

POLARIS®

OWNER'S SAFETY AND MAINTENANCE MANUAL



1996

SLT780

WARNING

The engine exhaust from this product contains chemicals known to cause cancer, birth defects or other reproductive harm.

TO THE OWNER

Congratulations and thank you for choosing this Polaris Watercraft! It has been engineered with your riding enjoyment and safety in mind.

This Owner's Manual provides safety, operating, care and maintenance information that you and all operators and passengers of the watercraft should be familiar with before operating this watercraft. Once you've read and understand the information, permanently store this manual in a **waterproof bag** in the storage compartment of the watercraft. If the watercraft is sold, the Owner's Manual and video tape should remain with it.

When you purchased this watercraft, your dealer provided you with this Owner's Safety and Maintenance Manual which covers important aspects of watercraft safety. In addition you received a video tape pertaining to watercraft safety. Review this information on a regular basis. If you have purchased this vehicle from someone other than a Polaris dealer, you can still obtain information and service from any authorized Polaris dealer. If your Owner's Manual is misplaced, you should get a replacement copy from your Polaris dealer.

Anyone who operates this watercraft must have read the Owner's Manual provided with this machine. Failure to follow the warnings and precautions contained in the manual when operating and riding this watercraft can result in severe injury or death to the operator, passenger and/or bystanders.

If you have questions about the operation or maintenance of this watercraft or need training, consult an authorized Polaris dealer.

The information contained in this manual is accurate at the time of publication, however, it is our intention to continually strive for improved product quality and performance. Therefore, Polaris Industries Inc. reserves the right to change specifications without notice or obligation.

Illustrations included in this manual are general representations of parts having a similar function. Your model may differ.

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IDENTIFICATION NUMBERS

Record your watercraft I.D. numbers in the spaces provided. This will help when ordering spare parts. Also record these numbers in another place in the event your watercraft is stolen. See page 2 for location of numbers.

Any reprinting or unauthorized use without permission of Polaris Industries Inc. is prohibited.

Questions or comments about this publication may be directed to any authorized Polaris watercraft dealer.

PURCHASE DATE

POLARIS MODEL NUMBER

☐ SLT780 B964588

DEALER IMPRINT

HULL I.D. NUMBER

ENGINE I.D. NUMBER

POLARIS INDUSTRIES INC.

1996 SLT780 Watercraft Owner's Safety & Maintenance Manual

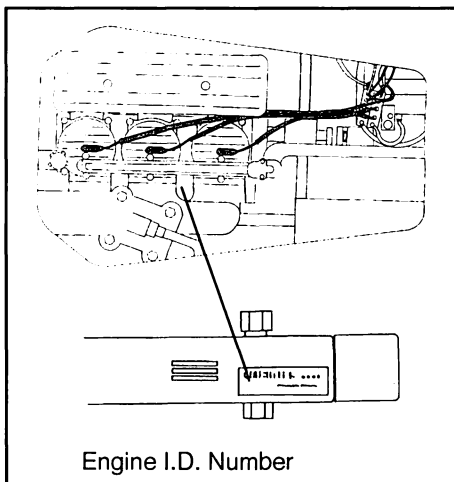
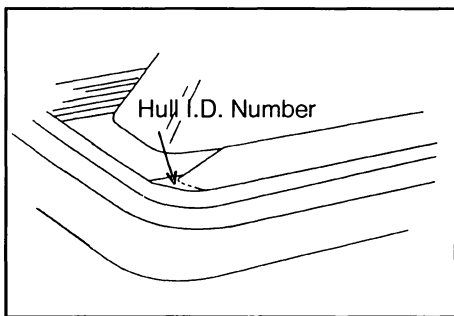
IDENTIFICATION NUMBERS

The engine I.D. number and hull I.D. number are used to register the boat. They are unique numbers that distinguish this watercraft from others of the same model.

If the watercraft is ever stolen these numbers will help identify it. Keep a record of these number in a place other than the watercraft as well as in the spaces provided on page 1.

INSURANCE

Check with your own insurance agent regarding insurance coverage of your personal watercraft. Your dealer may have marine insurance available. He or she should know the requirements of your state, and can help you with the proper policy to protect yourself.



UNDERSTANDING SAFETY LABELS AND INSTRUCTIONS:

Throughout this manual, important information is brought to your attention by the following symbols:



The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

DANGER

Failure to follow DANGER instructions will result in severe injury or death to the operator, passenger, bystander or person inspecting or repairing the watercraft.

WARNING

Failure to follow WARNING instructions could result in severe injury or death to the operator, passenger, bystander, or person inspecting or repairing the watercraft.

CAUTION:

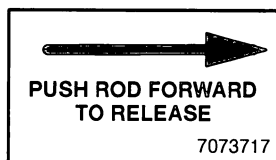
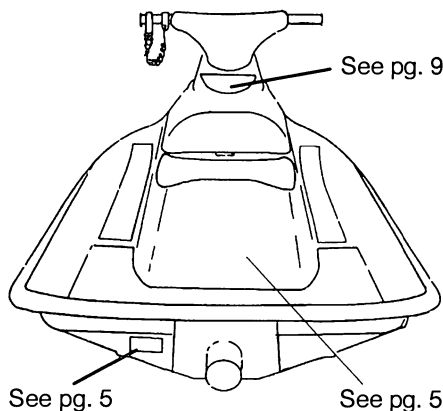
A CAUTION indicates special precautions that must be taken to avoid minor personal injury or watercraft or property damage.

NOTE

A NOTE provides key information to clarify instructions.

IDENTIFICATION AND LOCATION OF IMPORTANT LABELS

NOTE: Warning labels have been placed on the vehicle for your protection. Read and follow the instructions on each label carefully. In the event any label becomes illegible or comes off, contact your Polaris dealer for a replacement. Any safety decal needing replacement will be provided by Polaris at no charge.



Located near support for storage compartment.



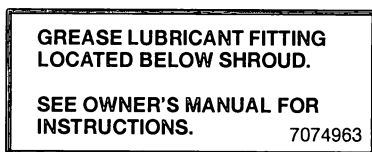
Located on electrical box (inside engine compartment). See page 67 for exact location.



Located on the engine water manifold.



Located on engine (water out manifold)



Located on shroud.



Located near fire extinguisher container (on top of storage compartment cover).



Located on the electrical box.

IDENTIFICATION AND LOCATION OF IMPORTANT LABELS

⚠ WARNING

- Read and understand all warning labels and Owner's Manual before operation. Severe injury or death can result from ignoring warnings or improper use. Never permit a guest to operate the watercraft unless the guest has read and understood all warning labels and the Owner's Manual.
- The watercraft is not a toy. It is a high performance class A powerboat. Skill is acquired only through riding experience. Start slowly and do not attempt to ride beyond your ability.
- Minimum operator age is 16 years with adult supervision. Operators between 16 and 18 years of age require close adult supervision.
- This watercraft does not have brakes and does not steer without applying the throttle. Plan ahead and provide enough distance to coast to a stop after throttle is released. Use extreme caution when operating around obstacles. This is especially dangerous for inexperienced operators as a sense of judgment of the degree of glide, drift, and steering need to be developed with experience. Allow a minimum of 300 feet to coast to a stop from full throttle.
- Before operating watercraft become familiar with, and check controls, especially the throttle lever, handbrake, steering nozzle and reverse system. Malfunctioning controls can cause accidents. Never engage the reverse system when the watercraft is moving faster than idle speed, or damage to the reverse system or severe injury could occur.
- Drowning Hazard: A personal flotation device (PFD) must be worn by operator and passengers. Polaris recommends that operator and passengers wear a vest-type PFD (Type 1, 2 or 3) at all times.
- The stream of water produced by the jet pump and falling into the water at high speed can cause severe personal injury, especially to body orifices (eyes, mouth, ears, rectum, etc.). Normal swimming attire may not provide adequate protection. The jet pump output is especially dangerous if a passenger falls to the rear from a moving watercraft and is persons behind a moving watercraft. If passenger falls from the watercraft release the throttle immediately to avoid injury. Do not exceed idle speed if any person is within 50 feet of the rear of the watercraft.
- Always attach the engine stop switch lanyard to your wrist while operating watercraft and disconnect from the engine stop switch when watercraft is not in service.
- In some cases water spray can interfere with your vision. Wear suitable eye protection while operating this watercraft.

- Boating laws and navigation rules are for the safety of everyone sharing the waterways. Know and observe all local, state and federal boating regulations.
- Towing can cause loss of steering control and create a hazardous condition. Be extremely careful when towing other watercraft, skiers, or objects behind the watercraft as they have a significant impact on handling and steering. Aggressive watercraft may not be watercraft under tow. Observe local and state laws regarding watercrafting and other towable objects.
- Never consume alcohol or drugs before or while operating this watercraft.
- Boarding in deep water can be strenuous. Practice in chest-deep water before operating watercraft in deep water.
- Operation in severe weather conditions can cause severe injury or death. Observe weather forecasts and conditions.
- Ride with another watercraft when going into remote areas or large areas of open water. Use extra caution when riding in unfamiliar areas. Collision with underwater obstacles can cause severe injury or death.
- Jumping Hazard: Do not jump waves from other boats or operate this watercraft in a manner that will limit the visibility or reaction time to avoid obstacles or other oncoming watercraft. Do not attempt to jump ramps or other obstacles in the water.
- Overloading this watercraft will significantly reduce stability and control and could result in an accident. Never allow more than three persons (500 lbs. (227 kg) Max. weight) to ride at the same time.
- Riders of personal watercraft can fall into the water and experience exposure. Never travel farther from shore than you can swim.
- Collisions with other watercraft or obstacles could cause severe injury or death. Consequently, always maintain a safe distance from other watercraft or obstacles.
- Starting, turning, and accelerating without checking for other boats and objects in your path can cause an accident.
- Quick turns or acceleration can cause operator and/or passenger to lose balance and be injured.
- Service and adjustments are critical. For the safe operation of this watercraft have a qualified dealer perform these operations.

Polaris Industries, L.P.
1255 Highway 103 North
Minneapolis, Minnesota 55441-5078

This Boat is Not Required to Comply With The Following U.S. Coast Guard Safety Standards in Effect on the Date of Certification

- Display of Capacity Information
- Safe Loading
- Flotation
- Electrical System
- Fuel System
- Powered Ventilation

As Authorized By U.S. Coast Guard Grant of Exemption (COB 91-013)

⚠ WARNING

- Inserting your hand or any object into the pump intake or outlet nozzle while the engine is running can cause severe injury.
- Do not operate vehicle with wast gate or ride plate removed.
- Before checking the pump for debris: Stop the engine, remove the lanyard from the engine stop switch, and disconnect battery cables to prevent serious injury due to accidental starter engagement.

⚠ CAUTION

RIGHTING CAPSIZED BOAT

- To prevent injury, do not place hands or objects into pump inlet.
- To prevent major engine damage: Make sure engine is stopped by pulling lanyard from engine stop switch and turn boat to upright position in a clockwise direction.

⚠ CAUTION

RIGHTING CAPSIZED BOAT

- To prevent injury, do not place hands or objects into pump inlet.
- To prevent major engine damage: Make sure engine is stopped by pulling lanyard from engine stop switch and turn boat to upright position in a clockwise direction.

707415

Located at rear of watercraft. See pages 6 and 7 for text.

⚠ CAUTION

RIGHTING CAPSIZED BOAT

- To prevent injury, do not place hands or objects into pump inlet.
- To prevent major engine damage: Make sure engine is stopped by pulling lanyard from engine stop switch and turn boat to upright position in a clockwise direction.

7073865

Located at rear of watercraft and positioned upside down allowing the operator to read it when the boat is in the capsized position.

5

IDENTIFICATION AND LOCATION OF IMPORTANT LABELS

Safety/Warning Decal Text

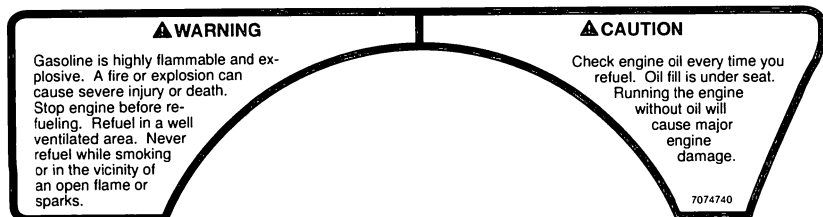
- Read and understand all warning labels and Owner's Manual before operation. Severe injury or death can result from ignoring warnings or improper use. Never permit a guest to operate this watercraft unless the guest has read and understood all warning labels and the Owner's Manual.
- This watercraft is not a toy. It is a high performance class A powerboat. Skill is acquired only through riding experience. Start slowly and do not attempt to ride beyond your ability.
- Minimum operator age is 16 years with adult supervision. Operators between 16 and 18 years of age require close adult supervision.
- This watercraft does not have brakes and does not steer without applying the throttle. Plan ahead and provide enough distance to coast to a stop after throttle is released. Use extreme caution when operating around obstacles. This is especially dangerous for inexperienced operators as a sense of judgment of the degree of glide, drift, and steering need to be developed with experience. Allow a minimum of 300 feet to coast to a stop from full throttle.
- Before operating watercraft become familiar with, and check controls, especially the throttle lever, handlebars, steering nozzle and reverse system. Malfunctioning controls can cause accidents. Never engage the reverse system when the watercraft is moving faster than idle speed, or damage to the reverse system or severe injury could occur.
- Drowning Hazard: A personal flotation device (PFD) must be worn by operator and passengers. Polaris recommends that operator and passengers wear a vest-type PFD (Type 1, 2 or 3) at all times.
- The stream of water produced by the jet pump and falling into the water at high speed can cause severe personal injury, especially to bodily orifices (eyes, mouth, ears, rectum, etc.). Normal swimming attire may not provide adequate protection. The jet pump output is especially dangerous if a passenger falls to the rear from a moving watercraft and to persons behind a moving watercraft. If passenger falls from the watercraft release the throttle immediately to avoid injury. Do not exceed idle speed if any person is within 50 feet of the rear of the watercraft.
- Always attach the engine stop switch lanyard to your wrist while operating watercraft and disconnect from the engine stop switch when watercraft is not in service.
- In some cases water spray can interfere with your vision. Wear suitable eye protection while operating this watercraft.
- This Boat Is Not Required To Comply With The Following U.S. Coast Guard Safety Standards In Effect On The Date Of Certification.
 - Display of Capacity Information
 - Safe Loading
 - Flotation
 - Electrical System
 - Fuel System
 - Powered Ventilation
 - As Authorized By U.S. Coast Guard Grant Of Exemption (CGB 91-013).

IDENTIFICATION AND LOCATION OF IMPORTANT LABELS

Safety/Warning Decal Text Continued

- Inserting your hand or any object into the pump intake or outlet nozzle while the engine is running can cause severe injury.
- Do not operate vehicle with inlet grate or ride plate removed.
- Before checking the pump for debris: Stop the engine, remove the lanyard from the engine stop switch, and disconnect battery cables to prevent serious injury due to accidental starter engagement.
- Boating laws and navigation rules are for the safety of everyone sharing the waterways. Know and observe all local, state and federal boating regulations.
- Towing can cause loss of steering control and create a hazardous condition. Never tow other watercraft, skiers, or objects behind this watercraft.
- Never consume alcohol or drugs before or while operating this watercraft.
- Boarding in deep water can be strenuous. Practice in chest-deep water before operating watercraft in deep water.
- Operation in severe weather conditions can cause severe injury or death. Observe weather forecasts and conditions.
- Ride with another watercraft when going into remote areas or large areas of open water. Use extra caution when riding in unfamiliar areas. Collision with underwater obstacles can cause severe injury or death.
- Jumping Hazard: Do not jump wakes from other boats or operate this watercraft in a manner that will limit the visibility or reaction time to avoid obstacles or other oncoming watercraft. Do not attempt to jump ramps or other obstacles in the water.
- Overloading this watercraft will significantly reduce stability and control and could result in an accident. Never allow more than three persons [500 lbs. (227 kg.) Max. weight] to ride at the same time.
- Riders of personal watercraft can fall into the water and experience exposure. Never travel farther from shore than you can swim.
- Collisions with other watercraft or obstacles could cause severe injury or death. Consequently, always maintain a safe distance from other watercraft or obstacles.
- Starting, turning, and accelerating without checking for other boats and objects in your path can cause an accident.
- Quick turns or acceleration can cause operator and/or passenger to lose balance and be injured.
- Service and adjustments are critical. For the safe operation of this watercraft have a qualified dealer perform these operations.

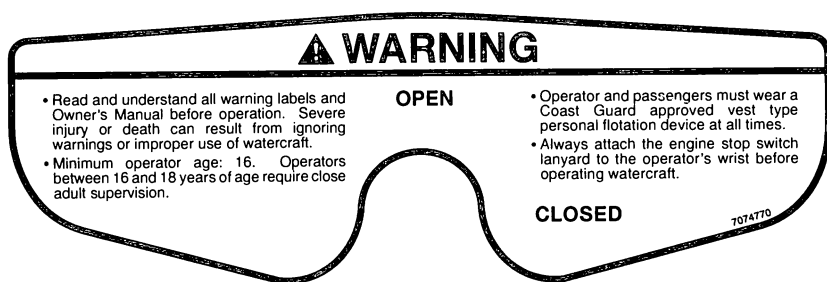
IDENTIFICATION AND LOCATION OF IMPORTANT LABELS



Located near gas tank cap.

- Gasoline is highly flammable and explosive. A fire or explosion can cause severe injury or death. Stop engine before refueling. Refuel in a well ventilated area. Never refuel while smoking or in the vicinity of an open flame or sparks.
- Check engine oil every time you refuel. Oil fill is under front compartment door. Running the engine without oil will cause major engine damage.

IDENTIFICATION AND LOCATION OF IMPORTANT LABELS



Located on dash.

- Read and understand all warning labels and Owner's Manual before operation. Severe injury or death can result from ignoring warnings or improper use of watercraft.
- Minimum operator age: 16. Operators between 16 and 18 years of age require close adult supervision.
- Operator and passenger must wear a Coast Guard approved vest type personal flotation device at all times.
- Always attach the engine stop switch lanyard to the operator's wrist before operating watercraft.

GENERAL OPERATING AND SAFETY INFORMATION

⚠ WARNING

⚠ Any operator of a Polaris watercraft must know and practice the following guidelines for personal safety and the safety of their passenger. Severe injury or death can result from failure to follow these instructions as well as the warning labels on the watercraft. Never permit a guest to operate this watercraft unless the guest has read and understands all warning labels and the Owner's Manual.



Read the entire manual to have a thorough understanding of this watercraft and its operation. Read and understand all warning labels before operation.

⚠ This watercraft is not a toy. It is a high performance Class A powerboat. Operating it requires learned and practiced skills. All operators and passengers should become familiar with the necessary techniques before attempting maneuvers. Always run the watercraft at a speed which is proper for the water conditions and your level of experience.

⚠ The minimum operator age for this watercraft is 16 years of age. Operators between 16 and 18 years of age require close adult supervision. Operation must be in accordance with all applicable boating rules and regulations.

⚠ **This watercraft does not have brakes.** The watercraft is stopped by releasing the throttle and gliding to a stop by the natural drag of the water. **Jet thrust is required to steer and turn the vehicle.** Releasing the throttle eliminates the ability to steer the watercraft. Never completely release the throttle and attempt to turn at more than a trolling speed because the watercraft will not turn. Sufficient jet thrust is required to turn. Use enough throttle to provide enough power to maneuver the watercraft, especially around obstacles. This is especially dangerous for inexperienced operators. Operating skills are developed through experience. Practice until you are comfortable with turning and stopping, and always before carrying a passenger. **Allow a minimum of 300 feet (90 m) to coast to a stop from full throttle.**

⚠ Know and observe all local, state, and federal boating regulations and speed limits. Boating laws and navigational rules are designed for the safety of everyone sharing the waterways.

⚠ Do not tow waterskiers, kneeboards, other watercraft, or any object or person behind the watercraft. Towing can cause loss of steering control and will create a hazardous condition which could result in severe injury or death.

⚠ Never go over a ski jump or attempt to jump waves or other objects in the water. You can severely damage the watercraft and injure yourself due to loss of visibility, watercraft control, and reduced reaction time.

GENERAL OPERATING AND SAFETY INFORMATION

 The operator and passenger must wear a U.S. Coast Guard approved personal flotation device (PFD) at all times because of the drowning hazards associated with boating. Polaris recommends a vest-type PFD (type 1, 2, or 3). The seat of the watercraft IS NOT a flotation device.

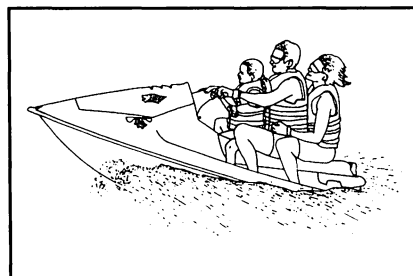
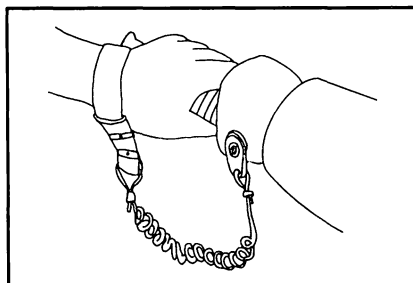
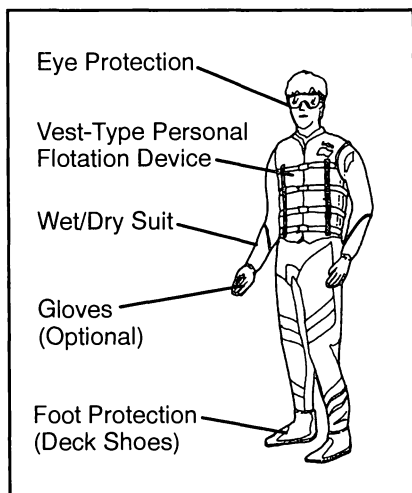
A helmet may provide increased personal injury protection, in some situations. A helmet may not provide adequate protection against all foreseeable impacts and may aggravate some injuries.

It is also recommended that all riders of the watercraft wear additional personal protection including deck shoes and a wet/dry suit. These items will protect riders from exposure and potential hazards in the water such as debris and hidden objects. Eye protection (goggles) should be worn at all times because water spray can interfere with vision.

 Before starting the watercraft the operator must always attach the lanyard cord to his/her left wrist or PFD ensuring it's snug. This will immediately stop the engine if the operator falls off. Be sure the lanyard is free and not wrapped around the handlebars or controls. When the watercraft is not in service be sure to disconnect the lanyard from the engine stop switch. This will prevent accidental starting of the watercraft.

 The Polaris SLT780 watercraft is designed to carry one operator and one or two passengers. Overloading the watercraft significantly reduces watercraft stability and control which could result in an accident. When two or three people are riding, the watercraft handles differently, which means that the operator must have enough prior riding practice to handle the watercraft with passengers aboard.

Maximum watercraft load capacity is 500 lbs. (227 kg).



GENERAL OPERATING AND SAFETY INFORMATION

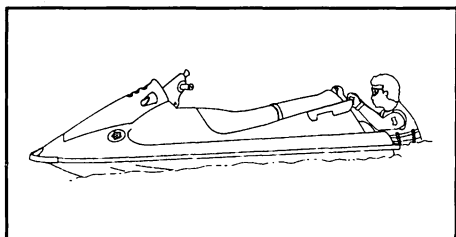
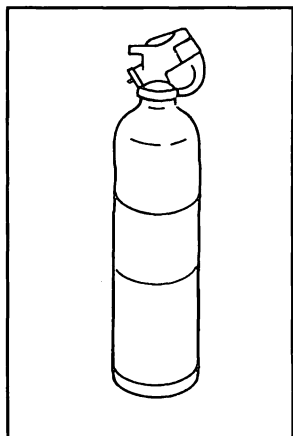
 Do not use the watercraft unless it has an approved fire extinguisher on board. This is a federal regulation. Know how to quickly reach your fire extinguisher quickly in case of fire, and know how to use it before you go out on the water. If you have any doubts about your ability to extinguish the fire, swim away from the craft as quickly as possible. Immediately seek help from other boats or those ashore.

 Be aware of severe weather conditions. Observe weather forecasts and conditions before venturing out. Do not operate the watercraft when visibility is poor. Operation of the watercraft in bad weather can result in severe injury or death due to exposure (hypothermia) or accidents due to rough water conditions and poor visibility.

 Be aware of the danger of hypothermia (sub-normal body temperature) which can result in severe injury or death in a very short time. Hypothermia can begin in water as warm as 80°F (27°C). Ride with another watercraft when going into remote areas or large areas of open water. Take along a flare gun when going into remote areas to signal for help if necessary.

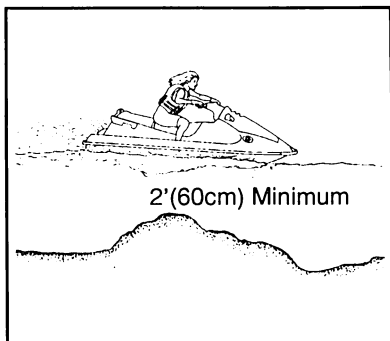
 Re-boarding the watercraft in deep water can be strenuous. Practice boarding in chest-deep water to be sure you are physically able to re-board.

 The stream of water produced by the jet pump, and falling into the water at high speed can cause severe personal injury, especially to body orifices (eyes, mouth, ears, rectum, etc). Normal swimming attire may not provide adequate protection. The jet pump output is especially dangerous if a passenger falls to the rear from a moving watercraft; and to persons behind a moving watercraft. If a passenger falls from the watercraft, release the throttle immediately to avoid injury. Do not exceed idle speed if any person is within 50 feet (15 m) of the rear of the watercraft.



GENERAL OPERATING AND SAFETY INFORMATION

 Watch for dangerous obstacles above and below the water surface at all times and especially in shallow water. Use extra caution when riding in unfamiliar areas. Never ride in water that is less than two feet (60 cm) deep. Do not operate at more than an idle speed in water that is less than six feet deep. If you are thrown from the watercraft you could hit an underwater object which could result in severe injury or death. Collision with underwater obstacles or people could cause severe injury or death.



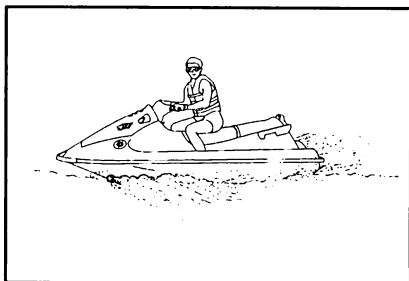
 Never ride in water that is less than two feet (60 cm) deep. Do not operate at more than an idle speed in water that is less than six feet deep. Ingesting sand into the cooling system will cause the engine to overheat, resulting in possible severe engine damage.

 Always perform the pre-operation check (beginning on page 29) before starting and riding the watercraft. Check fuel and oil levels and all controls, especially the throttle lever, handlebars, and steering nozzle. This can protect you from accidents and the machine from damage in the event something is not functioning properly.

 Riding personal watercraft is strenuous. All riders should be competent swimmers and in good physical condition and should not travel beyond swimming distance of shore. If you are pregnant consult your physician before riding any watercraft.

GENERAL OPERATING AND SAFETY INFORMATION

 Starting, turning, and accelerating without checking for other boats and objects in your path can cause an accident. **Always look behind you and to each side when starting out and before making sudden turns.** Always be aware of obstacles, swimmers and other watercraft around you. A collision can cause severe injury or death.

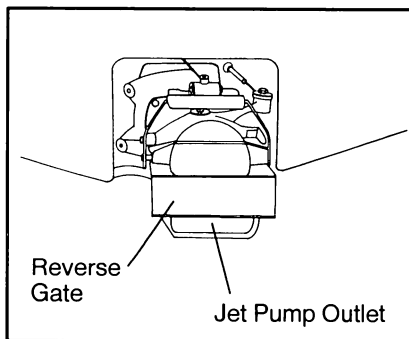


 Quick turns or acceleration can cause a passenger to lose his/her balance, fall off and/or become injured. The operator should alert the passenger before making sudden moves.

 Routine service and adjustments to the watercraft are critical for the safe operation and life of the watercraft. Follow the prescribed maintenance and service recommendations in this manual. Have an authorized Polaris dealer perform the service work.

 While the engine is running, do not allow hands, feet, ropes, straps, clothing, or long hair to come in contact with the jet pump water intake on the bottom of the watercraft.

Never insert any object into the intake or outlet of the jet pump. Never start or operate the watercraft with the inlet grate, ride plate, or any guards or shields removed. Severe injury, death or drowning could result from becoming tangled in the jet pump or driveline components of the watercraft.

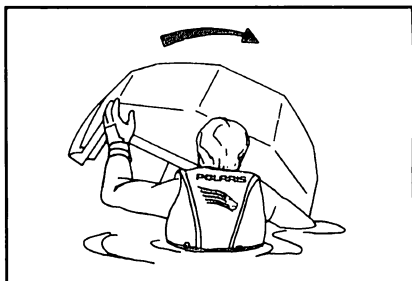


To prevent serious injury due to accidental starter engagement, be sure the engine is off, the lanyard is disconnected, and the battery cables are disconnected, before removing weeds or debris which may have collected in or around the jet pump intake.

GENERAL OPERATING AND SAFETY INFORMATION

 Never touch or remove electrical parts when starting or during operation of the watercraft. Severe injury or death could result from electrical shock.

 If the watercraft is capsized it must be uprighted in a clockwise direction as viewed from the rear in order to avoid major engine damage. **Important:** Follow engine draining procedure found on page 55. Be sure the lanyard is removed from the engine stop switch.



 Do not give a ride to someone whose feet cannot reach the floorboards. Operator and passenger should keep their feet firmly on the floorboards while the watercraft is in motion. It is possible to lose your balance, fall overboard, or possibly injure your feet from objects in the water. **The passenger should face forward and firmly hang onto the operator's waist.**

 Never operate the watercraft after sunset or before sunrise. It is NOT equipped to be ridden in the dark, which makes it unsafe and illegal to operate.

 Be aware of other watercraft, people swimming, and other obstacles while operating the watercraft and maintain a safe distance. This is especially important for an inexperienced operator. A collision can cause severe injury or death.

 Never attempt to lift the watercraft without the aid of a trailer and winch or other heavy lifting device. Severe back injury or other injury could result.

 Do not modify this watercraft or any of its components. Modifications to this machine could create safety hazards and reduce machine reliability as well as make it unsafe or illegal to operate. Any modifications to this watercraft will void your warranty.

GENERAL OPERATING AND SAFETY INFORMATION

 Safe operation of this rider-active craft requires good judgement and physical skills. Persons with cognitive or physical disabilities who operate this vehicle have an increased risk of overturns and loss of control which could result in serious injury or death.

 Do not operate this watercraft while under the influence of alcohol or drugs.

Sobering Facts About Boating Under The Influence

More than half of all the people who drown had consumed alcohol prior to their accident.

Being intoxicated is not necessary for alcohol to be a threat to your safety. Just one beer will impair your balance, vision, judgement and reaction time, thus making you a potential danger to yourself and others.



Research shows that four hours of boating, exposure to noise, vibration, sun, glare and wind produces fatigue which makes you act as if you were legally intoxicated. If you combine alcohol consumption with this boating fatigue condition, it intensifies the effects and increases your accident risk.

So remember, don't drink alcohol or take drugs if you are planning to have fun in or on the water.

Cold Water Survival

Your life may depend on a better understanding of cold water. Many suspected drowning victims actually die from cold exposure or hypothermia.

Hypothermia is a condition in which the body loses heat faster than it can produce it. Violent shivering develops which may give way to confusion and a loss of body movement.

To Avoid Hypothermia:

- Dress warmly
- Wear proper gear and stay as dry as possible
- Seek a warm environment at the first sign of hypothermia (mild shivering)

If You Fall In The Water:

- Don't discard clothing
- While wearing your life jacket, draw your knees up toward your chest and hold them there with your arms in the HELP (Heat Escape Lessening Posture) posture

GENERAL OPERATING AND SAFETY INFORMATION

Navigational Rules

Your Polaris Watercraft is legally considered a power boat. Therefore its operation must be in accordance with all rules and regulations governing it and the waterway on which it is operated.

These rules are used and enforced internationally as well as by the U.S. Coast Guard and local law enforcement. Any operator of this watercraft should be aware of these rules and obey them when encountering other vessels.

The following rules are condensed and are provided only for your convenience. Consult a U.S. Coast Guard Auxiliary or Department of Motor Vehicles for a complete set of rules governing the waters where you will be riding. You may also obtain this information when registering your watercraft.

Right-of-way And Give-way

In nautical terms the “stand-on” (privileged) vessel has the right-of-way and the “give-way” (burdened) vessel must yield or give-way.

Stand-on Vessel

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. By maintaining course and speed other vessels should be able to determine how best to avoid you.

Give-way Vessel

The vessel which does not have the right-of-way is responsible to take positive action to stay out of the way of the stand-on vessel. Normally, you should not cross in front of the stand-on vessel. You should slow down or change direction briefly and pass behind the stand-on vessel. Your actions should be clear and understandable by the stand-on vessel.

Rule 2

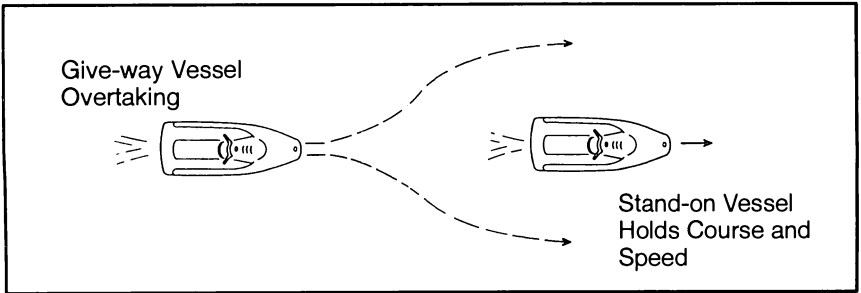
Rule 2 is “The General Prudential Rule” in the International Rule. It tells the operator to follow standard procedures except when a collision will occur, unless both vessels try to avoid the collision. In this case, both vessels become “give-way” vessels.

GENERAL OPERATING AND SAFETY INFORMATION

Encountering Vessels

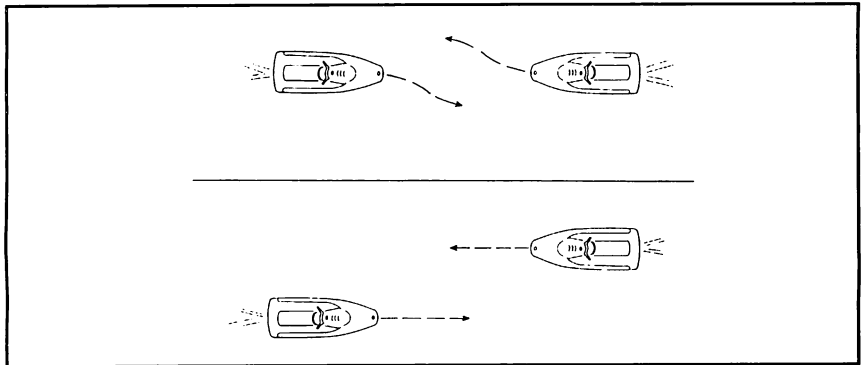
There are three main situations in which you may encounter other vessels:

- Overtaking (passing);
- Meeting (approaching another vessel head-on) and
- Crossing (travelling across another vessel's path).



Overtaking

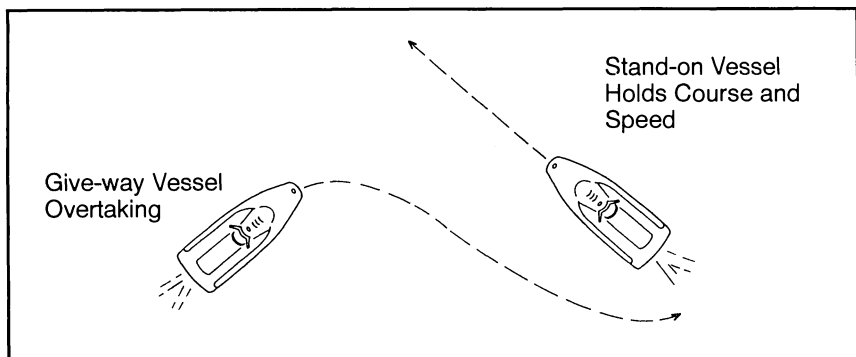
If you are passing another vessel, you are the “give-way” vessel. The other vessel is expected to maintain its course and speed. You must stay out of its way until you are past it. The same would be true if you were the “stand-on” vessel. Maintain your course and speed until the other vessel has passed you.



Meeting

If you are meeting another power vessel head-on, and you are close enough to possibly collide, neither vessel has the right-of-way. Both vessels must alter course to avoid an accident. You should keep the other vessel to your port (left) side. This rule does not apply if you will be clear of the other vessel by maintaining your course and speed.

GENERAL OPERATING AND SAFETY INFORMATION



Crossing

When two power vessels are crossing each other's path close enough to run the risk of collision, the vessel having the other on the starboard (right) side must avoid the other. If the other vessel is on your starboard (right) you must keep out of its way as you are the "give-way" vessel. If the other vessel is on your port (left) side, maintain your course and direction as you are the "stand-on" vessel. This is providing that the "give-way" vessel gives you the proper right-of-way.

Non-motorized Craft (Sailboats, Canoes, Etc.)

Non-motorized craft are normally given the right-of-way except:

- When a non-motorized craft is overtaking a power vessel the power vessel has the right-of-way.
- Non-motorized craft should stay clear of fishing vessels.
- In a narrow channel a non-motorized craft should not interfere with the safe passage of a power vessel.

Fishing Vessel Right-of-way

All vessels which are fishing with nets, lines or trawls are considered "fishing vessels" under International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. They cannot interfere with the passage of other vessels in narrow channels.

Reading Buoys And Markers

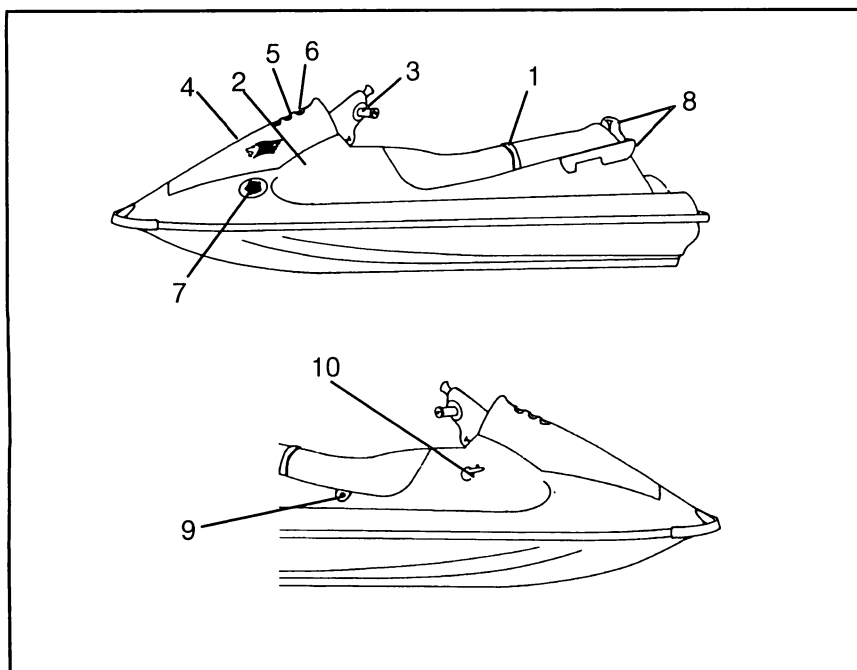
United States waters are marked for safe navigation through the use of buoys and markers with various shapes, colors, numbers and lights to show the boater the proper course. The same is true for waters in particular states.

Marking may vary by geographic location. Consult local authorities before riding your watercraft in unfamiliar waters.

Launch Ramp Etiquette

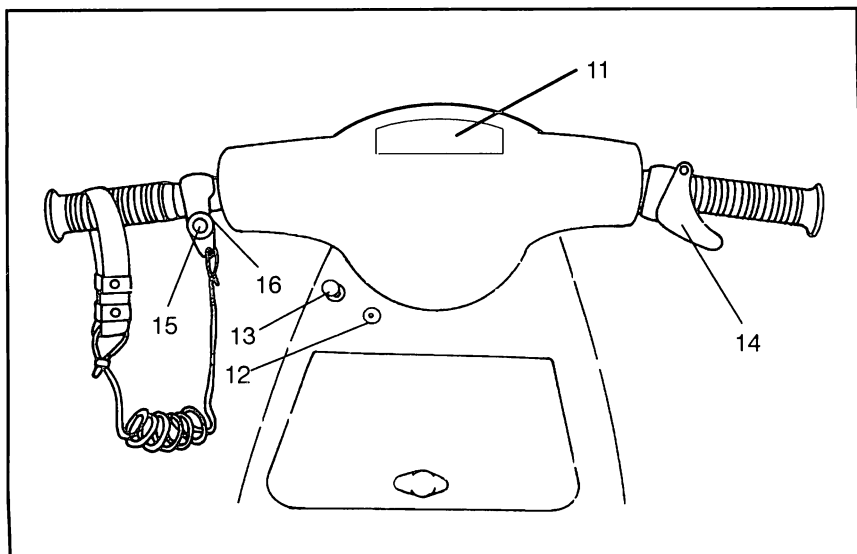
Be considerate and efficient when launching your personal watercraft. Prepare your craft beforehand, and perform all safety checks before you get to the water. Launch as quickly as possible.

LOCATION OF MAIN COMPONENTS AND CONTROLS



1. **Seat Strap** - To be used to aid in boarding. Allows a passenger to hang on while riding.
2. **Seat/Engine Compartment** - Removing seat provides access to the engine, oil tank, battery, electrical box, muffler, and other components.
3. **Handlebars** - Control the direction of the watercraft.
4. **Fire Extinguisher** - Held in container in storage bucket.
5. **Compartment Door** - Provides access to fire extinguisher and additional storage space.
6. **Air Intake Openings** - Air enters here to supply engine and ventilate engine compartment.
7. **Fuel Tank Cap** - Turn the cap counterclockwise to remove and clockwise to replace.
8. **Grab Handles** - Used to assist the riders while boarding.
9. **Fuel Valve** - This is a three position rotating valve with ON, OFF, and RES (reserve). ON allows fuel to operate the watercraft; OFF stops the fuel supply to the carburetor; RES allows approximately 10-15 minutes of operation on reserve fuel before the watercraft runs out of gas. Return to ON after filling the gas tank.
10. **Reverse**

LOCATION OF MAIN COMPONENTS AND CONTROLS

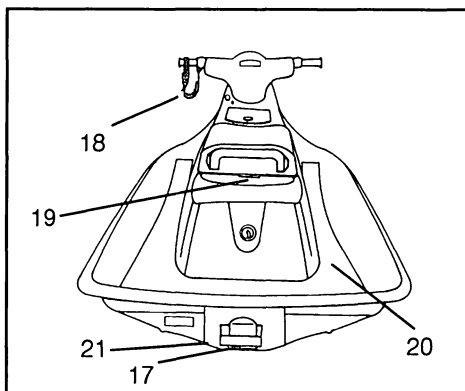


11. **Fuel Gauge**
12. **Starter Button** - Depress and hold the starter button to start engine. Release it as soon as the engine starts. Do not depress the starter button for more than ten seconds at a time. **NOTE:** Lanyard and lock plate must be attached to the engine stop switch or engine will not start.
13. **Choke Knob** - The choke is used to help in starting a cold engine. It is not to be used when starting a warm engine.
14. **Throttle** - Controls the speed of the watercraft. When squeezed, the engine accelerates; when fully released the engine returns to an idle.
15. **Engine Stop Button** - The red engine stop button on the left handlebar will stop the engine when necessary. The engine stop button is a component of the engine stop switch. Press to stop the engine.
16. **Engine Stop Switch** - The lock plate end of the lanyard cord is attached to the engine stop switch on the left handlebar.

LOCATION OF MAIN COMPONENTS AND CONTROLS

17. **Jet Pump Outlet Nozzle** - Controls the direction of the craft via the handlebars and is the exit for the jet output.

18. **Lanyard Wrist Cord** - The lock plate end is fastened to the engine stop switch on the handlebar. Wrist band end is fastened to operator's wrist or PFD. Engine will not start if lanyard lock plate and switch are not engaged. If disengaged during operation the engine will stop.



19. **Seat Latch** - Holds the seat in position. When released, provides access to engine compartment.

20. **Boarding Platform/Footrest** - To assist riders while boarding. The place for operator and passenger's feet while riding the watercraft.

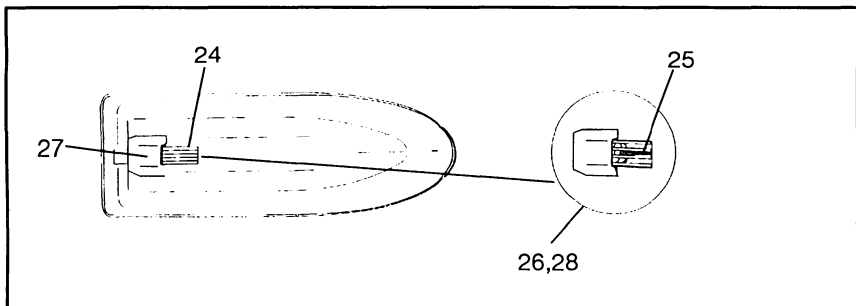
21. **Drain Plug** - When water gets into the bilge it can be drained through this plug. Remove the watercraft from the water before draining the bilge. Be sure the plug is securely closed before launching the watercraft.

22. **Jet Pump Intake Grate** - The grate protects the impeller and drive shaft as well as riders of the watercraft.

23. **Drive Shaft** - Located underneath the intake grate. Transmits the power from the engine to the impeller.

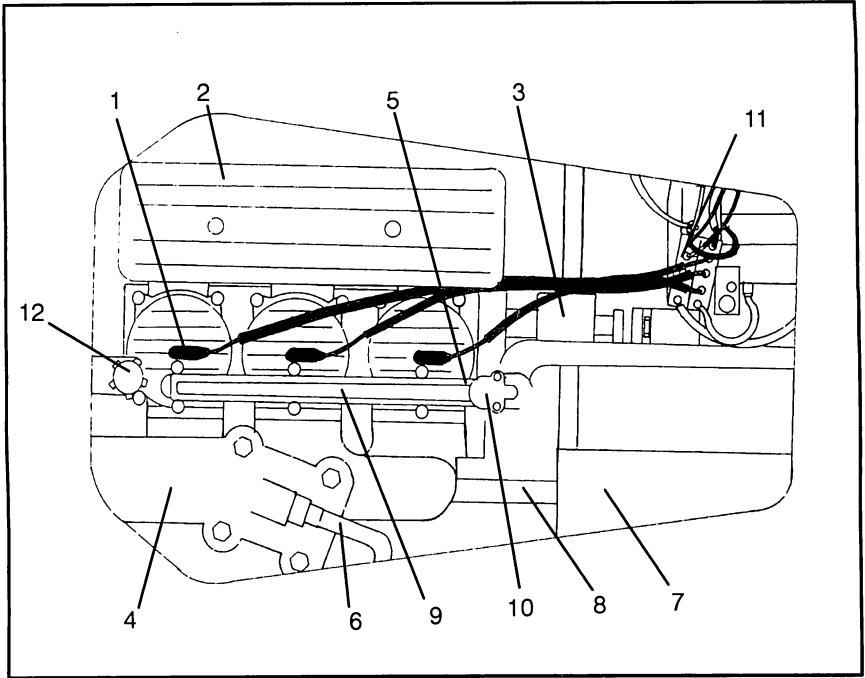
24. **Jet Pump Intake** - Water is drawn up by the impeller through this opening.

25. **Ride Plate** - Covers and protects the jet pump and provides leveling control for the watercraft.



LOCATION OF MAIN COMPONENTS AND CONTROLS

Under Seat Engine Compartment



1. Spark plugs
2. Intake manifold cover
3. Driveshaft shroud. See page 56 for detail.
4. Exhaust pipe
5. Water temperature sensor
6. Exhaust cooling hose
7. Exhaust silencer
8. Engine water outlet hose (underneath thermostat assembly)
9. Water manifold
10. Thermostat assembly
11. Electrical box (battery underneath)
12. Fuel/water separator (mounted to underside of hull)

FUEL AND OIL RECOMMENDATIONS

Fuel

WARNING

Gasoline is extremely flammable and explosive under certain conditions.

- Always check for fumes prior to starting engine.
- Always exercise extreme caution whenever handling gasoline.
- Always refuel with the engine stopped; and outdoors or in a well ventilated area.
- Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.
- Do not over fill the tank. (Do not fill the tank neck).
- If you get gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing.
- Never start the engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.
- Shut off fuel valve whenever the watercraft is stored, parked, or being transported.



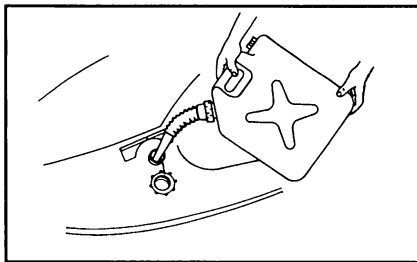
WARNING

The engine exhaust from this product contains chemicals known to cause cancer, birth defects or other reproductive harm.

FUEL AND OIL RECOMMENDATIONS

Gasoline: Use regular unleaded gasoline; minimum 87 octane.

Oil: Use only Polaris Watercraft TC-W3 Oil, Polaris Injection Oil, (red) or NMMA Certified TC-W3 Oil.



CAUTION:

The use of non-recommended fuel or oil could result in engine component and fuel system deterioration and will void your warranty.

Since this watercraft features an oil injection system it is not necessary to pre-mix the gasoline and oil. The only deviation from this is during the engine break-in period (see page 36).

Refueling

Keep the watercraft horizontal while fueling. Shut fuel valve off. Carefully remove the gas cap.

Use fresh, seasonal gasoline which has been stored in a clean container. To get the best performance from gasoline only purchase what is needed for a month or less of operation.

⚠ WARNING

Always stop the engine before refueling. Disconnect the lanyard lock plate from the engine stop switch.

The use of a funnel or flexible spout will help avoid gasoline spillage on the watercraft. Always wipe spills off immediately.

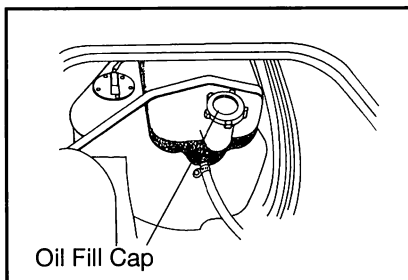
OIL INJECTION SYSTEM

Oil: Use only Polaris Watercraft TC-W3 Oil, Polaris Injection Oil, (red) or NMMA Certified TC-W3 Oil.

The oil tank is located under the seat, toward the front. Check the oil level every time you go boating and add oil as necessary. Do this with the engine off and the lanyard lock plate removed from the engine stop switch.

To check the oil, first make sure the watercraft is level. Remove the oil tank cap and look at the oil level, or remove storage bucket and check oil level. Add recommended oil as necessary. Do not overfill. Wipe up any oil spillage immediately. Visually inspect the oil for water or foreign matter. If either is present change the oil.

The SLT780 is equipped with an oil level gauge on the multi-function meter. The gauge will flash "OIL" and a red light if low.



CAUTION:

The use of unrecommended oil could result in engine damage or poor performance. It will also void your warranty.

If the engine is run without oil, severe engine damage will occur. If you discover an empty oil tank, have the watercraft serviced immediately by an authorized Polaris dealer.

Always tighten cap securely to prevent water from contaminating oil. Severe engine damage will occur if water becomes mixed into the oil.

WATERCRAFT EQUIPMENT

Standard Equipment

- Owner's Safety and Maintenance Manual PN 9913567
- Owner's Safety and Maintenance Manual PN 9913572
- Watercraft Safety Video tape PN 9913672
- Lanyard with wristband and lock plate
- Tool Kit PN 2871355 containing:
 - wrench
 - flat screwdriver
 - Allen wrench
 - spark plug wrench with Phillips head screwdriver

Replacement Parts

If replacement of parts becomes necessary contact an authorized Polaris dealer. Whenever possible provide part numbers.

You Will Need To Supply

- U.S. Coast Guard approved fire extinguisher (UL 5-B:C Rating) PN 2871012
- Registration numbers
- Tow rope (for emergency use)
- Flare gun (for emergency use)
- Safety and riding gear including approved personal flotation devices for operator and passenger (see page 11)
- TC-W3 Oil
 - PN 2871098 case quarts
 - PN 2871097 case gallons
- Polaris cable lubricant PN 2870510
- Polaris dielectric grease, 2 oz. bottle PN 2871027
- Polaris grease, premium marine PN 2871066
- Polaris bunk kit (trailer conversion) PN 2871039
- Waterproof lubricant spray, 12 oz. PN 2871064
- Emergency Signal Kit PN 2871206
- Emergency Survival Kit PN 2871204

WATERCRAFT EQUIPMENT

Life Vests

Men's SL Lifevest (Red/Blue/Purple/Yellow)

Size	S	M	L	XL	XXL
Part No.	2850823	2850824	2850825	2850826	2850827

Women's SL Lifevest (Red/Yellow/Purple/Blue)

Size	S	M	L	XL	XXL
Part No.	2850828	2850829	2850830	2850831	2850832

SLT Lifevest (Purple/Blue/Black/Yellow)

Size	S	M	L	XL	XXL
2856130	02	03	06	09	12

Racing Lifevest (Yellow/Black/Purple/Blue)

Size	S	M	L	XL	XXL
2856132	02	03	06	09	12

Deluxe High Impact Vest with Front Pockets (Red/Purple/Yellow/Black)

Size	S	M	L	XL	XXL
2856133	02	03	06	09	12

Neoprene Performance Lifevest (Purple/Black/Red)

Size	S	M	L	XL	XXL
2856134	02	03	06	09	12

Life Jacket with Race Flags (Red/Blue/Purple)

Size	S	M	L	XL	XXL
2856135	02	03	06	09	12

Youth Lifevest (Red/Purple/Blue)

Size	30-50 lbs.	50-90 lbs.	50-90 lbs. (Tall)
Part No.	2850844	2850845	2850846

Universal Three Belt Life Vest PN 2850843

PRE-OPERATION CHECK



Inspect the watercraft each time before starting and riding to ensure it is in proper working order. If proper inspection is not done severe injury or death could result. See page 59 for additional inspection information.



If you smell fuel in the hull of the craft, *do not operate the craft*. Instead, take it to your dealer immediately for inspection.

Before inspection, remove lanyard and lock plate from the engine stop switch located on the handlebars.

This is a quick checklist followed by more complete information:

Item	What To Do	See Page
Fuel/water separator	Visually inspect for water and drain if present	35
Fuel/oil tank levels	Check fuel/oil; add as necessary; visually inspect for presence of water	30
Jet pump water intake	Inspect and remove debris if present; be sure intake grate is secure; push rear of watercraft up and down to flush sand out of water intake before starting	31
Throttle	Check for proper operation.	32
Steering	Check for proper operation; visually inspect control cable	32
Fire extinguisher	Inspect condition and expiration date	32
Storage compartment	Check for secure latching	33
Battery	Check fluid level and condition; vent hose must be clear and open	33
Hull	Inspect hull for damage or cracks; clean off marine growth	33
Drain plug/bilge	Inspect and clean; it should not leak; be sure it is tight and secure	34
Loose parts/hoses	Inspect for loose parts/hoses and connections	32
Seat	Check that seat is securely fastened	34
Loose ropes/straps/clothing/long hair	Be sure that there are no loose ropes, straps, clothing, etc.; Long hair is tied back and secured	34
Riding gear	Check operator and passenger for complete gear and proper fit	35
Switches/buttons	Check operation	35
Lanyard cord/stop switch	Check condition and operation	35
Reverse System	Check operation	41

PRE-OPERATION CHECK

Fuel And Oil Tank Levels

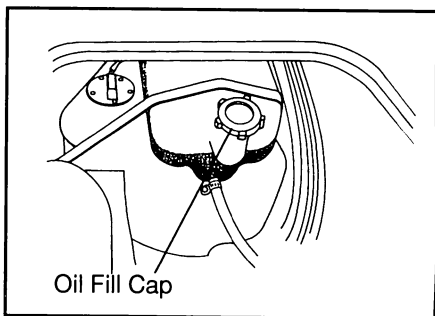
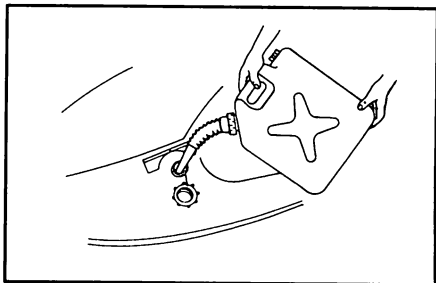
Remove fuel cap. With watercraft horizontal and fuel valve off, fill the fuel tank with minimum 87 octane gasoline. Heed the warnings about gasoline found on page 24.

Check the oil level. Turn the cap counterclockwise and remove it to look inside the oil tank. You can also remove the storage tray inside the storage compartment to view the oil level in the oil tank. Add recommended oil as necessary.

Visually inspect the oil for water or other contaminants. If either of these is present, have the oil changed and bleed the system to remove all contaminants.

NOTE:

Read the oil recommendations found on page 25 for proper lubrication during the break-in period.



PRE-OPERATION CHECK

Jet Pump Intake

⚠ WARNING

The starter switch will still be operational and will turn the engine and impeller over even with the lockplate removed.

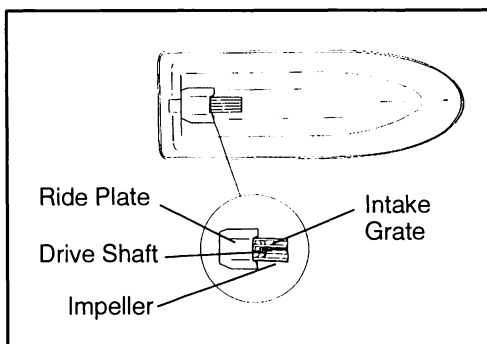
The lanyard lock plate must be removed from the stop switch prior to continuing this inspection.

Carefully check the jet pump intake for debris such as weeds, shells or anything which may restrict the intake of water. Damage could occur if the intake is clogged, causing engine overheating and jet pump damage.

If any obstruction cannot be removed have an authorized Polaris dealer service it immediately.

After launching, walk the watercraft into water at least 2 feet (60 cm) deep and bounce the back of the watercraft up and down several times to flush out any sand and debris that may be in the pump.

CAUTION: Ingestion of sand into the cooling system will cause the engine to overheat, resulting in possible severe engine damage.



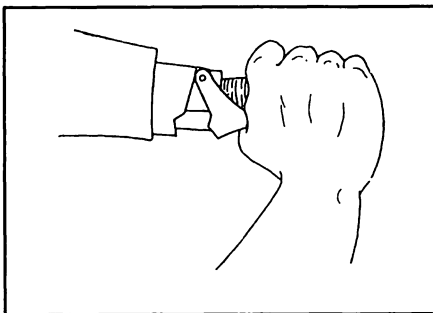
PRE-OPERATION CHECK

Throttle

WARNING

Check throttle operation prior to starting the engine.

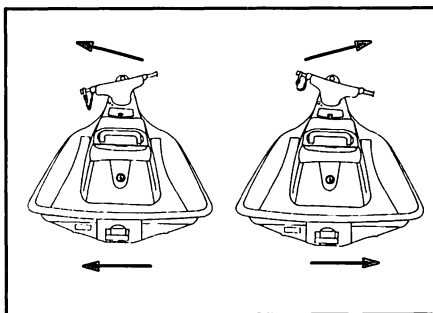
Squeeze the throttle several times to be sure the throttle lever moves freely through its full range. It should spring back to its original position when released.



Steering

Check handlebars for free movement throughout their full range. Make sure the jet pump outlet nozzle changes direction as handlebars are turned from left to right and vice versa.

Be sure handlebars and handlebar grips are not loose. Visually inspect the control cable to insure that it is in working condition.



Loose Parts/Hoses

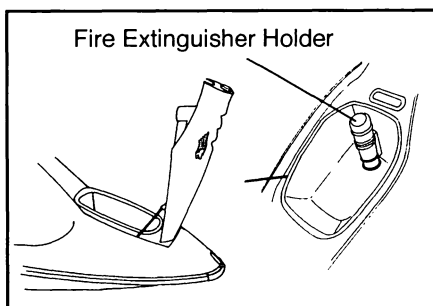
Inspect the watercraft for any loose nuts, bolts, fasteners and hoses. Be sure that all hose clamps are tight. Replace cracked or deteriorating hoses.

Fire Extinguisher

WARNING

The operator of this watercraft is required by law to carry a fire extinguisher on board. Be sure a fire extinguisher is inside the compartment designed for its containment (located inside the storage compartment cover). Be sure it is in working condition and fully charged.

A fire extinguisher is not standard equipment with this watercraft. If you do not have one, contact your Polaris dealer or a fire extinguisher dealer to purchase one which meets UL5-B:C rating and is Coast Guard approved.

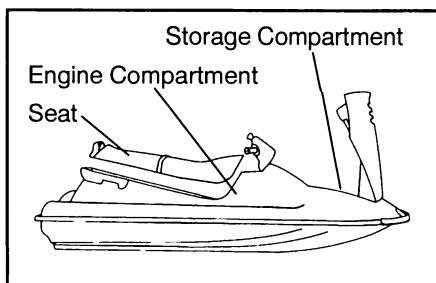


PRE-OPERATION CHECK

Engine Compartment

Be sure the seat is properly positioned and secured before operating the watercraft.

If used in salt water, Polaris recommends the inside of the hull (engine and components) be sprayed with waterproof lubricant spray PN 2871064.



Storage Compartment

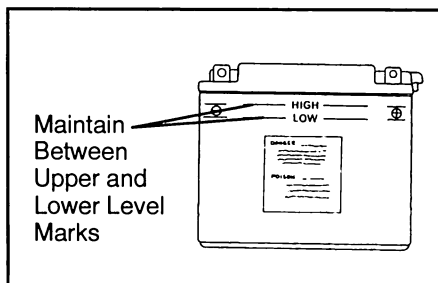
Be sure the storage compartment door is in place and securely latched.

Battery

WARNING

Never remove or tighten battery cables or attempt to change a battery if you smell fuel fumes. Instead, take the craft to your dealer for immediate inspection.

It is very important that the battery is in good condition and fully charged. A weak battery can leave you stranded. Never operate the watercraft with a battery that is too weak to start the engine on its own or shows signs of loss of power.



Be sure the battery is securely fastened in its mounting position.

Check the battery fluid level and add distilled water if level is low. It should be between the "upper" and "lower" level.

See that terminal connections are tight and that there are no leaks. Inspect vent hose for kinks or blockage.

Never allow a spark to occur while charging or removing the battery, or when tightening the cables. This could cause an explosion, resulting in severe personal injury or death.

Hull

Inspect the hull for cracks or damage. Do not ride the watercraft if the hull is damaged. Remove marine growth if present using non-abrasive cleaner.

PRE-OPERATION CHECK

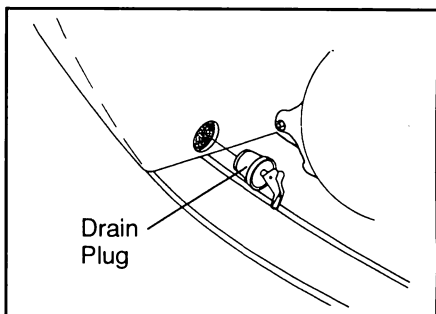
Drain Plug/Bilge

To remove the drain plug turn the T-handle counterclockwise until loose. Grasp the T-handle and pull out on the plug. To install, clean the plug and plug hole of sand and debris, insert the plug all the way in, turn the T-handle clockwise until tight.

While the watercraft is out of the water remove the drain plug. Carefully flush out the bilge with fresh water. Allow the bilge to drain completely.

Wipe out the bilge with dry shop cloths and reinstall the drain plug.

Once the watercraft is launched, remove the seat, and check for leaks.



⚠ WARNING

Loose Straps/Ropes/Clothing/Long Hair

Be sure there are no loose straps, ropes, cords or belt-like objects hanging from the watercraft or riders. Long hair should be tied back and secured.

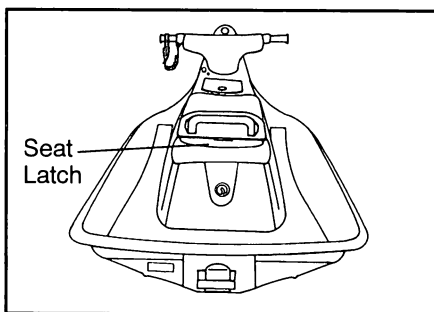
These objects can become tangled in the jet pump impeller and cause severe injury or death.

Seat

Removing the seat allows access to the engine compartment. The seat latch is located at the rear of the seat. Be sure the seat is properly positioned and secured before operating the watercraft.

⚠ WARNING

The seat is not a Personal Flotation Device (PFD) and will not provide life saving flotation. Always wear a PFD when operating or riding watercraft.



PRE-OPERATION CHECK

Riding Gear

The operator and passenger should wear a Coast Guard approved personal flotation device (life jacket or vest) which fits properly; as well as eye and foot protection. A wet/dry suit is also recommended.

Normal swimming attire may not provide adequate personal protection. Wear heavy, well constructed swimwear for body orifice protection.

A whistle attached to your PFD is a good idea in case you need to summon help.

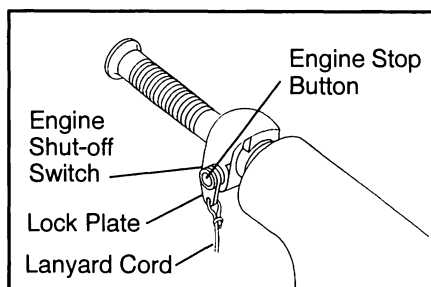
To protect prescription eyewear and sunglasses against loss or damage wear goggles that fit securely over them.

A helmet may provide increased personal injury protection in some situations. A helmet may not provide adequate protection against all foreseeable impacts and may aggravate some injuries.

Switches/Buttons

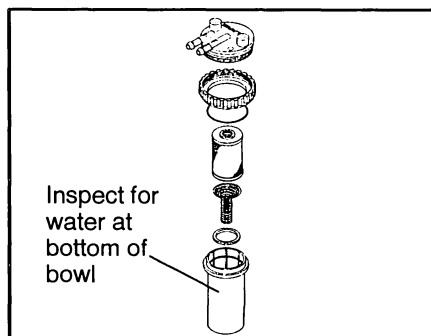
When the watercraft is in the water perform the following checks:

- Look inside the engine compartment for fuel or water leaks and have them repaired if present. Do not ride the watercraft until leaks are repaired.
- Start the engine and let it run for a few seconds. Remove the lanyard lock plate from the engine shut-off switch. The engine should stop immediately. If it doesn't, pull the choke lever until the engine dies. Do not ride the watercraft, and have it serviced by an authorized Polaris dealer before riding it again.
- Start the engine again and run it for a few seconds. Then depress the engine "stop" button until the engine stops.



Fuel/Water Separator

Visually inspect the bowl for water collected at the bottom of the bowl. (See illustration). If water is present it will appear as a clear liquid at the bottom of the bowl. Turn off fuel valve and remove bowl by turning counterclockwise. Take care not to spill fuel while removing. Wipe up spills immediately with a shop cloth. Dispose of fuel properly and follow all gasoline handling precautions as outlined on page 24. Re-install separator bowl making sure the O-ring is in place. Hand tighten securely.

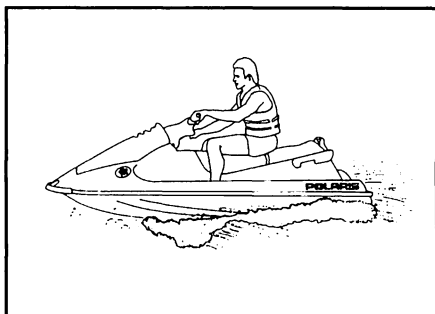


ENGINE BREAK-IN PROCEDURE

Careful treatment of a new engine will result in more efficient performance and longer life for the engine.

Polaris recommends the use of a 50:1 gas/oil premix in the fuel tank for the **first tank full** of fuel to provide additional lubrication during the break-in period. A 50:1 ratio is one pint (.5 l) oil to six gallons (23 l) gas.

After the break-in period the oil injection system provides the necessary engine lubrication without the need for pre-mixed fuel.



During the break-in period varying throttle speeds will contribute to good engine break-in. Do not subject a new engine to heavy loads or full-throttle operation for extended periods. Do not carry a passenger during the break-in period.

CAUTION:

When starting the engine, be sure the watercraft is in water at least 2 feet (60 cm) deep. If the engine is run in water less than two feet deep, sand, weeds and debris may be sucked into the jet intake and damage the impeller or injure bystanders. Ingestion of sand into the cooling system will cause the engine to overheat, resulting in possible severe engine damage.

1. Launch the watercraft. Push the rear of the watercraft up and down several times. Check the throttle for free operation and start the engine. Let the engine warm up for about a minute before departing.
2. The lowest possible speed should be used for the first five minutes of operation.
3. Gradually open the throttle to half speed.
4. Vary throttle speeds up to 3/4 speed during the break-in period.

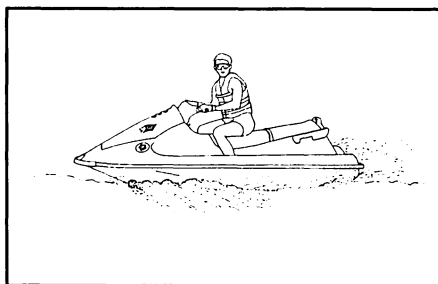
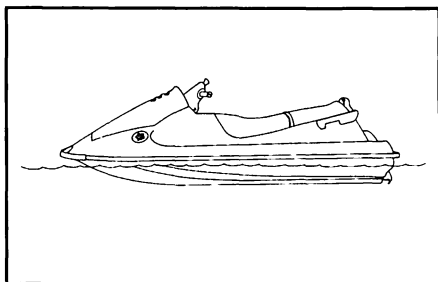
⚠ WARNING

Failure to follow the recommended break-in procedure can severely damage the engine.

Principles Of Operation

The engine is directly coupled to a driveshaft which, when running, rotates the impeller. The impeller is situated where the water is drawn up underneath the watercraft. The water travels through the impeller and is accelerated producing thrust to move the watercraft forward. Squeezing the throttle lever increases engine speed (watercraft speed).

Turning the handlebar pivots the jet pump nozzle (water outlet) which controls the watercraft's direction. The throttle must be applied in order to turn the watercraft. This is unlike a conventional boat which uses a rudder to control direction.



⚠ WARNING

The ability to steer or turn the watercraft is completely lost when the throttle lever is released. You must have thrust to turn. Keep the throttle depressed to maintain thrust and control, to aid in steering and avoiding potential contact with objects or people in the water.

The more the throttle is depressed while turning the sharper the turn will be. Practice these maneuvers in open water to understand and acquire a feel for turning.

The watercraft behaves differently with a passenger on board, requiring more operator skill. Practice these skills alone before taking a passenger on board.

⚠ WARNING

Before operating this watercraft you should:

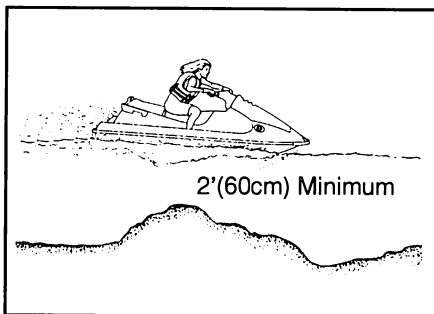
1. Have viewed the Watercraft Safety Video tape provided with the watercraft (PN 9913672);
2. Have read and understand this Owner's Manual;
3. Be familiar with all controls and functions of the watercraft;
4. Have performed the pre-operation check found on page 29.

If you have any questions about the features or controls of this watercraft consult your local Polaris dealer.

OPERATION

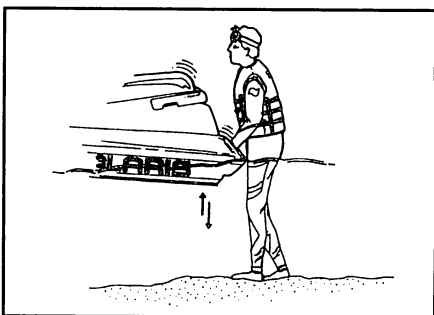
Starting The Engine

1. Always launch the watercraft in water at least 2 feet (60 cm) deep, which is free of weeds and debris that could be sucked into the impeller. Be aware of swimmers, other boats and obstacles in order to avoid contact with them.
2. Push the rear of the watercraft up and down several times to flush out any sand that could be trapped in the pump.

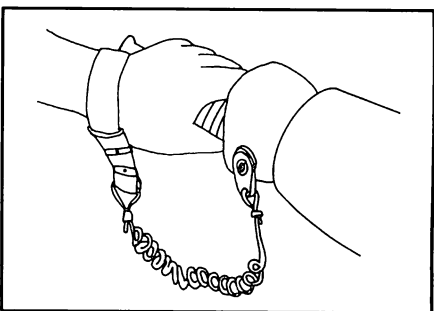


CAUTION:

Before starting the engine be sure the watercraft is in at least 2 feet (60 cm) of water which is free of weeds and debris. If the engine is started in shallower water, sand and pebbles may be sucked into the jet pump intake and damage the impeller or cooling system.



3. Turn the fuel valve to "on".
4. Carefully board the watercraft and sit down.
5. Attach the lanyard wrist band to your left wrist or PFD.
6. Fasten the lanyard lock plate to the engine stop switch on the handlebars by pushing the lock plate around the barrel of the switch just below the top of the switch.



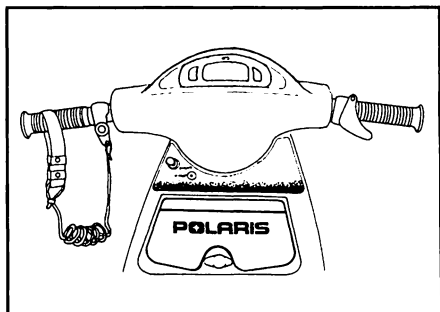
Be sure the lanyard is not tangled around the handlebars or controls.

NOTE:

The engine will not start if the lanyard lock plate is removed from the engine stop switch. **However, the starter switch will turn the engine and impeller over even with the lockplate removed!**

OPERATION

7. Pull the choke knob all the way out. If the engine is already warm do not use the choke.
8. Push the starter switch with your left hand while easing the throttle open with your right hand.
9. As soon as the engine starts, release the starter switch and throttle. Only enough throttle should be applied to keep the engine running.



NOTE:

The choke system functions best with the throttle partially opened. This will aid in cold starting. Drop the throttle as soon as the engine starts.

NOTE:

If the engine was run out of gas or the fuel/water separator bowl drained, it may take two or three attempts to start. Do not run the starter for more than ten seconds at a time as damage to the starter may result.

WARNING

Starting the engine immediately generates forward thrust. Be seated and alert when starting the watercraft.

If The Engine Does Not Start

If the engine does not start within 10 seconds, release the starter switch. Wait 10 seconds before trying again to avoid damaging the starter.

CAUTION:

Do not depress the starter switch while the engine is running or while the starter is still spinning. This causes starter wear and may cause the starter to fail.

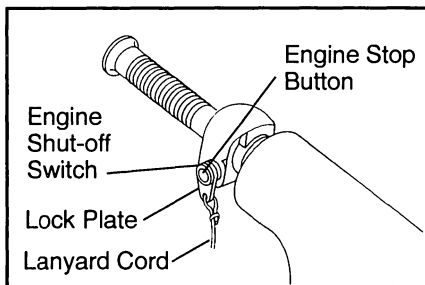
If the engine does not start after several attempts see the troubleshooting section of this manual beginning on page 75.

OPERATION

Stopping The Engine

To keep directional control of the watercraft the engine should be kept running until the watercraft has quit moving.

Release the throttle lever. When the engine has slowed to an idle, push in the stop button with your left thumb. When the button is pushed, the engine stops immediately. Another way to stop the engine is by pulling the lanyard lock plate off the engine stop switch.



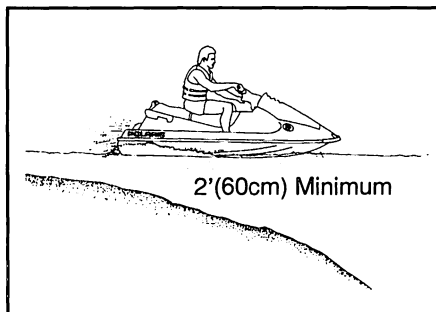
WARNING

Once the engine has stopped, you will lose all steering control of the watercraft.

CAUTION:

Be sure there is at least 2 feet (60 cm) of water under the watercraft when stopping to make sure damaging debris isn't sucked into the impeller or cooling system.

Remove the lanyard lock plate. Never leave the lanyard attached to an unattended watercraft.



Launching The Watercraft

WARNING

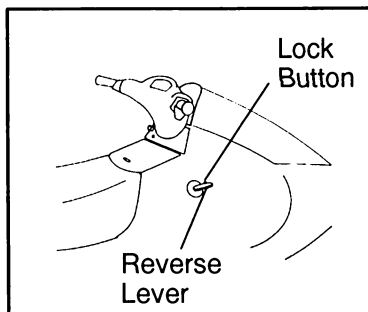
Before launching be aware of weather conditions; make sure there are no boats, swimmers or other obstructions nearby.

Practice boarding the watercraft before riding in deep water. Anyone who is a passenger should also practice boarding in shallow water.

OPERATION

Reverse Operation

1. To activate reverse, depress lock button and pull reverse lever all the way up. Lever will remain in full up position.
2. For steering control, turn handlebar and apply throttle in short bursts.
3. To return to forward, push reverse lever to forward position.



CAUTION:

Do not operate at high throttle settings for long periods or cavitation damage could occur to impeller or pump.

⚠ WARNING

Do not attempt to activate reverse while moving forward above planing speed. Loss of control could occur resulting in damage to the watercraft or severe personal injury to the operator or passenger(s).

Launching In Shallow Water

1. Never operate the watercraft in less than 2 feet (60 cm) of water. Guide the watercraft to an area that is deep enough, bounce the rear of the watercraft up and down to flush out the pump, then board it from the side or rear.
2. Attach the lanyard lock plate to the engine stop switch and fasten the lanyard wrist band to your left wrist or PFD.
3. Grasp the right handlebar grip. With both feet on the footrests, start the engine, and ease the throttle open.

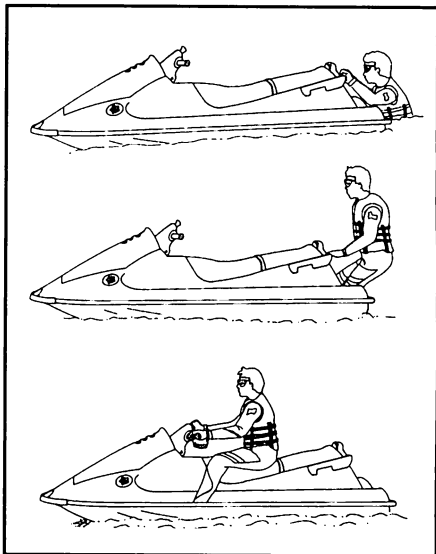
OPERATION

Boarding And Starting In Deep Water (Operator Only)

WARNING

Watercraft engine must be turned off.

1. Swim to the rear of the watercraft. Grip the handle on the rear of the seat and pull yourself up on the floor, kneeling on the footrest. The seat strap will aid in boarding.
2. Move up to the seat and straddle it.
3. Attach the lanyard lock plate to the engine stop switch and see that the lanyard wrist band is secure on your left wrist.
4. Pull the choke knob all the way out. If the engine is already warm do not use the choke.
5. Push the starter switch with your left hand while squeezing the throttle with your right hand.
6. As soon as the engine starts, release the starter switch and throttle. Only enough throttle should be applied to keep the engine running.
7. Ease the throttle open and be prepared for acceleration.

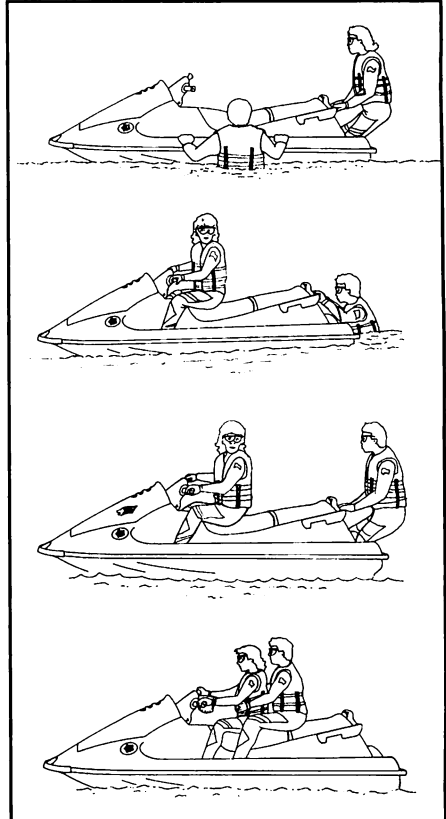


Boarding With A Passenger (In Shallow Or Deep Water)

WARNING

Watercraft engine must be turned off.

1. The operator should climb on board as previously explained and straddle the seat. Attach the lanyard lock plate to the engine stop switch and fasten the lanyard wrist band to his/her left wrist or PFD. **Do not start the engine yet.**
2. The passenger should move (or swim) to the rear of the vehicle.
3. The passenger should pull him/herself on board using the grab handle. Both operator and passenger should try to balance the watercraft while the passenger is boarding.
4. The operator should see that the passenger is holding on tightly and that their feet are both on the footrests. Once this is done, start the engine.



Load Limit

The heavier the combined weight of operator and passenger, the more difficult it is to balance the watercraft while boarding. The combined weight of operator and passenger should not exceed 500 lbs. (227 kg).

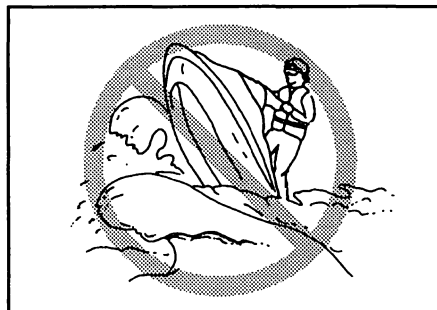
During boarding the passenger should steady the watercraft while the operator boards. The operator can then help balance it while the passenger boards.

OPERATION

Rough Water Operation And Jumping

⚠ WARNING

Whenever possible avoid riding in rough water and/or adverse weather conditions. The watercraft should not be used to jump waves. It is not recommended (and is illegal in some states) to operate the watercraft in or near the surf line. Riding the watercraft in these conditions could cause loss of control which could result in injury or death to the operator and/or passenger.



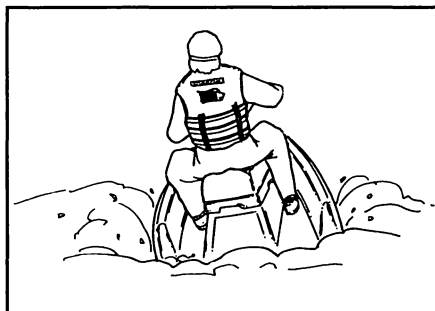
When riding in rough conditions it is possible for the operator to hit his/her chest or face on the watercraft or handlebars and be injured. It is also possible to be thrown from the watercraft in rough conditions which could make it difficult to get back to and re-board the watercraft.

Turning

Turning the watercraft requires using the throttle (thrust from the jet pump) and turning the handlebars.

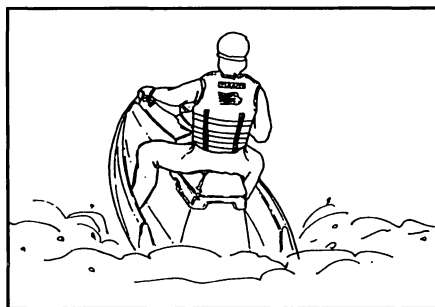
High thrust makes the watercraft turn more sharply. Lower thrust makes the watercraft turn less sharply.

Remember, releasing the throttle completely eliminates the ability to steer the watercraft.



⚠ WARNING

- A beginner has the tendency to release the throttle lever when trying to steer away from an obstacle. **Do not forget to use the throttle when turning!**
- Making sharp turns at high speeds may cause the watercraft to "spin out" and possibly throw the rider(s) from the watercraft. Make gradual turns at high speeds.
- Always look behind you before turning to avoid collision with other watercraft.



Stopping

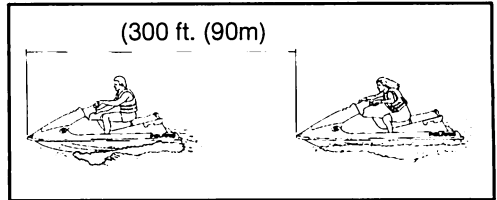
The operator of the watercraft should experiment with stopping in order to become familiar with this procedure. Stopping is affected by gross weight (watercraft and rider), wind direction, and water surface conditions.

The watercraft is not equipped with a brake system. It is stopped by using the natural drag of the water when the throttle is released. Coast toward the desired stopping area with the engine idling.

⚠ WARNING

From full speed it can take the watercraft as much as 300 feet (90 m) after the throttle is released to come to a stop. This distance is approximate and is supplied only for reference.

Slow watercraft to an idle before stopping the engine. Push the engine stop button when approaching shore and you are close to your intended stopping area. This will help prevent sand and debris from entering the pump and cooling system, causing damage.



⚠ WARNING

The ability to steer or turn is completely lost when the throttle lever is released or the engine is stopped.

⚠ WARNING

Riders should keep feet, arms and hands inside the watercraft while approaching a dock or other fixed or floating object or injury could result.

OPERATION

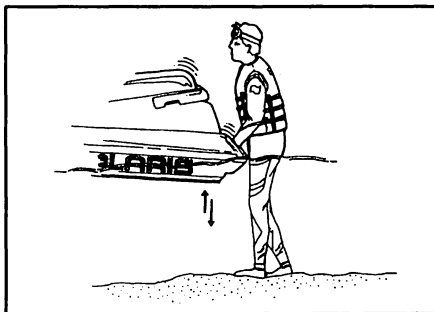
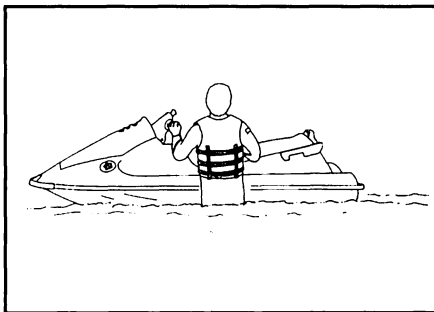
Beaching

WARNING

Never run the watercraft up onto a beach with the engine running.

Sand, pebbles, weeds and debris can enter the jet pump and cause severe damage to it and the impeller. Ingestion of sand into the cooling system will cause the engine to overheat, resulting in possible severe engine damage.

1. Slowly approach the beach and stop the engine in no less than 2 feet (60 cm) of water. Make sure there are no swimmers, boats or other obstacles close to the watercraft. Remember, turning the watercraft is impossible if the engine is stopped.
2. Get off the watercraft and guide it to the beach.
3. Before restarting, inspect the impeller/jet pump area for sand and debris. Move the watercraft to at least 2 feet (60 cm) of water and push the rear of the watercraft up and down in the water to help flush sand and debris out of the pump.



Riding With Passenger(s)

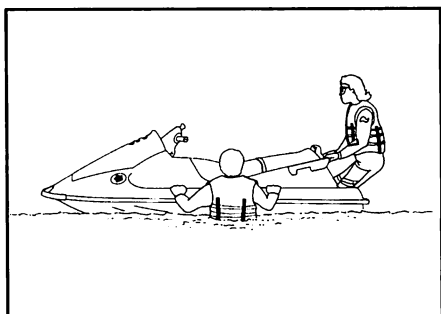
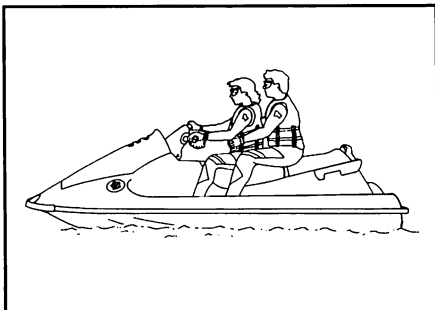
The watercraft handles differently with two or three people on board (operator and passengers) and is not as easy to maneuver. The operator must have had enough practice riding alone to acquire the necessary skills to take passengers for a ride.

Any passengers should read the Owner's Manual and follow all safety warnings. Passengers must wear an approved personal flotation device and other recommended safety gear. They should be good swimmers and in good physical condition as reboarding in deep water can be strenuous.

This watercraft is designed to carry one operator and one or two passengers and their combined weight should not exceed 500 lbs. (227 kg).

The operator should firmly grip the handlebars and have both feet on the footrests.

The passengers should firmly hang onto the operator's waist or seat strap and should keep both feet on the footrests.



Do not give a ride to a person whose feet do not reach the footrests when seated straddling the seat.

Passengers should always sit behind the operator and be facing toward the bow of the watercraft.

The operator should make sure his/her passenger is properly situated and holding on before taking off. The operator should also communicate sudden maneuvers to his/her passenger to create a safer and more enjoyable ride.

OPERATION

Post Operation Check And Care

NOTE:

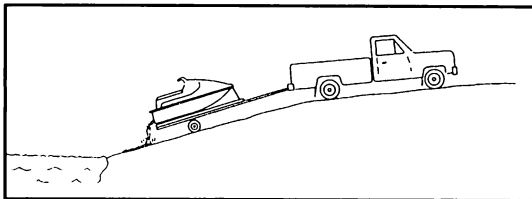
Remove the watercraft from the water every day to inhibit marine organism growth on the hull.

1. Remove the watercraft from the water.
2. Purge the residual water from the exhaust system by starting the engine and revving the engine repeatedly at partial throttle for about ten seconds until water stops coming out of the exhaust system.

CAUTION:

Never operate the engine for more than 15 seconds or hold the engine at full throttle while the watercraft is out of the water. The engine may overheat and seize.

3. Wash down the hull, jet pump intake and outlet with fresh water.
4. Remove the drain plug. Allow any water in the bilge to drain out. Rinse the engine compartment with a generous amount of fresh water. After the water has drained, wipe the engine compartment (bilge) dry. Install the seat. Install the drain plug once you are sure the opening is clean.



NOTE:

If the watercraft is going to be stored, block the seat (engine compartment) open about 1/2" (1.3 cm) to provide air circulation and prevent condensation from forming. If the seat is saturated with water, stand it on end to drain.

NOTE:

Drain and flush the engine. See instructions on page 55.

5. Clean the impeller of weeds or other debris it may have collected during the ride. Be sure lanyard lock plate is removed from engine stop switch on handlebars and that the battery cables are disconnected.

⚠ WARNING

Never attempt to clean the jet pump of debris while the engine is running. Stop the engine, remove the lanyard lock plate from the engine stop switch. Make sure the starter switch cannot be activated while performing this operation. **The starter switch will turn the engine and impeller over even with the lanyard lockplate removed.** Turning the engine while removing debris from the pump can cause severe personal injury and/or damage to the watercraft.

If used in salt water, Polaris recommends that the inside of the hull (engine and components) be sprayed with waterproof lubricant spray PN 2871064.

SPECIAL PROCEDURES

Engine Overheat

If the high temperature indicator light comes on, stop the engine immediately.

Clean the jet pump intake and impeller and flush the cooling system. Check the screen in the pump stationary nozzle for plugging.

If the engine still overheats take the watercraft to an authorized Polaris dealer for immediate service.

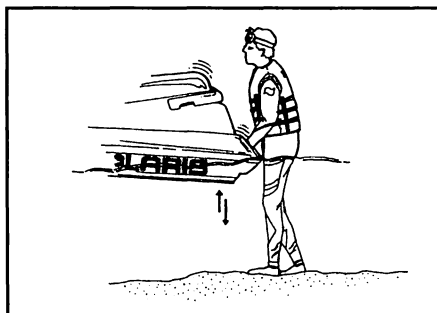
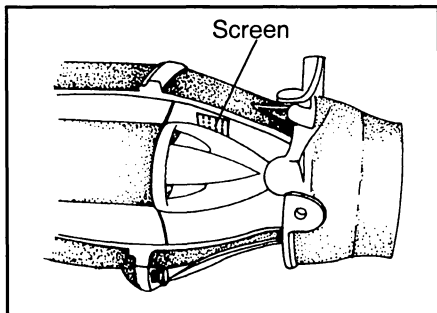
Cleaning The Jet Pump And Impeller

⚠ WARNING

Never attempt to clean the jet pump intake and impeller while the engine is running. Always shut off the engine and remove the lanyard lock plate from the engine stop switch. Disconnect the battery cables.

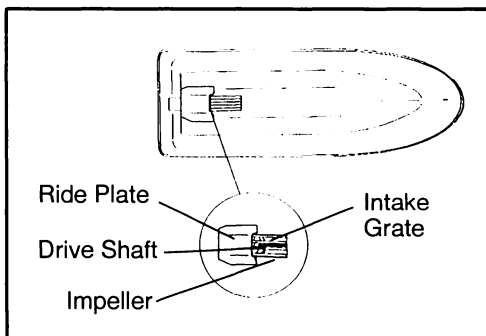
A clogged intake and/or impeller can cause overheating and/or damage to jet pump and impeller parts.

Operation of the engine with the intake system removed could damage the engine.



On Land Cleaning

1. Shut off the engine and remove the watercraft from the water.
2. Remove the lanyard lock plate from the engine stop switch and disconnect the battery cables.
3. Carefully clean the jet pump intake area. Inspect the area for damage. If damaged, take the watercraft to an authorized Polaris dealer for service.



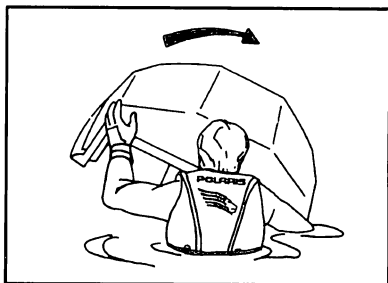
CAUTION:

Whenever possible avoid running the watercraft in weedy areas. If this is unavoidable, vary the watercraft speed. Weeds tend to accumulate more rapidly at steady and trolling speeds.

SPECIAL PROCEDURES

Capsized Watercraft

1. To prevent major engine damage when the watercraft is capsized, be sure the engine is stopped immediately. The engine will overheat if running while capsized.
2. Upright the vehicle immediately by turning it in a clockwise direction (as viewed from rear) only!
3. Swim to the rear of the vehicle; board and start it according to directions.
4. If the engine does not start shortly after being uprighted make no further attempts to start it. Severe engine damage could result.
5. Follow the procedures for submerged (waterlogged) engine.



⚠ WARNING

This watercraft does not right itself if it has been capsized. The operator and passenger must know how to right the watercraft or they could become stranded. Severe engine damage could also result from not righting a capsized watercraft as soon as possible.

If the watercraft has remained in a 180° (capsized) position for more than two minutes all fuel and oil lines must be inspected for presence of water and/or air. Severe engine damage could result if the engine is operated with air or water in the lines.

Submerged (Waterlogged) Engine

⚠ WARNING

If the engine becomes water-flooded, follow these procedures immediately. If water is left in the engine it will cause severe engine damage.

1. Remove the watercraft from the water. Remove the drain plug and empty the water out of the bilge.
2. Take the watercraft to an authorized Polaris dealer immediately. If this is not possible call him/her immediately.

SPECIAL PROCEDURES

Following are procedures for removing water from a submerged engine. Only attempt this if you are mechanically experienced and have assistance lifting the watercraft.

1. Remove the watercraft from the water. Remove the lanyard cord from the engine stop switch. Put the watercraft onto a flat surface, leaving room to roll it.
2. Remove the drain plug and empty the water out of the bilge. Remove the seat. Remove the air intake to drain the flame arrestor. Remove the spark plugs.
3. Tip the watercraft clockwise (starboard) until the spark plug holes are just below horizontal.

WARNING

Be sure the lanyard cord and lock plate are removed from the engine stop switch to kill the ignition or severe injury could result.

4. While holding the watercraft in this position, turn the driveshaft by hand to rotate engine until the water has run out.
5. Depress the starter button for one second at a time until no more water exits the spark plug holes.

WARNING

Depressing the starter turns the engine and pump. Stay clear of all moving parts to avoid severe personal injury.

6. Upright the watercraft.
7. Inspect, dry and install new spark plugs. Install the air intake.
8. Check the battery vent hose for obstruction; drain water from the hose if present.
9. Check gas and oil for the presence of water. If water is present take the watercraft to an authorized dealer for immediate service. Do not run the watercraft if water is present in the gas or oil. Verify that no air is present in the oil line.
10. Reinstall drain plug. Reinstall the seat.
11. Follow starting procedures as described on page 38.

Towing The Watercraft In Water

If the watercraft becomes inoperable in the water it can be towed. Tie about 20 feet (60 m) of tow rope to the eye located on the bow. Slowly tow the watercraft to shore at idle speed.

SPECIAL PROCEDURES

Battery Information

If the watercraft battery is run down, it should be removed and charged.

See the maintenance section of this manual for battery charging recommendations, pages 67 to 70.

⚠ WARNING

A weak battery can leave you stranded. Never operate the watercraft with a battery that is very weak and may not start the engine on its own.

Transporting The Watercraft

⚠ WARNING

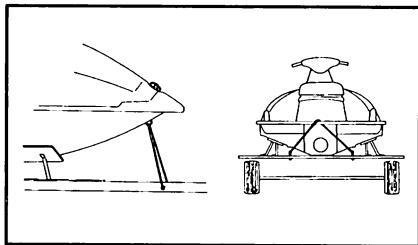
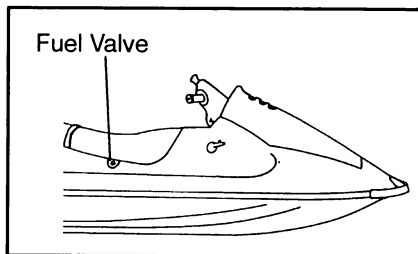
Always turn the fuel valve off when transporting or storing the watercraft.

Tie the watercraft at the bow and stern so it is firmly restrained on the trailer and does not move. Use additional cables if necessary. There should be no movement between the watercraft and trailer. Do not route ropes or tie downs over the seat because they could cause permanent damage to the seat. Protect the watercraft body from ropes by putting padding or something similar between the rope and body.

Make sure the seat is securely latched.

Be sure the trailer matches the watercraft's weight and design and that it meets trailer laws and regulations in your area.

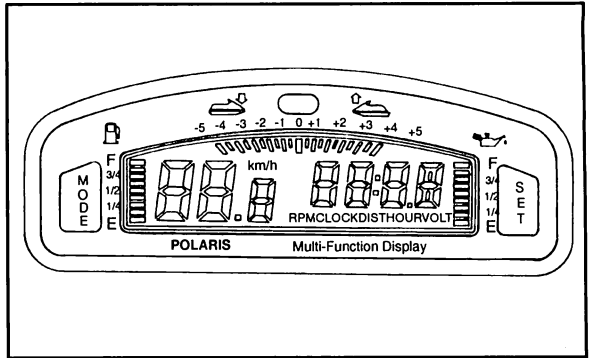
When transporting the watercraft it is recommended that it be protected by a Polaris watercraft cover.



SPECIAL PROCEDURES

Multi-Function Display

The Polaris multi-function display allows you to see such important information as time run, distance run, maximum speed, current speed, fuel level and more at the touch of a button. Following is a summary of operating instructions for this feature.



Operation and Modes

HOUR: Secondary display function controls multi-LCD when selected by mode key. HOUR annunciator is on when in HOUR mode. Actual engine run hours are displayed in .1 hour increments from 0 to 999.9 hours. HOURS can be neither reset nor lost when power is removed due to nonvolatile EEPROM memory.

CLOCK: CLOCK is a secondary display function and controls multi-LCD when selected by mode key. CLOCK annunciator is on when in CLOCK mode. To set the time, first enter CLOCK mode and then hold the SET key for 4 seconds to enter CLOCK SET mode. Both keys are now used to adjust the time. MODE selects the digit, SET advances the digit. Press MODE when complete to start the clock (colon begins to flash).

PEAK SPEED/RPM: While in TACH mode, pressing the SET key will display both the peak speed and maximum sustained RPM since the last reset or auto-off occurred. While displayed, holding the SET key for 4 seconds will reset the peak memories.

Key Functions and Display

MODE KEY: Toggles multi-LCD display modes as pressed. Annunciators scroll from left to right to indicate selection.

SET KEY: Function varies with selected mode. Used to temporarily disable warning indications, to access peak speed and RPM while in TACH mode, reset distance in DIST mode, select MPH - Km/H while in VOLT mode, and to set time while in CLOCK mode.

LCD DISPLAY: Displays variety of both essential and performance data: speed, RPM, fuel level, oil level, trim position, distance, voltage, engine hours, clock, peak speed, peak RPM, and warning conditions (low fuel, low oil, low power, high temperature).

WARNING LED: Super bright LED flashes to alert rider of warning condition. Actual condition is then displayed in multi-LCD readout.

SPECIAL PROCEDURES

Key Functions and Display

SPEED: Primary display function, controls left LCD at all times. Displays speed with .1 MPH resolution from 5-75 MPH. Input is received from patented jet intake fin.

TACH: Default secondary display function, controls Multi-LCD at power on or when selected by MODE key. RPM annunciator is on when in TACH mode. Displays RPM with 10 RPM resolution.

FUEL: Primary display function controls left hand bar graph at all times. Displays in 1/8 tank increments. Toggles low "FUEL" display and warning LED when fuel reaches 1/8 level. "FUEL" will flash in display regardless of Multi-LCD display mode.

OIL: Primary display function controls right hand bar graph at all times. Displays in 1/4 tank increments. Toggles low "OIL" display and warning LED when oil reaches 1/4 level. "OIL" will flash in display regardless of Multi-LCD display mode.

DIST: Secondary display function controls Multi-LCD when selected by mode key. DIST annunciator is on when in DIST mode. Distance is displayed in .1 mile increments from 0 to 999.9. Distance can be reset by pressing the SET key for 4 seconds while in DIST mode.

VOLT: Secondary display function controls Multi-LCD when selected by mode key. VOLT annunciator is on when in VOLT mode. Voltage is displayed in .1 volt increments from 5 to 18 volts.

ENGLISH/METRIC: While in the VOLT mode, pressing and holding SET will toggle the instrument between MPH and KPH. The distance function is automatically toggled at the same time.

LOW POWER: If battery voltage drops below 10.9 volts, the Multi-LCD display will flash "LOPR". If this occurs, the speed and distance functions will cease until power is restored.

HIGH TEMP.: When a hot engine signal is received, the Multi-LCD display will flash "HOT" and the warning LED will light.

WARNING RESET: When warning conditions occur, pressing the SET key will deactivate the warning depending on the condition: **HOT:** Only LED is disabled for 5 minutes; **FUEL:** Both LED and LCD are disabled for 5 minutes; **OIL:** Both LED and LCD are disabled for 15 minutes.

ON/AUTO ON: When system is off, a single press of MODE key will turn the MFD on. When the engine is started, the MFD will automatically power on.

AUTO OFF: After 5 minutes of no activity, the system automatically shuts itself off. The internal clock continues to keep time. Memory functions (distance, hours, MPH/KILO) are retained, and the clock, fuel level, and oil level will be displayed.

EXTENDED STORAGE AND WINTERIZATION

When the watercraft will not be used for a month or more, preventative maintenance is required to keep watercraft parts from deteriorating. This procedure also ensures the operator that the next time it's used it will be in top condition.

An authorized Polaris dealer can do the required preventative maintenance for you or you can do it yourself with a minimum of tools.

Engine And Cooling System Flushing

Clean the cooling system according to instructions found on page 72.

Engine Draining/Fuel System Storage

Engine draining is automatic. You will however need to make sure the exhaust system is drained. To do this start the engine and briefly rev it.

WARNING

Gasoline is highly flammable and explosive under certain conditions.

Read and heed gasoline warnings found on page 24.

1. When preparing your watercraft for off-season storage we recommend that you add 10 oz. of fuel conditioner/stabilizer such as Gold Eagle brand STA-BIL® (Polaris PN 2870652) to the fuel tank, then top off with fresh fuel.
2. Fog the engine with rust preventative oil (PN 2870791). Follow the recommended procedures on page 56.

NOTE:

Using a fuel stabilizer and topping off the fuel tank eliminates the need to drain the fuel system.

If you prefer to drain the fuel tank, use the following procedure:

1. Drain the fuel tank with a siphon or pump.
2. Leave the fuel cap loose to prevent condensation from forming in the fuel tank.

Perform steps 3 and 4 simultaneously.

3. Fog the engine with rust preventative oil (PN 2870791), available from your Polaris dealer. Follow the recommended procedures indicated on the can.
4. Start the engine and run it at part throttle to dry out the carburetors. Do not run the engine for more than 15 seconds while the watercraft is out of the water. Wait five minutes between 15 second running periods.

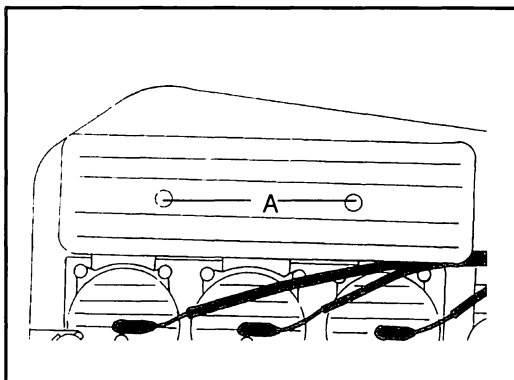
EXTENDED STORAGE AND WINTERIZATION

Watercraft Engine Fogging Procedure

Important: Failure to perform the following preventive maintenance can result in serious engine corrosion during off season or extended storage. In order to prevent rust and corrosion on internal engine parts (i.e. crankshaft, bearings, pistons, rings, cylinder walls). Polaris highly recommends the use of Polaris fogging oil (PN 2870791) as a recommended storage procedure.

The fogging oil coats all internal parts for prevention of rust and corrosion, which in turn will extend the life of the engine.

1. Loosen the two bolts holding the air intake cover (A) and remove the cover.
2. Remove the filter element.
3. Start the engine and spray Polaris fogging oil into each carburetor throat to ensure that all internal parts are properly coated. Spray fogging oil for two to three seconds in each carburetor throat and repeat until the engine is flooded with fogging oil. Then stop the engine immediately.



CAUTION:

Never operate the engine for more than 15 seconds while the watercraft is out of the water. The engine may overheat and seize.

4. Reinstall filter element and air intake cover.

EXTENDED STORAGE AND WINTERIZATION

Cleaning

1. Remove the drain plug and clean the bilge and engine area with hot water and mild detergent (such as dish soap) or with bilge cleaner. Rinse and drain thoroughly. Wipe up remaining water with clean dry shop cloths. Do not use abrasive cleaners. Store the watercraft with the drain plug removed and the seat propped open slightly to inhibit condensation from forming in the engine compartment.
2. Spray the engine compartment with a protector and lubricant PN 2871064.
3. Wash the exterior of the watercraft with fresh water and a mild detergent. Rinse thoroughly.
4. Inspect and thoroughly clean the jet pump intake, outlet and impeller area. If damage to these areas is visible have it serviced by an authorized Polaris dealer.

CAUTION:

Never clean the watercraft with strong detergents, abrasives, degreasers, paint thinner, acetone, window cleaners, ammonia or products containing alcohol. They can damage finishes, decals, vinyl and plastics and accelerate UV breakdown which could cause color change and premature deterioration of parts.

5. After cleaning, protect and shine the watercraft using a regular furniture polish or non-abrasive silicone wax. Protect the seat and handlebar unit with a vinyl protector.
6. Spray the exterior of the engine with a protector and lubricant PN 2871064.
7. Cover the watercraft with an opaque tarp or your Polaris watercraft cover and store it in a clean, dry place.

Lubrication

1. Remove the spark plugs and pour about one tablespoon of Polaris TC-W3 or two cycle oil into each cylinder.
2. Inspect (change if necessary) and grease the spark plug threads and install the spark plugs.
3. Lubricate choke, throttle, and steering cables. See page 60.
4. Lubricate all areas recommended in the maintenance section beginning on page 60.
5. Remove and store the battery properly. See recommendations on pages 67-70.

MAINTENANCE

Pre-season Preparation

See the chart on the next page for the necessary procedures to be performed when taking the watercraft out of storage and prior to starting it. Have an authorized Polaris dealer perform their portion or all of the pre-season service work. You may do parts of it yourself if you have the proper skills and tools. You must still perform the "Pre-Operation Check" before riding the watercraft each day.

⚠ WARNING

Observe all warnings and cautions mentioned throughout this manual which pertain to the work being performed.

Additional Inspections

To keep your watercraft safe and performing in top condition be sure to follow the additional recommended inspections as shown on the following chart.

Have an authorized Polaris dealer perform their portion or all of the recommended inspections. You may do parts of it yourself if you have the proper skills and tools.

Daily Pre-operation Inspection

Items included in the "Pre-Operation Inspection" (pages 29 - 35) are not necessarily included in the following inspection chart.

MAINTENANCE

Inspection Chart

DESCRIPTION	Pre-ride	Pre-season	Monthly or 25 Hrs	3 Months or 50 Hrs	6 Months or 100 Hrs	See Page
Fuel/water separator (drain water)	✓	O	O	O	O	35
Lubrication/corrosion protection		D	*			55-57, 74
Spark plugs, cleaning/adjustment		O		O		63-64
Throttle/choke cables, inspection lubrication	✓	O		O		60
Carburetor adjustment including choke/throttle cable adjustments		D		D		65
Oil filter inspection		D	D	O	O	65
Oil filter replacement ²⁰		D				65
Engine head bolts, retorque (18 ft. lbs. cold)		D				Dealer
Steering column wear/steering cable adjustment/handlebar clamp nuts tight		D	D			Dealer
Steering/proper operation/nozzle operation	✓	D			D	66
Fastener tightening, carburetor mount bolts, engine mount screws, exhaust system, etc.		D			D	Dealer
Muffler, battery, and reservoir fastening devices	✓	O			O	-
Fuel/oil lines, check-valves and hose inspection, fuel system pressurization		D			D	65
Inspect/clean water trap drains	✓	D	*		D	34
Bilge system/watertrap drains, inspection, should not leak	✓	D			O	34
Battery condition, fluid level, vent hose must be clear and open	✓	D			D	67-70
Battery and starter cables	✓	D			D	67-70
Engine overheating tone/electrical connections		D			D	49
Impeller condition and impeller/wear ring clearance		D		**	D	Dealer
Driveshaft shroud condition		D	O	**	D	62
Driveshaft coupler and bearing housing lubrication		D	O*	O	O	62
Jet pump intake grate fasteners and condition		D		**	D	Dealer
Cooling system flushing (daily after use in salt water with accessory flush kit or if run in sandy conditions)		O		O		72-73
Engine mounts		D			D	Dealer
Lanyard cord/engine stop switch	✓	O				11, 35
Hull, inspect for cracks or damage, clean off marine growth	✓	O			O	33
Fire extinguisher	✓	O				12, 32
Switches/buttons	✓	D				35
Thermostat assembly/inspect rubber elements, look for corrosion/blockage	✓	D		O		73-74
Exhaust cooling hose screen		D		O		71

D= Dealer performed O= Operator performed

NOTE: See page 29 for additional pre-ride information * Every month in salt water use ** Checked initially after three months; thereafter as specified

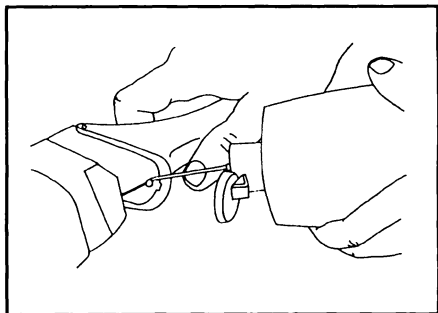
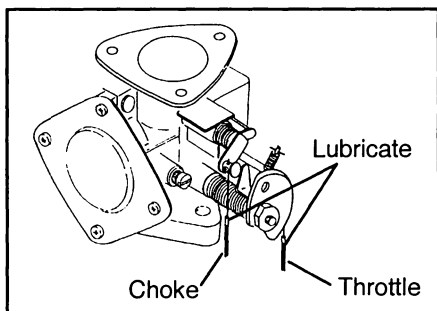
MAINTENANCE/LUBRICATION

As with all watercraft, proper lubrication and corrosion protection are necessary to maintain performance and ensure years of service.

For greasing the Polaris watercraft use a marine grease (water-resistant/salt-resistant E/P type, PN 2871066).

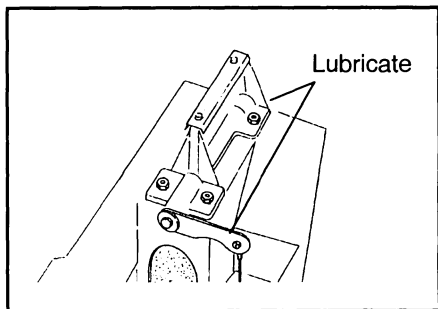
Throttle Cable And Choke Cables

1. Lubricate the throttle cable and choke cable inner cables using Polaris cable lube PN 2870510.
2. Depress the throttle lever and squirt Polaris cable lube onto the cable.
3. Push and release the throttle several times to work the lubricant down the cable.



Steering Cable Joints And Inner Wire

1. Lubricate the steering cable joints on the steering nozzle end using Polaris cable lube PN 2870510.
2. Expose the steering cable inner cable and apply Polaris cable lube to it. Lubricate the steering nozzle end and the handlebar end.



NOTE: Cable seals can be moved to allow oil into the cable. Make sure seals are put back in proper location after oiling.

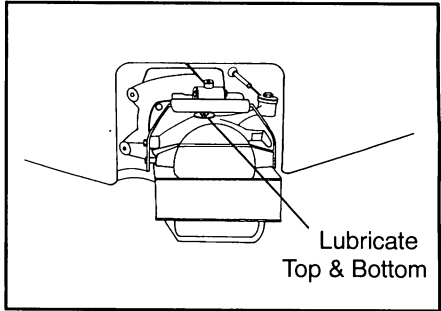
MAINTENANCE/LUBRICATION

Steering Nozzle Pivot Shaft

Lubricate the steering nozzle shaft pivot connections using Polaris cable lube PN 2870510.

Steering Handle Pivot Shaft

Lubricate the handle pivot shaft and bushing using lubricant PN 2871066. If the steering shaft has loosened, tighten it.

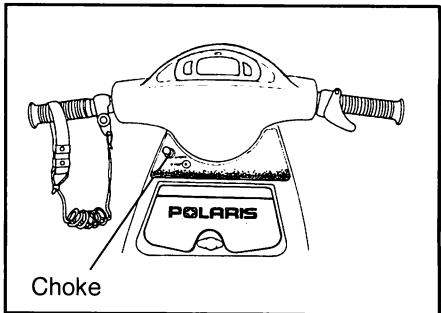


Choke Knob

Pull out the choke knob and apply Polaris cable lube PN 2870510 to the knob shaft.

Seat Latch And Hooks

Grease the locking mechanism of the seat latch at the rear of the seat opening.

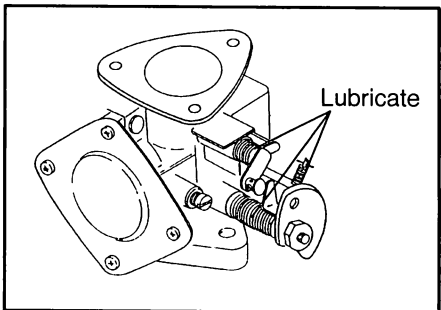


Carburetor And Oil Injection Pump

Grease springs, exposed portions of cable and shafts at the carburetor. Grease often if used in salt water.

Electrical Connections

Apply a dielectric grease on battery posts and exposed cable connections (Polaris PN 2871027), supplied with watercraft.



MAINTENANCE/LUBRICATION

Drive Shaft Lubrication

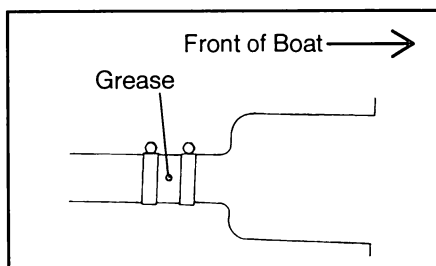
⚠ WARNING

The plastic driveshaft shroud is designed to protect you from dangerous moving parts. It's rotation is necessary to lubricate the driveshaft coupler. Follow the instructions below in order to avoid personal injury.

3. Remove the lanyard cord and lock plate from the engine stop switch.
4. Remove the watercraft seat. Remove battery ground (negative) cable.
5. Loosen the clamp holding the plastic driveshaft shroud in place and rotate it 180°. See page 22 for location.
6. Using a grease gun with a needle point, (available from your Polaris dealer PN 2871174) lubricate coupler at the grease fitting until the driveshaft to coupler boot just begins to expand. Use premium marine grease PN 2871066.
7. Reposition the driveshaft shroud (open side down) and torque the clamp screw to 20 to 25 in. lbs.
8. Reconnect battery ground (negative) cable.
9. Reinstall the seat.

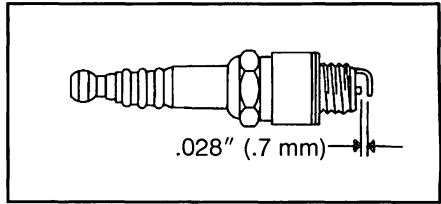
Bearing Housing

Using a grease gun with a needle tip PN 2871174, lubricate the bearing housing at the grease fitting until grease purges past the seals. Use premium marine grease PN 2871066.



Spark Plugs

The recommended spark plugs to be used in this watercraft are BPR8ES. The correct gap is .028 in./7 mm and should be measured with a wire thickness gauge. Alternate spark plugs include: Champion RN3C and ND W24ESR-U.



The color of a used spark plug is indicative of the way the engine is running.

A slightly brownish tip is considered good. The engine is running properly and the carburetor is adjusted correctly.

A black tip indicates several potential problems: the wrong spark plug (wrong heat range) is being used; excessive idling; carburetor idle speed mixture or high speed mixture is too rich; or there is a malfunction with the RPM limiter.

A light grey or white tip indicates: the wrong spark plug (wrong heat range) is being used; carburetor idle speed mixture is too lean; there is a plugged fuel filter; or there is a leaking engine seal or gasket.

A yellow tip is caused by salt water mist ingestion. This is a conductive coating which will eventually cause fouling. This is a normal situation.

CAUTION:

If the spark plug tip is black or grey have the watercraft serviced by an authorized Polaris dealer as soon as possible.

A spark plug with cracked porcelain or damaged threads should be changed immediately. If the electrodes are badly worn or burned the plug should also be replaced.

If the spark plug is in good condition, clean it with a clean shop cloth and/or wire brush. Adjust the gap to .028 in./7 mm using a wire thickness gauge.

MAINTENANCE

Spark Plugs

CAUTION:

Never attempt to remove the spark plug with a warm engine. The exhaust system or engine could burn you causing injury.

When installing or removing spark plugs be careful not to damage the porcelain insulator.

WARNING

High tension voltage is present in the spark plug wires when the engine is running. Never touch spark plug wires when the engine is being cranked or run.

Never attempt to remove the spark plug with a warm engine. The exhaust system or engine could burn you causing injury.

When installing or removing spark plugs be careful not to damage the porcelain insulator.

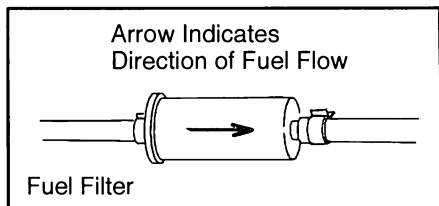
Wipe off any water on the spark plug or inside the cap. Push the cap down on the plug until it clicks. Use dielectric grease PN 2871066 on the inside of the spark plug cap to prevent corrosion.

Before installing a **used** plug, wipe off threads and apply dielectric grease PN 2871066. Also clean the gasket surface. Install the spark plug and torque to 18 ft. lbs. If a torque wrench is not available 1/4 to 1/2 turn past finger-tight is close to the correct torque.

MAINTENANCE

⚠ WARNING

Set fuel valve to "off". Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow flames or sparks in the work area. Be sure the work area is well ventilated. See gasoline warnings on page 24.



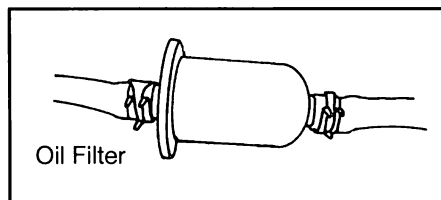
Fuel Tank

When the fuel tank needs cleaning or if water is found in the gas tank have the watercraft serviced immediately by an authorized Polaris dealer.

Oil Filter

CAUTION:

The in-line oil filter is a special type and must not be substituted. The filter should be changed annually by an authorized Polaris dealer during the pre-season inspection. Do not attempt to clean this filter.



CAUTION:

The fuel filter and fuel lines should be inspected regularly. Special attention should be given to fuel system line condition after periods of storage. Normal deterioration from weathering and fuel compounds can occur. See your dealer if you suspect any deteriorated components.

Carburetor Adjustment

The carburetor is vital to engine operation and performance. Adjustment of the carburetor should only be done by an authorized Polaris dealer. Idle speed can also be adjusted by your dealer.

CAUTION:

The carburetor was set at the factory and is very sensitive if adjusted. Do not attempt to change the settings or engine damage and poor performance could result.

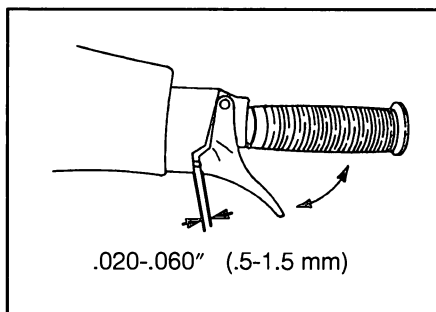
NOTE:

If the watercraft will be used at a high altitude, above 3000 feet (1000 m), have an authorized Polaris dealer adjust the carburetor to allow for the thinner atmosphere.

MAINTENANCE

Steering Cable Inspection

1. The handlebars and steering nozzle should operate smoothly. If movement is stiff have your authorized Polaris dealer service it.
2. Turn the handlebars from lock to lock and check to be sure that the clearances between the steering nozzle and the rear hull are even on both sides. If the alignment is not even, have your authorized Polaris dealer service it.



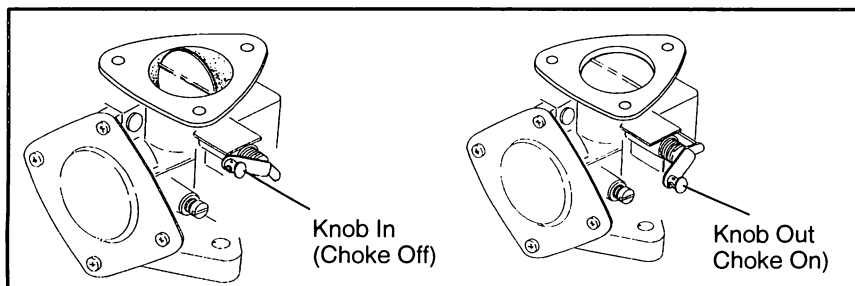
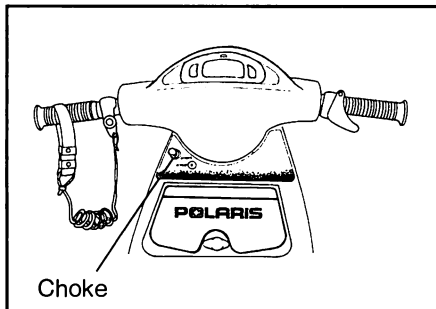
Throttle Cable Inspection

1. Depress and release the throttle lever. It should return to its initial position smoothly. If it does not, have your authorized Polaris dealer service it.
2. Throttle lever free-play should not exceed .020"-.060" (.5-1.5 mm). If it does, have it corrected by your authorized Polaris dealer.

Choke Cable Inspection

Pull the choke knob toward you to make sure the choke cable operates smoothly.

When the knob is pulled out the choke valve is fully closed; when the knob is pushed all the way in the choke valve is fully open. There should be minimal choke cable slack. If the choke is not functioning properly, have it serviced by your authorized Polaris dealer.



MAINTENANCE

Circuit Breaker

The electrical system is protected with a 15A circuit breaker. In order to reset the circuit breaker, locate and push the reset button on top of the electrical box.

Battery Maintenance And Charging

⚠ WARNING

Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with the skin, eyes or clothing.

Antidote:

EXTERNAL - Flush with water.

INTERNAL - Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call a physician immediately.

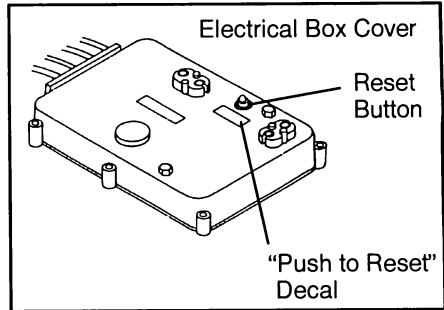
EYES - Flush with water for 15 minutes and get prompt medical attention.

Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in closed space. Always shield eyes when working near batteries. KEEP OUT OF THE REACH OF CHILDREN.

CAUTION:

The battery must be removed from the watercraft for maintenance and charging. Battery electrolyte may spill and damage the watercraft.

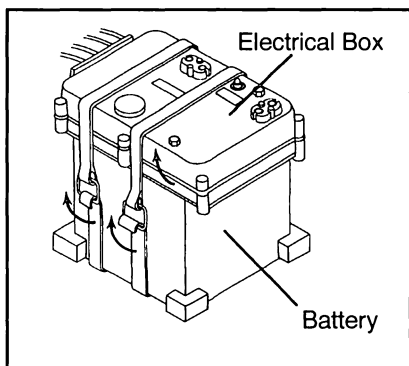
Always disconnect the black (negative) cable first. Electrolyte or fuel vapors may be present in the engine compartment and a spark could ignite them which could cause personal injury. When re-installing battery connect black (negative) cable last.



MAINTENANCE

Battery Removal

1. Remove straps holding the electrical box and battery in position.
2. Move the electrical box out of the way. It does not have to be opened for battery removal.
NOTE: Some wiring may have to be removed from wire clips for access to battery.
3. Remove the battery vent tube from the battery.
4. Disconnect the black (negative) battery cable first.
5. Disconnect the red (positive) battery cable next.
6. Lift the battery out of the watercraft, being careful not to tip it sideways and spill any electrolyte.



CAUTION:

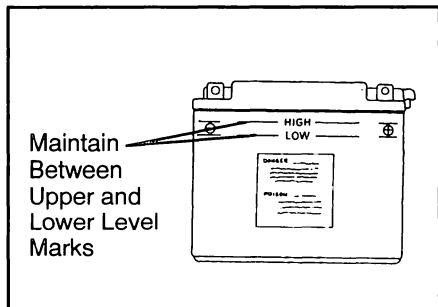
If an electrolyte spill occurs, apply a generous amount of baking soda to the area and then rinse with fresh water.

Replenishing Battery Fluid

A poorly maintained battery will deteriorate rapidly. Check the battery fluid level each day the watercraft is ridden.

The fluid level should be kept between the upper and lower level marks.

To refill use only distilled water. Tap water contains minerals which are harmful to a battery.



CAUTION:

Do not allow cleaning solution or tap water to enter the battery. It will shorten the life of the battery.

Battery Connections

Battery terminals and connections should be kept free of corrosion. If cleaning is necessary, remove the corrosion with a stiff wire brush. Wash them off with a solution of baking soda and water (One tablespoon of baking soda to one cup of water). Rinse well with tap water and dry off with clean shop cloths. Coat the terminals with dielectric grease PN 2871066.

CAUTION:

Do not allow cleaning solution or tap water to enter the battery. It will shorten the life of the battery.

Battery Charging

⚠ WARNING

Keep the battery away from sparks and open flames during charging because the battery gives off gases which are explosive.

If you smell fuel do not attempt to charge the battery. Take the craft to your dealer for immediate inspection.

When using a battery charger connect the battery to the charger before turning on the charger. This prevents the possibility of sparks at the terminals which could ignite the battery gases.

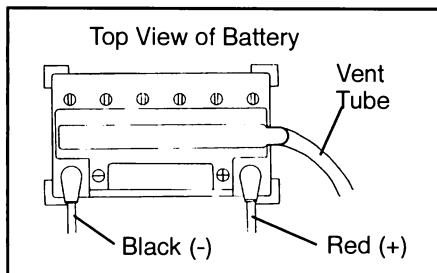
Do not connect charger cables to the battery unless the charger is unplugged.

1. Remove the caps from the cells. Add distilled water if necessary to bring the electrolyte up to the proper level.
2. Connect the battery to a charger. Set the charging rate at 1.9 amps and charge the battery for ten hours.

CAUTION:

During charging, if the electrolyte temperature rises above 115°F (45°C) reduce the charging rate to lower the temperature. Increase the charging time.

3. After the battery is charged, check the fluid level. If it has dropped add distilled water to bring the electrolyte up to the proper level.
4. Check the results of charging. The specific gravity of each cell must be 1.26 at room temperature. The voltage should be 14.5 - 15.5 V during charging; 12.2 - 12.8 V after charging.



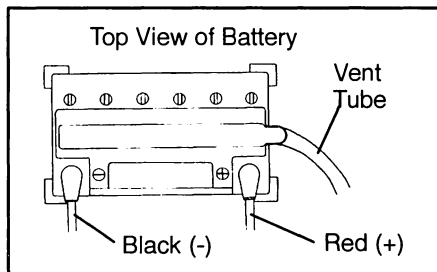
MAINTENANCE

Battery Installation

⚠ WARNING

Always connect battery cables in the order specified. Red (positive) cable first, black (negative) cable last.

1. Install the battery in its holder.
2. Install the battery vent tube. It must be free from obstructions and securely installed. If not, battery gases could accumulate and cause an explosion. Avoid skin contact with electrolyte, severe burns could result.
3. First connect and tighten the red (positive) cable.
4. Second connect and tighten the black (negative) cable.
5. Apply dielectric grease PN 2871066 to each cable.
6. Reinstall the battery cover and electrical box over the battery and reconnect straps.
7. Verify that cables are properly routed.
8. Verify that the vent hose is not kinked.



Battery Storage

1. Remove the battery. Clean the casing and terminals with baking soda and water (one tablespoon of baking soda to one cup water). Apply dielectric grease PN 2871066 or petroleum jelly to battery terminals and all exposed cable connectors.
2. Top off the battery with distilled water and charge it to a specific gravity of 1.26. Recharge monthly as required to prevent battery discharge and sulfating.
3. Store the battery in a cool, dry place out of direct sunlight. Do not allow it to freeze.

MAINTENANCE

Salt Water And Unclean Water Care

When the watercraft is operated in salt water or water with impurities like silt, sand and other particulates, additional care is required to protect it.

CAUTION:

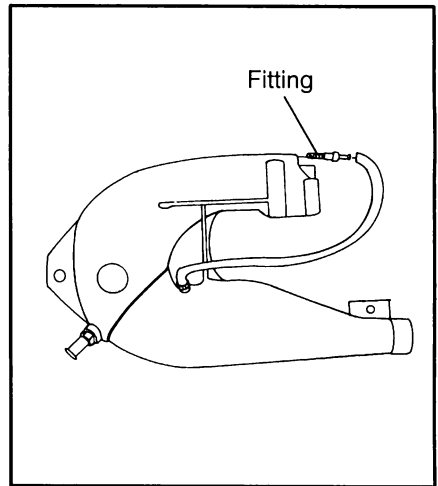
Failure to perform the additional maintenance required when the watercraft is operated in unclean or salt water will result in damage and corrosion to the watercraft and may void your warranty.

Exhaust Coolant Filter

The exhaust coolant filter is located on the top of the exhaust pipe (see page 23 for location detail). This part filters debris from the coolant water, providing an adequate supply of water through the bleed fitting, and insuring proper exhaust temperature for cooling and performance.

Cleaning Procedure

1. Remove clamp connecting hose to fitting.
2. Using a 9/16" open end wrench, remove the fitting from the exhaust pipe.
3. Inspect fitting for plugging. Flush with water to clean.
4. Reinstall fitting into exhaust pipe. Tighten securely.
5. Reinstall bleed hose and clamp. Tighten securely.



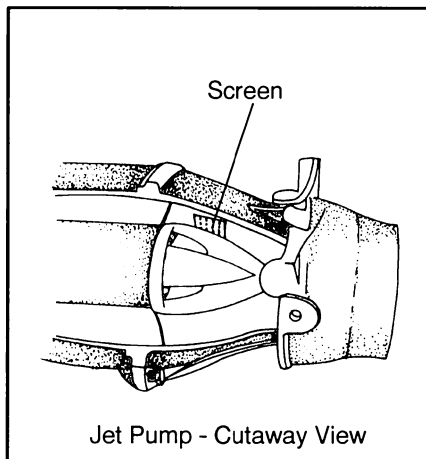
MAINTENANCE

Jet Pump Water Inlet Screen

The water inlet screen is located inside the stationary nozzle of the jet pump. Its purpose is to screen out grass and debris which could enter the coolant system.

After using the watercraft, visually inspect the screen for build up of contaminants. Clean as required by flushing engine and or screen with fresh water. See flushing procedure below.

If the screen cannot be cleaned by flushing, see your Polaris Dealer for additional cleaning.



Cooling System Flushing

The watercraft uses the water it's ridden in for propulsion and throughout its cooling system for cooling.

Flushing the cooling system with fresh water is necessary to neutralize the corroding effects of salt water or water with impurities like silt, sand, alkali and other particulates; as well as to flush out other residue left in the water passages of the watercraft cooling system.

Flush water passages when the watercraft is not going to be ridden again that day or if the watercraft is expected to be stored for an extended time.

If you beach your craft you must flush the cooling system or severe engine damage may occur.

CAUTION:

Always follow the recommended flushing procedure when flushing the watercraft cooling system to avoid engine damage.

Never flush a hot engine. Severe engine damage could result.

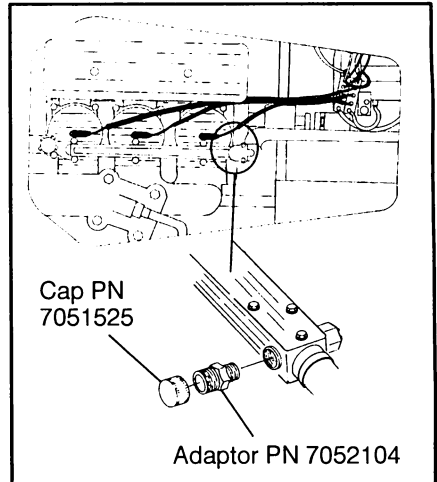
⚠ WARNING

Do not touch any electrical part when the engine is running. Severe personal injury or death could result.

Flushing Procedure

Use Flush Kit PN 2871193.

1. Remove seat.
2. Locate water manifold plug without wire (blind plug). Remove and discard plug.
3. Install adaptor (PN 7052104) using pipe sealant.
4. Insert gasket (PN 5810881) into cap (PN 7051525). Hand tighten.
5. Remove cap.
6. Attach a garden hose to a water faucet and to the female coupling end. Do not turn water on yet.
7. Start the watercraft engine.
8. Immediately turn on water faucet. (Within 10 seconds.)
9. Slightly rev engine intermittently for one to two minutes to completely flush the cooling system.
10. Turn off water. Shut off engine within 10 seconds.
11. Remove the garden hose and reconnect the male plug.
12. Wipe off any water which may have spilled on the engine.
13. Reinstall seat.



Thermostat Pop Off Assembly

If low end performance of the watercraft begins to deteriorate, and the jet pump intake area is free of debris and weeds; or if the overheat alarm sounds and/or the LED is flashing "hot" on the MFD, the thermostat popoff assembly should be checked for debris and cleaned out. Also inspect the thermostat pop off assembly if the watercraft has been stored for more than 30 days or has been used in salt water. To do this, use the 3/16" (.5 cm) Allen wrench in the tool kit and a flat screwdriver.

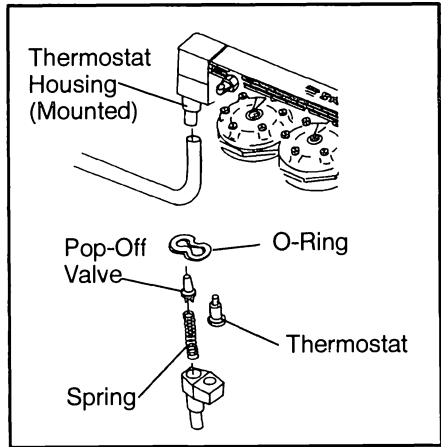
Sand buildup is possible if you beach your craft. This must be cleaned and flushed to avoid engine damage.

MAINTENANCE

CAUTION:

If you are not mechanically skilled, or are unsure of how to perform this maintenance function, see your Polaris dealer. If the thermostat pop off assembly is reassembled incorrectly severe engine damage will result within a very short period of operation.

Do not perform this maintenance while the watercraft is in the water. The thermostat pop off assembly is under tension from an internal spring. When the screws are removed, the assembly will come apart quickly if not held together firmly.



1. Remove screws while holding thermostat pop off assembly firmly together. Carefully take the assembly apart. Be careful not to lose any parts.
2. Check the thermostat pop off assembly for debris, such as seaweed, and clean it out.
3. Check the condition of rubber elements. Also check the thermostat and housing for corrosion. Replace any parts that appear in poor condition.
4. Assemble the thermostat pop off assembly in the correct sequence. The arrow indicates the direction of water flow (away from engine).
5. Attach the thermostat pop off assembly using the screws removed in step one and Loctite 242 (blue).

Anti-corrosion Treatment

Spray all the metal components in the engine compartment with a lubricating type rust inhibitor PN 2871064.

Apply dielectric grease on battery terminals and connections PN 2871066.

CAUTION:

Never leave shop cloths or tools in the engine compartment or bilge.

TROUBLESHOOTING

The following information is provided to help you identify probable causes for questions you may have about the operation of the watercraft. See your Polaris dealer with any additional questions you may have.

Symptom	Probable Cause	Remedy	More on Page
Engine will not start	Engine does not turn over -circuit breaker is tripped -battery voltage low -battery connections loose -hydrolocked	reset recharge tighten refer to dealer	67 69 69
Engine will not start	Engine turns over -fuel empty or contaminated -spark plugs fouled or defective -crankcase filled with (water or fuel) -misuse of choke -fuel filter clogged -fuel valve "OFF" -lanyard lock plate not under engine shut-off switch -lack of fuel	add or change gas inspect or replace refer to dealer clean/replace spark plugs replace fuel filter turn "ON" install fill	25 63-64 39, 63-64 64 37 37 24
Engine runs irregularly, stalls or misfires	Weak spark -worn, fouled, defective spark plugs -worn or defective spark plug wires -too much oil supplied to engine -spark plug connections loose -water in fuel	replace refer to dealer refer to dealer tighten	63-64 63-64
Engine runs irregularly, stalls or misfires	Lean fuel mixture -fuel low, empty, stale water or contaminated -fuel filter clogged or water present	add or change gas replace	25 64
	Rich fuel mixture -misuse of choke	Clean/replace spark plugs	38, 63-64
Engine backfires	-broken reed valves	refer to dealer	

TROUBLESHOOTING

Symptom	Probable Cause	Remedy	More on Page
Engine overheats (warning tone sounds or light comes on)	-clogged jet pump intake -wrong gas or oil -sand or debris in cooling system -plugged thermostat assembly	clean siphon and replace flush cooling system disassemble thermostat assembly and clean	31, 49 25 72-73 73-74
Engine backfires	-weak spark from fouled, defective, worn or wrong spark plugs -broken reed petals	clean/replace spark plugs refer to dealer	63-64
Engine "pinging" or "knocking"	-poor quality, low octane gasoline -incorrect ignition timing -spark plugs heat range too high	siphon and replace refer to dealer replace with correct plugs	25 63-64
Engine power loss	-weak spark -incorrect fuel or fuel mixture -water in gas or oil tank -fuel filter clogged -jet intake is clogged -cooling system clogged -see "Engine runs irregularly, stalls or misfires"	change plugs or plug wires siphon and refill siphon and refill replace clean flush cooling system	63-64 25 25 64 30, 48 71-72
Engine runs too fast	-watercraft can't reach top speed -cavitation, impeller damaged or worn -jet pump water intake is clogged	clean jet pump intake refer to dealer clean jet pump intake	31, 49 31, 49
Unusual noise from propulsion system	-weeds or debris lodged in impeller -driveshaft damaged -bearings damaged in pump -lack of lubrication on coupler or bearing carrier	clean refer to dealer refer to dealer	31, 49
Hissing sound when removing gas cap	-hose kinked -check valve clogged	unkink refer to dealer	

Polaris Acknowledges the Following Products Mentioned in This Manual:

STA-BIL, Registered Trademark of Gold Eagle

Propex, Registered Trademark of Amoco

Loctite, Registered Trademark of Loctite Corporation

Stearns, Registered Trademark of Stearns Manufacturing

WATERCRAFT ACCESSORIES

Following is a partial list of accessories for your watercraft. See your dealer for pricing and availability and additional accessories.

Part No.	Description
2871429	Propex Cover
2871181	Black Tie Downs
2871182	Red Tie Downs
2871183	Bungy Net, 15 x 30
2871184	Bungy Net, 28x28
2871448	Dry Storage Pouch
2871450	Seat Bag
2871455	Saddle Bags
2871454	Storage Cooler Bag
2871449	Handlebar Pouch
2871466	28" Sponson Kit
2871484	SMC Repair Kit, 2 oz.
2871483	SMC Repair Kit, Quart
2871523	Hull to Deck Adhesive
2871529	Inlet Scoop
2871452	Docking Rope
2871443	Flush Kit
2871012	Marine Fire Extinguisher
2871456	Extreme Service Kit/Ocean Pro Flame Arrestors
2871487	Knee Board
2871532	Lanyard with Whistle

WATERCRAFT ACCESSORIES

Wetsuits and Drysuits

Men's Two Piece Wetsuit with Race Flags (Purple/Red/Black)

Size	S	M	L	XL	XXL
2856140	02	03	06	09	12

Women's Two Piece Wetsuit with Lightning Bolt (Purple/Blue/Black)

Size	S	M	L	XL	XXL
2856141	02	03	06	09	12

Men's One Piece Wetsuit with Race Flags (Purple/Red/Black)

Size	S	M	L	XL	XXL
2856142	02	03	06	09	12

Women's One Piece Wetsuit with Lightning Bolt (Purple/Blue/Black)

Size	S	M	L	XL	XXL
2856143	02	03	06	09	12

Men's Shorty Wetsuit (Purple/Black)

Size	S	M	L	XL	XXL
2856144	02	03	06	09	12

Women's Shorty Wetsuit (Purple/Blue/Black)

Size	S	M	L	XL	XXL
2856145	02	03	06	09	12

Neoprene Shorts (Purple/Black) Universal Men's Sizing

Size	S	M	L	XL	XXL
2856146	02	03	06	09	12

One Piece Drysuit (Purple/Black/Red)

Size	S	M	L	XL	XXL
Part No.	2850847	2850848	2850849	2850850	2850851

SPECIFICATIONS - SLT780

Engine

Engine type	Fuji 2-stroke
Induction type	Case reed
Exhaust system	Water cooled/water injected
Lubrication type	Oil injection
Oil type	Polaris TC-W3 or injection oil
Number of cylinders	3
Bore	71.3 mm
Stroke	65 mm
Displacement	779 ccm
Compression ratio (corrected)	11.85
Maximum power (approx.)	90+ hp @ 6250 RPM
Maximum torque (approx.)	78 ft. lbs. @ 6000 RPM
RPM limiter operation	6700 RPM +/- 70

Cooling

Cooling system type	Water cooled, thermostat pop-off, self draining, direct flow from propulsion unit
Overheating warning tone/light	On @ 82°C; 180°F

Electrical

Magneto generator output	10 Amps/120W @ 4500 RPM
Ignition system type	Digital ignition
Spark plug type	NGK BPR8ES
Gap	.028" (0.7 mm)
Starting system	Electric starter
Ignition timing BTDC	28° NOTE: Checked with engine cold. Marks must align @ 3000 RPM
Battery	12V, 19A
Starting system	15A resettable circuit breaker

Carburetion

Fuel type	Regular unleaded, 87 octane; or 89 oct. oxygenated
Carburetor type and number	3 diaphragm type, 38 mm; throttle bore, 34 mm venturi
Carburetion idle speed	1250 +/- 100 RPM

Propulsion

Propulsion system	Jet drive
Jet pump type	Axial flow, single stage
Impeller rotation (seen from rear)	Counterclockwise
Transmission	Direct drive
Coupling type	Rubber
Pivoting angle of direction (nozzle)	30 degrees
Minimum water level for jet pump	2 feet (60 cm)
Impeller diameter	14.8 cm

Performance

Cruising range at full throttle	50 miles (80.45 km)
Fuel tank reserve	Rev limit/Reserve @ 4200 RPM

Dimensions

Number of riders	1 - 3
Length, overall	120.3" (305.56 cm)
Width, overall	49.3" (125.22 cm)
Height, overall	39" (99.06 cm)
Dry Weight	595 lbs. (270.13 kg)
Load limit	500 lbs. (227 kg)
Hull material	SMC

Capacities

Fuel tank	14 U.S. gal. (53.06 l)
Reserve fuel tank	N/A
Injection oil reservoir	5.5 quarts (5.2 l)

Polaris Industries Inc. reserves the right to make changes in design and specifications and/or to make additions or improvements to its products without notice.

OBTAINING SERVICE AND WARRANTY ASSISTANCE

Read carefully and understand the service data and the Polaris Warranty contained in this manual. Contact your Polaris dealer in matters pertaining to replacement parts, service, or warranty. He/She is constantly kept up-to-date on changes, modifications, and tips on personal watercraft maintenance which may supersede information contained in this manual. He/She is familiar with our policies and procedures and will be happy to assist you.

When writing about parts, service, or warranty, always include the following information:

1. Serial number
2. Model number
3. Dealer name
4. Date of purchase
5. Details of trouble experienced
6. Length of time and conditions of operation
7. Indicate previous correspondence

WARRANTY POLICY

LIMITED WARRANTY

Polaris Industries Inc., 1225 Highway 169 North, Minneapolis, Minnesota 55441–5078, gives a ONE YEAR LIMITED WARRANTY on all components of the Polaris personal watercraft against defects in material or workmanship. This warranty covers the parts and labor charges for repair or replacement of defective parts which are covered by this warranty. This warranty begins on the date of purchase. This warranty is transferrable to another consumer during the warranty period through a Polaris dealer. There is a charge of \$25.00 payable to Polaris Industries Inc.

REGISTRATION

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to Polaris within ten days. Upon receipt of this registration, Polaris will record the registration for warranty. No verification of registration will be sent to the purchaser as the copy of the Warranty Registration Form will be the warranty entitlement. If you have not signed the original registration and received the "customer copy", please contact your dealer immediately. **NO WARRANTY COVERAGE WILL BE ALLOWED UNLESS YOUR PERSONAL WATERCRAFT IS REGISTERED WITH POLARIS.**

Initial dealer preparation and set-up of your personal watercraft is very important in ensuring trouble-free operation. Purchasing a machine in the crate or without proper dealer set-up will void your warranty coverage.

WARRANTY COVERAGE AND EXCLUSIONS:

LIMITATIONS OF WARRANTIES AND REMEDIES

This Polaris limited warranty covers all parts and components except for impeller damage caused by ingestion of rocks, sand, or gravel or any other damage caused by operation in shallow water. The warranty also excludes any other failures that are not caused by a defect in material or workmanship.

This warranty does not cover accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover any personal watercraft that has been altered structurally, modified, neglected, improperly maintained, used for racing, or used for purposes other than for which it was manufactured, or for any damages which occur during trailer transit or as a result of unauthorized service or the use of unauthorized parts. In addition, this warranty does not cover physical damage to paint or finish, gel coat stress cracks, tearing or puncturing of upholstery material, corrosion, or defects in parts, components or personal watercraft due to fire, explosions or any other cause beyond Polaris' control.

This warranty does not cover the use of unauthorized lubricants, chemicals, or fuels that are not compatible with watercraft. In addition this warranty does not cover stress cracks, submersion, or growth of marine organisms on hull and deck.

The exclusive remedy for breach of this warranty shall be, at Polaris' exclusive option, repair or replacement of any defective materials, or components or products. **THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS**

WARRANTY POLICY

SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE. Some states do not permit the exclusion or limitation of incidental or consequential damages or implied warranties, so the above limitations or exclusions may not apply to you if inconsistent with controlling state law.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE ABOVE ONE YEAR WARRANTY PERIOD. POLARIS FURTHER DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you if inconsistent with controlling state law.

HOW TO OBTAIN WARRANTY SERVICE

If your personal watercraft requires warranty service, you must take it to a Polaris Servicing Dealer. When requesting warranty service you must present your copy of the Warranty Registration form to the dealer. (THE COST OF TRANSPORTATION TO AND FROM THE DEALER IS YOUR RESPONSIBILITY). Polaris suggests that you use your original selling dealer; however, you may use any Polaris Servicing Dealer to perform warranty service.

Please work with your dealer to resolve any warranty issues. Should your dealer require any additional assistance they will contact the appropriate person at Polaris.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

If any of the above terms are void because of state or federal law, all other warranty terms will remain in effect.

Engine Oil

1. Always use Polaris engine oil.
2. Never substitute or mix oil brands as serious engine damage and voiding of warranty can result.

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MAINTENANCE RECORD



WARNING

Read and understand all warning labels and Owner's Manual before operation. Severe injury or death can result from ignoring warnings or improper use. Never permit a guest to operate this watercraft unless the guest has read and understands all warning labels and the Owner's Manual.

THIS MANUAL SHOULD REMAIN WITH THE WATER-CRAFT AT THE TIME OF RESALE.



National Safe Boating Council

POLARIS
INDUSTRIES INC.

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