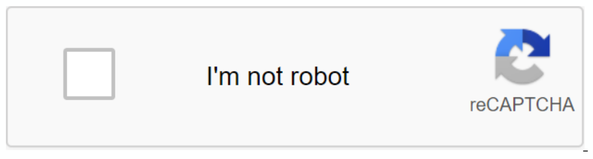

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Contact an authorized Yamaha dealer. * Should be operated by an authorized Yamaha dealer, unless the owner has the right tools and service data and is mechanically qualified.** interest, we recommended that these goods be operated only by an authorized Yamaha dealer. NOTE: Some goods need more frequent service if PWC is ridden in salt water or at full throttle. Contact an authorized Yamaha PWC dealer for recommendations that apply to your individual needs and usage. Check the fuel feeder and return hoses for deterioration, damage or leakage and check that the hoses are securely attached with the hose clamp. Also check that the clamp is properly installed on the oil tank. Check the fuel tank for cracks or leakage and that the tank is properly installed with the straps and replace if necessary. Check the throttle lever for smooth operation. Check that the throttle is opened and closed automatically in all steering positions. Check that the gas cable is damaged or damaged. Apply a corrosion-resistant water displacement lubricant (without Teflon or molybdenum additives, such as CRC 6-56 or equivalent) the upper end of the gas cable. Loosen the rubber shield and apply a corrosion-resistant water displacement lubricant (without Teflon or molybdenum additives, such as CRC 6-56 or equivalent) to the lower end of the gas cable (gas drum rolling area) and to the gas screw tip. When the engine is idling, turn the handlebar all the way to the right and left to ensure that the idle speed does not change. If the idle speed increases, check the free playback lever and the throttle connection. To lubricate and rust the inside of the gas body, do what follows after confirming that the engine has been stopped and cooled. 1. Remove the extension hoses from the terminals and disconnect the maintenance joint.2. Insert the spray nozzle onto a corrosion-resistant water displacement lubricant (without Teflon or molybdenum additives, such as CRC 6-56 or equivalent) in joint holes.3. Open the gas completely.4. Spray the lubricant for 3 seconds.5. Use the throttle lever slowly, from all the way ON to completely OFF, 3 times.6. Repeat steps 2 – 5 left.7. Perform the same lubrication procedure for common holes.8. Spray the lubricant to the maintenance joint threads and the O-ring.9. Reconnect the maintenance joint and make sure it is firmly tightened. Fit the extension hoses correctly to the clamp(s). • This jet ski uses ignition coils of a direct type. The spark plug cover and ignition coil are integrated. Remove the seats. Disconnect the ignition coil connectors. Remove the bolts and direct ignition coils. Clean the spark plug bases with compressed air before removing the plugs, making sure that it is not possible to enter the combustion chamber and remove the spark plugs. Check the insulator for cracks or damage and the electrodes for wear, fouling or discoloration. If necessary, replace the plug. Measure the spark plug between the middle and side electrodes with a wire-type sensor meter. that the 1.0 mm (0.04 inch) wire-type sensor meter cannot be inserted into the gap. If the meter can be inserted into the gap, replace the plug with a new one. Screw the spark plug into the cylinder head by hand to prevent cross-wire. Pull the spark plug to the specified torque. Mount the removed parts in reverse order of removal. • Before installing the ignition coil, clean the plug hole (coil) and seal rubber on the ignition coil, making sure that the sealing rubber is in good condition.• Do not allow water to enter the ignition coil connectors Rotate the crankshaft counterclockwise (seen from the back) and align the T-mark on the drive coupling manager with the index mark (arrow) on the crank sheath. The timing marks (IN for inlet and EX for exhaust) on the camshades must be flush with the cylinder head surface and facing outwards as shown. If the timing marks are facing inwards, rotate the crankshaft counterclockwise 360° (one full turn) and adjust the T mark to the index mark. AIR FILTER Remove the seats. Release the four holders and remove the air box cover. Replace the air filter according to the maintenance schedule or at any time it is too dirty or damaged. Mount a new air filter in the space base correctly. Make sure that the rubber seal in the cover is in good condition and put on the air box cover. Attach the cover with the holders Install the seats. This jet ski engine uses a dry swamp. Follow the steps below to determine if the correct amount of oil is in the engine. LEVEL CONTROL Attach the watercraft to a tripod or trailer and keep it on track. Remove the rear drawer. Before checking the engine oil level: Remove the filling cap/dipstick from the oil tank and wipe it off. Insert the filling cap/dipstick until it gets stuck, but do not screw it in. Remove the dipstick and check the oil level. • If the oil appears on the dipstick, mount the filling cap/dipstick and proceed to the oil level control procedure.• If there is no oil on the dipstick, perform the following procedure. Remove the oil drain pipe cap and insert the filling cap/dipstick into the oil drain pipe until it settles, remove it and check the oil level. – If oil appears on the dipstick, mount the filling cap/dipstick and drain pipe cap and proceed to the oil level control procedure. – If there is no oil on the dipstick, do not start the engine. Replace the drain pipe cap and tighten it. Add the recommended engine oil to the oil tank through the filling hole until the oil is on the dipstick. Do not fill too much. Fit the filling cap/dipstick and proceed to the oil level control procedure. OIL CHANGE • Replace oil with the engine hot to ensure complete drainage. Attach the watercraft to a tripod or trailer. Remove the rear drawer. Heat the engine for a few minutes according to the flushing procedure. Turn off the water stop the engine. Remove the oil filler cover/dipstick and drain pipe cap. Pump out the engine oil with a commercially available liquid evacuating from the oil filling hole and drain pipe to drain the oil tank and oil pan. After the oil has been completely emptied, assemble the drain pipe cap and pour the recommended oil into the oil tank through the filling hole. Fit the filling cap/dipstick. Check the oil level. ENGINE OIL FILTER Empty the engine oil. Place a shop towel around the oil filter cartridge to avoid spilling the engine oil. Remove the oil filter cartridge and discard it. Clean all oil from the cartridge's seat surface on the motor and the oil filter tray. Apply engine oil to the O-ring and threads in a new oil filter cartridge and install the filter using the filter key. Fill the oil tank with the recommended oil. OIL CAPACITY: 4.2 litres (4.4 US qt, 3.7 Imp qt) at drainage 4.3 litres (4.5 US qt, 3.8 Imp qt) at drainage / filter change5.3 litres (5.6 US qt, 4.7 Imp qt) at dismantling 4.0 litres (4.2 US qt, 3.5 Imp qt) at drainage4.1 litres (4.3 US qt, 3.6 Imp qt) at drainage/filter change5.0 litres (5.3 US qt 4.4 Imp qt) when disassembling MOTOR INDLE SPEED • Inspect and adjust idle speed after all other motor maintenance items have been performed and are within the specifications.• The motor must be warm for precise adjustment. Five minutes of idleness is sufficient. If the air temperature is below 10°C (50°F), let the engine run inactive for another 5 minutes (a total of 10 minutes). Remove the seats. Remove the rear drawer. Connect a pedometer. Heat the engine with the jet ski in the water and check the idle speed. Adjust the idle speed by turning the gas stop screw as needed. IMPELLER Check the impeller for deep scratches, pitting or notches by looking from both the water outlet and the inlet sides. Check jet stator inner wall for scratches. Check the impeller seal for cracks or damage. Measure the clearance between each impeller blade and the beam stator, using a sensor meter that is 12 inches long. Impeller clearance is essential for proper performance. If the clearance is not specification, disassemble and inspect the impeller and the drill wheel residential area. TROUBLESHOOTINGOil level is too low • Oil consumption • External oil leak• Worn piston rings• Improperly installed piston rings• Worn cylinders• Worn stem seals• Worn valve flow Low oil pressure • Low oil level • Dense oil sieve or filter• Faulty oil pump• Internal oil leakage• Faulty oil used No oil pressure • Oil level is too low • The oil pressure relief valve is stuck open• Damaged oil pump drive or operated joints• Damaged oil pump• Internal oil leakage High oil pressure • Oil pressure relief valve is locked closed• Dense gallery or passage• Faulty oil used Oil pollution • Oil or filter does not change often enough• Worn piston Worn valve guide or stem seal Oil emulsification • Blown cylinder head seal• Leak liquid passage• Entry of water TROUBLESHOOTING Motor crank, but will not start • Intake air leak • Fuel contaminated/aggravated• Clamped or dense fuel hose• Faulty fuel pump• Dense fuel injector filter• Sticking fuel injector needle• Faulty fuel operating system pump Motor stalls, difficult to start, or idle rough • Inlet air leakage • Fuel contaminated/deteriorated• Clamped or tight fuel hose• Idle speed misaligned• Starting valve synchronization misaligned Kickback or failure during acceleration • Ignition system failure Poor performance (executable) and poor fuel economy • Clamped or tight fuel hose• Faulty pressure regulator TROUBLESHOOTING Engine peak problems usually affect engine performance. These can be diagnosed by a compression test, or by tracking top noise with a sounding rod or stethoscope. Compression for low, hard start or poor performance at low speed. • Valves – Incorrect valve adjustment – Burnt or bent valve – Incorrect valve time – Broken valve spring – Uneven valve seats • Cylinder head – Leakage or damaged cylinder head gasket – Crooked or cracked cylinder head– Loose spark plug • Cylinder/piston problem Compression for high• Excessive carbon build-up on piston head or combustion chamber Excessive smoke • Worn valve stem or valve guide • Damaged stem seal• Cylinder/valve piston problem Excessive noise • Incorrect valve adjustment• Sticking valve or broken valve spring• Worn or damaged camshaft• Worn or damaged valve lifter• Worn cam chain• Worn or damaged cam chain tensioner• Worn camshaft teeth• Cylinder/piston problem Rough inactive • Low cylinder compression TROUBLESHOOTING The motor does not rotate • Defective starting clutch• Damaged reduction equipment/shaft TROUBLESHOOTING Compression for low, hard start or poor performance at low speed • Leaking cylinder head gasket• Worn, fixed or broken piston ring • Worn or damaged cylinder and piston Compression too high, overheating or knocking • Excessive carbon build on piston head or combustion chamber Excessive smoke • Worn cylinder , piston or piston ring• Incorrect installation of piston rings• Cut or scratched piston or cylinder wall Abnormal noise • Worn piston stick or plunger pin hole • Worn connection rod small end • Worn cylinder, piston or piston rings • Worn main journal bearing • Worn crank bearings Motor vibration • Excessive crankshaft outlet • Incorrect balancing • Incorrect motor-to-jet pump adjustment troubleshooting Excessive exhaust noise • Exhaust component cracked • Exhaust and water leaks Poor performance • Exhaust component cracked • Exhaust and water leaks • Exhaust and water leaks • Exhaust and water leaks • Exhaust and water leaks • Cooling water passage limited Worn or damaged turbocharger valve (ARX1200T3/T3D)• Seized turbocharger rotor (ARX1200T3/T3D)• Defective turbocharger wastegate actuator (ARX1200T3/T3D) TROUBLESHOOTING Abnormal noise from the propulsion system • Weeds/debris caught in intake grate or impeller • Damaged or deflected drive shaft• Worn or damaged bearings in jet pump or storage housing• Damaged drive shaft bearing housing • Incorrect motor-to-jet pump adjustment • Broken motor mounts Poor performance even if the engine is running properly • Water intake area is blocked• Excessive impeller clearance • Pump wheel or water jet stator damaged Motor runs for Fast • Jet pump cavitation – Damaged conductive or trailing edge of the impeller – Fault sealing of intake grille or jet pump support • Foreign material caught on the impeller the engine turns slowly when the engine is started • Jet pump limitation • Jet pump fittings Motor overheats • Limited water intake of jet pump (water filter) Poor steering • Steering Cable fault adjusted• The control cable is damaged or incorrectly routed• Steering no turn cracked or damaged • No lubricant on steering components Poor reverse lever and bucket operation • Reverse cable fault adjusted • Reverse cable damaged or incorrectly routed • Reverse bucket turn cracked or damaged • Reverse bucket arm or bucket catch damaged • No lubricant on reverse control components TROUBLESHOOTING The starter motor does not turn1. Fuse inspection2. Battery inspection3. Start relay switch Operation inspection4. Start engine controlRemove the safety line switch from the engine stop switch. Apply the battery voltage directly to the starter motor. Does the starter engine turn? YES – • Poorly connected starter motor cableNO – Faulting start motor 5. RelaySil baseline inspectionRemove the safety line switch from the engine stop switch. Check the starting relay switch baseline. Is the baseline normal? YES - GO TO STEP 6.NO – Open the circuit in the green wire 6. RelaySCed cord Control Check the power supply cable of the starter relay switch. Is the power input cable normal? YES – GO TO STEP 7.NO – • Faulty motor stop switch • Defective start switch • Blown under-fuse B (5 A)• Defective main relay or its circuits • Loose or poor contact with the corresponding socket• Open circuit in the wire harness 7. Start relay switch inspection Check the function of the starter relay switch. Does the starter relay switch work properly? YES - Loose or bad contact start relay switch contactNO - Wrong starter relay switch switch