
MAINTENANCE AND ADJUSTMENTS

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any marine SI engine repair establishment or individual.

EMISSION CONTROL INFORMATION

To protect the environment in which we all live, Kawasaki has incorporated an exhaust emission control system in compliance with applicable regulations of the United States Environment Protection Agency and California Air Resources Board.

Additionally Kawasaki has incorporated an evaporative emission control system in compliance with applicable regulations of the United States Environment Protection Agency.

Exhaust Emission Control System

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

Evaporative Emission Control System

The evaporative emission control system for this watercraft consists of low permeation fuel hoses.

Fuel Information

THIS ENGINE IS CERTIFIED TO OPERATE ON UNLEADED REGULAR GRADE GASOLINE ONLY.

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

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Maintenance and Warranty

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

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

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

Tampering with Emission Control System Prohibited

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

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

Do not tamper with the original emission related parts.

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

Periodic Maintenance Chart

NOTE

Complete the Pre-Ride Checklist before each outing.

Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 50 Hours	Every 100 Hours
* Inspect supercharger drive belt for wear/damage		●	●		
* Apply corrosion protection coating to the supercharger rotors		Every ride			
Inspect all hoses, hose clamps, nuts, bolts, and fasteners		●	●		
* Lube jet pump bearings and seals; inspect and replace bearings/seals if necessary		Initial 20 hours, then every 50 hours or every year whichever comes first			
Lubricate throttle body cable fitting at throttle body			●		
Lubricate throttle control cable and throttle cable fitting at throttle case			●		
○ Clean and gap spark plugs (replace if necessary)			●		
Lubricate steering cable/shift cable ball joints and steering nozzle/reverse bucket pivots			●		
* Lubricate handlebar pivot (disassemble)			●		
○* Clean fuel pump screen			●		
○* Inspect/adjust valve clearances					●

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Description	Frequency	Initial 10 Hours	Every 25 Hours	Every 50 Hours	Every 100 Hours
Inspect/clean air box drain cap			●		
Replace engine oil			● (or every year)		
Replace engine oil filter					●
* Inspect/tighten engine mount bolts				● (or every year)	
* Inspect fuel vent check valve			●		
○ Inspect throttle control system			●		
Flush bilge line and filter			●		
Flush cooling system (after each use in salt water)			●		
* Inspect impeller blades for damage (remove)					●
* Inspect/replace coupling damper					●
○ * Inspect throttle shaft spring (replace throttle body if necessary)					●
* Inspect steering cable/shift cable					●
Inspect hull drain screws (replace if necessary)				●	
Inspect battery terminals and charging condition			●		
* Replace fuel hoses	Every 5 years				
* Inspect filter at muffler body (replace if necessary)			●		

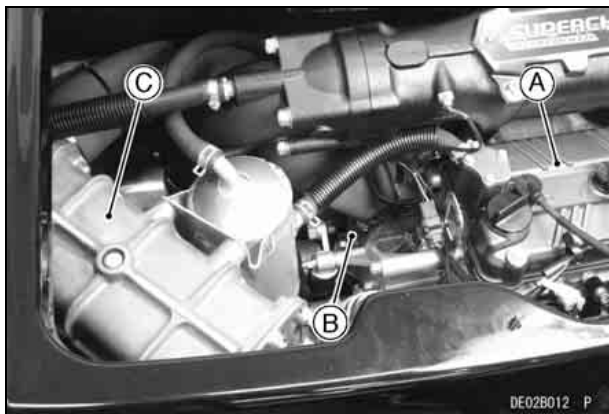
*: These items must be performed with the proper tools. See an authorized Kawasaki JET SKI dealer for service, unless you have the proper equipment and mechanical proficiency (refer to the Service Manual).

○: Emission Related

Supercharger

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

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



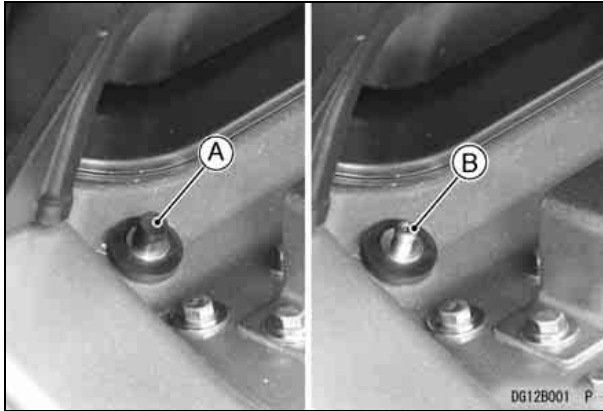
A. Engine
B. Supercharger
C. Intercooler

CAUTION

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

Supercharger Lubrication

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



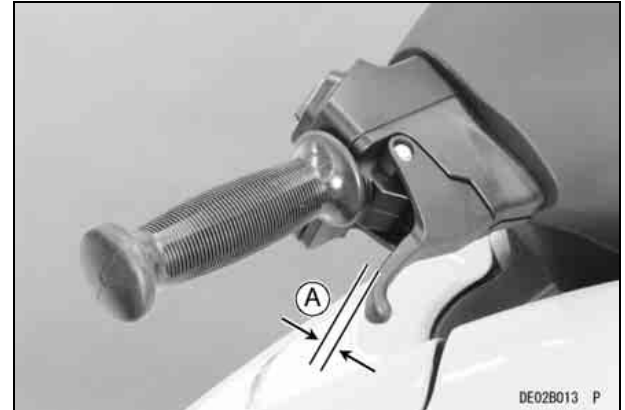
A. Cap
B. Filler Opening

CAUTION

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

Control Cables

There must be free play in the throttle mechanism. Measure the distance the throttle lever moves before the engine begins to pick up speed. Free play should be about 2 mm (0.08 in.).



A. about 2 mm (0.08 in.)

Throttle Cable Adjustment

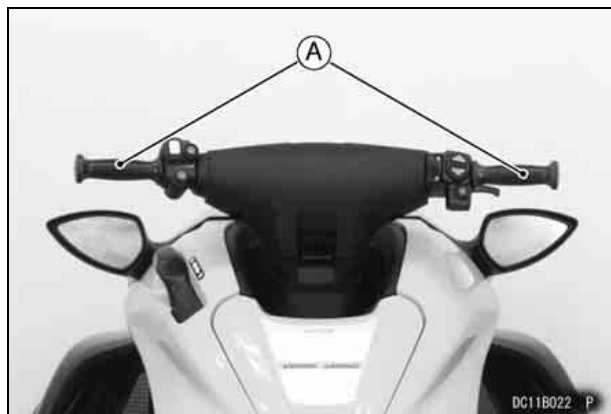
This watercraft is equipped with the electronic throttle valve.

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

Steering Cable Adjustment

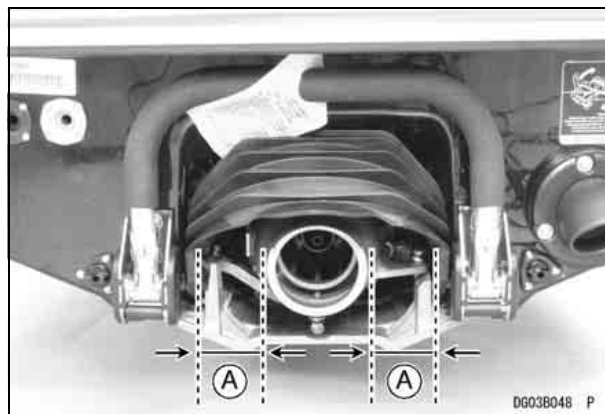
- Center the handlebars in a straight ahead steering position.

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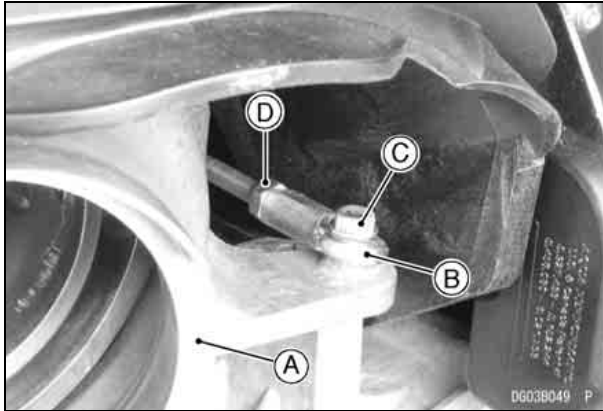
A. Handlebars

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



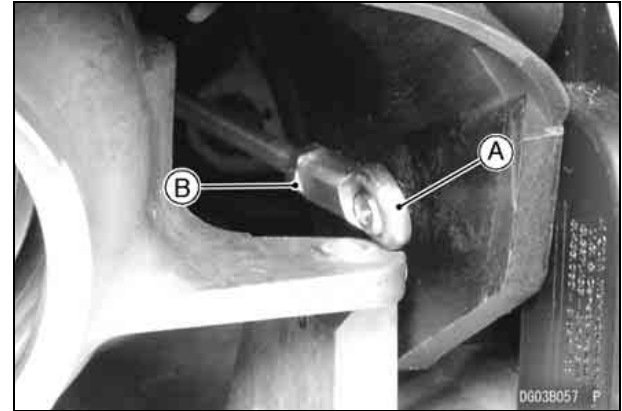
A. Equal

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



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

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



- A. Joint**
- B. Locknut**

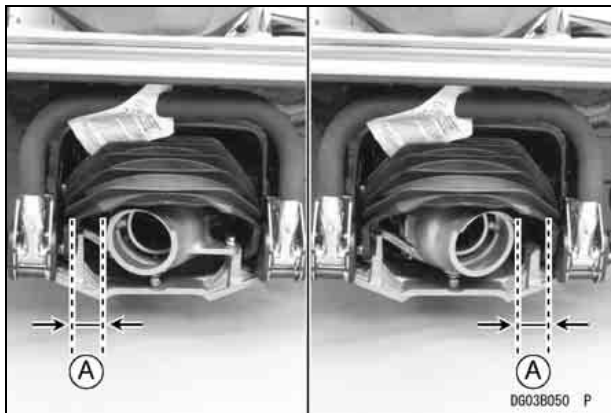
- Reattach the joint and check cable adjustment again.
- Apply non-permanent locking agent to the bolt. And tighten the joint bolt and the locknut securely.

Bolt Tightening Torque:

9.8 N·m (1.0 kgf·m, 87 in·lb)

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

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A. Equal

Steering Cable Inspection

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

NOTE

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

Trim-control Cable Adjustment

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

Trim-control Cable Inspection

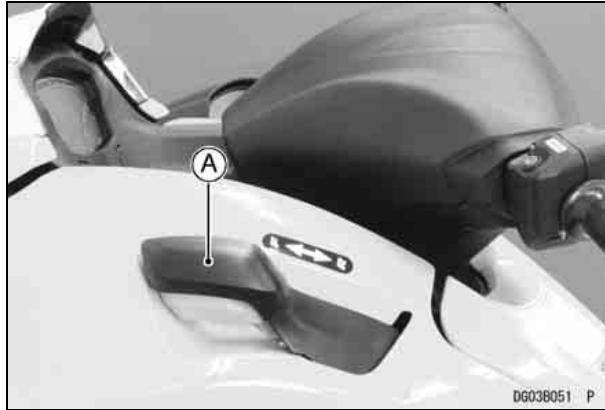
Trim-control cable inspection is best performed by your authorized Kawasaki JET SKI dealer. If the steering feels rough or “catchy”, have your dealer inspect the trim-control cable.

NOTE

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

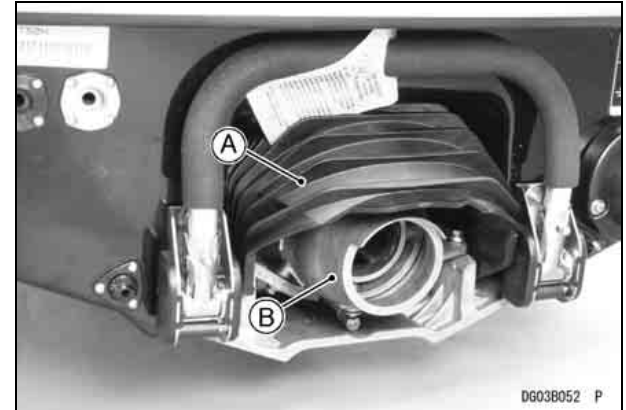
Shift Cable Adjustment

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



A. Shift Lever (“F” position)

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



**A. Reverse Bucket
B. Steering Nozzle**

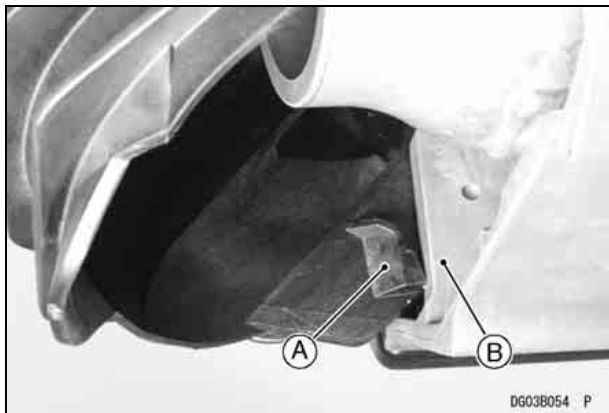
- Put the shift lever in the “R (Reverse)” position.



A. Shift Lever (“R” position)

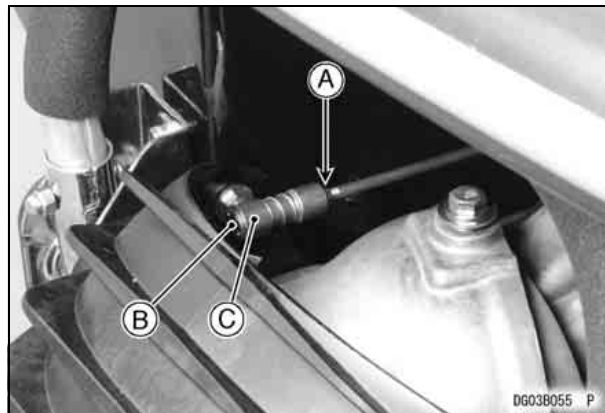
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- The lower stopper on the bucket should rest against the rear edge of the pump cover.



A. Stopper
B. Pump Cover End

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

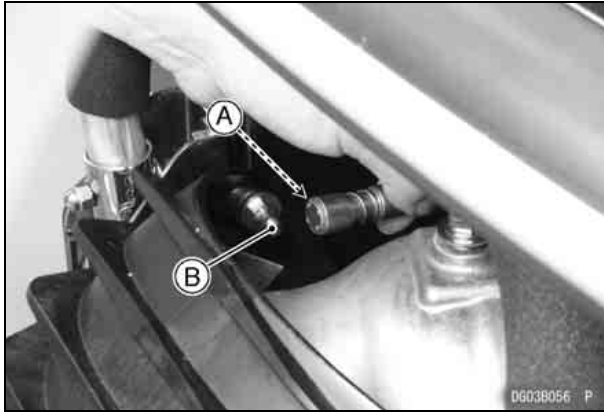


A. Locknut
B. Ball Joint
C. Sleeve

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

NOTE

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



A. Hole
B. Ball

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

Shift Cable Inspection

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

NOTE

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

Fuel System

Throttle Adjustments

Idle Speed

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

Idle Speed

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

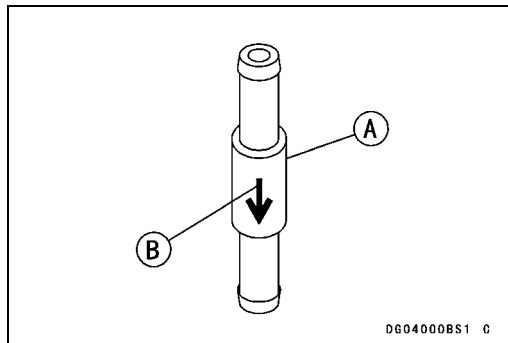
High Altitude Use

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

Fuel Vent Check Valve

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

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- A. Check Valve**
B. Flow Direction

Fuel Pump Screen

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

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

Engine Oil System

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

Oil and/or Oil Filter Changes

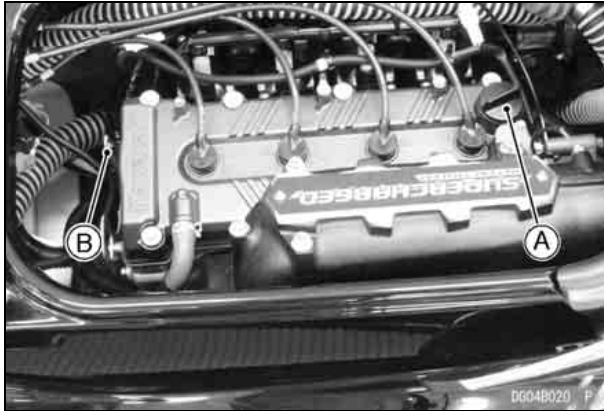
In accordance with the Maintenance Chart, change the engine oil and oil filter with the following procedure.

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

CAUTION

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

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



A. Oil Filler Cap
B. Dipstick

CAUTION

Be careful not to allow any dirt or foreign materials to enter the engine.

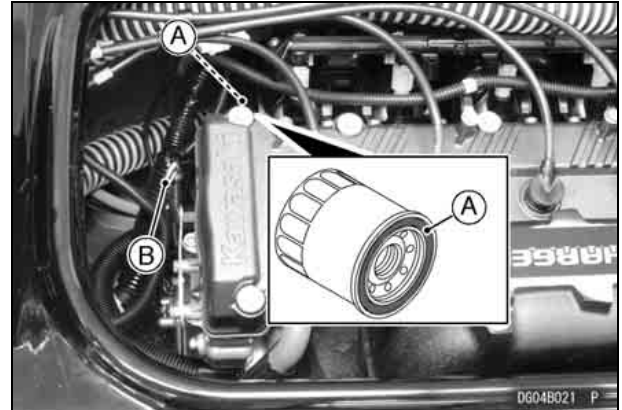
- Drain the oil thoroughly from the dipstick tube using a commercially-available vacuum pump.

WARNING

Do not discard the engine oil as the engine oil is toxic substance and will pollute the environment.

Contact your local authority for approved disposal methods.

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



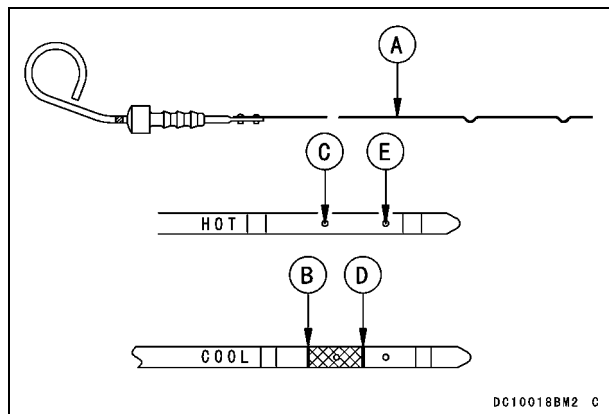
A. Oil Filter Cartridge
B. Dipstick

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

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

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

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

Engine Oil

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

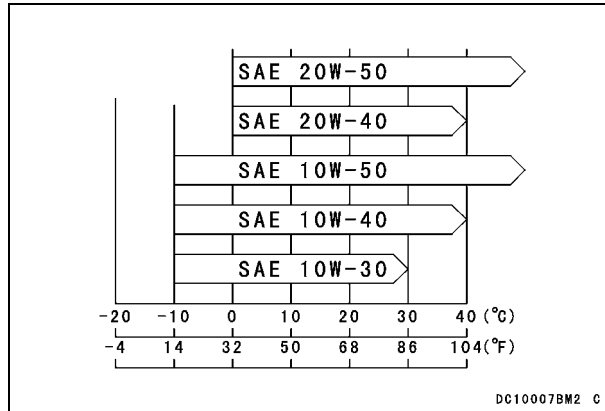
*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

NOTE

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

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

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

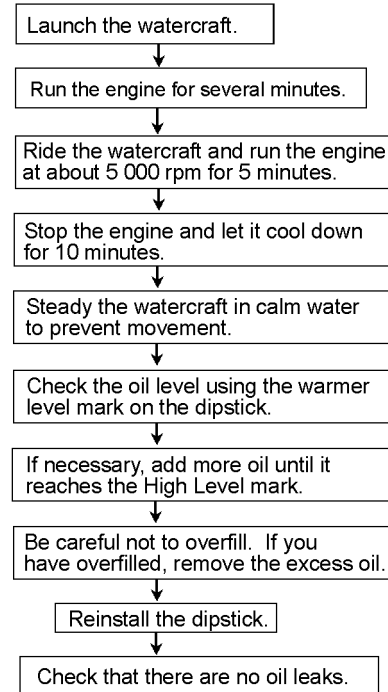


- Install the oil filler cap and dipstick securely.
- Check for oil leaks.

NOTE

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

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



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NOTE

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

Valve Clearance

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

CAUTION

If valve clearance is left unadjusted, wear will eventually cause the valves to remain partially open, which lowers performance, burns the valves and valve seats, and may cause serious engine damage.

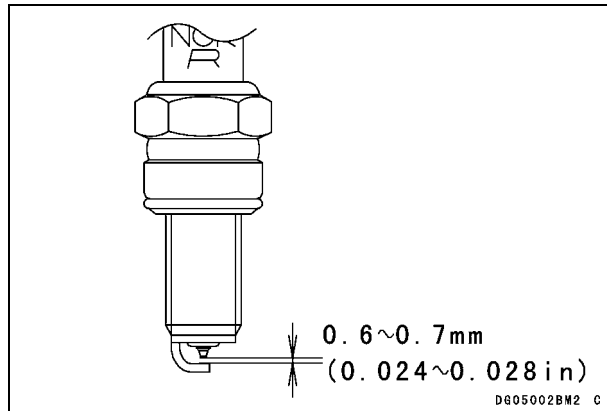
Valve clearance for each valve should be checked and adjusted in accordance with the Periodic Maintenance Chart.

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

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

Spark Plugs

The standard spark plug is NGK PMR9B set to a 0.6 ~ 0.7 mm (0.024 ~ 0.028 in.) gap. Since the engine is water-cooled and is generally operated at a constant throttle opening, cylinder head temperature is relatively stable. For this reason, if the engine is in good condition and properly tuned, it should not be necessary to use a spark plug of a different heat range. Since a spark plug of the wrong heat range can cause extensive engine damage, only the standard spark plug is recommended.



Spark Plug Inspection and Replacement

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

CAUTION

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

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

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CAUTION

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

NOTE

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

CAUTION

Do not use a wire brush when cleaning the spark plug to prevent the electrode damage.

Tightening Torque:

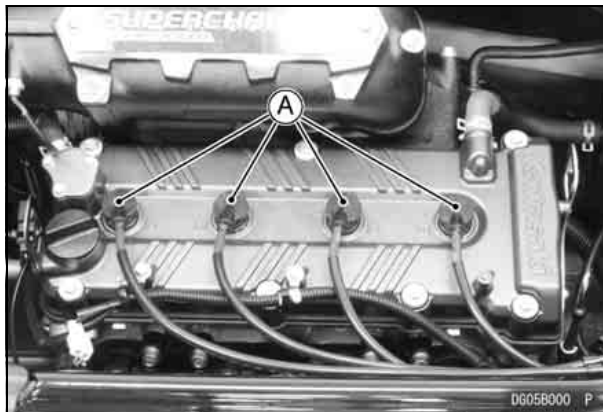
11 ~ 15 N·m (1.1 ~ 1.5 kgf·m, 8.1 ~ 11 ft·lb)

Spark Plug Fitting

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

NOTE

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



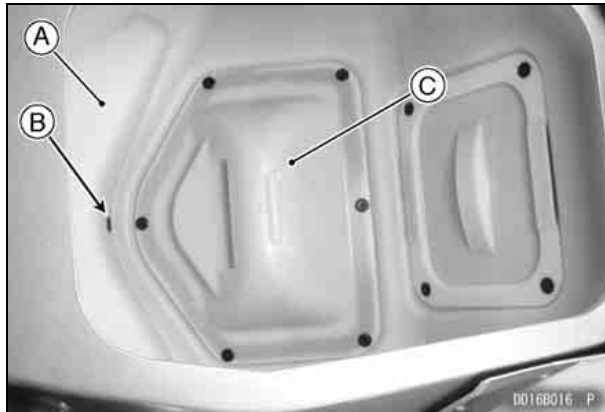
A. Spark Plug Caps

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

Battery

The battery is located in the front storage compartment.

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

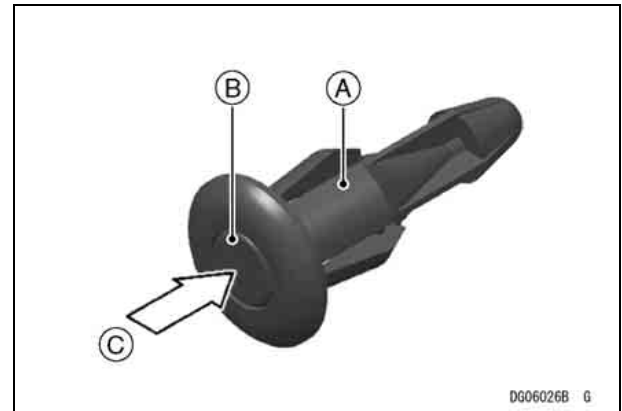


- A. Front Storage Compartment
- B. Drain Plug
- C. Battery Recess Cover

NOTE

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

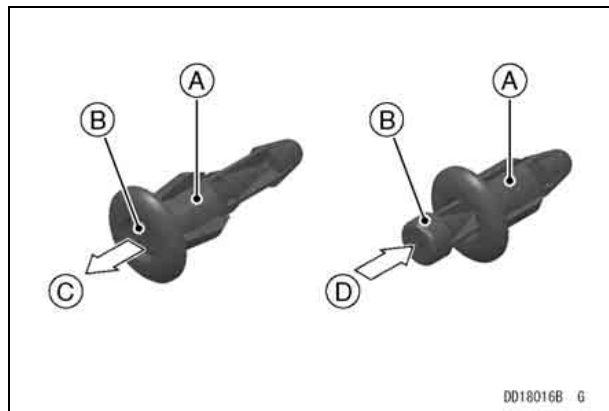
Quick Rivet Removal



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

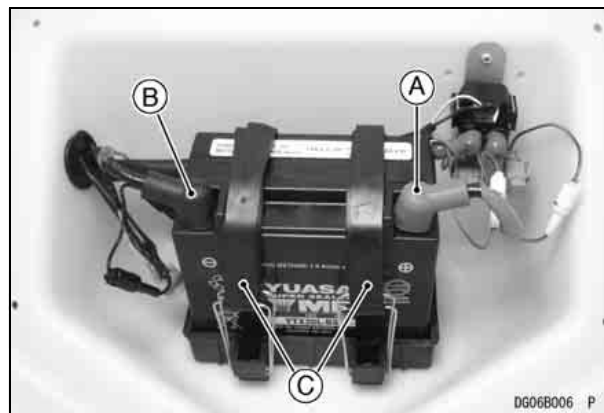
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Quick Rivet Installation



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

Battery Removal



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

- Slide the black cap.
- Disconnect the negative (black) cable from the battery first.
- Slide the red cap.
- Disconnect the positive (red) cable.
- Release the four rubber hold-down straps securing the battery.
- Lift the battery out of the hull.
- Clean the battery top and terminals using a solution of baking soda and water. Scrape off any obstinate deposits with a wire brush and then rinse the battery with fresh water. Dry it thoroughly and coat the terminals with waterproof grease.

- Perform a visual inspection. Inspect for defective or cracked case and cover, and loose or damaged terminal posts or cables. Replace battery and/or cables immediately if any damage is found.

Battery Installation

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

WARNING

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

CAUTION

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

Battery Characteristics

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

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

Due to their internal composition, batteries continually self discharge. The discharge rate depends on the type of battery and ambient temperature. As temperatures rise, so does the discharge rate. Every 15°C (27°F) doubles the rate.

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

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

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

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

WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.

Battery Sulfation

A common cause of battery failure is sulfation.

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

Battery Maintenance

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

If you are riding your watercraft infrequently, inspect the battery voltage weekly using a voltmeter. If it drops below 12.6 volts, the battery should be charged using an appropriate charger (check with our Kawasaki dealer or visit buy.kawasaki.com) at a rate of 1/10th of the battery capacity.

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

Kawasaki-recommended chargers are:

- Battery Mate 150-9
- OptiMate PRO 4-S/PRO S/PRO 2
- Yuasa MB-2040/2060
- Christie C10122S

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

For more details, ask your Kawasaki dealer.

Battery Charging

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

CAUTION

**Never remove the sealed cap, or the battery can be damaged.
Do not install a conventional battery in this watercraft, or the electrical system will not work properly.**

NOTE

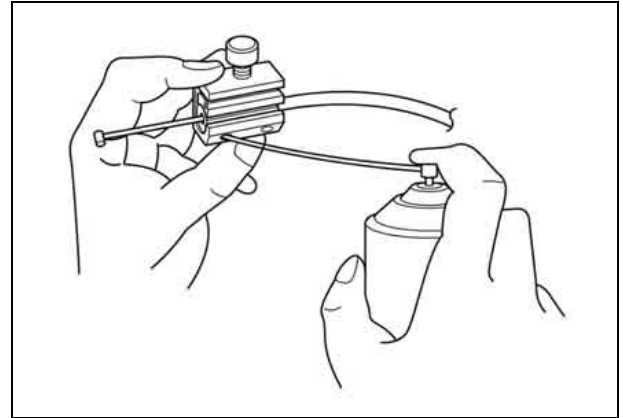
- If you charge the sealed type battery, never fail to observe the instructions shown in the label on the battery.

Lubrication

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

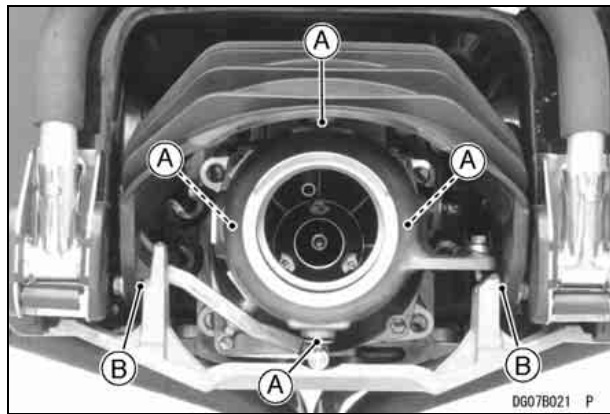
- Lubricate the following with a penetrating rust inhibitor, such as WD40 or BEL-RAY 6 in 1:

Lubricate the Throttle Control Cable with a Pressure Cable Lubber



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Steering Nozzle/Reverse Bucket Pivots



- A. Steering Nozzle Pivot**
- B. Reverse Bucket Pivot**

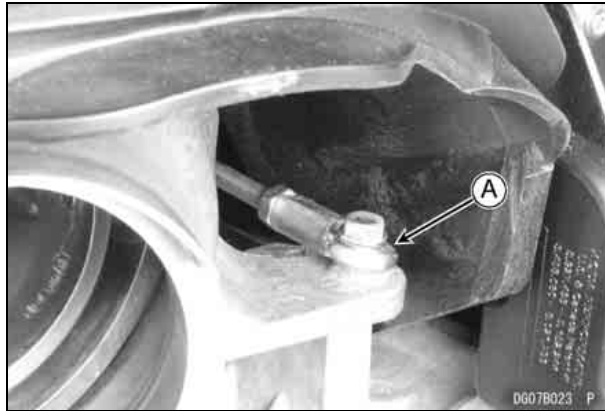
- Lubricate the following with a high quality water-proof marine grease.

Shift Link Ball Joint



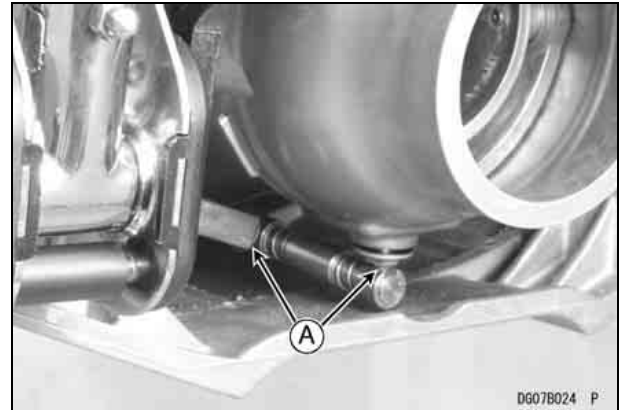
- A. Shift Link Ball Joint**

Steering Link Joint



A. Steering Joint

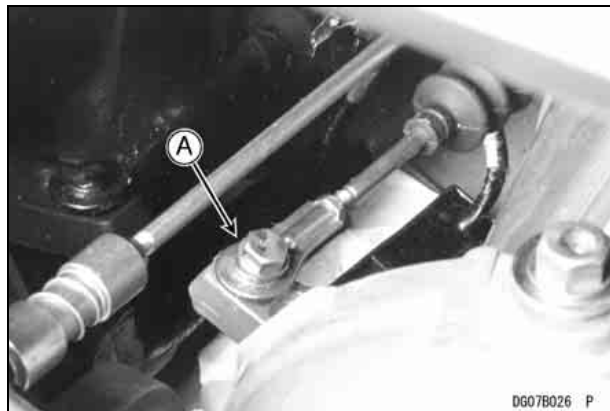
Trim-control Link Ball Joints



A. Trim-control Link Ball Joint

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Trim-control Link Joint

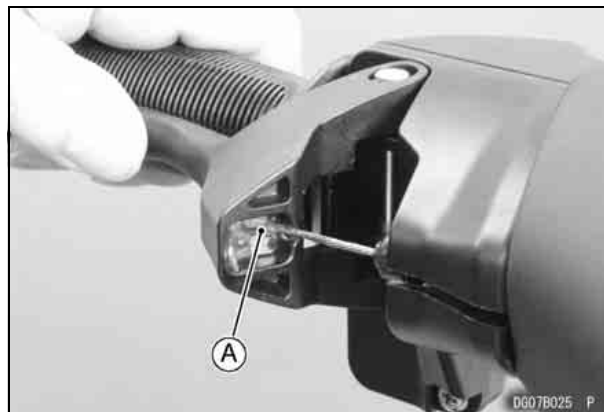


A. Trim-control Link Joint

CAUTION

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

Throttle Cable Fitting at Throttle Case



A. Apply grease.

CAUTION

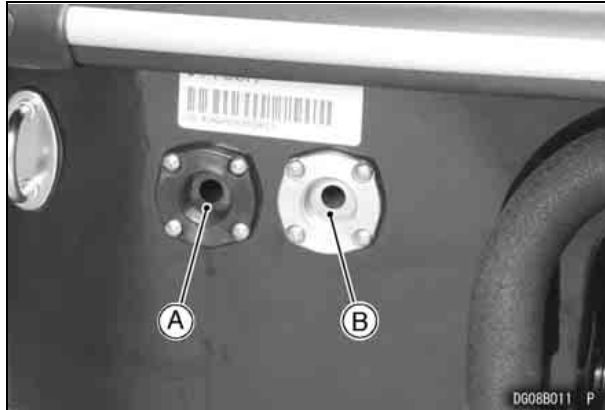
Disassemble and lubricate the handlebar pivot. This should be performed by your Kawasaki JET SKI dealer.

Cooling System Flushing

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

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

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



A. Engine Flushing Port
B. Intercooler Flushing Port

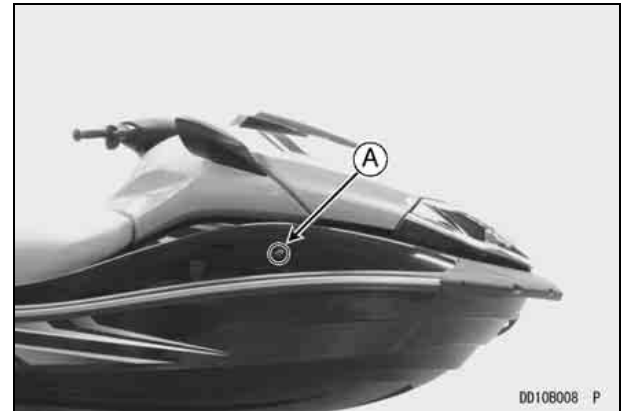
To Flush the Engine Cooling System

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

CAUTION

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

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



A. Bypass Outlet

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

CAUTION

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

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

To flush the Intercooler Cooling System

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

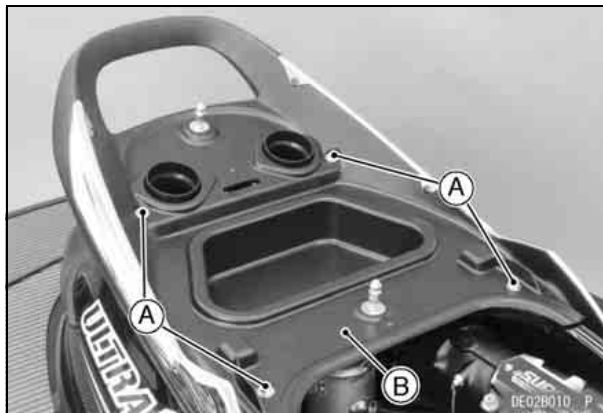
NOTE

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

Bilge System Flushing

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

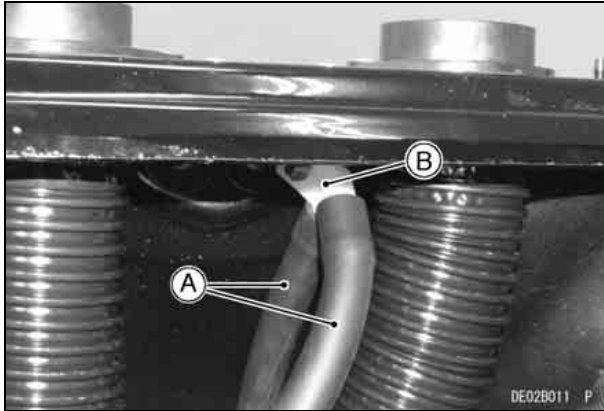
- Remove the handrail plate by removing the nuts.



A. Nuts

B. Handrail Plate

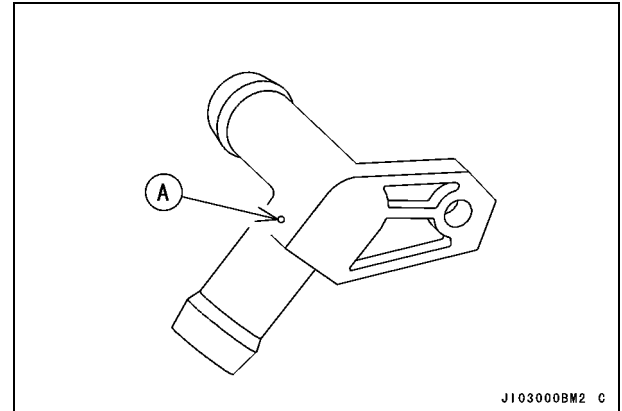
- Disconnect all bilge hoses at the plastic breather fitting. They are mounted on the rear upper corner in the engine compartment.



A. Bilge Hoses
B. Breather Fitting

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

the engine stops or idles. It may be necessary to remove the fitting.



A. Breather Hole

- Reconnect the bilge hoses.

NOTE

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

Jet Pump Bearings/Seals

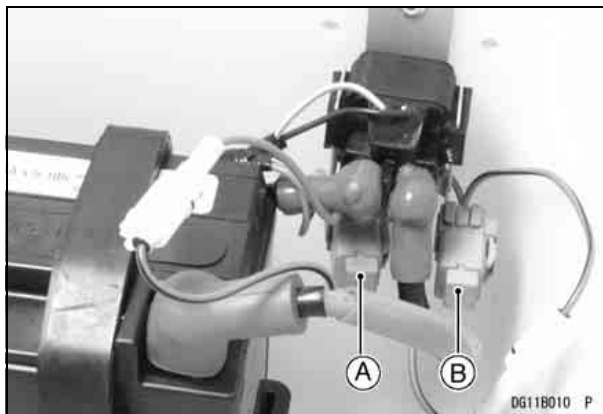
CAUTION

The jet pump bearings and seals require periodic service. Major engine damage can occur if the jet pump bearings fail due to lack of maintenance.

Have your Kawasaki dealer inspect the jet pump bearings and seals after the first 20 hours of use, and then every 50 hours or every year, whichever comes first. The jet pump bearings should also be serviced before any prolonged storage to prevent any water that may be left in the pump from corroding the bearings and causing premature failure.

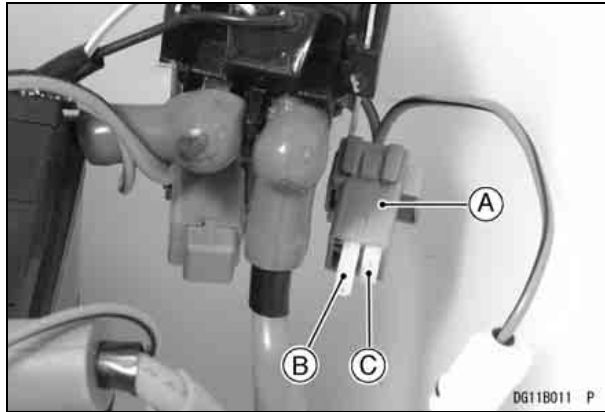
Fuses

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



A. Main Fuse

B. Electronic Trim-Control Fuse

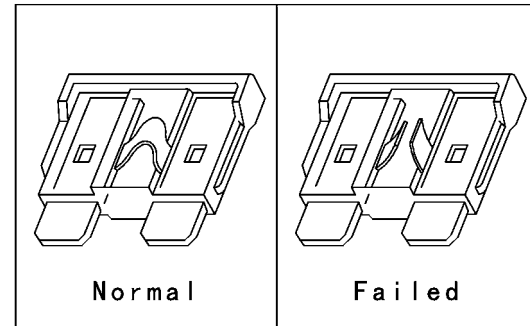


- A. Fuse Case
- B. Fuse
- C. Spare Fuse

CAUTION

Do not use any substitute for the standard fuse.

Replace the blown fuse with a new one of the correct capacity, as specified on the electric case.



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