

2008 ULTRA 250X OIL CONTAMINATION MANAGEMENT SYSTEM



Thank you for purchasing the 2008 Ultra 250X Oil Contamination Management System. We are proud and committed to offer High Performance Solutions of the highest quality, and the lowest cost possible, to our fellow Personal Watercraft enthusiast. The aluminum components of this kit were machined from 6061 billet using state of the art CNC machines and anodized for corrosion resistance.

This system can significantly reduce frustration and operating costs by extending the life of your engine oil, which has been shortened prematurely by dilution arising from condensed, unburned fuel vapor and moisture being reintroduced to it. The system provides a very aesthetically pleasing, easily accessible, clean and convenient “no mess” method to drain fluids collected in the factory oil separator which ordinarily would be routed back to the oil pan.

This system is a “must have” for a stock ski and is particularly effective on modified engines where the boost or fuel delivery systems have been enhanced.

- Easy to use and install while being aesthetically pleasing
- Eliminates vapors condensed in separator from contaminating oil
- Reduce the need to change oil prematurely due to excessive contamination
- CNC Machined 6061 Billet Aluminum, Anodized for beauty and protection against corrosion
- Already affordable system will essentially pay for itself after just a few rides

WARNING:

Although this system can significantly reduce frustration and operating costs by curtailing dilution of engine oil due to contamination, you should use caution and become familiar with the effects of this system on your watercraft as it can be influenced by the manner in which you operate it. It is strongly suggested to continuously monitor your engine oil level.

The system prevents contaminants and innocuous oil mist condensed in the oil separator from draining back into the oil pan by blocking the return path with a valve that provides a convenient way to drain what has been collected. Under normal conditions, the oil separator should only collect a minute amount of oil mist, however, there is a possibility in certain situations where oil *could* be discharged into the separator, resulting in the reduction of oil inside the engine to potentially dangerous levels. Some situations could include, but are not limited to; jumping, freestyle maneuvers, rollovers, or any situation where the top rear portion of the valve cover becomes the “low point”. Should you desire to operate your watercraft in any of these manners, reconnect the drain line back to your separator per factory routing for your session. If at any time your watercraft’s ignition is interrupted by self protection, you should immediately check to ensure you have sufficient oil level, provided it is safe to do so.

This product is for race use only and there is no warranty expressed or implied with the purchase or use of this product. In addition, the manufacturer, distributor or reseller of this product shall not be held liable for any damages that occur in connection with the use of this product. All risk associated with the use or misuse of this product sold by us, our dealers or resellers is strictly the responsibility of the user or purchaser. By purchasing this part you agree to accept full liability.

REQUIRED TOOLS

Flat tip screw driver
10mm combination wrench
12mm combination wrench

Pliers
Assortment of nylon zip ties
Medium strength thread locker

Oil Separator Valve and Hose Plug Installation Section

1. For safety purposes, disconnect the negative battery cable and ensure both immobilizer key in addition to the lanyard are removed from the watercraft.
2. Remove both seats.
3. Remove seat base using 10mm socket to remove (4x) 6mm acorn nuts and washers. Lift seat base upward to clear studs then rearward to clear towing cleat.
4. We recommend at this time to consider protecting your paint from accidental damage.
5. Remove bottom hose and clamp from Oil Separator. Secure clamp for later use.
6. Install supplied billet plug into end of hose and clamp tightly using one of the supplied clamps.
7. Remove top lifting eye bolt and install billet plug onto lifting eye using original bolt after applying medium strength thread locker to threads.
IMPORTANT: Ensure hose routing does not interfere with throttle operation and secure accordingly. If the need arises to remove engine using the lifting eye, reinstall bolt without plug.
8. Install supplied 2¼ inch hose on drain valve using one factory hose clamp. Install assembly onto bottom port of oil separator and secure with one supplied hose clamp. **TIP:** Glass cleaner will ease this process and allow a bit of working time. Ensure valve is positioned with drain tube pointing down and that nipple on the end of valve slips inside separator port. Ensure valve is closed by turning red knob clockwise to its limits – Do not over tighten.
9. Reinstall seat base and washers. Apply medium strength thread locker in nuts and tighten.
10. Install seats.
11. Reconnect battery cable.



OPERATION

1. To drain, place suitable container under drain tube.
2. Turn red knob counterclockwise until fluid begins to drain, but never past the groove machined in the clear body as shown. If you desire to extend the range of the drain tube, 3/8" i.d. tubing will fit over the drain port.
3. Close valve by turning clockwise – do not over tighten

IMPORTANT Ensure valve is closed and check oil level, at minimum, before and after every ride. Dispose of drained liquid according to local regulations.

