

**SEA-DOO**®



2008
SHOP MANUAL

4-TECTM
SERIES

2 1 9 1 0 0 3 1 3



SEA-DOO®



2009
SHOP MANUAL
SUPPLEMENT

4-TEC™ Series

This Supplement must be used in conjunction
with the 2008 Shop Manual P/N 219 100 313.

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TABLE OF CONTENTS

SAFETY NOTICE	VIII
INTRODUCTION	IX
GENERAL INFORMATION	IX
VEHICLE INFORMATION	X
WORKING ON WATERCRAFT	X
ENGINE EMISSIONS INFORMATION	XI
TIGHTENING TORQUE	XII
SELF-LOCKING FASTENERS PROCEDURE	XIII
LOCTITE® APPLICATION PROCEDURE	XIII
MANUAL INFORMATION	XVI
01 MAINTENANCE	
01 – MAINTENANCE CHART	1
02 – PRESEASON PREPARATION	3
03 – STORAGE PROCEDURE	5
PROCEDURES	5
PROPULSION SYSTEM	5
FUEL SYSTEM	5
ENGINE	6
ELECTRICAL SYSTEM	7
VEHICLE	7
04 – SPECIAL PROCEDURES	9
TOWING THE WATERCRAFT IN WATER	9
SUBMERGED WATERCRAFT	9
WATER-FLOODED ENGINE	9
CAPSIZED WATERCRAFT	12
02 TROUBLESHOOTING	
01 – TECHNICAL GUIDELINES	13
ENGINE	13
ELECTRICAL SYSTEM	19
PROPULSION	20
STEERING SYSTEM	20
02 – DIAGNOSTIC FLOW CHART	23
FUEL SYSTEM	23
03 ENGINE	
01 – ENGINE REMOVAL/INSTALLATION	25
GENERAL	25
PROCEDURES	25
ENGINE	25
02 – AIR INTAKE SYSTEM	33
GENERAL	35
PROCEDURES	35
AIR INTAKE SILENCER	35
03 – INTAKE MANIFOLD/INTERCOOLER	37
GENERAL	41
PROCEDURES	41
INTAKE MANIFOLD	41
INTERCOOLER	46
04 – INTERCOOLER (255 ENGINE)	49
GENERAL	51
MAINTENANCE	51
PROCEDURES	51
INTERCOOLER	51

TABLE OF CONTENTS

INTERCOOLER SUPPORT.....	54
05 – SUPERCHARGER.....	55
GENERAL.....	57
INSPECTION.....	57
SUPERCHARGER INLET CLEANLINESS.....	57
SUPERCHARGER CLUTCH SLIPPING MOMENT (ON ENGINE).....	58
SUPERCHARGER CLUTCH SLIPPING MOMENT (BENCH TEST).....	59
PROCEDURES.....	60
SUPERCHARGER.....	60
06 – EXHAUST SYSTEM.....	71
EXHAUST COOLING SYSTEM.....	73
GENERAL.....	75
SYSTEM DESCRIPTION.....	75
MAINTENANCE.....	76
EXHAUST SYSTEM FLUSHING.....	76
PROCEDURES.....	77
MUFFLER.....	77
EXHAUST PIPE.....	80
EXHAUST MANIFOLD.....	81
RESONATOR.....	83
EXHAUST OUTLET.....	85
EXHAUST GAS TEMPERATURE SENSOR (EGTS).....	85
07 – PTO HOUSING/MAGNETO.....	87
GENERAL.....	89
PROCEDURES.....	89
PTO HOUSING.....	89
PTO SEAL.....	95
PTO COUPLING.....	95
STARTER DRIVE BEARING.....	96
STATOR.....	97
ROTOR AND TRIGGER WHEEL.....	100
RING GEAR.....	101
STARTER DRIVE.....	102
08 – LUBRICATION SYSTEM.....	105
GENERAL.....	109
MAINTENANCE.....	109
ENGINE OIL.....	109
OIL FILTER.....	111
INSPECTION.....	112
ENGINE OIL PRESSURE.....	112
PROCEDURES.....	113
PTO OIL STRAINER.....	113
SUCTION PUMP OIL STRAINER.....	114
ENGINE OIL PRESSURE REGULATOR.....	116
OIL PRESSURE PUMP.....	117
OIL SUCTION PUMP.....	120
OIL SPRAY JET.....	123
OIL SEPARATOR COVER.....	124
TOPS VALVE.....	125
OIL COOLER.....	126
09 – COOLING SYSTEM.....	129
GENERAL.....	134
CIRCUIT.....	134
TECHNICAL SPECIFICATIONS.....	134
INSPECTION.....	134
PRESSURE CAP.....	134

TABLE OF CONTENTS

HOSES AND CLAMPS	134
COOLING SYSTEM LEAK TEST	135
MAINTENANCE	135
COOLANT REPLACEMENT	135
PROCEDURES	137
CLAMPS	137
WATER PUMP HOUSING	138
WATER PUMP IMPELLER	139
THERMOSTAT	140
ROTARY SEAL	140
10 – CYLINDER HEAD	143
GENERAL	145
PROCEDURES	145
EXHAUST MANIFOLD	145
CYLINDER HEAD COVER	146
SPARK PLUG TUBES	146
ROCKER ARMS	147
CAMSHAFT TIMING GEAR	149
CYLINDER HEAD	151
CAMSHAFT	152
VALVE SPRINGS	153
VALVES	155
VALVE GUIDES	158
11 – CYLINDER BLOCK	161
GENERAL	164
PROCEDURES	164
TIMING CHAIN	164
CHAIN TENSIONER	164
PISTONS/CONNECTING RODS	165
PISTON RINGS	170
CRANKSHAFT	171
BALANCER SHAFT	175
CYLINDER BLOCK	178
<hr/>	
04 ENGINE MANAGEMENT SYSTEM	183
01 – OVERVIEW	183
SYSTEM DESCRIPTION	185
CONTROLLER AREA NETWORK (CAN)	185
ENGINE CONTROL MODULE (ECM)	185
POWER DISTRIBUTION	186
02 – COMMUNICATION TOOLS/B.U.D.S. SOFTWARE	189
COMMUNICATION TOOLS	189
MPI	189
MPI-2	191
B.U.D.S. SOFTWARE	194
03 – MONITORING SYSTEM/FAULT CODES	197
MONITORING SYSTEM	197
FAULT CODES	199
SPECIFIC FAULT CODES	199
FAULT CODE TABLE	201
<hr/>	
05 FUEL SYSTEM	215
01 – ELECTRONIC FUEL INJECTION (EFI)	215
GENERAL	215
SYSTEM DESCRIPTION	215
DEUTSCH CONNECTOR INFORMATION	218

TABLE OF CONTENTS

KOSTAL CONNECTOR (ECM) INFORMATION	220
GENERAL RECOMMENDATIONS	224
BASIC ADJUSTMENTS	228
IDLE SPEED	228
CLOSED THROTTLE AND IDLE ACTUATOR RESET	228
IGNITION TIMING	229
REPAIR PROCEDURES	229
ENGINE CONTROL MODULE (ECM)	229
FUEL INJECTOR	232
THROTTLE BODY	235
THROTTLE POSITION SENSOR (TPS)	237
IDLE AIR CONTROL VALVE (IACV)	239
CRANKSHAFT POSITION SENSOR (CPS)	240
CAMSHAFT POSITION SENSOR (CAPS)	242
MANIFOLD AIR TEMPERATURE SENSOR (MATS)	244
COOLANT TEMPERATURE SENSOR (CTS)	245
MANIFOLD AIR PRESSURE SENSOR (MAPS)	246
EXHAUST GAS TEMPERATURE SENSOR (EGTS)	247
KNOCK SENSOR (KS)	248
OIL PRESSURE SENSOR (OPS)	249
TOPS SWITCH	250
02 – FUEL TANK/FUEL PUMP	255
GENERAL	257
SYSTEM DESCRIPTION	257
INSPECTION	260
FUEL TANK LEAK TEST	260
FUEL SYSTEM HIGH PRESSURE LEAK TEST	262
FUEL PUMP PRESSURE TEST	263
PROCEDURES	264
FUEL HOSES AND OETIKER CLAMPS	264
FUEL FILTER	265
FUEL TANK	265
FUEL PUMP	268
FUEL LEVEL SENSOR	272
<hr/>	
06 ELECTRICAL SYSTEM	
01 – IGNITION SYSTEM	277
GENERAL	277
IGNITION SYSTEM DESCRIPTION	277
TROUBLESHOOTING	277
IGNITION SYSTEM TESTING	277
PROCEDURES	278
IGNITION COILS	278
SPARK PLUGS	282
02 – CHARGING SYSTEM	285
GENERAL	285
SYSTEM DESCRIPTION	285
PROCEDURES	286
VOLTAGE REGULATOR/RECTIFIER	286
BATTERY	289
03 – STARTING SYSTEM	297
GENERAL	297
TROUBLESHOOTING	297
PROCEDURES	298
STARTER SOLENOID FUSE	298
ENGINE START/STOP SWITCH	298

TABLE OF CONTENTS

STARTER SOLENOID	301
STARTER	305
04 – DIGITALLY ENCODED SECURITY SYSTEM (DESS)	309
GENERAL	309
PROCEDURES	310
DESS KEY	310
BEEPER	311
DESS POST	311
05 – GAUGE/FUSES	317
GENERAL	317
PROCEDURES	318
FUSES	318
MAIN RELAY	321
INFORMATION CENTER	323
PROCEDURES	326
INFORMATION CENTER	326
FUEL LEVEL SENSOR	334
WATER TEMPERATURE SENSOR	337
COMPASS	338
SPEED SENSOR	339
DEPTH GAUGE	341
BEEPER	342
07 PROPULSION	
01 – JET PUMP	347
GENERAL	350
INSPECTION	350
IMPELLER CONDITION	350
IMPELLER/WEAR RING CLEARANCE	350
LEAK TEST	350
PROCEDURES	351
SACRIFICIAL ANODE	351
VENTURI	352
JET PUMP HOUSING	353
IMPELLER COVER	355
IMPELLER	356
WEAR RING	359
IMPELLER SHAFT AND BEARING	360
02 – DRIVE SYSTEM	365
GENERAL	366
MAINTENANCE	366
CORROSION PROTECTION	366
PROCEDURES	366
DRIVE SHAFT	366
DRIVE SHAFT BOOT	373
CARBON RING	373
03 – REVERSE SYSTEM	375
GENERAL	377
PROCEDURES	377
REVERSE CABLE	377
REVERSE CABLE LEVER	378
SHIFT LEVER	380
REVERSE CABLE SUPPORT	380
SHIFT LEVER HOUSING	381
REVERSE GATE	381
PIVOT SUPPORT	382

TABLE OF CONTENTS

LINK ROD.....	382
PIVOT TRIANGLE.....	382
PIVOT ARM.....	383
04 – VARIABLE TRIM SYSTEM (VTS).....	385
GENERAL.....	387
TEST.....	387
VTS SWITCH.....	387
VTS MOTOR.....	387
VTS CONTROL MODULE.....	387
PROCEDURES.....	388
VTS UNIT.....	388
VTS RING.....	391
<hr/>	
08 STEERING SYSTEM.....	
01 – STEERING.....	393
GENERAL.....	396
ADJUSTMENT.....	396
STEERING ALIGNMENT.....	396
PROCEDURES.....	397
NOZZLE.....	397
HANDLEBAR GRIP.....	398
MULTIFUNCTION SWITCH.....	398
THROTTLE LEVER.....	400
THROTTLE CABLE.....	401
STEERING COVER.....	404
STEERING PADDING.....	406
HANDLEBAR EXTENSION.....	407
HANDLEBAR.....	407
STEERING CABLE SUPPORT.....	409
STEERING SUPPORT.....	410
STEERING STEM.....	411
STEERING SUPPORT BEARING.....	412
HANDLEBAR SUPPORT.....	414
STEERING CABLE.....	415
02 – OFF-POWER ASSISTED STEERING (O.P.A.S.).....	417
GENERAL.....	420
PROCEDURES.....	420
PLASTIC ELBOW.....	420
T-FITTING.....	421
WATER HOSE.....	422
SIDE VANE.....	422
CYLINDER.....	423
TIE ROD.....	426
SEALED TUBE.....	426
CROSS SUPPORT PLATE.....	427
<hr/>	
09 BODY/HULL.....	
01 – BODY.....	429
GENERAL.....	450
PROCEDURES.....	450
DECALS.....	450
GLOVE BOX.....	451
SEAT.....	452
SEAT LATCH.....	454
ENGINE COVER.....	455
STORAGE COMPARTMENT COVER.....	456

TABLE OF CONTENTS

STORAGE COMPARTMENT COVER HINGE.....	457
STORAGE COMPARTMENT COVER SHOCK.....	457
STORAGE COMPARTMENT COVER INNER SHELL.....	458
FRONT GRILLE (STORAGE COMPARTMENT COVER).....	461
BASKET LATCH.....	462
WIND DEFLECTOR.....	463
ACCESS COVER.....	463
CONSOLE.....	463
MIRROR.....	465
BUMPER.....	467
WAKE PYLON (MOULDED).....	467
WAKE PYLON (ALUMINUM).....	470
CARPET.....	471
02 – HULL.....	473
GENERAL.....	477
PROCEDURES.....	477
INLET GRATE.....	477
RIDING PLATE.....	478
JET PUMP SUPPORT.....	479
THRU-HULL FITTING.....	481
FRONT INNER CONTAINER.....	481
SPONSON.....	482
SPONSON ADAPTER.....	482
DRAIN PLUG.....	482
BOARDING STEP.....	483
BOW EYELET.....	484
STERN EYELETS.....	485
GELCOAT.....	485
10 TECHNICAL SPECIFICATIONS	
01 – 1503 ENGINE (130 HP).....	489
02 – 1503 ENGINE (155 HP).....	495
03 – 1503 ENGINE (215 HP).....	501
04 – 1503 ENGINE (255 HP).....	507
11 ELECTRICAL CONNECTORS/WIRING DIAGRAM	
01 – ELECTRICAL CONNECTORS.....	513
PROCEDURES.....	515
DEUTSCH CONNECTOR.....	515
PACKARD CONNECTOR.....	516
KOSTAL CONNECTOR (ECM).....	517
BATTERY AND STARTER CABLE TERMINALS.....	520
02 – WIRING DIAGRAM.....	523
WIRE COLOR CODES.....	523
WIRE DIGIT CODES.....	523

INTRODUCTION

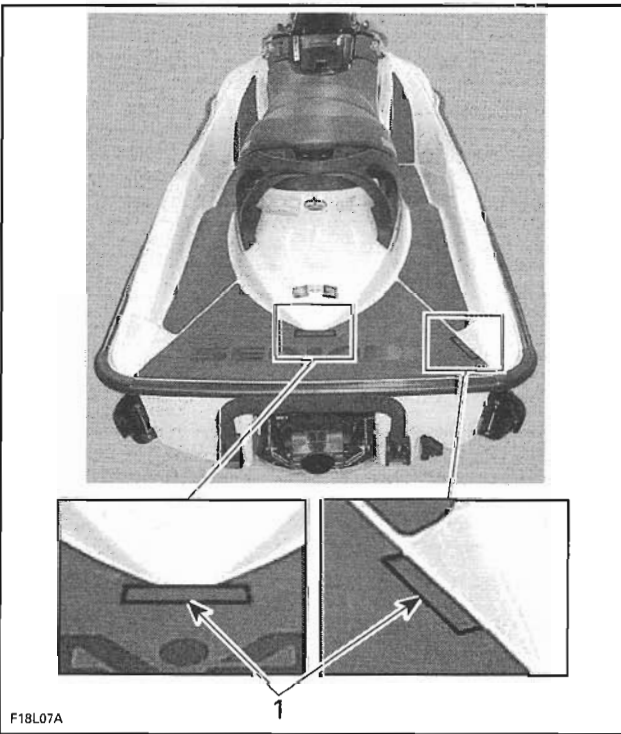
VEHICLE INFORMATION

Hull Identification Number (H.I.N.)

The hull identification number is composed of 12 digits:

YDV	12345	L	4	95
				Model year
				Year of production
				Month of production
				Serial number (a letter may also be used as a digit)
				Manufacturer

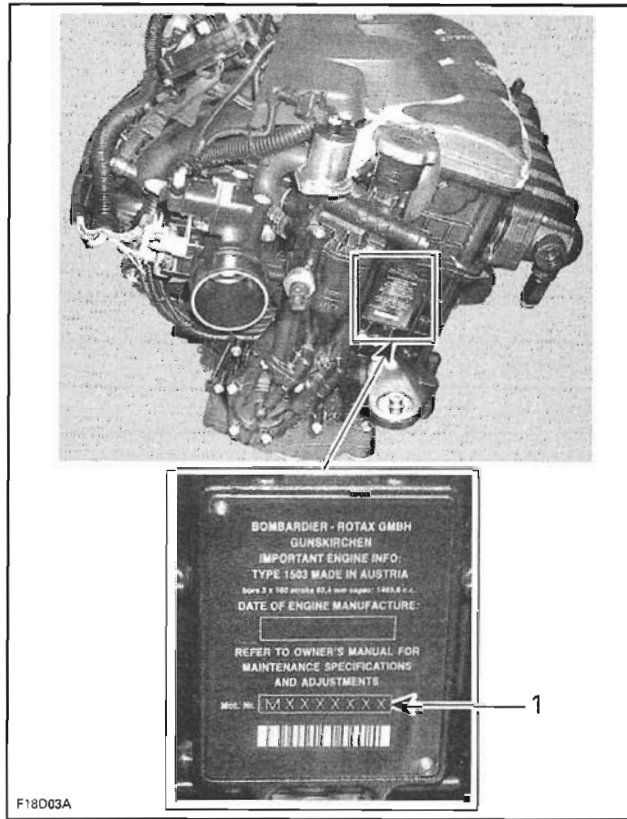
It is located on footboard at the rear of watercraft.



TYPICAL
1. Hull Identification Number (H.I.N.)

Engine Identification Number (E.I.N.)

The Engine Identification Number is located on front end of the engine.

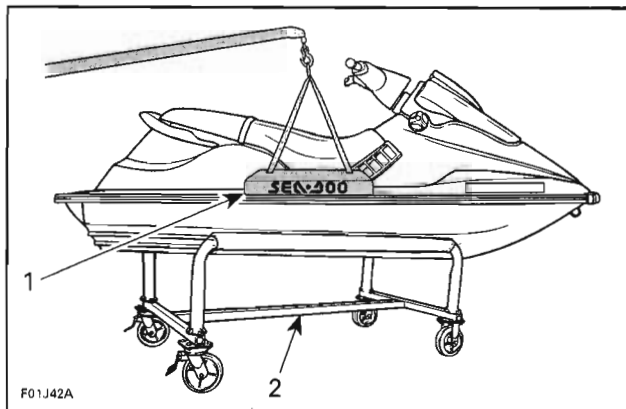


1. Engine Identification Number (E.I.N.)

WORKING ON WATERCRAFT

To work on watercraft, securely install it on a stand. Thus, if access is needed to water inlet area, it will be easy to slide underneath watercraft.

The lift kit (P/N 295 100 205) can be used to install watercraft on a stand.



TYPICAL
1. Lift kit
2. Work stand

INTRODUCTION

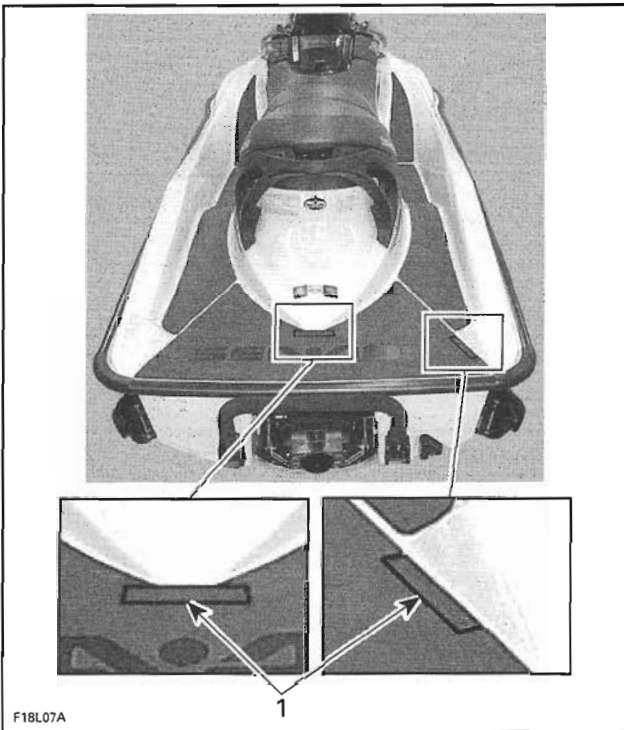
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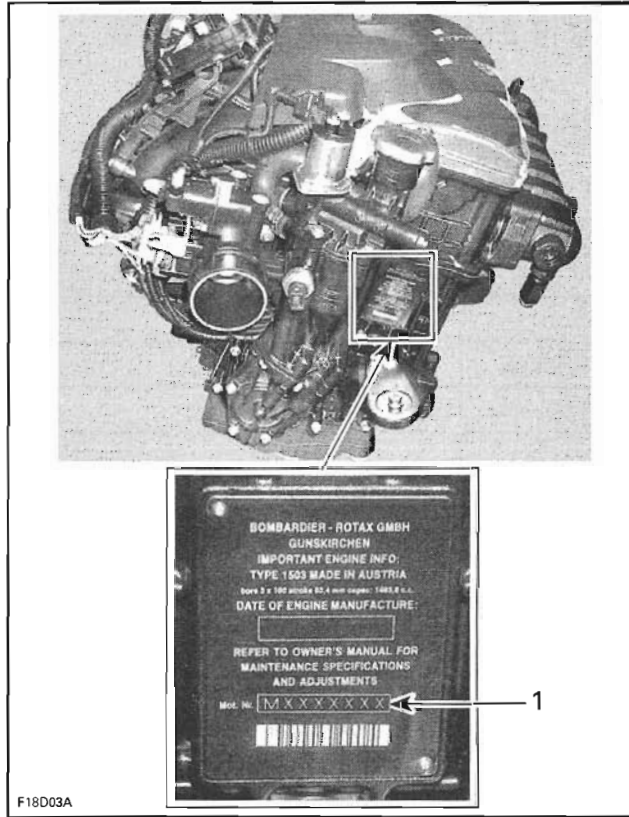
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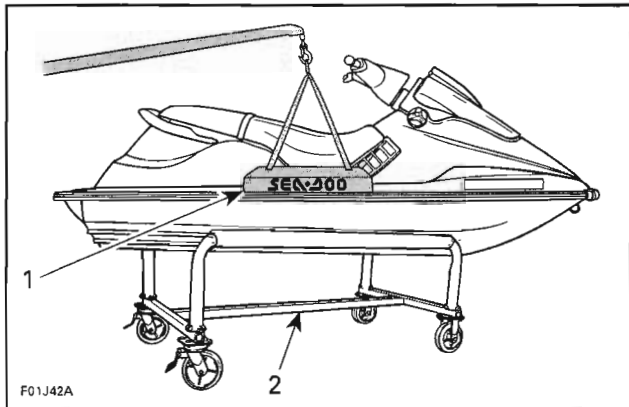


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WORKING ON WATERCRAFT

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TYPICAL
1. Lift kit
2. Work stand

ENGINE EMISSIONS INFORMATION

Manufacturer's Responsibility

Beginning with 1999 model year engines, PWC manufacturers of marine engines must determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States of America Environmental Protection Agency (EPA). An emissions control information label, showing emission levels and engine specifications, must be placed on each vehicle at the time of manufacture.

Dealer Responsibility

When performing service on all 1999 and more recent SEA-DOO watercrafts that carry an emissions control information label, adjustments must be kept within published factory specifications.

Replacement or repair of any emission related component must be executed in a manner that maintains emission levels within the prescribed certification standards.

Dealers are not to modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

Exceptions include manufacturer's prescribed changes, such as altitude adjustments for example.

Owner Responsibility

The owner/operator is required to have engine maintenance performed to maintain emission levels within prescribed certification standards.

The owner/operator is not to, and should not allow anyone to modify the engine in any manner that would alter the horsepower or allow emissions levels to exceed their predetermined factory specifications.

EPA Emission Regulations

All new 1999 and more recent SEA-DOO watercrafts manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new watercraft engines. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

The responsibilities listed above are general and in no way a complete listing of the rules and regulations pertaining to the EPA requirements on exhaust emissions for marine products. For more detailed information on this subject, you may contact the following locations:

FOR ALL COURIER SERVICES:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
1310 L Street NW
Washington D.C. 20005

REGULAR US POSTAL MAIL:

1200 Pennsylvania Ave. NW
Mail Code 6403J
Washington D.C. 20460

INTERNET: <http://www.epa.gov/otaq/>

E-MAIL: otaqpublicweb@epa.gov

INTRODUCTION

TIGHTENING TORQUE

Tighten fasteners to torque mentioned in exploded views and/or text, When they are not specified, refer to following table.

WARNING

Torque wrench tightening specifications must be strictly adhered to.
Locking devices (e.g.: locking tabs, elastic stop nuts, self-locking fasteners, cotter pins, etc.) must be replaced with new ones.

In order to avoid a poor assembling, tighten screws, bolts or nuts in accordance with the following procedure:





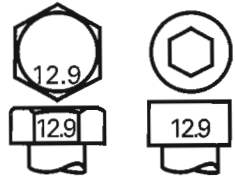




- Manually screw all screws, bolts and/or nuts.
- Apply the half of the recommended torque value.

CAUTION: Be sure to use proper tightening torque for the proper strength grade.

NOTE: When possible, always apply torque on the nut.

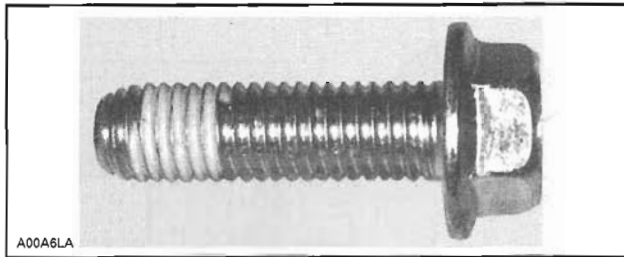
- Torque at the recommended torque value.

NOTE: Always torque screws, bolts and/or nuts in a crisscross sequence.

Property class and head markings	4.8	8.8	9.8	10.9	12.9
					
Property class and nut markings	5	8	10	12	
					

FASTENER SIZE	FASTENER GRADE/TORQUE			
	5.8 Grade	8.8 Grade	10.9 Grade	12.9 Grade
M4	1.5 – 2 N•m (13 – 18 lbf•in)	2.5 – 3 N•m (22 – 27 lbf•in)	3.5 – 4 N•m (31 – 35 lbf•in)	4 – 5 N•m (35 – 44 lbf•in)
M5	3 – 3.5 N•m (27 – 31 lbf•in)	4.5 – 5.5 N•m (40 – 47 lbf•in)	7 – 8.5 N•m (62 – 75 lbf•in)	8 – 10 N•m (71 – 89 lbf•in)
M6	6.5 – 8.5 N•m (58 – 75 lbf•in)	8 – 12 N•m (71 – 106 lbf•in)	10.5 – 15 N•m (93 – 133 lbf•in)	16 N•m (142 lbf•in)
M8	15 N•m (133 lbf•in)	25 N•m (18 lbf•ft)	32 N•m (23 lbf•ft)	40 N•m (30 lbf•ft)
M10	29 N•m (21 lbf•ft)	48 N•m (35 lbf•ft)	61 N•m (45 lbf•ft)	73 N•m (53 lbf•ft)
M12	52 N•m (38 lbf•ft)	85 N•m (63 lbf•ft)	105 N•m (77 lbf•ft)	128 N•m (94 lbf•ft)
M14	85 N•m (63 lbf•ft)	135 N•m (100 lbf•ft)	170 N•m (125 lbf•ft)	200 N•m (148 lbf•ft)

SELF-LOCKING FASTENERS PROCEDURE



TYPICAL — SELF-LOCKING FASTENER

The following describes the most common application procedures when working with self-locking fasteners.

Use a metal brush or a tap to clean the hole properly then use a solvent, let act during 30 minutes and wipe off. The solvent utilization is to ensure the adhesive works properly.

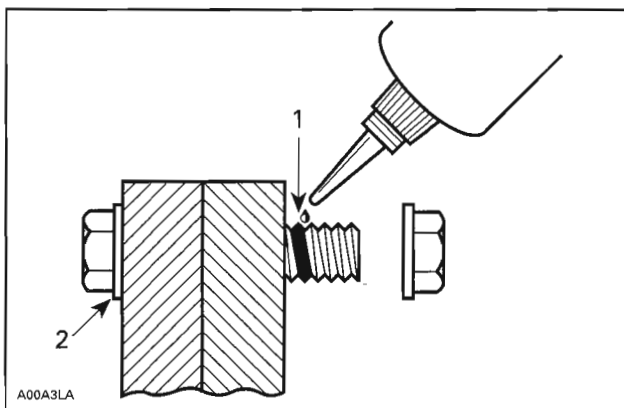
LOCTITE® APPLICATION PROCEDURE

The following describes the most common application procedures when working with Loctite products.

NOTE: Always use proper strength Loctite product as recommended in this shop manual.

Threadlocker

Uncovered Holes (bolts and nuts)

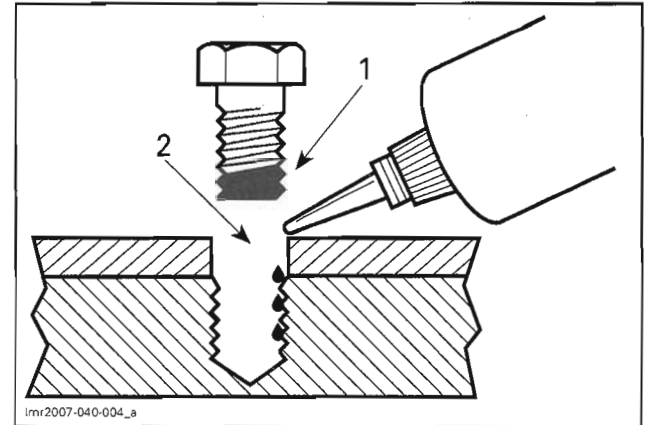


1. Apply here
2. Do not apply

- Clean threads (bolt and nut) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads and allow to dry.
- Choose proper strength Loctite threadlocker.
- Fit bolt in the hole.

- Apply a few drops of threadlocker at proposed tightened nut engagement area.
- Position nut and tighten as required.

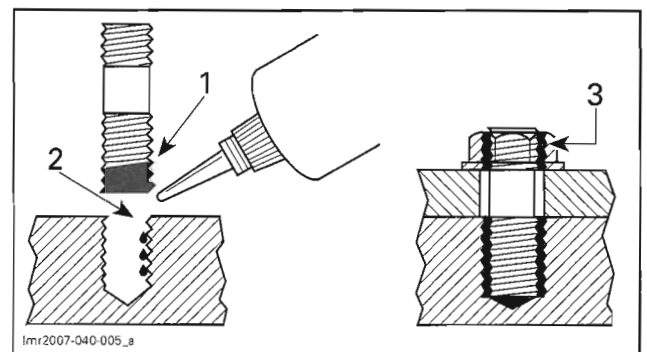
Blind Holes



1. On threads
2. On threads and at the bottom of hole

- Clean threads (bolt and hole) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads (bolt and nut) and allow to dry for 30 seconds.
- Choose proper strength Loctite threadlocker.
- Apply several drops along the threaded hole and at the bottom of the hole.
- Apply several drops on bolt threads.
- Tighten as required.

Stud in Blind Holes



1. On threads
2. On threads and in the hole
3. Onto nut threads

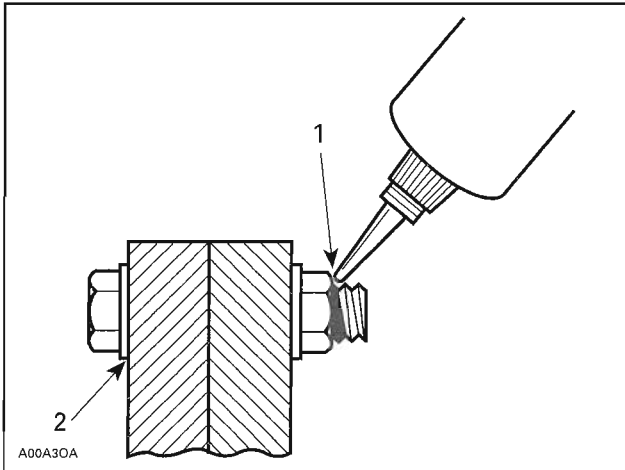
- Clean threads (stud and hole) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads and allow to dry.
- Put 2 or 3 drops of proper strength Loctite threadlocker on female threads and in hole.

INTRODUCTION

NOTE: To avoid a hydro lock situation, do not apply too much Loctite.

- Apply several drops of proper strength Loctite on stud threads.
- Install stud.
- Install cover, etc.
- Apply drops of proper strength Loctite on uncovered threads.
- Tighten nuts as required.

Pre-Assembled Parts

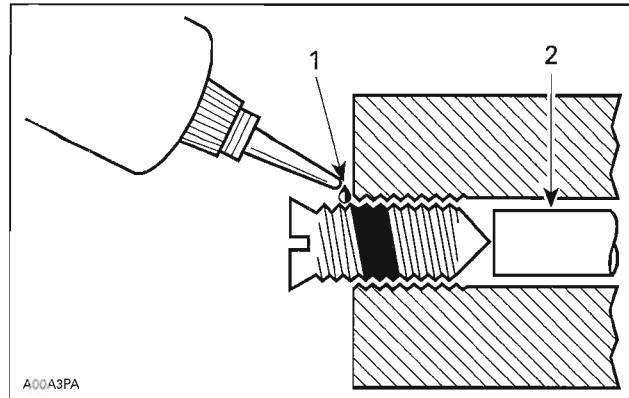


1. Apply here
2. Do not apply

- Clean bolts and nuts with solvent.
- Assemble components.
- Tighten nuts.
- Apply drops of proper strength Loctite on bolt/nut contact surfaces.
- Avoid touching metal with tip of flask.

NOTE: For preventive maintenance on existing equipment, retighten nuts and apply proper strength Loctite on bolt/nut contact surfaces.

Adjusting Screw

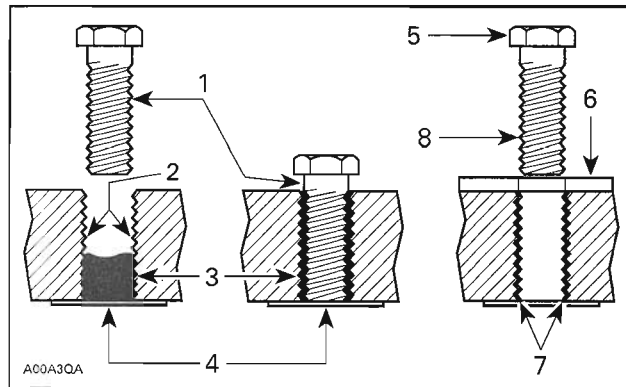


1. Apply here
2. Plunger

- Adjust screw to proper setting.
- Apply drops of proper strength Loctite thread-locker on screw/body contact surfaces.
- Avoid touching metal with tip of flask.

NOTE: If it is difficult to readjust, heat screw with a soldering iron (232°C (450°F)).

Stripped Thread Repair



1. Release agent
2. Stripped threads
3. Form-A-Thread
4. Tapes
5. Cleaned bolt
6. Plate
7. New threads
8. Threadlocker

Standard Thread Repair

- Follow instructions on Loctite FORM-A-THREAD 81668 package.
- If a plate is used to align bolt:
 - a. Apply release agent on mating surfaces.
 - b. Put waxed paper or similar film on the surfaces.
- Twist bolt when inserting it to improve thread conformation.

NOTE: NOT intended for engine stud repairs.

Repair of Small Holes/Fine Threads

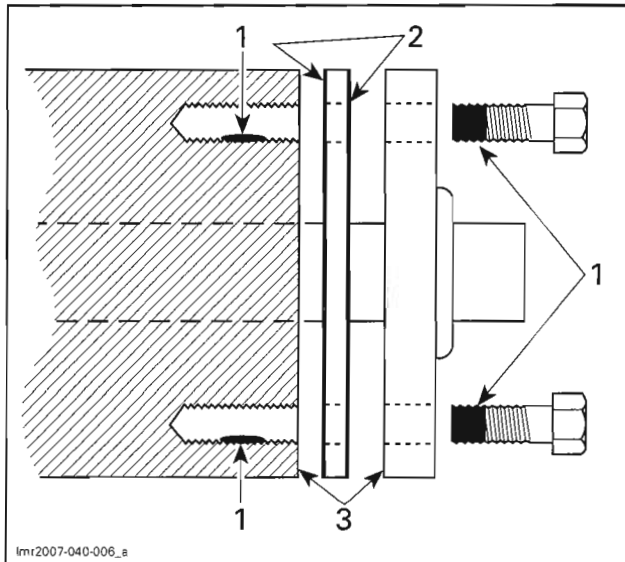
Option 1: Enlarge damaged hole, then follow *STANDARD THREAD REPAIR* procedure.

Option 2: Apply FORM-A-THREAD on the screw and insert in damaged hole.

Permanent Stud Installation (light duty)

- Use a stud or thread on desired length.
- DO NOT apply release agent on stud.
- Do a *STANDARD THREAD REPAIR*.
- Allow to cure for 30 minutes.
- Assemble.

Gasket Compound



1. Proper strength Loctite
2. Loctite Primer N (P/N 293 800 041) and Loctite 518 (P/N 293 800 038) on both sides of gasket
3. Loctite Primer N only

- Remove old gasket and other contaminants with Loctite Chisel (gasket remover (P/N 413 708 500)). Use a mechanical mean if necessary.

NOTE: Avoid grinding.

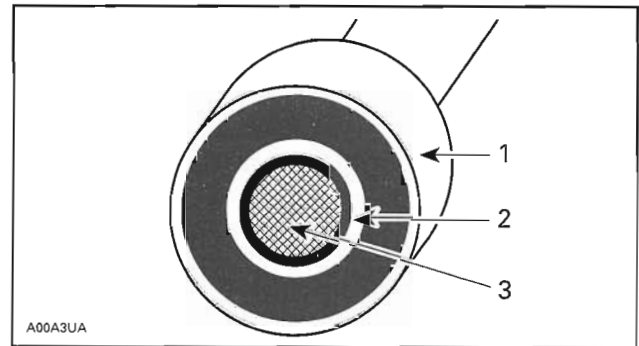
- Clean both mating surfaces with solvent.
- Spray Loctite Primer N on both mating surfaces and on both sides of gasket. Allow to dry 1 or 2 minutes.
- Apply Loctite 518 (P/N 293 800 038) on both sides of gasket, using a clean applicator.
- Place gasket on mating surfaces and assemble immediately.

NOTE: If the cover is bolted to blind holes (above), apply proper strength Loctite in the hole and on threads. Tighten.

- If holes are sunken, apply proper strength Loctite on bolt threads.
- Tighten as usual.

Mounting on Shaft

Mounting with a Press



1. Bearing
2. Proper strength Loctite
3. Shaft

- Clean shaft external part and element internal part.
- Apply a strip of proper strength Loctite on shaft circumference at insert or engagement point.

NOTE: Retaining compound is always forced out when applied on shaft.

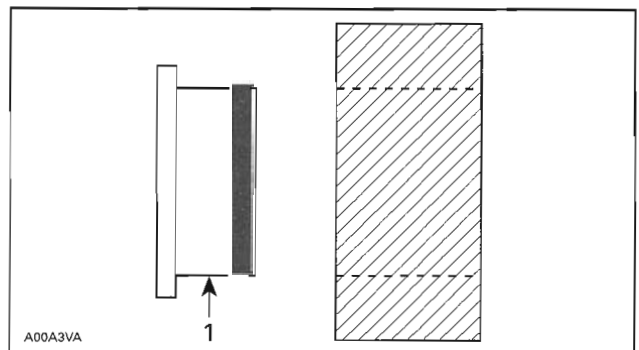
- DO NOT use antiseize Loctite or any similar product.
- No curing period is required.

Mounting in Tandem

- Apply retaining compound on internal element bore.
- Continue to assemble as shown above.

Case-In Components

Metallic Gaskets



1. Proper strength Loctite

- Clean inner housing diameter and outer gasket diameter.

INTRODUCTION

- Spray housing and gasket with Loctite Primer N (P/N 293 800 041).
- Apply a strip of proper strength Loctite on leading edge of outer metallic gasket diameter.

NOTE: Any Loctite product can be used here. A low strength liquid is recommended as normal strength and gap are required.

- Install according to standard procedure.
- Wipe off surplus.
- Allow it to cure for 30 minutes.

NOTE: Normally used on worn-out housings to prevent leaking or sliding.

It is generally not necessary to remove gasket compound applied on outer gasket diameter.

MANUAL INFORMATION

The manual is divided into many major sections as you can see in the main table of contents at the beginning of the manual.

Each section is divided in various subsections, and again, each subsection has one or more division.

Illustrations and photos 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.

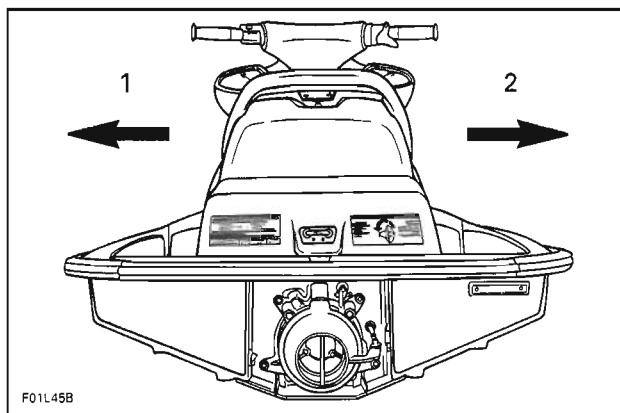
CAUTION: Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice-versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

As many of the procedures in this manual are inter-related, 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. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

The use of RIGHT (starboard) and LEFT (port) indications in the text, always refers to driving position (when sitting on watercraft).

Besides, in the marine industry, FRONT is called BOW and REAR is called STERN.

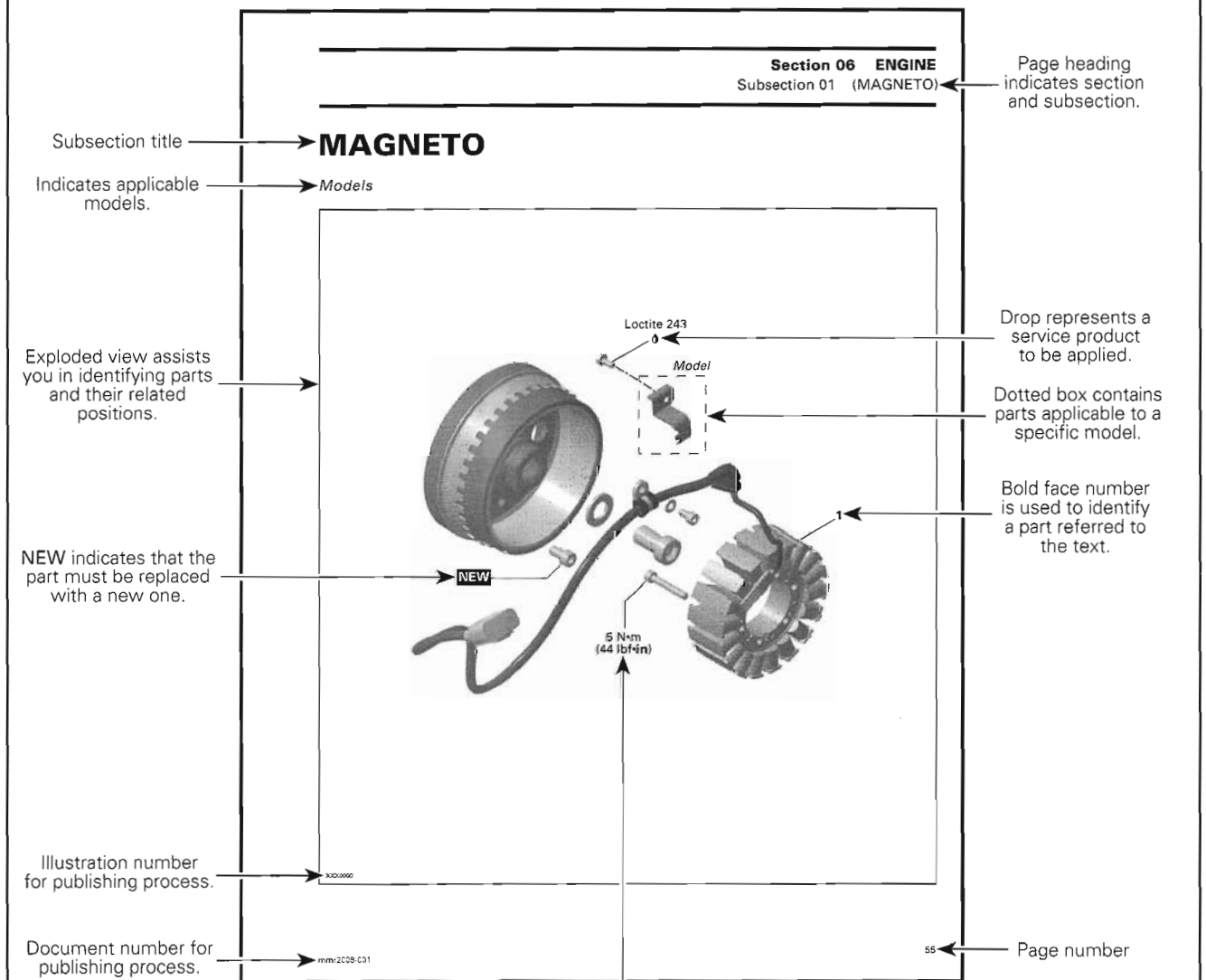


1. Left (port)
2. Right (starboard)

This manual uses technical terms which may be different from the ones of the *PARTS CATALOGS*.

When ordering parts always refer to the specific model *PARTS CATALOGS*.

TYPICAL PAGE



Specific torque applicable to this installation.
CAUTION: Pay attention to torque specifications.
Some of these are in **lbf•in** instead of **lbf•ft**.
Use appropriate torque wrench.

INTRODUCTION

TYPICAL PAGE

Title in bold indicates category of information to be carried out.

Reference to a specific section or subsection.

Indicates component procedures apply to.

Indicates specific procedure to be carried out.

Section 03 ENGINE Subsection 09 (MAGNETO SYSTEM)

GENERAL

NOTE: The following procedures can be done without removing the engine. During assembly/installation, use the torque values and service products as in the exploded views.

Clean threads before applying a threadlocker. Refer to **SELF-LOCKING FASTENERS** and **LOC-TITE APPLICATION** sections at the beginning of this manual for complete procedure.

WARNING

Torque wrench tightening specifications must be strictly adhered to. Locking devices (e.g.: locking tabs, elastic stop nuts, self-locking fasteners, etc.) must be replaced with new ones.

PROCEDURES

MAGNETO FLYWHEEL

Magneto Flywheel Cleaning

Clean all metal components in a non-ferrous metal cleaner.

CAUTION: Clean magneto flywheel using only a clean cloth.

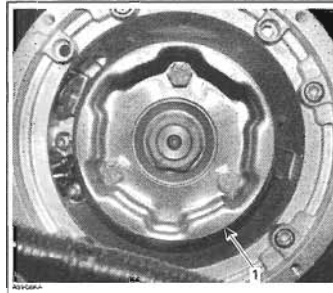
Magneto Flywheel Removal

Remove muffler, refer to the **EXHAUST SYSTEM** section.

Remove acoustic panel.

Remove rewind starter.

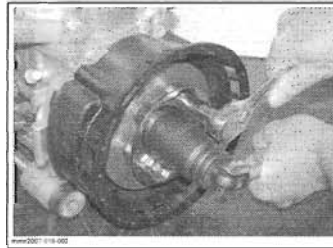
Remove starting pulley **no. 2**.



TYPICAL

1 Starting pulley

NOTE: To remove starting pulley bolts, hold magneto flywheel with a socket as shown.



TYPICAL

Models

Remove the connecting flange retaining the rewind starter to the engine housing.

"TYPICAL" indicates a general view which may not represent exact details.

Call-outs pertaining to above illustration.

Illustration always follows text to which it applies.

Italic bold face type-setting indicates a procedure applicable to a specific model(s).

mini2008-001

57

Bold face number following part name refers to exploded view at beginning of subsection.

MAINTENANCE CHART

The schedule should be adjusted according to operating conditions and use.

NOTE: The chart gives an equivalence between number of hours and months/year. Perform the maintenance operation to whatever time comes first.

IMPORTANT: Watercraft rental operations or intensive use of watercraft, will require greater frequency of inspection and maintenance.

4-TEC MODELS					
A: ADJUST C: CLEAN I: INSPECT L: LUBRICATE R: REPLACE	FIRST 10 HOURS				
	EVERY 25 HOURS OR 3 MONTHS				
	EVERY 50 HOURS OR 6 MONTHS				
	EVERY 100 HOURS OR 1 YEAR				
	EVERY 200 HOURS OR 2 YEAR				
PART/TASK					REFER TO
ENGINE					
Engine oil and filter	R			R ⁽¹⁾	LUBRICATION SYSTEM
Rubber mounts	I			I	ENGINE REMOVAL/INSTALLATION
Exhaust system ⁽²⁾	I			I, C ₍₃₎	EXHAUST SYSTEM
Supercharger clutch				(4)	SUPERCHARGER
Lubrication/corrosion protection			L		STORAGE PROCEDURES
COOLING SYSTEM					
Hose and fasteners	I				COOLING SYSTEM
Coolant	I			R	COOLING SYSTEM
FUEL SYSTEM					
Throttle cable	I			I ⁽¹⁾	STEERING SYSTEM
Throttle body (IMPORTANT: see ⁽⁵⁾)	I			L	ELECTRONIC FUEL INJECTION (EFI)
Fuel cap, filler neck, fuel tank, fuel lines and connections	I			I	FUEL TANK/FUEL PUMP
Fuel system leak test	I			I	
Fuel tank straps	I			I	
AIR INTAKE SYSTEM					
Air intake silencer	I			I	AIR INTAKE SYSTEM
Intercooler (255 engines)				I, C	INTERCOOLER (255 ENGINES)
ELECTRICAL SYSTEM					
Spark plug	I			I R	IGNITION SYSTEM
Electrical connections and fastening (ignition system, starting system, fuel injectors etc.)	I			I	ELECTRICAL SYSTEM
Digitally Encoded Security System (DESS)	I			I	DIGITALLY ENCODED SECURITY SYSTEM
Monitoring beeper	I			I	GAUGE/FUSES
Battery and fasteners	I			I	CHARGING SYSTEM
ENGINE MANAGEMENT SYSTEM					
EMS sensors				I	ENGINE MANAGEMENT SYSTEM
EMS fault codes	I			I	

Section 01 MAINTENANCE
Subsection 01 (MAINTENANCE CHART)

4-TEC MODELS						
A: ADJUST C: CLEAN I: INSPECT L: LUBRICATE R: REPLACE	FIRST 10 HOURS					
	EVERY 25 HOURS OR 3 MONTHS					
	EVERY 50 HOURS OR 6 MONTHS					
	EVERY 100 HOURS OR 1 YEAR					
	EVERY 200 HOURS OR 2 YEAR					
PART/TASK						REFER TO
STEERING SYSTEM						
Steering cable and connections	I			I		STEERING SYSTEM
Steering nozzle bushings	I			I		
Off-power assisted steering (O.P.A.S.)	I			I		OFF-POWER ASSISTED STEERING SYSTEM (O.P.A.S.)
PROPULSION SYSTEM						
Drive shaft				L (1)		DRIVE SYSTEM
Carbon ring and rubber boot (drive shaft)	I			I		
Reverse system, cable and connections	I			I		REVERSE SYSTEM
VTS (Variable Trim System) (if so equipped)	I			I		VARIABLE TRIM SYSTEM (VTS)
Drive shaft/impeller splines				I, L		JET PUMP and DRIVE SYSTEM
Impeller boot	I			I		
Impeller shaft seal, sleeve and O-ring				I (1)		
Impeller and wear ring clearance	I			I		
Sacrificial anode					(6)	
HULL/BODY						
Ride plate and water intake grate	I			I		BODY/HULL
Drain plugs (inside bilge), check for obstructions	I			I		
Hull	I			I		
Ski/wakeboard post and fasteners	I					

- (1) In fresh water, perform for storage period or after 100 hours of use whichever comes first. In salt water use, lubricate drive shaft as indicated to protect it from corrosion.
- (2) Including intercooler on supercharged models.
- (3) Daily flushing in salt water or foul water use.
- (4) The supercharger requires replacement when the MAINTENANCE SUPERCHARGER message is displayed on the information center every 100 hours of operation or earlier depending on the riding style (speed, engine RPM's, water conditions). This is determined by the engine management system. The supercharger will need to be replaced within 5 hours of the message display by an authorized Sea-doo dealer.
- (5) **IMPORTANT:** When use in salt water, the throttle body lubrication is highly recommended after every 10 hours of use. Failure to perform lubrication will result in damage to the throttle body.
- (6) In salt water use.

PRESEASON PREPARATION

Proper vehicle preparation is necessary after the winter months or when a vehicle has not been used during several weeks.

Any worn, broken or damaged parts found during the storage procedure should have been replaced. If not, proceed with the replacement.

⚠ WARNING

Unless otherwise specified, engine should be turned off during preseason preparation procedure.

PRESEASON PREPARATION	TO BE PERFORMED BY		REFER TO
	CUSTOMER	DEALER	
ENGINE			
Exhaust system and intercooler hoses condition and fasteners inspection		✓	<i>EXHAUST SYSTEM</i>
Oil level ⁽¹⁾		✓	<i>LUBRICATION SYSTEM</i>
Corrosion protection	✓		<i>STORAGE PROCEDURES</i>
COOLING SYSTEM			
Coolant level ⁽²⁾		✓	<i>COOLING SYSTEM</i>
Hoses and fasteners		✓	
FUEL SYSTEM			
Fuel system leak test		✓	<i>FUEL TANK/ FUEL PUMP</i>
Condition of fuel cap, filler neck, fuel tank, fuel lines and connections		✓	
Fuel tank straps	✓		
Refill fuel tank	✓		Refer to the appropriate <i>OPERATOR'S GUIDE</i>
ELECTRICAL SYSTEM			
Spark plugs ⁽³⁾		✓	<i>IGNITION SYSTEM</i>
Battery condition/charging and installation		✓	<i>CHARGING SYSTEM</i>
Monitoring beeper verification		✓	<i>GAUGE/FUSES</i>
Digitally Encoded Security System (DESS)		✓	<i>DIGITALLY ENCODED SECURITY SYSTEM</i>
ENGINE MANAGEMENT SYSTEM			
EMS fault codes		✓	<i>ENGINE MANAGEMENT</i>
STEERING SYSTEM			
Steering adjustment and inspection		✓	<i>STEERING SYSTEM</i>
Check O.P.A.S. condition		✓	<i>OFF-POWER ASSISTED STEERING</i>

Section 01 MAINTENANCE

Subsection 02 (PRESEASON PREPARATION)

PRESEASON PREPARATION	TO BE PERFORMED BY		REFER TO
	CUSTOMER	DEALER	
PROPULSION SYSTEM			
Shifter system condition and cable adjustment		✓	<i>REVERSE SYSTEM</i>
Variable Trim System (VTS) condition (if so equipped)		✓	<i>VTS SYSTEM</i>
Propulsion system inspection		✓	<i>JET PUMP and DRIVE SYSTEM</i>
HULL AND BODY			
Inspection of bilge drain plugs		✓	<i>BODY/HULL</i>
Ski/wakeboard post and fasteners (if so equipped)	✓		

(1) If oil and filter were not replaced at storage, proceed with oil change.

(2) Replace every 200 hours or 2 years.

STORAGE PROCEDURE

SERVICE TOOLS

Description	Part Number	Page
quick connector	293 710 077	7

SERVICE PRODUCTS

Description	Part Number	Page
anticorrosion spray	219 700 304	5
XP-S Lube	293 600 016	5, 7
Loctite 767 (antiseize lubricant)	293 800 070	7
BRP fuel stabilizer	413 408 600	5
Dow Corning 111	413 707 000	7
storage oil	413 711 600	7
storage oil (US)	413 711 900	7

PROCEDURES

PROPULSION SYSTEM

Jet Pump Cleaning

Clean jet pump by spraying water in its inlet and outlet and then apply a coating of XP-S Lube (P/N 293 600 016) or equivalent.

⚠ WARNING

Always remove safety lanyard cap from post to prevent unexpected engine starting before cleaning the jet pump area. Engine must not be running for this operation.

Jet Pump Inspection

Remove cone and check if jet pump is water contaminated; if so, refer to *JET PUMP* section for the repair procedure.

Drive Shaft Corrosion Protection

If the vehicle is used in salt water, apply the anti-corrosion spray (P/N 219 700 304) on drive shaft. Refer to *DRIVE SYSTEM* section.

FUEL SYSTEM

Fuel System Inspection

Verify fuel system. Check fuel hoses for leaks. Replace damaged hoses or clamps if necessary.

Fuel System Protection

The BRP fuel stabilizer (P/N 413 408 600) or equivalent should be added in fuel tank to prevent fuel deterioration and fuel system gumming. Follow manufacturer's instructions for proper use.

CAUTION: Fuel stabilizer should be added prior to engine lubrication to ensure fuel system components protection against varnish deposits.

Fill up fuel tank completely. Ensure there is no water inside fuel tank.

⚠ WARNING

Always stop the engine before refueling. 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. Fuel tank may be pressurized, slowly turn cap when opening. When fueling, keep watercraft level. Do not overfill or top off the fuel tank and leave watercraft in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the watercraft. Periodically inspect fuel system.

CAUTION: Should any water be trapped inside fuel tank, severe internal damage will occur to the fuel injection system.

Section 01 MAINTENANCE

Subsection 03 (STORAGE PROCEDURE)

Throttle Body Lubrication

Lubricate throttle body. Refer to *ELECTRONIC FUEL INJECTION (EFI)* section.

ENGINE

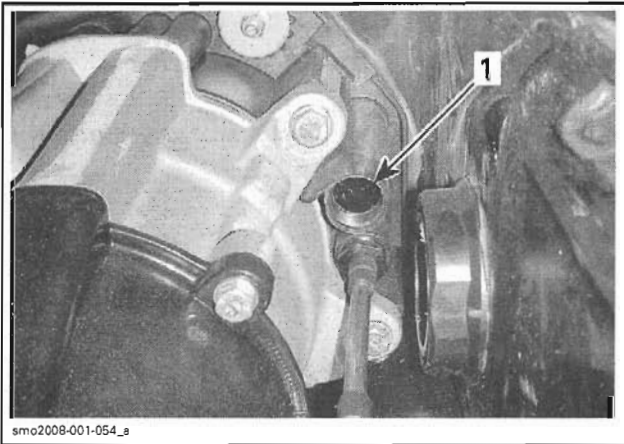
Engine Oil and Filter Replacement

Change engine oil and filter. Refer to *LUBRICATION SYSTEM* section.

Exhaust System Flushing

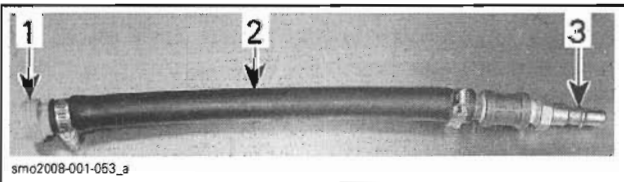
The exhaust system is self draining, but the intercooler (supercharged models) and exhaust manifold needs to be drained to avoid damages if watercraft is stored in area where freezing weather is present.

Using the flushing connector on jet pump support, inject pressurized air (around 689 kPa (100 PSI)) into system until there is no more water flowing from jet pump.



1. Flushing connector — location may differ

The following hose can be fabricated to ease draining procedure.



TYPICAL

1. Flushing adaptor (P/N 295 500 473)
2. Hose 12.7 mm (1/2 in)
3. Air hose male adapter

CAUTION: Failure to drain the intercooler (supercharged models) and exhaust manifold may cause severe damage to these components.

On 255 engines, the intercooler might also have water on the air side caused by humidity condensation. Therefore, the intercooler needs to be drained on the air side.

To drain the air side of intercooler, do the following:

- Remove inlet and outlet air hoses.
- Remove the bleed hose.
- Detach straps retaining the intercooler.
- Position the intercooler with the air openings downward for approximately 30 minutes.

Engine Coolant Replacement

Antifreeze should be replaced every 200 hours or every two years to prevent antifreeze deterioration.

CAUTION: Failure to replace the antifreeze as recommended may allow its degradation that could result in poor engine cooling.

If coolant is not replaced, test the coolant density using an antifreeze hydrometer.

Replace coolant if necessary. For the coolant replacement procedure, refer to *COOLING SYSTEM* section.

CAUTION: Improper antifreeze density might lead coolant to freeze if vehicle is stored in area where freezing point is reached. This would seriously damage the engine.

Engine Lubrication

Engine must be lubricated to prevent corrosion on internal parts.

Lubrication of the engine is recommended at the end of the season and before any extended storage period to provide additional corrosion protection. This will lubricate the engine intake valves, the cylinders and the exhaust valves.

To lubricate the engine, proceed as follows:

- Pull engine cover upward to remove it.
- Disconnect ignition coil connectors.

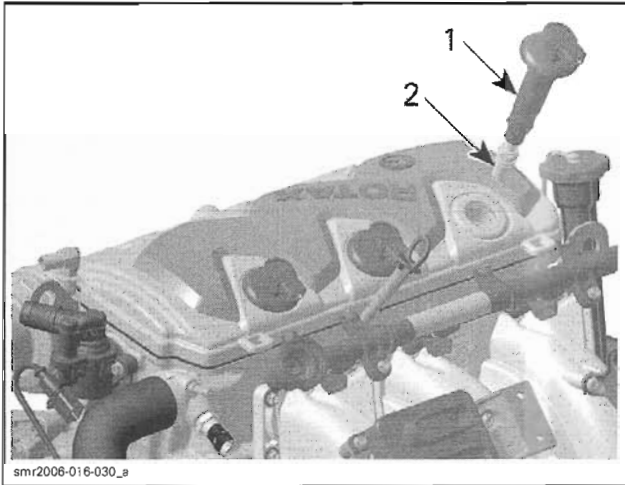


WARNING

When disconnecting coil from spark plug, always disconnect coil from main harness first. Never check for engine ignition spark from an open coil and/or spark plug in the engine compartment as spark may cause fuel vapor to ignite.

CAUTION: Never cut the locking ties of ignition coil connectors. This would allow mixing the wires between cylinders.

- Clean ignition coil areas to avoid falling dirt into cylinder.
- Remove ignition coils.
- Unscrew spark plugs.
- Using an ignition coil as a puller, remove spark plugs.



1. Ignition coil
2. Spark plug

- Spray storage oil (P/N 413 711 600) into each spark plug hole.

NOTE: For US citizens, use storage oil (US) (P/N 413 711 900) only.

CAUTION: Do not inject storage oil into throttle body bore to avoid blocking idle bypass valve.

To prevent fuel to be injected and also to cut the ignition at the engine cranking, proceed as follows.

- While engine is stopped, fully depress throttle lever and HOLD for cranking.
- Crank the engine a few turns to distribute the oil on cylinder wall.
- Apply Loctite 767 (antiseize lubricant) (P/N 293 800 070) on spark plug threads then reinstall them.
- Prior to inserting the ignition coil to its location, apply some Dow Corning 111 (P/N 413 707 000) around the seal area that touches the spark plug hole.
- Reinstall ignition coils.
- Ensure the seal seats properly with the engine top surface.
- Reconnect ignition coil connectors.
- To reinstall engine cover, push it downward until it snaps.

ELECTRICAL SYSTEM

Battery Removal

For battery removal, cleaning and storage, refer to *CHARGING SYSTEM* section.

VEHICLE

Ballast

WAKE Models

Ballast tanks should be removed from watercraft and flushed with fresh water to remove any marine organisms.

Connect a garden hose to ballast tanks filling hose using the quick connector (P/N 293 710 077) to ease cleaning.

Ballast tanks should be properly stored in a vertical position with drain plugs at the bottom and opened to ensure water drainage.

Bilge Cleaning

Clean the bilge with hot water and mild detergent or with bilge cleaner.

Rinse thoroughly.

Lift front end of watercraft to completely drain bilge.

Body Rinsing/Repair

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 good quality marine wax on body and hull.

CAUTION: Never clean fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

If any repairs are needed to body or to the hull, refer to *BODY/HULL* section.

Replace damaged labels/decals.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray XP-S Lube (P/N 293 600 016) over all metallic components in engine compartment.

Vehicle Protection

The seat and the seat extension should be partially left opened during storage. This will avoid engine compartment condensation and possible corrosion.

Section 01 MAINTENANCE

Subsection 03 (STORAGE PROCEDURE)

If the watercraft is to be stored outside, cover it with an opaque tarpaulin to prevent sun rays and grime from affecting the plastic components, watercraft finish as well as preventing dust accumulation.

CAUTION: The watercraft should never be left in water for storage, stored in direct sunlight or stored in a plastic bag.



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