

Lower hose as necessary so that draining can take place.

Reconnect fitting when done.

Also ensure air compressor drain line is not obstructed. Clean as necessary.

#### **All Models except 4-TEC Models**

### PROPULSION SYSTEM

#### Jet Pump

Lubricant in impeller shaft reservoir should be drained. Reservoir should be cleaned and refilled with SEA-DOO synthetic 75W90 GL5 polyolester oil. Refer to JET PUMP for proper procedure.

**CAUTION:** Use only SEA-DOO jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

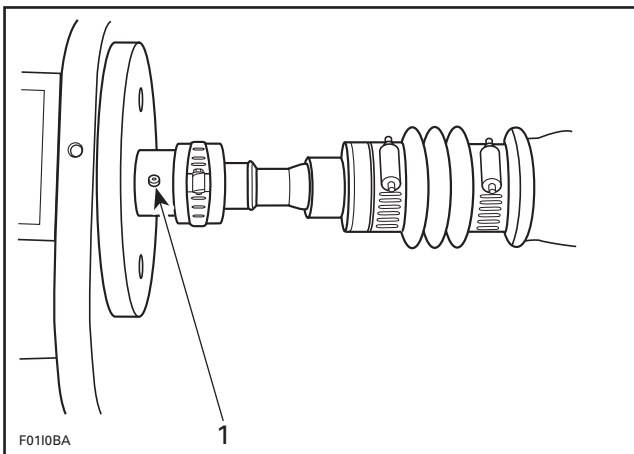
#### PTO Flywheel

##### **All 2-Stroke Models except XP DI**

Remove PTO flywheel guard.

Lubricate PTO flywheel at grease fitting with synthetic grease (P/N 293 550 010).

**CAUTION:** Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot.



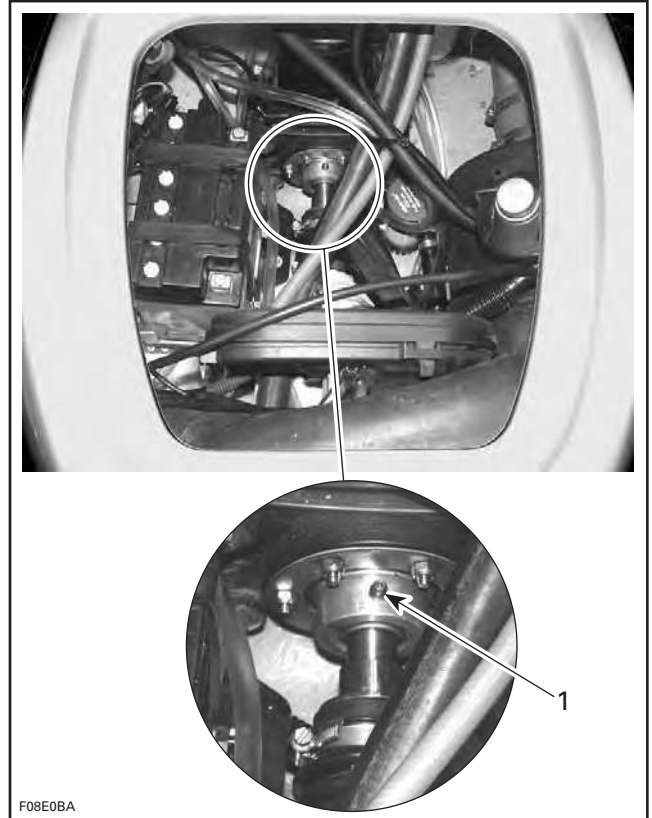
1. Grease PTO flywheel

**CAUTION:** Never leave any clothing, tool or other objects near PTO flywheel and drive shaft.

#### SEAL CARRIER

##### **XP DI Models**

Lubricate seal carrier of drive shaft support with synthetic grease. Stop lubricating when grease is just coming out of seal.



1. Grease seal carrier

### FUEL SYSTEM

##### **All Models**

Verify fuel system. Check fuel hoses and carburetor(s), if so equipped, for leaks. Replace damaged hoses or clamps if necessary.

Sea-Doo Fuel Stabilizer (P/N 413 408 600) or equivalent should be added in fuel tank to prevent fuel deterioration and, if so equipped, carburetor(s) gumming. Follow manufacturer's instructions for proper use.

On RFI and DI models, fill up fuel tank completely. Ensure there is no water inside fuel tank.

**CAUTION:** Should any water be trapped inside fuel tank, severe internal damage will occur to the fuel injection system (if so equipped).