



IMPORTANT INFORMATION

Section 1B - Maintenance

**1
B**

Table of Contents

Specifications	1B-1	Water Separating Fuel Filter	1B-4
Special Tools	1B-2	Spark Plug Inspection	1B-5
Quicksilver Lubricant/Sealant	1B-2	Battery Inspection	1B-5
Maintenance	1B-3	Fuse Replacement	1B-6
Before Each Use	1B-3	Flushing Cooling System	1B-7
After Each Use	1B-3	Corrosion Protection	1B-7
Every 10 Hours of Use or Once a Month	1B-3	Out-of-Season Storage	1B-8
Every 50 Hours of Use or Once a Month	1B-3	Fuel System	1B-8
Every 100 Hours of Use or Once a Season	1B-3	Protecting Jet Pump Components	1B-9
Fuel System	1B-4	Battery Storage	1B-9
Fuel Line Inspection	1B-4		

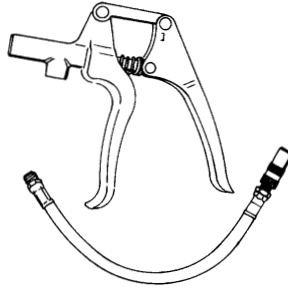
Specifications

FUEL SYSTEM	Fuel Recommended Gasoline Recommended Oil	Gasoline w/Oil Injection Unleaded 87 Octane Minimum TC-W3 Premium Plus 2 Cycle Outboard Oil
IGNITION SYSTEM	Spark Plug Type Spark Plug Gap	NGK BPZ8HS-10 0.040 in. (1.0 mm)
STARTING SYSTEM	Battery Rating	670 (Minimum) Marine Cranking Amps 520 (Minimum) Cold Cranking Amps
DRIVE HOUSING	Lubricant Capacity	24 fl. oz. (710 ml)
STATOR ASSEMBLY	Lubricant Capacity	19 fl. oz. (562 ml)



Special Tools

1. Grease Gun 91-37299A1





Maintenance

Before Each Use

1. Check that lanyard stop switch stops the engine.
2. Visually inspect the fuel system for deterioration or leaks.
3. Check the engine compartment and use your nose to detect any fuel fumes.
4. Check throttle, shift and steering system for binding or loose components.

After Each Use

1. Wash off all salt deposits with fresh water if operating in salt water.
2. Flush out the engine cooling system if operating in salt or polluted waters or sandy locations.

Every 10 Hours of Use or Once a Month

1. Check bilge siphon system.
2. Inspect cable bellows: worn, rubbing, or leaking.
3. Inspect battery and connections.
4. Check tightness of bolts, nuts and other fasteners.

Every 50 Hours of Use or Once a Month

1. Check level and condition of drive housing and stator lubricant.
2. Check corrosion control anodes.
3. Check tightness of bolts, nuts and other fasteners.

Every 100 Hours of Use or Once a Season

1. Lubricate all lubrication points. Lubricate more frequently when used in salt water.
2. Replace spark plugs at first 100 hours or first year. After that, inspect spark plugs every 100 hours or once yearly. Replace spark plugs as needed.
3. Drain and replace drive housing lubricant.
4. Drain and replace stator housing lubricant.
5. Remove impeller and lubricate impeller shaft with 2-4-C with Teflon to prevent impeller from seizing to the shaft.
6. Remove engine deposits by adding described amount of Quikleen to the fuel tank.
7. Replace engine fuel line filter.



Fuel System

⚠ WARNING

Avoid serious injury or death from gasoline fire or explosion. Carefully follow all fuel system service instructions. Always stop the engine and DO NOT smoke or allow open flames or sparks in the area while servicing any part of the fuel system.

Before servicing any part of the fuel system, stop engine and disconnect the battery. Drain the fuel system completely. Use an approved container to collect and store fuel. Wipe up any spillage immediately. Material used to contain spillage must be disposed of in an approved receptacle. Any fuel system service must be performed in a well ventilated area. Inspect any completed service work for sign of fuel leakage.

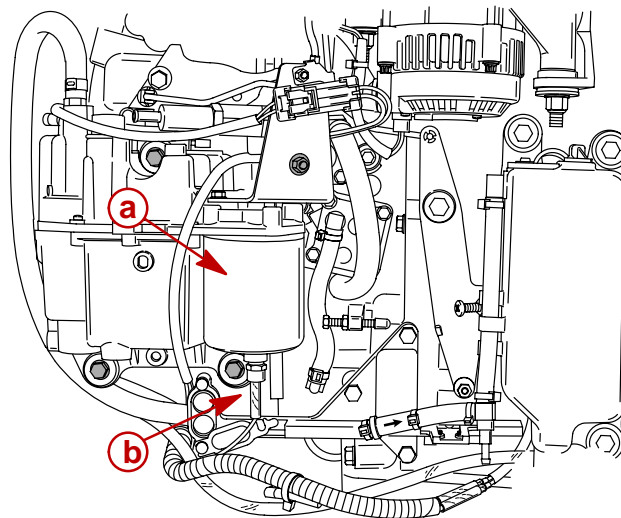
Fuel Line Inspection

Visually inspect the fuel line for cracks, swelling, leaks, hardness, or other signs of deterioration or damage. If any of these conditions is found, the fuel line must be replaced.

Water Separating Fuel Filter

NOTE: The warning system will turn on when water in the fuel filter reaches the full level.

1. This filter removes moisture and also debris from the fuel. If the filter becomes filled with water, the water can be removed. If the filter becomes plugged with debris, the filter must be replaced with a new filter.



59226

a - Fuel/Water Separating Filter

b - Water Sensor Lead

Remove and replace filter as follows:

- a. Turn ignition key switch to OFF position.
- b. Disconnect water sensor lead at bottom of filter.
- c. Remove filter by turning the filter in the direction of the arrow (clockwise). Tip the filter to drain fluid in a suitable container.
- d. Lubricate the sealing ring on the filter with oil. Thread on the filter and tighten securely by hand. Reconnect the wire to the filter.

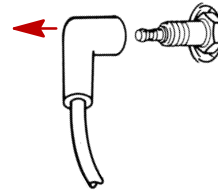
IMPORTANT: With the key switch in the RUN position, the fuel lift pump will fill the filter with fuel. Visually inspect for fuel leakage from the filter. If leakage is observed, turn key switch to the OFF position. Remove filter and inspect sealing ring/surface for damage or debris.



Spark Plug Inspection

Inspect spark plugs at the recommended intervals.

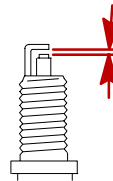
1. Remove the spark plug leads by twisting the rubber boots slightly and pull off. Inspect spark plug boots and replace if cracked.



2. Remove the spark plugs to inspect and clean. Replace spark plug if electrode is worn or the insulator is rough, cracked, broken, blistered or fouled.



3. Set the spark plug gap. See Specification Chart in General Information Section.



4. Before reinstalling spark plugs, clean away dirt on the spark plug seats. Install plugs finger tight, and tighten 1/4 turn or torque to 20 lb. ft. (27 Nm).

Battery Inspection

The battery should be inspected at periodic intervals to ensure proper engine starting capability.

IMPORTANT: Read the safety and maintenance instructions which accompany your battery.

1. Turn off the engine before servicing the battery.
2. Add water as necessary to keep the battery full.
3. Make sure the battery is secure against movement.
4. Battery cable terminals should be clean, tight, and correctly installed. Positive to positive and negative to negative.
5. Make sure the battery is equipped with a nonconductive shield to prevent accidental shorting of battery terminals.

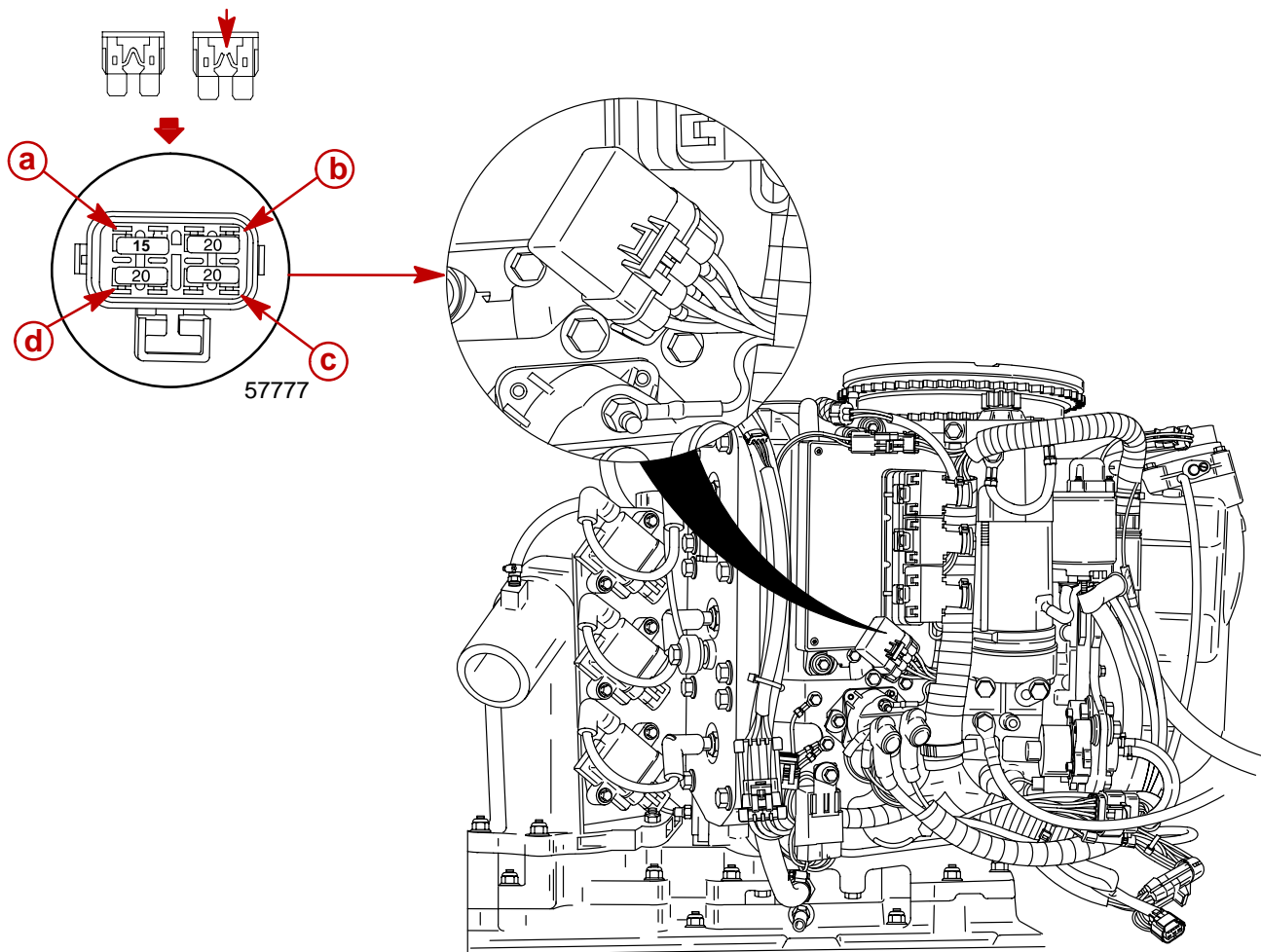


Fuse Replacement

IMPORTANT: Always carry spare SFE 15 and 20 AMP fuses.

The electrical wiring circuits on the jet powerhead are protected from overload by fuses in the wiring. If a fuse is blown, try to locate and correct the cause of the overload. If the cause is not found, the fuse may blow again.

1. Open the fuse holder and look at the silver colored band inside the fuse. If band is broken, replace the fuse. Replace fuse with a new fuse with the same rating.
2. The fuses and circuits are identified as follows:
 - a. Smart Craft Data Bus Circuit – SFE 15 AMP Fuse.
 - b. Accessories – SFE 20 AMP Fuse.
 - c. Ignition Coil Circuit – SFE 20 AMP Fuse.
 - d. Electric Fuel Pump/ECM Driver Power/Oil Pump Circuit – SFE 20 AMP Fuse.

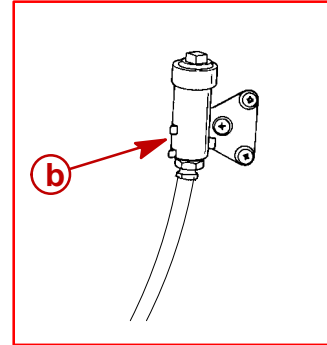
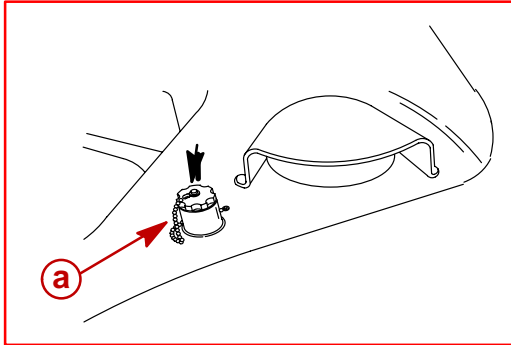




Flushing Cooling System

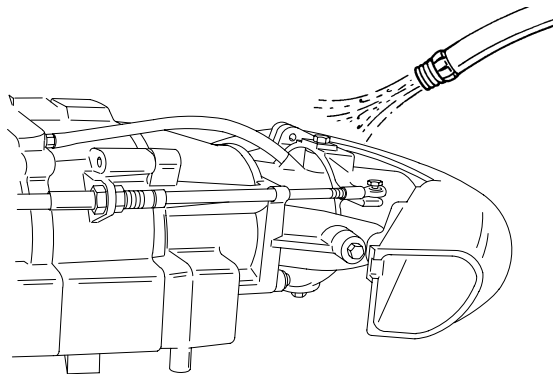
Flushing the cooling system is essential after each use in salt water, after the boat has run aground, or when the overheat warning horn sounds (possible debris in jet powerhead).

1. Locate the flush adapter in the boat. Some boats may have the adaptor mounted in the hull or mounted in the engine compartment. Remove flush adaptor plug and attach water hose.



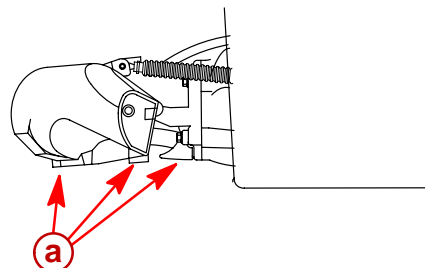
- a** - Flush Adapter Plug Mounted on Hull
b - Flush Adapter Plug Mounted in Engine Compartment

2. The engine may be run using the Flushing Attachment: DO NOT run the engine above idle speeds.
3. Turn water on and flush engine block for at least 10 minutes.
4. Remove water hose and install flush adaptor plug.
5. Flush outer surfaces of pump with water stream.



Corrosion Protection

The jet drive has three corrosion control anodes. One of the anodes is installed on the bottom of the nozzle, one installed on the reverse gate and one is installed under the rudder.



- a** - Corrosion Control Anodes



Out-of-Season Storage

⚠ WARNING

As a safety precaution, when boat is in storage, remove positive (+) battery cable. This will eliminate possibility of accidental starting of engine and resultant overheating and damage to engine from lack of water.

In preparing for out-of-season storage, two precautions must be considered: 1) The engine must be protected from physical damage caused by freezing trapped water and 2) the engine must be protected from rust, corrosion and dirt.

If the length of storage time between each use varies from 1 week to 2 months, it is recommended to add Fuel System Treatment and Stabilizer to the fuel tank regularly each time gasoline is added following the recommended amount as described on the Fuel Stabilizer container.

The following storage procedures should be followed to prepare the Jet Drive for out-of-season storage or prolonged storage (two months or longer).

⚠ CAUTION

Never start or run the Jet Drive without water circulating through the cooling system to prevent damage to the unit.

Fuel System

IMPORTANT: Gasoline containing alcohol (ethanol or methanol) can cause a formation of acid during storage and can damage the fuel system. If the gasoline being used contains alcohol, it is advisable to drain as much of the remaining gasoline as possible from the fuel tank, remote fuel line, and engine fuel system.

The most effective method for storage preparation is to add the recommended amount of Fuel System Treatment and Stabilizer and Quickleen products as described on their containers to the fuel tank before the last operation of the boat. Adding Fuel System Treatment and Stabilizer will help prevent the formation of varnish and gum in the gasoline. The Quickleen product will help clean and lubricate the fuel injectors.

To properly prepare the engine for prolong storage:

- a. Drain the fuel from the Vapor Separator Tank (VST) into a suitable container by removing the drain plug. After the fuel has been drained, reinstall the drain plug.
- b. Remove the water separator fuel filter and empty the fuel into a suitable container. Discard both the fuel and the filter properly.
- c. Premix the following in a container:
 - (1.) 0.68 oz (20 cc) or 2 tablespoons of Premium Plus Outboard oil or 2-Cycle Outboard Oil.
 - (2.) 0.27 oz (8 cc) or 2 teaspoons of Quickleen lubricant.
 - (3.) 0.27 oz (8 cc) or 2 teaspoons of Fuel System Treatment and Stabilizer.
- d. Pour this mixture in the new water separator fuel filter.
- e. Reinstall the filter.
- f. Prime the fuel system as outlined in the STARTING PROCEDURES.
- g. Using a flushing attachment, start the engine and allow the engine to run at idle speeds for 3 minutes.



- h. Turn the engine off. Turn the water off if using a flushing attachment. Allow the water to drain out of the unit completely.
- i. Complete the other recommended items for storage.

Protecting Jet Pump Components

IMPORTANT: Check and refill housing with Premium Gear Lubricant before storage to protect against possible water leakage into housing which is caused by loose lubricant vent or fill plug. Inspect gaskets under lubricant vent and fill plugs replacing any damaged gaskets before reinstalling plugs.

1. Drain and refill drive housing unit and stator assembly with Premium Gear Lubricant as explained in “**Jet Pump**” section (see **Table of Contents**).
2. Lubricate all lubrication points.

Battery Storage

1. Remove battery as soon as possible and remove all grease, sulfate and dirt from top surface.
2. Cover plates with distilled water, but not over 3/16 in. (5 mm) above perforated baffles.
3. Cover terminal bolts well with grease.
4. Store battery in a cool, dry place in a dry carton or box.
5. Remove battery from storage every 60 days. Check water level and place on charge for 5 to 6 hours at 6 amperes. **DO NOT** fast charge.

CAUTION

A discharged battery can be damaged by freezing.