
GENERAL INFORMATION

Serial Numbers

The hull and engine identification numbers are used to register the boat. They are the only means of identifying your particular machine from others of the same model. These serial numbers may be needed by your dealer when ordering parts. In the event of theft, investigating authorities will require both numbers as well as the model number and any unique features of your machine that could help identify it. Record these numbers here.



A. Hull Identification Number (HIN)

H.I.N.	
--------	--



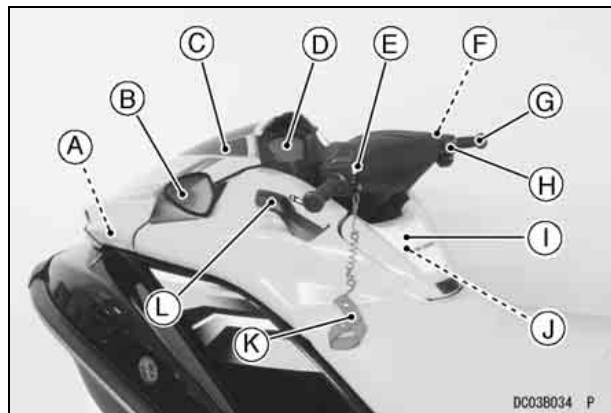
A. Engine Number

Eng. No.	
----------	--

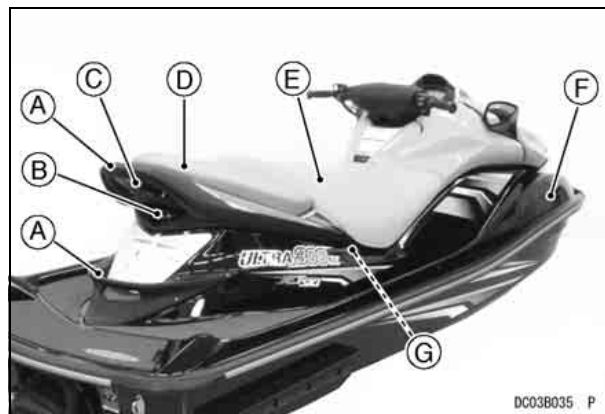
The engine number can also be confirmed by the label on the engine top.

18 GENERAL INFORMATION

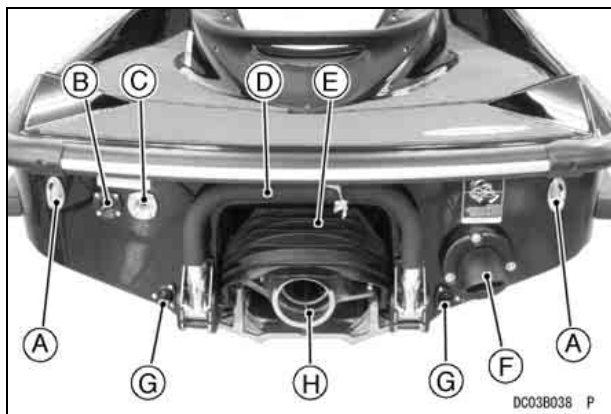
Parts Location



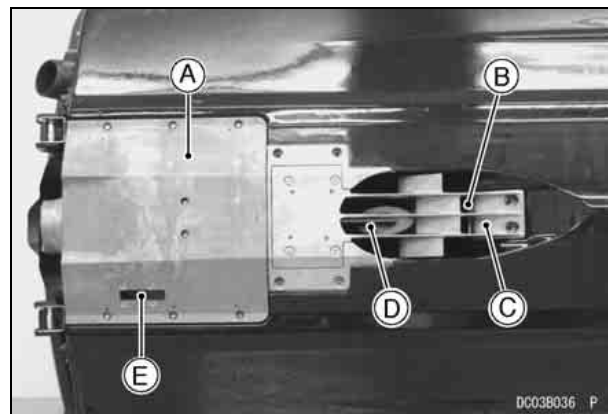
- A. Battery
- B. Rear View Mirror
- C. Front Storage Case
- D. Multifunction Meter
- E. Left Handlebar Switch Housing
 - Engine Start/Stop Button
 - Fuel Economy Assistance Mode Button
 - Electric Trim-control Button
- F. Throttle Lever
- G. Handlebars
- H. Right Handlebar Switch Housing
 - Electronic Cruise Control Button (UP/DOWN/SET)
- I. Center Storage Case
- J. Ignition Switch
- K. Engine Shut-off Lanyard
- L. Shift Lever



- A. Hand Rails
- B. Towing Hook
- C. Seat Latch
- D. Rear Seat
- E. Front Seat
- F. Bypass Outlet
- G. Engine Compartment

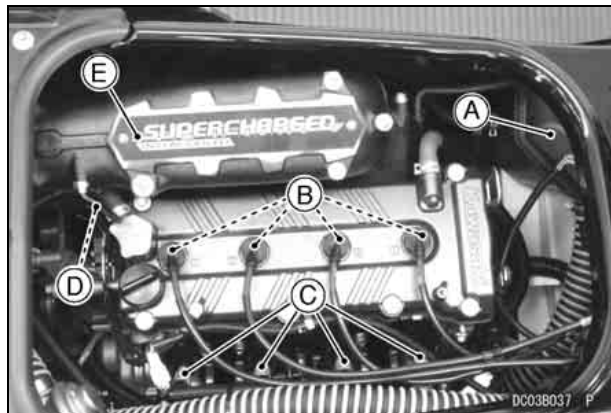


- A. Towing Eyes
- B. Engine Flushing Port
- C. Intercooler Flushing Port
- D. Reboarding Step
- E. Reverse Bucket
- F. Exhaust Outlet
- G. Drain Screws
- H. Steering Nozzle



- A. Jet Pump Cover
- B. Water Intake
- C. Grate
- D. Drive Shaft
- E. Speed Sensor

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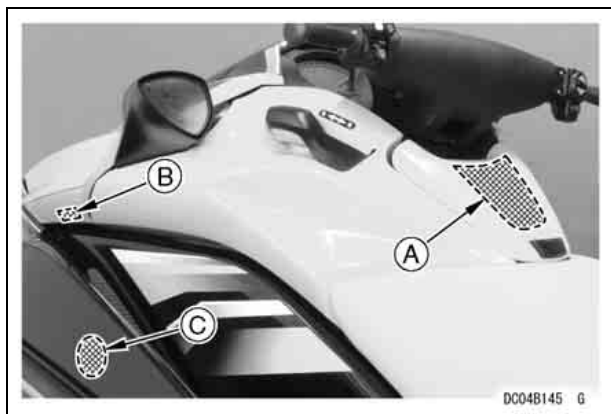
- A. Air Box
- B. Spark Plugs
- C. Fuel Injectors
- D. Supercharger
- E. Exhaust Pipe

Label Location

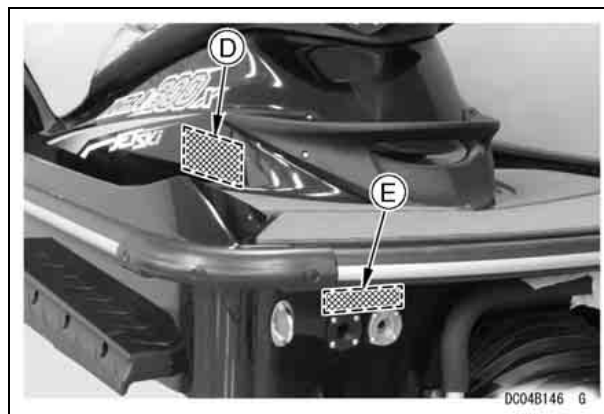
All warning labels which are on your watercraft are repeated here. Read them and understand them thoroughly. They contain information which is important for your safety and the safety of anyone else who may operate your watercraft. Therefore, it is very important that all warning labels be on your watercraft in the locations shown. If any label is missing, damaged, or worn, get a replacement from your Kawasaki dealer and install it in the correct position.

NOTE

- *The sample warning labels in this section have part numbers to help you and your dealer obtain the correct replacement.*

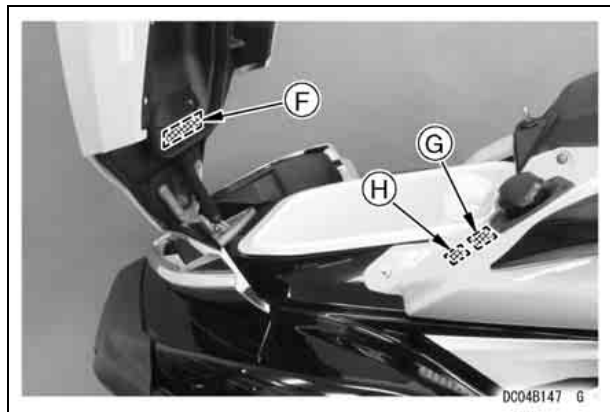


- A. Caution/Warning (Tether Switch)
- B. Fire Extinguisher
- C. Emission Label

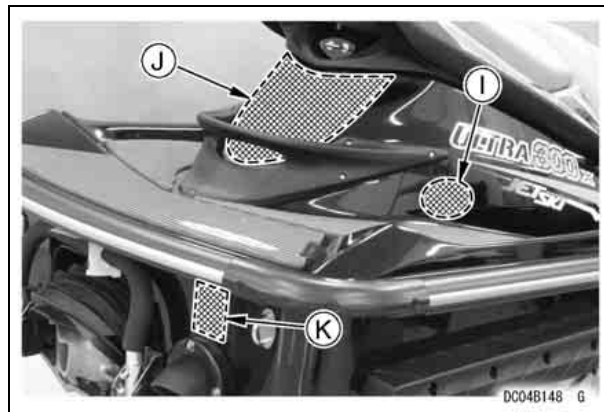


- D. Caution/Warning (Grab Handle & Step)
- E. Caution (Flushing)

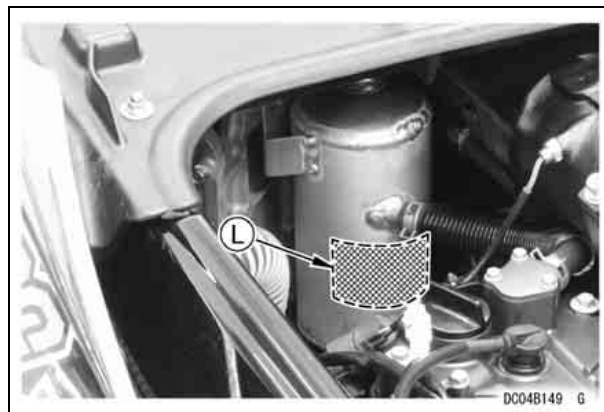
22 GENERAL INFORMATION



- F. Warning (Damper)
- G. Warning (Gasoline)
- H. Fuel Information



- I. NMMA Label
- J. Caution/Warning (Important Safety)
- K. Caution (Righting)

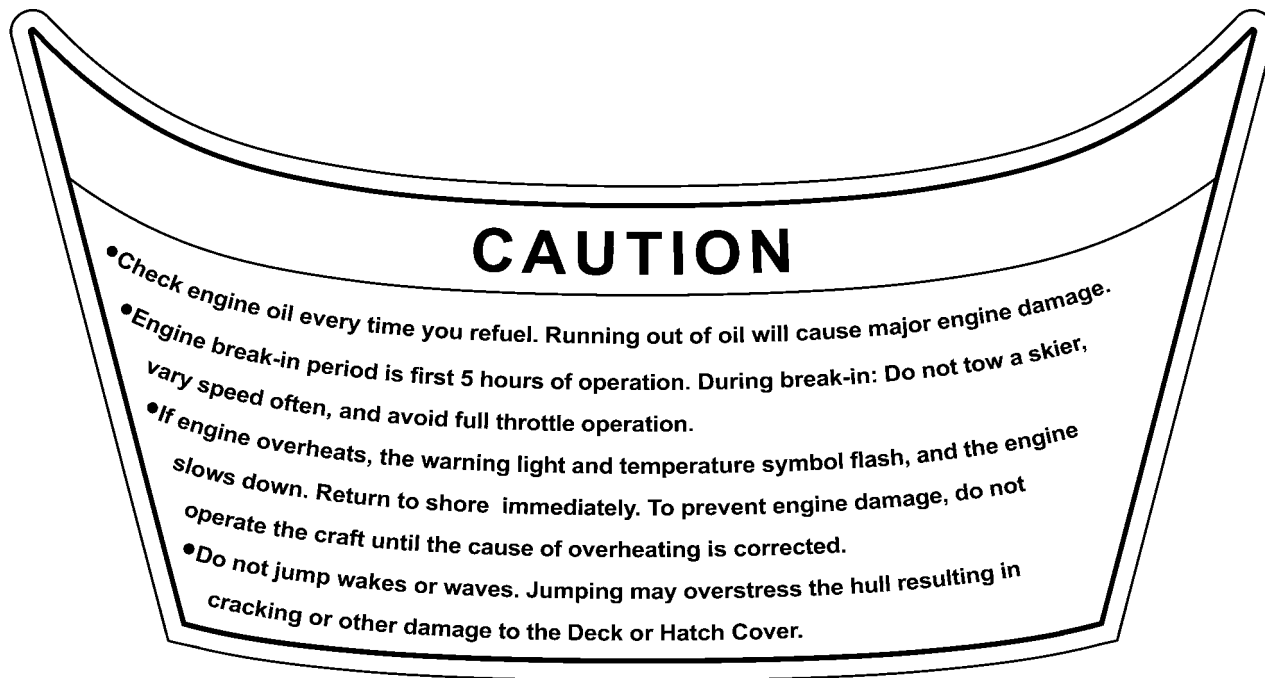


- L. Exhaust Emission Information



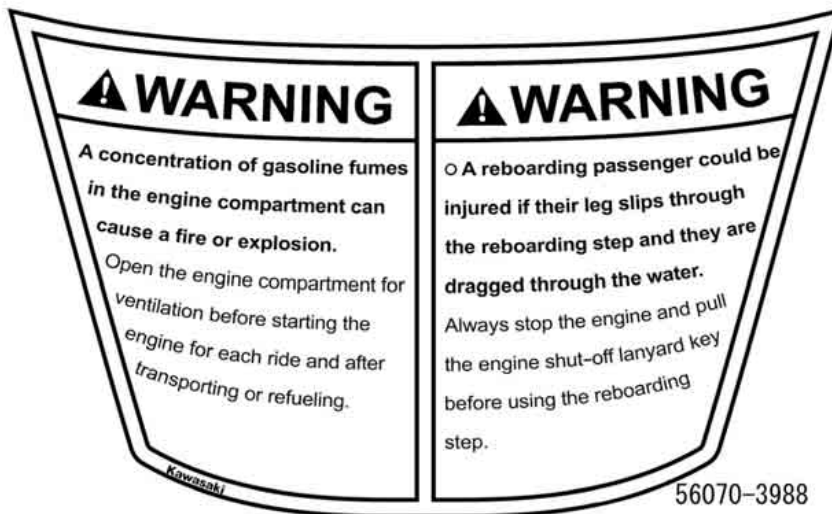
M. Battery Danger/Poison

(A)



56070-3988

(A)



DC05221B S

26 GENERAL INFORMATION

(B)

FIRE EXTINGUISHER
COMPARTMENT

56030-3755

(C)



59464-3704

DC05137B S

(D)

CAUTION

- Do not use handrail for towing objects, lifting craft, or attaching tie-downs.
- Use hook under handrail for towing water skier.
- Use metal eyes at the stern for towing another watercraft, and for securing boat to trailer.



WARNING

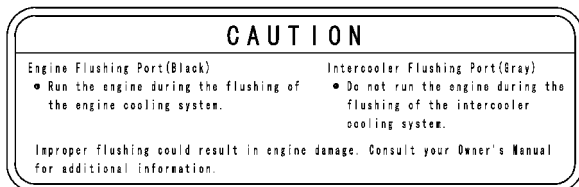
- Do not use reboarding step while engine is running.
 - Cargo on the rear deck could interfere with reboarding by causing a loss of balance and possible injury.
- Do not stack cargo in such a way that it interferes with reboarding.

Kawasaki

56070-3964

56070-3964

(E)



56071-0203

DC05383BM2 C

(F)

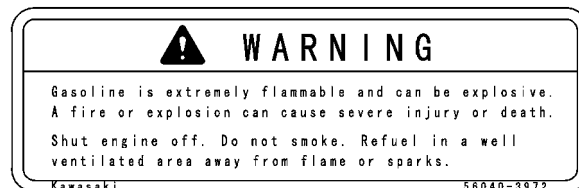


56070-3876

56070-3876

DC05028BM6 C

(G)

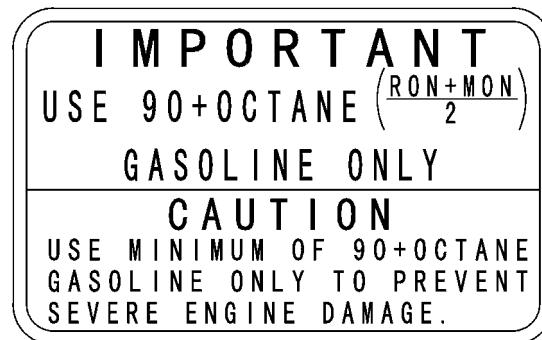


56040-3972

56040-3972

DC05066BM2 C

(H)

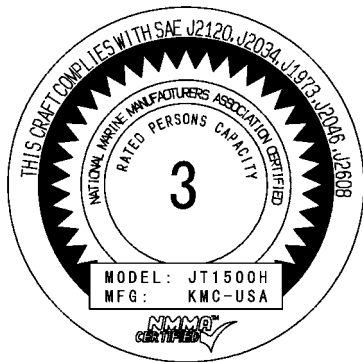


56030-1177

DC05256BM2 C

28 GENERAL INFORMATION

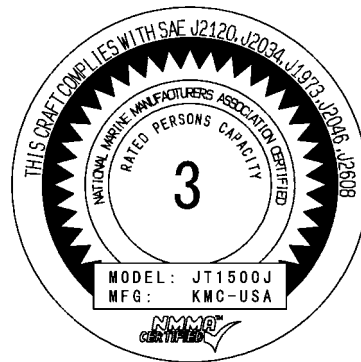
(I) JT1500H Model



59464-3788

DC05393BW2 C

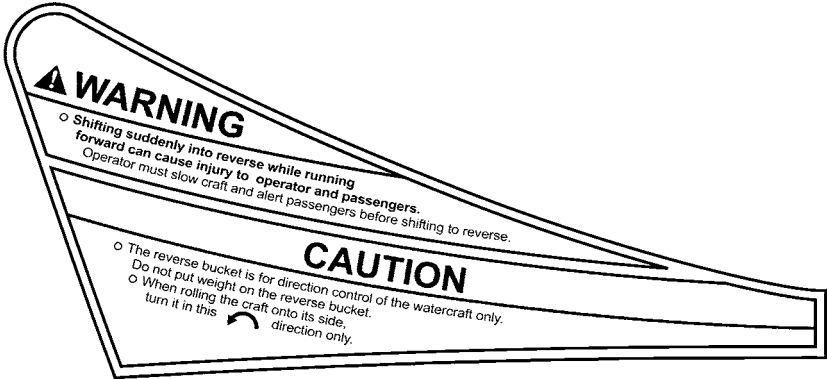
(I) JT1500J Model



59464-3791

DC05395BW2 C

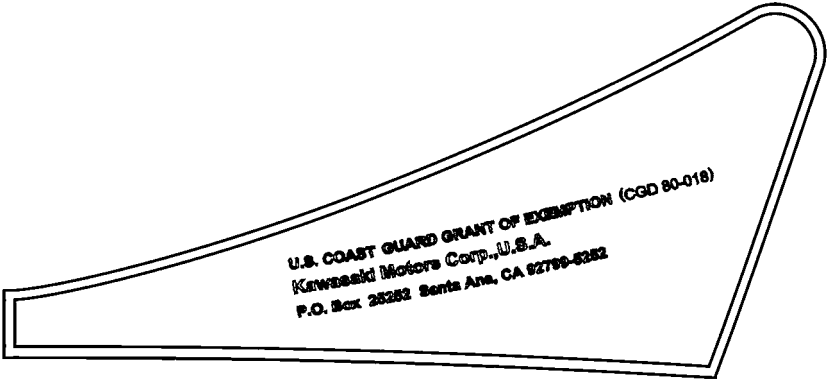
(J)



56071-3739

DC05387B S

(J)



56071-3739

DC05388B S

30 GENERAL INFORMATION

(J)

WARNING

To reduce the risk of SEVERE INJURY or DEATH:

All riders must wear a Coast Guard approved PFD that is suitable for personal watercraft (PWC) use.

WEAR A PERSONAL FLOTATION DEVICE (PFD).

WEAR PROTECTIVE CLOTHING. Severe internal injuries can occur if water is forced into body cavities as a result of falling into water or being near jet thrust nozzle. Normal swimwear does not adequately protect against forceful water entry into lower body cavities. All riders must wear a wet suit bottom or clothing that provides equivalent protection (see Owner's Manual). Footwear, gloves, and goggles/glasses are recommended.

KNOW BOATING LAWS. Kawasaki recommends a minimum operator age of 16 years old. Know the operator age and training requirements for your state. A boating safety course is recommended and may be required in your state.

ATTACH ENGINE SHUT-OFF CORD (LANYARD) to wrist and keep it free from handlebars so that engine stops if operator falls off. After riding, remove cord from PWC to avoid unauthorized use by children or others.


RIDE WITHIN YOUR LIMITS AND AVOID AGGRESSIVE MANEUVERS to reduce the risk of loss of control, ejection, and collision. This is a high performance boat - not a toy. Sharp turns or jumping wakes or waves can increase the risk of back/spinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump wakes or waves.

DO NOT APPLY THROTTLE WHEN ANYONE IS AT REAR OF PWC - turn engine off or keep engine at idle. Water and/or debris exiting jet thrust nozzle can cause severe injury.

KEEP AWAY FROM INTAKE GRATE while engine is on. Items such as long hair, loose clothing, or PFD straps can become entangled in moving parts resulting in severe injury or drowning.

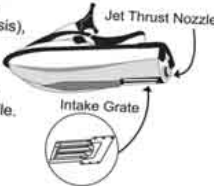
NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL

READ AND FOLLOW OWNER'S MANUAL.



PFD

Wet Suit Bottom



Jet Thrust Nozzle

Intake Grate

56071-3739

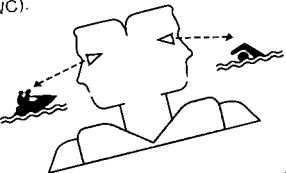
(J)

▲ WARNING

Collisions result in more **INJURIES AND DEATHS** than any other type of accident for personal watercraft (PWC).

TO AVOID COLLISIONS:

SCAN CONSTANTLY for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.



OPERATE DEFENSIVELY at safe speeds and keep a safe distance away from people, objects, and other watercraft.

- Do not follow directly behind PWCs or other boats.
- Do not go near others to spray or splash them with water.
- Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
- Avoid areas with submerged objects or shallow water.

TAKE EARLY ACTION to avoid collisions. Remember, PWCs and other boats do not have brakes.

DO NOT RELEASE THROTTLE WHEN TRYING TO STEER away from objects — you need throttle to steer. Always check throttle and steering controls for proper operation before starting PWC.

Follow navigation rules and state and local laws that apply to PWCs. See Owner's Manual for more information.

56071-3739

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(K)



56070-3986

DC05186B S

(L) JT1500H Model

EMISSION CONTROL INFORMATION	
ENGINE FAMILY	BKAXM1.503CF
MODEL	JT1500HB
FAMILY EMISSION LIMIT - HC+NOX	15.80 g/kW-h
FAMILY EMISSION LIMIT - CO	290.00 g/kW-h
DATE OF MANUFACTURE	Month and Year
ENGINE DISPLACEMENT	1498cc
MAXIMUM HORSEPOWER	221kW@7750RPM
ENGINE TUNE UP SPECIFICATIONS	
SPARK PLUG: PWR9B	GAP: 0.6-0.7MM. (0.024-0.028IN.)
IDLE SPEED: 1300RPM(IN WATER) 1300RPM(OUT OF WATER)	
THIS ENGINE CONFORMS TO 2011 MODEL YEAR U.S. EPA EXH/EVP AND CALIFORNIA EMISSIONS REGULATIONS FOR SPARK-IGNITION MARINE ENGINES. REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS.	
KAWASAKI HEAVY INDUSTRIES, LTD.	

59464-3789

DC05394BW2 C

(L) JT1500J Model

EMISSION CONTROL INFORMATION	
ENGINE FAMILY	BKAXM1.503CF
MODEL	JT1500JB
FAMILY EMISSION LIMIT - HC+NOX	15.80 g/kW-h
FAMILY EMISSION LIMIT - CO	290.00 g/kW-h
DATE OF MANUFACTURE	Month and Year
ENGINE DISPLACEMENT	1498cc
MAXIMUM HORSEPOWER	221kW@7750RPM
ENGINE TUNE UP SPECIFICATIONS	
SPARK PLUG: PWR9B	GAP: 0.6-0.7MM. (0.024-0.028IN.)
IDLE SPEED: 1300RPM(IN WATER) 1300RPM(OUT OF WATER)	
THIS ENGINE CONFORMS TO 2011 MODEL YEAR U.S. EPA EXH/EVP AND CALIFORNIA EMISSIONS REGULATIONS FOR SPARK-IGNITION MARINE ENGINES. REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS.	
KAWASAKI HEAVY INDUSTRIES, LTD.	

59464-3792

DC05396BW2 C

(M)

⚠ DANGER/POISON			
SHIELD EYES EXPLOSIVE GASES CAN CAUSE BLINDNESS OR INJURY.	NO • SPARKS • FLAMES • SMOKING	SULFURIC ACID CAN CAUSE BLINDNESS OR SEVERE BURNS.	FLUSH EYES IMMEDIATELY WITH WATER. GET MEDICAL HELP FAST.
KEEP OUT OF REACH OF CHILDREN			
<p>PROPOSITION 65 WARNING BATTERY POSTS, TERMINALS, AND RELATED ACCESSORIES CONTAIN LEAD AND LEAD COMPOUNDS, CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND REPRODUCTIVE HARM. WASH HANDS AFTER HANDLING.</p> <p>SPSYMBWPD</p>			

26012-3728

CL27003B S

Environmental Hang Tag

This engine has been certified as a:



The Symbol for Cleaner Marine Engines:

Cleaner Air and Water – for a healthier lifestyle and environment.

Better Fuel Economy – burns up to 30-40 percent less gas and oil than conventional carbureted two-stroke engines, saving money and resources.

Longer Emissions Warranty – protects consumer for worry free operation.

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One Star – Low-Emission

The one-star label identifies engines that meet the California Air Resources Board's 2001 exhaust emission standards. Engines meeting these standards have 75% lower emissions than conventional carbureted two-stroke engines. These engines are equivalent to the U.S. EPA's 2006 standards for marine engines.



Two Stars – Very Low-Emission

The two-star label identifies engines that meet the California Air Resources Board's 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One-Star-Low-Emission engines.



DC06001B S

Three Stars - Ultra Low Emission

The three-star label identifies engines that meet the Air Resources Board's 2008 exhaust emission standards. Engines meeting these standards have 65% lower emissions than One-Star Low Emission engines.



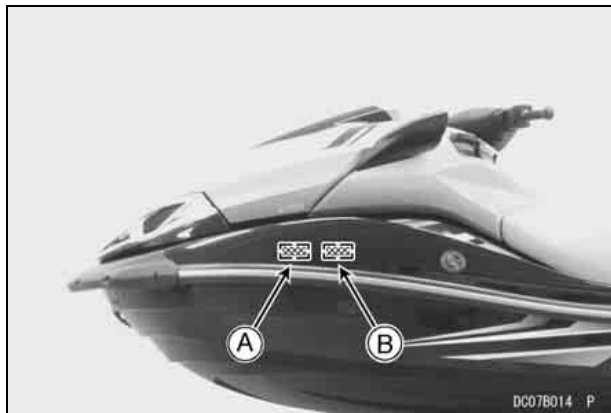
DC05254B S

Four Stars - Super Ultra Low Emission

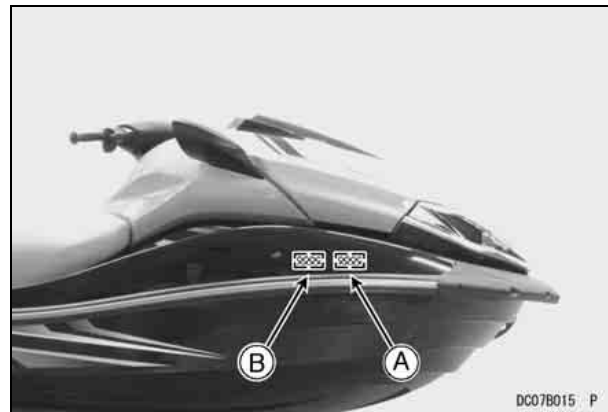
The four-star label identifies engines that meet the Air Resources Board's Sterndrive and Inboard marine engine 2009 exhaust emission standards. Personal Watercraft may also comply with these standards. Engines meeting these standards have 90 % lower emission than One Star-Low Emission engines.

Registration Numbers

The graphic design of your JET SKI watercraft provides a specific location on each side for the registration numbers and validation decals.



A. Location for Registration Number
B. Location for Validation Decal



A. Location for Registration Number
B. Location for Validation Decal

The registration numbers must read from left to right on both sides of the watercraft. Typically, the validation decal must be placed 3 inches (76.2 mm) beyond, and level with the first or last letter of the identification number.

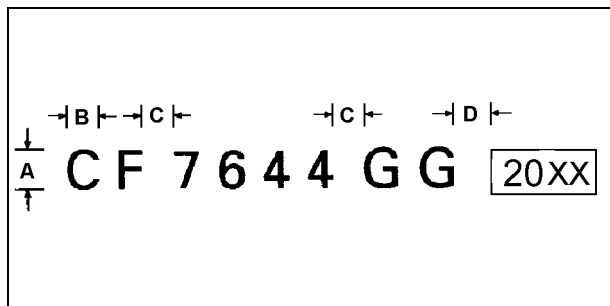
NOTE

○ *Requirements for registration numbers and validation decals may vary from those given here for your state. Always follow the directions provided at the time you register your watercraft.*

Registration numbers must be block characters no less than 3 inches (76.2 mm) in height. They should be a color contrasting with the background. The spaces between the numerals and the prefix/suffix

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letters must be equal to the width of any letter except "I" or any number except "1."



A = 3 inches (76.2 mm) minimum

B = C

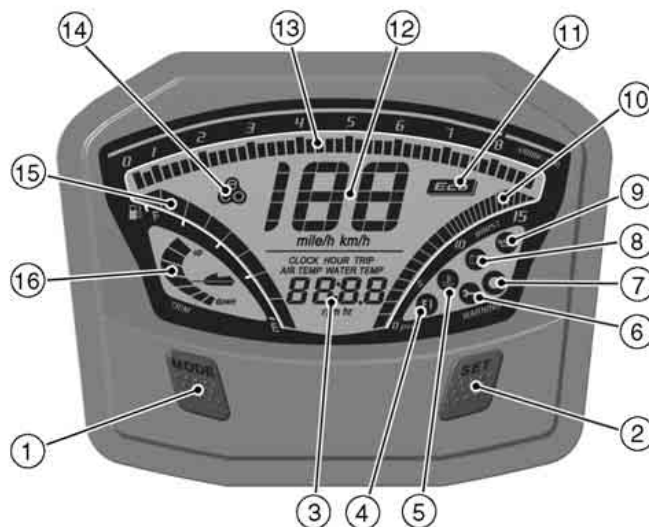
D = 3 inches (76.2 mm)

Multifunction Meter

Ahead of the steering handlebars is a multifunction meter. When the ignition switch is turned on, all displays on the panel are shown together with the warning indicator light on and the buzzer will sound twice. After this self-check procedure, the meter display shows the normal readings.

NOTE

- *The display will go off 3 minutes after stopping the engine using the engine stop lanyard or stop button.*
- *The "MODE" button operates when the engine is running slower than 3 000 rpm.*
- *When the warning light goes on, an intermittent buzzer sound accompanies. This buzzer sound can be stopped by pushing either "SET" or "Mode" button.*
- *To turn off the blinking warning indicator lights, it is necessary to hold down either "SET" or "MODE" button for more than one second.*
- *Then the "MODE" button can be operated normally.*



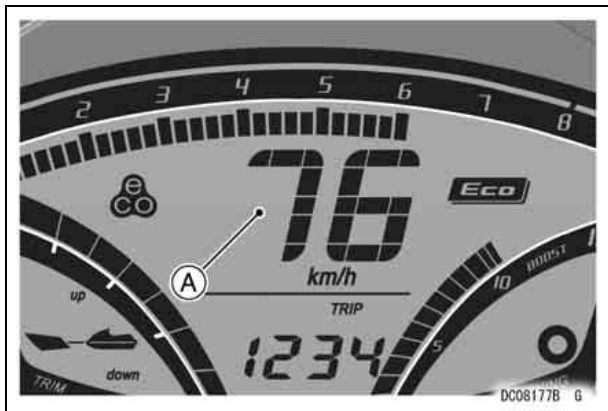
DC08174B G

- | | |
|---|---------------------------------------|
| 1. "MODE" Button | 6. Immobilizer Indicator |
| 2. "SET" Button | 7. Warning Indicator Light (LED) |
| 3. Multifunction Display | 8. Low Battery Voltage Indicator |
| Clock | 9. Engine Oil Pressure Indicator |
| Time/Trip/Hour Meters | 10. Boost Meter |
| Tachometer (Numerical Value) | 11. Fuel Economy Assistance Indicator |
| Maximum Speed & Engine rpm | 12. Speedometer |
| Water Temperature | 13. Tachometer |
| Outside Temperature | 14. Economical Riding Indicator |
| 4. FI Indicator | 15. Fuel Level Gauge |
| 5. Engine Cooling Water Temperature Indicator | 16. Electric Trim-control Indicator |

38 GENERAL INFORMATION

Speedometer

The speedometer shows the speed of the watercraft. During a sharp turn the speed shown can be 6 to 12 mph (10 to 20 km/h) lower than the actual speed.



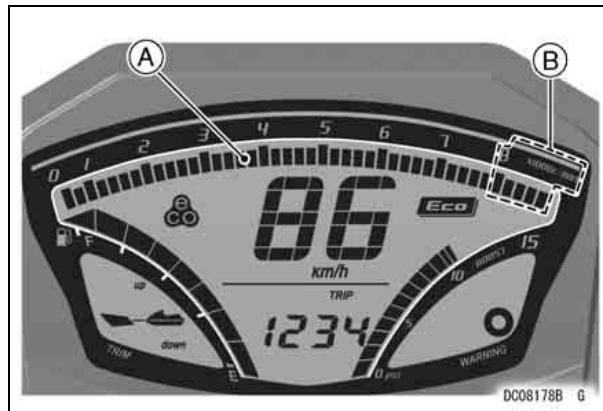
A. Speedometer

NOTE

- You can change the speedometer display from mile/h to km/h and vice-versa, see Hour Meter section for the details.

Tachometer

The tachometer shows the engine speed in revolutions per minute (rpm). On the right side of the tachometer face is a portion called the “red zone”. Engine r/min (rpm) in the red zone is above maximum recommended engine speed and is also above the range for good performance.



A. Tachometer

B. Red Zone

CAUTION

Engine r/min (rpm) should not be allowed to enter the red zone; operation in the red zone will overstress the engine and may cause serious engine damage.

Boost Meter

The boost meter segments show the amount of boost pressure produced by the supercharger.

If the segments do not go on when the engine is running, have your authorized JET SKI watercraft dealer check the supercharger and meter unit.



A. Boost Meter

Multifunction Displays

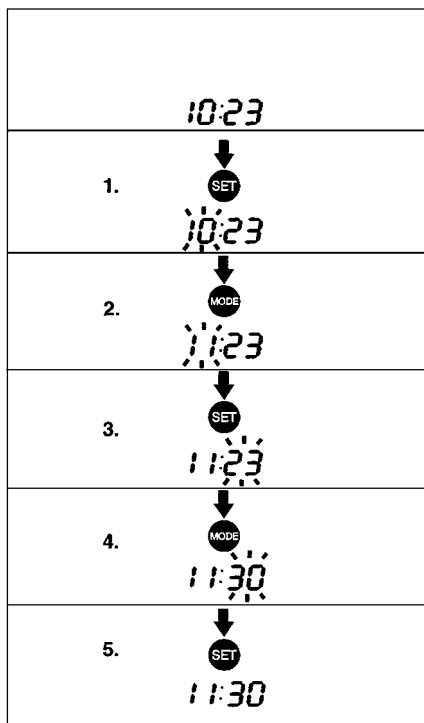
The Clock, Time/Trip/Hour Meters, Tachometer, Maximum Speed & Engine rpm, Water Temperature and the Outside Temperature will be displayed under the speedometer. By pushing the “Mode” button, shift the display. These modes will shift in series if the “MODE” button is pressed for 2 seconds or more.

Clock



1. Push the “SET” button for 2 seconds or more. The hour display starts blinking.
2. Push the “MODE” button to advance the hours.
3. Push the “SET” button. The hour display stops blinking and the minutes display starts blinking.
4. Push the “MODE” button to advance the minutes.
5. Push the “SET” button. The minutes display stops blinking and the clock starts working.

40 GENERAL INFORMATION



DC08008B S

NOTE

- Pushing the "MODE" button momentarily advances the hour or minute step by step. Holding the button down advances the hour or minute continuously.
- The clock works normally from the back-up power while the ignition switch is turned off.
- When the battery is disconnected, the clock resets to 12:00, and starts working again when a battery is connected.

Time Meter

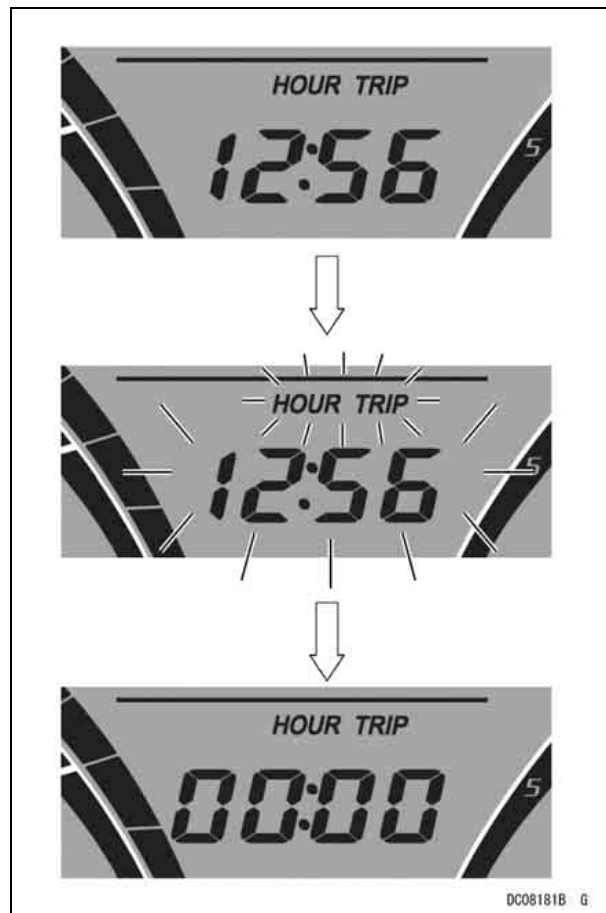
The time meter shows the time passed since it was last reset to zero.

To reset the time meter:

1. Push and hold the “SET” button. All the displays in this mode start blinking.
2. After two seconds the displays stop blinking and the hour and minute display turns back to 00:00, and then starts working, if the engine is running. The meter works on until it is next reset, unless the ignition switch is turned off.

NOTE

- The time data is maintained by the back-up power if the ignition switch is turned off, and it starts working when the craft is next operated.
- When the time comes to 99:59 when the engine is running, it turns back to 00:00 and starts counting upward again.
- When the battery is disconnected, the time display resets to 00:00.



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Trip Meter

The trip meter shows the distance traveled since it was last reset to zero.

To reset the trip meter:

1. Push the "SET" button and hold it in. All the displays in this mode start blinking.
2. After two seconds the displays stop blinking and the figure display turns to 000.0, and then starts counting when the craft is operated. The meter works on until it is next reset, unless the ignition switch is turned off.

NOTE

- *The data is maintained by the back-up power if the ignition switch is turned off.*
- *When the trip meter is reset while the craft is stopped, it starts counting as soon as the craft starts moving.*
- *When the figures come to 999.9 when the craft is running, they turn back to 000.0 and start counting again.*
- *When the battery is disconnected, the meter display resets to 000.0.*



Hour Meter

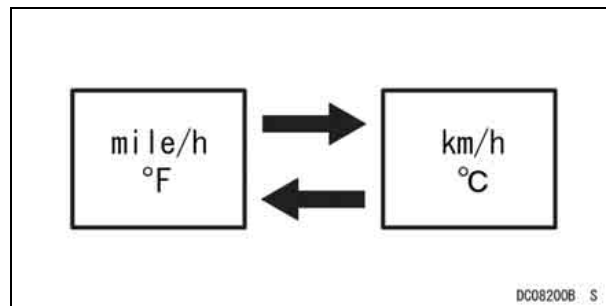
The hour meter shows the total hours that the watercraft has been operated. This meter cannot be reset.



NOTE

- The data is maintained even if the battery is disconnected.
- When the figures come to 9999, they turn back to 0000 and start counting upward again while the craft is operated.

With the Hour Meter display, you can change the unit setting. When pushing the “SET” button for more 3 seconds, the unit shifts in the following order.



Tachometer (Numerical Value)

The tachometer shows the engine speed in revolutions per minutes (rpm).



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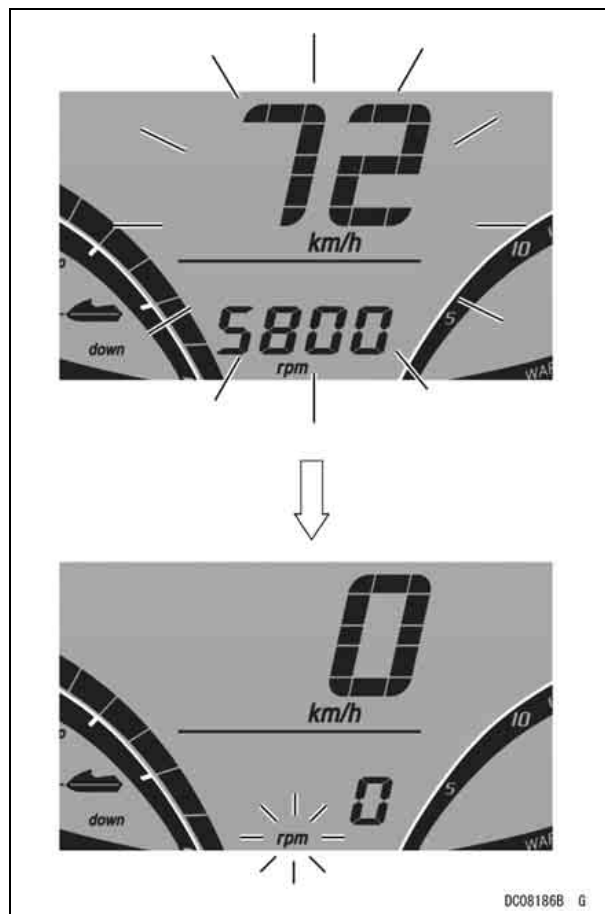
Maximum Speed & Engine rpm

The maximum speed ever recorded since last reset and its corresponding engine rpm are shown. "RPM" symbol blinks in this mode.



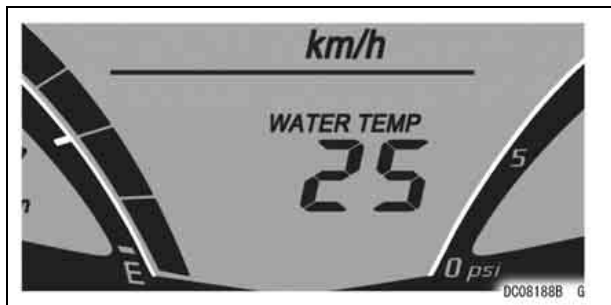
To reset this record:

1. Push the "SET" button and hold it.
All the displays in this mode start blinking.
2. After two seconds the displays stop blinking and figure displays turn to 0000.



Water Temperature

This display shows the ambient water temperature by numerical value. The water temperature display is renewed every 5 seconds.



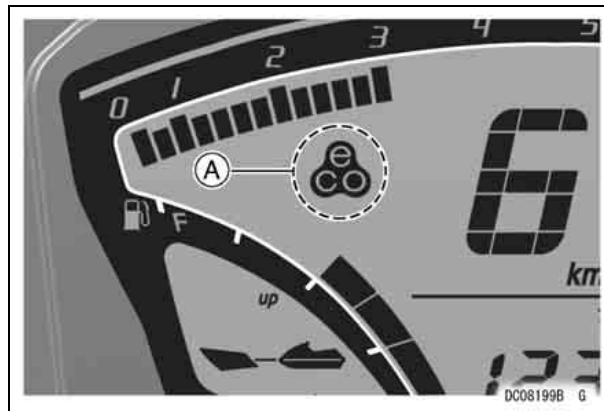
Outside Temperature

This display shows the outside temperature by numerical value. The outside temperature display is renewed every 5 seconds.



Economical Riding Indicator

When the operator is driving the watercraft for optimum fuel-efficiency, the economical riding indicator appears on the multifunction meter to indicate favorable fuel consumption. Monitoring the economical riding indicator can help the rider maximize fuel efficiency.



A. Economical Riding Indicator

⚠ WARNING

Failing to properly observe your surroundings increases the chance of collisions. Do not concentrate on the economical riding indicator by taking your eyes off your surroundings; observe using peripheral vision.

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Fuel Economy Assistance Indicator

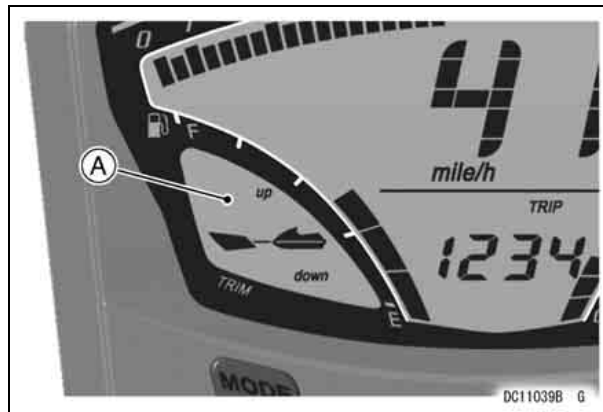
This indicator shows the operating state of the fuel economy assistance mode. For more detailed information about the fuel economy assistance mode, see the Fuel Economy Assistance Mode in the Controls section.



A. Fuel Economy Assistance Indicator

Electric Trim-control Indicator

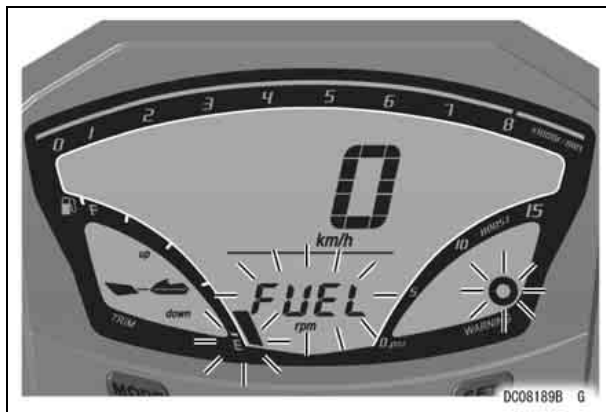
This indicator shows the operating state of the electric trim-control. For more detailed information about the electric trim-control, see the Electric Trim-control in the Controls section.



A. Electric Trim-control Indicator

Fuel Level Gauge/"FUEL" Character/Warning Indicator Light

The fuel level is shown in segments. All fuel segments are displayed when the fuel tank is full. As the fuel is consumed, the segments go out accordingly. When the last segment is reached, it begins blinking (E mark). The warning indicator light goes on and the "FUEL" character under the speedometer blinks with buzzer sound to warn the operator as well. Buzzer sound will stop when any button is held down for more than one second. When the low fuel indication begins blinking, 28 liters (7.4 U.S. gal) of fuel remain. Reduce speed to less than half-throttle and fill the fuel tank as soon as possible because there is no reserve tank in this watercraft (See the Fuel and Controls sections).



Engine Oil Pressure Indicator/"OILP" Character/Warning Indicator Light

The engine oil pressure indicator blinks with buzzer sound to warn the operator whenever the oil pressure is dangerously low. Also the warning indicator light goes on and "OILP" character under the speedometer blinks. The engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and fill the oil as soon as possible (Refer to "ENGINE OIL"). Hold down any button for more than one second to stop the buzzer sound.

NOTE

- It is normal that the oil warning indicator light will remain on after the watercraft is capsized and up-righted if the ignition key is on.



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Engine Cooling Water Temperature Indicator/"HEAT" character/Warning Indicator Light

If the engine cooling water temperature gets too high, the warning indicator light goes on and the engine cooling water temperature indicator blinks with buzzer sound to warn the operator. Also "HEAT" character under the speedometer blinks. The engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and check the cooling system for clogging (see the Special Procedures section in the Operating Instructions chapter). Buzzer sound will stop when any button is held down for more than one second.

CAUTION

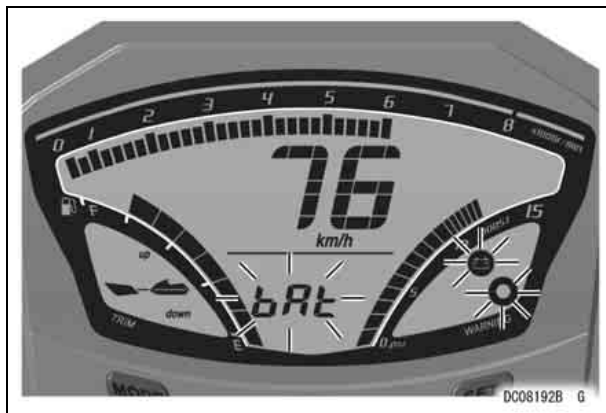
To prevent engine damage, do not operate the craft until the cause of overheating is corrected.



Low Battery Voltage Indicator/“bAt” Character/Warning Indicator Light

Warning indicator light goes on and low battery voltage indicator and “bAt” character blink with buzzer sound to warn the operator when the battery voltage is less than 11.5 volts. If the low battery voltage indicator blinks, return to the shore immediately.

Remove your watercraft’s battery and charge it. Buzzer sound will stop when any button is held down for more than one second.



Engine Oil Temperature indicator/ “OILt” Character/Warning Indicator Light

If the engine oil temperature sensor should fail to function properly, the warning indicator light goes on and the engine oil pressure indicator and the “OILt” character blink with buzzer sound to warn the operator. The engine speed is automatically controlled to 3 000 rpm.

Return to the shore immediately and have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem. Hold down any button for more than one second to stop the buzzer sound.



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Engine Oil Overheat Indicator/“OILH” Character/Warning Indicator Light

If the engine oil temperature gets too high, the warning indicator light goes on and the engine oil pressure indicator blinks with buzzer sound to warn the operator. Also “OILH” character starts blinking.

Under this condition, the engine speed is automatically controlled to 3 000 rpm. Return to shore immediately and check the cooling system for clogging and engine oil level. If the cause is other than a clogged cooling system or low oil level, have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem (see the TROUBLE SHOOTING for the causes listed Engine RPM does not increase more than 3 000).

Hold down any button for more than one second to stop the buzzer sound.



FI Indicator/“FI” Character/Warning Indicator Light

If the fuel-injection-related parts and the electronic throttle valve system and the electric trim-control system should fail to function properly, the warning indicator light goes on and the FI indicator and the “FI” character blink with buzzer sound to warn the operator.

Return to the shore immediately and have your authorized Kawasaki JET SKI watercraft dealer check your boat to determine the suspected problem. Hold down any button for more than one second to stop the buzzer sound.

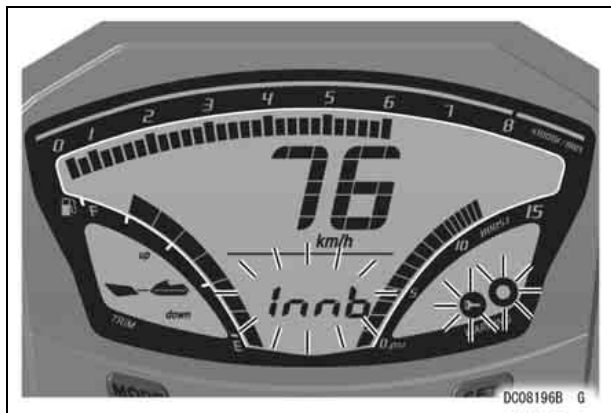
Depending on the nature of the trouble, the engine speed is automatically controlled to 3 000 rpm.



Immobilizer Amplifier Indicator/“Innb” Character/ Warning Indicator Light

If the amplifier for the immobilizer system should fail to function properly, the warning indicator light, the immobilizer indicator and the “Innb” character blink with buzzer sound to warn the operator. Have your authorized Kawasaki JET SKI watercraft dealer check your boat.

Hold down any button for more than one second to stop the buzzer sound.



Immobilizer Key Matching Indicator/“I9nI” Character/Warning Indicator Light

If a key other than that registered to your watercraft is tried, the warning indicator light, the immobilizer indicator and the “I9nI” character blink with buzzer sound to warn the operator.



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Communication Trouble Indicator/“Err” Character/Warning Indicator Light

If there should be a trouble in communication between the multifunction meter and the Electronic Control Unit (ECU), the warning indicator light goes on and the FI indicator and the “Err” character blink with buzzer sound to warn the operator. Have your authorized Kawasaki JET SKI watercraft dealer check your boat.

Hold down any button for more than one second to stop the buzzer sound.



Fuel

CAUTION

Do not use racing fuels or fuel additives. This watercraft has not been tested and certified for use with such fuels. Damage to the engine and fuel system may result from the use of improper fuel.

Fuel Requirements

Fuel Type

Use clean, fresh unleaded gasoline with a minimum Antiknock Index of 90. The Antiknock Index is posted on service station pumps in the U.S.A. The octane rating of a gasoline is a measure of its resistance to detonation or “knocking”. The Antiknock Index is an average of the Research Octane Number (RON) and the Motor Octane Number (MON) as shown in the table below.

Octane Rating Method		Minimum Rating
Antiknock Index	$\frac{(\text{RON} + \text{MON})}{2}$	90

CAUTION

Use minimum of 90 octane gasoline only to prevent severe engine damage.

CAUTION

If engine “knocking” or “pinging” occurs, use a different brand of gasoline of a higher octane rating. If this condition is allowed to continue, it can lead to severe engine damage. Gasoline quality is important. Fuels of low quality or not meeting standard industry specifications may result in unsatisfactory performance. Operating problems that result from the use of poor quality or no recommended fuel may not be covered under your warranty.

Fuels Containing Oxygenates

Gasoline frequently contains oxygenates (alcohols and ethers) especially in areas of the U.S. and Canada which are required to sell such reformulated fuels as part of a strategy to reduce exhaust emissions.

The types and volume of fuel oxygenates approved for use in unleaded gasoline by the U.S. Environmental Protection Agency include a broad range of alcohols and ethers, but only two components have seen any significant level of commercial use.

Gasoline/Alcohol Blends - Gasoline containing up to 10% ethanol (alcohol produced from agricultural products such as corn), also known as “gasohol” is approved for use.

CAUTION

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible, and never use “gasohol” containing more than 5% methanol. Fuel system damage and performance problems may result.

Gasoline/Ether Blends - The most common ether is methyl tertiary butyl ether (MTBE). You may use gasoline containing up to 15% MTBE.

NOTE

- *Other oxygenates approved for use in unleaded gasoline include TAME (up to 16.7%) and ETBE (up to 17.2%). Fuel containing these oxygenates can also be used in your Kawasaki.*

CAUTION

Never use gasoline with an octane rating lower than the minimum specified by Kawasaki.

Never use "gasohol" with more than 10 % ethanol, or more than 5% methanol. Gasoline containing methanol must also be blended with cosolvents and corrosion inhibitors.

Certain ingredients of gasoline may cause paint fading or damage. Be extra careful not to spill gasoline or gasoline oxygenate blends during refueling.

When not operating your Kawasaki for 30 to 60 days, mix a fuel stabilizer (such as STA-BIL) with the gasoline in the fuel tank. Fuel stabilizer additives inhibit oxidation of the fuel which minimizes gummy deposits. Never store this product with "gasohol" in the fuel system. Before storage it is recommended that you drain all fuel from the fuel tank and fuel system. See the Storage section in this manual.

Filling the Tank

WARNING

Gasoline is extremely flammable and can be explosive under certain conditions. Pull the lanyard key off the stop button. Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Avoid filling the tank in the rain or where heavy dust is blowing so that the fuel does not get contaminated.

The fuel tank is located at the front end of the engine compartment and the fuel filler cap is under the front storage lid. Open the lid and turn the cap counterclockwise and remove it.



A. Fuel Filler Cap

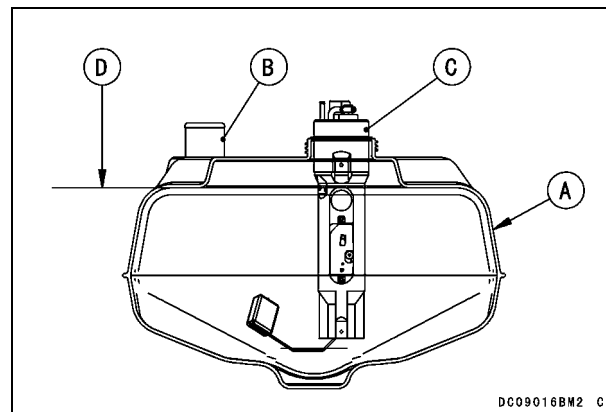
Remove the seats and observe the fuel level in the fuel tank to avoid overfilling when filling.

Also observe the fuel level gauge on the meter for the segments to increase while filling.

Fill the tank with the recommended octane rating gasoline. The use of a small diameter pour spout (or funnel) will make filling easier. Pour slowly to avoid "spit back" and allow air to escape from the tank.

WARNING

Never fill the tank completely to the top. As the fuel expands in a warm tank, it may overflow from the vent tube. After refueling, make sure the filler cap is closed securely.



- A. Fuel Tank
- B. Filler Neck
- C. Fuel Pump
- D. Maximum Fuel Level

After transporting or refueling and before starting the engine, open the front storage compartment lid and remove the seats (see the Seat Latch section) for several minutes to ventilate the engine compartment.

WARNING

A concentration of gasoline fumes in the engine compartment can cause a fire or explosion.

Engine Oil

In order for the engine to function properly, maintain the engine oil at the proper level, and change the oil and replace the oil filter in accordance with the Periodic Maintenance Chart. Not only do dirt and metal particles collect in the oil, but the oil itself loses its lubricative quality if used too long.

Oil Requirements

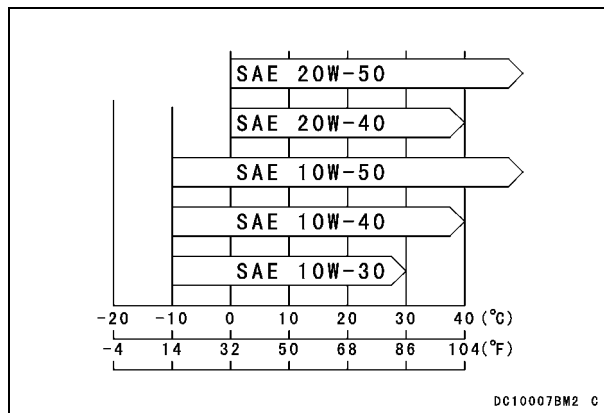
Type:	Kawasaki Performance 4-Stroke Jet Ski® Watercraft Oil* Kawasaki Performance 4-Stroke Semi-Synthetic Oil* Kawasaki Performance 4-Stroke Full Synthetic Oil* or other 4-stroke oils with API SG, SH, SJ, SL, SM and JASO MA, MA1, MA2 rating
Viscosity:	SAE10W-40
Capacity:	4.5 L (4.8 US qt) 5.5 L (5.8 US qt) when engine is completely dry.

*Kawasaki Performance Oils and Lubricants have been specifically engineered for your vehicle. Consistent use of these products meets or exceeds warranty and service requirements and can help to extend the life of your Kawasaki.

NOTE

○ Do not add any chemical additive to the oil. Oils fulfilling the above requirements are fully formulated and provide adequate lubrication for both the engine and the clutch.

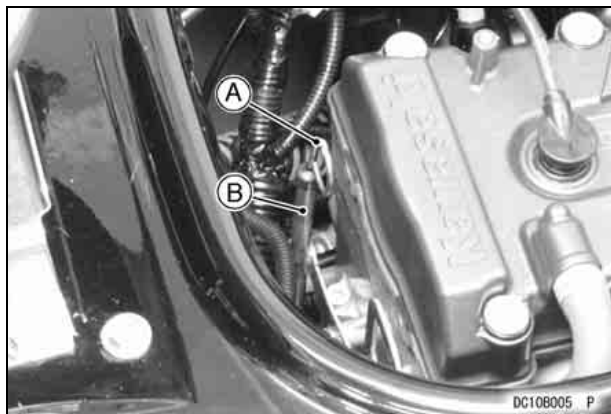
Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



Oil Level Inspection

- Check the engine oil level each day before operating your watercraft and add oil if necessary. Refer to the Pre-Ride Check List in Operating Instruction chapter.
- Whenever you check the oil level, keep your watercraft level side to side and fore to aft as much as possible.

- Remove the dipstick, wipe it dry and insert it back to the dipstick tube, and then remove it again to check the oil level.

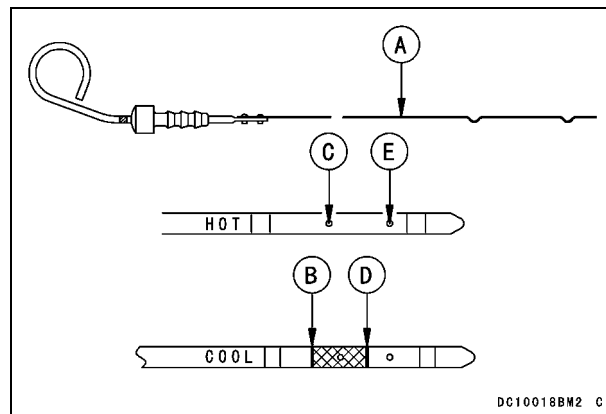


A. Dipstick
B. Dipstick Tube

- The oil level must be between the “H” (High) and “L” (Low) level on the stick. Use the cold level mark.

NOTE

- Be careful when reading the dipstick as different level marks on the dipstick should be used depending if the oil is warm or cold. See the next illustration.



A. Dipstick
B. “H” (High) Level when cold
C. “H” (High) Level when hot
D. “L” (Low) Level when cold
E. “L” (Low) Level when hot

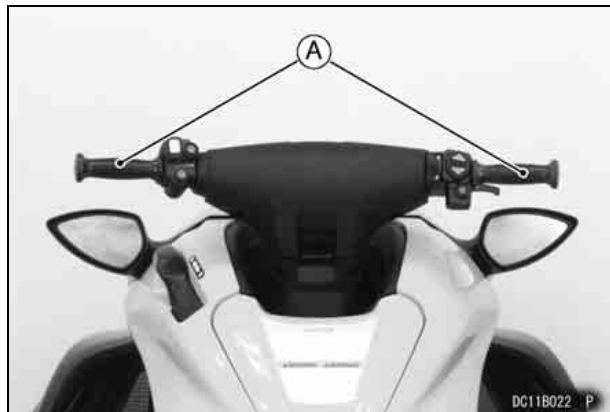
- If the oil level is too low, add oil to reach the Low Level. Use the same type and brand of oil that is already in the engine.
- See Maintenance and Adjustment chapter for adding oil procedure.

CAUTION

Be careful not to allow any dirt or foreign materials to enter the engine.

Controls

Steering Handlebars

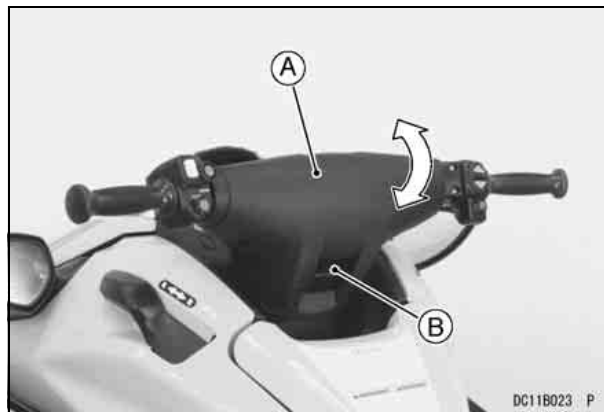


A. Handlebars

The steering handlebars allow the ride to control direction of the watercraft. Turning the handlebars will cause the watercraft to turn **ONLY WHEN THE ENGINE IS RUNNING AND ONLY WHEN THE THROTTLE IS APPLIED**. The handlebars are connected by a control cable to the jet pump steering nozzle at the rear of the boat.

Tilt Lever

The handlebar tilt can be changed to your choice. Push down the tilt lever and move the handlebars up or down, you can select the best position in five different angles.



**A. Steering Handlebars
B. Tilt Lever**

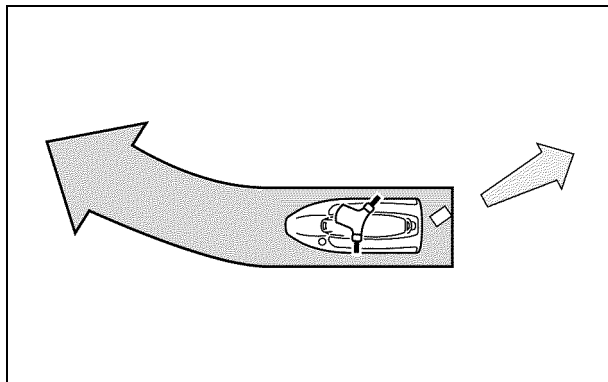
WARNING

Never touch the tilt lever during operation, or the handlebars may suddenly change position, which may cause an accident.

Kawasaki Smart Steering™ (KSS™)

Your JET SKI watercraft provides turning action under certain conditions when the throttle is released. There must be thrust at the jet nozzle to initiate and complete turns. This is a supplemental steering system which assists operators in learning to negotiate turns and maneuver.

Your JET SKI watercraft continuously detects the operator's steering input as well as boat speed. When the throttle is released while boat speed is high and a turn is initiated, the your JET SKI watercraft automatically increases engine speed to provide additional thrust. The system does not work when the engine is off or boat speed is low.



Important Information

When you make an emergency maneuver: **YOU MUST HAVE THRUST TO TURN**, so keep the throttle on or apply throttle as needed to maintain thrust at the jet nozzle.

You can turn quicker by applying the throttle as needed and not relying upon the steering system. The system functions when all of these conditions are present:

- engine speed averages more than 3 000 RPM for a specified time
- the throttle is released completely
- and the handlebars are held fully to the left or right.

Smart Learning Operation mode (SLO)

This watercraft is equipped with the Smart Learning Operation mode (SLO), which reduces the maximum watercraft speed by approximately 30 percent.

SLO mode is displayed on the meter as SLO, whereas the non-restricted ordinary mode (Full Power Operation mode, FPO) is displayed as FPO.

Under the SLO mode, all the functions of the multifunction meter and KSS function remain the same as the ordinary mode, FPO.

To switch from FPO mode to SLO and vice versa, stop the engine and replace the ignition key from FPO to SLO and vice versa. See the Ignition Switch section and Multifunction Meter section in this chapter.

We suggest that the owner/operator become familiar with the SLO mode so that they can assist others in understanding how it works.

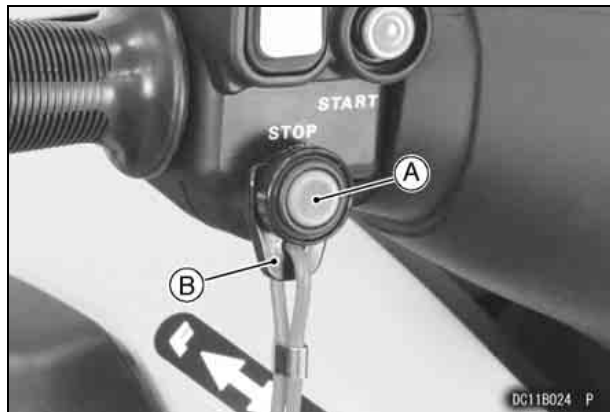
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Stop Button

The stop button is in the case on the left hand side of the handlebar. The stop button is red and marked "STOP." Pushing the stop button turns off the engine.

The engine is also stopped by pulling the engine shut-off lanyard key off the stop button.

After riding, remove the engine shut-off lanyard key from watercraft to avoid unauthorized use by children or others.



A. Stop Button
B. Lanyard Key

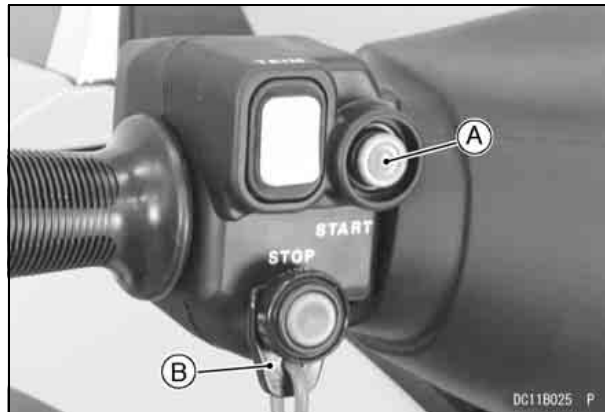
Start Button

The start button is in the case on the left hand side of the handlebar. The start button is green and is marked "START." Pushing the start button with the engine shut-off lanyard key pushed under the stop button starts the engine. Release it when the engine

starts. Without the lanyard key the engine neither cranks nor starts.

CAUTION

Do not push the "START" button while the engine is running or while the starter is still spinning, as it will hasten starter wear and may cause the starter to jam.



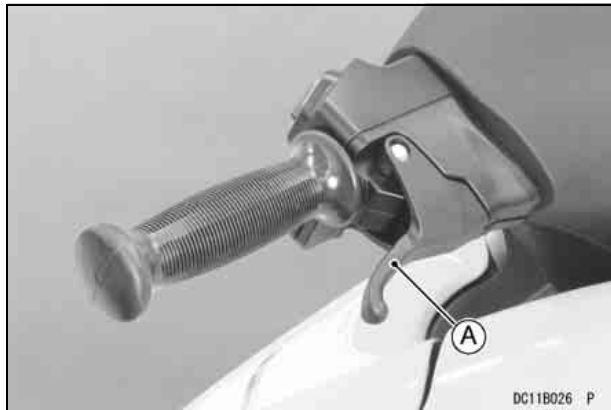
A. Start Button
B. Lanyard Key

NOTE

- For the engine to start, the ignition switch must be inserted and the engine shut-off lanyard key must be pushed under the stop button.
- Refer to the Starting the Engine section in the Operating Instructions chapter.

Throttle Lever

The throttle lever is located on the right hand side of the handlebars. Squeezing the lever towards the handlebar grip increases engine speed. When released, spring pressure returns the lever to the idle position. Always check that the throttle lever returns normally before starting the engine. In addition, there must be adequate throttle cable play. Refer to the MAINTENANCE AND ADJUSTMENTS chapter for the throttle cable adjustment procedure.

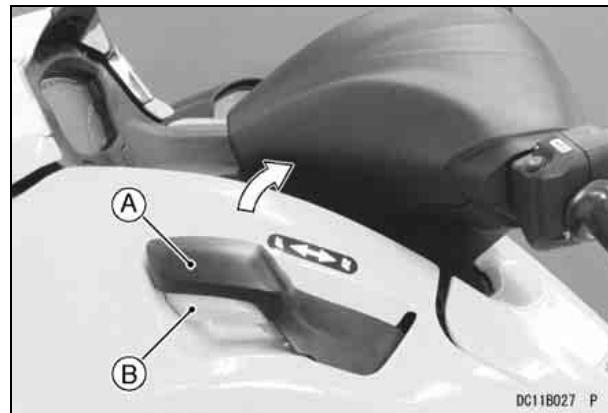


A. Throttle Lever

Shift Lever

The shift lever is located on the left side under the steering handlebars and has two positions: "F" (Forward) and "R" (Reverse).

To shift into Reverse from Forward, squeeze the trigger on the lever while pulling the lever all the way up.



A. Shift Lever

B. Trigger

To shift into Forward, squeeze the trigger while pushing the lever all the way down.

Be sure to allow the watercraft to slow down before shifting from Forward to Reverse.

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⚠ WARNING

Do not shift into reverse while running forward at high speed and do not use reverse as a brake, or the watercraft bow may suddenly dive into the water, which can cause injury to the occupants by throwing them forward. The operator should slow the watercraft to a stop and alert the passengers before shifting to Reverse.

Refer to the Operating the JET SKI Watercraft in Reverse section in the OPERATING INSTRUCTIONS chapter.

Fuel Economy Assistance Mode

This watercraft is equipped with a fuel economy assistance mode that helps maximize fuel efficiency. Activating the fuel economy assistance mode changes to a leaner fuel injection map that prioritizes fuel economy over ride ability.

Fuel Economy Assistance Mode Activation

- Push the fuel economy assistance mode button on the left handlebar switch housing to activate the fuel economy assistance mode. When the fuel economy assistance mode is activated, the fuel economy assistance indicator appears on the multifunction meter.

NOTE

○ In the SLO mode, the fuel economy assistance mode cannot be activated.



A. Fuel Economy Assistance Mode Button



A. Fuel Economy Assistance Indicator

Fuel Economy Assistance Mode Deactivation

- Push the fuel economy assistance mode button for more than 2 seconds to deactivate the fuel economy assistance mode.

NOTE

- *Rider input affects vehicle fuel efficiency. Fuel consumption may not change due to sudden start or quick acceleration.*
- *Activating the fuel economy assistance mode decreases horsepower.*
- *If “knocking” or “pinging” occurs, use a different brand of gasoline or higher octane rating.*

CAUTION

Use minimum of 90 octane gasoline only to prevent severe engine damage.

One-touch 5 mph Mode

The one-touch 5 mph mode is a function that maintains the engine speed at 8 km/h (5 mph) for operating the watercraft at low speed.

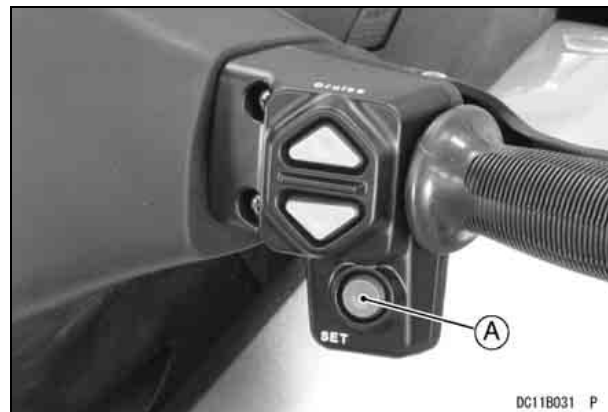
One-touch 5 mph Mode Activation

- Release the throttle lever, and leave the engine running at the idle speed.

- Push the set button (for more than 0.3 seconds) on the right switch housing to activate the one-touch 5 mph mode. When the one-touch 5 mph mode is activated, “8 km/h” (“5 mph”) in the speedometer starts blinking.

NOTE

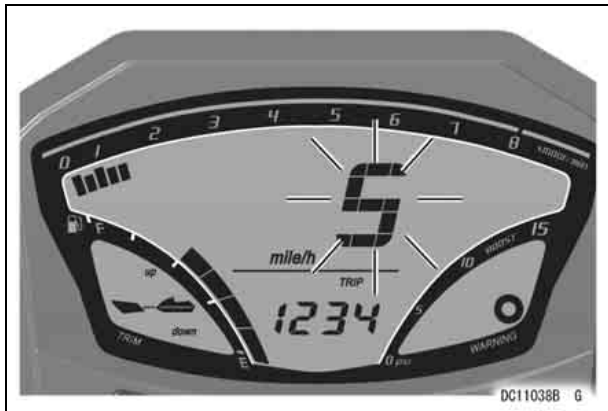
- *When the one-touch 5 mph mode is activated, the buzzer sounds two times.*



A. Set Button

DC11B031 P

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One-touch 5 mph Mode Deactivation

- To deactivate the one-touch 5 mph mode, perform either one of the following two procedures.

Squeeze the throttle lever.

Push the set button (for more than 0.3 seconds).

NOTE

- When the one-touch 5 mph mode is deactivated, the buzzer sounds two times.

Electronic Cruise Control Mode

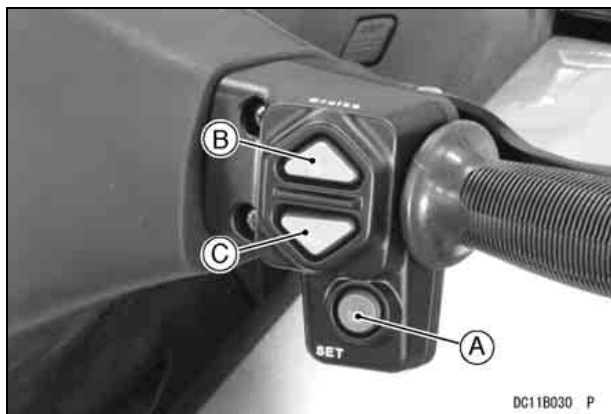
The electronic cruise control mode is a function for maintaining a desired watercraft speed while operating the watercraft. It is a convenient feature for long-distance cruising.

Electronic Cruise Control Mode Activation

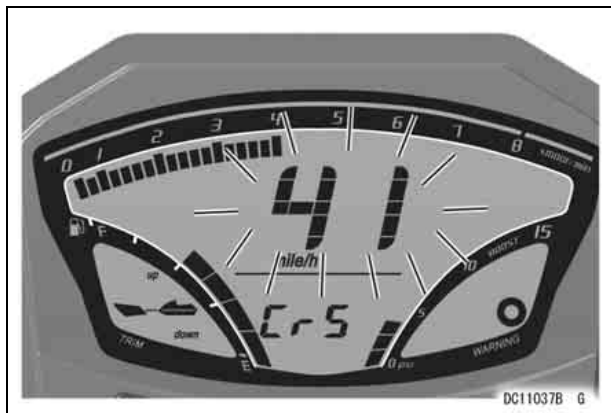
- Operate the throttle lever until the desired engine speed is reached.
- Push the set button on the right switch housing to activate the electronic cruise control mode.
- Be sure that the mode has changed by the buzzer sounds and meter display, and squeeze the throttle lever slowly.
- You must hold the throttle lever at or beyond the point at which the cruise control was set to maintain the cruise control mode. For maximum comfort, hold the throttle lever against the grip.

NOTE

- When the electronic cruise control mode is activated, the speed indication in the speedometer blinks and the normal display (3 seconds) and "CrS" (1 second) appear alternately below the speed indication.
- When the electronic cruise control mode is activated, the buzzer sounds three times.



- A. Set button
- B. Up button
- C. Down button



Electronic Cruise Control Mode Deactivation

- Releasing the throttle lever will deactivate the electronic cruise control mode.

NOTE

- When the electronic cruise control mode is deactivated, the buzzer sounds three times.

Watercraft Speed Adjustment

When the electronic cruise control mode is activated, the engine speed can be adjusted by pushing either the up button or down button. The engine speed is changed by 200 rpm and watercraft speed is changed accordingly.

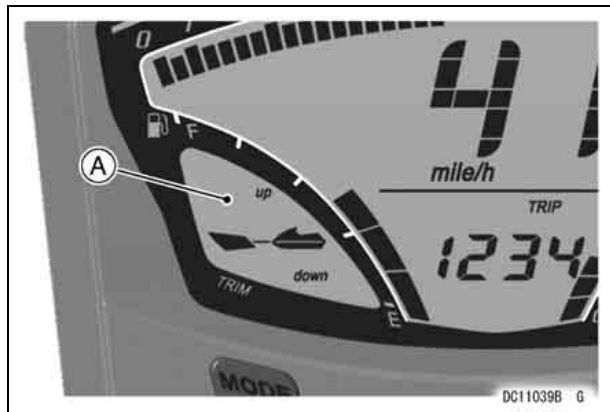
NOTE

- The engine speed can be adjusted within the engine speed range of 1 750 rpm to 7 000 rpm.

Electric Trim-control

This system allows the angle of the jet nozzle to be controlled electrically, making it easier for riders to adjust the attitude of the hull to suit water surface conditions and riding style. The bow position is displayed in the electric trim-control indicator in the multifunction meter.

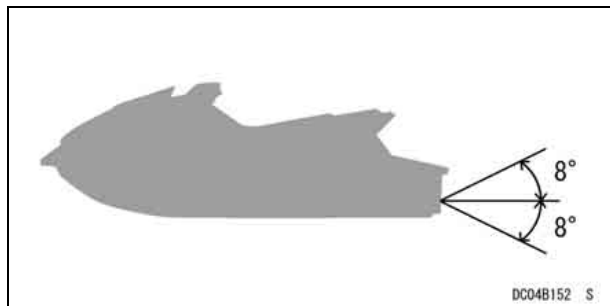
66 GENERAL INFORMATION



A. Electric Trim-control Indicator

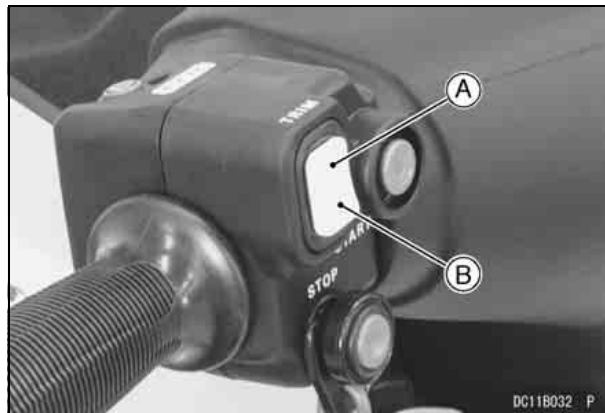
NOTE

○ The step-free adjustment range is $\pm 8^\circ$ from STD.



Trim angle adjustment

The electric trim-control button on the left handle switch housing is used to adjust the trim angle. To put the bow up, push the upper side of the button. To put the bow down, push the lower side of the button.



A. Electric Trim-control button (upper side)
B. Electric Trim-control button (lower side)

NOTE

- Holding down the button changes the trim angle continuously.
- In rough water, angling the jet pump upwards raises the bow for rough water handling. Conversely, when conditions are smooth, angling the jet pump downwards lowers the bow for turning performance.

Keys

Your Jet Ski watercraft has electronic keys used to activate the ignition switch in the FPO or SLO mode. These keys are programmed to match the engine's ECU and can only be duplicated by your Kawasaki dealer using at least one of the original keys. If both keys are lost, you must purchase a new ECU.

Before operating your Jet Ski watercraft, Kawasaki advises you to purchase at least one spare key and have your dealer register the key with your PWC. Store the spare or one of the original keys at home in a secure place in case the other is lost. It's also a good idea to keep a spare with your PFD, in case a key is lost while on the water.

Ignition Switch

The ignition switch is located in the center storage case.

This watercraft is equipped with two kinds of ignition keys, one of which can control the watercraft speed for the unskilled and the other for normal operation.

Also those keys are equipped with immobilizer system to protect your watercraft from theft.

SLO/FPO Modes

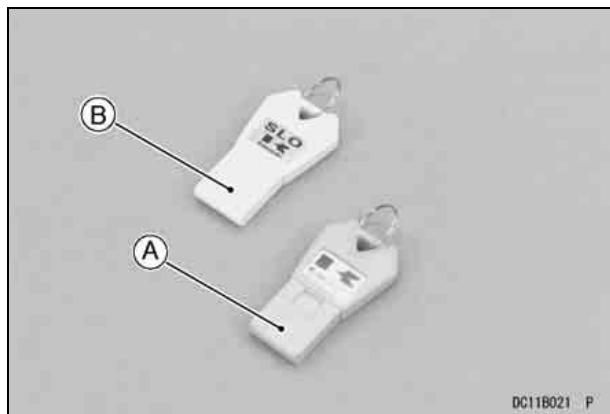
Depending on his/her skill, rider can choose either Smart Learning Operation Mode (SLO), which reduces the maximum watercraft speed, or ordinary Full Power Operation Mode (FPO).

Keys are color-coded.

FPO in orange color

SLO in yellow color and marked SLO

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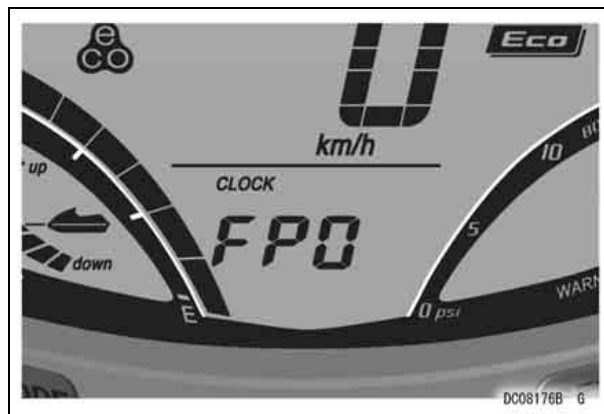


- A. FPO Key (Full Power Operation Mode: orange-colored)
- B. SLO Key (Smart Learning Operation Mode: yellow-colored and marked SLO)

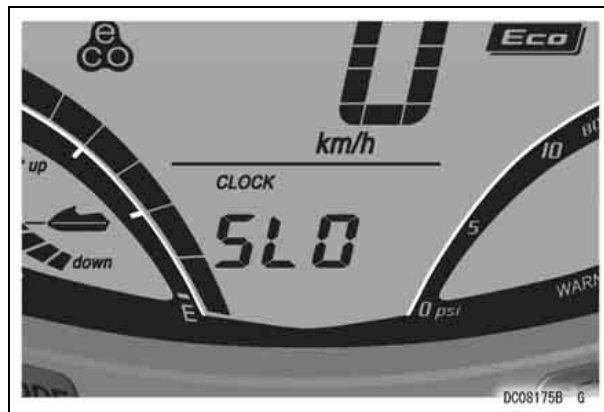
NOTE

○ The ignition key floats on water by itself, however, when being attached to an accessory or accessories that are heavier than water, such as metallic ones, it could sink in water. Do not attach an accessory or accessories that do not float on water to the ignition key.

When FPO key is inserted, the multifunction meter will show the following display.



And when SLO key is inserted:



Refer to the Controls section of this chapter for SLO information.

NOTE

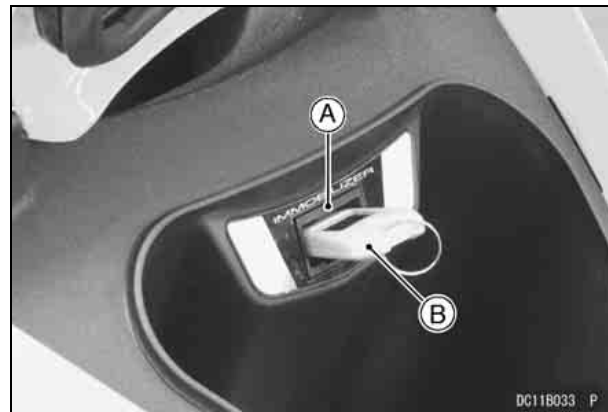
- When shifted to the SLO mode, the initial display, as shown when the ignition switch is turned on, is shown together with a buzzer sound.
- Then, “SLO” is shown blinking every three seconds.
- When shifted to the normal operation mode (Full Power Operation mode, FPO), the same initial display is first shown with buzzer sound and followed by “FPO” for two seconds. However, “FPO” is shown only once when shifted and is not displayed thereafter.
- Under the SLO mode, all the meter displays and other functions work in the same manner as the normal operation (Full Power Operation, FPO) mode.

How to use the Immobilizer-function keys

Insert either SLO or FPO key into the key slot in the center storage case and press the key further in. Then the communication is performed between the ECU (electronic control unit) and the immobilizer key and the code of the immobilizer key is checked.

If the ECU recognizes the key, the warning indicator light goes on with buzzer sound and the initial display will be shown on the multifunction meter.

This is the state in which engine starting is possible.

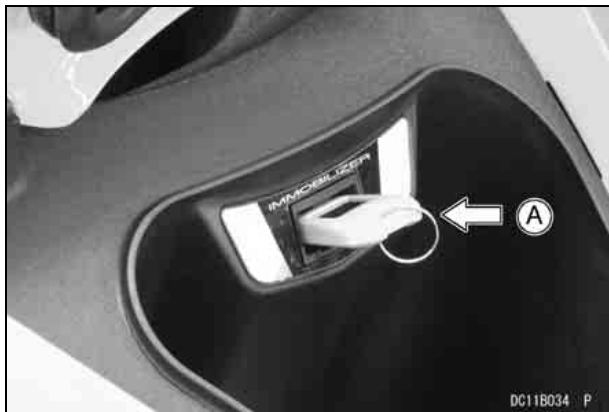


A. Key Slot
B. Immobilizer Key

NOTE

- When shifting the mode from SLO to FPO and vice versa, be sure to stop the engine. If the engine is on, the mode cannot be shifted.
- When three minutes have passed after the engine is stopped, the meter display disappears and the ignition switch is turned off. When turning on the ignition switch again in this situation, push the ignition key forward.

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A. Push

Be sure to keep the key inserted in the slot while riding the watercraft. This is important because if you lose the keys at sea you will be unable to start the engine again and may end up being stranded.

Observe the following precautions to protect your immobilizer keys.

CAUTION

Do not expose the keys to excessively high temperature.

Do not place the keys close to magnets.

Do not place heavy item on the keys.

Do not damage the plastic covers.

Do not give shocks to the keys.

If an unregistered key is tried, an alarm buzzer and warning indicator light blinks at the multifunction meter. Alarms are also given if immobilizer system causes any trouble, see Multifunction Meter section in this chapter.

NOTE

○ *Since the immobilizer system uses the electric wave for communication, key identification error may occur where other electric waves abound.*

Whenever the watercraft is not in use, be sure to remove the key from the key slot to prevent unauthorized use.

Spare keys

If you lose the key, contact a Kawasaki dealer to obtain a new one. Take the watercraft to the dealer to have the key registered to the ECU. You need at least one registered key to have a new key registered to ECU, and if you have lost both registered keys, you have to replace the ECU. For this reason, we suggest that you keep the registered keys separately.

NOTE

○ *There is a limit to the number of keys you can make at one time, contact your authorized dealer for more information.*

Declaration of conformity

FCC Warning

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with Part 15 of the FCC Rules and RSS-Gen of IC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference.
- (2) This device must accept any interference received, including interference that may cause undesired operation.

Seat Latches

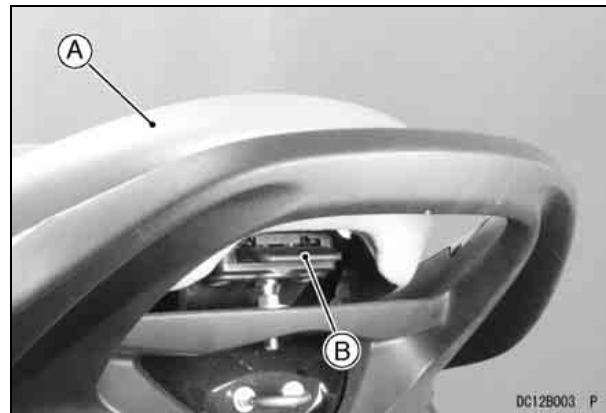
There are two individual seats which can be unlocked using the latch under the rear of each seat. Remove the rear seat first.

The procedure to open and close is the same for both seats.

To Open: Pull the latch handle and remove the seat up and to the rear.

To Close: Engage the front of the seat in place and slide it all the way forward by pushing the rear of the seat and then push down on the rear of the seat to lock it.

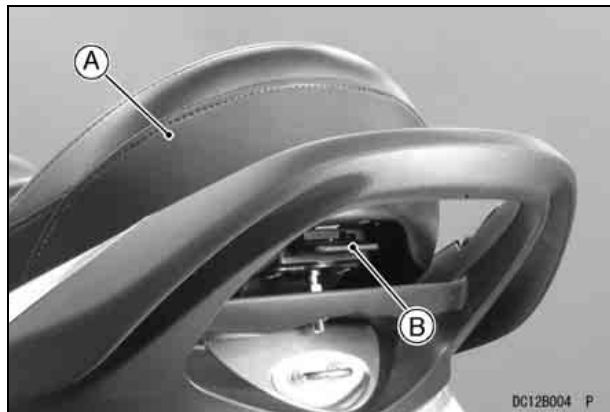
JT1500H Model



A. Rear Seat
B. Latch Handle

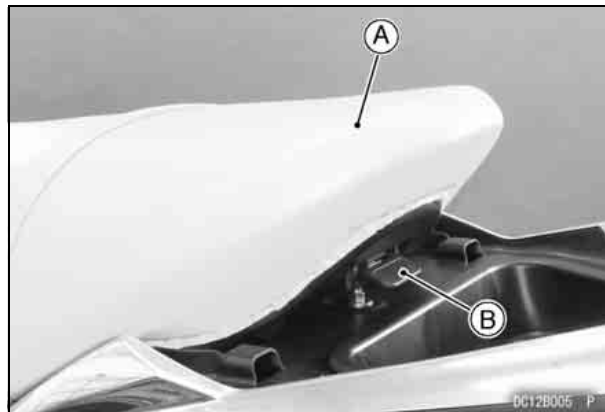
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JT1500J Model



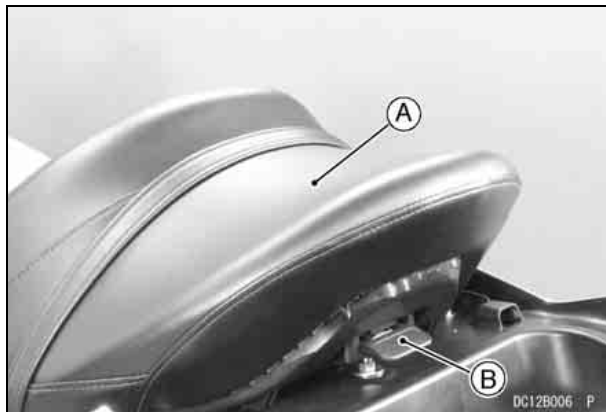
- A. Rear Seat
- B. Latch Handle

JT1500H Model



- A. Front Seat
- B. Latch Handle

JT1500J Model



- A. Front Seat**
B. Latch Handle

When transporting the watercraft, make sure the seats are secured to prevent them from becoming dislodged and damaged or lost.

The handrail behind the seat is for boarding from deep water. Also, when towing a water skier, the handrail should be held by the observer who faces rearward to watch the water skier. It is not designed for any other purposes.

See page 89 for instructions on where to attach tow ropes.

CAUTION

Do not use handrail and hook for towing another watercraft, lifting craft, or attaching tie-downs.

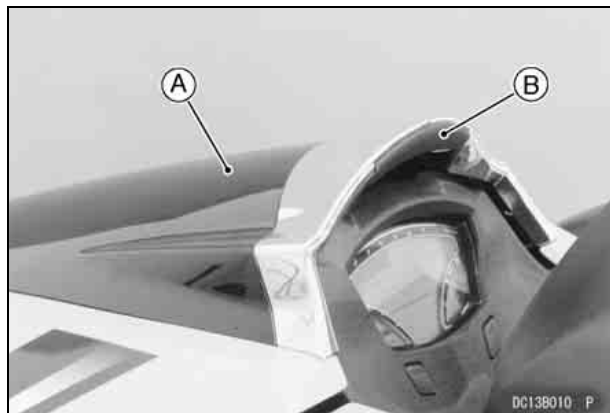
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Storage Compartment

The box type storage case is located in the bow. Store this Owner's Manual, put in a plastic bag, in the storage case.

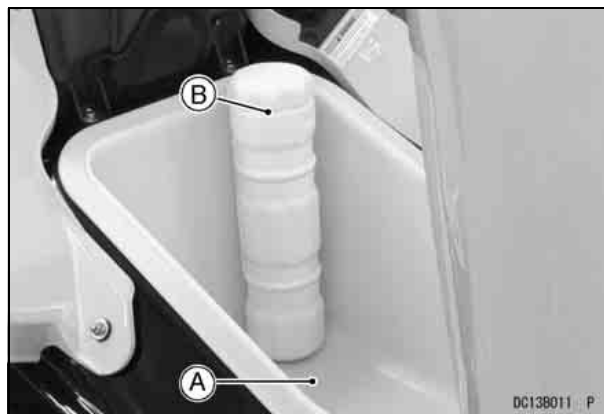
To open the lid, pull the knob and raise the lid all the way up.

To close the lid, push on it near the knob until it latches.



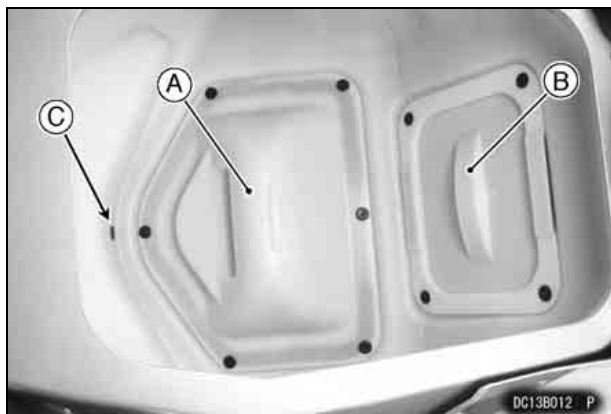
A. Front Storage Lid
B. Knob

You will find a container for a fire extinguisher attached in the storage case. (The fire extinguisher is not standard equipment with this watercraft.)



A. Front Storage Case
B. Fire Extinguisher

Remove the storage case, and you will find another space in the bow where the battery and the fuse are located. At the bottom of the compartment, there is a drain plug. Remove this plug when draining water in the compartment.



- A. Battery (Fuse) Cover
- B. ECU Cover
- C. Drain Plug

CAUTION

Make sure that you put the storage case in position when riding. Running the watercraft without the case will cause the water to enter the storage compartment.

NOTE

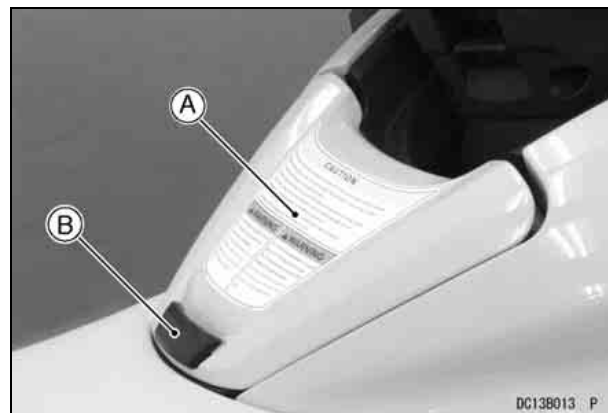
- *Make sure that the storage compartment lid is properly secured before riding the watercraft.*

Center and Rear Storage Cases

There is a center storage case in front of the seat. The ignition switch is inside this case.

To open the lid, pull the knob.

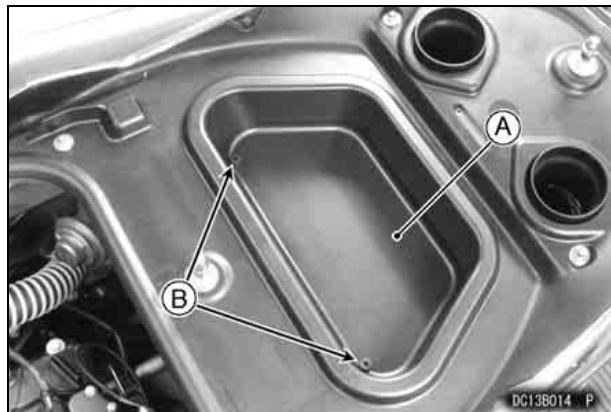
To close the lid, push the knob until it latches.



- A. Center Storage Case
- B. Knob

The box type rear storage case is located under the rear seat. Only keep light items in these storage cases.

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A. Rear Storage Case
B. Drain Plugs

Accessory

(For JT1500J model only)

A specified GPS device (not supplied) can be installed under the cover on the center of the handle-bar if necessary. A separate mounting bracket (not supplied) is required to install the GPS device.



A. Cover



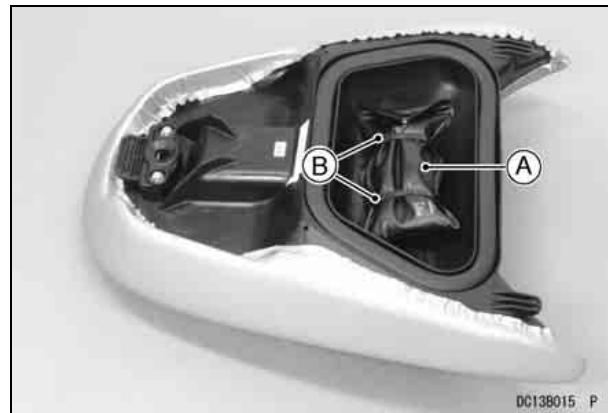
A. GPS device (not supplied)

Usable GPS devices:

GARMIN 72/76 series (76C and 76CSx are included.)

Tool Kit

The tool kit container is stored at the back of the rear seat. Unhook the rubber straps to remove the tool kit.



A. Tool Kit

B. Rubber Straps

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Bilge Systems

This watercraft is equipped with a jet vacuum drainage system at the rear end of the engine compartment. This system utilizes the water jet for propulsion to drain the bilge in the engine compartment. This system functions when the engine is running on the water.

CAUTION

Check the function of the bilge system at regular intervals according to the Periodic Maintenance Chart. Refer to the MAINTENANCE AND ADJUSTMENTS chapter. Clear debris from the pump intakes.

⚠ WARNING

The capacity of the bilge pumping system is not designed to drain the craft in the case of damage.

NOTE

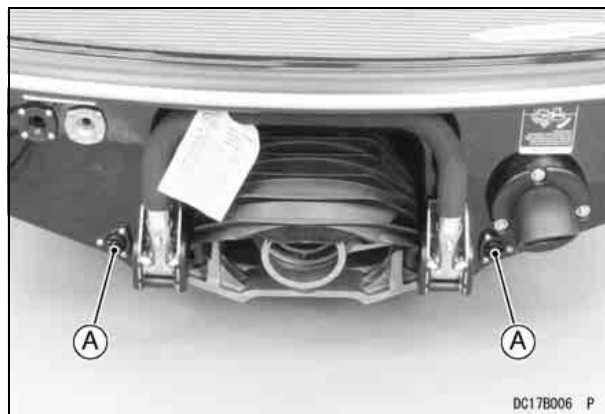
- *To drain any water remaining in the bilge, remove the drain screws at the rear end when the craft is out of the water.*

Drain Screws

There are two drain screws in the stern to drain water accumulated in the engine compartment. Open them only when the craft is out of the water.

CAUTION

Before launching be sure to securely tighten the screws to avoid flooding and swamping the craft.



A. Drain Screws

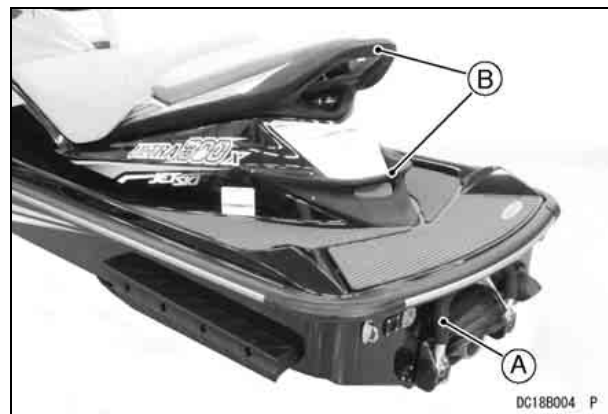
Reboarding Step

The watercraft is equipped with a folding type reboarding step at the stern. When going back aboard from the rear of the craft, pull the step down. It is raised back to the original position by spring tension when released. You can reboard more easily from the water by using this step and the hand rail behind the rear end of the seat (see the Safe Operation and Launching sections in the OPERATING INSTRUCTIONS chapter).

Also, this step is designed only for reboarding from deep water, so it should not be used for pulling other crafts.

WARNING

To avoid injury do not drag anyone through the water while they are holding onto the reboarding step.



A. Reboarding Step
B. Hand Rails