



Buying a second hand PWC (jetski)?

Ownership:- Much like a car there is a type of registration document that comes with a PWC, this is provided by a company called Datatag (theft prevention scheme). Each PWC should have a datatag number (much like a car registration plate) that is a group of numbers stuck on each side of the hull. In addition to this, a datachips are placed around the inside of the PW's engine bay that are impossible to remove. If you need to check whether a ski is stolen, simply write down the Datatag number (on the side of the ski), call Datatag and check the contact details of the current registered owner. Unfortunately not all are aware of the need to keep Datatag informed on change of ownership so don't be suprised if the details are that of a previous owner, if this is the case, it would be best to contact them and ask who they sold it to.



What should come with the ski? :- When a PWC is purchased new from a authorised dealer it should be supplied with an owners manual, warranty, (sometimes a service logbook), datatag registration number and details. There is no reason why when buying a second hand ski that all of these documents shouldn't still be available for you to view. Keys/Killcords - all skis from new are supplied with two keys/killcords (one for use & one spare incase you lose the first!). On four-stroke Seadoo's the keys/killcords are 1 x learner (white) and 1 x full (yellow). On a Yamaha they are red killcords (newer models also come with 2 remotes for the

locking system). On a Kawasaki there are red killcords AND a separate orange key.



Condition:- When looking at a second hand PW there are a few obvious items you may want to check for; this list is certainly not exhaustive but it will give you a good start:- Corrosion in engine bay, steering & gear lever fully operational, cracks and chips in the hull, that the seals between the seat and engine bay are in good condition & the same under the hood (bonnet); also shine a torch up the rear pump area and check the impeller and wear ring aren't damaged. And lastly that the PW starts! If you are doing this ashore you will need access to a water supply/flushing kit that needs to be plugged into the ski, you want to listen out for a 'rough' sounding engine, or if it cuts out after it has warmed up.. Common sense prevails on this side of things!

Basic checks:

- Impeller condition
 - Check free movement of the gear lever
- Check the seals in the engine bay and under the hood for wear



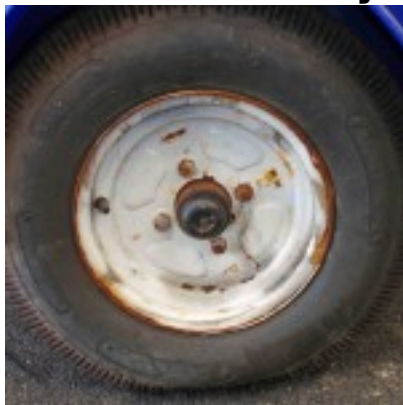
Engine Maintenance:- As mentioned earlier, some ski's when purchased new come with a service logbook, detailed in here is information about when the ski should be serviced according to manufacturers recommendations (i.e. 10hrs, 25hrs etc). Check to see whether these services have been completed, whether the logbook is stamped by an authorised repairer/service agent. If the ski doesn't have a logbook then ask to see receipts/invoices from services performed.

Check there is no oil in the bottom of the hull and that the engine is in good/clean condition (unlike this picture!)

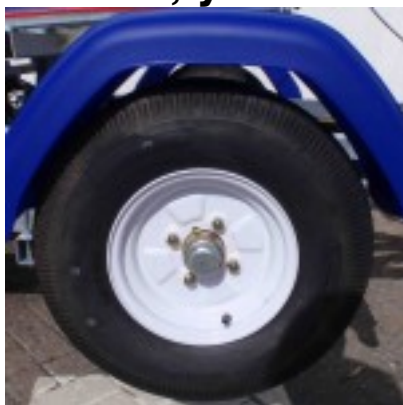


Trailer:- The overall condition of the trailer should be inspected for general wear and tear, including items like tyre tread depth, hitch lock, and most importantly the wheel bearings as with salt water these are normally the first item to go and is the reason why you often see trailers of all varieties sat on the side of the road with a missing wheel!

You don't want your trailer looking like this..



Instead, you DO want it looking more like this..





Insurance:- Before you pick up your PWC don't forget you must have insurance, you need to add to your car insurance to cover a trailer and you need PWC insurance, both from a theft point of view but also public liability whilst you're out on the water; this is a legal requirement in the UK. Further information on insurance requirements is available on the '[PW Insurance](#)' page of www.pwpuk.org

RYA Training:- Something to consider is doing a training course, the RYA PWC competency course is a one day training course (details of what is involved is under RYA training accessed from the home page of this website). Other than the obvious benefits of knowing what you are doing when you are dealing with a ski on and off the water; you can also get a substantial reduction in your insurance premium by holding this certificate.

For more information on this subject and all other PWC related items please email info@pwp.org.uk or visit www.pwp.org.uk