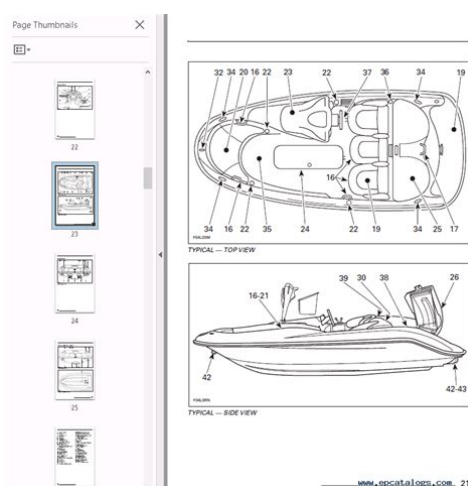


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Both engines run, but not at the same time. The right side just cranks and cranks no start. If I move the magneto feed wire from the back of the port engine and plug it into the right engine and swap the spark plugs too the right engine starts and runs. I was thinking it maybe a bad coil, so I swapped the coil and both engines can run on either coil but only when using the port engine magneto wire. This is the 1997 boat so the wires run directly into the MPEM without any connector. Any ideas what else could be wrong besides a bad MPEM Make sure they dont have a break in them. Does your boat have the external CDI units. Im guessing they are internal of the MPEM. Unfortunalty, if you dont find a broken wire. then yes. Im guessing the MPEM went bad. Sorry I think I have check all relative wires and not found any breaks. So I am confident in them. Has anyone else had a MPEM go bad that allowed one engine to run and the other to not The underlying issue is Left motor runs Right don't. I have convinced myself that the issue is electrical or MPEM. If I swap the 6 wire connector c31 that come out of the magneto housing and the coil feed wires then the symptoms switch sides. Both motors have decent compression and run ok when hooked up to left side of MPEM. I have found and corrected a ground wire issue in the c31 wire bundle for the right motor and now I have a sometimes it starts and sometimes it don't on the Right. When it don't it cranks and my spark plug tester lights up but no where as bright as the left. I have checked a bunch of the grounds and other elec connectors and still have a left that starts up and a right that starts sometimes. Could it be the MPEM. Could it be the DESS. Any other ideas Not sure how a bad DESS effects one motor and not the other but I read thru all the wisdom I can find by WATERLUVR on this site and tried the bench test he explained. There should be less than 10 ohms when measured across the center of the lanyard and the side contacts.

My key measures as open infinite ohms across these. Does this mean the key is bad. Sometimes I get 2 good beeps when plugging it in and sometimes I get 1 until I wiggle it. Sometimes I get 6 Couldn't find this in the troubleshooting section Even if I get 2 beeps it doesn't mean Right motor starts every time. But it does sometimes. Thoughts Ive had dess post go bad. Find a salvage seadoo and get the post. I decided to go a different route. I even bought a dead MPEM so I could machine into the epoxy looking to discover if the board inside was reverse engineerable to find the issue. In the end I got creative and used a MSD 4255 on the one engine and the working MPEM on the port side. If the MPEM fails on that side I'll add a 2nd 4255. I have now gotten my boat back on the water with 2 strong running engines. The project I bought last fall had not been on the water with the MPEM issue in 46 years by at least 3 other owners who had bought this project before me. The family and I are packing it up and heading to the lake in Maine to play for the 4th. Will be it's first real outing. Hope I got all the kinks worked out. What did you check with the oscscope First swap the plug in the back of the motor which is where the pickup generates a signal for creating spark. Also swap the spark plug wires left motor for right. 3rd swap the wires that go to the starter relay. Now when you try to start the left the right should start and vise versa. I was consistently able to swap these and see that either engine was able to run and idle well but only when hooked to the left side of the MPEM. Proof 1 that right side of MPEM was bad. For proof 2 I hooked up scope. The oscilloscope was hooked up to the wire going to the coil. Not from coil to plugs which will toast the scope. But the white wires from MPEM to coil. A dual probe scope allowed me to see the similar signals but

definitely different. One MSD enhancer can replace the ignition function of the MPEM on 1 engine.

If the MPEM still cranks over both engines as it is supposed to, then the MSD should create the spark. You can run 2 MSD with no MPEM. You would need to customize a few more wires such as the starter buttons and everyone says you will lose the neutral safety and no start in gear protection. I think there is a way around that but having other issues before I get there. This change over is Not very many wires and not crazy complicated. But not for those that aren't mechanical. Not many mechanics will touch them and the costs to pay someone else to maintain one can't be justifiable over a newer boat. This boat was idle for a couple years; previous owner had hip replacement surgery and after awhile decided to sell the boat. It appears the starboard carbs were taken apart; I recently bought the service manual on ebay, and between the manual and comparing port to starboard.it appears that the carbs need attention. A local guy says he can rebuild them; Ive owned several 2 cycle engines powered devices; I have many of the carbs rebuilt; and none of them are the same after the rebuild. I have him rebuilding the carbs now and am also searching for new ones. Lucky! Next up is check spark and fuel. These mikuni carbs are very rebuildable. Use Actual Mikuni parts. Beware of after market that look similar. My experience is since it's unlikely that u can buy a new ready to plug in carb setup Buying something else just to have newer isnt always better. IMO better to Go through what you have. Unless really stored badly the aluminum body doesn't fail.Lots of good info on here for those. The Seadoo Carb Rebuild Thread This boat was idle for a couple years; previous owner had hip replacement surgery and after awhile decided to sell the boat. I have him rebuilding the carbs now and am also searching for new ones.The hardest part is getting them off the block and on the bench. GROCERY LIST Amazon is our friend 1. Genuine Mikuni Rebuild Kits.

Theyll come with all of the gaskets youll need as well as some additional ones for different carb versions. Just match up the gaskets for whats in the carb as you remove them since some are cut slightly different.Dont do what I did and do a full rebuild only to get back on the water and not be able to start the engines because the cylinders were flooded due to bad needles. Do the job right the first time. 3. Carb base gaskets You dont want to reuse the old ones gaskets. If you reuse the old ones you risk running lean due to an air leak. That could result in engine damage. Dont risk it, get new gaskets. REBUILD Dont Rush, take your time. Grab your phone and snap pictures along the way. Its excellent reference material. Before your rebuild, carefully bottom out the low speed jet taking note of the number of turns. This looks like a T but is not the idle screw. In my case its 1 full turn out. Gently bottom it out noting the number of turns. This way you can reinstall it the same as it was by carefully screwing it in until it bottoms out, then backing it out the same number of turns. Do the same for the high speed you may need to remove the plastic cap from the screw head. Remember some models have the high speed set to 0 turns out. So if it doesnt want to move, DONT FORCE IT. Its probably already bottomed out. Youll want to remove these to replace the O ring gasket on each as they could dry out and leak. Id also reference the correct spec for your ski model using the chart listed in the links below. Factory settings are ideal so dont mess with it unless you have to. If you need to deviate from factory setups, there may be other issues to address. NOTE There will be 2 O rings in each kit. Both will be slightly different sizes. I believe the smaller of the two is for the high speed and the larger is for the low speed. Open one side and take note of the parts and gasket placements.

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