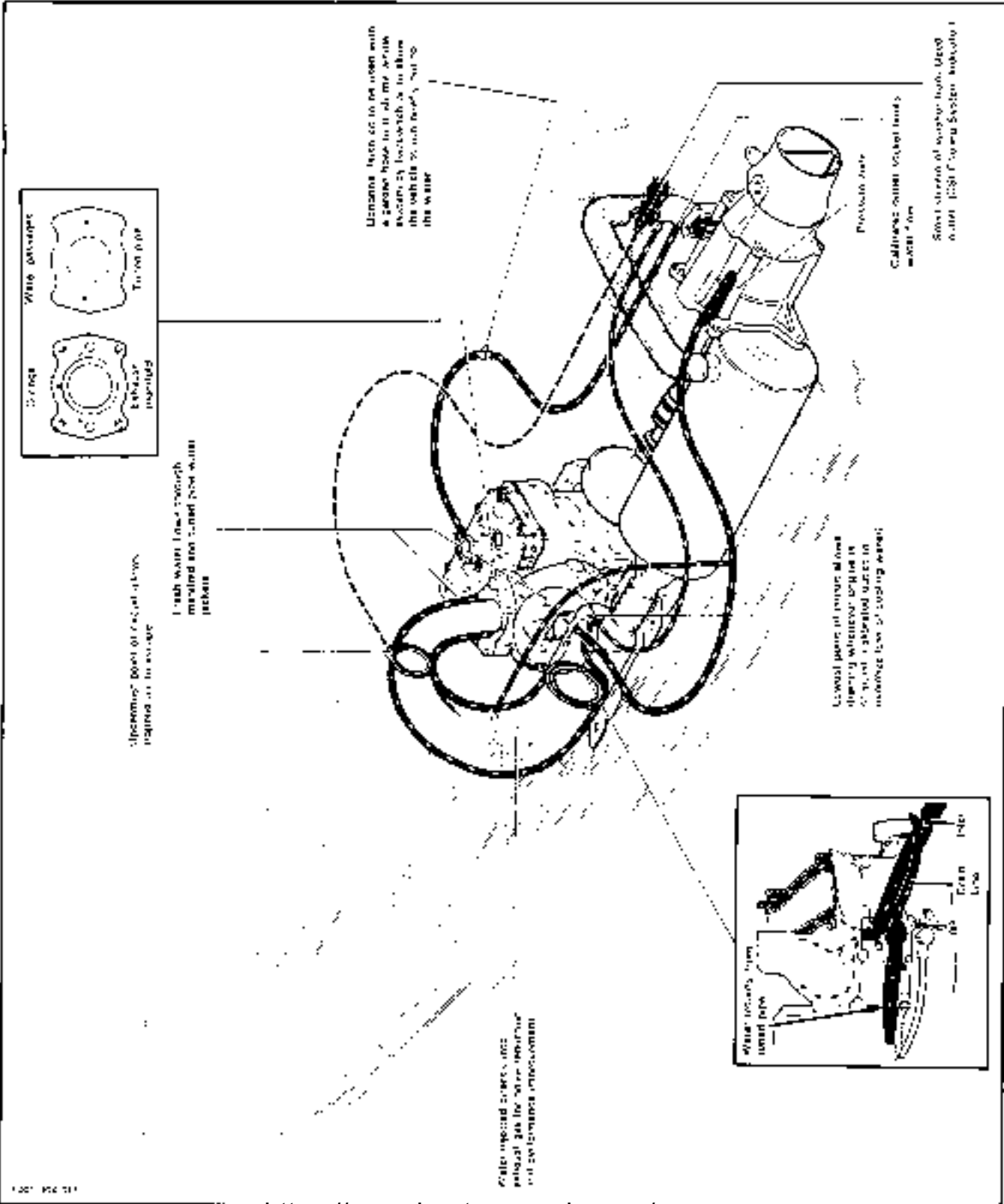
Sub-Section 01 (COMPONENTS)

COMPONENTS

- | | |
|--------------------|-------------------------------|
| 1. Union cap | 16. Fitting |
| 2. Hose 12.5 mm | 17. Plug |
| 3. Hose 6 mm | 18. Loctite 591 (oil), 250 ml |
| 4. Tee | 19. Tie Nut (4) |
| 5. Hose 6 mm | 20. Tie Panel |
| 6. Hose | 21. Tie (top) |
| 7. Fitting | 22. Fitting |
| 8. Fitting | 23. Loctite 592, 10 ml |
| 9. Fitting 90° (2) | 24. Fitting (0°) |
| 10. Clamp (5) | 25. Tie Cable |
| 11. Clamp | 26. Silicone 732 RTV, 90 ml |
| 12. Clamp (3) | 27. Fitting 90° |
-

Section 04 COOLING SYSTEM
Sub-Section 02 (CIRCUIT)

CIRCUIT



Section 04 COOLING SYSTEM

Sub-Section 02 (CIRCUIT)

TECHNICAL DATA

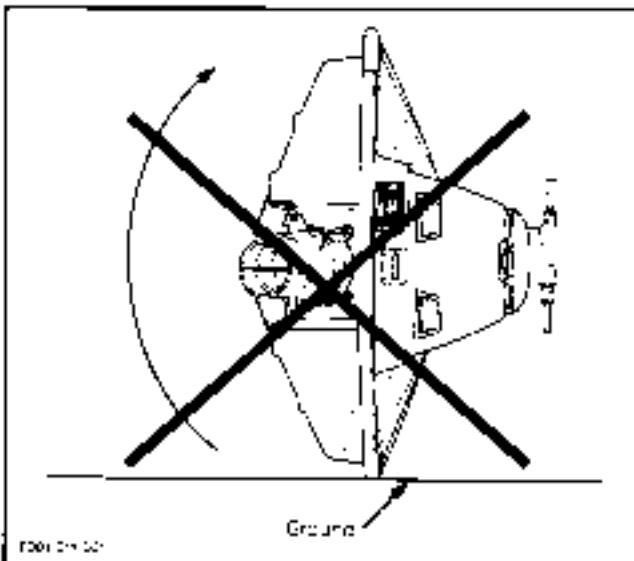
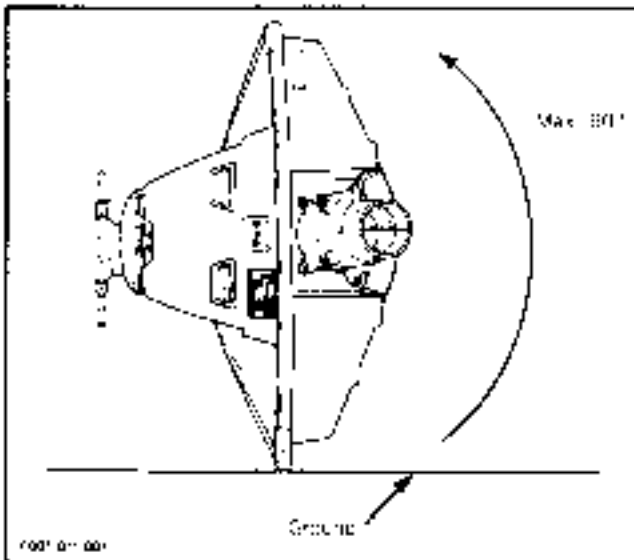
Type :	TICS (Total Loss Cooling System)
Coolant pressure :	Pressure build up at impeller housing (no water pump)
Flow control :	Calibrated outlet sockets at exhaust outlet and drain line to thermostat
System bleeding :	Self-bleed type (those at uppermost point of circuit)
System draining :	Self drain type (those at lowest point of circuit)
System flushing :	A flush kit is available
Overheat alarm :	Turns on at 96-99° C (205-210° F)

Section 04 COOLING SYSTEM

Sub-Section 03 ICARE & FLUSHING


CARE

1. When servicing hull-jet pump, always rotate watercraft counterclockwise (as seen from the rear). Rotating watercraft clockwise could allow residual water in tuned pipe to enter the engine and cause damage.




2. Check joints for leaks to avoid water accumulation in the bilge.
3. Do not modify hose or socket size as coolant flow could be altered.
4. When engine is running, water must flow from bleed outlet indicating that water circulates.
5. For hose replacement, use special pliers (P/N 285 000 070).

6. Check overheat beeper operation by jumping terminal of thermostat wire to ground. Beeper must operate.

 **NOTE:** Tether cord cap must be over its switch so that beeper works.

FLUSHING

When the watercraft is operated in unclear water and particularly in salt water, flushing of cooling system is necessary.

 **CAUTION:** Failure to perform cooling system flushing, when watercraft is used in salt water, will result in damage to watercraft components.

Since the watercraft uses the same water where it sails, for propulsion and cooling systems, this water flows everywhere in water jackets. If the watercraft is being used in salt water and cooling system is not regularly flushed, salt will eventually corrode components.

Infiltration in cooling system of any particle present in the water is unavoidable. Deposit accumulation can plug cooling system and lead engine to severe damage.

Flushing is necessary when the watercraft is operated in


- salt water


- unclear water

- shallow water where underwater ground is sandy and/or shells covered


Flushing the cooling system with fresh water is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to evacuate sand, salt, shells or other particles in water jackets (engine, exhaust manifold, tuned pipe) and/or hoses.

Flushing should be performed when the watercraft is not expected to be used further the same day or when the watercraft is stored for any extended time.

 **CAUTION:** Failure to flush cooling system, when necessary, will severely damage engine and/or exhaust system. Never flush a hot engine. Make sure engine operates during entire procedure.

 **WARNING:** Do not touch any electrical part when engine is running.

A convenient flush kit (P/N 285 000 038) can permanently be installed on the watercraft to ease flushing.

 **NOTE:** If a flush kit is not installed on watercraft, fit 30mm (1 1/4") out of hose at exhaust socket. Insert garden hose nozzle into hose end for flushing.

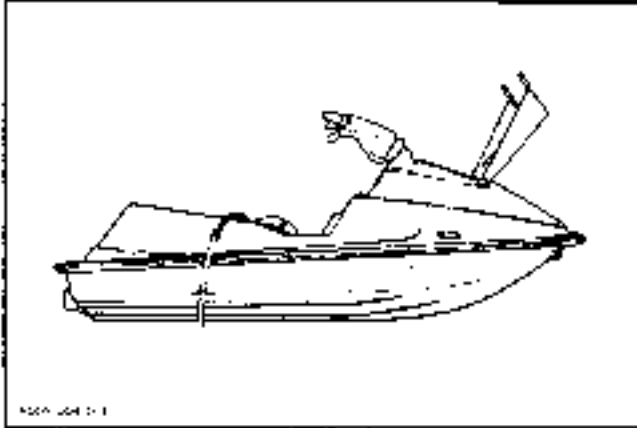
Proceed as follows:

1. Remove seat to a low access of cooling system.
2. Connect coupler hose as explained in the flush kit instruction sheet. Do not open the water tap yet.

Section 04 COOLING SYSTEM

Sub-Section 03 (CARE & FLUSHING)

NOTE: To allow a more efficient flushing of watercraft equipped with a flush kit, install a hose under item N 295 000 076 between flushing and exhaust socket. This will prevent water exiting through exhaust socket.



3. Start the engine then immediately open the water tap.

CAUTION: Always start the engine before opening the water tap. Otherwise, water will back flow through the tuned pipe into the engine and may cause damage to internal parts. Open water tap immediately after engine is started to prevent overheating. Follow this procedure exactly.

4. Run the engine about five minutes at a fast idle.

CAUTION: Never run engine longer than five minutes. Drive line seal has no cooling out of water.

5. Close the water tap then stop the engine.

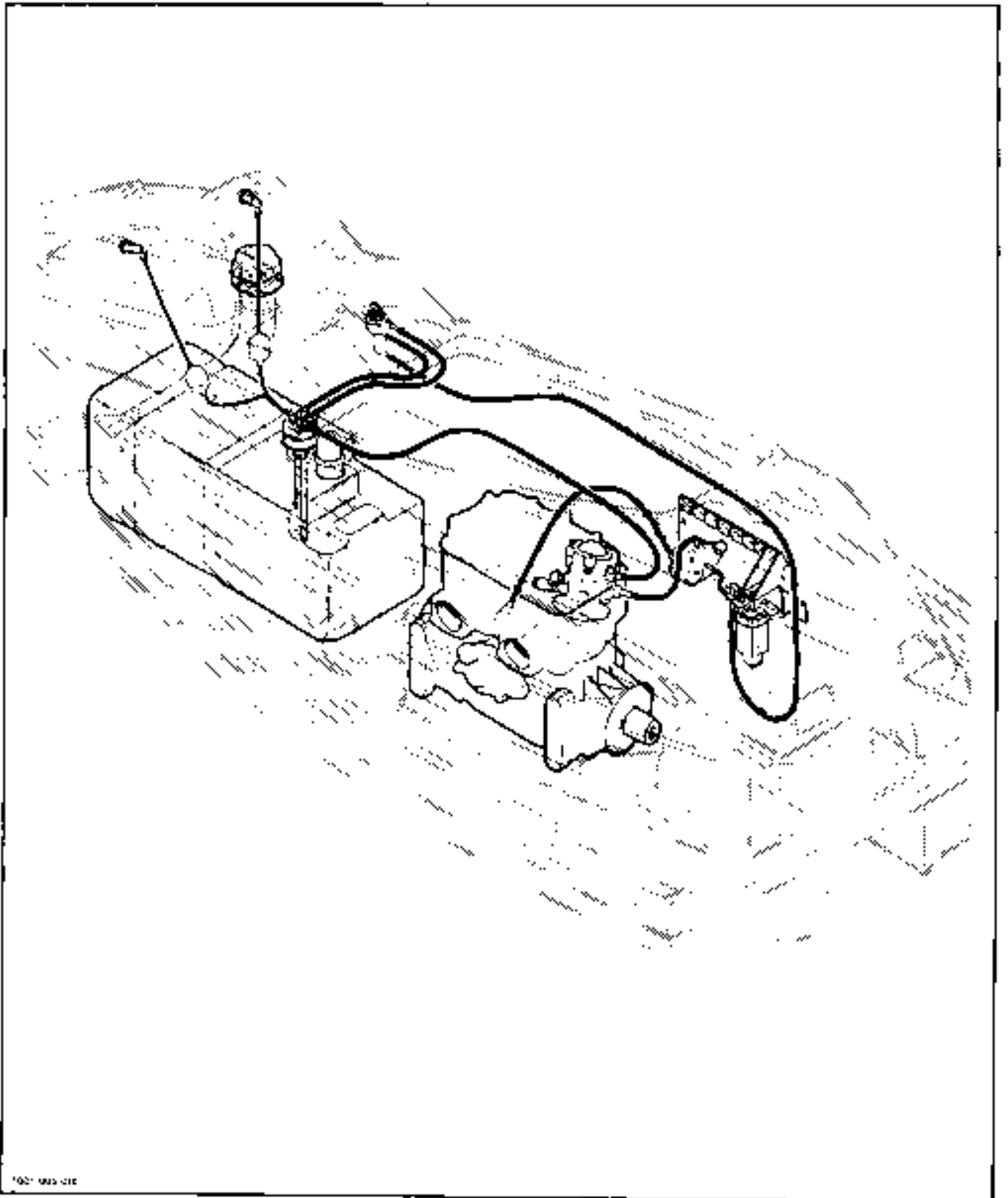
CAUTION: Always close the water tap before stopping the engine. Follow this procedure exactly otherwise severe engine damage could occur.

6. Disconnect coupler hose from watercraft.

7. Wipe off any residual water on the engine.

8. Reinstall seat and properly latch.

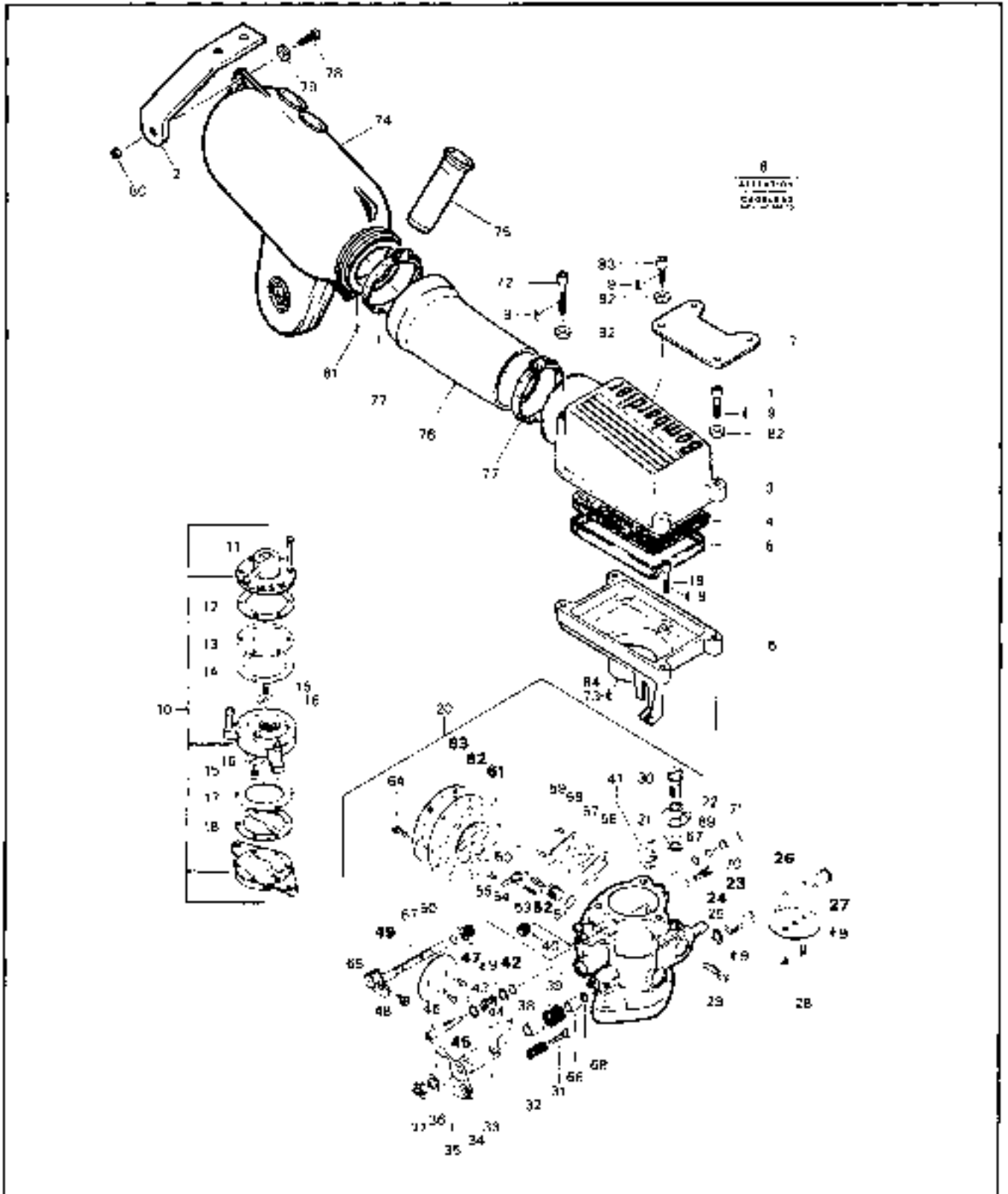
FUEL SYSTEM



1021 MMS-01E

Section 06 FUEL SYSTEM
Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)

CARBURETOR & INTAKE SYSTEM



Section 05 FUEL SYSTEM

Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)

COMPONENTS

- 1 Allen screw M4 x 30 (2)
- 1 Air velocity sensor
- 2 Cover
- 3 Frame
- 4 Gasket
- 5 Base
- 7 Igniter
- 8 Shower
- 9 Air valve 240, 31, ml
- 10 Fuel pump
- 11 Needle valve
- 12 Packing
- 13 Gasket
- 14 Diaphragm
- 15 Gasket (2)
- 16 Valve (2)
- 17 Jet(s)
- 18 Packing ring
- 19 Allen screw M3 x 30 (3)
- 20 Carburetor assembly
- 21 Gasket ring (2)
- 22 Needle (2)
- 23 Jet(s) (20)
Jet(s) (25)
Jet(s) (30)
Jet(s) (35)
Jet(s) (40)
Jet(s) (45)
Jet(s) (50)
- 24 O-ring
- 25 Washer
- 26 Diaphragm
- 27 Diaphragm valve
- 28 Combined screw 2
- 29 Combined screw M3 x 14
- 30 Plug screw
- 31 Idle speed screw
- 32 Compression spring
- 33 Diaphragm seal screw
- 34 Spacer
- 35 Diaphragm seal screw
- 36 Flat washer
- 37 Nut M3 x 1
- 38 Jet(s)
- 39 Return spring
- 40 Plug
- 41 Choke body
- 42 O-ring
- 43 Washer (2)
- 44 Compression spring
- 45 Adjustment screw
- 46 Combined screw (2)
- 47 Choke valve
- 48 Hexagonal head screw M4 x 10 (2)
- 49 Choke shaft assembly
- 50 Return spring
- 51 Sealing ring
- 52 Needle valve assembly
- 53 Compression spring
- 54 Valve lever
- 55 Countersunk screw M3 x 1
- 56 Gasket
- 57 Diaphragm
- 58 Diaphragm plate
- 59 Countersunk screw M3 x 6 (2)
- 60 Pin
- 61 Diaphragm assembly
- 62 Gasket
- 63 Cover plate
- 64 Combined screw M4 x 6 (6)
- 65 Ring
- 66 Spacer
- 67 Seal
- 68 Seal
- 69 Seal
- 70 Washer
- 71 Nut
- 72 Allen screw M5 x 80 (2)
- 73 Lubric 515 50 ml
- 74 Air cleaner
- 75 Inlet tube (2)
- 76 Prefabricated hose
- 77 Clamp (2)
- 78 Hexagonal screw M6 x 20
- 79 Flat washer 6 mm
- 80 Hexagonal nut M6
- 81 Lubric 132 RT / 90 ml
- 82 Flat washer 6 mm (6)
- 83 Allen screw M5 x 12 (2)
- 84 Plug(s)

CLEANING

The entire carburetor should be cleaned with a general solvent and dried with compressed air before disassembly.

Carburetor body and jets should be cleaned in a carburetor cleaner following manufacturer's instructions.

◆ **WARNING:** Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as they are flammable and explosive.

▼ **CAUTION:** Heavy duty carburetor cleaner may be harmful to the rubber parts, O-ring, etc. Therefore, it is recommended to remove those parts prior to cleaning.

Discard O-rings, diaphragms and gaskets.

INSPECTION

Inspect parts for corrosion damage (shaft, butterfly spring, etc.).

52, Needle Valve

Check needle valve tip for a grooved condition. If worn needle and seat must be replaced as a matched set.

45, Low-Speed Mixture Screw

Check tip for a grooved condition. Replace if necessary.

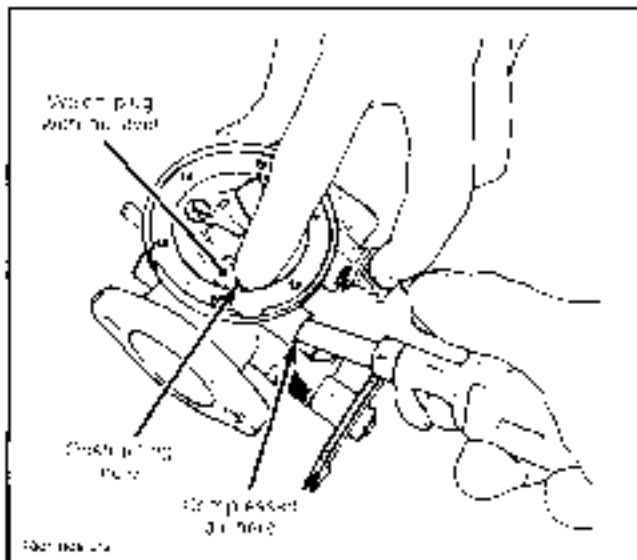
Section 05 FUEL SYSTEM

Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)

Welch Plug, Leak Test

Using a suitable pump gauge tester, perform the following test proceeding as follows:

- Flood carburetor upside down
- Apply oil on welch plug
- Obstruct corresponding orifice.
- Blow low-pressure compressed air through low-speed mixture screw hole.



Bubbles escaping around welch plug indicate leak. Using a suitable punch and hammer, reseat plug. Check for leak.

ASSEMBLY

At assembly, pay attention to the following:

47,49, Shaft, Throttle Valve & Choke Valve

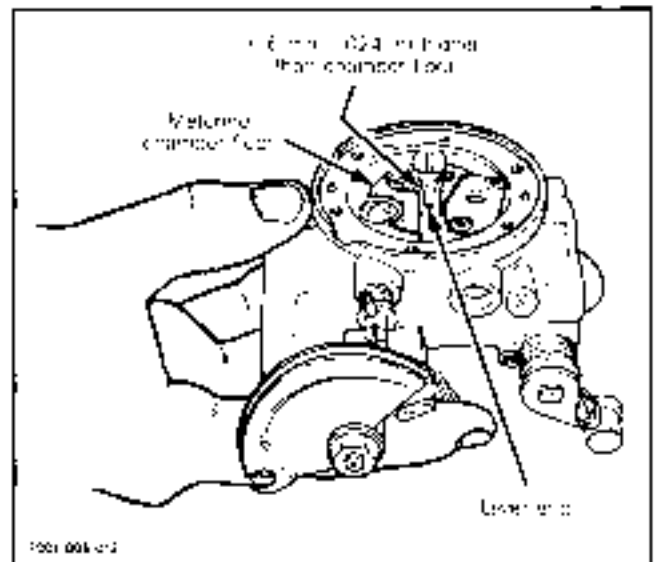
When installing butterfly into shaft, close butterfly so that it centers into carburetor bore. Then, firmly tighten screws.

▼ **CAUTION:** Always apply Loctite 242 (blue) on screw threads prior to installing screws.

52, Needle Valve

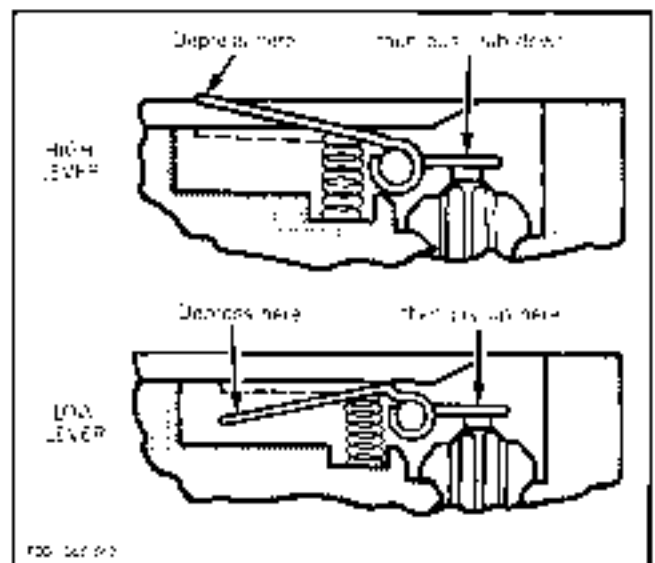
Inlet Control Lever

Round end of needle valve lever must be 0.6 mm (0.024 in) higher surrounding metering chamber wall. Use vernier to check adjustment.



to adjust, bend lever very slightly to change its height.

▼ **CAUTION:** When adjusting lever, do not pry it so that it applies pressure on needle. This could damage valve seat/needle.



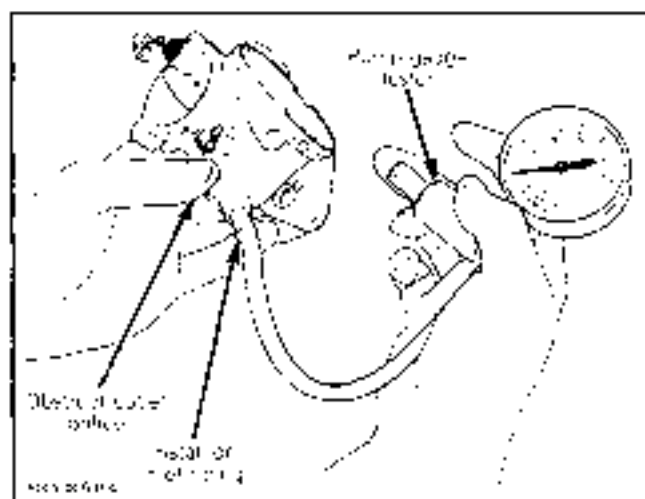
Pressure Test

Proceed as follows:

- Remove outlet banjo fitting and screw.
- Install pump gauge tester on carburetor inlet fitting.
- Obstruct outlet orifice with a finger.
- Pump tester until fuel release pressure is reached (seen by a sudden pressure drop). This must occur within 7.986 kPa (11.5-12.5 PSI); pressure will drop to approximately 41.55 kPa (6-8 PSI) then stop.

Section 05 FUEL SYSTEM

Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)



If release pressure is not within specification, check control lever adjustment. Replace spring as necessary.

▼ **CAUTION:** Do not stretch spring.

Leak Test

Needle valve must stand a pressure of 21 kPa (3 PSI) for 30 seconds. Otherwise, hold carburetor upside down, pour oil over needle valve and apply pressure.

Check for bubbles. If they come from seat gasket, bubbles will exit around seat. Re-tighten as necessary.

If bubbles come from needle, replace needle and seat.

61,62,63, Diaphragm, Gasket & Cover

Install diaphragm on carburetor then gasket. Properly locate throttle pin holes with carburetor pins. Make sure that their small tongues are inserted into carburetor notch.

24,42, O-ring

When installing O-rings of low-speed mixture screw and main jet, apply some SEA DOO LUBE (P/N 293 600 006) to prevent sticking.

Hose Clamps

Properly tighten clamps with special pliers (P/N 296 000 072).

◆ **WARNING:** Make sure there is no leak in fuel system.

Flame Arrester

◆ **WARNING:** Never operate watercraft without flame arrester.

ADJUSTMENTS

23, Main Jet

Main jet is replaceable. Different jet sizes are available to suit temperature and altitude conditions. Always inspect spark plug condition when dealing with main jet.

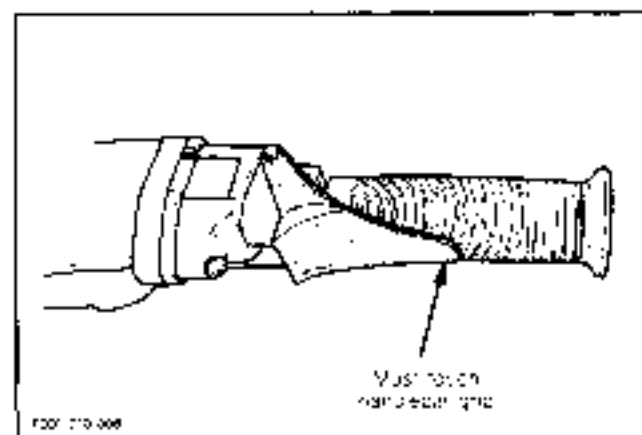
▼ **CAUTION:** When changing main jet always place O-ring on main jet before installation, when main jet is removed from carburetor body the O-ring will remain in carburetor jet bore.

Throttle Cable

▼ **CAUTION:** Make sure engine is turned off before adjusting throttle cable.

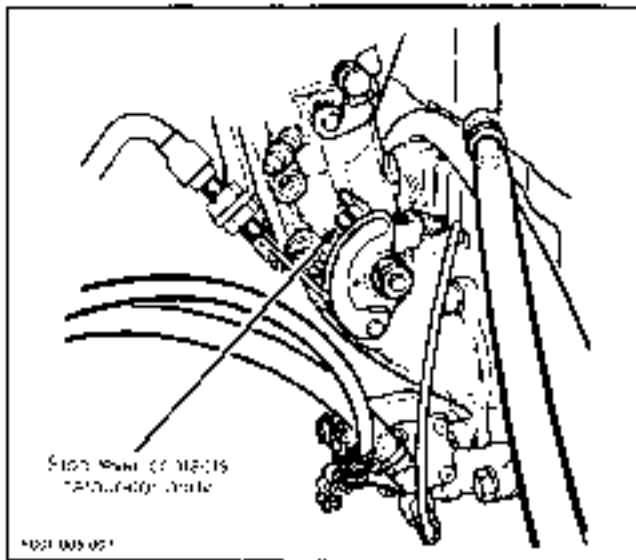
Lubricate cable with SEA DOO LUBE.

Throttle lever must reach handlebar grip without causing strain to cable or carburetor cable bracket.



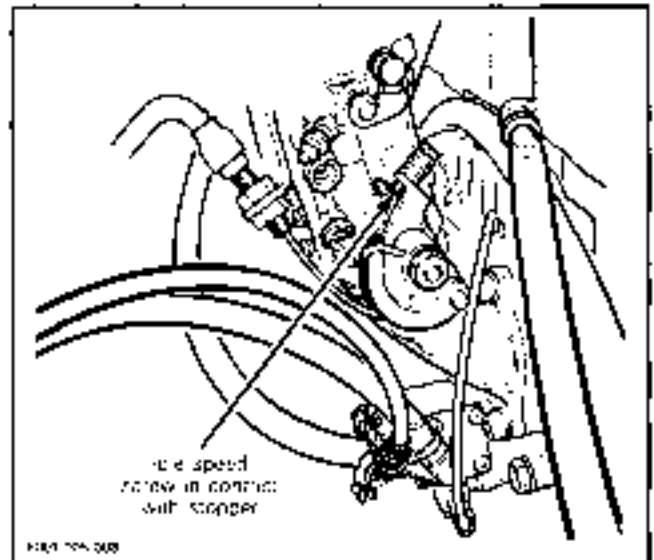
Ensure carburetor butterfly is fully open at full throttle position. At this position throttle stop lever will contact carburetor body.

Section 05 FUEL SYSTEM
Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)



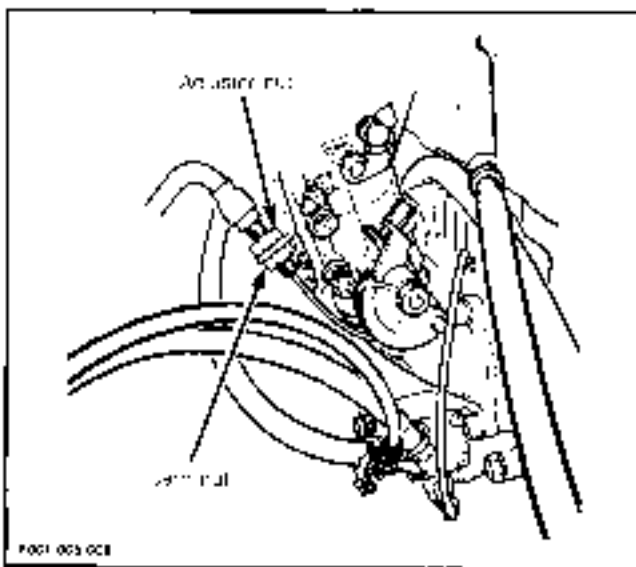
▼ **CAUTION:** Improper cable full throttle adjustment will cause strain on cable and/or damage cable bracket or throttle lever at handlebar.

To adjust, loosen jam nut then turn adjuster nut as necessary.



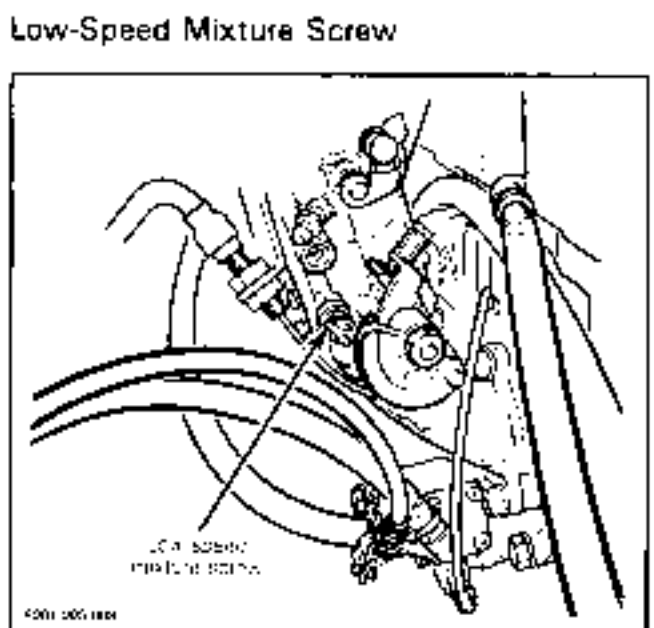
After throttle cable adjustment, always proceed with oil injection pump adjustment.

▼ **CAUTION:** Improper oil injection pump synchronization with carburetor can cause serious engine damage.



Tighten jam nut and recheck adjustment.

◆ **WARNING:** Make sure idle speed screw contacts stopper when throttle lever is fully released at handlebar.



▼ **CAUTION:** Do not attempt to set engine idle speed with low-speed mixture screw. Severe engine damage can occur.

As a preliminary set up, tighten screw in until a slight resistance is felt then back off 1-1/2 to 2 turns. Start and warm engine.

Section 05 FUEL SYSTEM

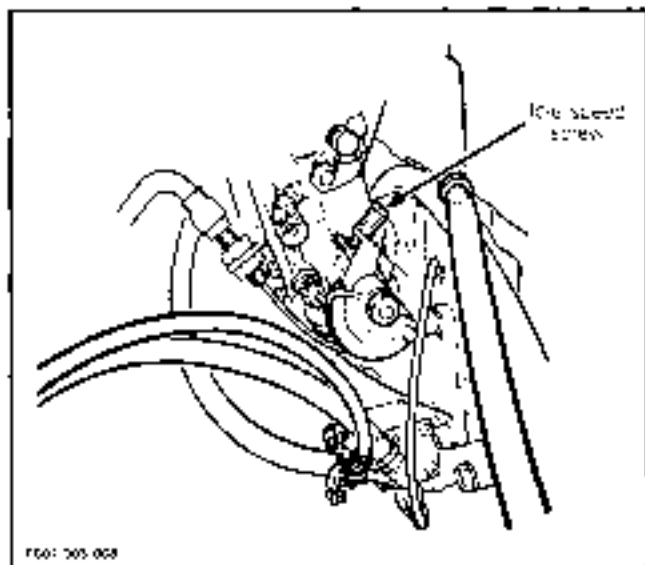
Sub-Section 01 (CARBURETOR & INTAKE SYSTEM)

▼ **CAUTION** : Water must be supplied to cool engine with flush kit (P/N 295 000 038).

Turning screw in clockwise leans mixture and inversely turning screw out counterclockwise enriches mixture.

Turn low speed mixture screw so that engine reaches the most suitable idle and runs smoothly. Make sure engine reacts quickly to throttle lever depression.

Idle Speed Screw



Turning screw in clockwise so increases engine idle speed and inversely turning screw out counterclockwise decreases engine idle speed.

Connect an induction-type tachometer on spark plug wire of magneto side to measure engine speed.

Start engine and bring to normal operating temperature.

▼ **CAUTION** : Water must be supplied to cool engine with flush kit (P/N 295 000 038).

Turn screw so that engine idles at 1200 RPM in water or 1500 RPM out of water.

Stop engine and recheck oil injection pump alignment marks and readjust as necessary.

FUEL SYSTEM PRESSURIZATION

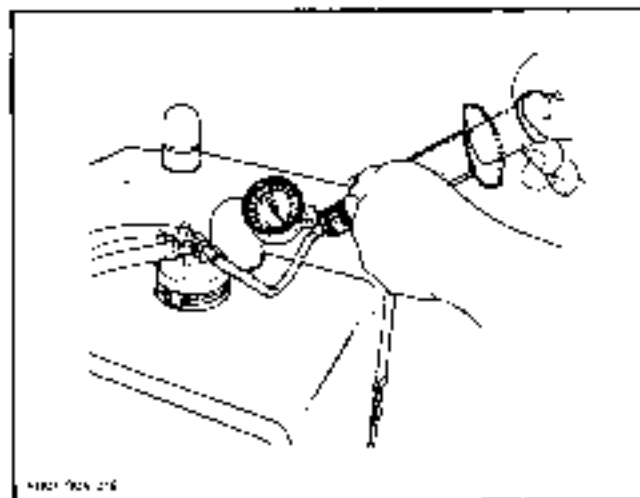
◆ **WARNING** : Whenever doing any type of repair on watercraft or if any components of the fuel system are disconnected, a pressure test must be done.

Pressure test

Proceed as follows :

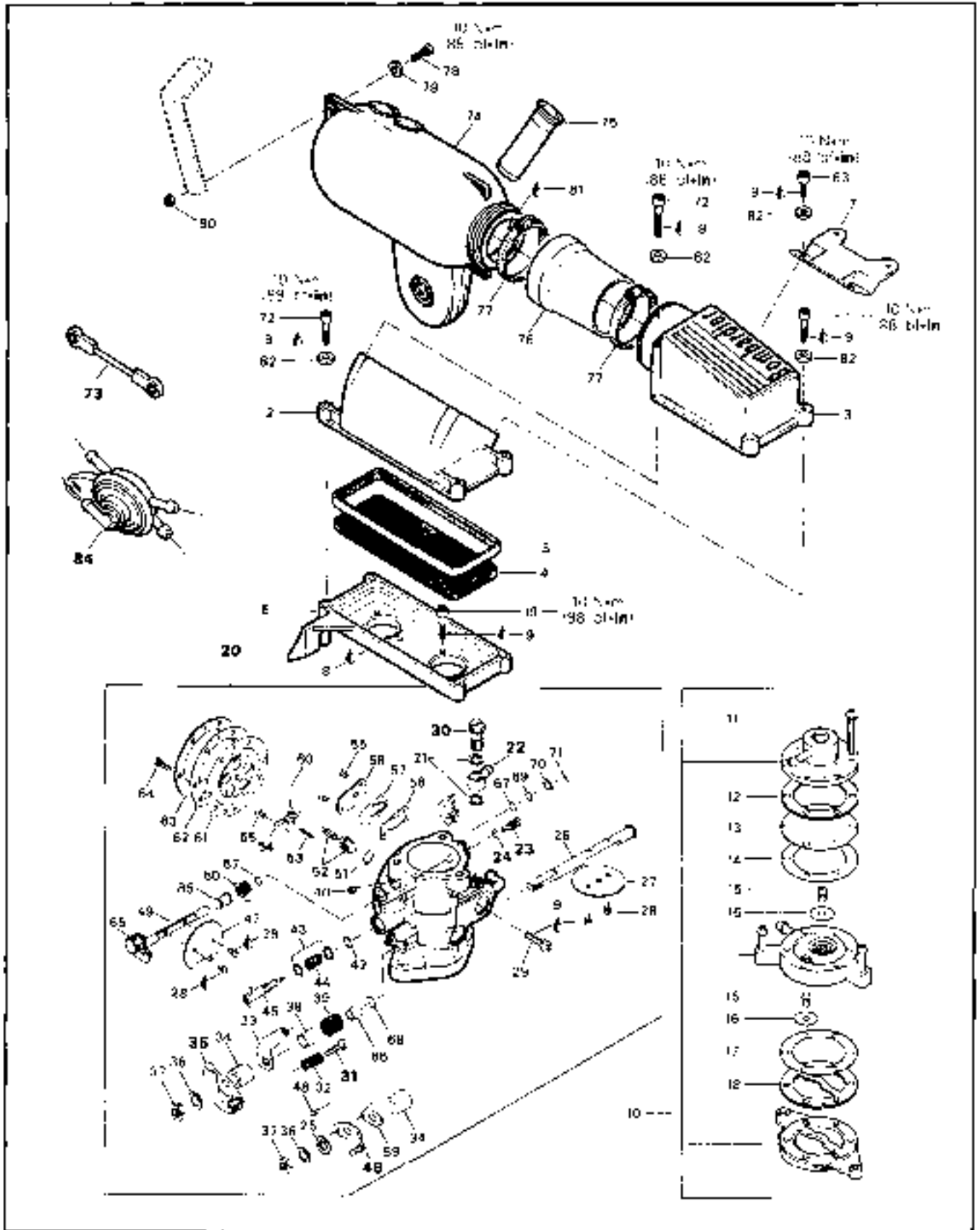
- Open storage compartment cover and remove basket.
- Remove vent hose from tube at adapter.
 - Connect pump gauge tester (P/N 295 000 085) to tube adapter.
- Turn fuel valve to "OFF" and pressurize fuel system to 34 kPa (5 PSI). If no leaks are found, turn fuel valve to "ON" and pressurize once more.
- If pressure is not maintained locate leak and repair; replace component leaking.

○ **NOTE** : To minimize time of fuel system pressurization the fuel tank should be quite full. The system must maintain a pressure of 34 kPa (5 PSI) during 10 minutes. Never pressurize over 34 kPa (5 PSI).



◆ **WARNING** : If any leak is found, do not start the engine and wipe off any fuel leakage. Failure to correct a leak could lead to an explosion. Do not use electric powered tools on watercraft unless system has been verified for no leaks.

Section 05 FUEL SYSTEM
Sub-Section 02 (TWIN CARBURETOR)



Section 05 FUEL SYSTEM

Sub-Section 02 (TWIN CARBURETOR)

COMPONENTS

- 1 Intake valve M1 x 20 L
- 2 Cover adaptor
- 3 Flame arrester (1)
- 4 Spring
- 5 Adapter
- 6 Nut
- 7 Washer
- 8 Nut M5
- 9 Washer M5
- 10 Gasket M5
- 11 Flange nut
- 12 Flange
- 13 Gasket
- 14 Nut M5
- 15 Gasket (1)
- 16 Nut M5
- 17 Flange nut
- 18 Washer M5
- 19 Gasket M5
- 20 Gasket M5
- 21 Flange nut M5
- 22 Flange nut M5
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- 100 Flange nut M5


REMOVAL FROM ENGINE

To remove carburetors from engine, proceed as follows:

Intake & Fuel Systems

Loosen clamp of intake silencer hose on flame arrester cover.

Move intake silencer hose to rear of watercraft. Remove screws holding flame arrester cover to engine, then remove screws from cover and flame arrester adaptor. Remove cover and adaptor from watercraft. Remove throttle cable from flame arrester base and unhook cable from carburetor throttle rope lever. Unscrew Allen screws holding choke cable rod to choke shaft lever, then remove cable rod.

 **NOTE** : Choke cable does not need to be removed from flame arrester base.

Unscrew base retaining screws, then remove base from carburetors and move it to rear of watercraft.

Section 05 FUEL SYSTEM

Sub-Section 02 (TWIN CARBURETOR)


Turn fuel valve to "OFF" position

Disconnect impulse line from tee fitting

Disconnect fuel supply line from automatic shut-off valve

Disconnect fuel return line from MAG side carburetor

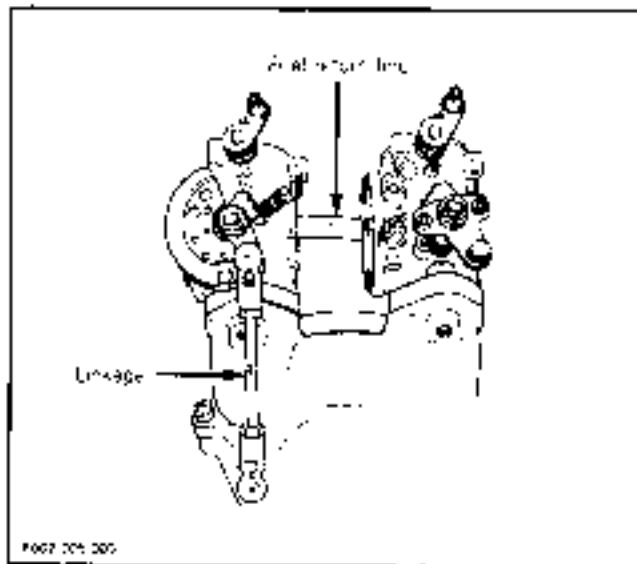
Remove four bolts / lock washers from rotary cover then move carburetors and rotary cover together on top of engine

 **NOTE:** Oil lines from oil pump don't need to be removed and don't disconnect throttle cable from oil pump lever.

DISASSEMBLY

73. Carburetor Linkage

Disconnect fuel return line between carburetors and disconnect linkage from carburetor. Unscrew carburetor mount nuts and remove carburetor

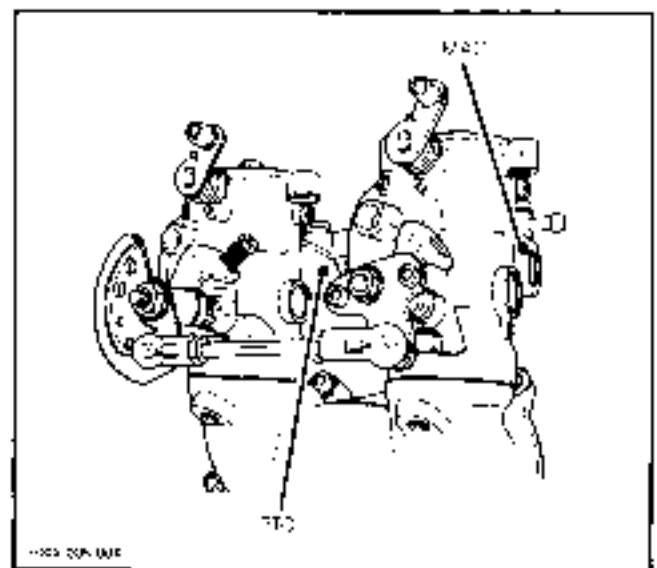


ASSEMBLY

At assembly, pay attention to the following

20. MAG Carburetor, PTO Carburetor

When installing carburetors pay attention on which side of oil pump mounting flange carburetors are to be located. To ensure proper installation, carburetors are identified on the side with MAG or PTO. Refer to following illustration.

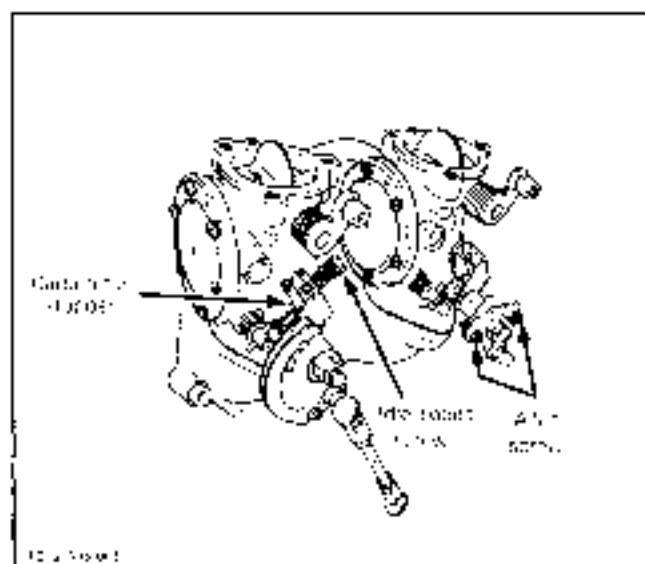


31,35,46. Idle Speed Screw, Throttle Rope Levers

With idle speed screw not touching stopper on PTO carburetor, both throttle rope levers are in fully open position. Loosen Allen screws on MAG carburetor throttle rope lever.

Section 05 FUEL SYSTEM

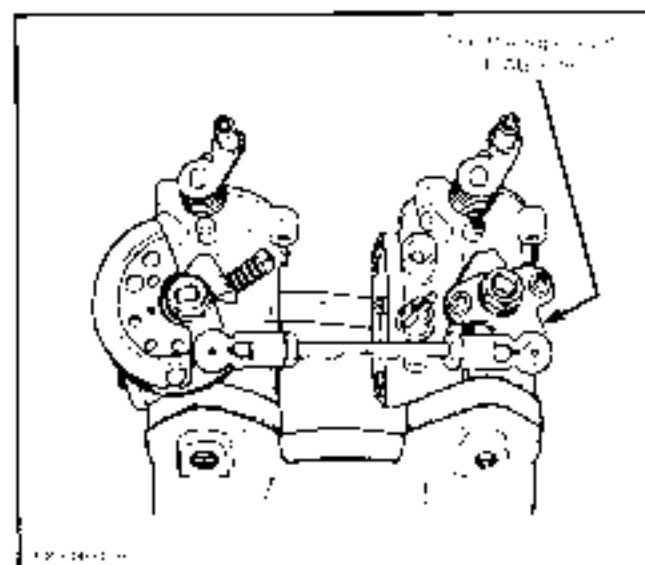
Sub-Section 02 (TWIN CARBURETOR)



NOTE: Cross carburetor linkage at bottom fits with top grease (P/N 283 650 010).

Connect linkage between both carburetors and fuel lights on A side carburetor through top lever MAG side.

CAUTION: This set up is done to ensure no backlash between throttle rope levers when throttle lever is pushed at handlebar grip.



22,30, Banjo Fitting, Plug Screw

When ever removing outlet banjo fittings and screws from carburetors, pay attention to install fittings and screws on respective carburetor.

The top end on the banjo of carburetor FTO side is 3/8 inch (19.15 mm) and the end on carburetor MAG side is 1/8 inch (3.18 mm).

CAUTION: If the outlet banjo fitting and screw are installed on wrong carburetor, the carburetor MAG side will run very lean because of low fuel flow.

84, Automatic Shut Off Valve

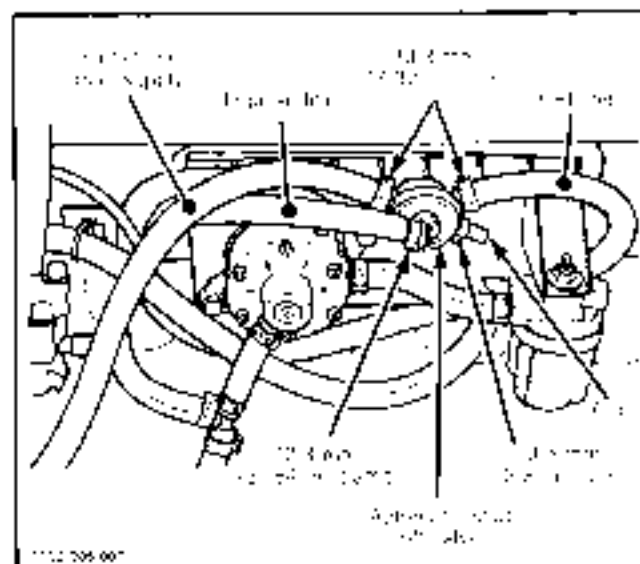
This valve is installed to eliminate any possibility of engine fuel flooding. As soon as the engine is shut off the choke solenoid activates the automatic shut off valve cut out and then fuel inlet is blocked.

When ever replacing the valve ensure to install the 1/2 inch size Getiker clamp on 1/2 inch.

The impulse line fitting uses a 12.3 mm (1/2 inch) clamp (P/N 283 650 044).

The inlet and outlet line fittings use 13.3 mm (1/2 inch) clamp (P/N 283 650 042).

The vent fitting is locked with a cap and it uses a 9.5 mm (3/8 inch) clamp (P/N 283 650 043).



◆ **WARNING:** Always verify tightness of clamps and hoses.

Carburetor Mount Nuts

Install lock washers and apply Loctite 242 IF-N 293 800. Check threads then torque nuts to 25 Nm (18 in-lb-ft).

Rotary Valve Cover & Screws

Install O-ring and cover then torque screws to 20 Nm (15 in-lb-ft) in a cross sequence.

Hose Clamps

Properly tighten clamps with special pliers (P/N 295 000 073).

◆ **WARNING:** Make sure there is no leak in fuel system.

Flame Arrester

◆ **WARNING:** Never operate watercraft without flame arrester.

ADJUSTMENTS

23. Main Jet

Main jet is replaceable. Different jet sizes are available to suit temperature and altitude conditions. Always inspect spark plug condition when dealing with main jet.

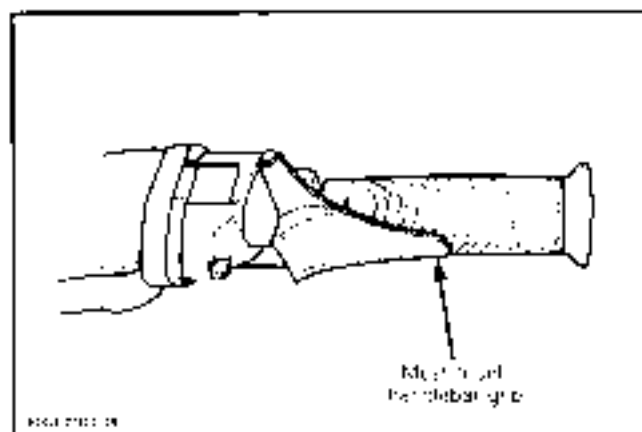
▼ **CAUTION:** When changing main jet always place O-ring on main jet before installation. When main jet is removed from carburetor body the O-ring will remain in carburetor jet bore.

Throttle Cable

▼ **CAUTION:** Make sure engine is turned off before adjusting throttle cable.

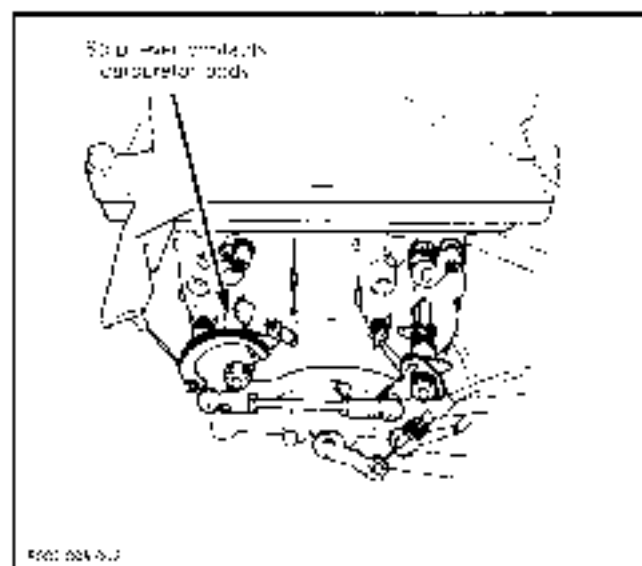
Lubricate cable with SLA DOO LUBE.

Throttle lever must reach handlebar grip without causing strain to cable or carburetor cable bracket.



Ensure carburetor butterflies are fully open at full throttle position. At this position throttle stop lever will contact carburetor body.

○ **NOTE:** Ensure lock tab on throttle handle is installed over cable brake opening.

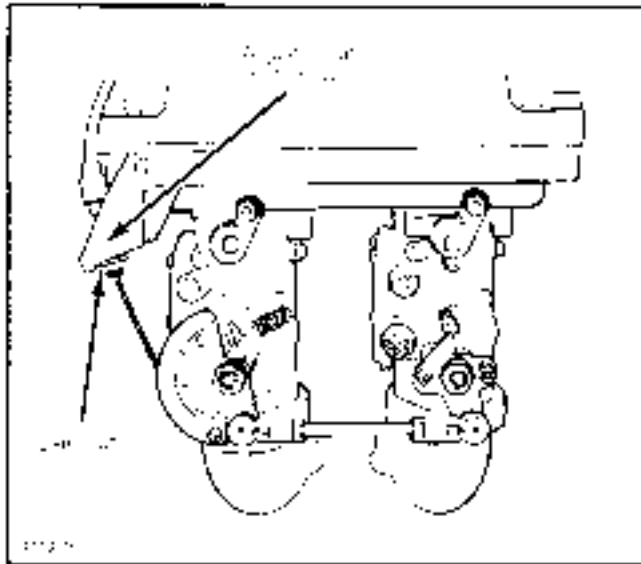


▼ **CAUTION:** Improper cable full throttle adjustment will cause strain on cable and/or damage cable bracket or throttle lever at handlebar.

Section 05 FUEL SYSTEM

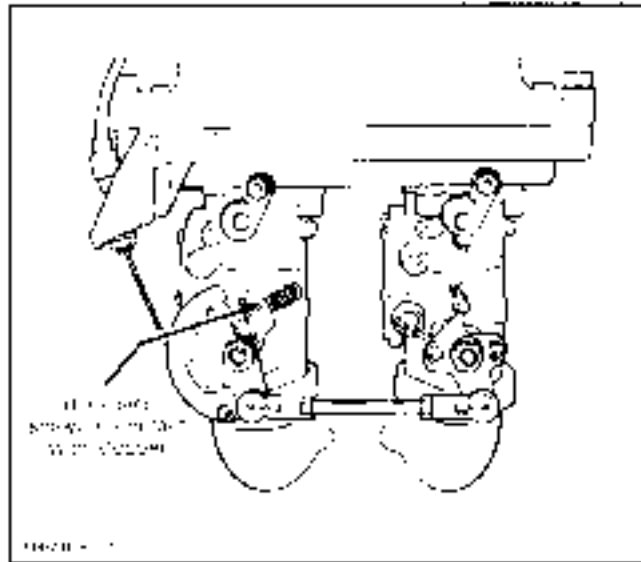
Sub-Section 02 (TWIN CARBURETOR)

To adjust, loosen air nut then turn adjustment nut as necessary.



Tighten air nut and feedback adjustment.

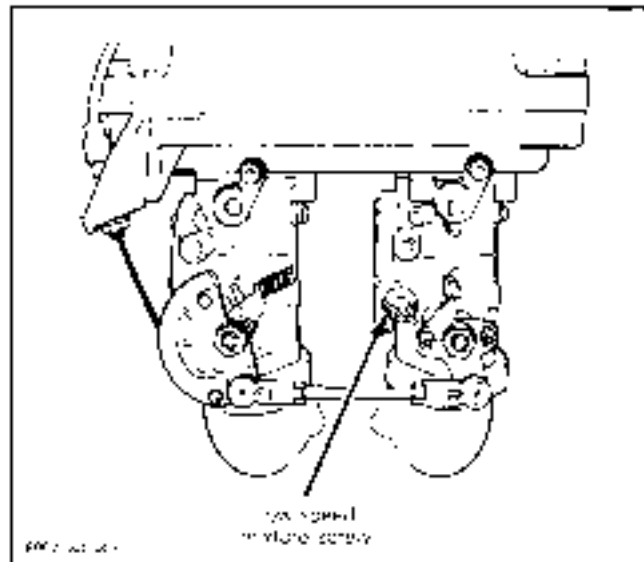
◆ **WARNING:** Make sure idle speed screw contacts stopper when throttle lever is fully released at handlebar.



After throttle cable adjustment, always proceed with oil injection pump adjustment.

▼ **CAUTION:** Improper oil injection pump synchronization with carburetor can cause serious engine damage.

Low-Speed Mixture Screw



▼ **CAUTION:** Do not attempt to set engine idle speed with low speed mixture screw. Severe engine damage can occur.

As a preliminary set-up, tighten screw until a slight resistance is felt then back off 1-1.2 turns.

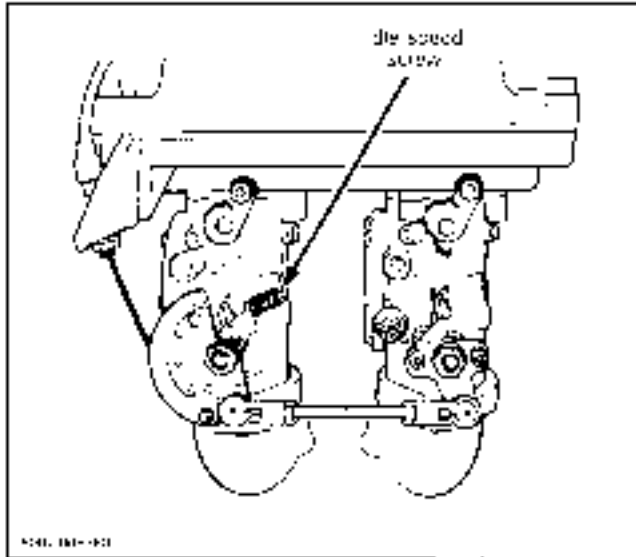
Start and warm engine.

▼ **CAUTION:** Water must be supplied to cool engine with flush kit IP/N 295 000 0381.

Turning screw in clockwise leans mixture and inverse turning screw out counterclockwise enrichens mixture.

Turn low-speed mixture screw so that engine reaches the most suitable idle and runs smoothly. Make sure engine backs quickly to throttle lever depression.

Idle Speed Screw



Turning screw in clockwise increases engine idle speed and inversely turning screw out counterclockwise decreases engine idle speed.

Connect an induction-type tachometer on spark plug wire of magnets side to measure engine speed.

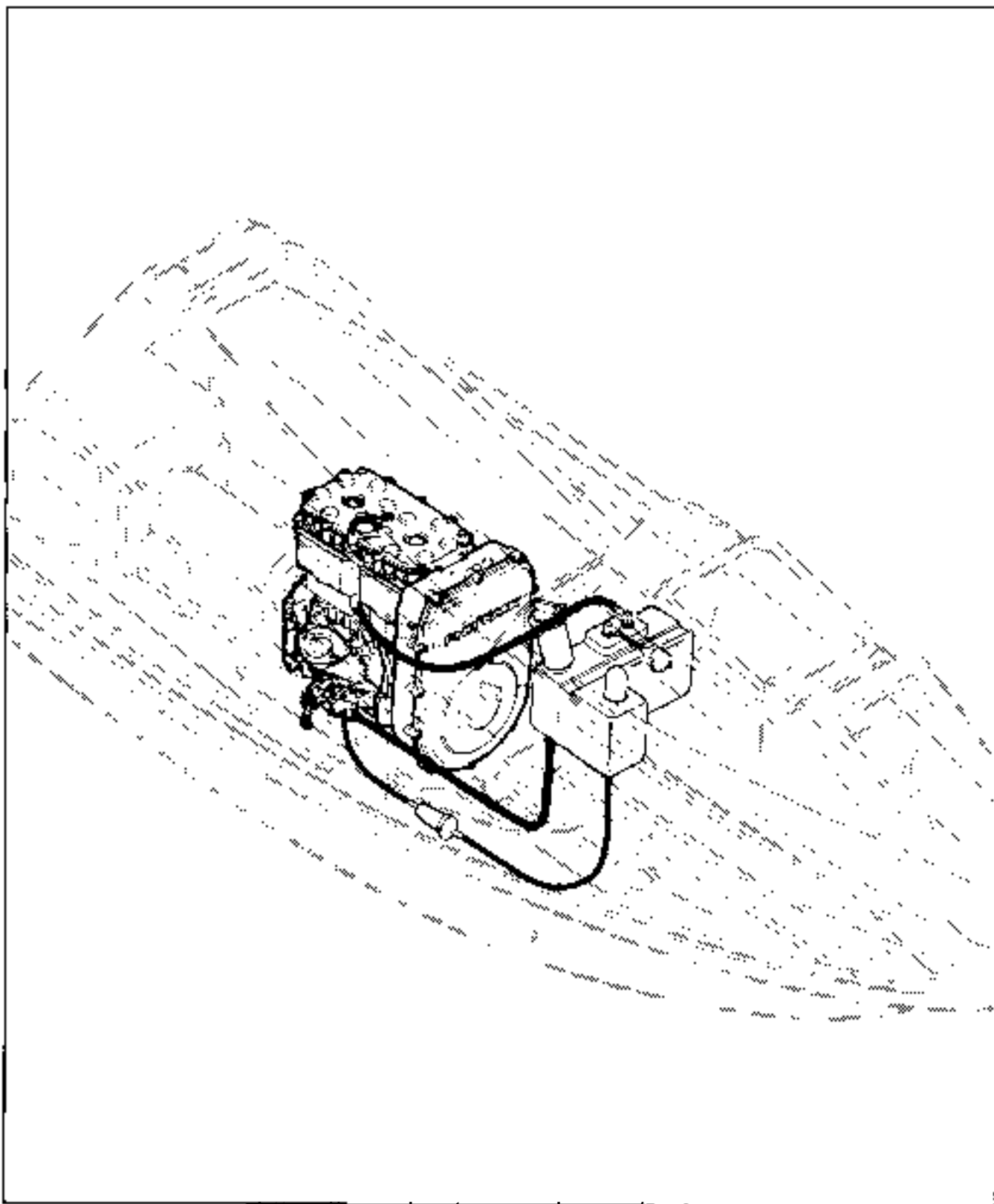
Start engine and bring to normal operating temperature.

▼ **CAUTION:** Water must be supplied to cool engine with flush kit (P/N 295 000 038).

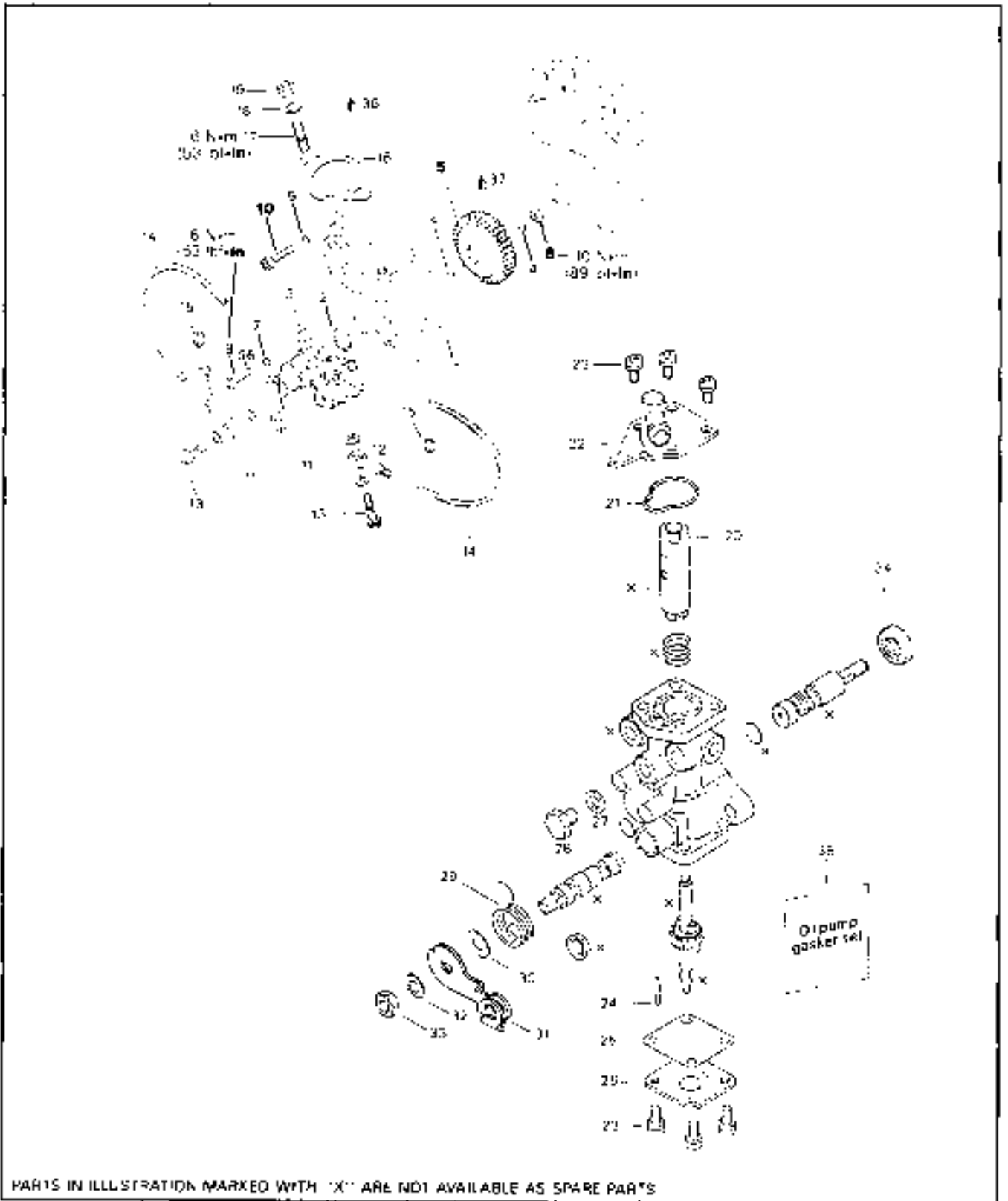
Turn screw so that engine idles at 1200 RPM in water or 1500 RPM out of water.

Stop engine and recheck air injection pump aligning marks and readjust as necessary.

OIL SYSTEM



OIL INJECTION PUMP, REPAIR & ADJUSTMENT



PARTS IN ILLUSTRATION MARKED WITH 'X' ARE NOT AVAILABLE AS SPARE PARTS

Section 06 OIL SYSTEM

Sub-Section 01 (REPAIR & ADJUSTMENT)

COMPONENTS

- | | |
|---|---|
| 1. Timing mounting flange | 10. Screw |
| 2. Ring | 11. Locking |
| 3. Pin | 12. Pin |
| 4. Locking 2/17 | 13. Screw with lock washer 1/4" x 8 (6) |
| 5. Timing gear 17 teeth | 14. Strap pin |
| 6. Locking 3/8 | 15. Washer |
| 7. Washer 1/2 | 16. Cam timing cover |
| 8. Locking self-tapping screw 1/8" x 1/4 (1) | 17. Seal |
| 9. Locking 1/2 | 18. Diagnostic fluid screw 3/8" x 2 |
| 10. Locking self-tapping screw 1/8" x 2/8 (6) | 19. Spring |
| 11. Locking 1/2 | 20. Washer |
| 12. Locking 1/2 | 21. Lever |
| 13. Locking 1/4 x 1/8 (2) | 22. Lock washer |
| 14. Locking 1/2 | 23. Oil 1/4 |
| 15. Locking 1/2 | 24. Gear |
| 16. Locking 1/2 | 25. Gasket set |
| 17. Locking 1/8 (2) | 26. Oil 242, 10 ml |
| 18. Locking 1/2 | 27. Oil 271, 10 ml |
| 19. Locking 1/2 | |

CLEANING

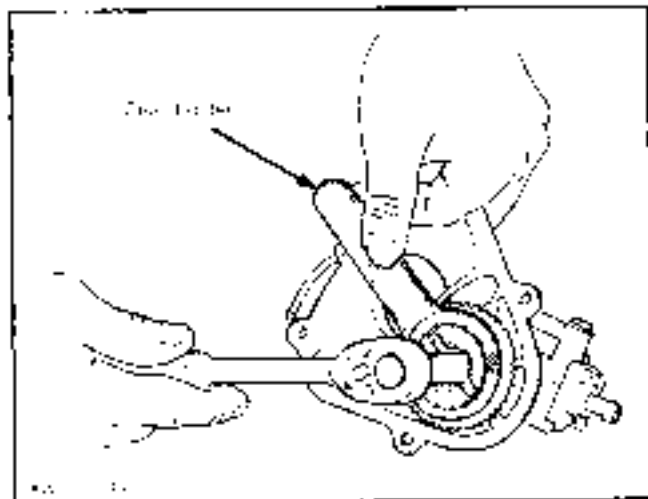
26. Oil seals and O-rings. Clean metal components in solvent.

DISASSEMBLY

NOTE: Some oil pump parts are not available in single parts.

5.6 Oil Pump Gear & Lock Nut

5.6.1. To remove pin and gear using gear puller (F.N. 26) (F.N. 505):

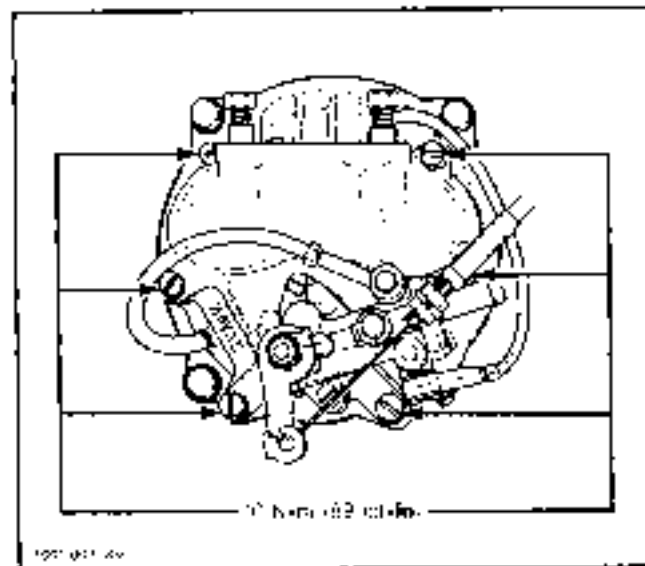


ASSEMBLY

10. Screw

Torque to 10 Nm (89 lbf-in)

CAUTION: Whenever oil injection lines are removed, always make the routing as shown.



ADJUSTMENTS

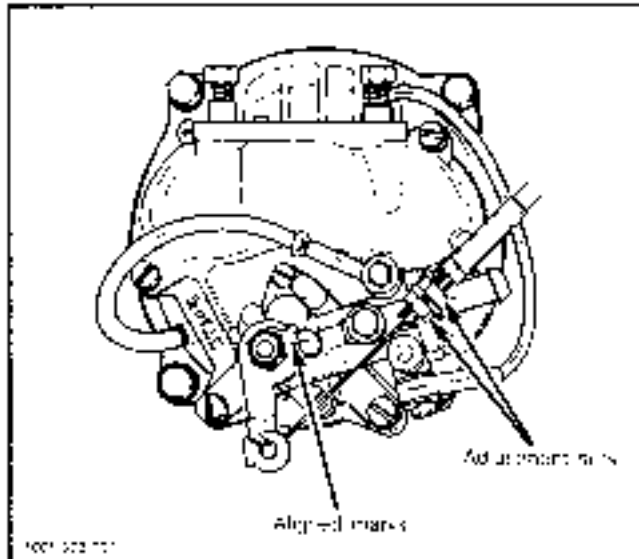
Synchronization

▼ **CAUTION** : As oil injection pump adjustment is dependant on throttle cable position, make sure to perform throttle cable adjustment first.

Eliminate throttle cable free-play by depressing throttle lever until a slight resistance is felt. In this position, marks on pump body and lever must align.

○ **NOTE** : A mirror may be used to facilitate this verification.

If necessary, turn adjustment nuts to obtain pump mark alignment.



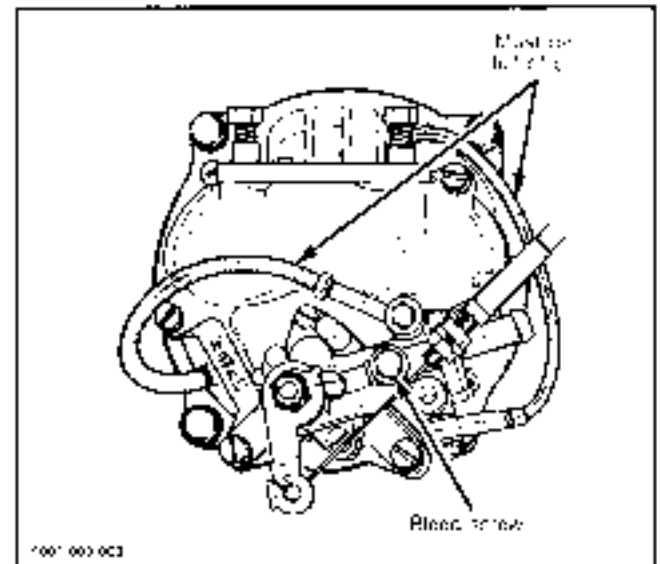
Tighten adjustment nuts and recheck alignment marks.

▼ **CAUTION** : Proper oil injection pump adjustment is very important. Any delay in the opening of pump can result in serious engine damage.

Bleeding

▼ **CAUTION** : Oil injection system must be bled and adjustment checked before operating engine.

Ensure oil injection reservoir is sufficiently filled.
Install a dry rag below oil injection pump.
Remove bleed screw to allow oil to flow.



Keep flowing until air has escaped from line. Make sure no air bubbles remain in feed line.

Re-install and tighten bleed screw.

Wipe any oil spillage.

Check small oil lines between pump and flange manifold. They must be full of oil.

If not, run engine at idle speed while manually holding pump lever in fully open position. Do not activate throttle lever.

▼ **CAUTION** : Water must be supplied to cool engine with flush kit P/N 295 000 038.

Section 06 OIL SYSTEM

Sub-Section 01 (REPAIR & ADJUSTMENT)

CHECKING OPERATION

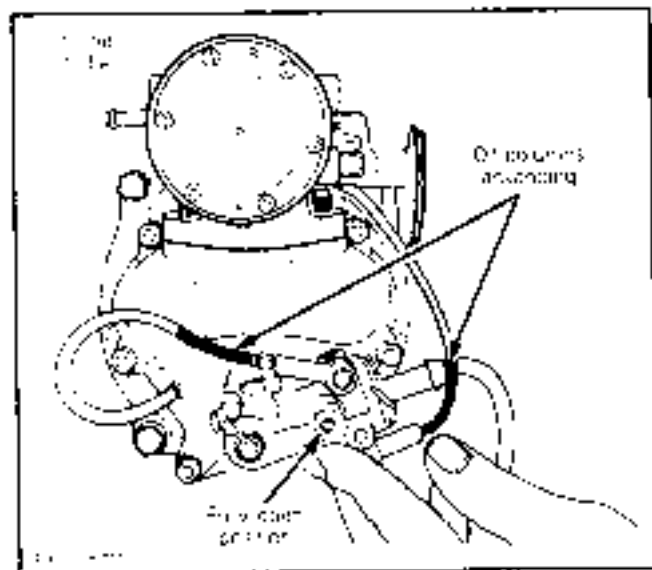
On Watercraft

NOTE: Main oil line must be full of oil. See bleeding procedure above.

Loosen band fittings from pump. Start engine and stop it as soon as it fires.

Observe that oil level in small oil lines is passed band fittings by about 25 mm (1 in.), this will be indicated by a column of small lines of about 25 mm (1 in.). Repeat the procedure until this condition is attained.

Retighten band fittings with a washer on each side, start engine and run at idle while noting the pump level in fuel gauge position. Oil column must advance into small oil lines.



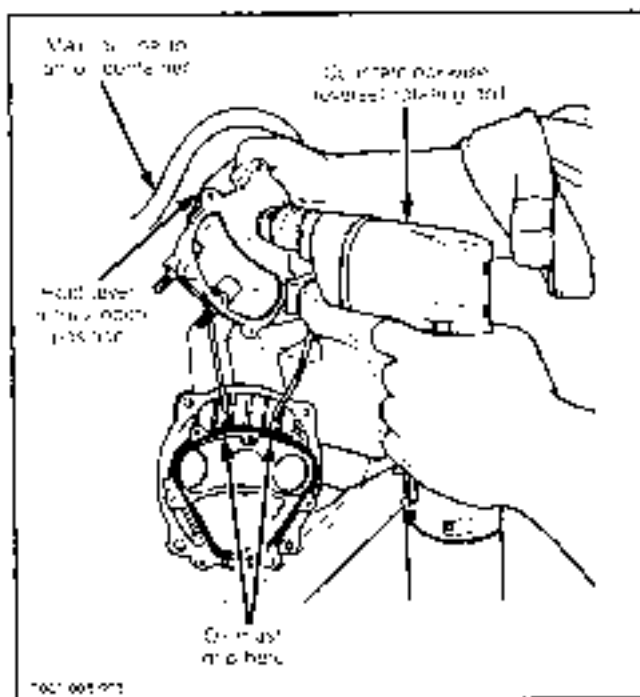
After remove pump assembly and check the pump gear and drive shaft if applicable for defects. Replace as necessary. Test pump as describes below.

NOTE: Through normal use, oil level must not drop in small tubes, if oil drops, verify check valve operation on band fittings. Replace as necessary.

Bench Test

The oil pump must be removed out of watercraft.

Connect a hose filled with injection oil to main line fitting. Insert other hose end in an injection oil container. Using a counterclockwise (reverse position) rotating drill rotate pump shaft. Oil must drip from outer hoses while holding lever in a fully open position. If not, replace pump.



WIRING DIAGRAM

WIRING COLOR CODES

First color of a wire is the main color. Second color is the tracer color.


Ex: YELLOW-BLACK is a YELLOW wire with a BLACK tracer.

Some wires have a colored identification tube near wire terminal. On wires having such a tube, tube color (NOT wire color) will be used.

Ex: A BLUE wire with a yellow identification tube is referred as a YELLOW wire.

Color Codes

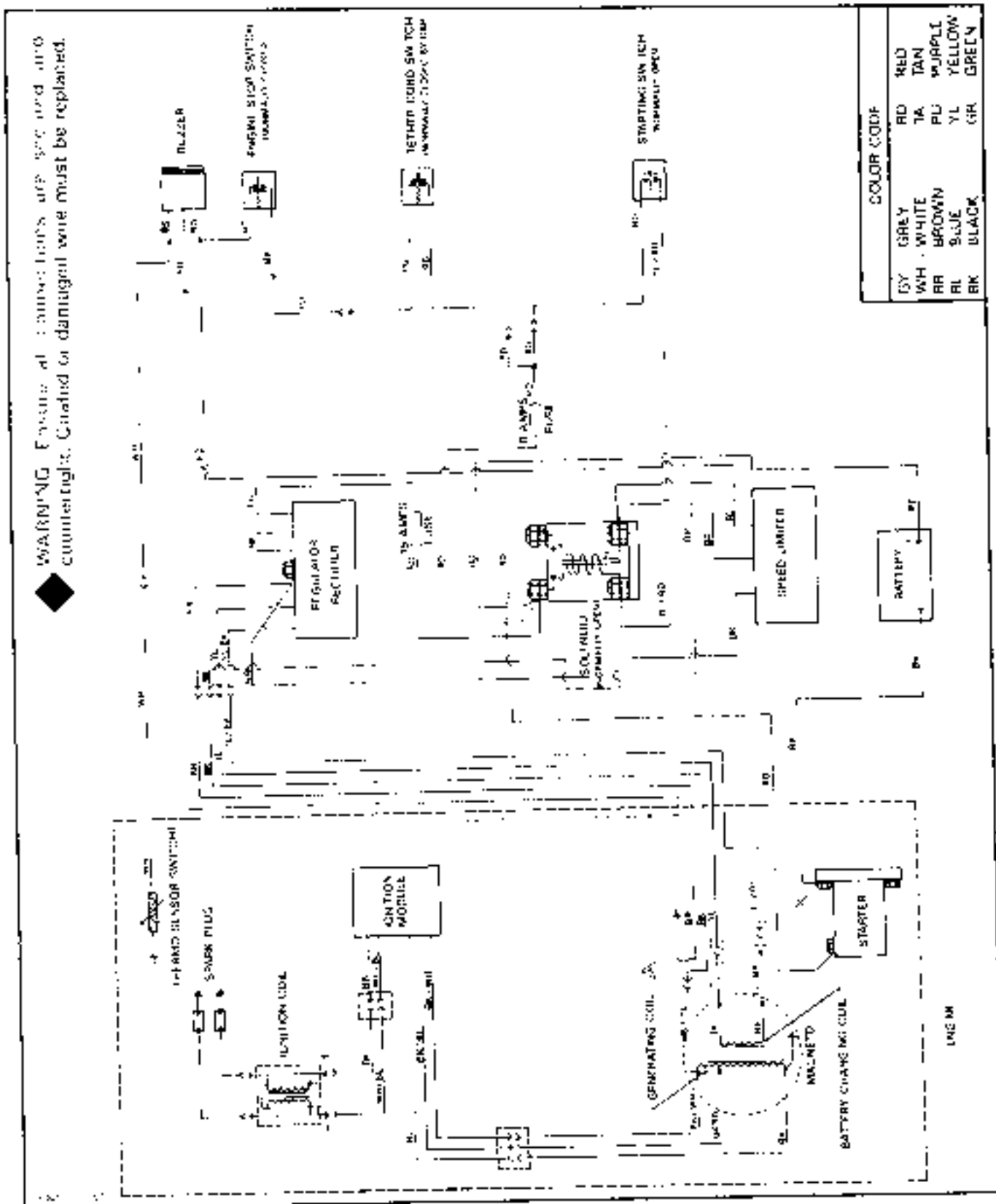
YL - YELLOW
BK - BLACK
BR - BROWN
BL - BLUE
GN - GREEN
GY - GREY
PL - PURPLE
RD - RED
TA - TAN
WH - WHITE

 **WARNING:** Ensure all terminals are properly crimped on wires and connector housings are properly fastened. Ensure electrical box is watertight.

Section 07 ELECTRICAL

Sub-Section 01 (WIRING DIAGRAM)

WIRING DIAGRAM FOR 5803 MODEL



IGNITION TIMING

NIPPONDENSO ELECTRONIC IGNITION SYSTEM

This section is mainly divided in two parts, the first one using a top dead center gauge to verify flywheel timing mark position. The second one using a stroboscopic timing light to check ignition timing.

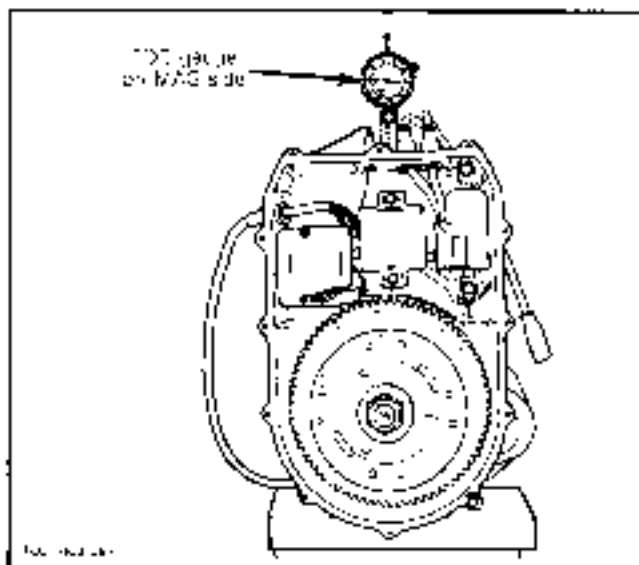
Flywheel timing mark position verification is required to:

1. Troubleshoot a missing or broken flywheel webcrank key
2. Troubleshoot a flywheel corresponding to a different engine type
3. Scrub the timing mark on a new service flywheel

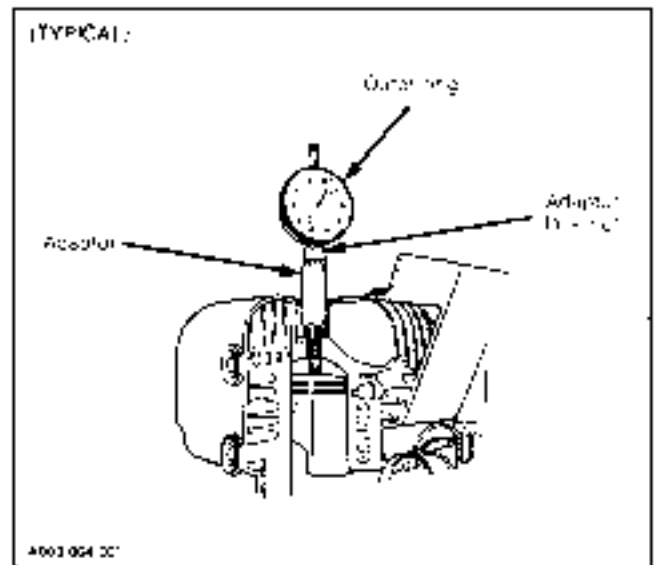
Always verify flywheel timing mark position before checking ignition timing.

Verifying Flywheel Timing Mark Position

1. Disconnect MAG side spark plug wire and remove spark plug
2. Unfasten electrical box then move box and battery away to allow accessing ignition system
3. Remove ignition housing cover
4. Install and adjust a TDC gauge (P/N 295 000 065) in spark plug hole as follows:



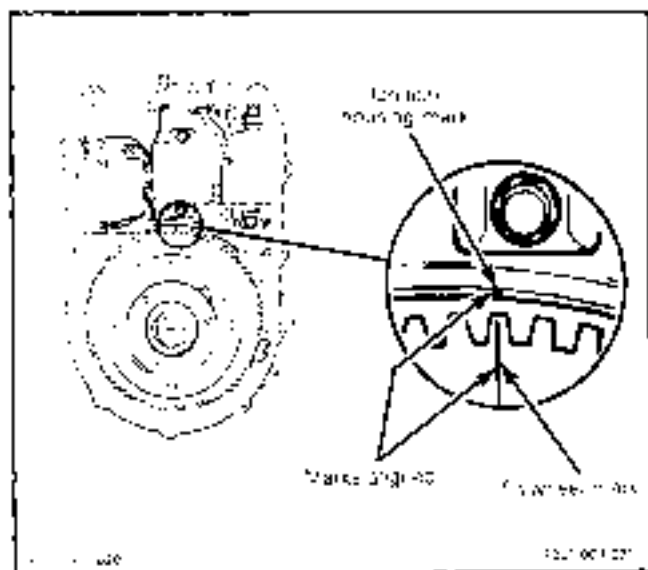
Rotate MAG flywheel clockwise (when facing it) until piston is just before top dead center.



- Loosen adapter lock nut then holding gauge with dial facing toward magnet, screw adapter in spark plug hole
 - Slide gauge far enough into adapter to obtain a reading then finger tighten adapter lock nut
 - Rotate MAG flywheel clockwise until piston is at Top Dead Center
 - Unlock outer ring of dial and turn it until "0" (zero) on dial aligns with pointer
 - Lock outer ring in position
5. From this point, rotate flywheel back 1/4 turn then rotate it clockwise to reach 2.78 mm (0.085 in) BTDC (Before Top Dead Center)
 6. Check if flywheel mark aligns with mark on ignition housing

Section 07 ELECTRICAL

Sub-Section 02 IGNITION TIMING



If marks do not align, scribe a new one onto flywheel for ignition housing mark. This new mark becomes the reference when using stroboscopic timing light.

CAUTION: Timing mark position verification cannot be used as a timing procedure, therefore, always check the timing with a stroboscopic timing light at 8000 RPM after the marks have been checked.

Checking Ignition Timing

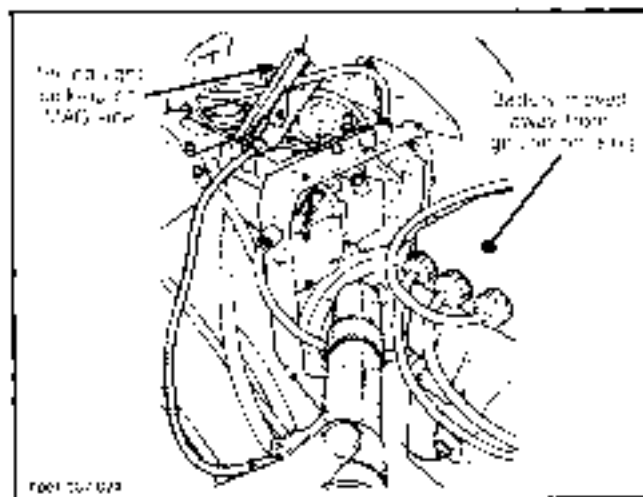
NOTE: To perform this procedure it is recommended to use a stroboscopic timing light rated to work up to 8000 RPM.

To check ignition timing, use a timing light (P/N 295 000 01).

NOTE: This timing light is battery powered (two batteries, type 1C) and therefore needs no external power source.

Ignition components are affected by temperature variations; therefore, timing must be checked when engine is cold, after MAXIMUM 20 seconds of cooling.

1. Connect timing light pick up to MAG side spark plug lead.



2. Connect an inductance-type tachometer to spark plug wire.

3. Start engine and point timing light straight in line with ignition housing timing mark. Bring engine to 8000 RPM for a brief instant.

NOTE: On the INDEPENDENT system, timing advance decreases as engine speed increases. When marks are aligned at 8000 RPM, spark occurrence is still before top dead center.

4. Check if flywheel mark for reference one previously scribed aligns with ignition housing mark.

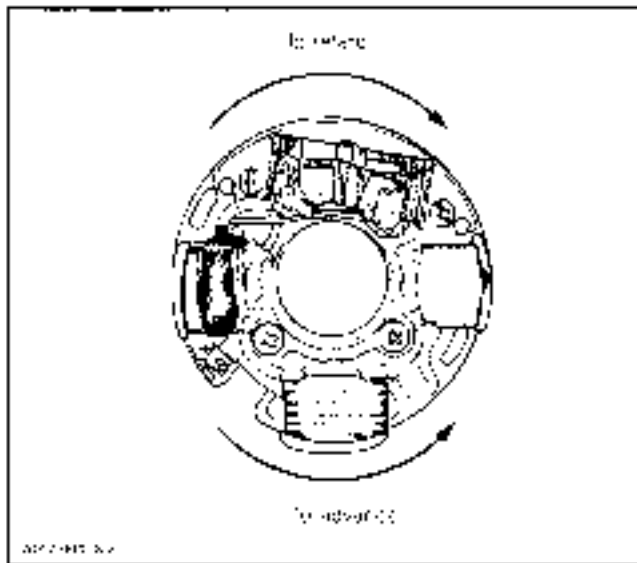
CAUTION: If engine is to be run more than a few minutes, connect flush kit (P/N 295 000 03B) to properly cool engine.

If timing marks align, timing is correct.

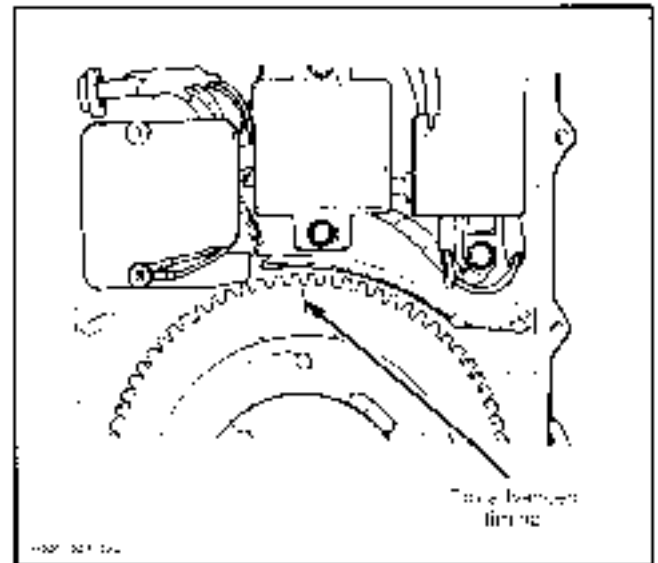
IGNITION TIMING ADJUSTMENT

Timing is performed by moving armature plate clockwise to retard spark occurrence or counterclockwise to advance.

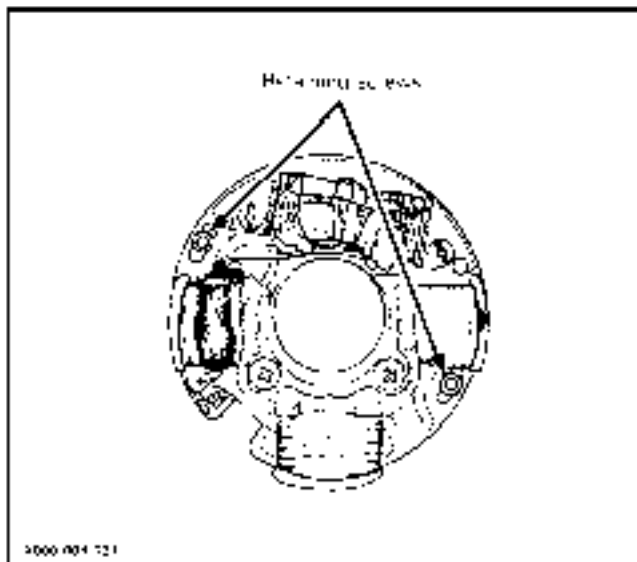
Section 07 ELECTRICAL
Sub-Section 02 IGNITION TIMING



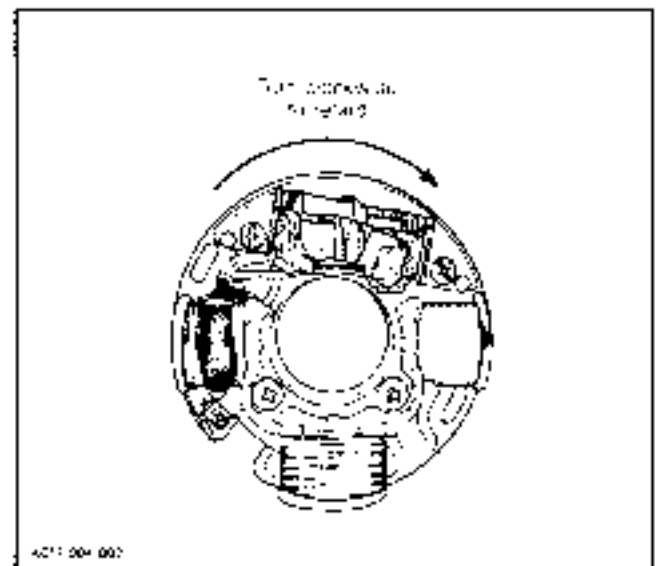
To adjust, loosen both armature plate retaining screws and slightly rotate armature plate in proper direction.



In this case, turn armature plate clockwise.



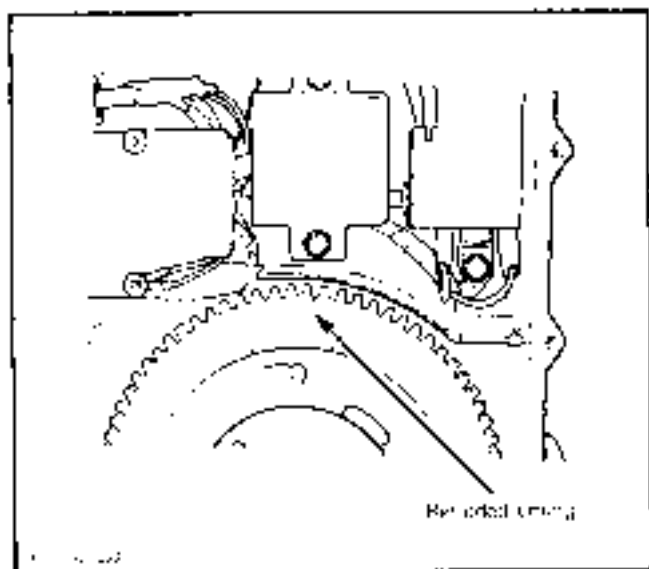
When flywheel mark is on left side of ignition housing mark, it indicates advanced timing.



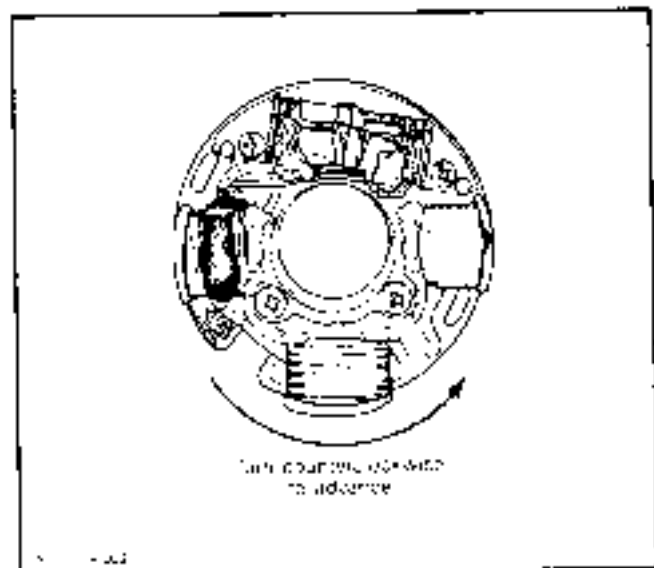
When flywheel mark is on right side of ignition housing mark, it indicates retarded timing.

Section 07 ELECTRICAL

Sub-Section 02 (IGNITION TIMING)



In this case, turn armature plate counterclockwise



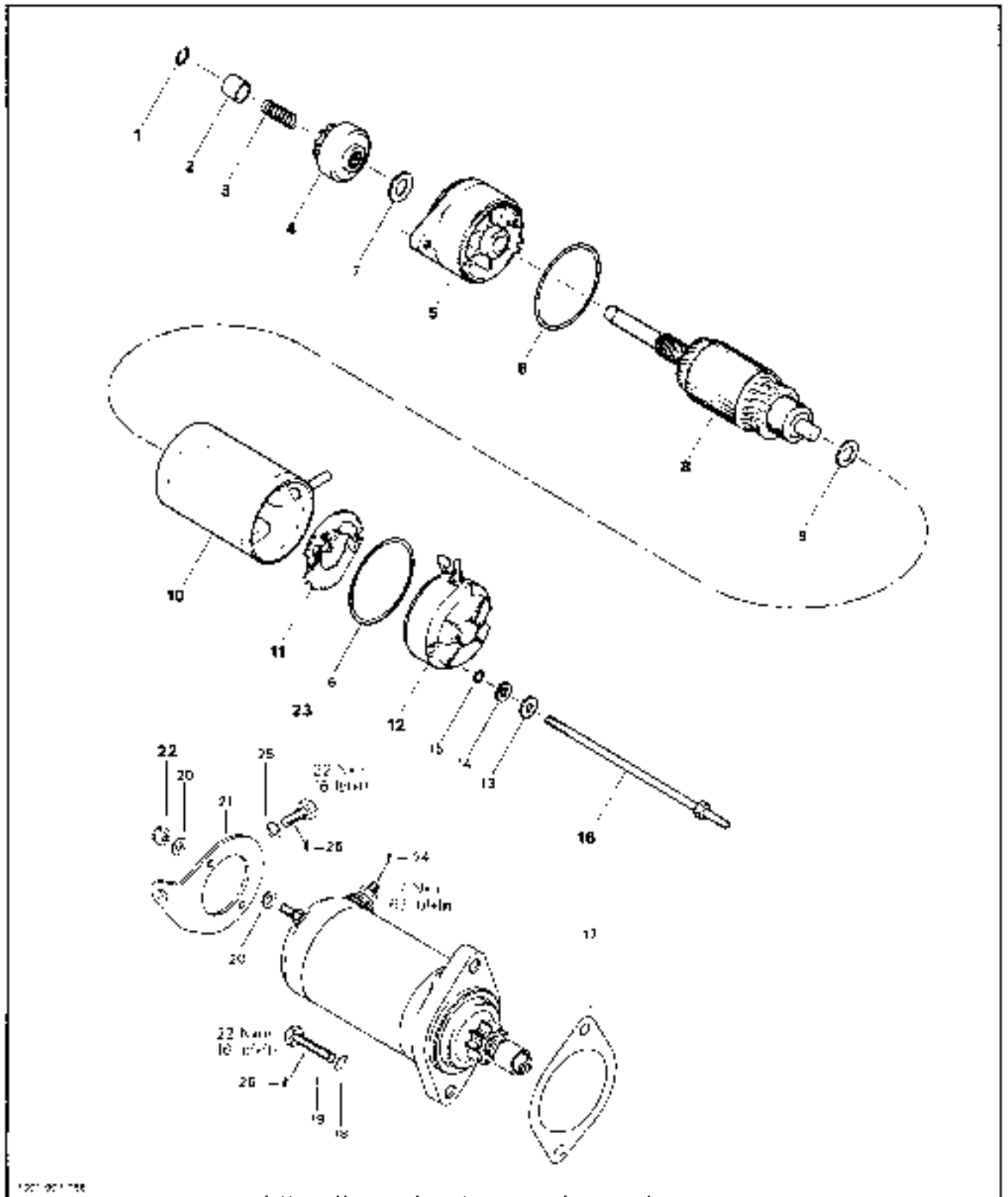
After adjustment, tighten armature plate retaining screws.

CAUTION: Make sure armature plate screws are well secured. Armature plate screws must have Loctite 242 (blue) (P/N 293 800 015) applied before tightening.

Reinstall removed parts.

Recheck ignition timing. Make sure engine is cold!

ELECTRIC STARTER



1201 901 198

Section 07 ELECTRICAL

Sub-Section 03 (ELECTRIC STARTER)

COMPONENTS

- | | |
|----------------------------|--------------------------------------|
| 1. Starter | 14. Washer (2) |
| 2. Motor support plate | 15. Nylon washer (2) |
| 3. Spring | 16. Through bolt (2) |
| 4. Terminal brush assembly | 17. Gasket |
| 5. Terminal brush housing | 18. Internal cone lock washer 8 mm |
| 6. Spring | 19. Hexagonal head screw M6 x 20 (2) |
| 7. Washer | 20. Washer 5 mm (4) |
| 8. Nut (2) | 21. Starter support |
| 9. Flat washer | 22. Washer steel nut M5 (2) |
| 10. Lock assembly | 23. Hexagonal head screw M6 x 16 |
| 11. Lock washer | 24. Grease "LubriMol" 150 g |
| 12. Hexagonal head frame | 25. Washer 8 mm (2) |
| 13. Spring (2) | 26. Grease 271 med |
-

TROUBLESHOOTING

Occurrence of troubles are not necessarily related to starter but may be due to a faulty battery, switches, electrical circuit and/or connections. Consult the following troubleshooting table.

◆ **WARNING:** Short circuiting electric starter is always a danger, therefore disconnect the battery ground cable before carrying out any kind of maintenance on starting system. Do not place tools on battery.

STARTING SYSTEM TROUBLESHOOTING TABLE

SYMPTOM	CAUSE	REMEDY
Starter does not turn.	Burnt fuse. Weak battery. Poor contact of starter switch contact points. Open circuit between starter switch and solenoid switch.	Check wiring condition and replace fuse. Recharge battery. Repair or replace switch. Repair.
Starter turns; but does not crank the engine.	Burnt or poor contact of solenoid switch contact disc. Poor contact of brush. Burnt commutator. Worn commutator segments. Shorted armature. Weak brush spring tension. Weak magnet. Worn bushings. Weak battery. Shorted battery cell(s). Poor contact of battery terminals. Poor battery ground cable connection.	Replace solenoid switch. Straighten commutator and brush. Turn commutator in lathe. Undercut mica. Repair or replace armature. Replace spring. Replace yoke assembly. Replace bushings. Recharge battery. Replace battery. Clean and tighten terminals. Clean and tighten.
Starter turns, but overrunning clutch pinion does not mesh with ring gear.	Worn clutch pinion gear. Defective clutch. Poor movement of clutch or splines. Worn clutch bushing. Worn starter bushing(s). Worn ring gear.	Replace clutch. Replace clutch. Clean and correct. Replace clutch. Replace bushing(s). Replace ring gear.
Starter motor keeps running.	Shorted solenoid switch winding. Merged solenoid switch contacts. Starter switch returns poorly. Sticking or defective starter clutch.	Replace solenoid switch. Replace solenoid switch. Replace starter switch. Lubricate or replace.

Section 07 ELECTRICAL

Sub-Section 03 (ELECTRIC STARTER)

REMOVAL

- 1 Disconnect electrical box from hull
- 2 Disconnect black cable ground connection from battery

◆ **WARNING** : Always disconnect ground cable first and reconnect last.

- 3 Disconnect red cable connection from battery

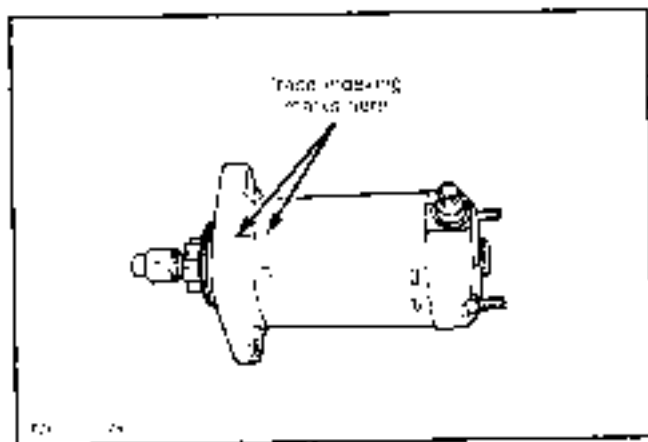
Remove the following parts:

- End frame
- Yoke from starter
- Yoke of starter (see support item #23)
- Starter mount screws (item #19)

DISASSEMBLY

10,11,12,16,22, Yoke, Brush Holder, End Frame, Through Bolt & Nut

Before disassembling, trace index marks on yoke and clutch housing to ease further assembly.



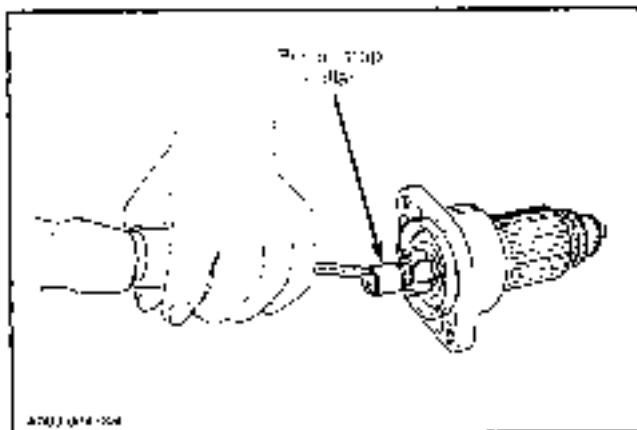
Remove starter support nuts from through bolts. Separate end frame from yoke. Withdraw yoke from armature.

Brush holder can be removed from end frame by unscrewing nut, retaining terminal.

Check that the radial play between the armature shaft and end frame is not greater than 0.20 mm (0.008 in). Replace end frame if so.

1,2,3, Circlip, Pinion Stop Collar & Spring

Tap the pinion stop collar using a screwdriver. Remove circlip. Disassemble pinion stop collar and spring.



4,5,6,8, Clutch Ass'y, Housing, O-Ring & Armature

Turn assembly counterclockwise to remove it from armature assembly.

Pull housing from armature.

CLEANING

▼ **CAUTION** : Yoke ass'y and drive unit assembly must not be immersed in cleaning solvent.

Discard all O-rings and gasket.

Clean brushes and holders with a clean cloth soaked in solvent. Brushes must be dried thoroughly with a clean cloth.

Blow brush holders clean using compressed air.

◆ **WARNING** : Always wear safety glasses when using compressed air.

Remove dirt or grease from commutator using a clean cloth soaked in suitable solvent. Dry well using a clean, dry cloth.


Clean engine starter gear teeth and drive unit idler.

○ **NOTE** : Bushings must not be cleaned with grease dissolving agents.

Immerse all metal components in cleaning solution. Dry using a clean, dry cloth.

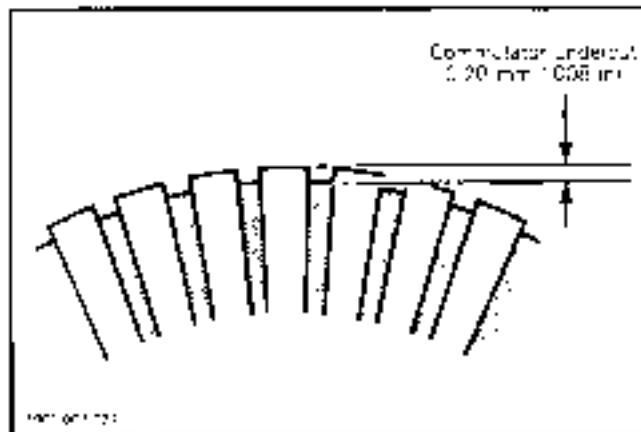
INSPECTION

Armature

 **NOTE:** An ohmmeter may be used for the following testing procedures, except for the one concerning shorted windings in armature.

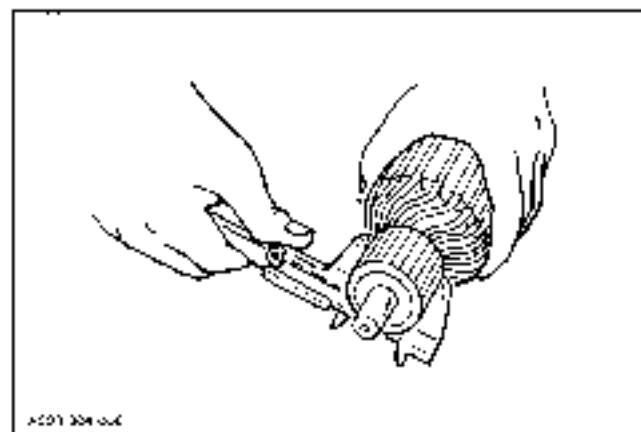
Check commutator for roughness, burnt or scored surface. If necessary, turn commutator on a lathe, enough to resurface only.

Check commutator for mica depth. If depth is less than 0.20 mm (.008 in), undercut mica. Be sure that no burrs are left and no copper dust remains between segments after undercutting operation is completed.



Check commutator out of round condition with V-shaped blocks and an indicator. If commutator out of round is more than 0.10 mm (.016 in), commutator should be turned on a lathe.

Check commutator outer diameter. If less than 30.7 mm (1.209 in), replace.




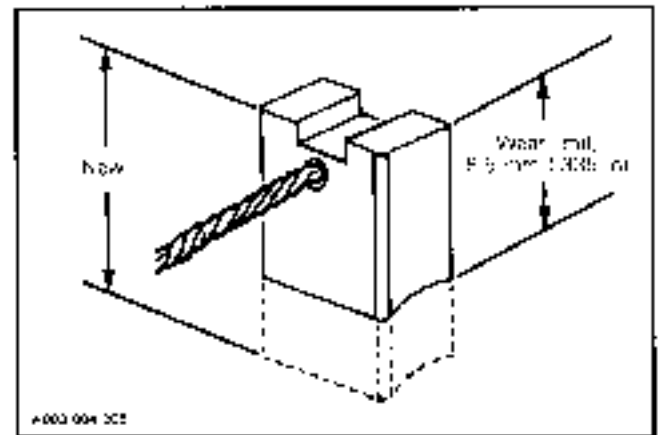
Brush Holder

Check brush holder for insulation using an ohmmeter. Place one test probe on insulated brush holder and the other test probe on brush holder plate. If continuity is found, brush holder has to be repaired or replaced.

Brush Length

Measure brush length. If less than 8.5 mm (.335 in), replace them.

 **NOTE:** New brush length is 12 mm (.472 in).



Overrunning Clutch

Friction of overrunning clutch should turn smoothly in clockwise direction, and should not slip in a counter-clockwise direction. If defective, replace.

Check pinion teeth for wear and damage. If defective, replace.

Starter Switch

Switch condition can be checked with an ohmmeter. Install test probes on RED and YELLOW/RED wires of switch. Measure resistance; it should be high when button is released and must be close to 0 Ω (zero ohms) when activated.

Section 07 ELECTRICAL

Sub-Section 03 (ELECTRIC STARTER)

Solenoid Switch

Check connections and clean as necessary. Solenoid switch operation can be checked with an ohmmeter. Test test probes on large connectors of solenoid. Measure resistance when current is applied to small connector. It is -12 V on YELLOW/RED wire and -12 V on BLUE/BLACK wire. If it is more than a few ohms, replace solenoid switch.

IMPORTANT: No current must be present on bridge circuit when using ohmmeter, otherwise meter could be damaged.

ASSEMBLY

Reassemble in the order of disassembly to reassemble starter. However, attention should be paid to the following details:

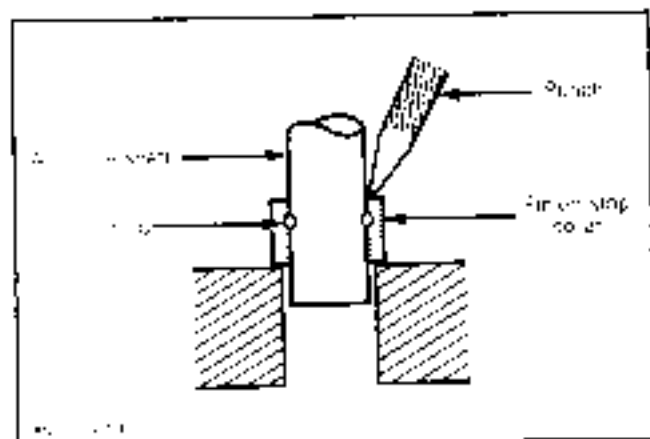
Properly assembling, coat sliding surfaces on armature shaft, brushes, overrunning clutch and bushing with G.E. Vaseline G-341 M lubricant or equivalent.

Apply motor oil on metal bushings.

1.2. Circlip & Pinion Stop Collar

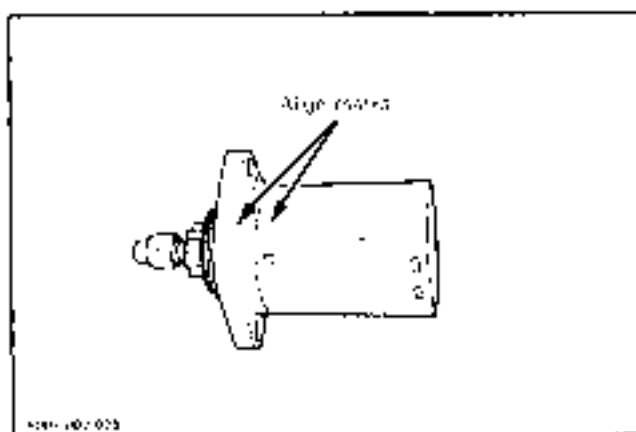
After sliding stop collar on armature shaft, fit circlip into groove on shaft. Then make sure that it is properly secured.

Slide stop collar over circlip and secure it back by punching it in two or three places.



5.10. Housing & Yoke ass'y

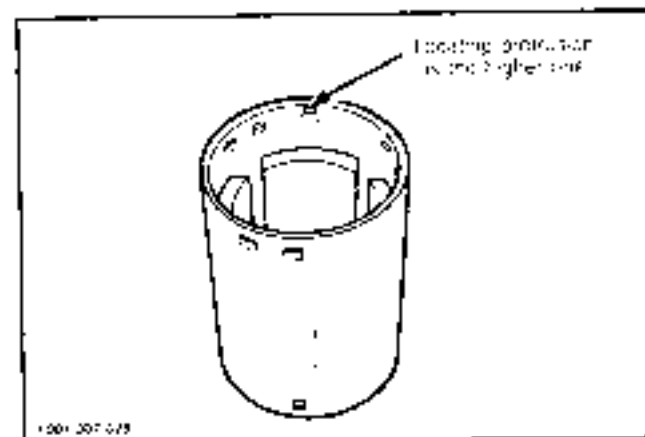
Align previously traced indexing marks.

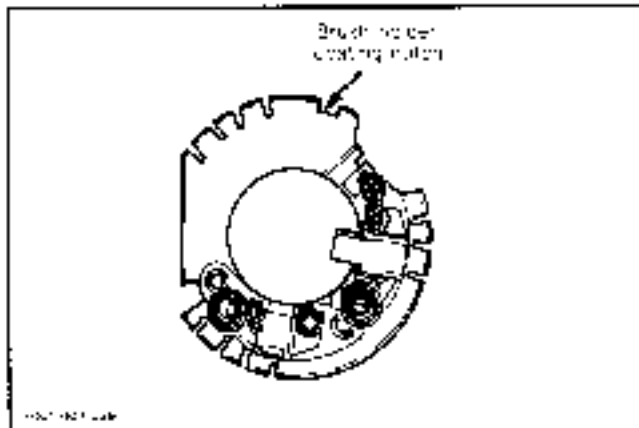


10,12,16. Yoke ass'y, End Frame & Through Bolt

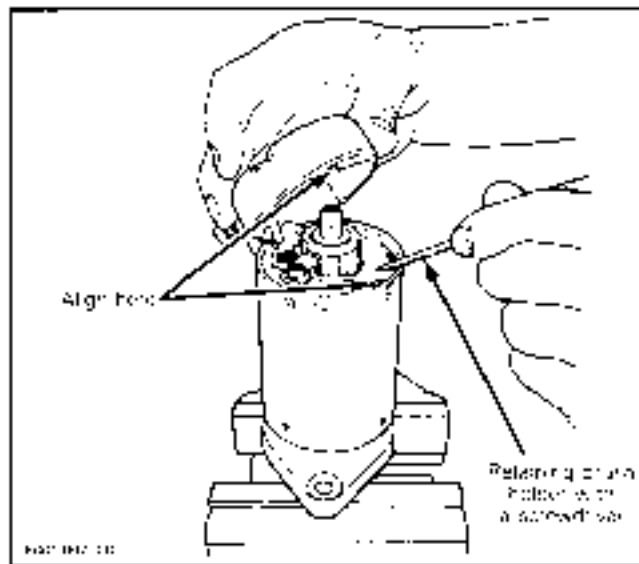
Open brushes and slide over commutator.

Align end frame locating notch with yoke locating projection and properly set brush holder into yoke.





To ease end frame installation, retain brush holder with a small screwdriver while installing end frame.



Align end frame notch with brush holder notch, yoke previous air.

CAUTION - Make sure end frame fits perfectly on yoke.

INSTALLATION

Make sure that starter and engine mating surfaces are free of debris. Serious trouble may arise if starter is not properly aligned.

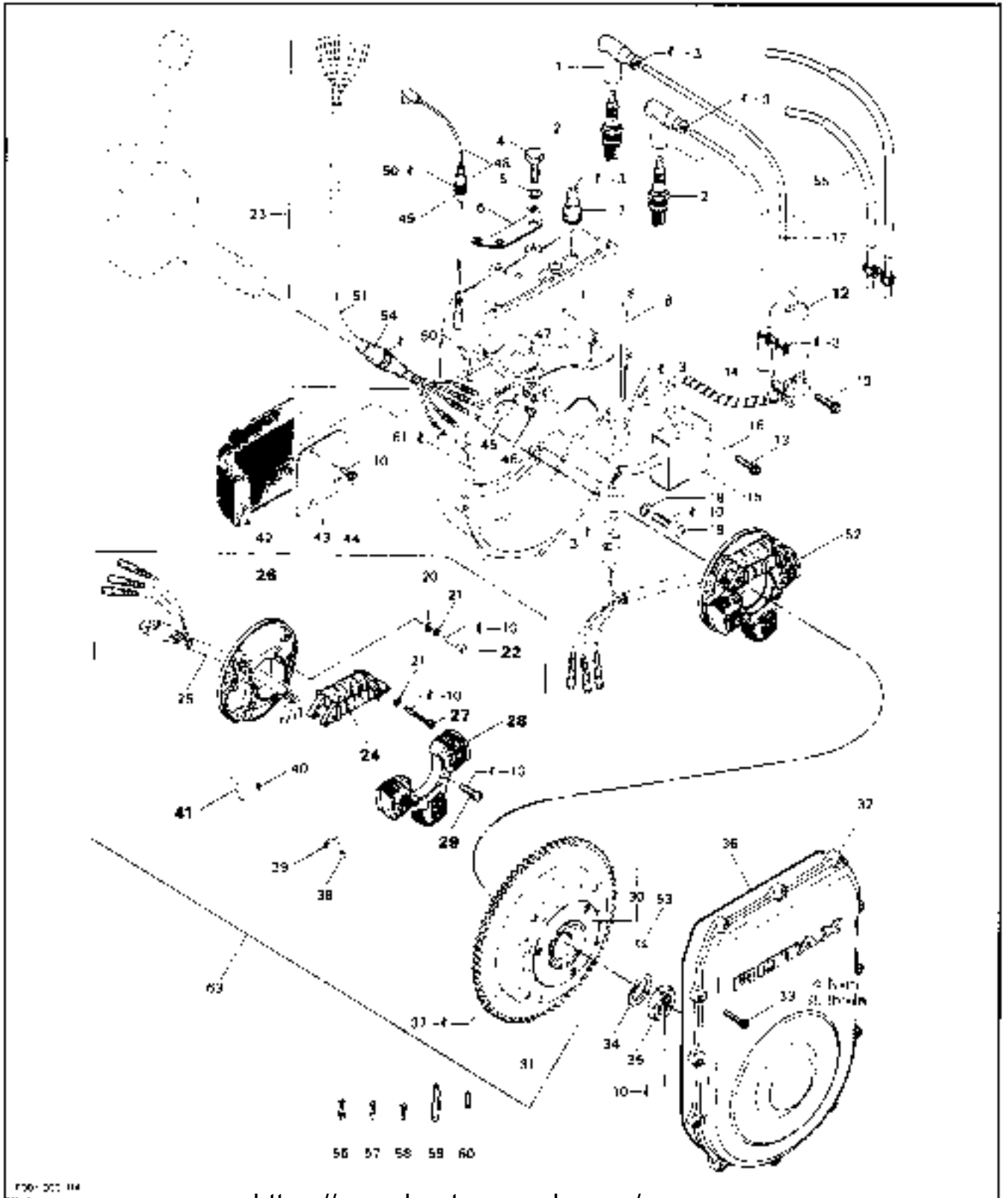
Install starter, apply Loctite 241 on screw threads and torque screws to 22 N•m (16 lb•ft).

Connect the red battery cable to the starter and torque nut to 7 N•m (52 lb•in).

Then connect black cable to starter.

WARNING : Always connect red positive cable first then black ground cable last. Whenever connecting the red positive cable to the starter motor, make sure the battery cables are disconnected to prevent electric shock.

MAGNETO SYSTEM, REPAIR



Section 07 ELECTRICAL

Sub-Section 04 (MAGNETO SYSTEM)

COMPONENTS

- 1. Spark plug assembly (2)
- 2. Spark plug (2)
- 3. Spark "distribution" cap (2)
- 4. Spark plug lead wires (16 x 20 (2)
- 5. Spark cap nut (2)
- 6. Spark cap
- 7. Ignition cap (2)
- 8. Ignition housing
- 9. Ignition coil (2)
- 10. Ignition cable (2)
- 11. Ignition cable (2)
- 12. Ignition cable (2)
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REMOVAL

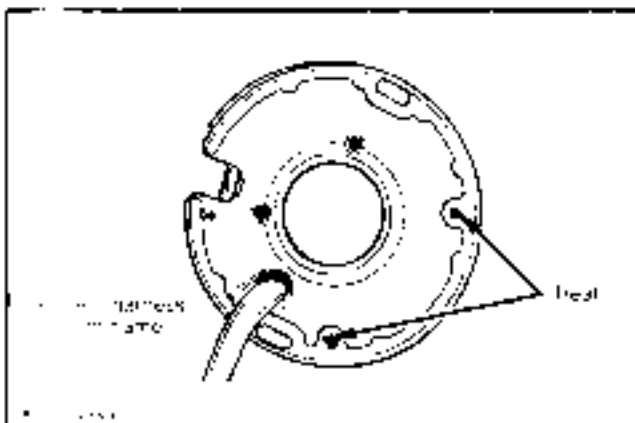
Refer to "ENGINE" under "FLYWHEEL & MAGNETO" section 02-04 for parts removal.

DISASSEMBLY

24. Generating Coil

To check generating coil:

- 1. Heat the armature plate to 150°C (300°F) around the coil holes to break the Lortite bond.



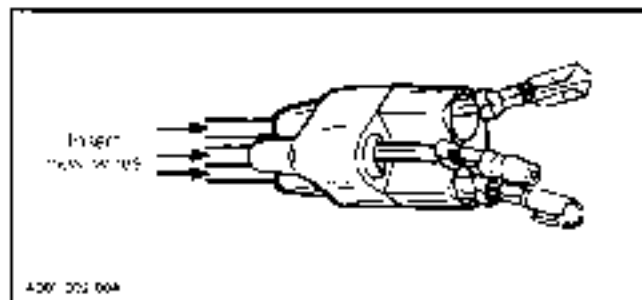
CAUTION: Protect harness from flame.

Remove screws

Cut the four wires as close as possible to the coil body.

To pass new coil wires in harness, tape the old wires to the end of new wires and pull them through the harness protector tube.

Insert the new wires into the old connector housing and install connectors.

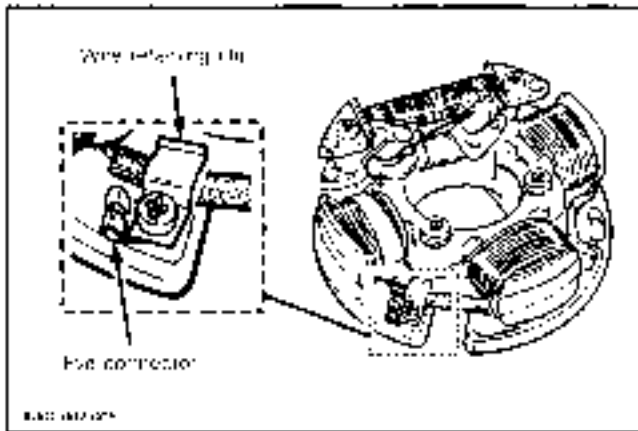


CAUTION: Replace the old wires in the connector with the same color coded new wires.

Section 07 ELECTRICAL
Sub-Section 04 (MAGNETO SYSTEM)

Install a new receptacle connector to the black-yellow striped wire.

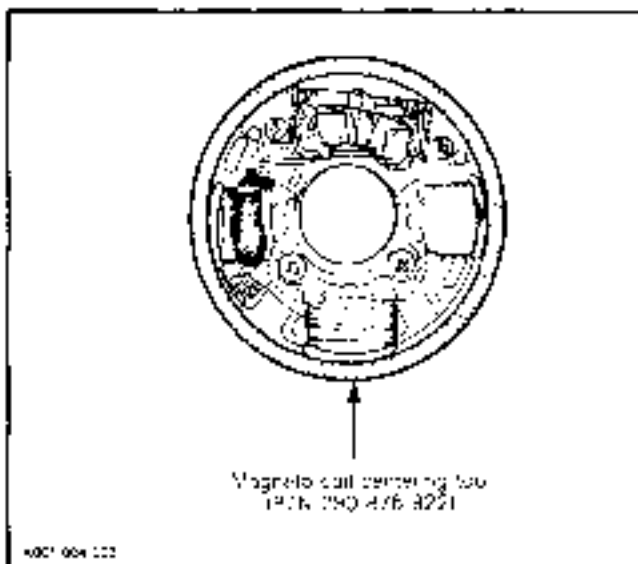
- To install the ground connector to the armature plate, tape the new black lead to the old one and pull it under the charging box with the old wire.
- Solder an eye connector to the lead and fasten it under the wire retaining clip.



24,27, Generating Coil & Screw

To install the new coil on the armature plate, remove the shipping nuts from the new coil and apply Loctite 242 (blue, medium strength) to screws before assembly.

Use magneto coil centering tool (P/N 290 9/16 9221) and install so that it fits around armature plate before tightening screws.

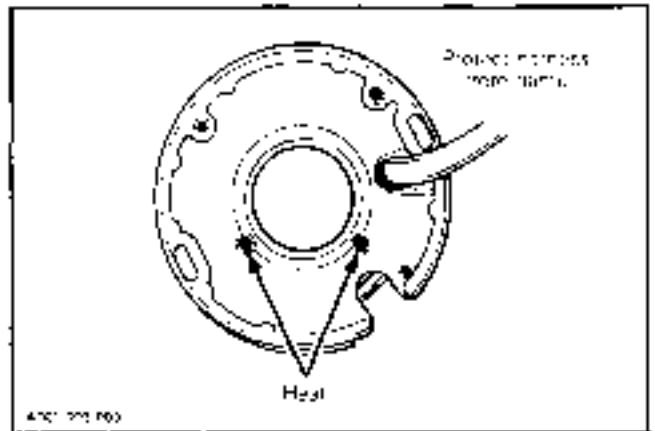


CAUTION: Before reinstalling the magneto, remove the loose epoxy from harness.

28, Battery Charging Coil

To replace battery charging coil:

- Heat the armature plate to 150°C (300°F) around the screw holes to break the Loctite bond.

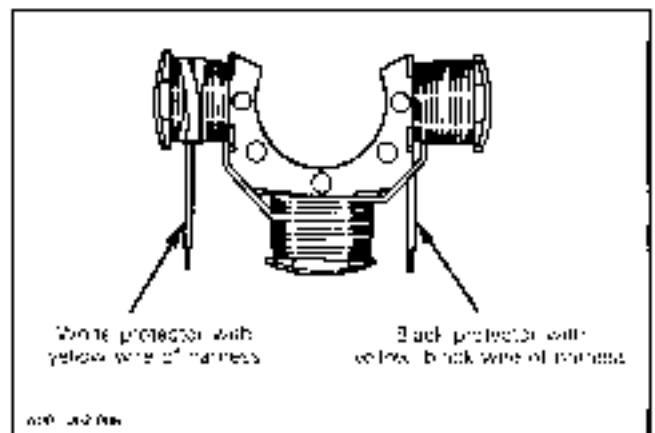


CAUTION: Protect harness from flame.

- Remove screws.
- Remove the wire retaining clip from armature plate.
- Pull out protector tubes and unsolder the splice connectors.

Solder the yellow wire in the harness to the white tube protected wire of the coil.

- Solder the yellow-black striped wire in the harness to the black tube protected wire of the coil.



41, Protector Tube

Position protector tubes over connections.

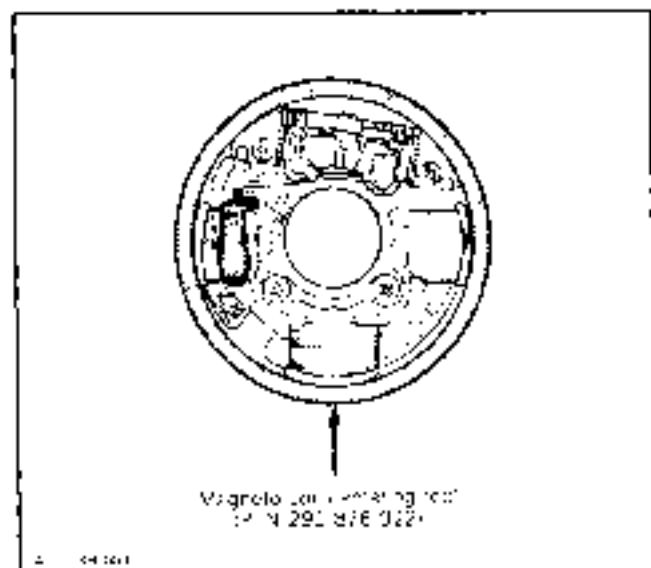
Section 07 ELECTRICAL

Sub-Section 04 (MAGNETO SYSTEM)

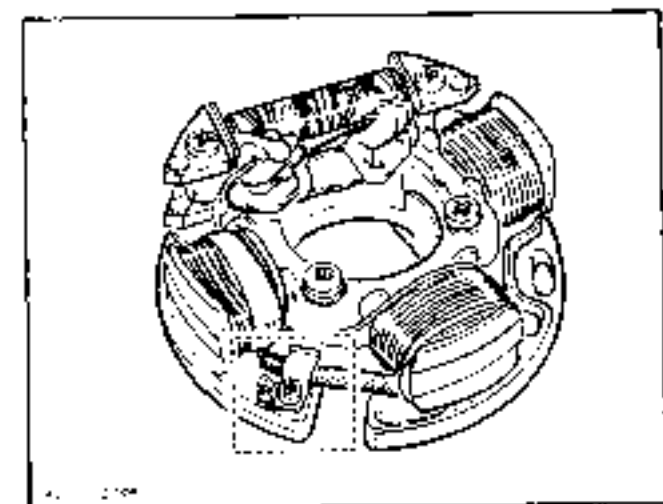
28.29, Battery Charging Coil & Screw

Before assembly, apply Loctite 242 (10 cc. medium strength)

Use magneto coil centering tool (P/N 290 876 922) and install it so that it fits around armature plate before tightening screws.




After retaining clip onto protector tubes
If ground terminal from generating coil must be located under the clip



CAUTION: Before re-installing magneto, remove the loose epoxy from harness.

ASSEMBLY

 **NOTE:** Always apply dielectric grease on all electrical connections.

22.26, Screw & Armature Plate

Position the armature plate on the crankcase, aligning the marks on both parts.

Put a drop of Loctite 242 on screw threads and tighten.

12, Ignition Coil

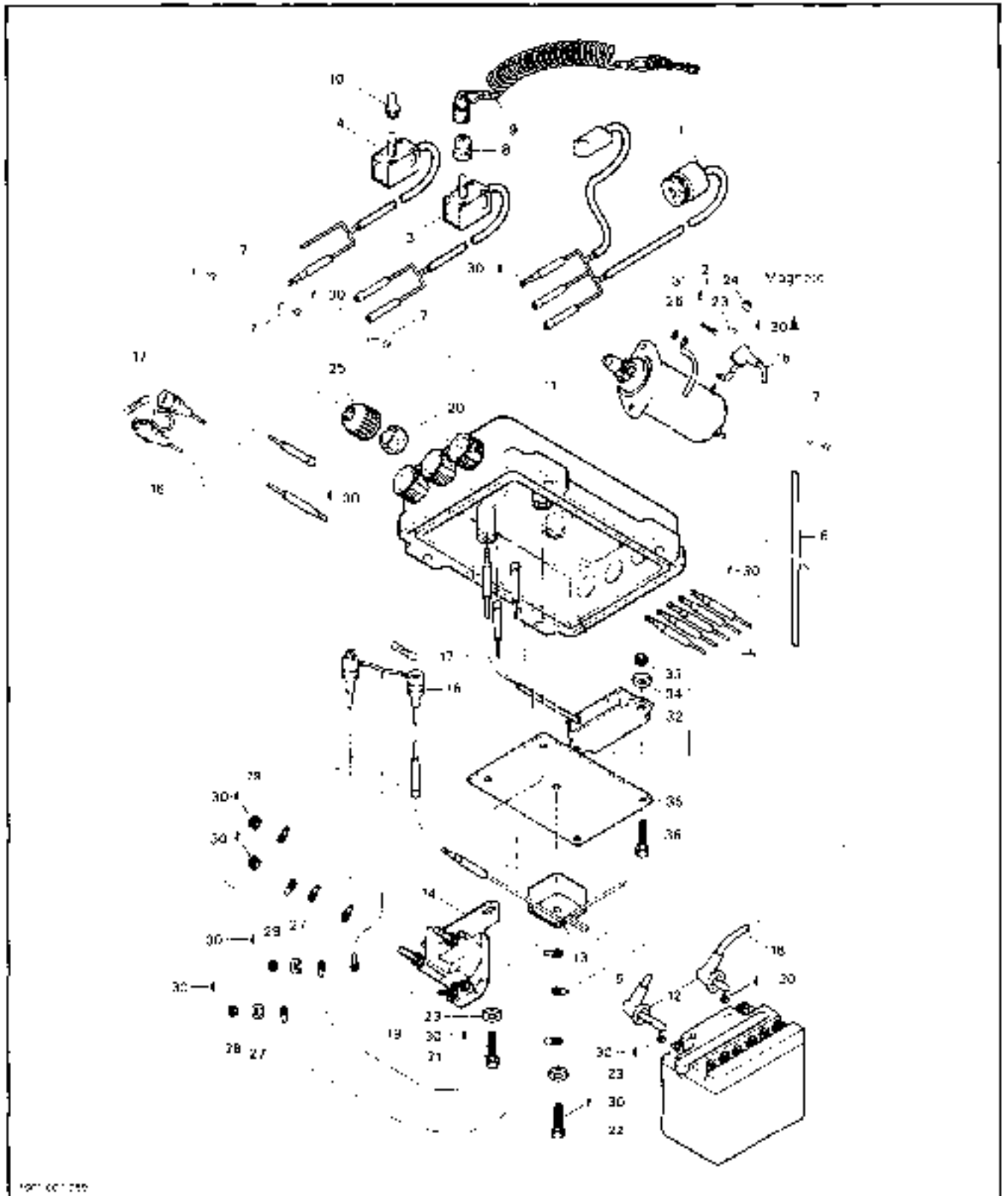
When connecting wires to ignition coil, connect BLACK wire with "1" symbol underneath coil and WHITE-BLUE wire with "2" symbol.

INSTALLATION

Refer to "ENGINE" under "FLYWHEEL" & "MAGNETO" section 02-04 for installation.

Perform ignition timing.

CDI & CHARGING SYSTEMS; TESTING PROCEDURES



Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

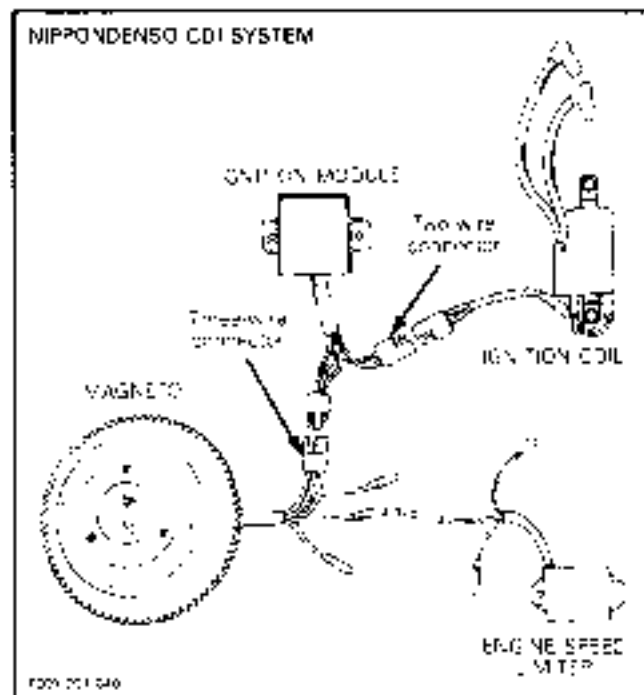
COMPONENTS

• buzzer and stop switch assembly	11 Ground cable
• 16-agonal head screw M6 x 30 (2)	12 Screws (6)
• 16mm head screw	13 Self tapping screw M6.3 x 15 (2)
• 16mm stop switch	14 Self tapping screw M6.3 x 35
• red center cable (optional)	15 Washer (4)
• 16mm nut	16 Lock nut M6
• 16mm washer	17 Cap (6)
• 16mm washer	18 Internal cover lock washer
• 16mm washer	19 Washer (2)
• 16mm washer	20 Elastic stop nut 10-32 (2)
• 16mm washer	21 Elastic stop nut 1/4-20 (2)
• 16mm washer (2)	22 "Dielectric" grease 100 g
• 16mm nut	23 Engine OTC leads
• 16mm nut	24 Engine speed washer
• 16mm nut	25 Nut M5 (2)
• 16mm nut	26 Flat washer (2)
• 16mm nut	27 Mounting plate
• 16mm nut	28 Self tapping screw M5 x 12 (2)

NIPPONDENSO IGNITION SYSTEM

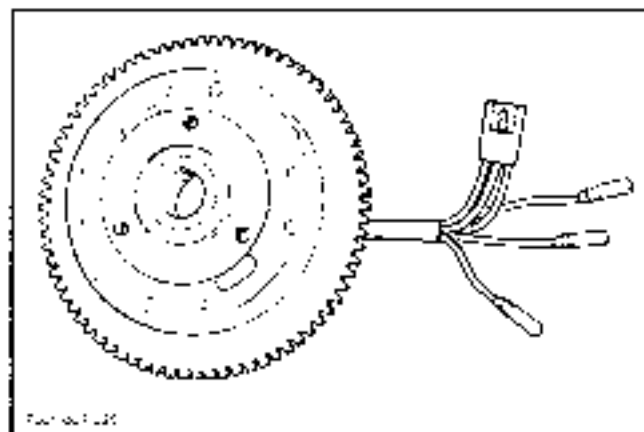
GENERAL

The Nippondenso Capacitor Discharge Ignition system includes the following components:



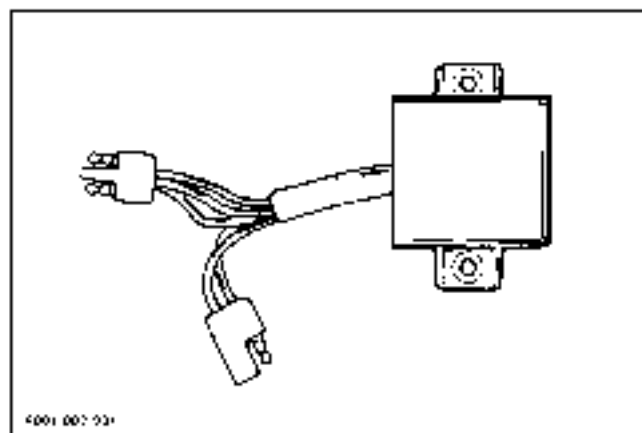
Magneto

It is the primary source of electrical energy. It transforms magnetic field into electric current through a low speed and a high speed coil.



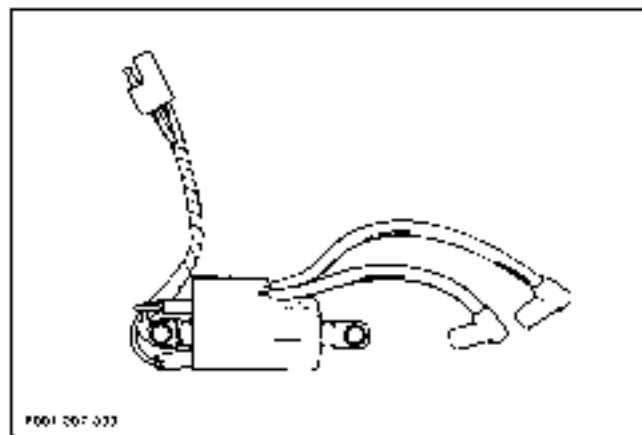
Ignition Module

It receives its primary electric current from magneto via a three-wire connector which charges a capacitor. It controls spark occurrence by discharging capacitor to primary winding of ignition coil.



Ignition Coil

It receives its energy from ignition module via a two-wire connector. It induces voltage to a high level in secondary winding to produce a spark at spark plug.

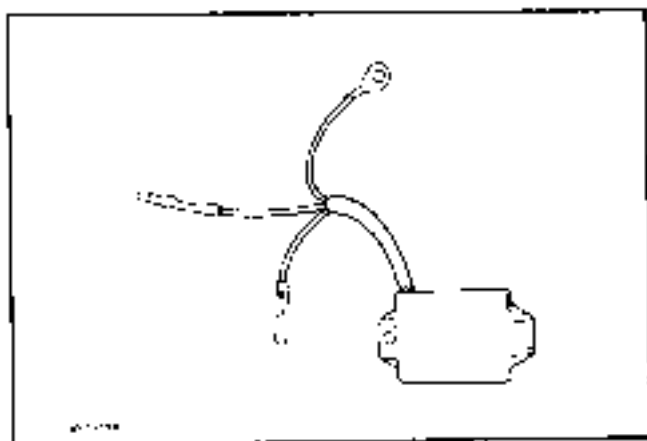


Section 07 ELECTRICAL

Sub-Section 05 [CDI & CHARGING SYSTEMS]

Engine Speed Limiter

- is three function
- keeps high voltage away from tether cord switch
- provides engine stop by connecting YELLOW-BLACK wire with BROWN wire (ground)
- limits engine RPM to prevent over-revving



IGNITION SYSTEM TESTING PROCEDURE

When dealing with ignition problems, the following items should be verified in this order:

1. Spark occurrence/spark plug condition
2. Air/fuel condition
3. Electrical connections
4. Engine stop/tether cord switches
5. Engine speed limiter
6. Magneto output
7. Ignition module output
8. Ignition coil output

▼ **CAUTION:** Whenever replacing a component in ignition system, check ignition timing.

The first three items can be checked with known diagnostic equipment and other items as follows:

Engine Stop/Tether Cord Switches Verification

Engine Stop Switch

Disconnect the BLACK and GREY wires in the electrical box. Using an ohmmeter, connect test probes to switch BLACK and GREY wires.

Measure resistance; it must be close to zero ohm in its operating position and an open circuit when depressed.

Tether Cord Switch

Disconnect the PURPLE and RED wires in the electrical box. Using an ohmmeter, connect test probes to switch PURPLE and RED wires.

Measure resistance; it must be close to zero ohm when cable over switch and an open circuit when removed.

Engine Speed Limiter

○ **NOTE:** It is located in the electrical box cover underneath mounting plate.

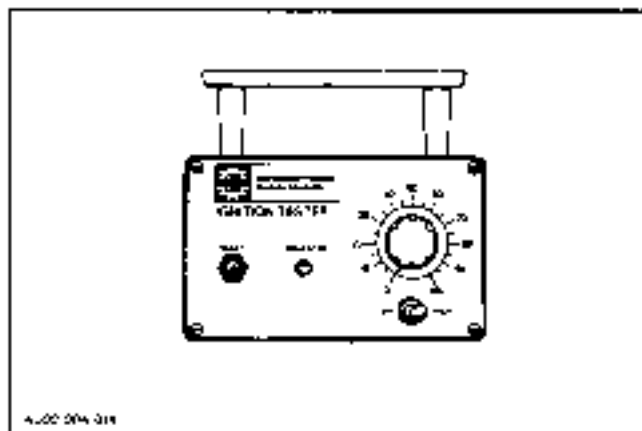
A defective speed limiter may cause the following problems:

- No spark
- Intermittent or no spark when engine stop/tether cord switch is used
- Incorrectly controlled engine max. RPM
- Misfiring/black fouled spark plugs

To check engine speed limitation function, run engine and check its maximum speed; it should be around 6500 ± 200 RPM. If not, replace limiter.

BOMBARDIER IGNITION TESTER

The remaining items can be easily checked with Bombardier Ignition Tester IP#N 295 000 0381



For more information concerning operation and maintenance of the tester, refer to its instruction manual.

Use of Bombardier Ignition Tester

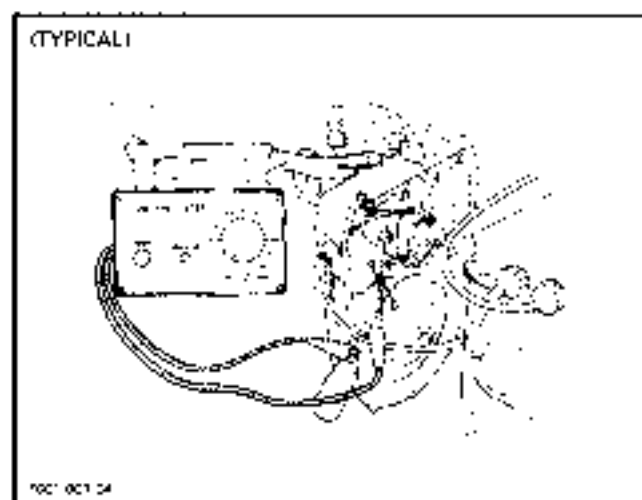
This tester can verify generating coil (low/high speed), ignition module, ignition coil and battery charging coil. Always make sure that tester batteries are in good condition.

Test Condition

All tests are performed on watercraft at cranking speed with spark plugs installed.

Always proceed in the following order:

1. Connect tester P and N clip leads as indicated for each specific test.



2. Follow test procedure sequence.
3. Install cap over tether cord switch and depress starting button until light turns on, or otherwise so, for a maximum of five seconds.

IMPORTANT: Since protection cover is removed in ignition housing to access connectors, reinstall both BROWN wires to engine to complete ground circuit. Otherwise engine will not stop when engine stop button or tether cord are activated.

4. If engine starts when performing some test, allow it to idle while observing indicator. Then, shut engine off.
- b. After every test that lights the indicator lamp, reset the indicator circuit by depressing the reset button.

Analysis of Test Results

Indicator Lamp Lights at Specific Setting

Output is as specified. Test results should repeat three times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components, etc.).

Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

Indicator Lamp Lights at Lower Setting

This indicates that the output is less than that designed to operate in a satisfactory manner. However, before coming to the conclusion of a faulty condition be certain that correct engine cranking conditions were met before condemning the tested part.

Indicator Lamp Does Not Light

One component is defective. Proceed as instructed to find defective component.

Intermittent Ignition Problems

Dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and/or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

Multiple Problems

There is always the possibility of more than one faulty part. After a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other faulty part.

Safety Precautions

◆ **WARNING :** To prevent powerful electric shocks while cranking engine, neither touch any electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester lead clips. Also make sure that tester leads do not touch any metallic object.

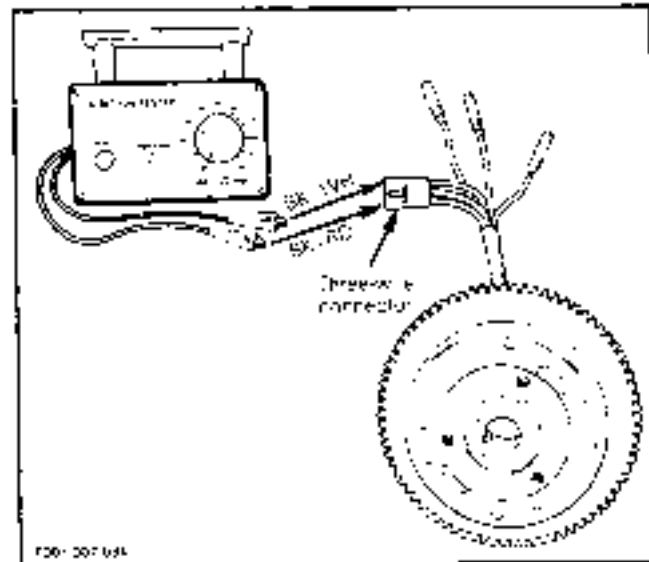
◆ **WARNING :** Ventilate bilge at least two minutes prior to performing any test.

TESTS

Magneto, High Speed Generating Coil Output

1. Disconnect three-wire connector from ignition module.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
1	BLACK + RED of magneto harness	LOW	95
2	BLACK + WHITE of magneto harness		



3. Perform test. Push reset button and repeat test three times.

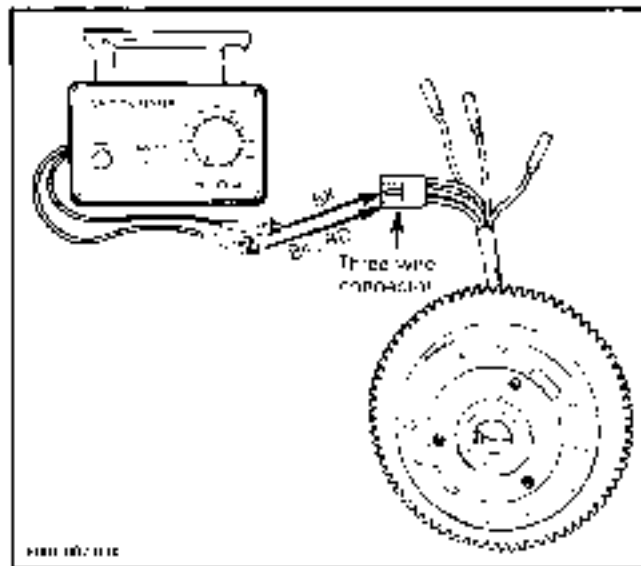
Results

- a) Indicator lamp lights. High speed generating coil is OK. Proceed with low speed generating coil test.
- b) Indicator lamp does not light. The problem is a faulty high speed generating coil. Replace it.

Magneto, Low Speed Generating Coil

1. Disconnect three-wire connector from ignition module harness.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	BLACK-RED of magneto harness	HIGH	From 20
P	BLACK of magneto harness		to 35



3. Perform test. Push reset button and repeat test three times.

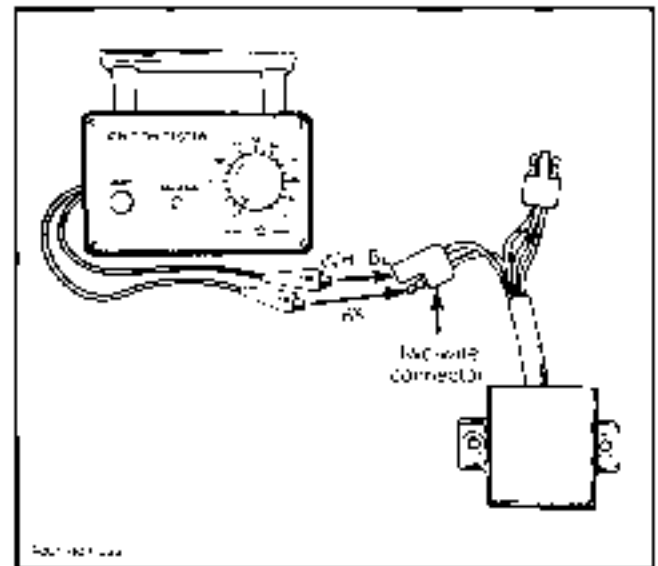
Results

- a) Indicator lamp lights. Low speed generating coil is OK. Proceed with ignition module test.
- b) Indicator lamp does not light. Low speed generating coil is faulty. Replace it.

Ignition Module

1. Separate two-wire connector between ignition module and coil.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE-BLUE of ignition module	HIGH	From 70
P	BLACK of ignition module		to 75



3. Perform test. Push reset button and repeat test three times.

Results

- a) Indicator lamp lights. Ignition module is OK. Proceed with ignition coil test.
- b) Indicator lamp does not light. Ignition module is faulty. Replace it.

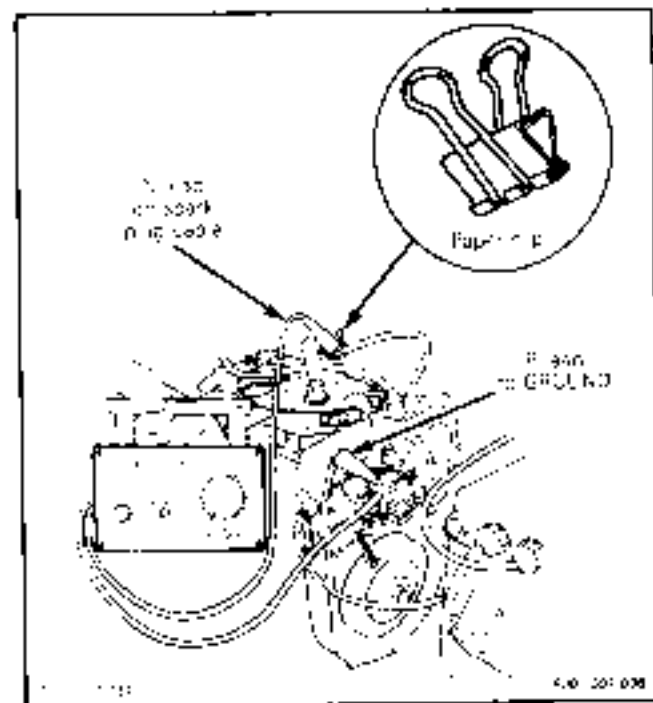
Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

Ignition Coil Output

1. Install a test adapter such as a paper clip to spark plug wire close to MAG spark plug.
2. Connect tester wires from set switch and dial as follows.

Tester wires	Component wires	Tester switch position	Tester dial position
N P	Paper clip on spark plug	LOW	70
	Ground		



3. Perform test. Push reset button and repeat test three times.

Results

- a. Indicator lamp lights; Ignition coil is OK.
- b. Indicator lamp does not light on one or both cylinders; Ignition coil is faulty. Replace it.

SUMMARY TABLE

Test to perform	Tester wires	Component wires	Switch	Dial
High speed generating coil	N	BLACK-RED of magneto harness	LOW	85
	P	BLACK-WHITE of magneto harness		
Low speed generating coil	N	BLACK-RED of magneto harness	HIGH	From 20 to 85
	P	BLACK of magneto harness		
Ignition module	N	WHITE-BLUE of ignition module	HIGH	From 70 to 75
	P	BLACK of ignition module		
Ignition coil	N	Paper clip on spark plug	LOW	70
	P	Ground		

IGNITION COMPONENTS RESISTANCE MEASUREMENT

As an alternate method, ignition components can be checked with an ohmmeter (preferably a digital one). Proceeding by elimination, check magneto generating coils then ignition coil. If everything is OK then it is a malfunction of ignition module.

Disconnect connectors at ignition module, ignition coil and magneto junction. Check resistance or continuity between each terminal with a high sensitivity ohmmeter. Refer to the following table for values and wire colors.

Section 07 ELECTRICAL
Sub-Section 05 (CDI & CHARGING SYSTEMS)

NOTE: An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

PART NAME		WIRE COLOR	RESISTANCE OHM (Ω)
DISTRIBUTOR	High speed generating coil	BLACK WHITE with BLACK RED	2.0 - 4.2
	Low speed generating coil	BLACK with BLACK RED	120 - 180
IGNITION COIL	Primary windings	BLACK with WHITE BLUE	0.23 - 0.45
	Secondary windings	End of each spark plug cable, spark plug protectors removed	5.95 - 6.50K
	Insulation	Check each wire of primary and secondary windings with ground for short circuit	open circuit (∞)

NOTE: A short circuit will read zero (0) ohm or close to 0 on ohmmeter.

Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

BATTERY CHARGING SYSTEM

GENERAL

Magneto


It is the primary source of electrical energy. It transforms mechanical energy into electric current through a three-phase coil. It outputs Alternating Current (AC).

Rectifier/Regulator

A full-wave rectifier receives magneto AC current and performs it into Direct Current (DC) to allow battery charging. Battery is the DC source for electric starter, engine speed limiter and engine overheat beeper.

Mounted in the same unit, a regulator keeps voltage at a constant level to prevent any damage to components.


TESTING PROCEDURE

 **NOTE:** First, ensure that battery is in good condition prior to performing the following test.

Current Test

Proceed as follows:

- Start engine.

 **NOTE:** Start engine before connecting cables. Failure of ammeter may be damaged as current flow is much higher at starting.

- Connect positive cable from battery and connect ammeter between cable and battery post.

- Start engine to approximately 5500 RPM.

Observe reading on battery charge current reading should be approximately 5-8 Amperes. If not, check magneto output coil to concluding that rectifier is faulty.


Voltage Test


Proceed as follows:

- Start engine.
- Connect a voltmeter, set on DC volt scale, on battery posts.

Bring engine to approximately 5500 RPM.

If voltmeter reads over 15 Volts, regulator is defective. Replace it.

 **NOTE:** Whatever the voltmeter type used (peak voltage or RMS), the voltage must not exceed 15 V. A faulty regulator will allow voltage to exceed 15 V as engine speed is increased.

 **CAUTION:** During this test the battery cables must be reconnected to the battery.

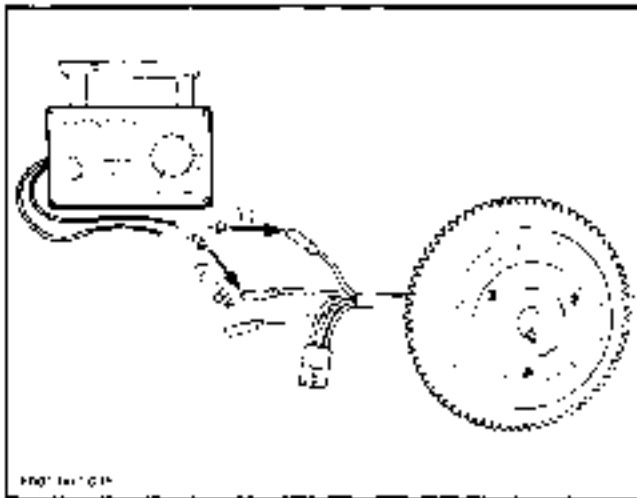
Magneto, Battery Charging Coil

With Bombardier Ignition Tester

Operate it as for ignition system verifications.

- Disconnect wires coming from magneto wiring harness.
- Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW of magneto harness	LOW	85
P	YELLOW- BLACK of magneto harness		



3. Perform test: Push reset button and repeat test three times.

RESULTS

- a) Indicator lamp lights. Battery charging coil output is OK.
- b) Indicator lamp does not light. Battery charging coil is faulty. Replace it.

Resistance Measurement

As an alternate method, battery charging coil can be checked with an ohmmeter (preferably a digital one). Use the following table.

PART NAME		WIRE COLOR	RESISTANCE OHM (Ω)
MAGNETO	Battery charging coil	YELLOW with YELLOW-BLACK or MAGNETO harness	0.21 - 0.31
	Reset lamp	Check each wire with ground for short circuit	Less than 1 ohm

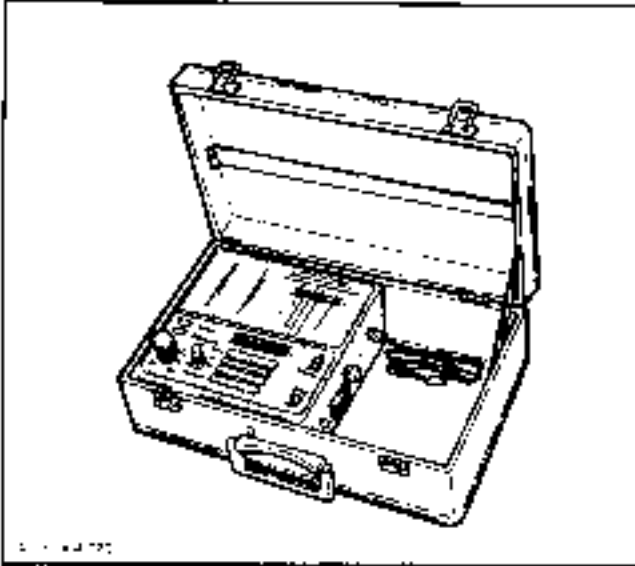
○ NOTE: A short circuit will read zero (0) ohm (or close to) on ohmmeter.

Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

NIPPONDENSO IGNITION TESTER

NIPPONDENSO IGNITION TESTER



NOTE: This tester can test generating coil (high and low speed) ignition module (including diode test) and spark test.

TEST CONDITION

Generating Coil Test (HI and LO)

This test is performed on the vehicle at cranking speed. The two generating coils are called high and low speed generating coils. The tester indicates the output of these coils by switching HI and LO positions as follows:

H Output of high speed generating coil

LO Output of high and low speed generating coil

Analysis of this test is diagnosed by the number of LEDs on the indicator.

CDI Module Test

The CDI tester bypasses the generating coil by sending a high alternating current to the ignition module.

The output of the ignition module will be indicated on the LED level indicator. Analysis of this test is diagnosed on the LED level indicator.

CDI Module Diode Test (587 engine type)

The ignition module includes the diode which controls the output of the generating coil according to the engine speed. This tester can diagnose this diode. The result will be indicated on the LED level indicator.

Spark Test

Uses the ignition coil on vehicle to test the high tens or circuit.

BEFORE TESTING

To prevent engine from starting and erroneous indication on the LED level indicator, remove the spark plug(s).

CAUTION: To prevent dust or foreign matter from being introduced inside the cylinder(s) when cranking the engine, install a clean rag over the cylinder head.

Connect the power cord to the power source (115 volts AC, 60 Hz).

CAUTION: To prevent any damage to the tester, do not try other power source than the above mentioned one and ensure that the tester is installed on a plane surface, away from vehicle vibrations.

CONNECTION OF TEST WIRE HARNESS

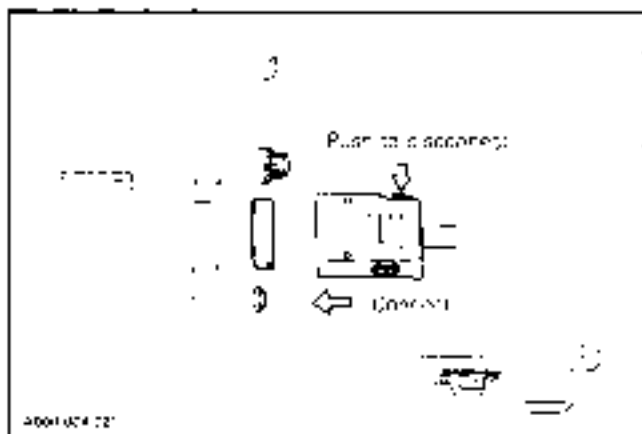
NOTE: A few terms found on the function selector of the Nippondenso CDI tester are different from the ones used in this section. Control unit and control unit diode will be described as ignition module and ignition module diode respectively, generator coil will be generating coil.

All CDI systems are designated as 4 BP ignition type. Therefore harness "B" from CDI tester kit must be used to perform a test. It matches with code no. 2 from CDI tester chart.

Section 07 ELECTRICAL
Sub-Section 05 (CDI & CHARGING SYSTEMS)

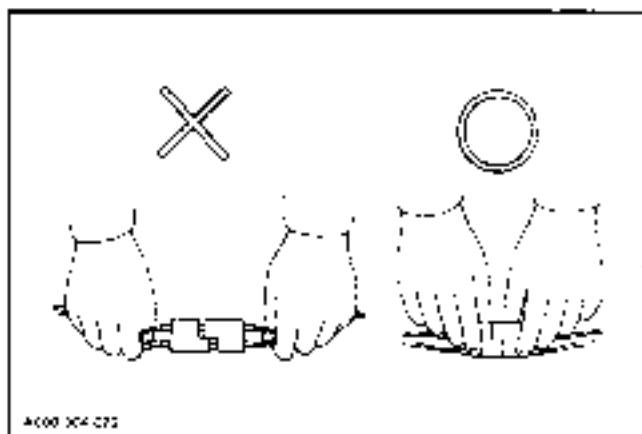
CODE NO.	IGNITION TYPE	ENGINE TYPE	TEST WIRE HARNESS
2	4-5P	507	3

a) Connect the test wire harness to the tester applying the arrow marks.



b) Disconnect the connectors between magnets and ignition module.

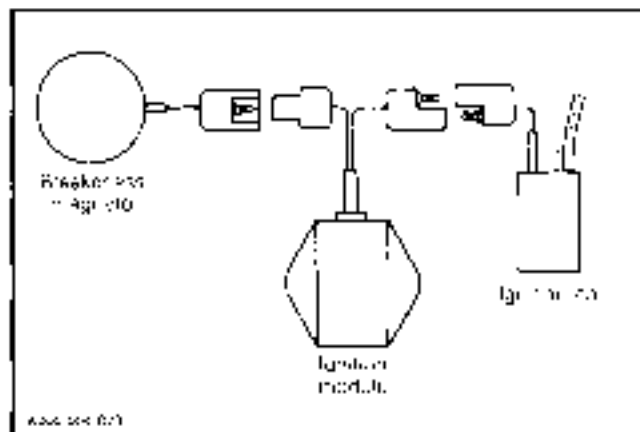
CAUTION: Never pull the wire harness to disconnect.



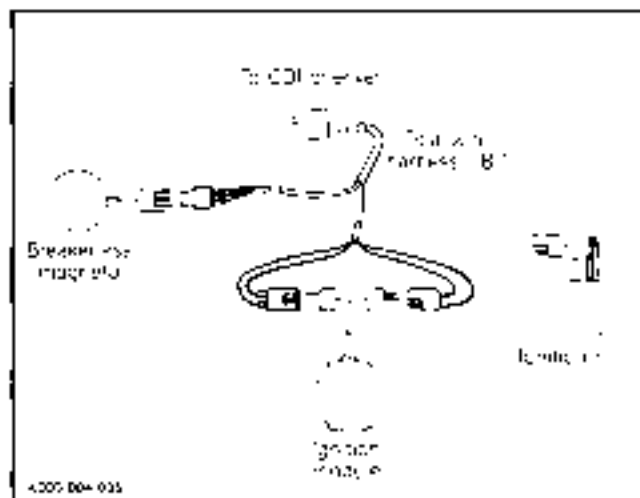
c) Securely connect the connectors of test wire harness "B" according to the following figures.

CAUTION: When connecting, be sure that the test wire harness does not interfere with moving part of engine.

Vehicle Wiring



Test Wire Harness Linked with Vehicle Wiring



TEST

a) Turn the power switch on. Then one LED or two LEDs will light to indicate the tester is operating. Reset the indication circuit by depressing the reset switch. One LED will remain to indicate the checker is operating.

NOTE: After every test when the LED level indicator fades its indication a few minutes, reset the indication circuit by depressing the reset switch.

- b) Set the selector to the desired position.
 c) Perform each test.

Section 07 ELECTRICAL

Sub-Section 05 (CDI & CHARGING SYSTEMS)

- c) If the test results are over or lower than the limit, see "Analysis of test".

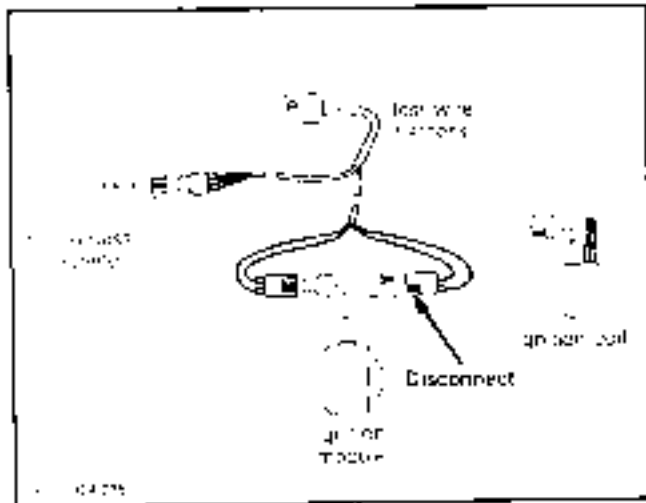
NOTE: Test should be repeated two or three times. If reading does not repeat, output is erratic and coil should be investigated. Loose connection of components etc.

Spark Test

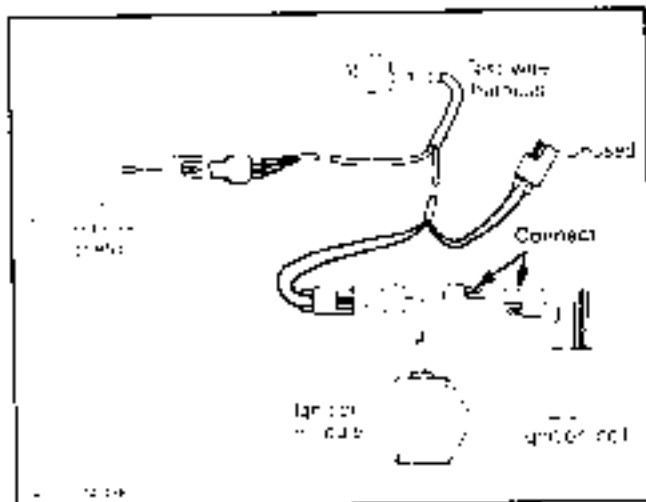
- a) Before performing this test, ensure that the ignition module and its diode have been checked.

NOTE: Ensure that brown ground wire has been connected.

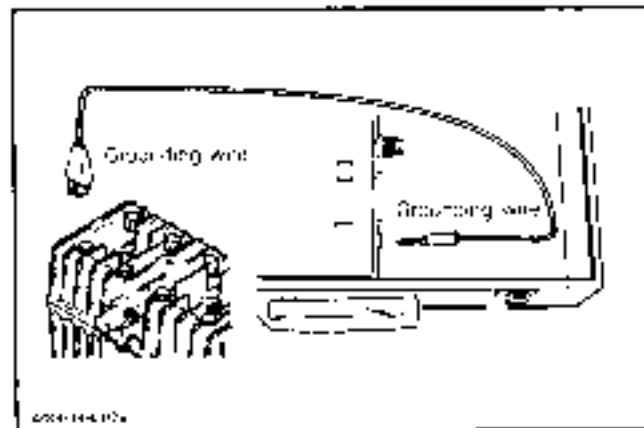
- b) Disconnect the checker test wire harness from the ignition module output side.



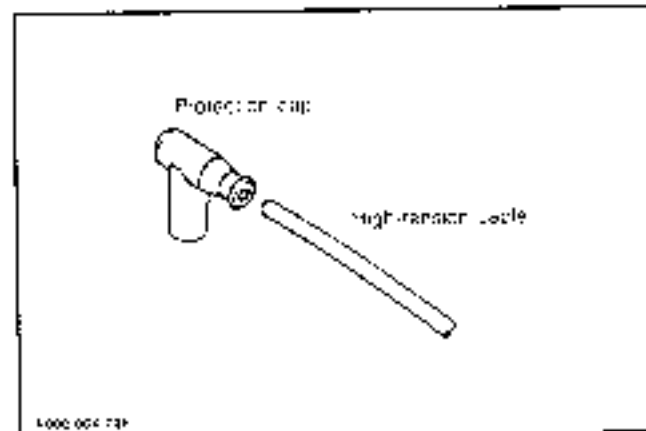
- c) Connect the ignition coil connector to the ignition cable connector.



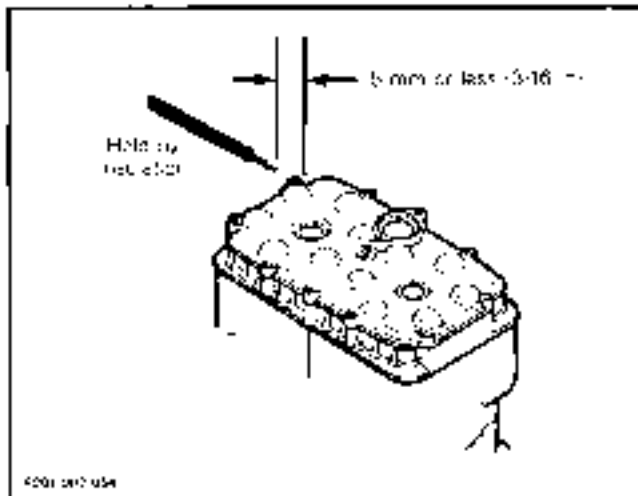
- d) Connect the grounding wire to the CDI checker and to a bare surface of the engine.



- e) Set the selector to CONTROL UNIT position.
f) Remove the protection cap from the end of high-tension wire.



- g) Keep a distance of 5 mm (3/16 in) or less between bare surface of the engine and end of high-tension cable and depress the START SWITCH. Then spark will take place between them.



WARNING: Do not touch the high tension wire while doing the procedure. Hold high tension wire with an insulator.

Generating Coil Test

- a) This test should be performed at both HI & LO switch positions. Switch LO position and set the selector to GENERATOR COIL position.
- b) Crank the engine and read the LED level indicator. Reading should be from 2 to 8.
- c) Switch to HI position and repeat procedure. Reading should be from 2 to 8.

Ignition Module Test

- a) To perform this test, switch can be at LO or HI position.
- b) Set the selector to CONTROL UNIT position.
- c) Depress START switch for five seconds minimum and read LED level indicator. Reading should be from 4 to 5.

Ignition Module Diode Test

- a) Set the selector to CONTROL UNIT DiODE position. Then, four or five LEDs will light. If four or five LEDs do not light, check the power source and that the selector and switches are positioned correctly.
- b) Depress the START switch and read LED level indicator. Reading should be from 6 to 8.

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ANALYSIS OF TEST RESULT

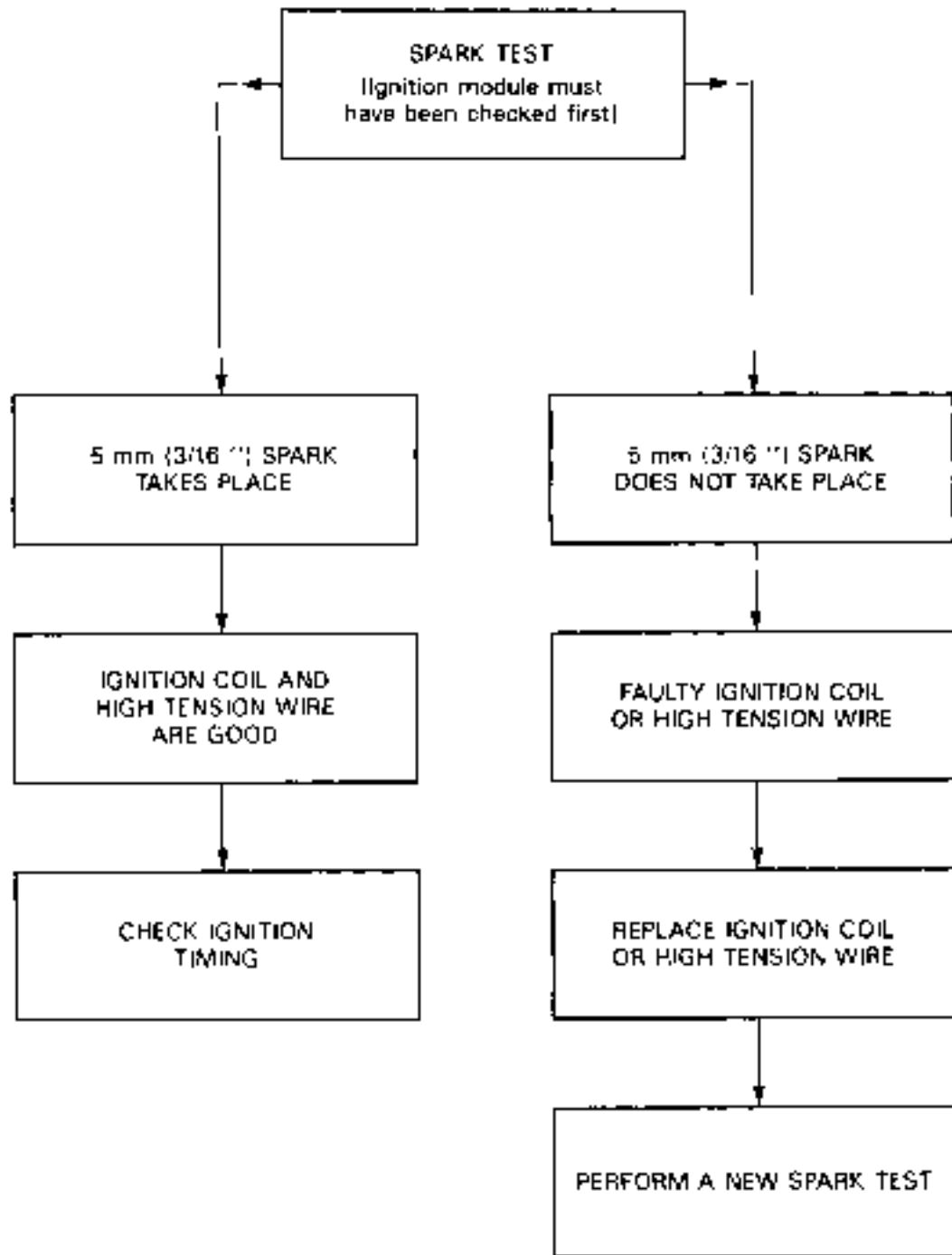
At the end of every test, perform the diagnosis comparing with the diagnostic chart as shown below (as found on CDI checker).

CODE NO.	IGNITION TYPE	CHECK PART		LEVEL INDICATOR								NG*		OK	HARNESS	ENGINE TYPE	
				0	1	2	3	4	5	6	7	8	9				
3	4-5P	Generator coil	HI													B	587
			LO														
		Control unit															
		Control unit diode															
				0	1	2	3	4	5	6	7	8	9				

* NG = Not good

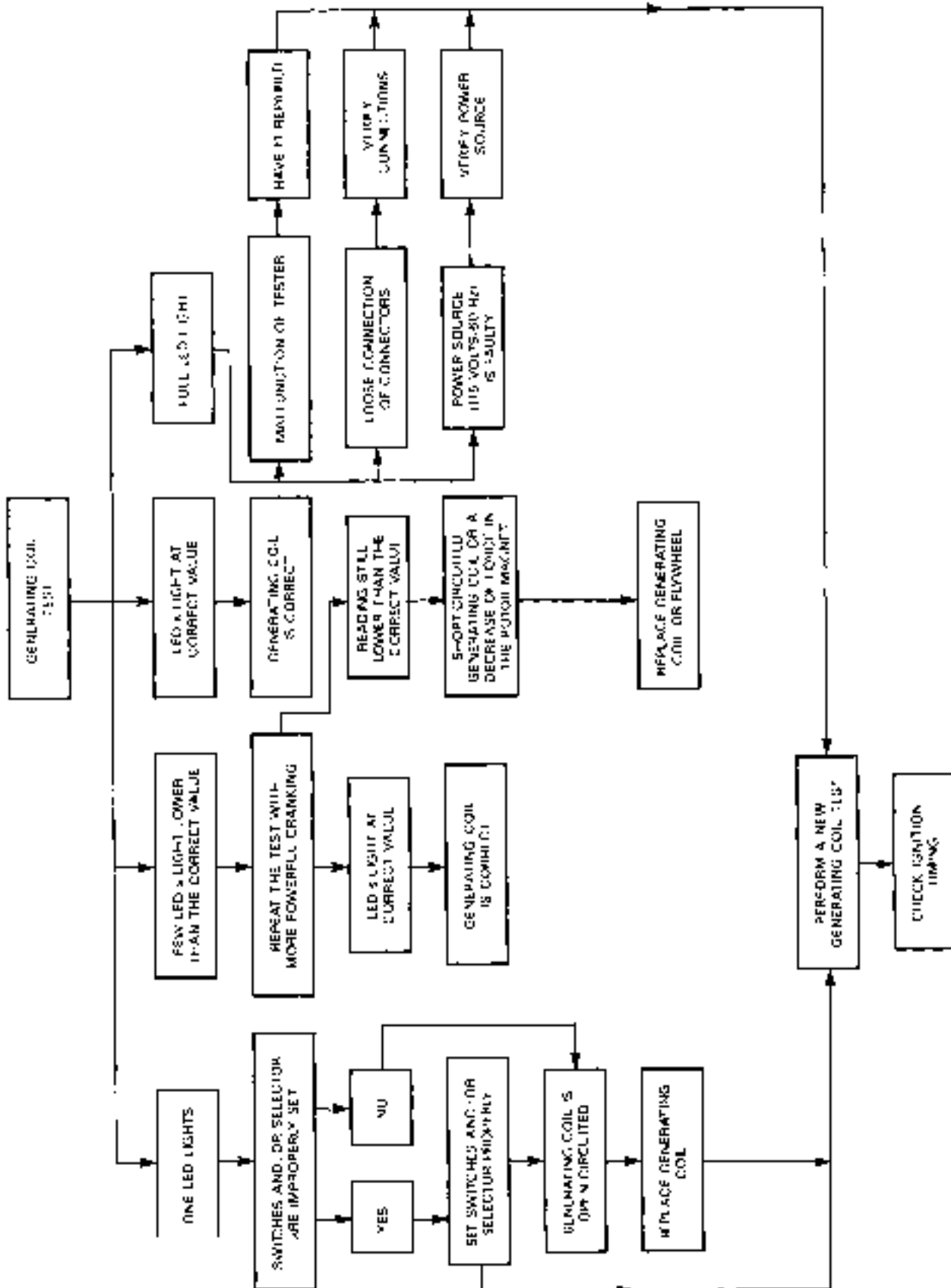
HI = Reading of the LED level indicator is outside of the shaded "OK" range. refer to "Analysis of test result" section for details.

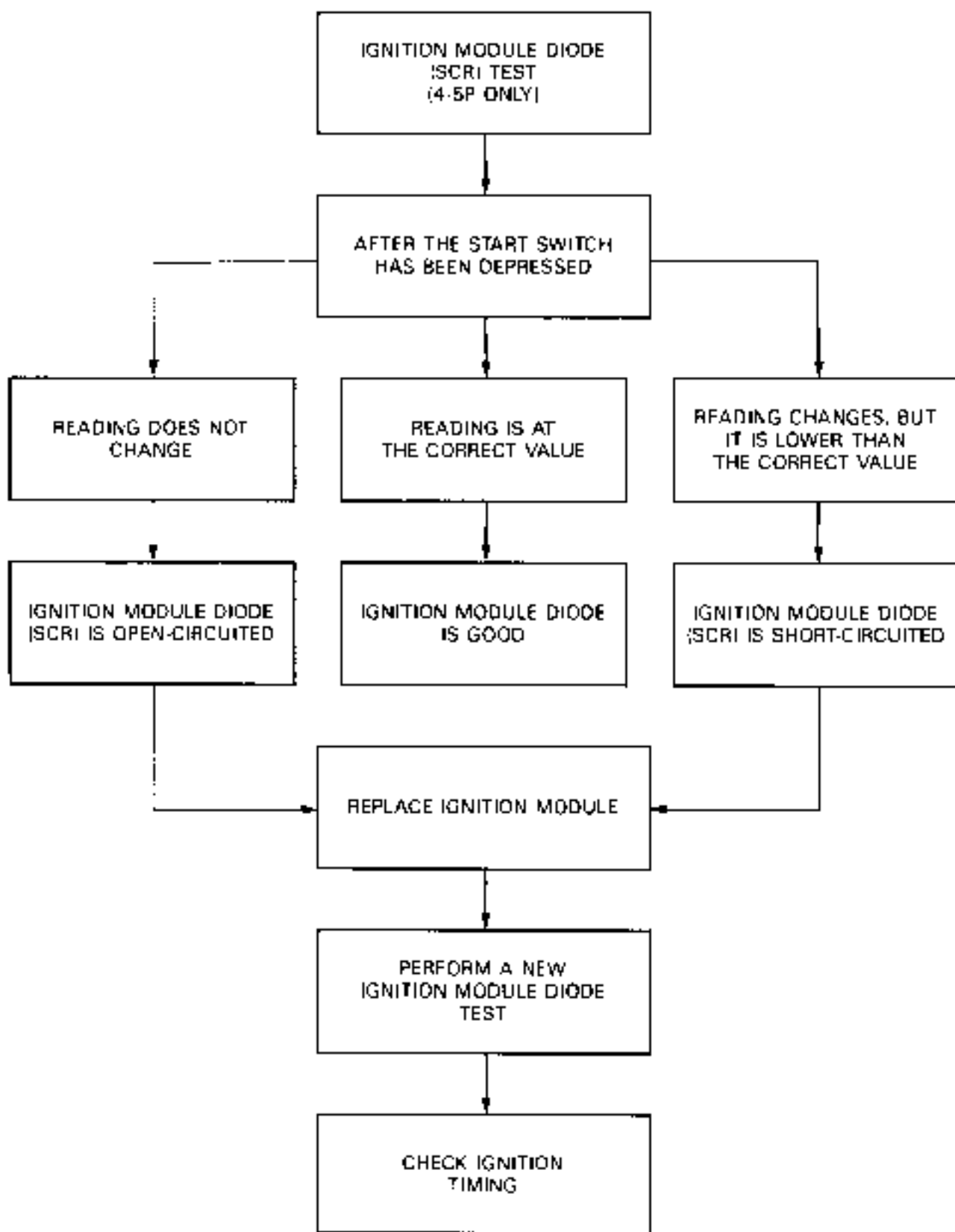
TROUBLESHOOTING CHART – NIPPONDENSO CDI SYSTEM



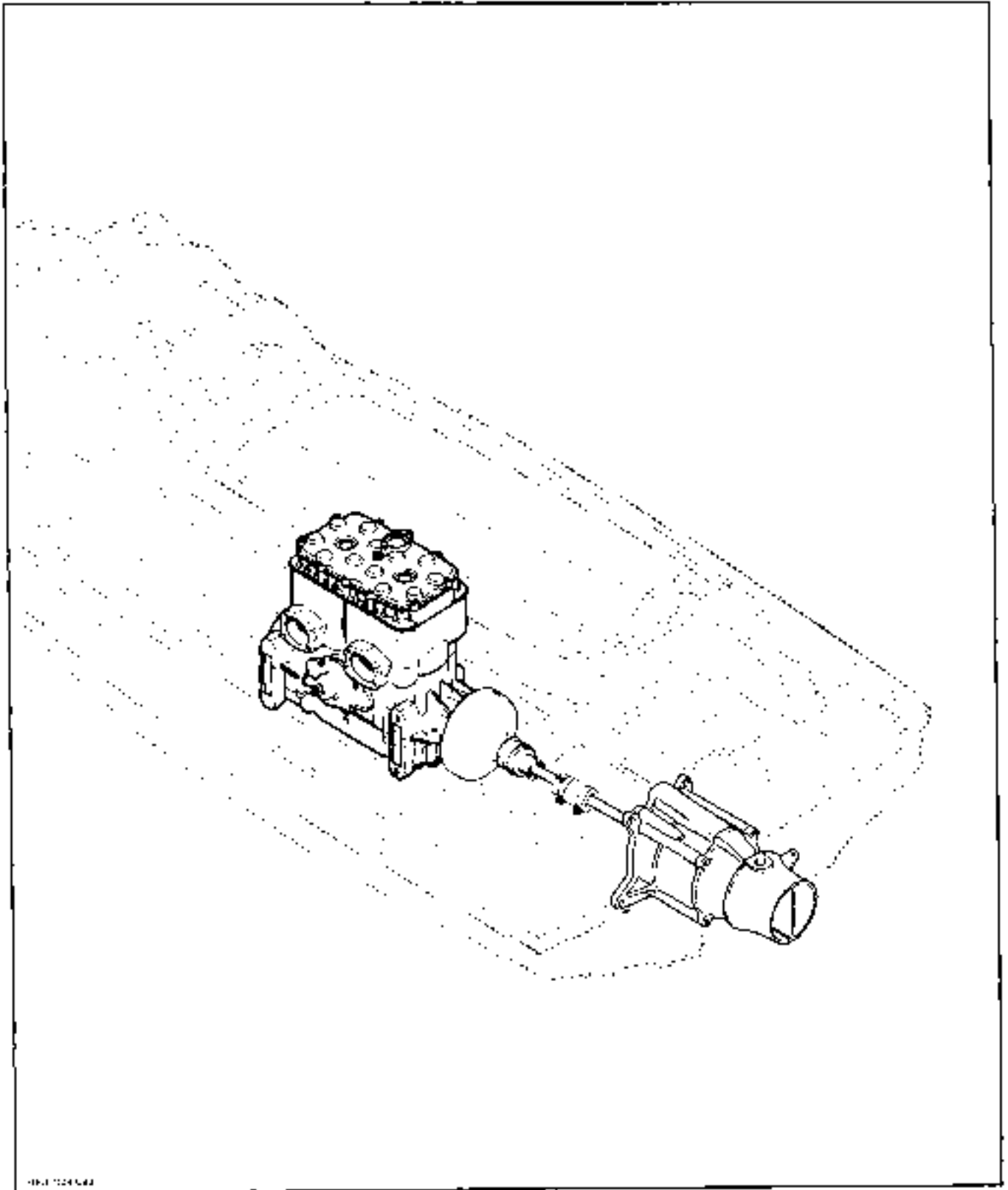
Section 07 ELECTRICAL

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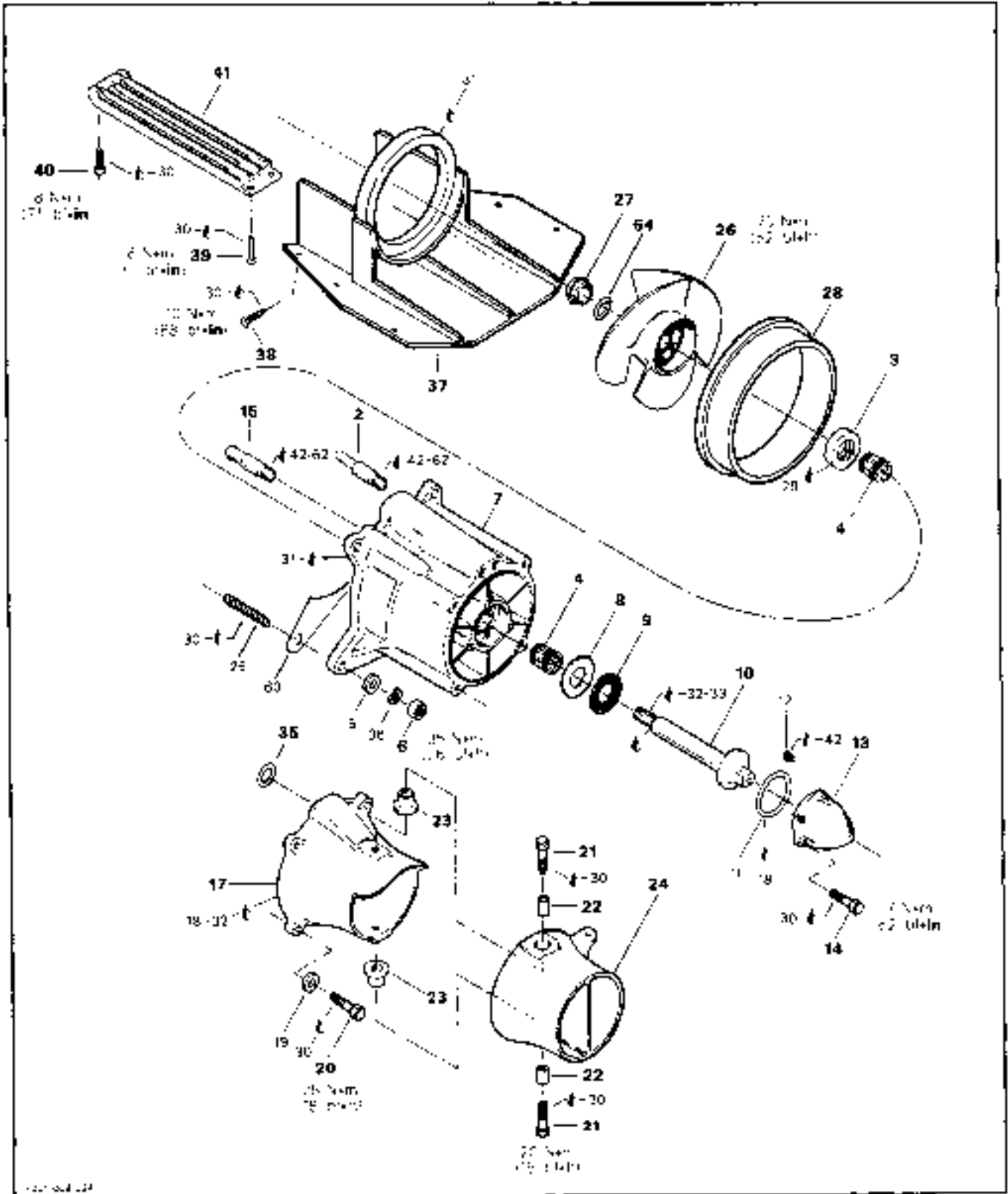
PROPULSION & DRIVE SYSTEMS



1997-2004

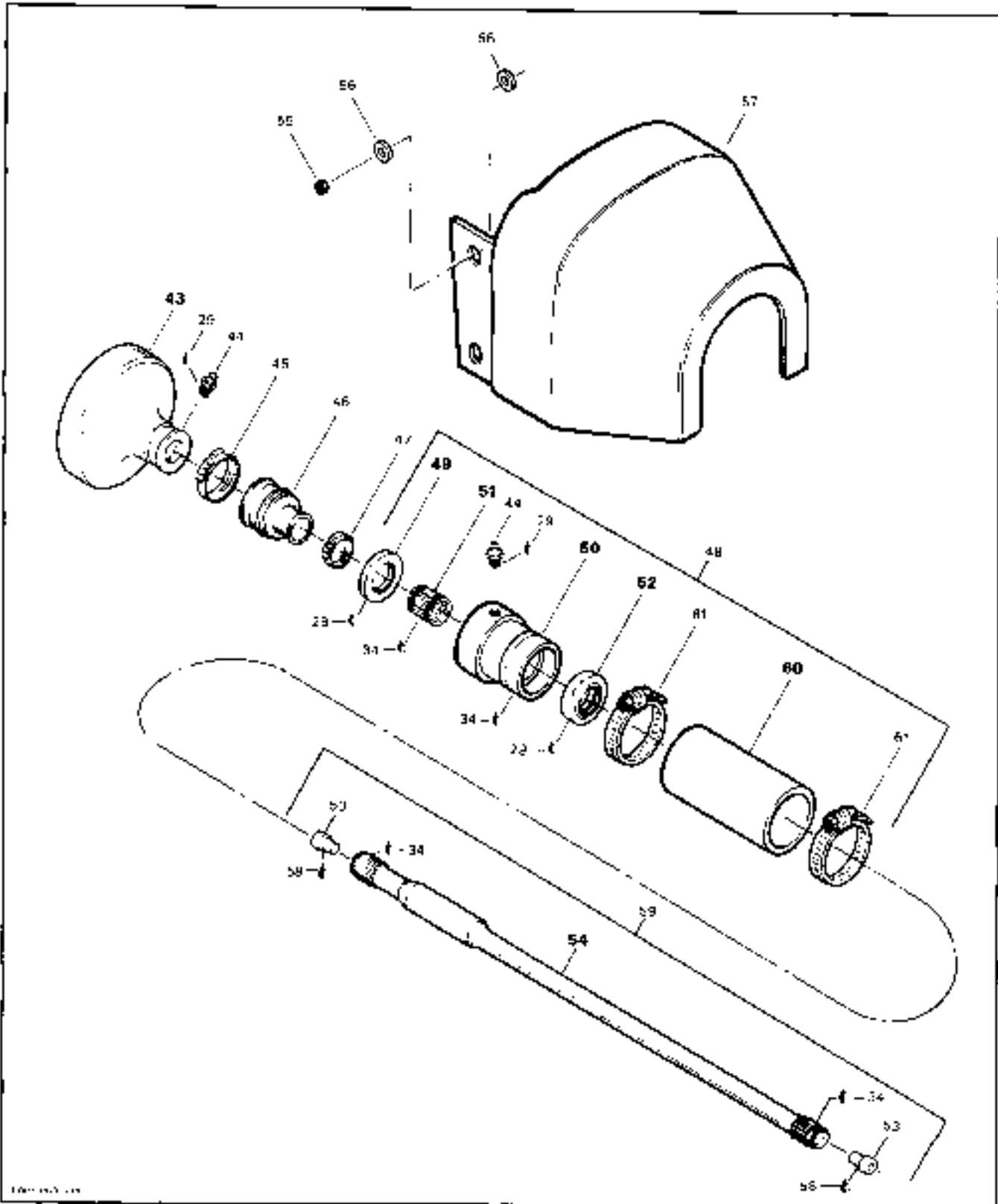
Section 08 PROPULSION & DRIVE SYSTEMS
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JET PUMP UNIT



Section 08 PROPULSION & DRIVE SYSTEMS
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

DRIVE SHAFT & SEAL CARRIER



COMPONENTS

- 1 Timing chain 12
- 2 Drive shaft 14
- 3 Needle bearing 14
- 4 Flat washer M10 x 4
- 5 Nut M10 x 4
- 7 Impeller housing
- 8 Thrust washer
- 9 Thrust bearing
- 10 Impeller shaft
- 11 Drive
- 12 Allen bolt 3/8 x 12
- 13 Impeller shaft
- 14 Impeller head screw M5 x 20 1/2
- 15 Impeller gear
- 17 Shim
- 18 Shim 1/4
- 19 Flat washer M6 x 4
- 20 Flat washer head screw M6 x 4
- 21 Impeller head screw M5 x 20 1/2
- 22 Drive 1/2
- 23 Bearing 1/2
- 24 Gear
- 25 Shim 1/10 x 25 1/4
- 26 Impeller
- 27 Nut
- 28 Wear ring
- 29 Needle 1/8
- 30 Needle 1/4 1/2
- 31 Needle 1/8 1/2 1/2 1/2 1/2 1/2
- 32 Needle 1/8 1/2
- 33 Needle 2/1 1/2

- 34 Synchro gear
- 35 Drive 1/2
- 36 Flat washer M10 x 4
- 37 Ride shoe
- 38 Countersink phillips screw M6 x 15 1/6
- 39 Countersink phillips screw M6 x 15 1/2
- 40 Hexagonal head screw 20 x 2 1/2
- 41 Gear
- 42 Shim 1/8 PST 5/8 1/2 1/2 1/2 1/2
- 43 Thrust
- 44 Thrust ring 1/2
- 45 Gear
- 46 Nylon bush
- 47 Clamp
- 48 Seal carrier assembly
- 49 Seal carrier 1/2
- 50 Seal carrier
- 51 Double bearing
- 52 Seal 1/2 1/2 1/2
- 53 Drive
- 54 Drive shaft
- 55 Nut 1/8 1/2 1/2
- 56 Flat washer M6 x 4
- 57 Impeller gear
- 58 Locking 1/4 1/2 super handle
- 59 Drive shaft assembly
- 60 Flat washer 1/2
- 61 Gear 1/2 1/2
- 62 Shim 1/8 PST 5/8 1/2 1/2 1/2 1/2
- 63 Shim
- 64 Drive

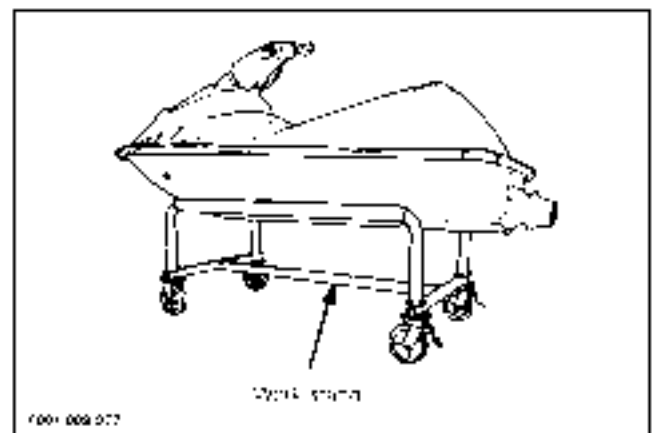
NOTE : Some reference numbers are deliberately missing.

WARNING : It is strongly recommended to remove fuse from fuse holder, in electric box, to prevent engine/propulsion system from unexpected rotation.

JET PUMP SERVICING

NOTE : This portion outlines some routine procedures. To obtain complete information concerning these procedures, inspection, parts, instructions, fastening thread locking products, tightening torques etc, refer to "REMOVAL AND OVERHAUL" and following portion.

To work on watercraft, it is suggested to install it on a suitable stand so that it is secure. Thus, if access is needed to water inlet area, it will be easy to slide underneath watercraft. Working on the ride shoe, etc, can be done by simply blocking the rear of vehicle above work stand.



Impeller Condition & Impeller/Wear Ring Clearance

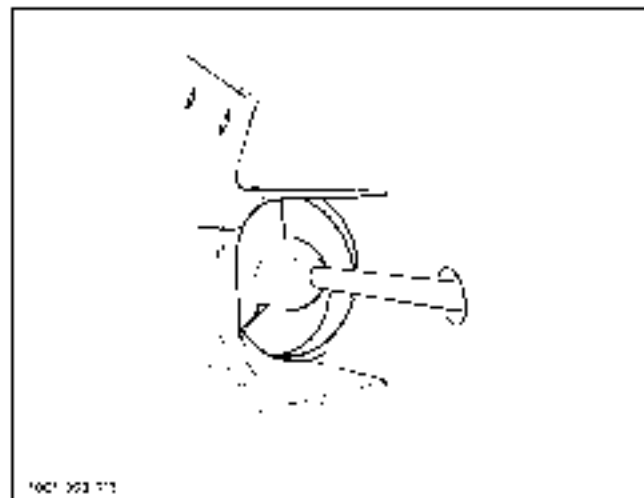
NOTE : These verifications can be performed without removing impeller housing and thus, avoiding coating and sealing pump to hull.

Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

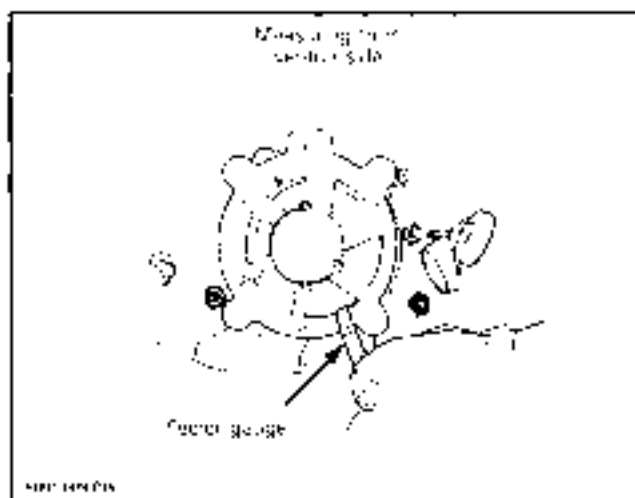
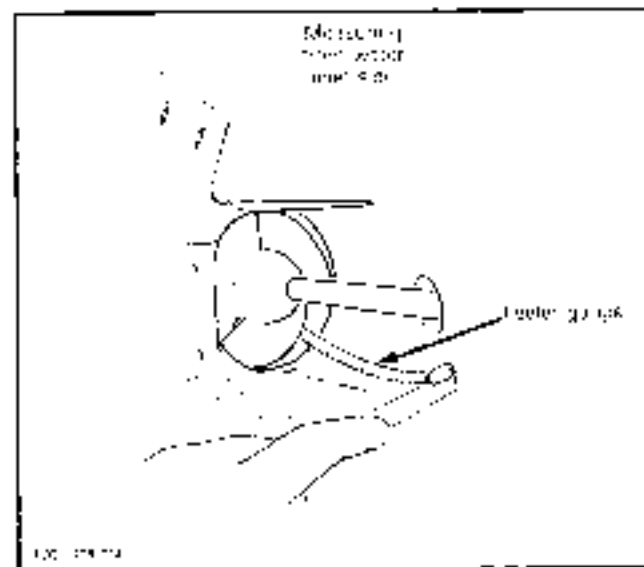
Impeller Condition

Impeller and boat condition can be quickly checked from outside of the watercraft. Remove grate and look through water inlet opening.



Impeller/Wear Ring Clearance

This clearance is critical for jet pump performance. Clearance can be checked from water inlet opening, after inlet grate removal, or from venturi side after venturi/nozzle assembly removal, however this may be more difficult.



Using a long feeler gauge (30 cm/12 in) blades, measure clearance between impeller blade tip and wear ring. Measure each blade at its center. Clearance should not exceed 1.02 mm (.040 in). If clearance is greater, disassemble jet pump and inspect impeller and wear ring. Renew worn parts.

Oil Inspection/Replacement

Detach ball joint of steering cable from nozzle.

Remove four retaining screws from venturi.

Pull venturi and nozzle assembly apart.

Remove the plug of housing cover.

Check oil level. It should be to bottom of hole threads.

If oil level is low, check impeller shaft seal and/or housing cover O-Ring for leaks. If everything is correct, add proper amount of oil.

To check oil condition, insert a wire through opening then withdraw. A whitish oil indicates water contamination.

This may involve defective impeller door and/or impeller shaft seal and/or O-Ring of housing cover. Jet pump unit should be overhauled to repair boat or sea.

To replace oil, remove housing cover so that oil can drain.

Thoroughly clean reservoir and inside of cover with a solvent.

Reinstall cover and remove plug from cover.

Pour approximately 85 mL (2.2 oz.) of oil through hole until oil reaches the bottom of hole threads. Use SEA-DOO JET PUMP SYNTHETIC OIL (P/N 293 600 011; 01V).

▼ **CAUTION:** This is a synthetic oil. Do not mix with mineral based oil.

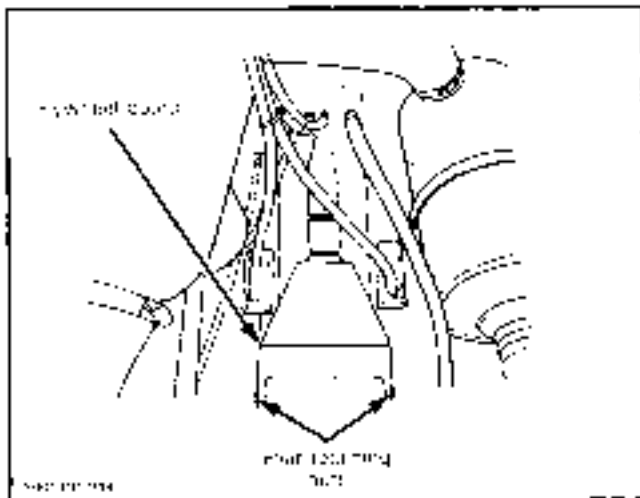
Properly reinstall removed parts.

Section 08 PROPULSION & DRIVE SYSTEMS
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

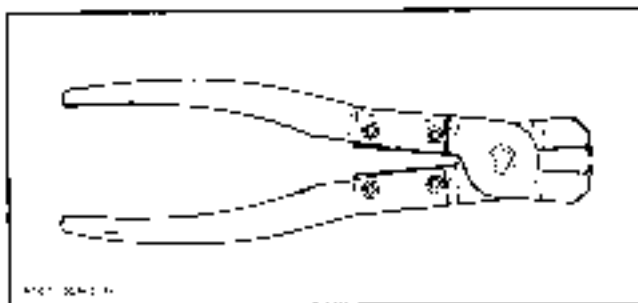
REMOVAL AND OVERHAUL

NOTE - Whenever removing a part, visually check for damage such as corrosion, crack, split, break, porosity, cavitation, deformation, distortion, heating discoloration, wear pattern, missing plating, missing or broken needle or needle bearing, water damage determined by black-colored spots, etc. Renew any damaged part. As a quick check, manually free clearance and end play, where applicable, to detect excessive wear.

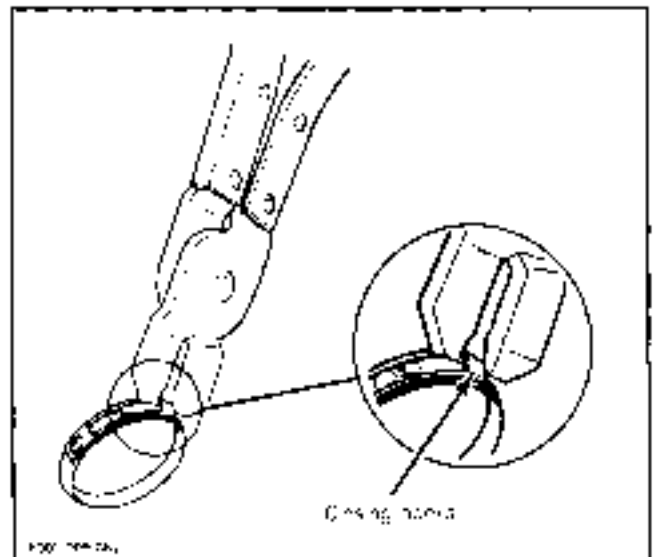
Remove flywheel guard.



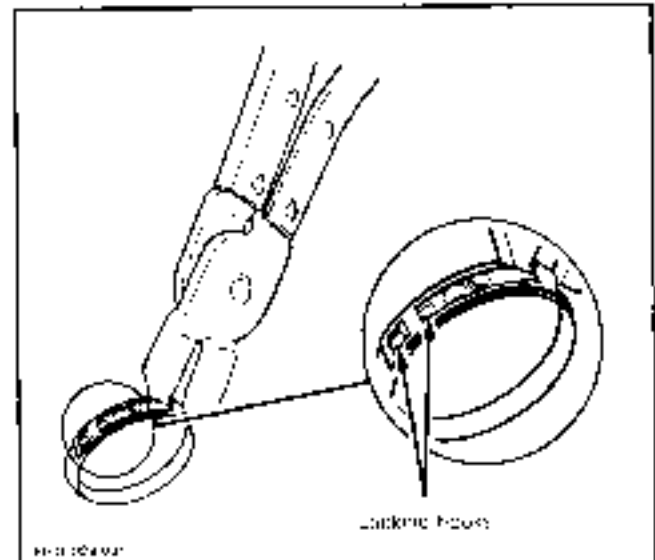
Unlatch small clamp on drive shaft boot as follows.
 Use pinset P/N 295 000 069.



Insert pointed tip of pinset in closing hooks.



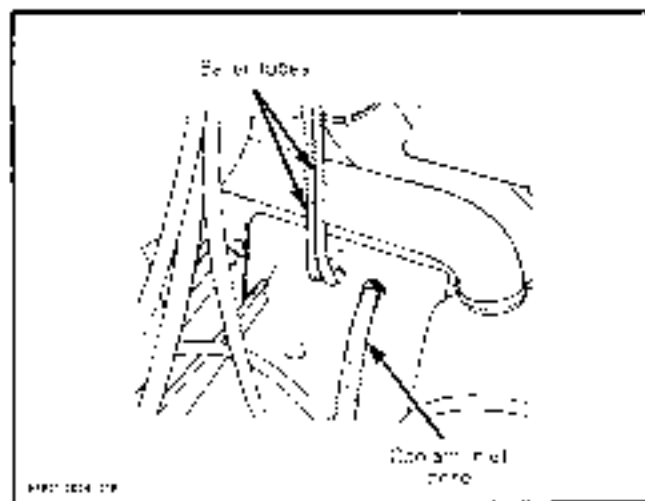
Squeeze pliers to draw hooks together and disengage jaws from locking hooks.



Keep clamp for later use.
 From inside bilge, disconnect contact in at hose and both boiler tubes from impeller housing.

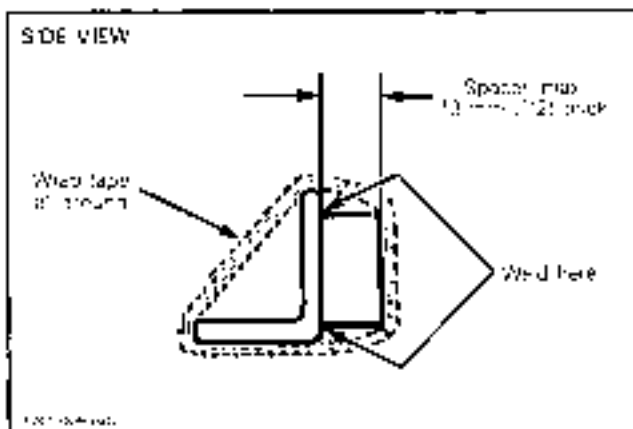
Section 08 PROPULSION & DRIVE SYSTEMS

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Weld one spacer 13 mm (1/2 in) thick x 25 mm (1 in) wide x approximately 50 mm (2 in) long, each end of each bar on the same side of holes.

Wrap protective tape around each spacer to prevent scratching rear end of hull.



21,22,23,24, Screw, Sleeve, Bushing & Nozzle

Manually turn nozzle from side to side. It must pivot easily.

NOTE: To ease steering operation, the diameter of nylon bushings can be slightly enlarged with a 13 mm (1/2 in) round file (flat end type).

Remove two retaining screws and withdraw nozzle. Push sleeves and bushings out of nozzle.

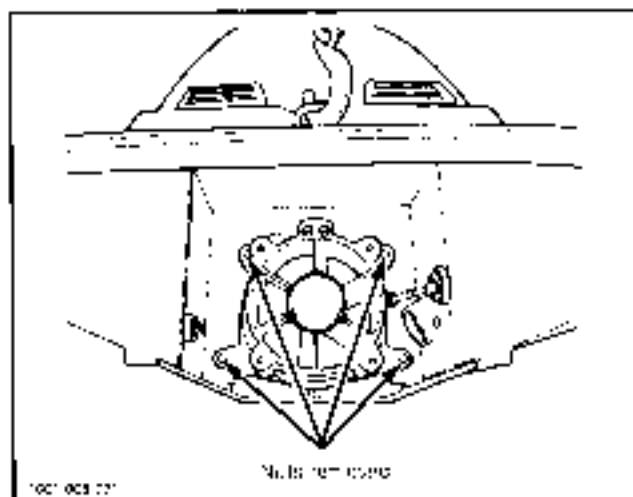
17,20,35, Venturi, Screw & O-Ring

Remove four retaining screws and withdraw venturi.

6,7, Nut & Impeller Housing

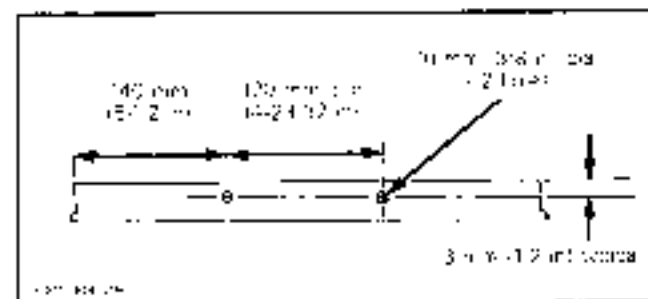
Impeller housing can be easily separated from the hull with following suggested tool:

- Use two steel angle bars 25 x 25 x 3 mm (1 x 1 x 1/8 in) thick x 400 mm (16 in) long.
- Drill two 10 mm (3/8 in) dia. holes in each bar as shown in the following drawing.



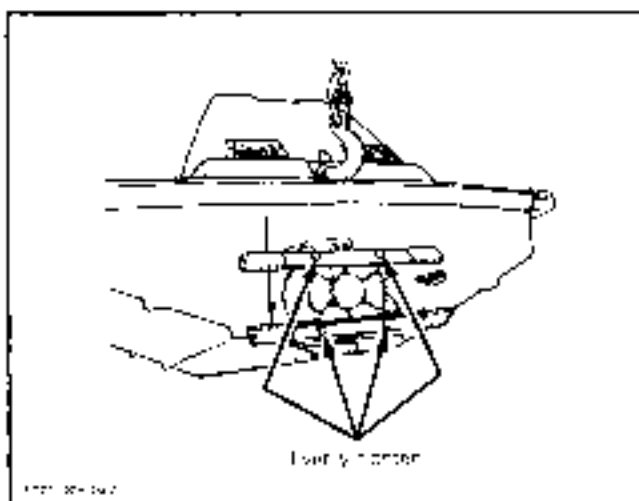
Evenly tighten four screws to remove impeller housing.

Evenly tighten four screws to remove impeller housing.



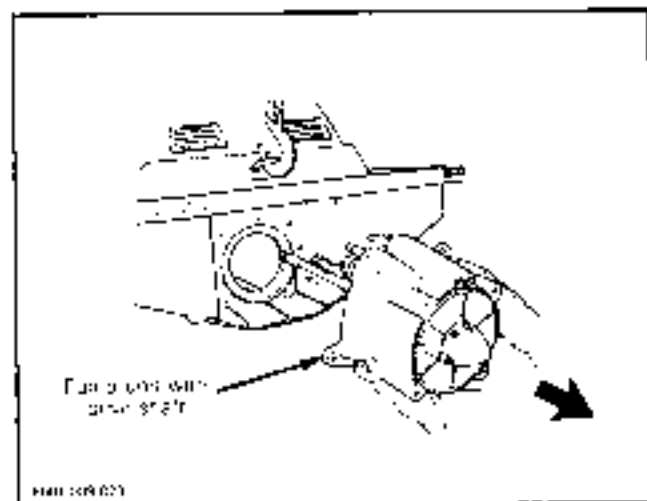
Section 08 PROPULSION & DRIVE SYSTEMS

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Withdraw pump unit and drive shaft together.

CAUTION: When removing pump unit a shim **could** have been installed between hull and pump housing be careful not to damage shim. If shim is not reinstalled engine and jet pump alignment will be altered.

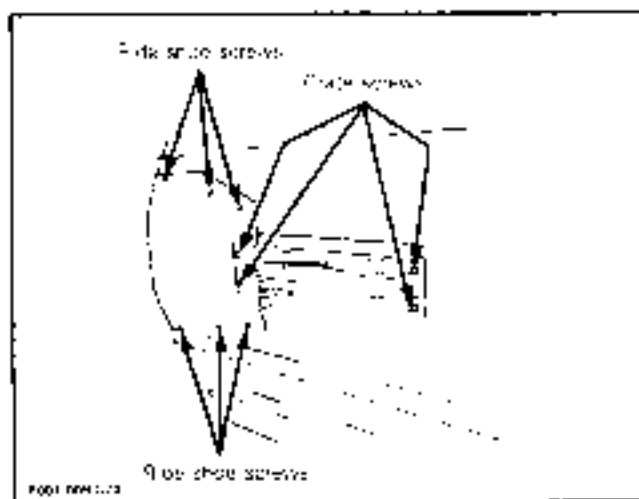


37,38,39,40,41, Ride Shoe, Screw & Grate

NOTE: Grate must be removed prior to removing ride shoe. Impeller housing must be removed to allow ride shoe removal.

NOTE: An impact screwdriver can be used to loosen 1 grm screws.

Remove four retaining screws of grate then withdraw it. Remove six retaining screws of ride shoe then withdraw it.



Ride shoe can be easily separated from hull with following suggested tool.

CAUTION: Prying ride shoe is likely to be damageable. Use special tool when ride shoe needs to be removed without damage.

Use two steel angle bars 25 x 25 x 3 mm (1" x 1" x 1/8 in) thick x 225 mm (9 in) long.

- A kind of turnbuckle is needed to apply extension force between ride shoe and hull. Use a 26 mm (1 in) square tube by approximately 125 mm (5 in) long so that, with all parts welded, its overall length will not exceed 190 mm (7-1/2 in).
- On one end, weld a 10 mm (3/8 in) dia. nut.
- Weld the head of a 10 x 100 mm (3/8 x 4 in) screw on top of one angle bar thru screw in square tube.
- Insert a 10 x 15 mm (3/8 x 1/2 in) screw through a large and thick washer or a suitable screw.
- Install a nut on screw. Do not fully tighten, ensure screw can easily rotate. No washer. Weld the top of other angle bar to nut.
- Weld the washer to the remaining end of square tube.

Section 08 PROPULSION & DRIVE SYSTEMS

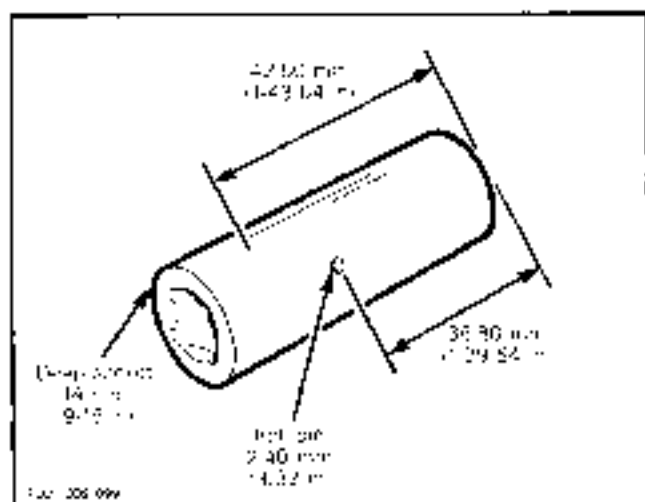
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

2.15. Fitting

Fittings can be removed with deep socket or vise grip. Do not contact hose mounting area.

Fitting can be removed from pump housing with following suggested tool:

- Use a deep socket 14 mm (9/16 in)
- Drill deep socket with a 14 mm (9/16 in) drill bit, starting at hexagone head end as shown in following illustration.
- Drill one 2,40 mm (3/32 in) hole in center of deep socket as shown in following illustration.
- Install 2,40 mm (3/32 in) roll pin in the center hole.



13.14. Housing Cover & Screw

Starting with pump assembly in horizontal position, remove three retaining screws.

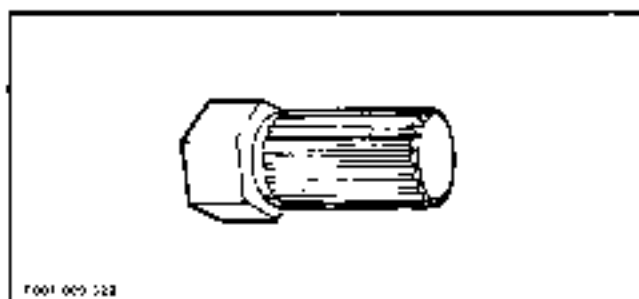
Place container under cover to catch oil.

Using a fiber hammer, gently tap cover to release from impeller housing.

Insert impeller shaft holder (P/N 295 000 082) on far end of impeller shaft.

Using two screws previously removed from venturi, secure shaft holder to housing. To ease removal heat impeller center with a propane torch to approximately 150°C (300°F) to break the Loctite bond.

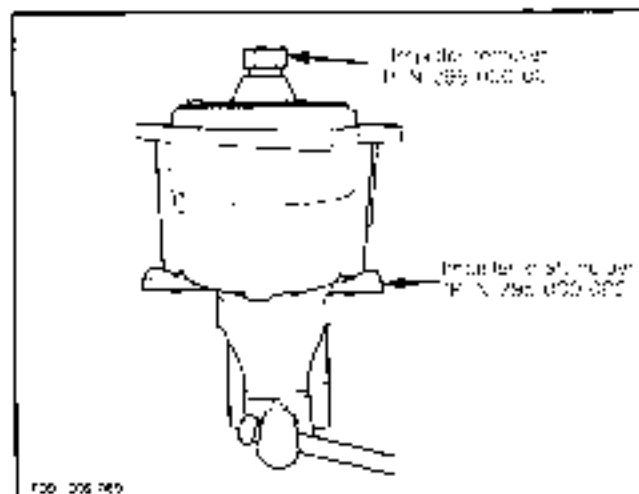
Impeller holder (3/32 in) (3/16 in) for removal (P/N 295 000 082)



Install shaft holder in a vise.

Insert special tool in impeller splines.

Rotate counter-clockwise and completely unscrew impeller.



CAUTION: Never use any impact wrench to loosen impeller.

To remove impeller, apply a rotation movement and pull at same time. Slide impeller out of housing and remove tool.

Remove two screws holding impeller housing to shaft holder.

- Lift impeller housing away from impeller shaft.
- Slide thrust washer and thrust bearing off shaft.


Section 08 PROPULSION & DRIVE SYSTEMS


Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

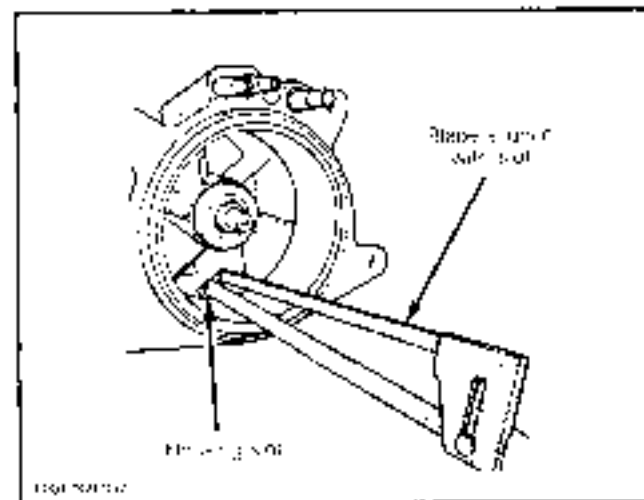
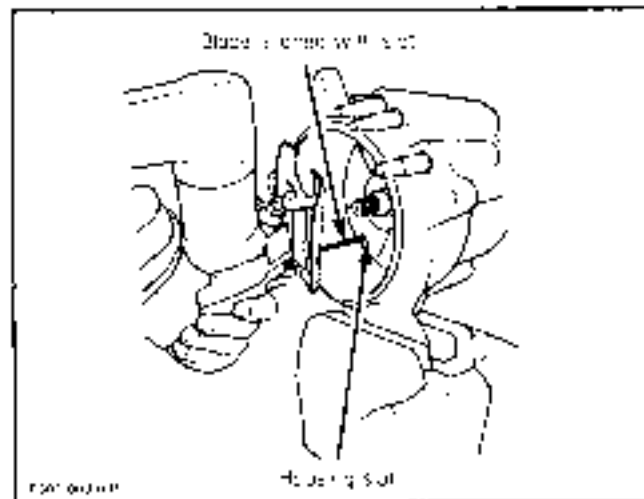
28, Wear Ring

Place impeller housing in a brass jaw vise so that it is firmly retained by a lug.

Cut wear ring in line with the provided slot.


 **NOTE:** Wear ring can be cut using a hacksaw, a small buffer or a low clearance hacksaw such as Snap-On #53.

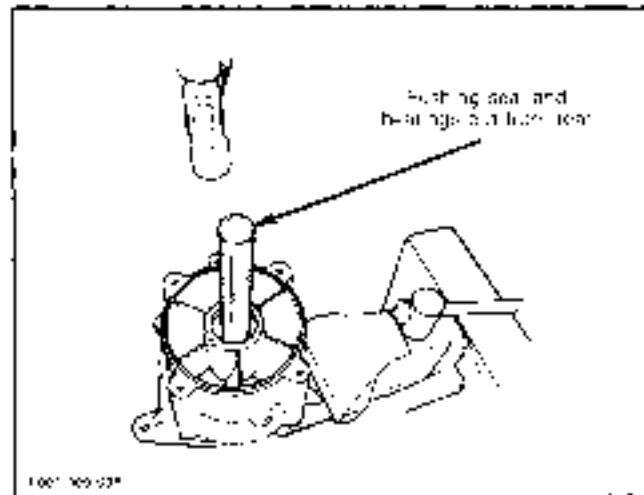
 **CAUTION:** When cutting ring, be careful not to damage impeller housing.




After cutting ring, insert a screwdriver blade under slot and raise ends of ring. Slip ring out.

3, Seal

 **NOTE:** If bearings and seal need to be removed, the special pusher described in bearing removal after following steps, can be used to push the seal out at same time. Simply insert pusher from the rear and push towards the front.

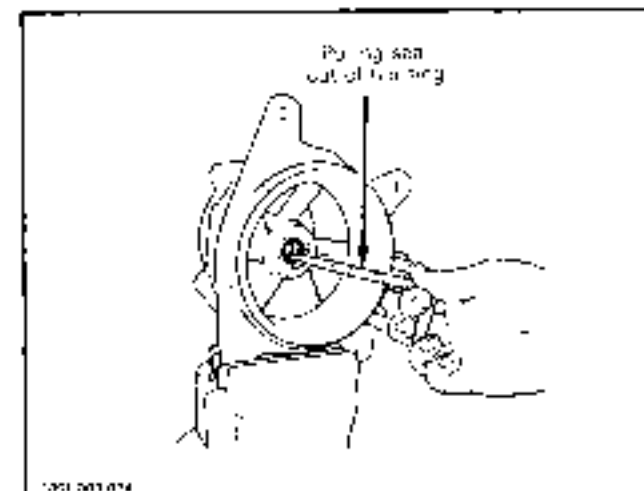
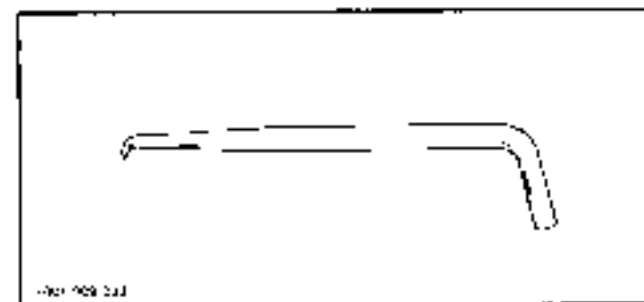


If O-ring seal needs to be renewed, proceed as follows:

 **CAUTION:** It is not recommended to push seal out with a punch. Housing and/or bearings could be damaged.

Seal should be removed using the following suggested tool:

Seal puller, Snap-On #56129



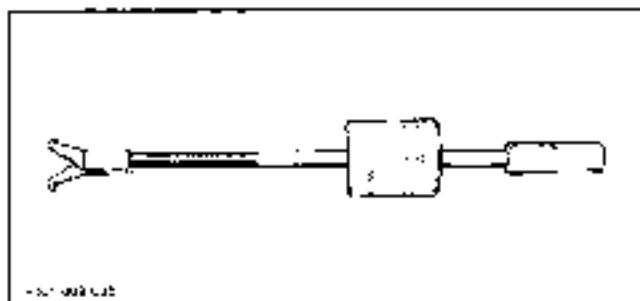
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Or Use a Snap On Hammer Puller including

Handle C193-1

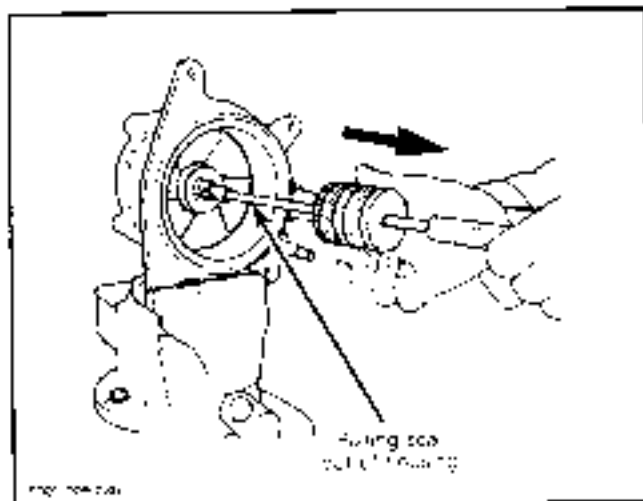
Hammer C1125-5

Claws C1125-4



Close puller claws so that they can be inserted between seal and bearing. Holding claws, turn puller shaft clockwise so that claws open and tighten against seal.

Slide puller's feet outwards and gently tap puller end. Work with small taps; otherwise claws will slip out. As soon as seal begins to slide out, retighten claws to always maintain them tight against seal. Continue pulling until seal is out.

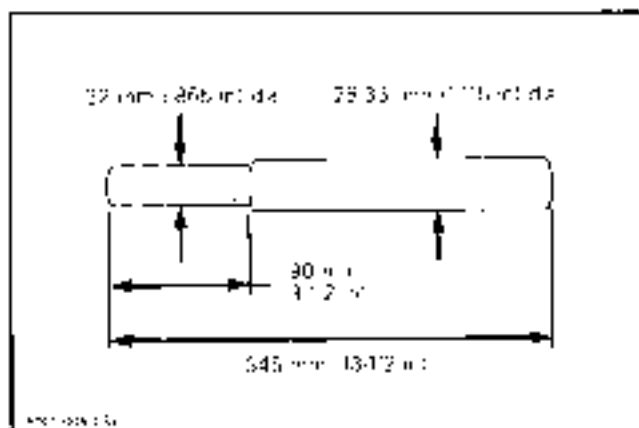


4. Needle bearing

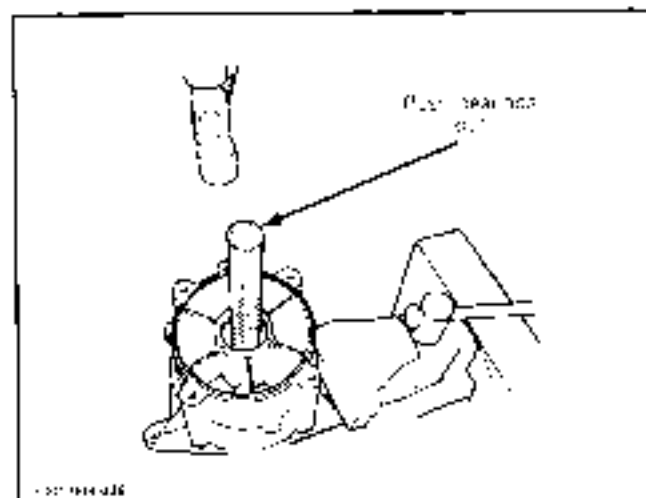
NOTE: It is always recommended to renew both bearings, even if only one needs to be replaced.

Bearings can be easily removed with the following suggested pusher.

Use a 30 mm dia. x 345 mm long 11-18 dia. x 13-1/2 in. steel shaft. Machine shaft as per the following drawing.



Insert pusher into one bearing then push tool using a air-rod press until bearings slip out. This removal tool may also be used with a hammer. However, care should be taken not to damage bearing journals.



NOTE: If seal is to be renewed at same time, simply insert pusher from the side opposite of seal then push seal and bearings out.

49,50,51,52, Seal, Seal Carrier & Needle Bearing

Seals and bearing can be removed using same suggested tools as for pump unit.

Properly support seal carrier when removing seals and bearing.

Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

CLEANING

NOTE: Bailer tube linings and cooling supply fitting can be removed to ease cleaning of impeller housing mating surface.

Most silicone can be removed out with a scraper such as Snap-On #CG-A12.

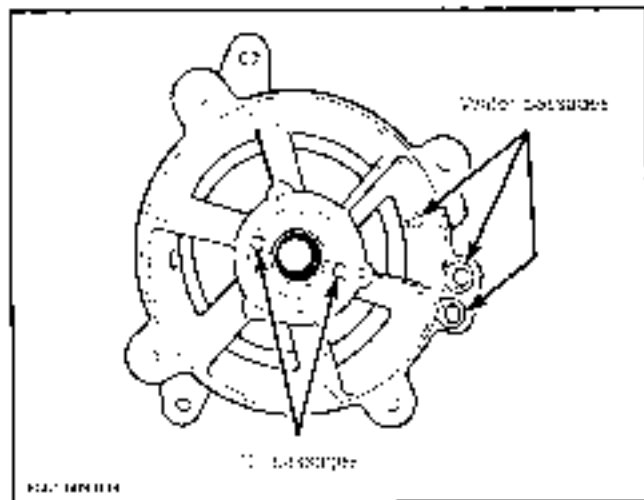
Remaining silicone can be scraped with a steel brush (to set) mounted on a drill motor.

Bombardier silicone #157 (P/N 295 000 040) can be used to remove remaining silicone. Carefully spray on mating surfaces taking care not to extend outside of this area but use part will be damaged. Let product dissolve silicone then scrape it.

Properly clean all threads.

Disassemble King and clean parts in a solvent.

Carefully check water passages (bailer, cooling system) and oil passages. Blow low pressure compressed air through them and make sure they are not clogged.



INSPECTION

26,43,51,54, Impeller, Flywheel, Needle Bearing & Drive Shaft

Visually inspect surfaces of drive shaft, impeller and flywheel. Check for wear or deterioration. Renew any damaged part.

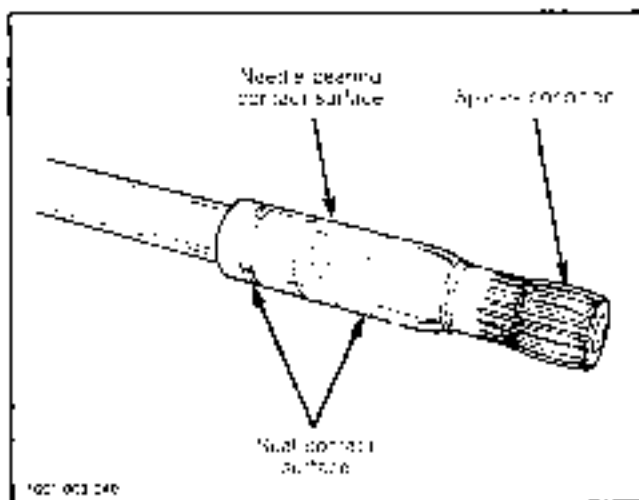
54, Drive Shaft

Wear

Visually inspect shape of dampers for deformation or other damage. Ensure they are firmly retained.

Inspect needle bearing of seal carrier and its contact surface. Check for scoring, pitting, chipping or other evidence of wear.

With a finger feel for contact surfaces of bearing and seals. If any irregular surfaces found, renew drive shaft.

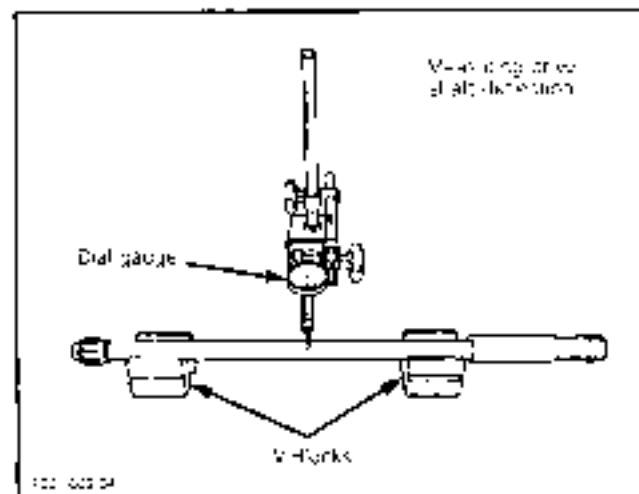


Deflection

Excessive deflection could damage splines of drive shaft, impeller, flywheel or seal carrier.

Install drive shaft in V-Blocks and set a dial gauge in center of shaft. Slowly rotate shaft; difference between highest and lowest dial gauge reading is deflection. Refer to the following illustration.

Maximum permissible deflection is 0.5 mm (0.020 in).



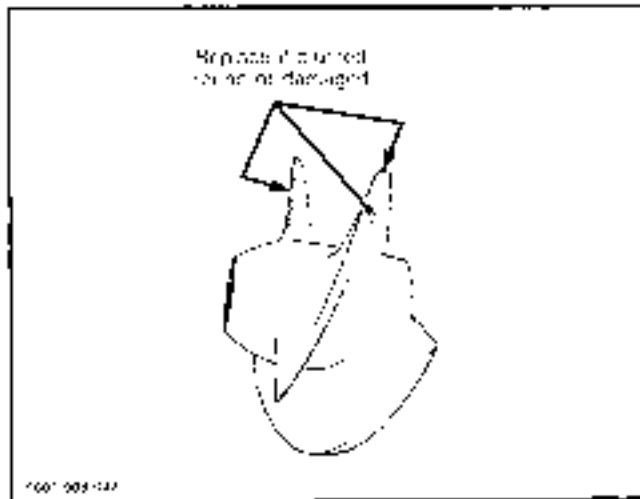
Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

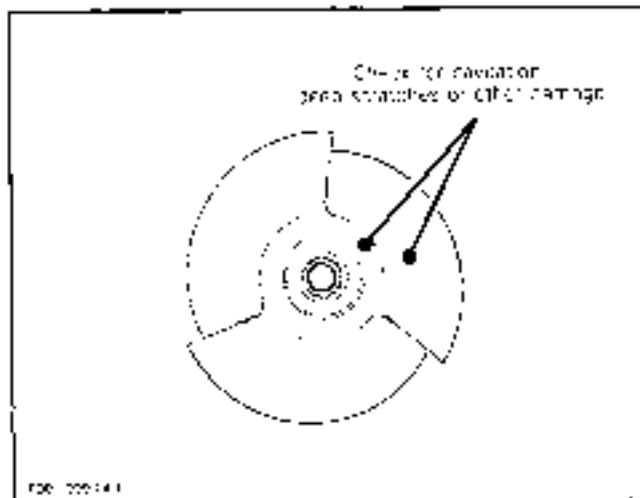
26.28, Impeller & Wear Ring

Examine impeller and wear ring for distortion.

Check if tips of blades are blunted, round, chipped or broken. Each impeller is unbalanced and will vibrate and damage wear ring, impeller shaft, shaft seal or bearings. Renew if damaged.



Check impeller for any (scuff) damage, deep scratches or any other damage.



Check wear ring for deep scratches, irregular surface or any apparent damage.

If impeller/wear ring clearance is too large and impeller is in good shape, renew wear ring.

4,10, Needle Bearing & Impeller Shaft

Wear

Inspect needle bearings and their contact surface. Check for scoring, pitting, chipping or other evidence of wear.

With a finger, feel contact surface of seal. If any irregular surface is found, renew impeller shaft.

With impeller shaft installed with bearings, rotate it and make sure it turns smoothly.

Radial Play

Radial play is critical for jet pump and life span.

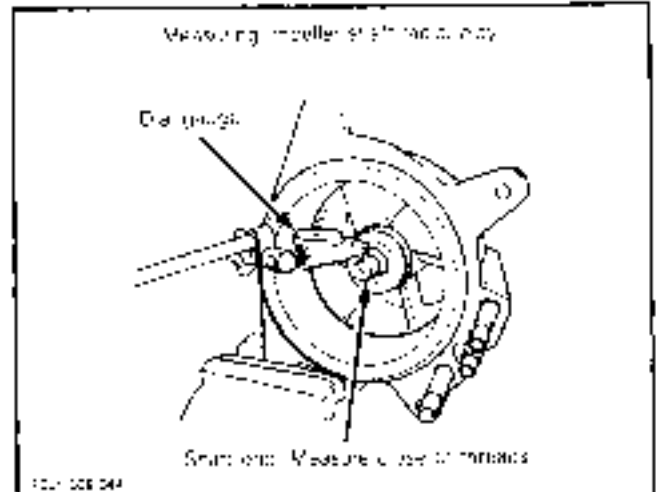
Radial play of impeller shaft is checked with shaft housing, without impeller.

Retain housing in a brass jaw use masking screw nut to damage housing lug.

Set a dial gauge and position its tip onto end of shaft close to end of threads.

Move shaft end up and down. Difference between highest and lowest dial gauge reading is radial play.

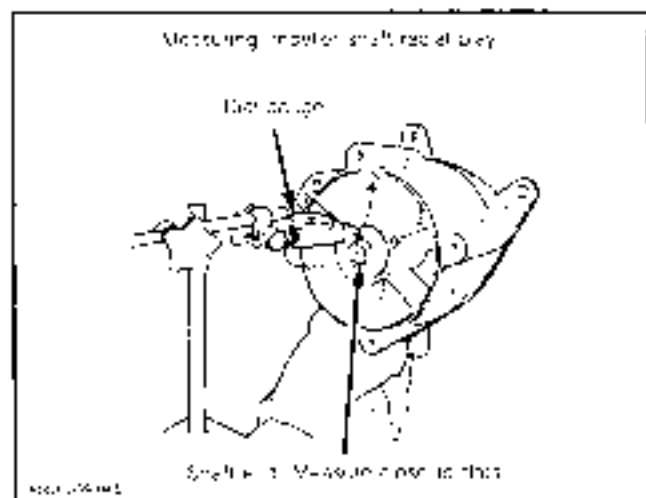
Maximum permissible radial play is 0.05 mm (0.002 in).



Section 08 PROPULSION & DRIVE SYSTEMS

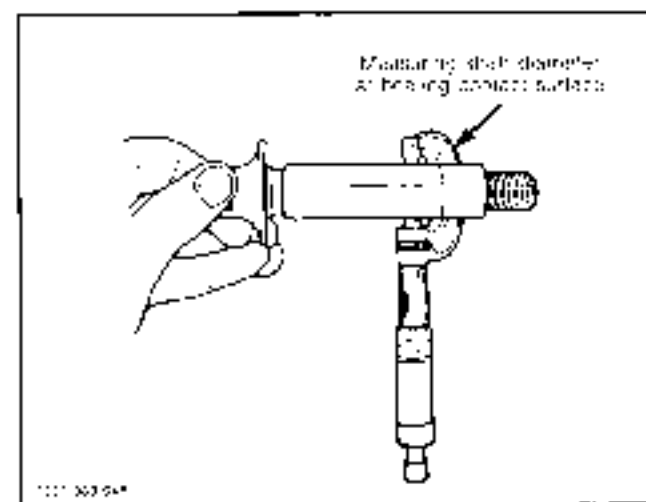
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

To check both bearings, proceed the same way with other end of shaft. Position tip of gauge on diameter close to fans on shaft.



Excess play can come either from worn bearings or imprecise shaft.

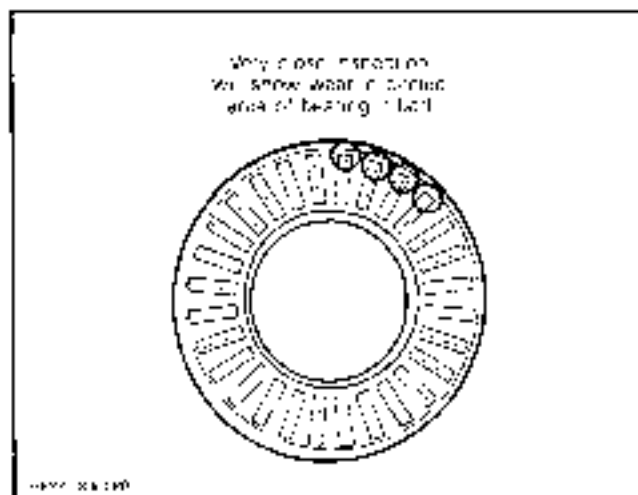
Measuring shaft diameter will determine defective part. Using a micrometer, measure diameters on bearing contact surfaces. Minimum shaft diameter should be 22.26 mm (0.876 in.). A shaft with no grooves and dials wear bearings. Replace both bearings.



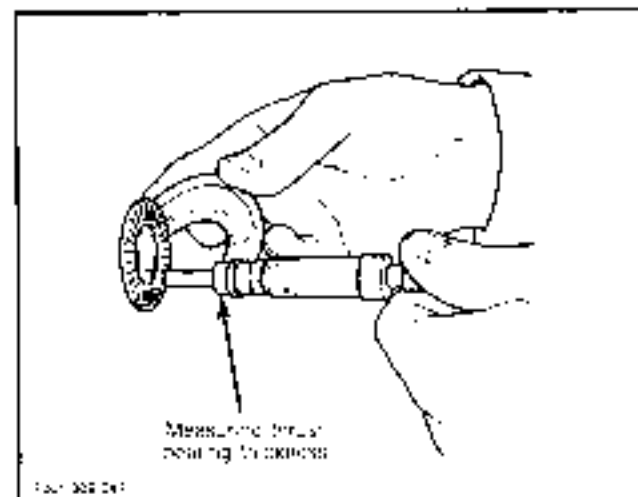
NOTE If shaft is to be replaced, the recommendation is to replace both bearings at same time. In addition, it is suggested to replace thrust bearing and thrust washer.

8.9. Thrust Washer & Thrust Bearing

Visually inspect thrust washer, thrust bearing, and their contact surface. Check for scoring, pitting, chipping or other evidence of wear.



Measure thrust bearing thickness. If outer diameter is found smaller than 1.83 mm (0.076 in.), renew it.



NOTE When replacing either washer or bearing, it is recommended to renew both.

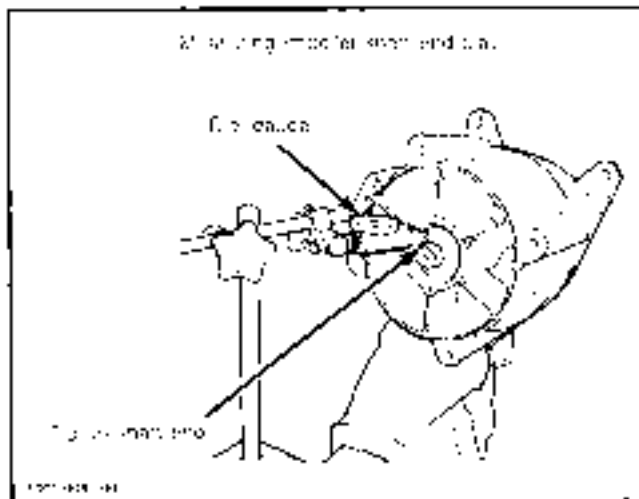
Section 08 PROPULSION & DRIVE SYSTEMS
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13. Housing Cover

End Play

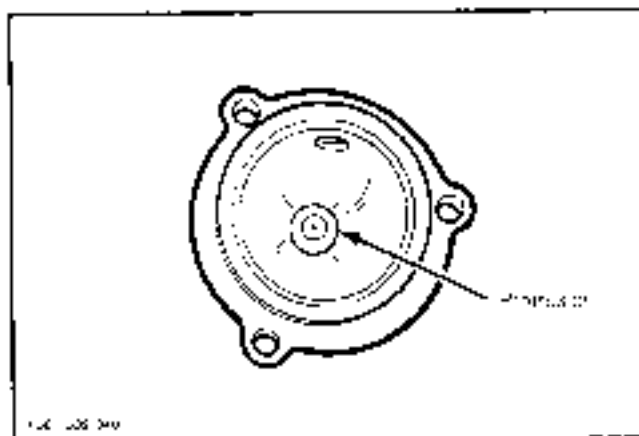
End play of inner shaft is checked with shaft in housing with propeller.

Retain housing in a brass jaw vise making sure not to damage housing lip. Set a dial gauge and position its tip on the end of shaft. Move shaft end by pulling and pushing. Difference between highest and lowest dial gauge reading is end play. Maximum permissible end play in inch is 0.12 - 0.54 mm (0.005 - 0.021 in).



Excessive play come from worn protrusion inside housing cover.

Visually inspect protrusion inside cover. If worn, a small leak in center will be apparent.



3,49,52. Seal

Carefully inspect seal lips. Make sure that lips are not worn, distorted, cracked or present any other damage. Renew as necessary.

ASSEMBLY

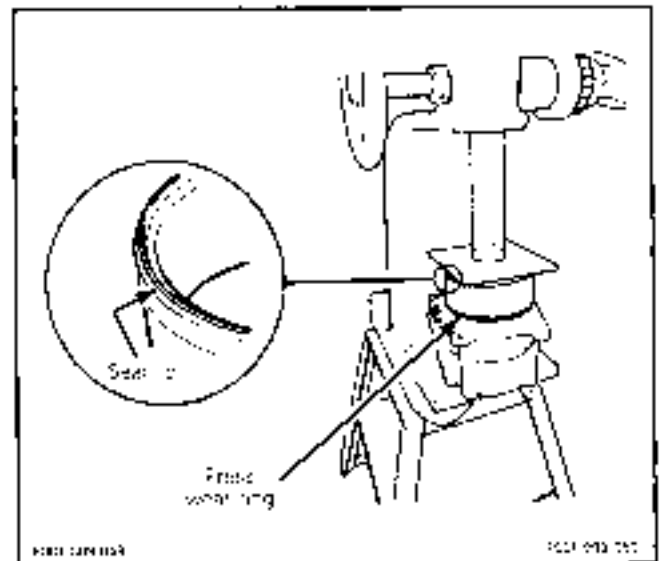
28. Wear Ring

If wear ring features a lip on one edge, position lip outwards of housing.

To ease insertion into housing, apply liquid soap on to outside circumference of wear ring.

To install ring in housing, use a square steel plate (approx. 180 x 180 mm x 6 mm thick (7 x 7 in x 1/4 in) and a press.

Manually engage ring in housing making sure it is equally inserted all around. Press ring until it seats into bottom of housing.

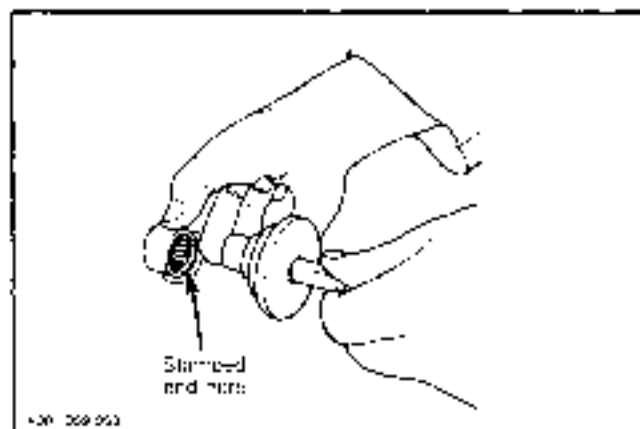
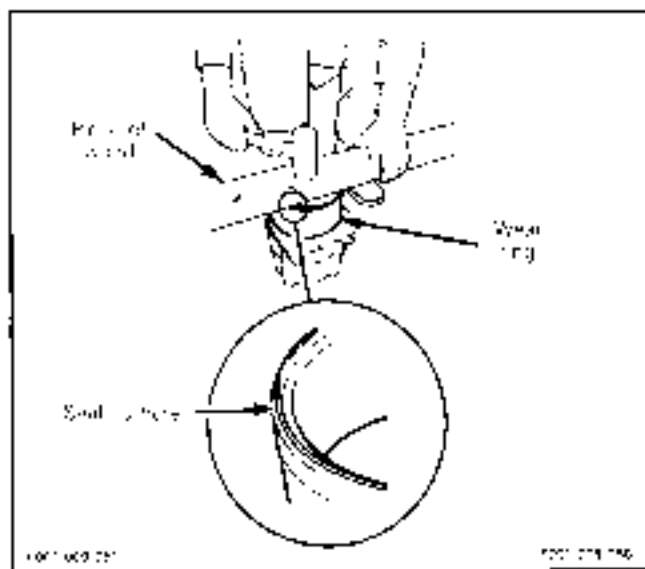


If a press is not readily available, a piece of wood such as a 2 x 4 x 12 ft long can be used.

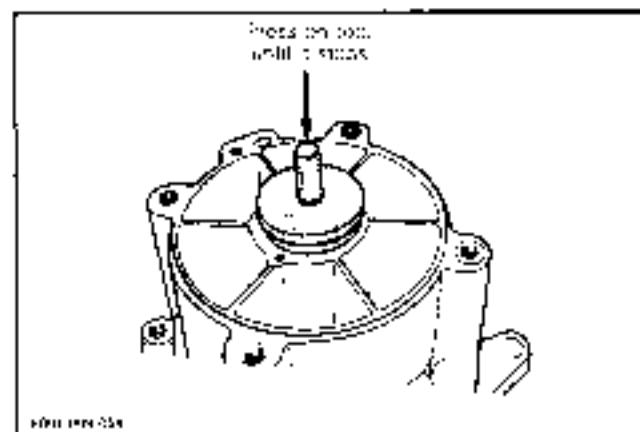
Section 08 PROPULSION & DRIVE SYSTEMS

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Manually engage ring in housing making sure it is evenly seated all around. Place wood piece over ring. Using a hammer, strike on wood to push ring. Strike one side then rotate wood piece about 90° and strike again. Work this way, repeatedly rotating wood piece so that ring slides equally all around until it seats into bottom of housing.



▼ **CAUTION:** Never hammer the bearing into its housing.

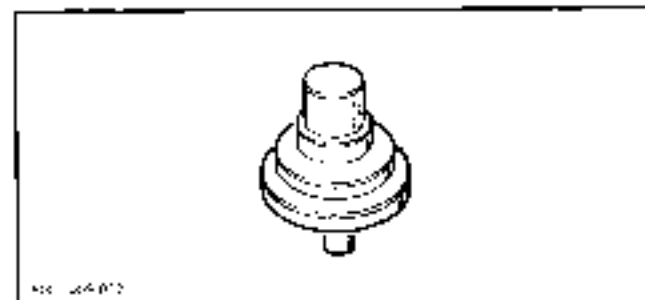


▼ **CAUTION:** This tool has been designed to properly position bearings and seal thus, providing space for lubrication purposes. The tool flanges allow for this. If a different pusher type is being used, components must be properly positioned as follows.

3.4, Seal & Needle Bearing

Bearings and seal will be properly installed in housing using bearing installer tool IF N 285 000 0141.

○ **NOTE:** Be careful when installing seals to pack seal with grease before inserting bearing seal installer tool. Properly insert tool in seal with a rotating movement.

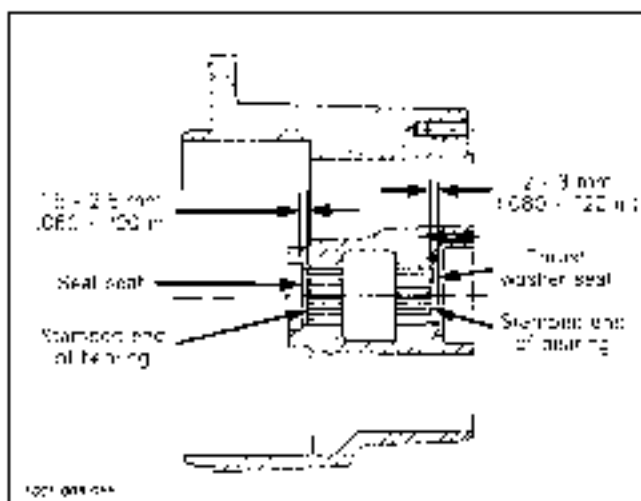


Stamped out of bearings (showing identification on markings) must be located toward outside of housing.

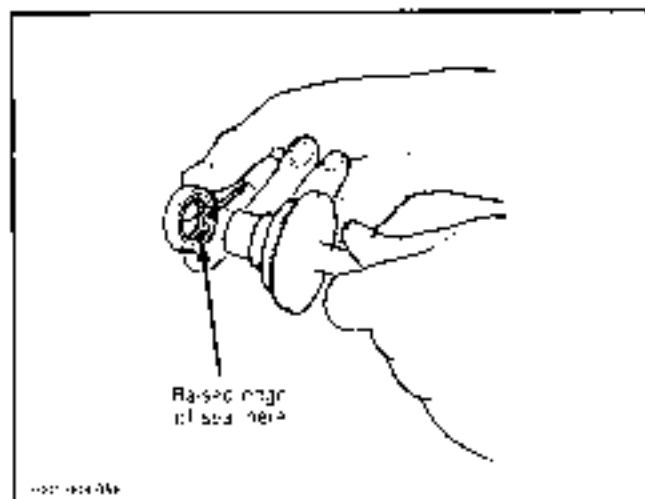
Properly insert bearing on tool. Using an object press on, push tool until tool flange contacts housing. Proceed the same for both bearings.

Section 08 PROPULSION & DRIVE SYSTEMS
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Bearing on impeller side must be 1.5 to 2.5 mm (.050 - .100 in) inside reservoir measured from seal seat. Bearing on venturi side must be 2 to 3 mm (.080 - .120 in) inside reservoir measured from thrust washer seat. Refer to following illustration.

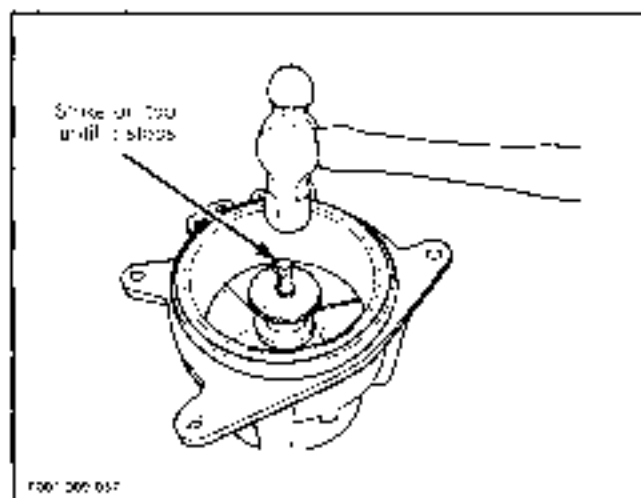


Same tool will be used to install seal in housing. Seal must be installed so that raised edges of lips are toward outside of housing (toward impeller). Apply Loctite 515 (P/N 293 800 007) in seal housing, all around outer diameter and on seal seat. Properly insert seal on tool.

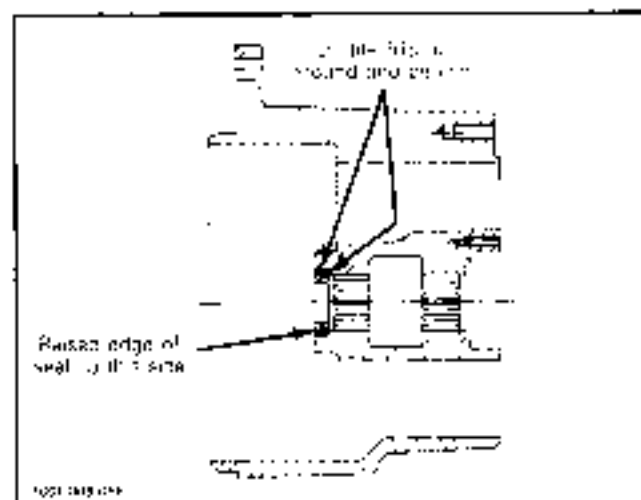


CAUTION: Take care that no sealant contacts any roller of bearing.

Strike top end with a hammer until top flange contacts housing.



Apply synthetic grease (P/N 293 550 010) between seal lips.



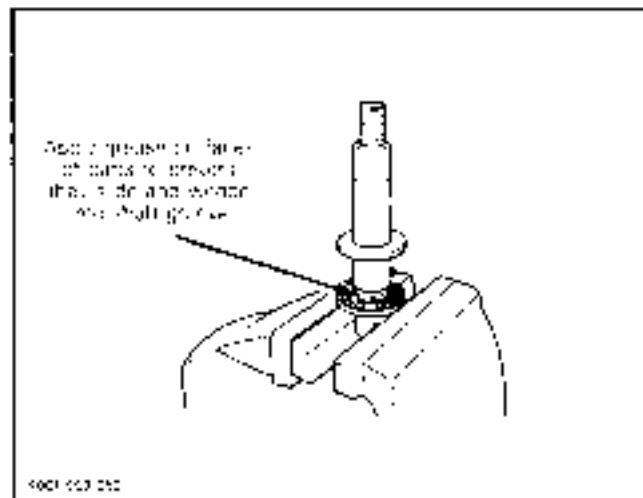
7,8,9,10,26, Impeller Housing, Thrust Washer, Thrust Bearing, Impeller Shaft & Impeller

Insert flat edges of impeller shaft in a vise so that shaft is vertical.

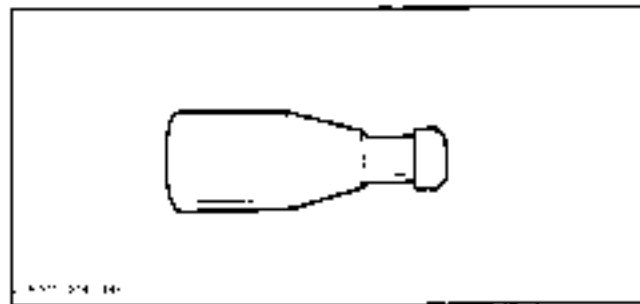
Apply synthetic grease (P/N 293 550 010) both sides of thrust bearing then insert onto shaft followed by thrust washer. Properly center washer and bearing with shaft flange. Grease will prevent parts from sliding at installation and thus possibly wedging thrust bearing into shaft groove.

Section 08 PROPULSION & DRIVE SYSTEMS

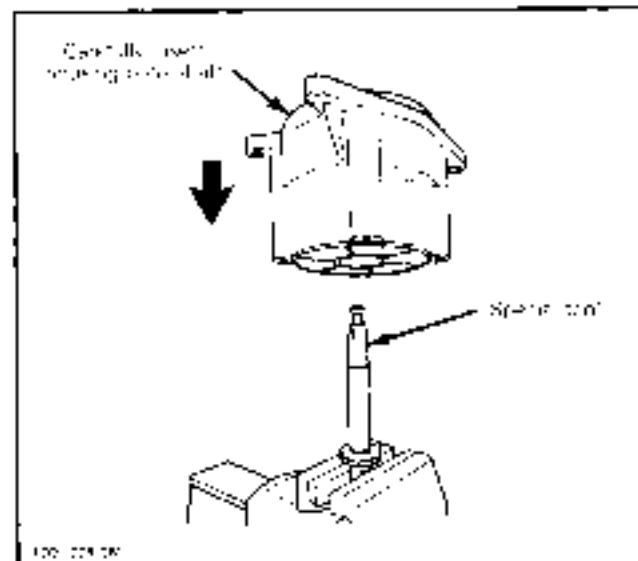
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)



To prevent seal lip damage when inserting impeller shaft, use impeller shaft guide (P/N 295 000 002).



Insert tool onto shaft and then carefully slide housing over shaft.



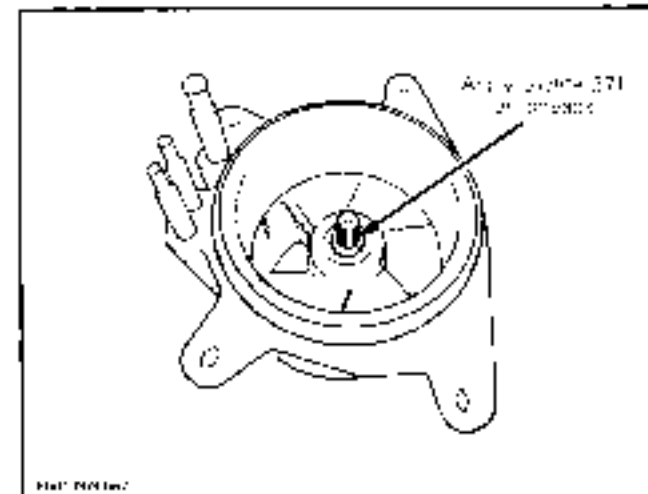
Remove special tool brush and clean impeller shaft threads and impeller spines with Loctite Safety solvent (755 P/N 293 800 018) or equivalent. Free threads and spines from any residue. Allow solvent to dry thoroughly.

CAUTION: Be careful not to damage impeller shaft diameter.

Apply Loctite primer (P/N 293 800 012) on impeller shaft threads. Allow to dry for two minutes.

NOTE: Loctite primer is used to reduce Loctite 271 curing time and to activate stainless steel and aluminum surfaces for better bonding action. If applied completely curing time is six hours, if not, 24 hours is needed.

Apply Loctite 271 red (P/N 293 800 005) to shaft threads.



CAUTION: Make sure thrust washer and bearing have not slipped in shaft groove.

Using two screws previously removed from venturi, secure impeller shaft holder (P/N 295 000 002) to housing. Install shaft holder in reverse.

To ease impeller installation, apply liquid soap on wear ring.

Insert impeller into wear ring. Manually rotate impeller and push so that it slides on impeller threads. Carefully engage threads making sure they are well seated.

Install impeller remover (P/N 295 000 001) into impeller splines and tighten.

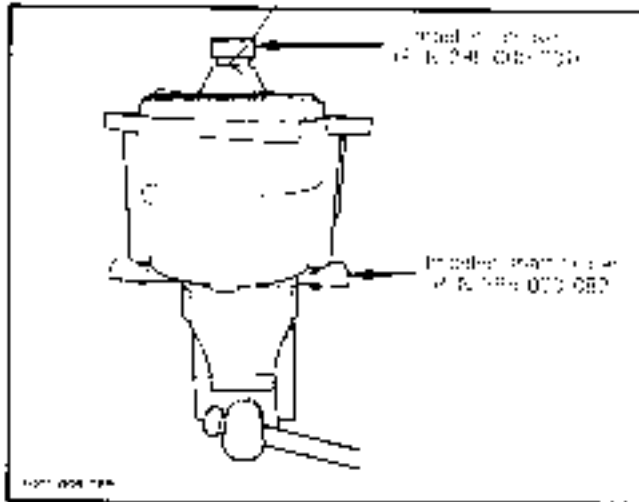
CAUTION: Make sure thrust washer and bearing are not wedged in shaft groove. To check, manually pull and push impeller housing, an axial play must be felt.

Turn on impeller to 70 Nm (52 ft-lb) from remove tools.

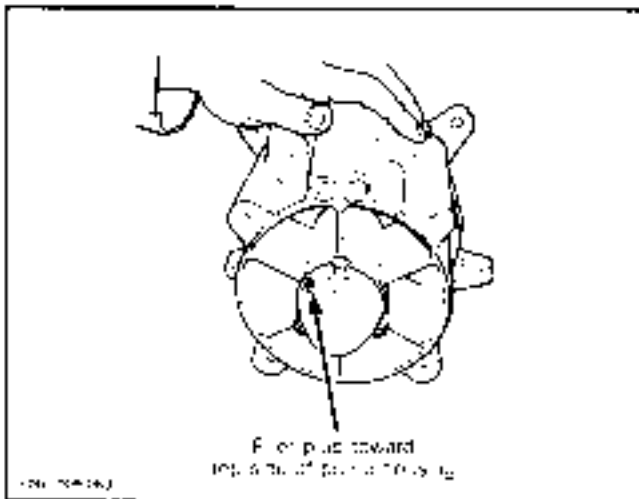
Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

▼ **CAUTION:** Never use any impact wrench to tighten impeller.



Apply Loctite 515 (P/N 293 800 007) then install new O-ring on housing cover then carefully insert impeller housing cover making sure to properly position plug to top side.



Apply Loctite 242 (Loctite) (P/N 293 800 015) on screw threads and evenly tighten cover screws (torque to 7 N-m (62 lb-in)).

PUMP PRESSURIZATION

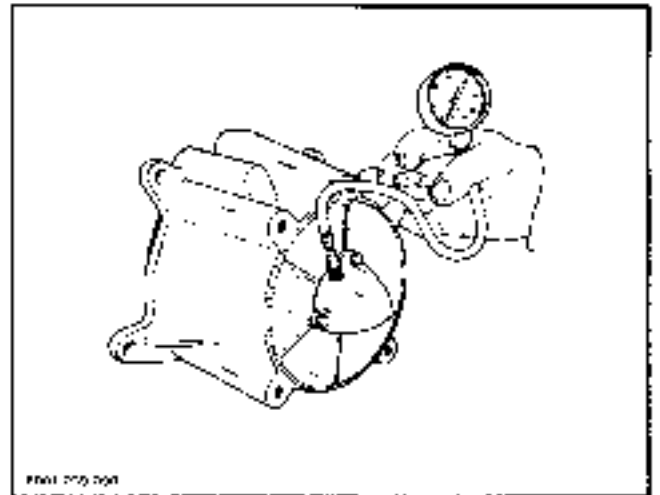
Whenever doing any type of repair on the pump, pressure test should be done to verify if any leak.

Pressure Test

Proceed as follows:

- Remove plug from housing cover.
- Apply Loctite PST 592 (P/N 293 800 018) on threads fitting (P/N 293 000 086) then secure on cover.
- Connect pump gauge (P/N 293 000 063) to fitting.
- Pressurize pump to 70 kPa (10 PSI).

○ **NOTE:** Must maintain a pressure of 70 kPa (10 PSI) during 10 minutes. Never pressurize over 70 kPa (10 PSI).



▼ **CAUTION:** Repair any leak, failure to correct a leak will lead to premature wear of pump components.

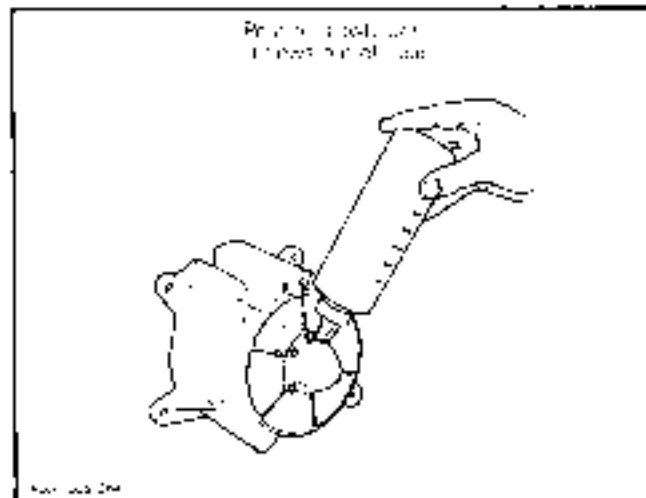
Place housing horizontally as in its operating position so that fitting in cover is located on top. Remove fitting from cover. Pour approximately 95 ml (3.2 oz) of SEA-DOO LIFT PUMP SYNTHETIC OIL (P/N 293 600 011) only in reservoir until oil comes level with bottom of hole.

Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

CAUTION: This is a synthetic oil. Do not mix with mineral based oil.

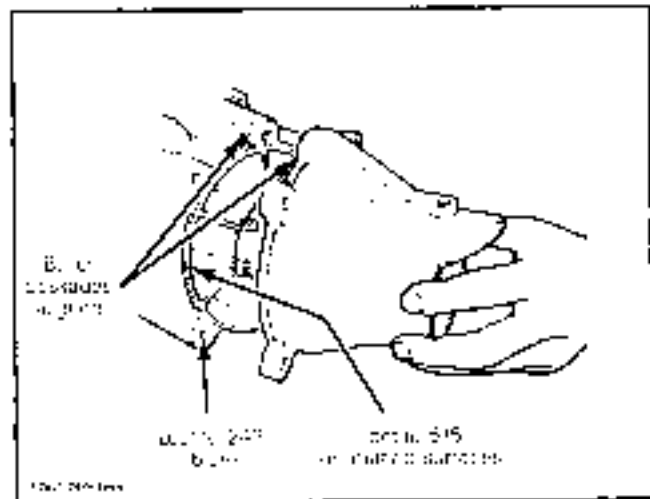
NOTE: When filling oil must be poured into cover quite slowly to allow complete housing fill.



Apply Loctite PST 567 (P/N 293 800 013) on plug threads of cover.

17,20,35, Venturi, Screw & O-Ring

Install new O-rings around water passages. Position venturi with water passages on top. Apply Loctite 618 Gas Key Eliminator (P/N 293 800 007) on mating surface. Apply Loctite 242 (P/N 293 800 015) on threads and install screws and washers then torque to 25 Nm (18.4 ft-lb) in a cross-cross sequence.



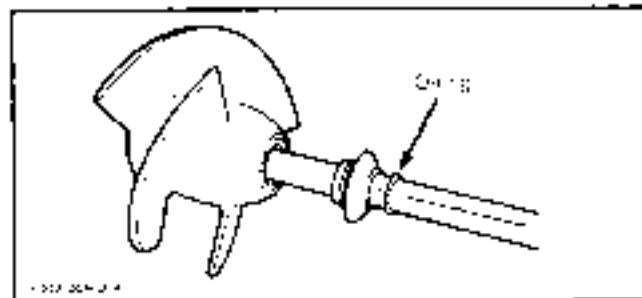
NOTE: On stainless materials it is recommended to use Loctite Primer N (P/N 293 800 012) to reduce curing time and to increase gas fitting capability. Refer to manufacturer's instructions.

2,15, Fitting

Apply Loctite PST 557 (P/N 293 800 013) on stainless fitting threads and Loctite PST 592 (P/N 293 800 018) on plastic fitting threads then thread fittings into pump housing until threads are bottomed.

27.64, Boot, O-Ring

Slide a new boot and O-ring on drive shaft. To ease installation, apply some liquid soap on outer circumference of boot.

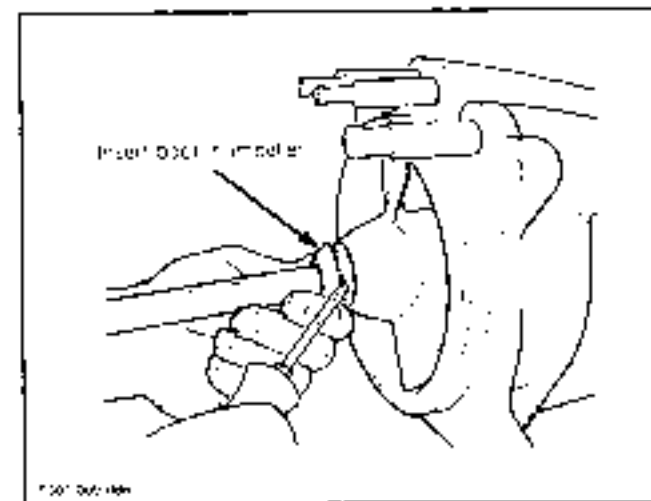


Clean drive shaft splines with Loctite solvent 755 (P/N 293 800 019). Free splines from any residue. Allow solvent to dry thoroughly.

Generously apply synthetic grease (P/N 293 550 010) on drive shaft splines and impeller spines.

Make sure rubber cambour is on drive shaft end.

Insert drive shaft in impeller then carefully insert boot in impeller. Use blade of a screwdriver to push on boot then push O-Ring under the boot as far as possible using screwdriver blade.

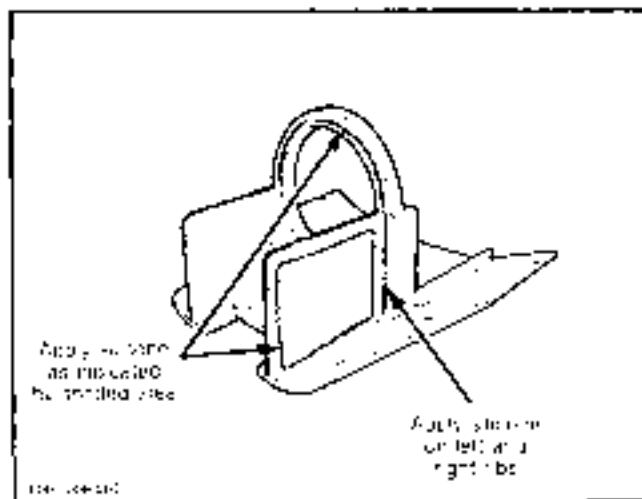


Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)

37,38,39,40,41, Ride Shoe, Screw & Grate

Apply Loctite 587 Superflex Ultra Blue (P/N 293 800 076) on ride shoe as shown in the following illustration.



Carefully install ride shoe on hull. Apply Loctite 242 (blue) (P/N 293 800 015) on screw threads. Install and tighten in a cross-cross sequence. Torque to 10 Nm (75 lbf•in).

From inside of bilge, apply Loctite 732 RTV Silicone (P/N 293 800 006) on end of screws to completely seal hull.

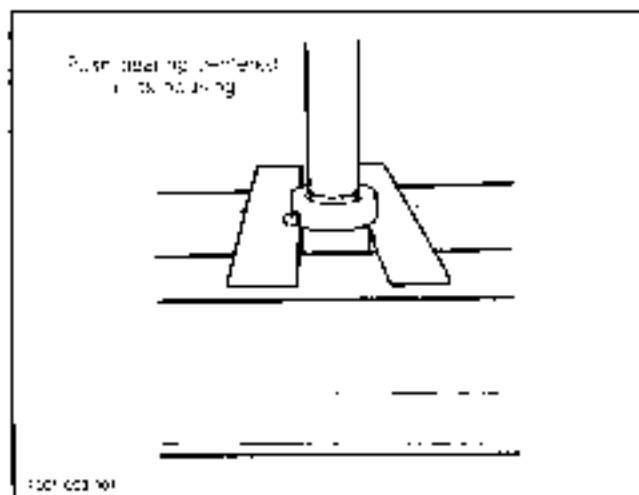
Apply Loctite 242 (blue) (P/N 293 800 015) on threads of grate screws. Install and tighten. Torque both front screws (hexagonal head) to 8 Nm (71 lbf•in).

50,51, Seal Carrier & Needle Bearing

Properly support seal carrier when installing seals and bearing.

Push bearing with same dusher used at disassembly. Center bearing in longitudinal axis of housing.

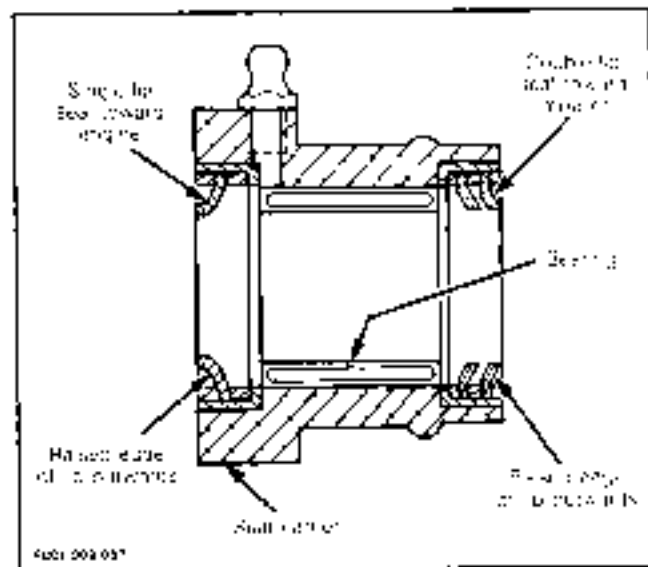
CAUTION: Never hammer the bearing into its housing.



49,50,52, Seal & Seal Carrier

Install double lip seal toward motor side and single lip seal toward engine side.

On both seals, raised edge of lip must be located outwards of seal carrier.

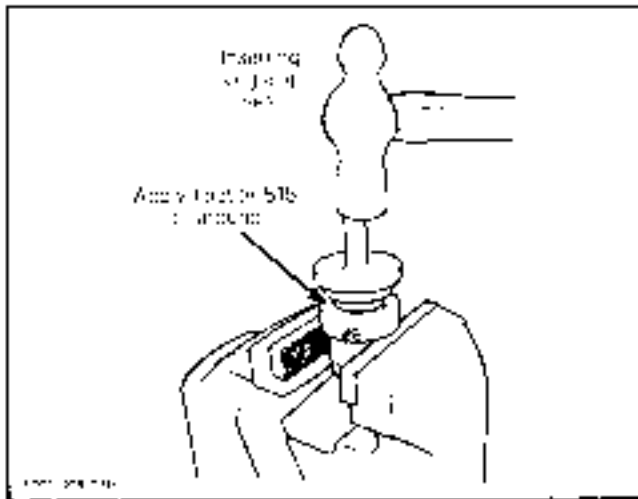


Apply Loctite 515 (P/N 293 800 007) all around outside diameter of seals.

Single lip seal can be carefully inserted using special tool (P/N 293 000 014) to avoid seal damage. Push seal until it comes flush with its housing.

Section 08 PROPULSION & DRIVE SYSTEMS

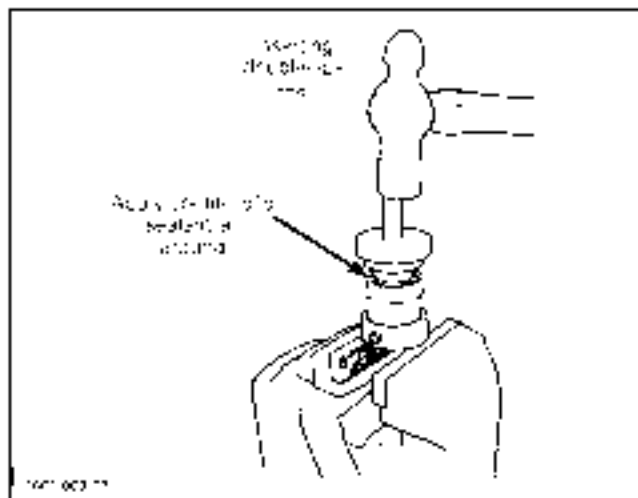
Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)



It is recommended to use a special tool IP-N 295 000 014 to avoid the damage of double lip seal.

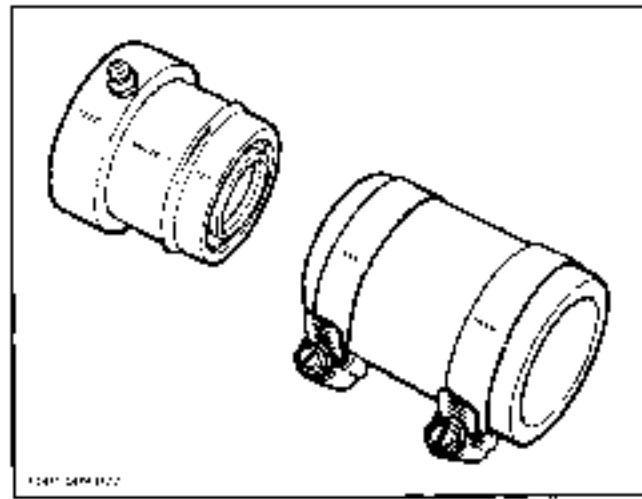
Push seal until it comes flush with its housing.

NOTE: Whenever replacing the double lip seal, an hydrodynamic seal should be installed. Always install seal with the protector facing the impeller.



Pack seals and bearing with synthetic grease IP-N 292 500 010.

Install seal carrier and protective nose to hull insert with gear clamps.

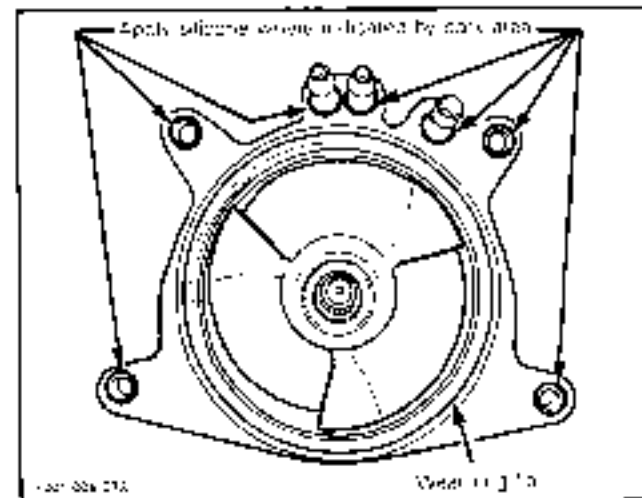


NOTE: Seal carrier gear clamps should not be tightened until pump is installed, to insure perfect alignment.

INSTALLATION


Pump Unit


Apply Loctite 567 Super Sealant Ultra Blue IP-N 293 800 010 on pump as shown in the following illustration.

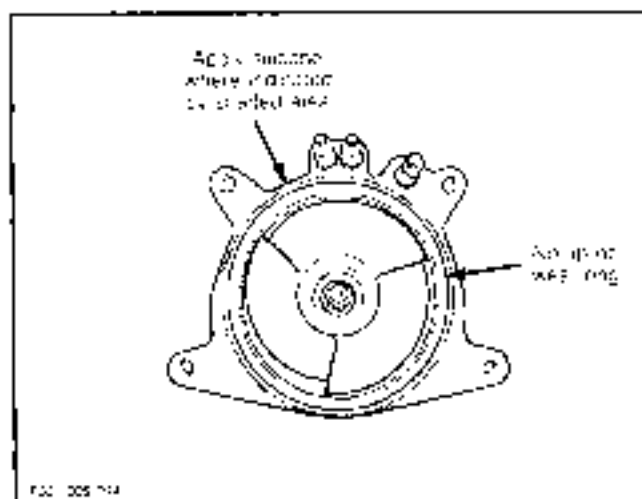


Section 08 PROPULSION & DRIVE SYSTEMS


Sub-Section 01 (PROPULSION & DRIVE SYSTEMS)


 **NOTE:** If wear ring does not feature a lip on its edge, apply additional silicone oil around housing as shown.

 **CAUTION:** Seal the wear ring to ride shoe contact area with Loctite 587 Superflex (P/N 293 800 016).



Make sure rubber damper is on drive shaft and

 **CAUTION:** If shim has been removed between hull and pump, ensure to reinstall shim. If not installed, engine and jet pump alignment will be altered. Insert drive shaft end through hull tube. Slide through seal carrier being careful not to damage seals. Push on pump end until shaft comes close to flywheel.

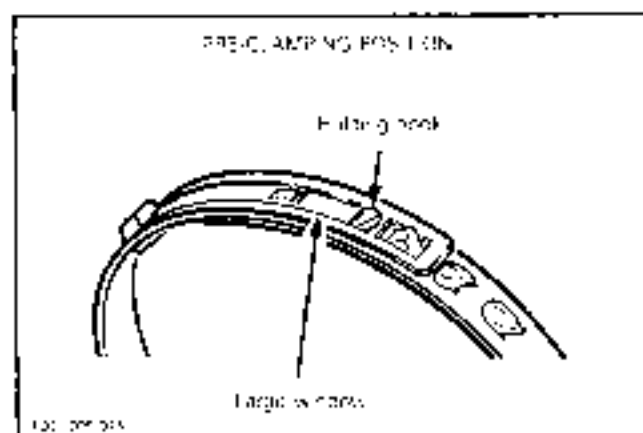
 **CAUTION:** When sliding the drive shaft through seal carrier, the double lip seal (P/N 293 200 009) could be folded over. This could cause a seal carrier bearing failure.

While holding pump, guide and engage shaft splines in flywheel. Rotate shaft to properly index splines. Make sure non-splined end is positioned over shaft end.

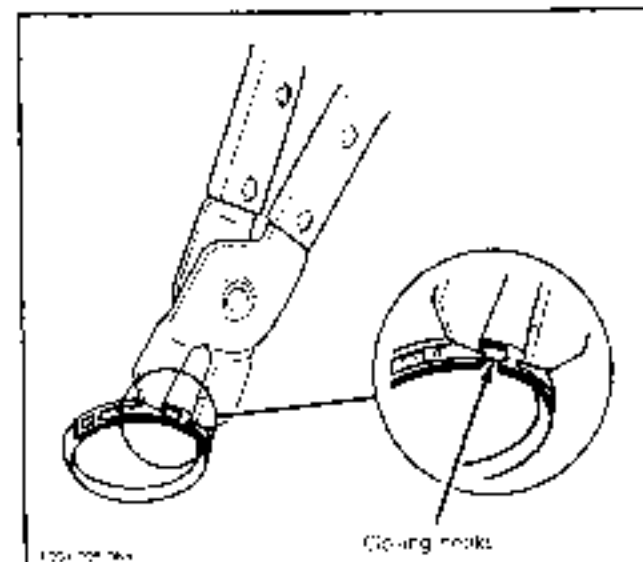
If necessary, tap pump end with a rubber hammer until retaining nuts and washers can be installed. Apply Loctite 242 (blue) (P/N 293 800 016) on threads and equally tighten nuts in a cross-diagonal sequence and torque to 25 Nm (20 ft•lb).

Secure boot clamp as follows:

- Use pincer (P/N 295 000 060) as for removal.
- Manually engage holding hook in large window. This is a pre-clamping position only.



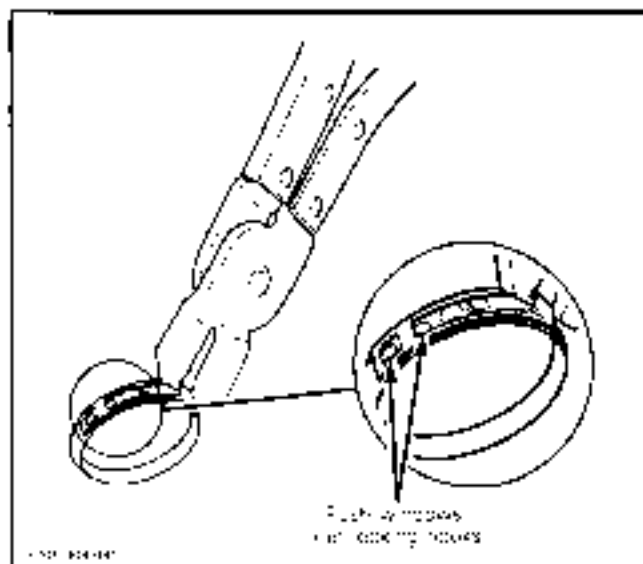
- Insert pointed tips of pincers first in closing hooks.



- Squeeze pincers to draw closing hooks together. When both large and small windows are directly over the two locking hooks, press those windows down to engage and seal clamp.

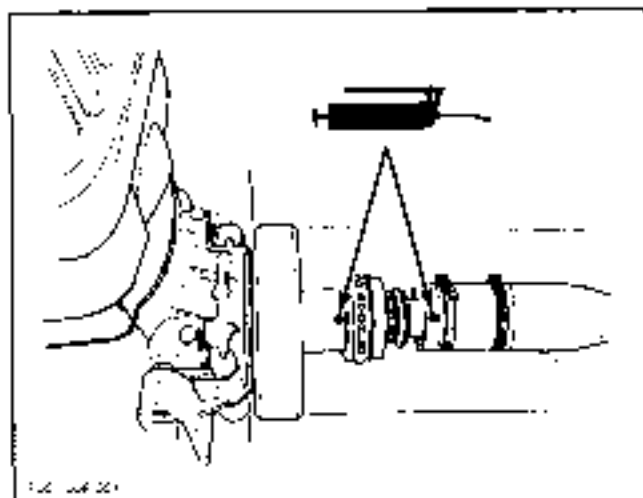
Section 08 PROPULSION & DRIVE SYSTEMS

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Using a grease gun, carefully lubricate, with synthetic grease (P/N 293 550 010), all grease fittings until no grease is just beginning to expand. From this point, immediately stop.

Secure seal carrier protective hose to hull insert with gear clamps. Lubricate all seal carrier grease fittings until grease is just coming out on engine side. From this point immediately stop.



Secure flywheel guard to engine studs by installing on studs a washer on each side of guard and apply Loctite 242 (P/N 293 800 015) on stud threads. Torque nuts to 5 Nm (44 lb-in).

Secure coolant inlet hose and both baller tubes to impeller housing.

21,22,23,24, Screw, Sleeve Bushing & Nozzle

Insert bushings in nozzle, positioning their flanges from inside of nozzle. Apply LoPS #5 lubricant or equivalent on outer circumference of sleeve then insert in nylon bushings.

Install nozzle on venturi, positioning its steering arm on P/R side. Apply Loctite 242 (Loctite) on threads and install screws then torque to 20 Nm (15 lb-ft).

Re-install steering cable ball joint on nozzle and check hand operation of nozzle alignment.

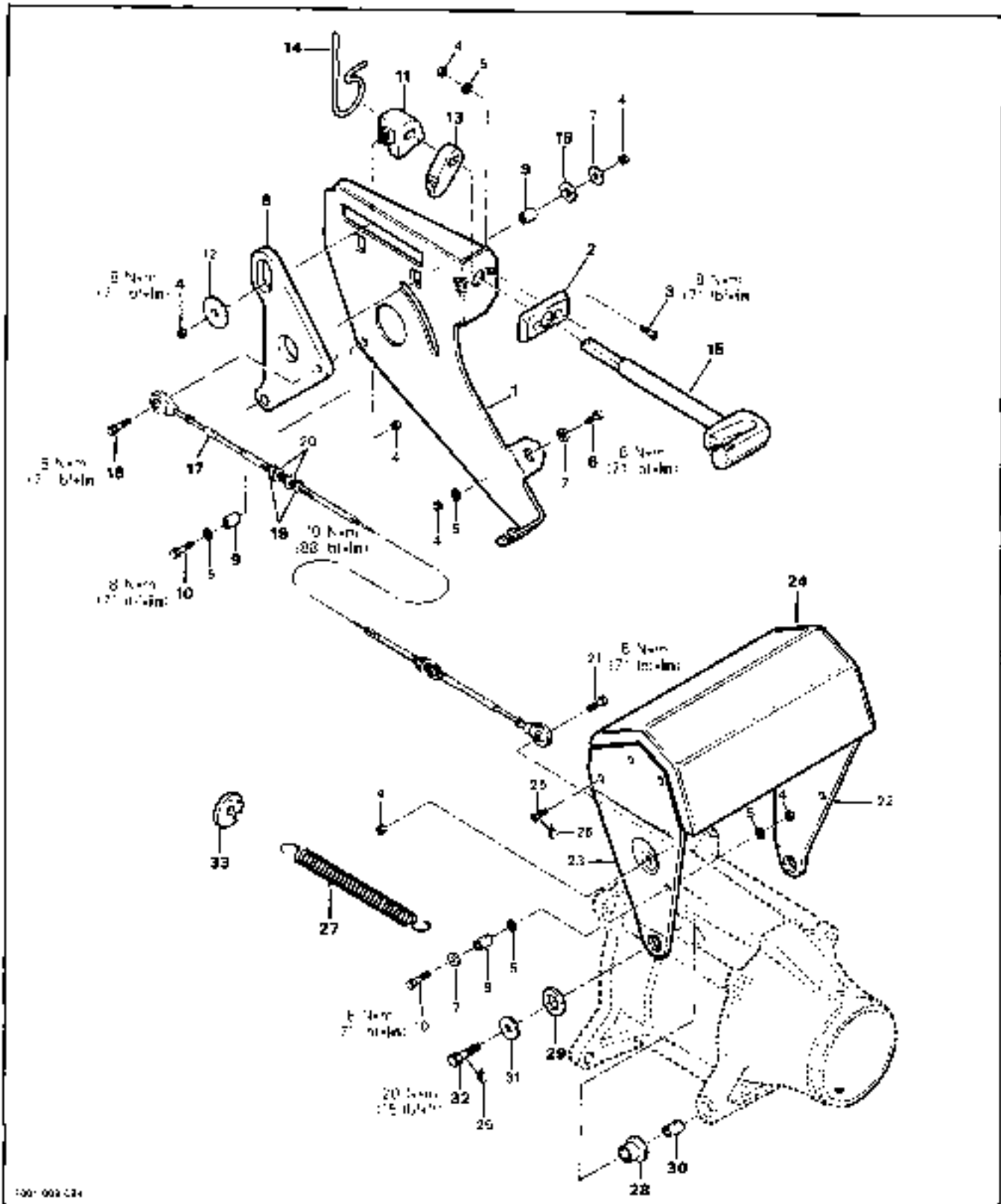
To allow impeller seats into wear ring, start engine so that impeller rotates for a moment.

Slightly lubricating wear ring with SEA-DOO LUBE (P/N 293 600 006) before starting insures no friction during initial start.

CAUTION: Water must be supplied to cool engine with flush kit (P/N 295 000 038). Do not run engine longer than five minutes since drive line seal has no cooling out of water.

Section 08 PROPULSION & DRIVE SYSTEMS
Sub-Section 02 (REVERSE SYSTEM)

REVERSE SYSTEM



100-002-234

Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 02 (REVERSE SYSTEM)

COMPONENTS

- 1 Reverse support plate
- 2 Flange nut
- 3 Shim washer 21 x 17
- 4 Lock washer M6 x 16
- 5 Flat washer M6 x 16
- 6 Hexagonal head screw M6 x 40
- 7 Flat washer M6 x 16
- 8 Triangular lever
- 9 Bushing 12
- 10 Hexagonal head screw M6 x 20 x 12
- 11 Spring block
- 12 Flat washer 16
- 13 Locking nut
- 14 Spring
- 15 Reverse handle
- 16 Plastic washer M10
- 17 Reverse cable
- 18 Hexagonal head screw M6 x 40
- 19 Adjustment nut 10
- 20 Washer 12
- 21 Hexagonal head screw 12
- 22 Right gate plate
- 23 Left gate plate
- 24 Reverse gate
- 25 Screw 10
- 26 Bushing 24/2
- 27 Reverse gate spring (2)
- 28 Sleeve (2)
- 29 Plastic washer (2)
- 30 Bushing (2)
- 31 Flat washer (2)
- 32 Hexagonal head screw (2)
- 33 Locking washer (2)

GENERAL

It is not necessary to remove reverse system from watercraft for servicing. However reverse system removal is necessary to replace reverse support plate.

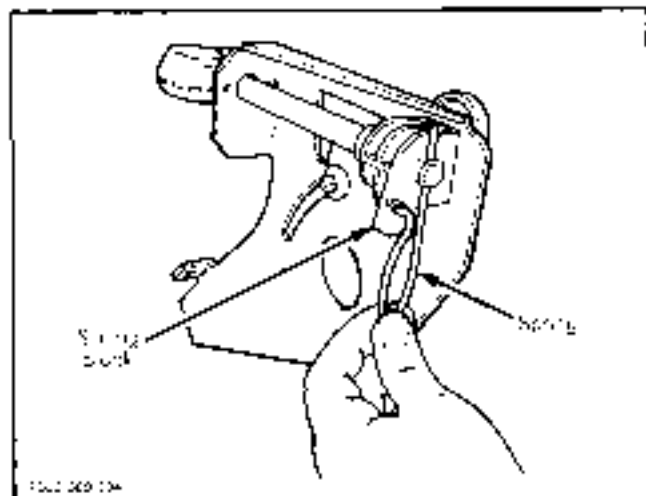
DISASSEMBLY

Remove storage basket from watercraft.

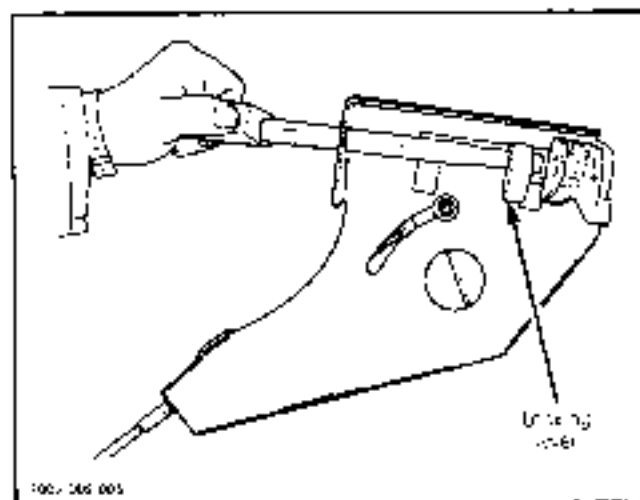
Slide fitting from lower an over tube and remove retaining clips. Start holding tubes together and then withdraw over tube from upper tube.

13,14,15, Reverse Handle, Spring & Locking Lever

To remove reverse handle, air hook spring from sliding block and cut spring from reverse handle stem.



Withdraw reverse handle stem and locking lever from sliding block, then slide off locking lever from stem.



8,11, Triangular Lever & Sliding Block

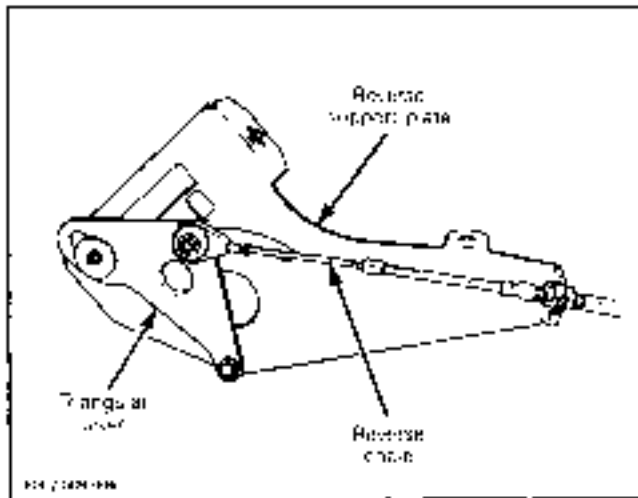
Remove screw, lock nut, washers and bushing holding reverse cable to triangular lever.

Remove lock nut and washer holding sliding block to triangular lever and to support plate.

Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 02 (REVERSE SYSTEM)

Remove screw, lock nut, washer and bushing holding triangular lever to reverse support plate.

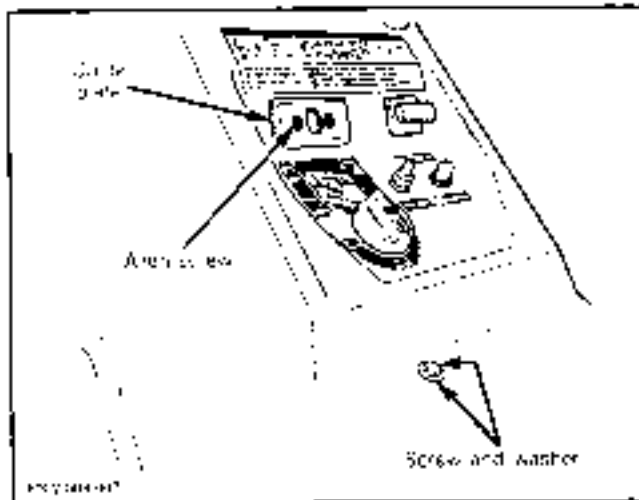


1. Reverse Support Plate

In order to have access to screw holding lower part of reverse support plate, remove front seat by pulling on each side to release it from body.

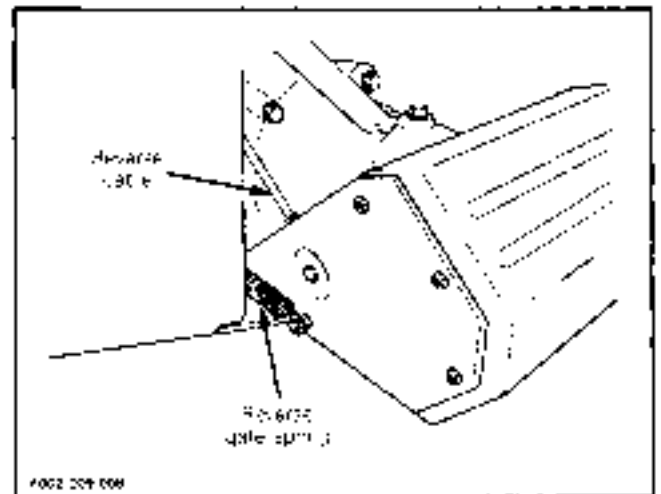
Remove screw, lock nut and washers holding support plate lower part.

Remove two Allen screws, lock nut and washer holding guide plate and support plate.

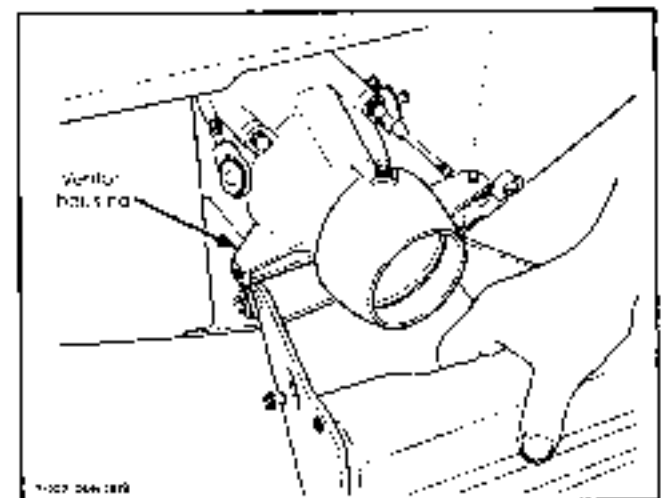


24. Reverse Gate

Unhook reverse gate springs and remove reverse cable from left side of reverse gate.



Unscrew from both sides of ventur housing reverse gate retaining screws then remove gate.



NOTE : Whenever removing pump unit use angle bars with four screws 8 mm x 100 mm (2" x 4")

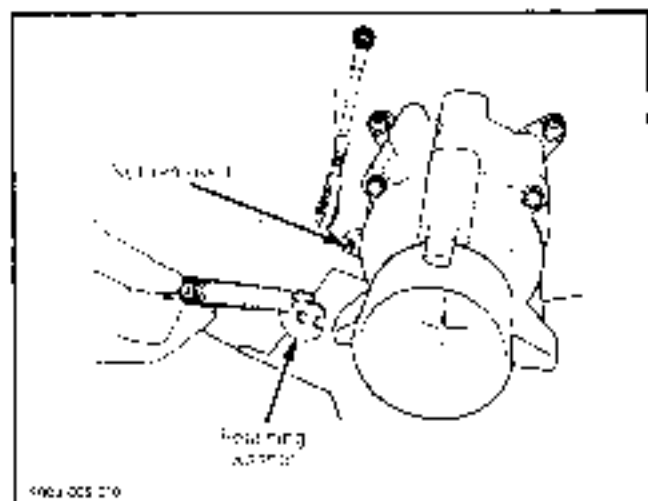
Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 02 (REVERSE SYSTEM)

27. Reverse Gate Spring

It is not necessary to remove reverse gate from ventur housing to replace reverse gate springs. These springs are installed to cause 1/8" upward movement of reverse gate.

Remove left upper nut holding upper vent housing to hull. Pull spring and retaining washer. Then unhook spring from washer.

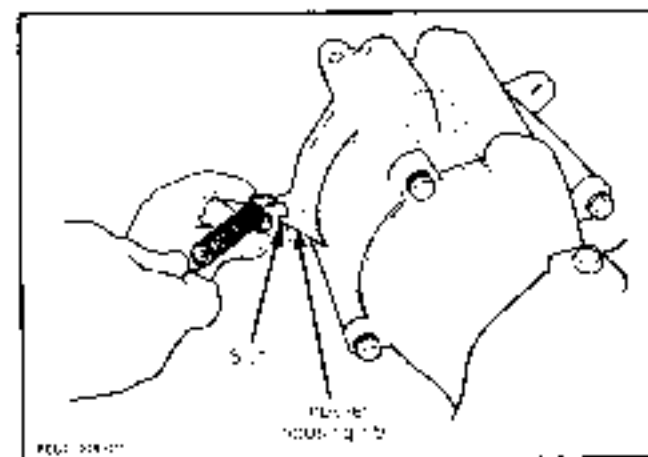


ASSEMBLY

Assembly is basically the reverse of disassembly procedure. However pay particular attention to the following:

27. Reverse Gate Spring

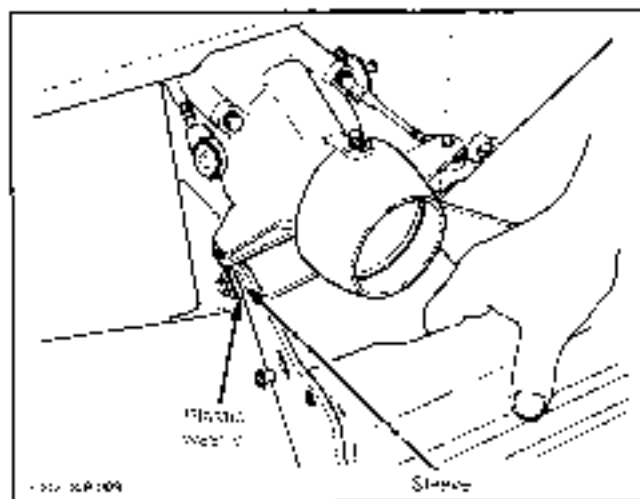
Align retaining washer slot in order to engage it over the parallel housing rib. Apply Loctite 242 (P/N 293 500 015) on threads, then torque nut to 35 Nm (26 lb-ft).



24. Reverse Gate

Install reverse gate with sleeve and plastic washer. Apply Loctite 242 (P/N 293 500 015) on threads and torque to 20 Nm (15 lb-ft).

CAUTION: Always hook reverse gate springs in order to get reverse gate easier functioning.



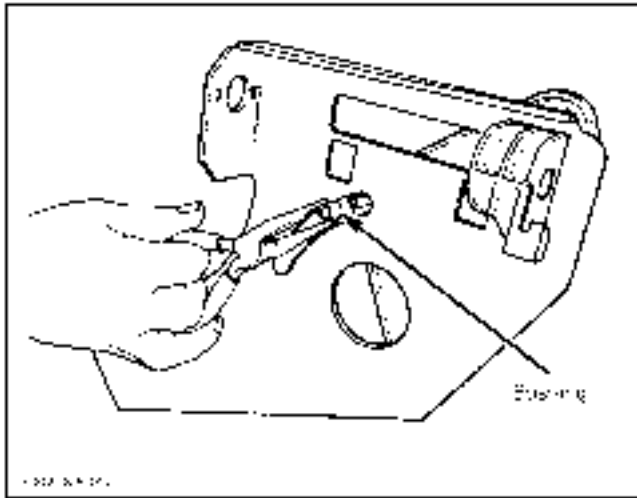
1. Reverse Support Plate

For reverse support plate installation torque screws to 8 Nm (71 lb-in).

8.11. Triangular Lever & Sliding Block

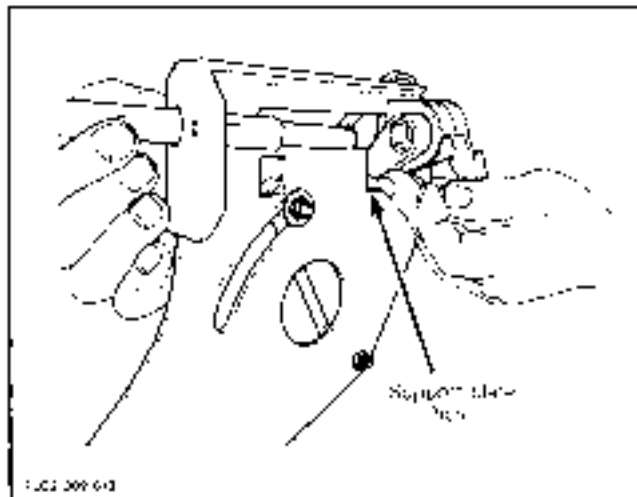
Insert bushing to triangular lever and then install lever to reverse support. Install reverse cable to triangular lever with bushing and plastic washer which is installed to opposite side of reverse cable on reverse support. Torque screws to 8 Nm (71 lb-in). Install sliding block to lever and torque nut to 8 Nm (71 lb-in).

Section 08 PROPULSION & DRIVE SYSTEMS
Sub-Section 02 (REVERSE SYSTEM)

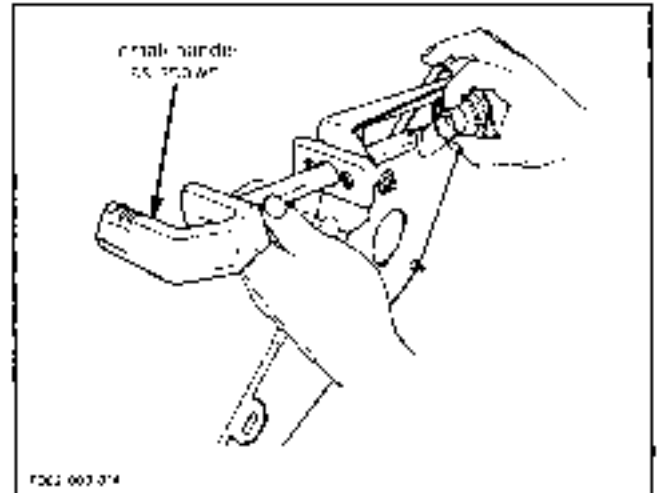


13,14,15, Locking Lever, Reverse Handle & Spring

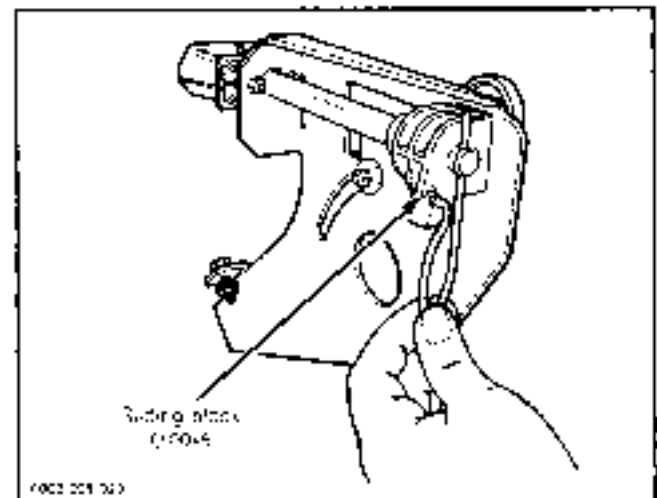
Insert locking lever into support plate hole then align lever and sliding block holes.



NOTE - Always install reverse handle with open end facing left side of watercraft then push handle stem through lever and sliding block holes.



Insert spring in handle stem hole and then install curved end in sliding block groove.



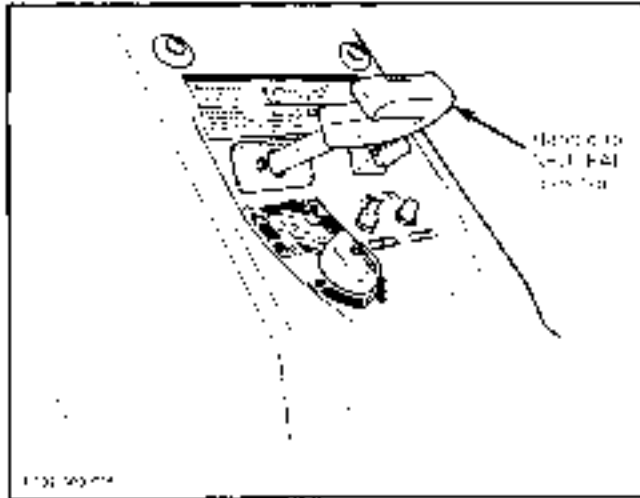
Section 08 PROPULSION & DRIVE SYSTEMS

Sub-Section 02 (REVERSE SYSTEM)

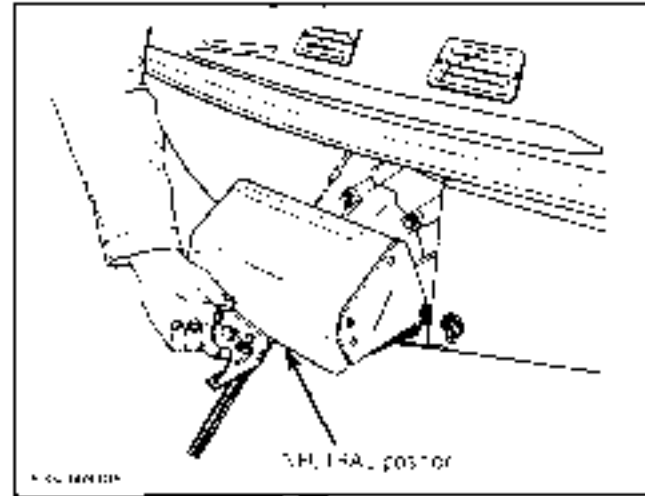
ADJUSTMENTS

15. Reverse Handle

Put reverse handle to NEUTRAL and ensure handle is locked in position.



With the gate down to NEUTRAL position, it should be at the specification.



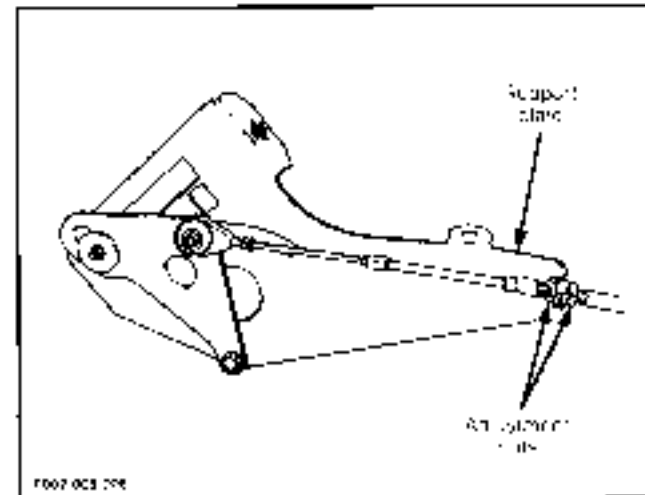
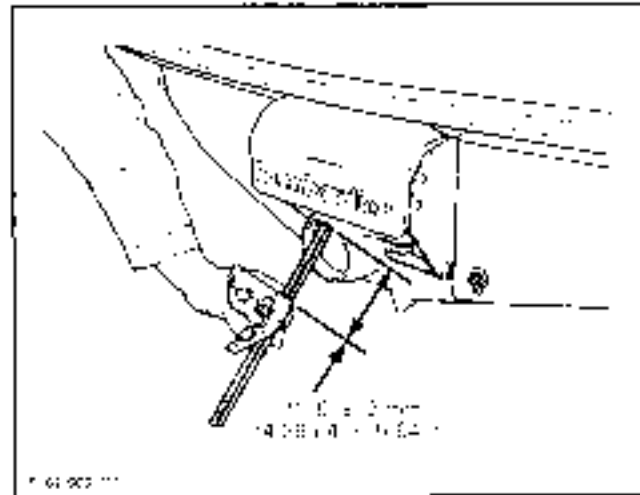
If reverse gate needs to be readjusted, it can be done at support plate with adjustment nuts. Turn cable nuts to obtain position.

24. Reverse Gate

As high hand gear in a straight ahead position, nozzle should be parallel to rear / watercraft.

NOTE: For reverse gate adjustment, always unhook springs from reverse gate.

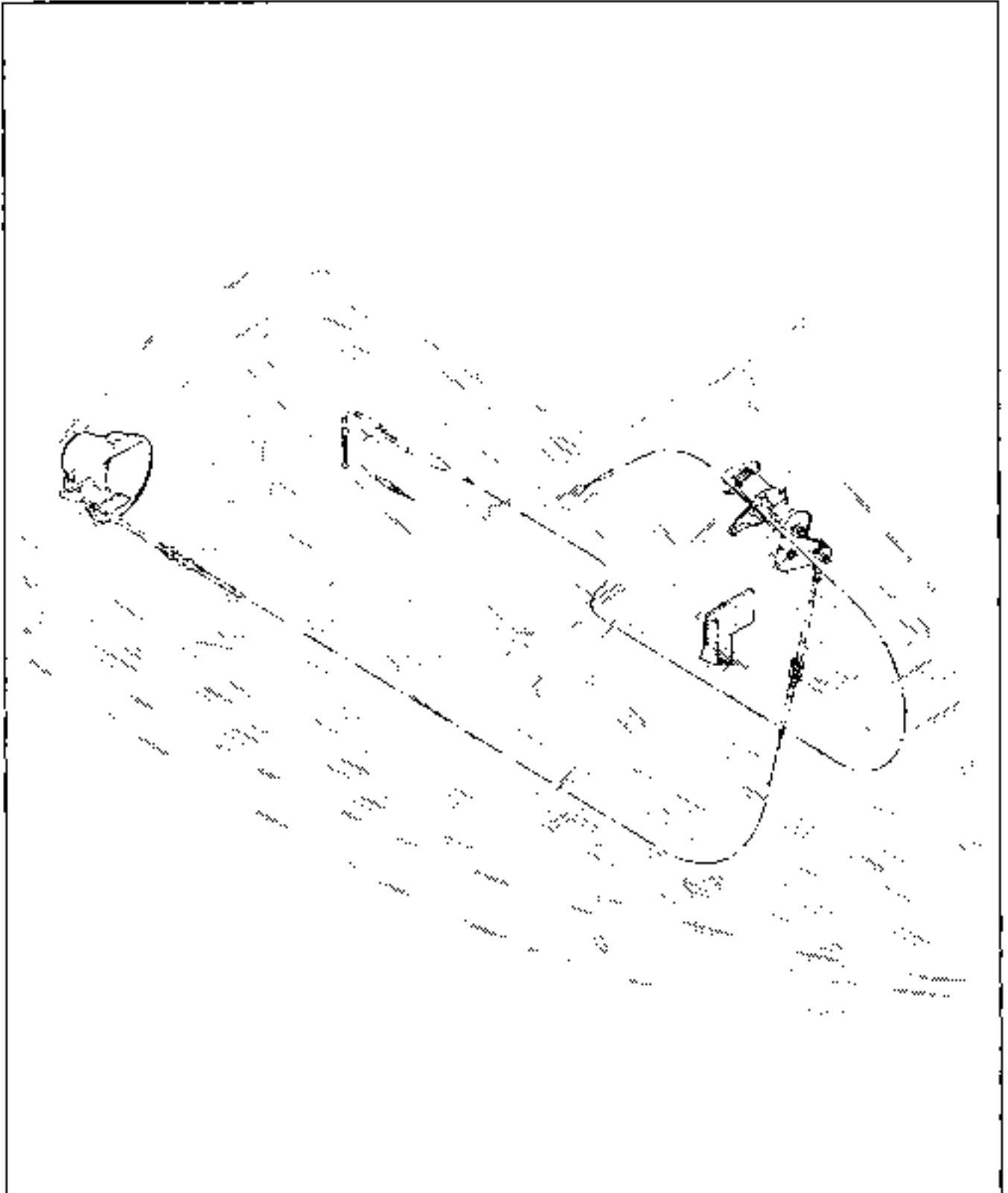
Using a square set to 111.5 ± 2 mm (4.26 04 ± 0.04) in, turn adjustment nuts at the top middle of nozzle.



Tighten adjustment nuts and recheck gate position.

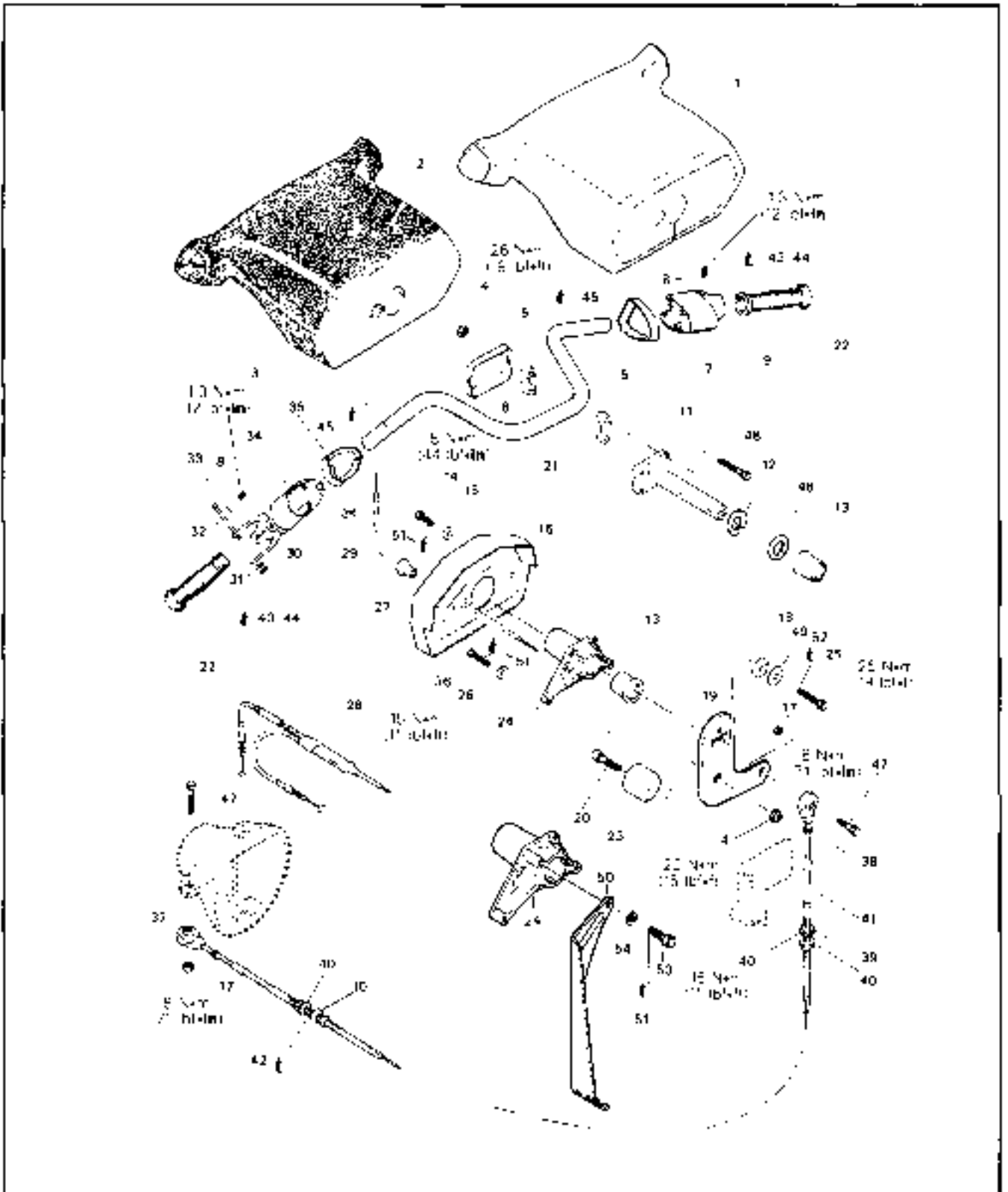
NOTE: If reverse gate adjustment is not done adequately, performance and steering control will be reduced at reverse position.

STEERING SYSTEM



Section 09 STEERING SYSTEM
Sub-Section 01 (STEERING SYSTEM)

STEERING SYSTEM



Section 09 STEERING SYSTEM

Sub-Section 01 (STEERING SYSTEM)

COMPONENTS

- 1 Cover
- 2 Foam Strip
- 3 Foam Bottom
- 4 Elastic Strap (2) M8 x 10
- 5 Steering Cable
- 6 Steering Support (2)
- 7 Washer
- 8 Jet Inlet (2)
- 9 Jet Intake Housing
- 10 Threading (2)
- 11 Steel Teeing
- 12 Washer (2) (2)
- 13 Bushing (2)
- 14 Hexagonal Head Screw M8 x 10 (2)
- 15 Jet Bar (2) (2)
- 16 Cover
- 17 Elastic Strap (2) M8 x 10
- 18 Washer
- 19 Steel Bar Steering
- 20 Jet Bar Screw M8 x 30
- 21 Handle Bar
- 22 Grip (2)
- 23 Strap Bushing
- 24 Steering Support
- 25 Hexagonal Head Screw M8 x 10
- 26 Washer (2) (2)
- 27 Screws
- 28 Thrust Logic
- 29 Liner
- 30 Cover
- 31 Washer
- 32 Pin
- 33 Thrust Handle
- 34 Thrust Handle Housing
- 35 Adapter
- 36 Hexagonal Head Screw M8 x 25 (2)
- 37 Bar Joint (2)
- 38 Pin 10 (2) (2)
- 39 Jet Bar (2) (2)
- 40 Washer (1) (2) (3)
- 41 Cable
- 42 Locking Nut (2) (2) (2)
- 43 Primer (260") 475 ml
- 44 Adhesive (Grey (27") 305 ml
- 45 Primer (260") 946 ml
- 46 Washer (2) (2)
- 47 Hexagonal Head Screw M8 x 30 (2)
- 48 Hexagonal Head Screw M8 x 15 (2)
- 49 Washer
- 50 Cable Support (2) (2) (2)
- 51 Locking Nut
- 52 Locking Nut
- 53 Hexagonal Screw M8 x 10 (2) (2) (2)
- 54 Lock Washer M8 (2) (2) (2)
- 55 Tie Rod
- 56 Lock Tab

ASSEMBLY

1. Cover

To ease cover installation, soak handlebar cover in hot water. Also, it can be heated with a hair dryer or a heat gun.

▼ **CAUTION:** Overheating could damage vinyl cover.

22. Grip

Remove all sealant left on handlebar knurled section and apply Sikaflex primer 260 (P/N 293 530 013) on knurled section.

▼ **CAUTION:** Allow at least one hour for primer to cure.

Apply Sikaflex primer 449 (P/N 293 530 012) inside the handlebar grip.

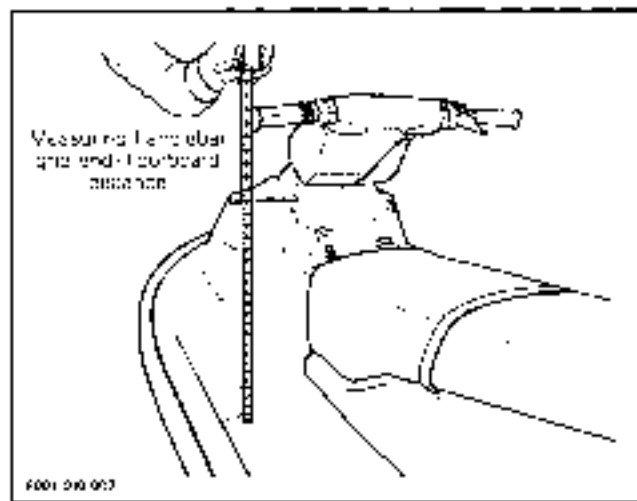
▼ **CAUTION:** Allow at least 30 minutes for primer to cure.

Apply Sikaflex sealant 271 (P/N 293 530 011) inside the handlebar grip and install grip. Before using the watercraft, if possible wait at least two days for Sikaflex curing time.

ADJUSTMENT

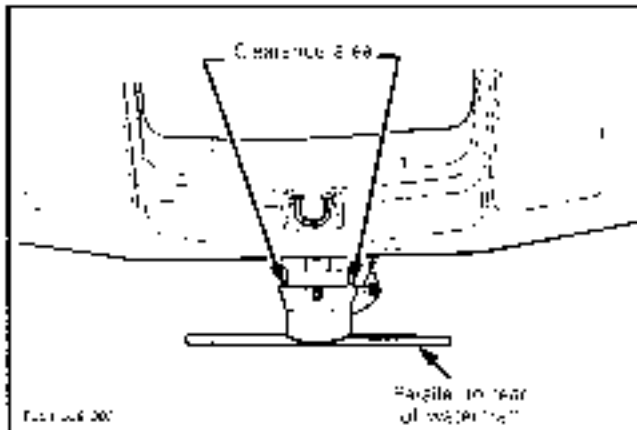
Steering and Jet Pump Nozzle

Position handlebar in straight ahead position by measuring each side the distance from handlebar grip end to floorboard.



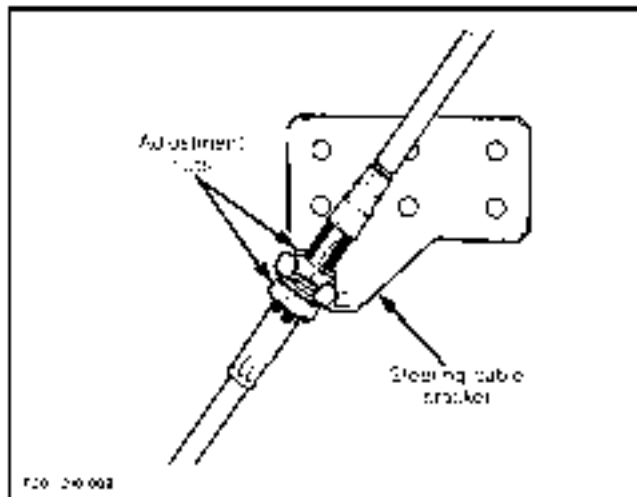
Section 09 STEERING SYSTEM
Sub-Section 01 (STEERING SYSTEM)

Check jet pump nozzle position by placing a straight edge on nozzle outer end. Straight edge should be parallel to rear of watercraft.



Steering alignment adjustment should be performed on outer cable adjustment nuts on steering cable bracket near steering stem.

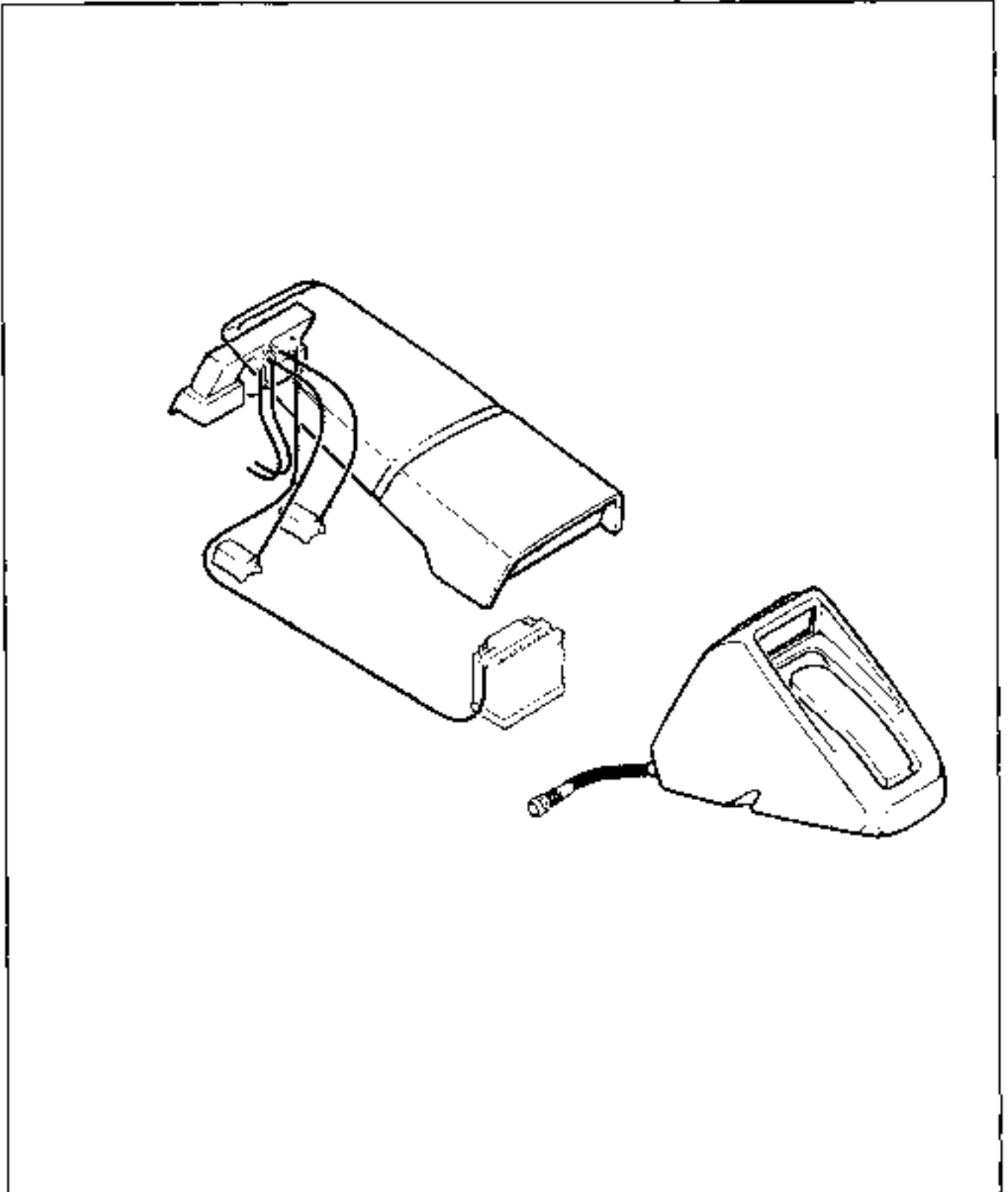
Adjust nuts so that nozzle pivots from side to side but does not contact venturi housing on either side. To verify, insert a paper sheet or a feeler gauge (0.13 mm/0.005 in) between nozzle and venturi at indicated area.



After adjustment, properly tighten nuts.

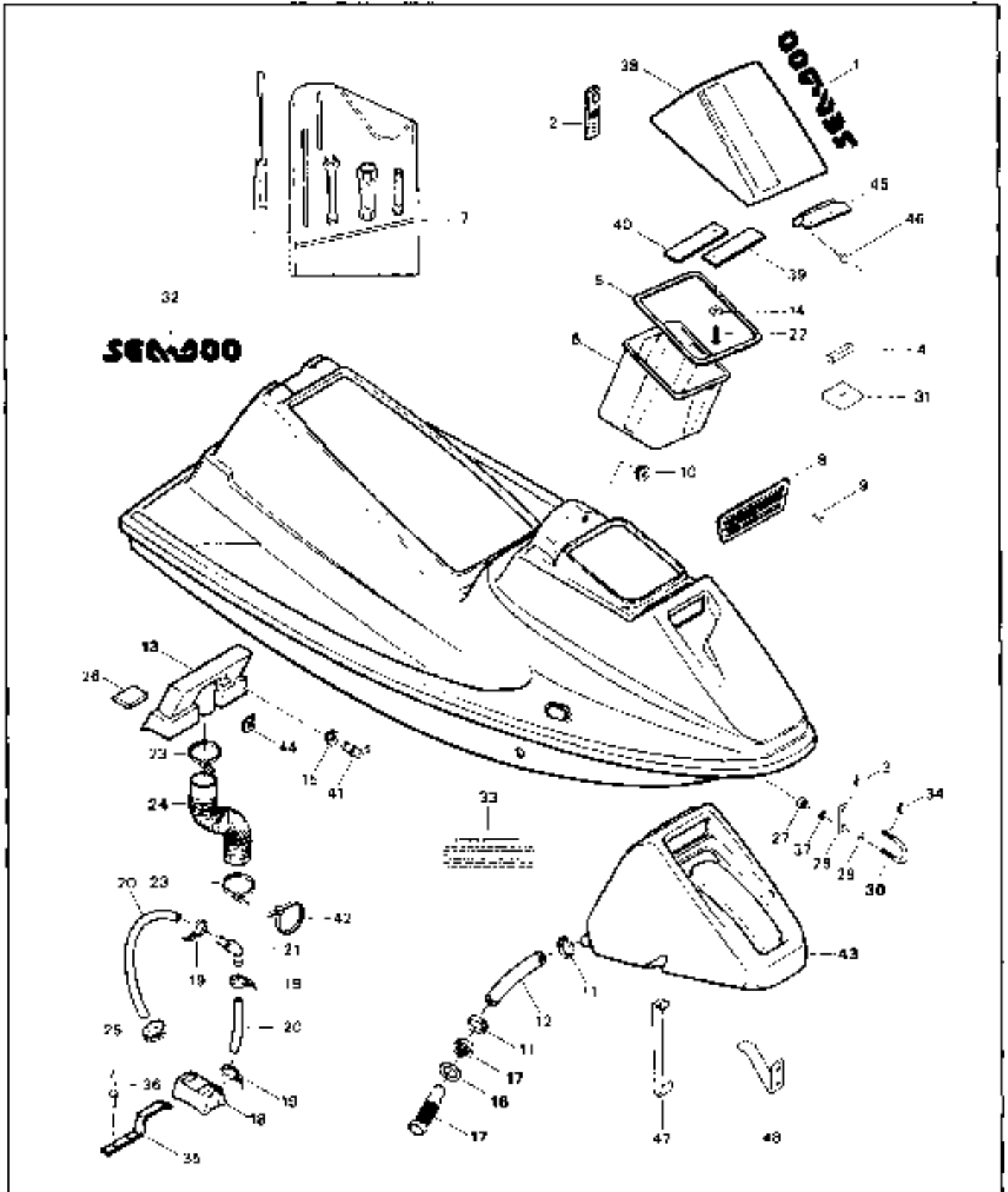
◆ **WARNING:** Ensure handlebar and jet pump nozzle operate freely from side to side and that jet pump nozzle does not contact the side of venturi housing.

HULL/BODY



Section 10 HULL/BODY
Sub-Section 01 (HULL/BODY)

HULL/BODY



Section 10 HULL/BODY

Sub-Section 01 (HULL/BODY)

COMPONENTS

1 Sea Doo 1 anchor	25 Gear cleat (2)
2 Lash (2)	26 Floor (2)
3 Ductile (2/2 1/2), 9/2 m	27 Master and奴 (2)
4 Rubber stopper	28 Plug
5 Nut	29 Washer (2)
6 Storage basket	30 Tow hook
7 Lash (2)	31 Rubber pad
8 Girt	32 Sea Doo 1 bucket (2)
9 Riser (2)	33 Small basket
10 Upholster	34 Lash 2/2, 2/2 m
11 Clamp (2)	35 Spring cap (2)
12 Rope	36 Plug (2)
13 Head bottle	37 Lock washer (2)
14 Flat washer	38 Storage cover
15 Grommet	39 Valve
16 Washer (2)	40 Valve
17 Clamp (2)	41 Hose (1/2) 90°
18 Bait (2)	42 Tie up
19 Tie up	43 Valve lock pin
20 Hose	44 Tie up (2)
21 Ductile (2) 9/2	45 Hose
22 Hose	46 Hose (2)
23 Lash (2)	47 Rear bracket (2)
24 Rear seat base	48 Front bracket

GENERAL

In the situation when the water tank trap could possibly move from its position, the following procedures can be performed without removing jet pump unit. Loss of air going from watercraft. However if water tank trap is broken these assumptions will have to be removed from watercraft.

REMOVAL

30,43, Tow Hook, Water Tank Trap

Drill storage cover rivets and remove cover.

Remove fuel tank from watercraft and pull water tank trap from its position.

WARNING : The fuel valve must be set to "OFF". Remove fuel cap slowly. Fuel may be under pressure and might spray out when removing cap. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft.

Remove tow hook nuts.

NOTE : From this point if water tank trap is broken the jet pump unit and engine removal will be required. Withdraw jet pump unit ass'y. refer to "PROPULSION & DRIVE SYSTEMS, section 08

Withdraw engine. refer to "ENGINE", section 03 sub-section 02

16,17, Gasket, Fitting

This procedure can be used to repair the water tank trap fittings.

Remove the air intake grill then remove gear clamp holding drain hose to fitting.

Remove fitting from water tank.

13,24, Rear Baffle, Vent Hose

Remove air sender, exhaust formed hose, rear vent hose and then the rear baffle.

NOTE : Verify if glue remains on rear baffle. If none install a new baffle.

CAUTION : Verify if glue remaining on rear baffle comes off easily. If it does install a new baffle. If not install the same baffle. Disregarding the installation of a **new** baffle when required will result into the same situation shortly.

CLEANING

Clean glue left on water tank trap, rear baffle if applicable and body surfaces.

NOTE : It is not necessary to remove all the glue but it is important to have smooth surfaces in order to get a good adherence.

INSTALLATION

Installation is essentially the reverse procedure. However pay particular attention to the following.

30,43,47,48, Tow Hook, Water Tank Trap, Rear Bracket, Front Bracket

Install bracket "A" (P/N 291 000 214) on tow hook and apply Loctite 271 (P/N 293 800 005) on threads then re-install nuts.

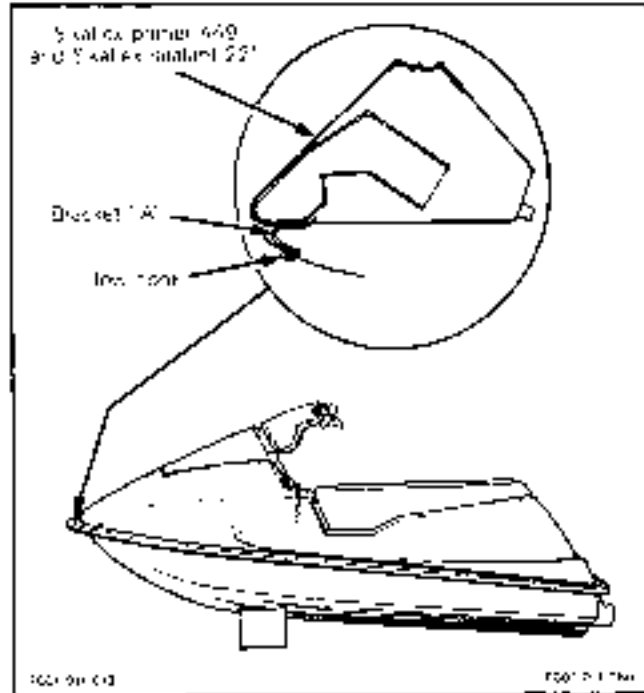
Apply Sikaflex primer 449 (P/N 293 530 012) on water tank trap and body surfaces.

Section 10 HULL/BODY

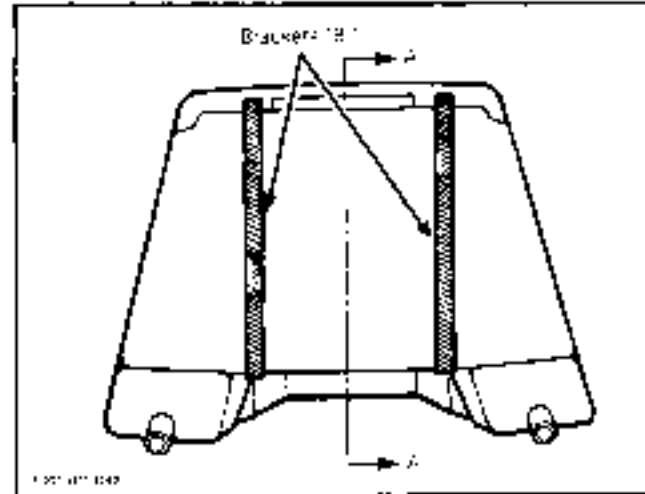
Sub-Section 01 (HULL/BODY)

▼ **CAUTION** - Allow at least 30 minutes for primer to cure.

Apply Sikaflex sealant 221 (P/N 293 530 011) on water tank track and slide it back to its position.



Install brackets 1B (P/N 291 000 713) to support the rear portion of tank and secure them with M6 stainless screws (P/N 212 000 004) and lock nuts (P/N 212 000 001).



Install fuel tank and storage cover.

To install engine refer to "ENGINE", section 03 sub-section 02.

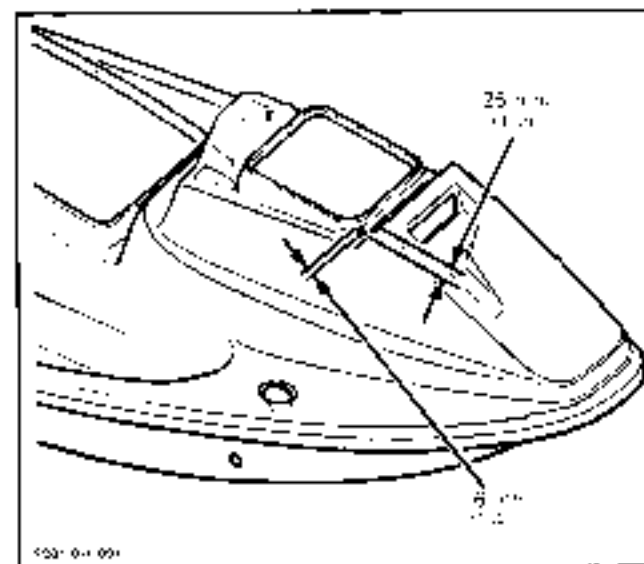
Install jet pump and assembly refer to "PROPELLION & DRIVE SYSTEMS", section 08.

Verify tightness of all fuel lines and clamps and pressurize fuel system. For pressurization procedure refer to "FUEL SYSTEM", section 05.

◆ **WARNING** : If any leak is found do not start the engine and correct the leak. Failure to correct a leak could lead to an explosion. If any fuel spillage and/or leak had occurred the bilge should be cleaned with hot water and detergent or bilge cleaner to remove fuel deposits.

Before using watercraft wait three days for Sikaflex curing time.

Drill a 6 mm (1/4 in) hole each side storage cover hinge position as illustrated.



Section 10 HULL/BODY

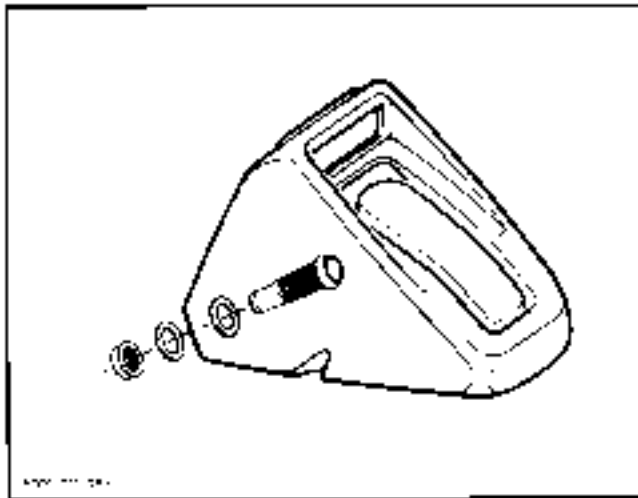
Sub-Section 01 (HULL/BODY)

16,17, Gasket, Fitting

Slide gasket (P/N 293 250 006) on fitting (P/N 293 710 015). Install through air intake hole the fitting on water tank trap.

Install outside the tank a second gasket on the fitting, install the nut and then tighten until the gaskets are compressed.

Install drain hose on the fitting and tighten with gear clamp.

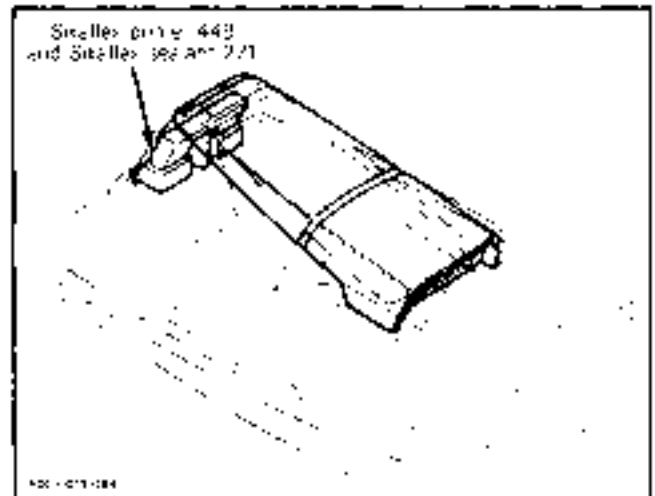


13,24, Rear Baffle, Vent Hose

Apply Sikaflex primer 440 (P/N 293 530 012) on rear baffle and body sections to be sealed.

CAUTION : Allow at least 30 minutes for primer to cure.

Apply Sikaflex sealant 221 (P/N 293 530 011) on rear baffle section to be sealed.

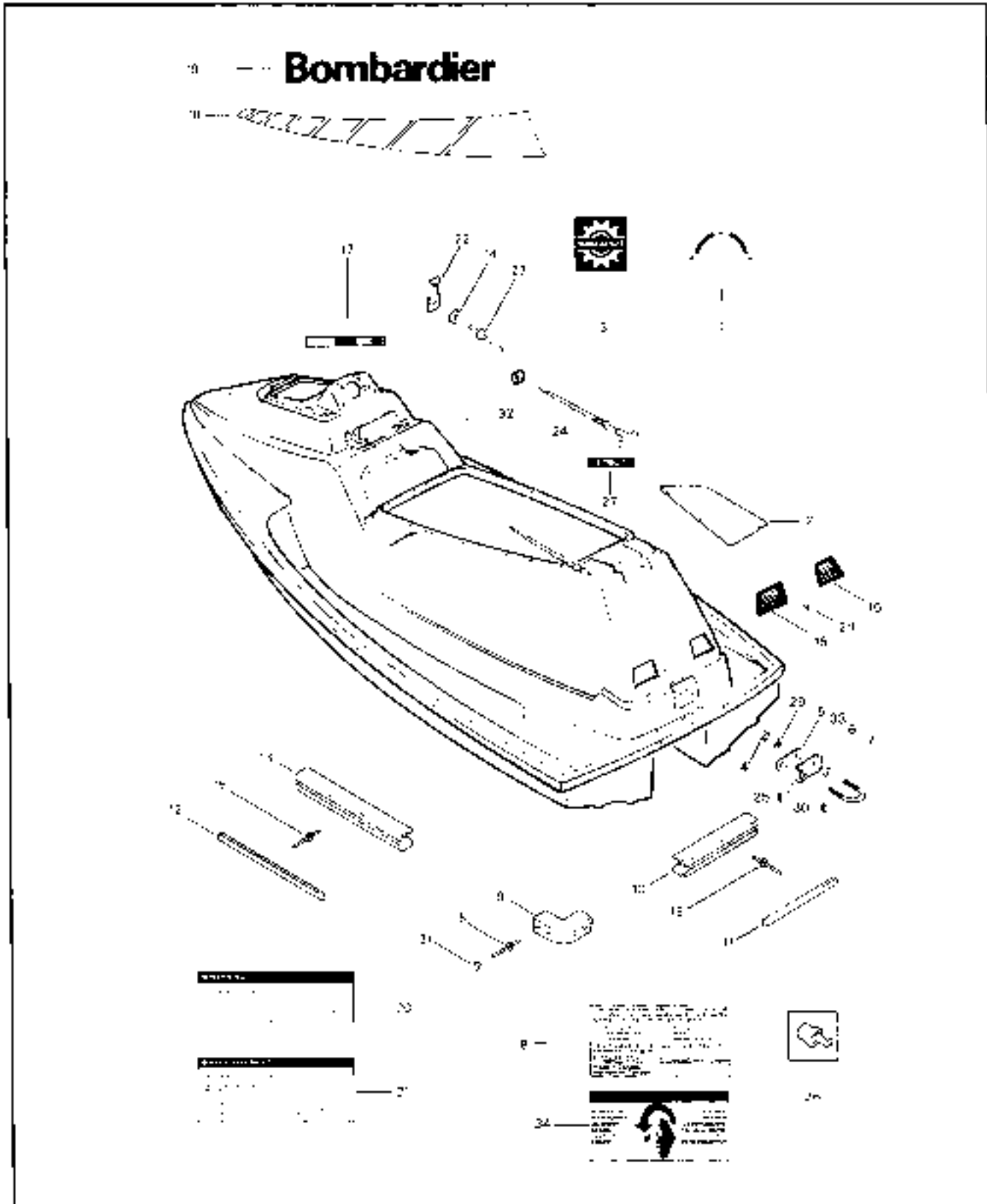


Install rear baffle on body, align properly rear inter grippings and hold in position with a light pressure. Reinstall rear vent hose, exhaust formed hose and air blower.

Before using the watercraft wait three days for Sikaflex curing time.

Section 10 HULL/BODY
Sub-Section 01 (HULL/BODY)

BODY



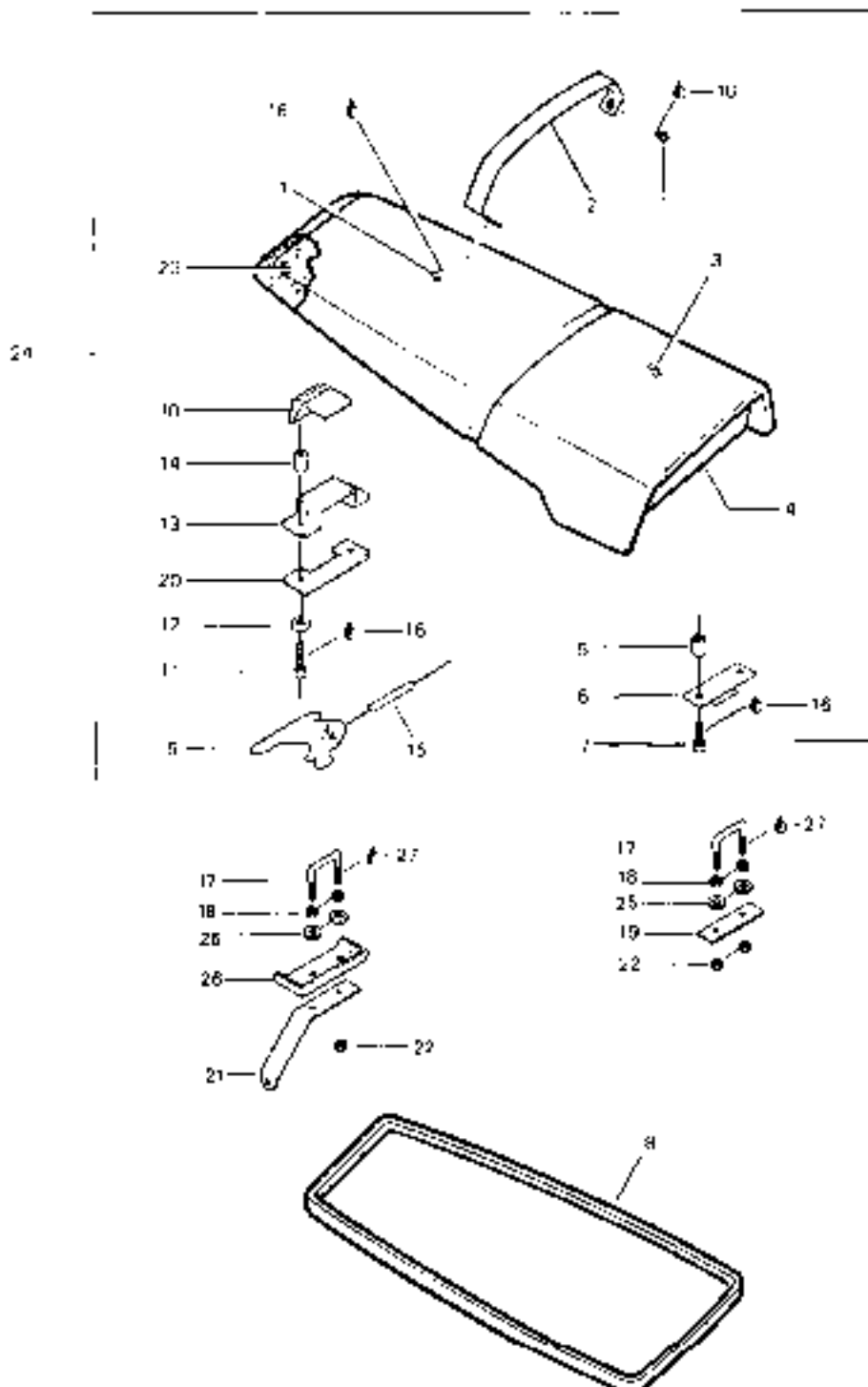
COMPONENTS

- | | |
|---|-----------------------------|
| 1 "Starb" sticker | 19 Riv. Deck L/R deck |
| 2 Riv. Standing seat / Riv. standing seat | 19 "Bombardier" sticker (2) |
| 3 "Bombardier" sticker | 20 "Warning" sticker |
| 4 Plug riv. ME (2) | 21 "Kawasaki" sticker |
| 5 Plate | 22 Support (2) |
| 6 Kevlar Rivet (2) | 22 Rivet (4) |
| 7 Plug | 24 Choke cable |
| 8 Sticker | 25 Shimura 722 RTV 90 ml |
| 9 Corner bumper (2) | 26 Biga main plug |
| 10 Long bumper | 27 "Smoke" sticker |
| 11 Rivet (2) | 28 Rivet (4) |
| 12 Rivet (2) | 29 Lock washer Rivet (2) |
| 13 Side bumper | 30 Loctite 271, 10 ml |
| 14 Rivet (4) | 31 Plug (8) |
| 15 Rivet (4) | 32 Choke wire |
| 16 Rivet (2) gun (2) | 33 Locking plate |
| 17 "Starb" sticker | 34 "Full over" sticker |
-

Section 10 HULL/BODY

Sub-Section 01 (HULL/BODY)

SEAT



COMPONENTS

- | | |
|------------------------------------|-----------------------|
| 1 Cap screw M6 x 10 (2) | 18 Lever pin |
| 2 Rear hook | 19 Locks 242, 10 pin |
| 3 Seat cover assembly | 17 Hook (2) |
| 4 Base seat | 18 Nut M6 (4) |
| 5 Backrest frame (2) | 19 Jack up plate (3) |
| 6 Front pad | 20 Stopper plate |
| 7 Screw hexagonal M6 x 20 (2) | 21 Air swivel support |
| 8 Sea reference "0" | 22 Lock nut 6 mm (4) |
| 9 Lever | 23 Foam |
| 10 Spring | 24 Seat assembly |
| 11 Hexagonal cap screw M6 x 25 (4) | 25 Flat washer M6 (4) |
| 12 Flat washers 6 mm (4) | 26 Front plate |
| 13 Spring | 27 Locks 242 |
| 14 Washer 17 mm (2) | |

GENERAL

Seat

Adjust front and rear hooks so that when seat is latched, seat is compressed to insure a water-tight fit.

Hull & Body Repair

Upper body is made of fiberglass. Hull is made of fiberglass featuring aluminum inserts to allow strong structural attachment points.

Fiberglass finish is made of gel coat layer which gives its color and smooth finish.

Gel coat repair kit (P/N 205 500 0031) is available through regular channel.

Fiberglass repair kit is available through automotive or marine suppliers.

STORAGE

It is during winter or when the watercraft is not to be in use for prolonged time that a proper storage is a necessity. Storage during long periods of inactivity consists of checking and replacing missing, broken or worn parts.

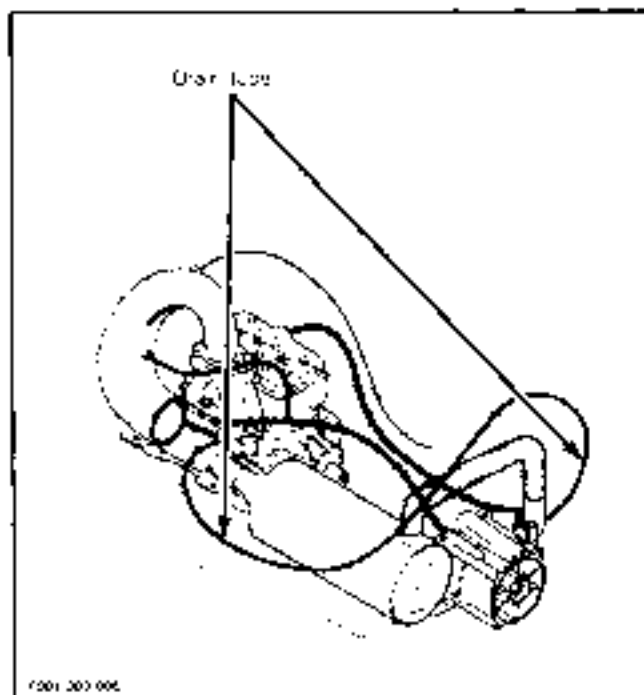
Proper lubrication and treatment should be performed to insure that parts do not become corroded and, in general, preparing the watercraft so that when the time comes to use it again, it will be in top condition.

ENGINE DRAINING

Check engine drain tube running from engine water inlet socket to exhaust outlet socket. Make sure there is no sand or other particles and it is not obstructed so that water can leave the engine. Clean tube and fitting for exhaust outlet if necessary.

▼ **CAUTION:** Water in engine drain tube must be free to flow out, otherwise water could be trapped in engine. Should water freeze in engine, severe damage will occur.

▼ **CAUTION:** Check engine drain tube for obstructions.



WATERCRAFT RINSING

Thoroughly rinse the watercraft hull, outboard engine compartment, etc. with fresh water.

PROPULSION SYSTEM

Drain lubricant in impeller shaft reservoir. Clean with solvent then refill with 68 ml (2.2 US oz) of Sea-Doo synthetic oil (P/N 293 550 010).

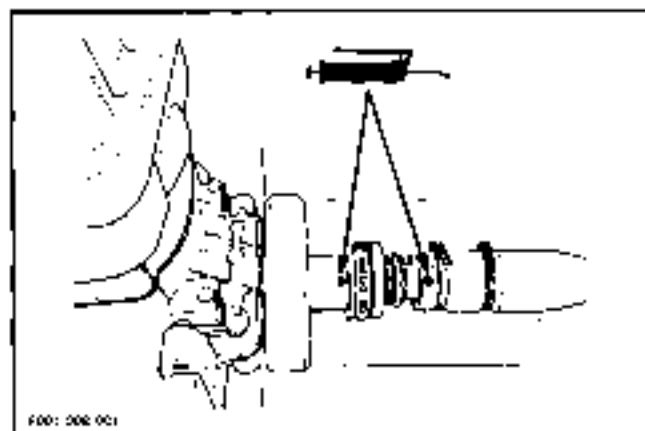
▼ **CAUTION:** This is a synthetic oil. Do not mix with mineral base oil.

Lubricate drive shaft splines through grease fitting at flywheel end with synthetic grease (P/N 293 550 010).

▼ **CAUTION:** Do not lubricate excessively. Immediately stop when a slide movement is noticed on boot.

Lubricate at seal carrier grease fitting until grease is just coming out on engine side.

▼ **CAUTION:** As soon as grease comes out the seal immediately stop lubricating to prevent seal damage and over heating.



Section 11 STORAGE

COOLING SYSTEM FLUSHING AND ENGINE INTERNAL LUBRICATION

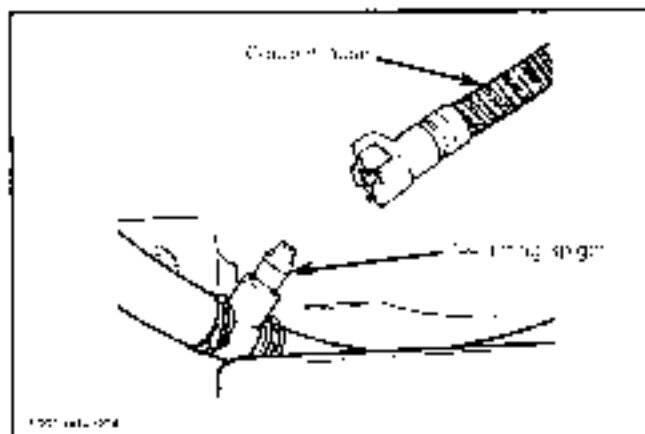
Cooling system has to be flushed with fresh water to prevent salt, sand or dirt accumulation which might clog water passages. This will be achieved with the flush kit (P/N 295 000 038).

Engine must be lubricated to prevent corrosion on internal parts. This will be achieved by spraying some SEA-DOO LUBE (P/N 290 000 006) through a intake opening.

Flushing and lubrication will be done at the same time while engine is running.

Procedure

Before using flush kit, remove dust cap from tee fitting spigot and attach coupler hose. Make sure coupler hose is properly locked to tee fitting spigot.



Attach other end of flush kit coupler hose to a garden hose.

CAUTION: Never flush a hot engine. Always start engine first then open water flow. Severe engine damage could result if not done in this order.

Start engine then open water flow. Make sure engine operates during entire procedure.

WARNING: Do not touch any electrical part when engine is running.

Spray some SEA-DOO LUBE through a intake opening, keeping engine at a fast idle. Lubrication of engine should be done at least for one minute. After approximately half a minute, close fuel tank valve to run engine out of fuel while lubricating.

CAUTION: When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies. Severe engine damage could result if not done in this order.

WARNING: Perform this operation in a well ventilated area.

Press or locking button to remove coupler hose. Re-install dust cap over tee fitting.

Remove both spark plugs and spray some SEA-DOO LUBE into each cylinder.

Crank the engine a few turns to distribute the oil on cylinder wall.

Apply anti-seize lubricant on spark plug threads then re-install them.

CAUTION: Do not run the engine during the storage period.

FUEL SYSTEM

To prevent gum and varnish formation inside components, siphonal fuel from fuel tank or a fuel stabilizer, such as STA-31[®] (or equivalent), can be added in fuel tank to prevent fuel deterioration and avoid draining fuel system for storage. Follow manufacturer's instructions for proper use.

WARNING: Remove fuel tank cap slowly. Fuel may be under pressure and might spray out. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft.

BATTERY

Remove and clean the battery. Apply some dielectric grease (P/N 203 550 004) or petroleum jelly on battery posts and cable connectors.

Add distilled water if necessary then give the battery a full charge at a maximum rate of two Amperes.

Store the battery on a shelf in a warm dry place away from direct sunlight.

To prevent battery sulfating and discharging, have it recharged every month.

ANTI-CORROSION TREATMENT

Wipe off any residual water in the engine compartment. Spray some SLA-000 LUBE over all metallic components in engine compartment.

ADDITIONAL RECOMMENDED PROTECTION

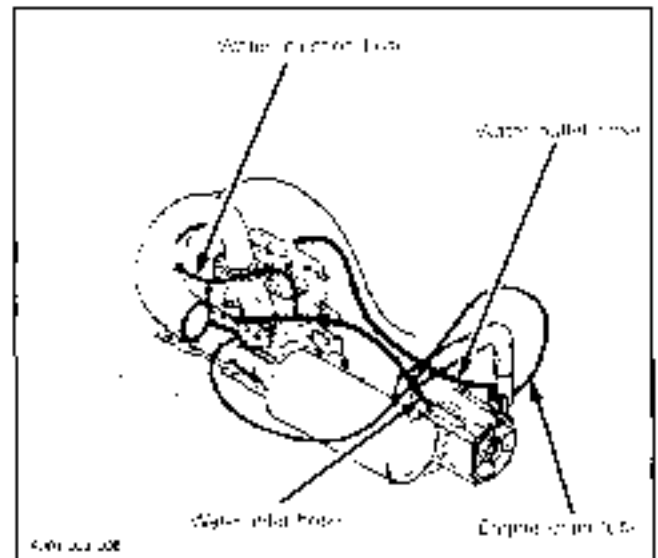
Cooling system may be filled with a 50:50 water to antifreeze solution.

CAUTION: Always use ethylene-alcohol anti-freeze containing corrosion inhibitors specifically recommended for aluminum engines.

NOTE: The engine will not have to run during this operation.

Four hoses have to be disconnected to allow air to escape and air/freeze solution to completely fill cooling system water pockets.

Disconnect the hoses where shown.

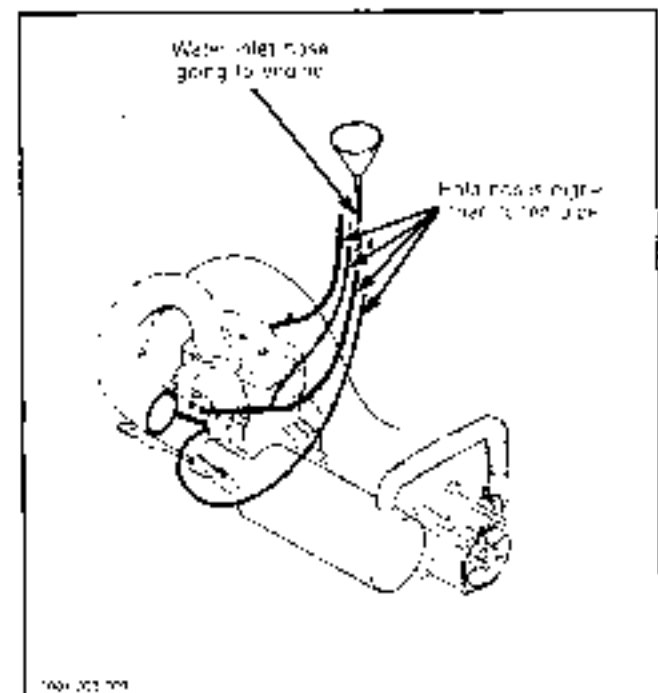


Raise all hoses above the highest point of turned pipe and temporarily tie them together.

Insert a funnel into inlet hose going to the water inlet socket at engine. Pour about two liters (2 gal) of anti-freeze solution through the funnel.

Tie up all hoses higher than turned pipe.

NOTE: If hoses are not attached higher than turned pipe, coolant will drain out.




Section 11 STORAGE

The following steps should be performed to provide the watercraft enhanced protection:

Remove muffler and drain out as much water as possible. Run start muffle.

OR, DO connect one hose from muffler and pour some anti freeze liquid inside muffler. Reconnect hose.


Lubricate the throttle cable with SEA-DOO LUBE.

 **NOTE:** A cable user can be used on throttle cable end to cover in ect SEA-DOO LUBE into cable. Refer to a motorcycle parts supplier for availability.


Clean the pipe with hot water and detergent or with ridge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge.

If any repairs are needed to hood or to the hull, touch up paint with as below paint (P.N. 293 500 008), (see part P.N. 293 500 009) and general repair kit (P.N. 295 500 003) are available. Replace damaged labels/decals.

Wash the body with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove marine organisms from the hull. Apply a non-abrasive wax such as silicon wax. Protect the seat with vinyl protectant such as Armor All or the equivalent.

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

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

 **CAUTION:** The watercraft must never be left in water for storage.

TECHNICAL DATA

Section 12 TECHNICAL DATA
Sub-Section 01 (5803 MODEL)

5803 MODEL

ENGINE			
Engine type		ROTAX 567 water cooled	
Induction type		Rotary valve	
Exhaust system		Water cooled, water injected	
Starting system		Electric start	
Lubrication		Fuel/Oil mixture & ratio	
		Oil injection pump	
		Oil type	
		VBOI	
		Gear	
		SEA-DOO injection oil	
Number of cylinders		2	
Bore	Standard	76.0 mm	(2.992 in)
	First oversize	76.25 mm	(3.002 in)
	Second oversize	76.50 mm	(3.012 in)
Stroke		64 mm	(2.520 in)
Displacement		580.3 cm ³	(35.4 in ³)
Compression ratio		Uncorrected:	11.5
		Corrected:	5.9 : 1
Compression pressure		N/A	
Engine maximum output		37 kW (50 hp) @ 5750 RPM	
Engine maximum torque		67 N·m (49 lb·ft) @ 5500 RPM	
Cylinder head warpage			
Piston ring type and quantity		EPL - 1 RN	
Ring end gap	New	0.25 - 0.40 mm	(0.010 - 0.016 in)
	Wear limit	1.00 mm	(0.039 in)
Ring piston groove distance	New	0.03 - 0.08 mm	(0.001 - 0.003 in)
	Wear limit	0.2 mm	(0.008 in)
Piston to cylinder wall clearance	New	0.06 - 0.07 mm	(0.002 - 0.003 in)
	Wear limit	0.2 mm	(0.008 in)
Cylinder taper (maximum)		0.08 mm	(0.003 in)
Cylinder out of round (maximum)		0.05 mm	(0.002 in)
Connecting rod big end axial play	New	0.4 mm	(0.016 in)
	Wear limit	1.2 mm	(0.047 in)
Crankshaft end play		N/A	
Crankshaft deflection		0.08 mm	(0.003 in)
Rotary valve timing	Opening	132° ± 4 BTDC	
	Closing	52° ± 4 ATDC	
Crankcase/rotary valve gap		0.3 - 0.5 mm	(0.012 - 0.020 in)
ADDITIONAL INFORMATION:		Min	0.020 mm
		Max	0.033 mm
Connecting rod radial clearance			0.015 in

Section 12 TECHNICAL DATA**Sub-Section 01 15803 MODEL**

ELECTRICAL (engine)			
Magnet generator output		160 W @ 5500 RPM	
Ignition system type		CDI 4/5 p	
Spark plug	Make and type	Champion RN4C	
	Gap	0.8 mm	0.024 in.
Ignition timing	BTDC	2.18 mm 0.086 in. $\pm 0.19^\circ = 21$	
	Note	@ 5000 RPM	
Generating coil	Low speed	120 - 180 Ω	
	High speed	2.8 - 4.2 Ω	
Battery charging coil		0.21 - 0.31 Ω	
High tension coil	Primary	0.23 - 0.43 Ω	
	Secondary	5.85 - 8.50 K Ω	
Engine RPM limiter operation		5500 \pm 200	
ADDITIONAL INFORMATION			
CARBURATION			
Carburetor type		Diaphragm	
Carburetor number		BN-38-34-25	
Main jet		100	
Pilot jet		-	
Adjustment	Low speed mixture screw	1-1/2 - 2 turn	
	High speed screw	N/A	
	Idle speed	1200 RPM	
Fuel	Type	Regular unleaded	
	Octane no.	N/A	
Fuel return line orifice		0.8 mm	0.031 in.
Leak test (pop off pressure)		55-76 kPa	8-12 PSI
ADDITIONAL INFORMATION			
COOLING			
Type	Total loss type	Direct flow from jet propulsion unit	
Thermostat	None		
Overheatingeeper setting		96-99°C	125-210°F
ADDITIONAL INFORMATION			

Section 12 TECHNICAL DATA
Sub-Section 01 (5803 MODEL)

PROPULSION				
Propulsion system		Outboard Evinrude outboard		
Jet pump type		Axial flow single stage		
Impeller rotation (seen from rear)		Counterclockwise		
Transmission		Direct drive		
Coupling type		Crown splines		
Oil type		SEA-DOO LET PUMP SYNTHETIC OIL (P/N 203 600 01) polyester 75W90 only		
Steering nozzle pivoting angle		26°		
P R O P U L S I O N U N I T	Minimum required water level	60 cm	124 in.	
	Drive shaft deflection maximum	2 mm	0.078 in.	
	Impeller outside diameter	New	139.5 mm	5.490 in.
		Wear limit	133.33 mm	5.250 in.
	Pump wear ring inside diameter	New	140.5 mm	5.530 in.
		Wear limit		
	Impeller wear ring clearance	New	0.31 ± 0.13 mm	0.012 ± 0.005 in.
		Wear limit	1.02 mm	0.040 in.
	Impeller shaft end play (new)	0.12 ± 0.54 mm	0.005 ± 0.021 in.	
	Impeller shaft side play	0.05 mm	0.002 in.	
Impeller pitch	18°			
ADDITIONAL INFORMATION: Do not mix different trademarks or type of oil				
DIMENSIONS				
Number of passenger (river only)		2		
Length overall		244 cm	96 in.	
Width overall		105 cm	41.5 in.	
Height overall		92 cm	36.2 in.	
Mass		166 kg	366 lb.	
Load limit		160 kg	352 lb.	
M A T E R I A L S	hull	Composite		
	Air intake silencer	Inertoplastic		
	Frame brackets	Aluminum foam		
	Exhaust muffler	Aluminum		
	Seating padding	Polypropylene		
	Fuel tank	Polyethylene		
	Injection tank	Polyethylene		
	Seal	Polyurethane foam		
ADDITIONAL INFORMATION				

Section 12 TECHNICAL DATA**Sub-Section 01 (5803 MODEL)**

PERFORMANCE		
Pump shaft thrust		167 kg (367 lb)
Max. fuel consumption		4 L/h (3.7 U.S. gal/h)
Cruising range at full throttle	Fuel tank without reserve	2 h
	Fuel tank reserve	30 minutes
Maximum speed		64 km/h (40 MPH)
ADDITIONAL INFORMATION		
ELECTRICAL (vehicle)		
Battery		12 V, 20 Ah
Starting system fuse		8 A
Charging system fuse		15 A
ADDITIONAL INFORMATION		
CAPACITIES		
Fuel tank		29.10 L (7.7 U.S. gal)
Injection shaft reservoir	Capacity	66 ml (2.2 U.S. oz)
	Oil level height	To lower plug
Cooling system		N/A
Injection oil tank		2.8 L (0.5 U.S. gal)
ADDITIONAL INFORMATION		
STANDARD EQUIPMENT		
Tool kit		STD
Tool kit		STD
Fuel tank reserve		STD
Overvoltage warning device		STD
Electric fuel level gauge		N/A
Injection oil low level warning device		N/A
Speedometer		N/A
Tachometer		N/A
Position lights		N/A
Voltmeter		N/A
Reverse		N/A
ADDITIONAL INFORMATION		

Section 12 TECHNICAL DATA
Sub-Section 01 (5803 MODEL)

TIGHTENING TORQUES				
E N G I N E	Exhaust manifold screw studs	20 Nm	115.4 lb*in	
	Magneto flywheel nut	105 Nm	177 lb*in	
	Flywheel (FTO side)	110 Nm	181 lb*in	
	Crankcase screws	M5	9 Nm	160 lb*in
		M8	22 Nm	116 lb*in
	Crankcase engine support nuts	35 Nm	176 lb*in	
	Engine support bar	25 Nm (1)	118 lb*in	
	Cylinder head screws	20 Nm (13)	115 lb*in	
	Crankcase cylinder screws	20 Nm (13)	115 lb*in	
	Tuned pipe	25 Nm	118 lb*in	
	Saddle clamps	7 Nm	79 lb*in	
	Cylinder head cover screws	9 Nm (1)	180 lb*in	
	Flame arrester screws	10 Nm (1)	188 lb*in	
	Flower guard studs	9 Nm (2)	180 lb*in	
Impeller on shaft	70 Nm (2)	52 lb*in		
P U M P	Pump nut	35 Nm (1)	126 lb*in	
	Venturi housing	25 Nm (1)	118 lb*in	
	Nozzle venturi	20 Nm (1)	115 lb*in	
	Housing cover	7 Nm (1)	162 lb*in	
	Coil	8 Nm (1)	171 lb*in	
	Slide shoe	10 Nm (1)	188 lb*in	
	Flywheel guard nuts	5 Nm (1)	144 lb*in	
S T E E R I N G	Steering cable lock nuts	10 Nm	188 lb*in	
	Steering support screws	15 Nm (1)	111 lb*in	
	Steering collar screws	5 Nm (1)	144 lb*in	
	Steering stem screw	25 Nm (2)	119 lb*in	
	Handlebar saddle screws, nuts	20 Nm (1)	119 lb*in	
E L E C T R I C A L	Ignition housing cover	4 Nm	135 lb*in	
	Electrical box/battery	4 Nm	135 lb*in	
	Electrical box cover	2 Nm	118 lb*in	
	Starter mounting screws	22 Nm (2)	116 lb*in	
	Starter lock nuts	7 Nm	162 lb*in	
ADDITIONAL INFORMATION Apply where indicated				
1) Torque 247				
2) Torque 271				
3) Torque 515				

Section 12 TECHNICAL DATA
Sub-Section 02 (5810 MODEL)

5810 MODEL

ENGINE			
Engine type		ROTAX 587 water cooled	
Induction type		Rotary valve	
Exhaust system		Water cooled, water injected	
Starting system		Electric start	
Lubrication	Fuel/Oil mixture & ratio	VRCI	
	Oil injection pump	Gear	
	Oil type	SE4-100 injection oil	
Number of cylinders		2	
Bore	Standard	76.0 mm	2.992 in
	First oversize	76.25 mm	3.002 in
	Second oversize	76.50 mm	3.022 in
Stroke		64 mm	2.520 in
Displacement		560.7 cm ³	35.44 in ³
Compression ratio	Uncorrected	11.5 : 1	
	Corrected	5.9 : 1	
Compression pressure		N/A	
Engine maximum output		41 kW (55 hp) @ 5750 RPM	
Cylinder head warpage		N/A	
Piston ring type and quantity		1 L.R. 1 P.R.	
Ring end gap	New	0.25 - 0.40 mm	0.010 - 0.016 in
	Wear limit	1.00 mm	0.039 in
Ring/piston groove clearance	New	0.03 - 0.08 mm	0.001 - 0.003 in
	Wear limit	0.2 mm	0.008 in
Piston/cylinder wall clearance	New	0.06 - 0.07 mm	0.002 - 0.003 in
	Wear limit	0.2 mm	0.008 in
Cylinder taper (maximum)		0.03 mm	0.003 in
Cylinder out of round (maximum)		0.05 mm	0.002 in
Connecting rod big end axial play	New	0.4 mm	0.016 in
	Wear limit	1.2 mm	0.047 in
Crankshaft end play		N/A	
Crankshaft deflection		0.09 mm	0.003 in
Rotary valve timing	Opening	132° ± 4 BTDC	
	Closing	52° ± 4 ATDC	
Crankshaft/rod big end gap		0.3 - 0.5 mm	0.012 - 0.020 in
ADDITIONAL INFORMATION:		Min.	0.020 mm
Connecting rod radial clearance		Max.	0.033 mm

Section 12 TECHNICAL DATA**Sub-Section 02 (5810 MODEL)****ELECTRICAL (engine)**

Magneto generator output		60 W @ 5500 RPM
Ignition system, type		CDI 4:15 p
Spark plug	Make and type	Champion RN10
	Gap	0.6 mm (0.024 in)
Ignition timing	BTDC	2.18 mm (0.86 in) 119° ± 2°
	Note	@ 6000 RPM
Generating coil	Low speed	120 - 190 Ω
	High speed	2.8 - 4.2 Ω
Battery charging coil		0.21 - 0.31 Ω
High tension coil	Primary	0.23 - 0.43 Ω
	Secondary	5.85 - 0.50 kΩ
Engine RPM under operation		6500 ± 200

ADDITIONAL INFORMATION

CARBURATION

Carburetor, type		D sprinagn
Carburetor number		P/N 270 500 0/3: MAG P/N 270 500 0/2: P10
Main jet #1		110
Main jet #2		Closed
Adjustment	Low speed mixture screw	1.12 turn
	High speed screw	N/A
	Idle speed	1200 RPM
Fuel	Type	Regular unleaded
	Octane no.	N/A
Fuel return line orifice		0.8 mm (0.031 in) MAG 3.0 mm (0.118 in) P10
Lean test (pop off) pressure		55-75 kPa (8-12 PSI)

ADDITIONAL INFORMATION

COOLING

Type	Total loss type - Direct flow from jet propulsion unit	
Thermostat	None	
Overheating breaker setting	95 - 99°C	120°C (270°F)

ADDITIONAL INFORMATION

Section 12 TECHNICAL DATA
Sub-Section 02 (5810 MODEL)

PROPULSION			
Propulsion system		Bombardier Formula pump	
Jet pump type		Axial low angle stage	
Impeller rotation (seen from rear)		Counterclockwise	
Transmission		Direct drive	
Coupling type		Crown splines	
Oil type		SFA-000 JET PUMP SYNTHETIC OIL IP-N 293 600 011 polyester 75W90 only	
P R O P U L S I O N	Steering nozzle: pivoting angle	75°	
	Minimum required water level	60 cm (24 in)	
	Drive shaft deflection maximum	2 mm (.078 in)	
	Impeller outside diameter	New	139.5 mm (5.490 in)
		Wear limit	139.33 mm (5.450 in)
	Pump wear ring inside diameter	New	140.5 mm (5.530 in)
		Wear limit	N/A
	Impeller wear ring clearance	New	0.31 ± 0.13 mm (.012 ± 0.005 in)
		Wear limit	1.02 mm (.040 in)
	Impeller shaft end play (new)	0.12 - 0.54 mm (.005 - 0.021 in)	
Impeller shaft side play	0.05 mm (.002 in)		
Impeller pitch	17°		
Impeller material	Stainless steel		
ADDITIONAL INFORMATION Do not mix different trademark or type of oil.			
DIMENSIONS			
Number of passengers (driver including) ①		3	
Length, overall		303 cm (119.3 in)	
Width, overall		121 cm (47.6 in)	
Height, overall		95 cm (37.4 in)	
Mass		209 kg (461 lb)	
Load limit - passenger & luggage (10 kg)		225 kg (496 lb)	
M A T E R I A L S	Hull	Composite	
	Anti-cavitation silencer	Thermoplastic	
	Flame arrester	Multi-layer wire screen	
	Exhaust muffler	Aluminum	
	Steering padding	Polyethylene foam	
	Fuel tank	Polyethylene	
	Injection oil tank	Polyethylene	
Seat	Polyurethane foam		
ADDITIONAL INFORMATION ① Refer to load limits			

Section 12 TECHNICAL DATA**Sub-Section 02 (5810 MODEL)****PERFORMANCE**

Cruising range at full throttle	Fuel tank without reserve	1.5 h
	Fuel tank reserve	15 minutes
Maximum speed		58 km/h 136 MPH

ADDITIONAL INFORMATION

ELECTRICAL (vehicle)

Battery	12 V, 20 Ah
Starting system fuse	8 A
Charging system fuse	15 A

ADDITIONAL INFORMATION

CAPACITIES

Fuel tank	29.10 L	7.7 U.S. gal.
Inboard shaft reservoir	Capacity	85 mL
	Oil level height	Up to plug
Cooling system	N/A	
Injection oil tank	2.8 L	195 U.S. oz.
Storage basket	50 l	13652 in ³

ADDITIONAL INFORMATION

STANDARD EQUIPMENT

Tether cord	STD
Fuel kit	STD
Fuel tank reserve	STD
Overheating warning device	STD
Electric fuel level gauge	OPT
Injection oil low level warning device	OPT
Reverse	STD
Luggage compartment	STD
Rear grab handle	STD

ADDITIONAL INFORMATION

Section 12 TECHNICAL DATA
Sub-Section 02 (5810 MODEL)

TIGHTENING TORQUES				
E N G I N E	Exhaust manifold screw/studs		23.6 N•m (16.4 lb•ft)	
	Magneto flywheel nut		105 N•m (77 lb•ft)	
	Flywheel (P10 side)		110 N•m (81 lb•ft)	
	Crankcase screws	M6	9 N•m (6 lb•ft)	
		M8	22 N•m (16 lb•ft)	
	Crankcase/engine support nuts		35 N•m (26 lb•ft)	
	Engine support nut		25 N•m (18 lb•ft)	
	Cylinder head screws		20 N•m (13 lb•ft)	
	Crankcase/cylinder screws		22 N•m (13 lb•ft)	
	Tuned pipe		25 N•m (18 lb•ft)	
	Saddle clamps		1 N•m (9 lb•in)	
	Cylinder head cover screws		9 N•m (7 lb•ft)	
	Flame arrester screws		10 N•m (7 lb•ft)	
	Flywheel guard studs		9 N•m (7 lb•ft)	
P U M P	Impeller pin shaft		20 N•m (12 lb•ft)	
	Pump nut		35 N•m (25 lb•ft)	
	Venturi housing		25 N•m (18 lb•ft)	
	Nozzle/Venturi		20 N•m (13 lb•ft)	
	Housing cover		7 N•m (5 lb•ft)	
	G-1		8 N•m (5 lb•ft)	
	Flide shoe		10 N•m (7 lb•ft)	
	Flywheel guard nuts		5 N•m (3 lb•ft)	
S T E E R I N G	Reverse gate/housing		20 N•m (13 lb•ft)	
	Cable/reverse		8 N•m (7 lb•ft)	
	Steering cable lock nuts		10 N•m (8 lb•ft)	
	Steering support screws		15 N•m (11 lb•ft)	
	Steering collar screws		15 N•m (11 lb•ft)	
	Steering stem screw		20 N•m (12 lb•ft)	
	Handlebar saddle screws, nuts		20 N•m (13 lb•ft)	
E L E C T R I C A L	Cable/nozzle		8 N•m (7 lb•ft)	
	Ignition housing cover		4 N•m (3 lb•ft)	
	Electrical box/battery		4 N•m (3 lb•ft)	
	Electrical box cover		2 N•m (1 lb•ft)	
	Starter mounting screws		22 N•m (12 lb•ft)	
Starter lock nuts		7 N•m (5 lb•ft)		
ADDITIONAL INFORMATION: Apply where indicated 11) Loctite 242 12) Loctite 271 13) Loctite 515				
Storage cover hinge nuts 8 N•m (7 lb•ft)				

TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of troubles.

ENGINE WILL NOT START

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Engine does not turn over	<ul style="list-style-type: none"> • Fuse open • Discharged battery • Battery connections • Water-fuel hydrolock • Starter or solenoid • Seized engine • Seized jet pump • Jammed pump 	Check wiring then replace fuse Check, recharge Check/clean/tighten Check, refer to engine section 03-01-1 Check, refer to section 07-03 Check, repair as needed Check, refer to pump section 08-01 Check/clean out debris
Engine turns slowly	<ul style="list-style-type: none"> • Discharged/weak battery • Restriction in jet pump • Seizure in jet pump • Seal/cam or seizure • Partial engine hydrolock • Partial engine seizure 	Check/charge/replace Check/clean pump Inspect, refer to section 08-01 Check, refer to section 08-01 Check, refer to section 03-01-1 Check compression, refer to section 03-03-1
Engine turns over	<ul style="list-style-type: none"> • Tether cord removed • Fuel tank empty • Fuel/water-contaminated • Dirty fuel filter • Fouled spark plugs • Water in engine • Misuse of choke (fuel flooded) • Carburetion • Ignition • Engine flooded <ul style="list-style-type: none"> — Needle valve stuck open 	Reinstall Refill Renew supply Clean/replace Replace Check, refer to section 03-01-1 Use only with cold engine Check, refer to section 05-01-1 Check, refer to section 07-05-1 Check, refer to section 05-01-1

Section 13 TROUBLESHOOTING

ENGINE MISFIRES, RUNS IRREGULARLY

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	<ul style="list-style-type: none"> Fouled, defective, worn spark plugs Faulty RPM limiter Faulty ignition 	Check/verify heat range/replace Check, refer to section 07-05-3 Check, refer to section 07-05-4
Lean fuel mixture	<ul style="list-style-type: none"> Fuel level low Stale or water fouled fuel Fine filter dirty or restricted Carburetor dirty or out of adjustment Leaking crankshaft seal, magnets or PTO Fuel valve restricted Fuel tank up screen restriction Loose carburetor, dry spark plugs 	Check/refill Check/replace and refill Check/clean/replace Check/clean/adjust, refer to section 05-01-1 Check/test/replace, refer to engine section 03 Check/replace Check/replace Tighten carburetor
Rich fuel mixture: fouled spark plug	<ul style="list-style-type: none"> Partially closed choke Air filter dirty or restricted Carburetor adjustment or setting Main jet loose Main jet O-ring damage Rotary valve shaft seal leaking Oil pump adjustment Watercraft transportation 	Check/adjust choke cable Check/clean/replace Check/clean/adjust, refer to section 05-01 Check, refer to section 05-01 Check/replace, refer to section 05-01 Check/replace, refer to section 03-06 Check/adjust, refer to section 05-01-3 Turn fuel valve to "OFF"
Difficult to start	<ul style="list-style-type: none"> Incorrect rotary valve timing 	Check/adjust, refer to section 03-06-10

Section 13 TROUBLESHOOTING

ENGINE OVERHEATS

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Overheat beeper sounds	<ul style="list-style-type: none">Restricted jet pump water intakeCooling system restrictionCarburetor adjustmentGrounded temperature sensor or sensor wire	<ul style="list-style-type: none">Check/repairCheck/flush, refer to section 04-01Check/adjust, refer to section 05-01Check/replace/repair

ENGINE CONTINUALLY BACKFIRES

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Weak spark	<ul style="list-style-type: none">Failed, defective spark plugsRPM limiter malfunction	<ul style="list-style-type: none">Check/replaceCheck/replace, refer to section 07-05-3
Ignition timing	<ul style="list-style-type: none">Incorrect settingFlywheel key sheared	<ul style="list-style-type: none">Check/reset, refer to section 07-02Check/replace
Rotary distributor	<ul style="list-style-type: none">Timing incorrect	<ul style="list-style-type: none">Check/reset, refer to section 03-06-10
Carburetor	<ul style="list-style-type: none">Carburetor too lean	<ul style="list-style-type: none">Check/adjust, refer to section 05-011

ENGINE DETONATION OR PINGING

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
Ignition	<ul style="list-style-type: none">Timing too far advancedSpark plug heat range too high	<ul style="list-style-type: none">Check/resetCheck/change to correct range
Engine temperature	<ul style="list-style-type: none">Engine overheatingFuel quality fuel	<ul style="list-style-type: none">Check, refer to engine overheatingUse good quality fuel

Section 13 TROUBLESHOOTING

ENGINE LACKS ACCELERATION OR POWER

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Weak spark • Carburetor not jetting too rich/lean • Throttle does not reach full open • Low compression • Exhaust system restriction • Water in gas or oil • Debris in needle valve 	Check/replace, refer to section 07-05. Check/reset/reat, refer to section 05-01. Check/readjust. Check/repair, refer to section 03-03. Check/clean. Check/siphon/replace. Check/clean, refer to section 05-01.

ENGINE RUNS TOO FAST

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Faulty RPM limiter 	Check, refer to section 07-05-03.
Jet pump cavitation	<ul style="list-style-type: none"> • Damaged leading edge of impeller 	Check/replace. NOTE: Leading edge damage contributes to poor performance from start. Trailing edge damage contributes to poor top performance and stator vane erosion.
Jet pump ventilation	<ul style="list-style-type: none"> • Pump housing or nozzle air leak 	Check/repair, refer to section 06-01-16, 08-01-20.

ABNORMAL NOISE FROM PROPULSION SYSTEM

OTHER OBSERVATION	POSSIBLE CAUSE	REMEDY
	<ul style="list-style-type: none"> • Weeds/debris caught in pump intake or impeller • Low oil level in pump housing • Damaged or bent driveshaft • Broken motor mounts 	Check/clean. Check/troubleshoot source of leak; refill supp.v., refer to section 06-01. Check/replace, refer to section 08-01. Check/replace, refer to section 03-02.

