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No. **97-22**

Date: October 7, 1997

SUBJECT: Storage Procedures

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
1997	ALL	ALL	ALL

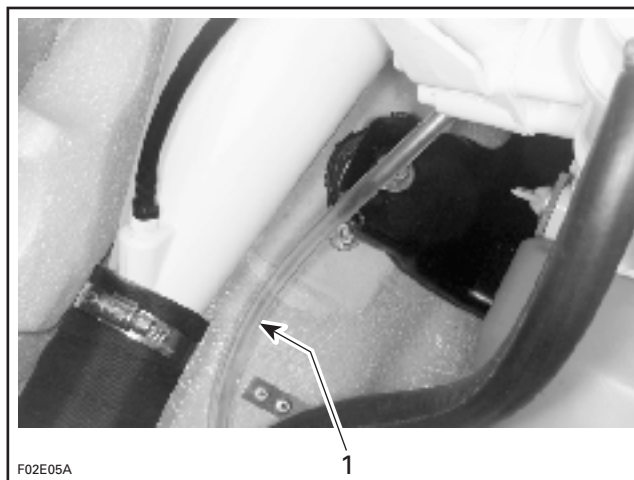
NOTE: Refer to 1997 *Sea-Doo Shop Manual* (P/N 219 100 048) when servicing Sea-Doo watercraft.

Engine Draining

Check engine drain hose (lowest hose from engine). Make sure there is no sand or other particles in it and that it is not obstructed so that water can leave the engine. Clean hose and fitting as necessary.

▼ CAUTION

Water in the engine drain hose must be free to flow out, otherwise water could be trapped in the engine. Should water freeze in the engine, severe damage will occur. Always check the engine drain hose for obstructions.



TYPICAL
1. Engine drain hose

Fuel System

Add Sea-Doo Fuel Stabilizer (P/N 413 408 600) to the fuel tank to prevent fuel deterioration and carburetor gumming. Follow the manufacturer's instructions for proper use.

NOTE: Fuel stabilizer should be added to the fuel **before** engine lubrication, to ensure that the carburetor is protected against varnish deposits.

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

◆ WARNING

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. Always wipe off any fuel spillage from the watercraft. Always turn the fuel valve to OFF position.

Cooling System Flushing

Flush the cooling system with **fresh water** to prevent salt, sand or dirt accumulation from clogging up water passages.

Engine Internal Protection

Engine must be lubricated to prevent corrosion on internal parts.

Start the engine first **then** immediately open the water tap.

Run the engine about 3 minutes at a fast idle around 3500 RPM.

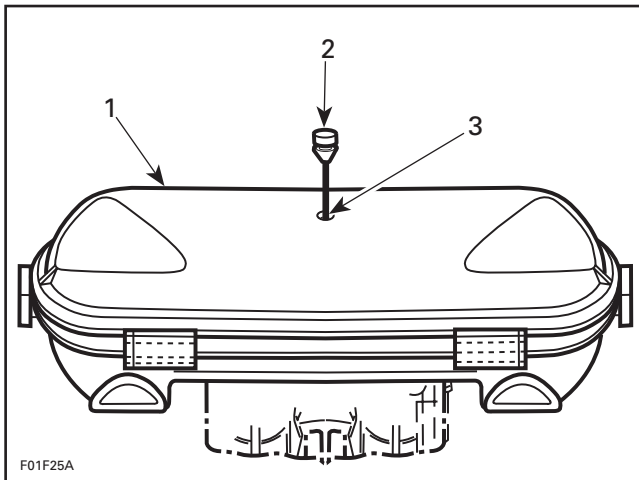
▼ **CAUTION**

Never run engine longer than 5 minutes. The drive line seals have no cooling when watercraft is out of the water.

Remove plug from air intake silencer cover.

Lubricate the engine to prevent corrosion on internal parts by spraying BOMBARDIER LUBE (P/N 293 600 016) through the hole provided on the air intake silencer cover.

On GSX Limited model, (equipped with 947 engine), detach air silencer and spray BOMBARDIER LUBE directly into carburetors.



1. Air intake silencer
2. Remove plug
3. Spray BOMBARDIER LUBE here

Lubricate the engine for one minute. After approximately half a minute, close fuel valve to run engine out of fuel and turn off water flow to the engine.

▼ **CAUTION**

When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies. Severe engine damage could result if not done in this order.

Stop the engine.

Reinstall the plug in air intake silencer cover (except GSX Limited).

Propulsion System

Jet Pump

Lubricant in impeller shaft reservoir should be drained out and the reservoir cleaned. Refill with 70 mL (2.4 oz.) of Sea-Doo Jet Pump Synthetic Oil (P/N 293 600 011). Refer to the *Shop Manual* PROPULSION SYSTEM section.

▼ **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.

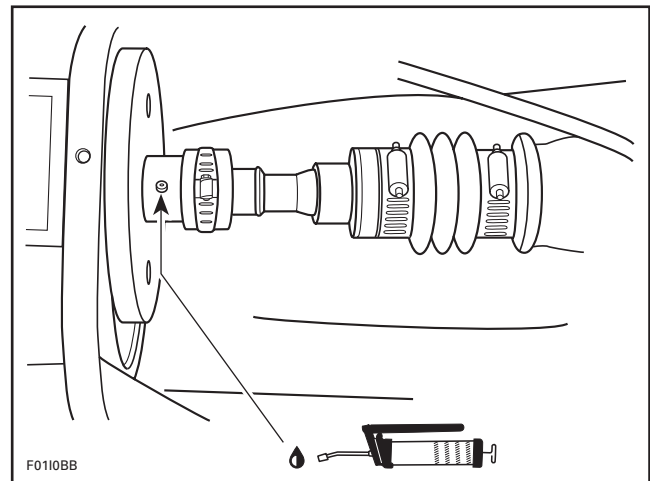
PTO Flywheel

All Models Except XP and HX

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 in the rubber boot.



ALL MODELS EXCEPT XP AND HX

1. Grease PTO flywheel

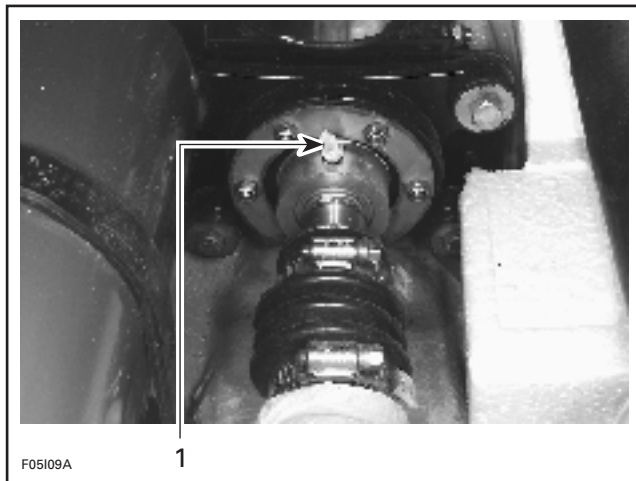
▼ **CAUTION**

Never leave any clothing, tool or other objects near PTO flywheel and seal carrier.

Seal Carrier

XP and HX Models

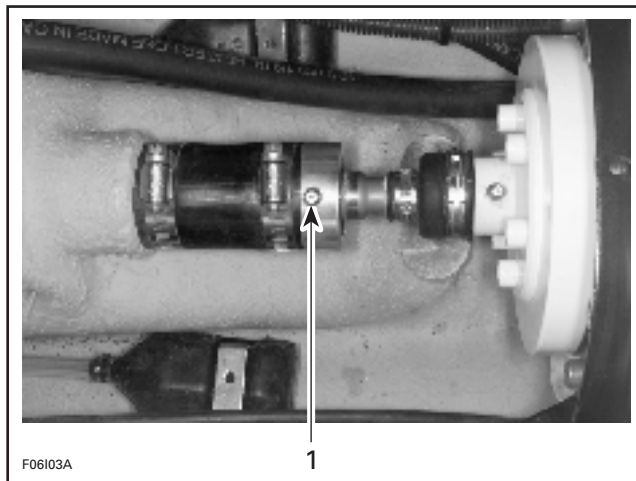
Lubricate mid bearing of drive system at seal carrier grease fitting with synthetic grease.



1. Grease fitting

GSX Limited Model

Lubricate seal carrier of thru hull fitting.



1. Grease seal carrier

Battery

For battery removal, cleaning and storage, refer to the 1997 *Sea-Doo Shop Manual* ELECTRICAL SYSTEM, section 07-03.

Watercraft 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. If any repairs are needed to body or to the hull, touch up paint and Gelcote® repair kits are available. Replace damaged labels/decals.

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 nonabrasive wax.

▼ CAUTION

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

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 and dust accumulation.

▼ CAUTION

The watercraft must never be left in the water for storage. Never leave the watercraft stored in direct sunlight.

Anticorrosion Treatment

Wipe off any residual water in the engine compartment.

Spray BOMBARDIER LUBE over all metallic components in engine compartment.

Lubricate the throttle cable with BOMBARDIER LUBE lubricant.

NOTE: A cable lubber can be used on throttle cable end to inject BOMBARDIER LUBE lubricant.

The seat should be partially left open during storage. For the XP and HX Model, leave the hood partially open.

This will avoid condensation and possible engine corrosion.

NOTE: If the watercraft is stored outside, always cover it with a tarpaulin. Remove the rear drain plug(s). Tilt the watercraft to the rear so that water can flow out.

Additional Recommended Protection

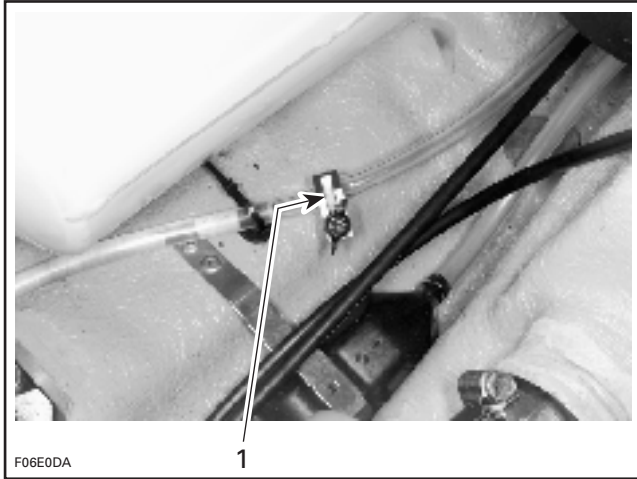
In cool regions (where temperature below freezing point may be encountered), antifreeze solution should be added to the cooling system.

▼ CAUTION

Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

NOTE: The engine will not have to run during this operation.

Install a hose pincher to engine drain hose.

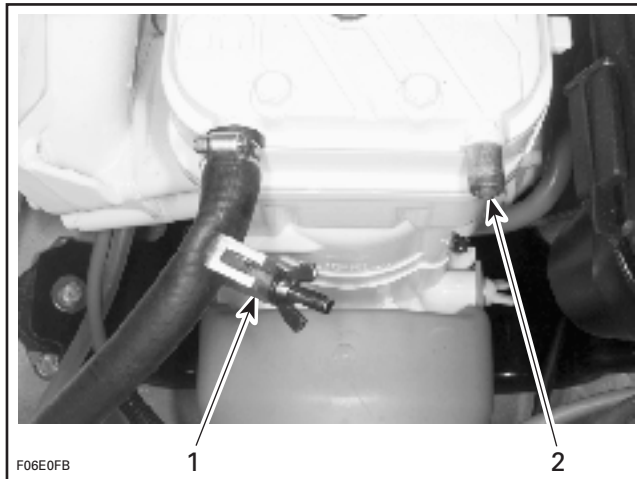


TYPICAL

1. Hose pincher installed on engine drain hose

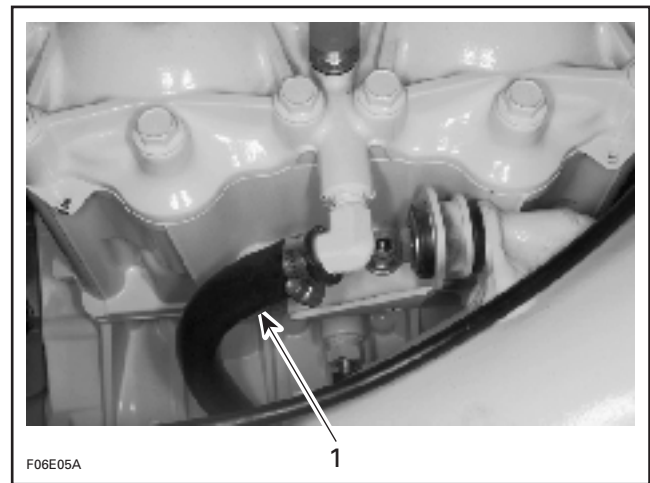
Disconnect engine water return hose from cylinder head.

Install a hose pincher on water inlet hose (except on 947 engine).



717 AND 787 ENGINES

1. Hose pincher
2. Return hose removed



947 ENGINE

1. Disconnect engine water return hose

Temporarily install one short piece of hose to engine water return outlet.

Insert a funnel into hose. Pour antifreeze mixed with water in the engine until the solution is visible in the water return hose.

Remove temporary hose and reconnect engine water return hose to engine.

Remove hose pinchers.

All Models

Most of the antifreeze will drain out when removing hose pinchers. Use a container to recover it. Dispose antifreeze as per your local laws and regulations.

NOTE: Although antifreeze will mainly drain out, the antifreeze has flowed to mix with water that was possibly trapped in cooling system cavities and thus preventing freezing problems.

NOTE: For pre-season preparation, drain antifreeze from cooling system prior to launching boat in water as explained above.