



TECHNICAL BULLETIN



SUBJECT: Speed Control Override & Pump Calibration
Applications: 2024+ Sea-Doo 325hp Models
Date: 26-JUNE-2025

This technical bulletin addresses the benefits of installing a Speed Control Override Module on 2024 & newer 325hp Sea-Doo models, how it can affect pump calibration and the solution to optimize your crafts' performance.



RIVA/MAPTUNER NANO (BRP)

Part # [01-NB3A](#)

This a “plug-n-play” device connects directly to the diagnostic cable providing speed control override functionality on all 325hp models. Craft are able to reach top speeds of 80+ MPH in ideal conditions utilizing the stock ECU and our recommended pump impeller. No additional programming or tuning licence is required. Nano also provides live engine monitoring and the ability to read & clear fault codes.

NOTE: RIVA Racing also offers an ECU “mail-in” service ([RSS11220-SCOS](#)) where you send us your ECU, Lanyard & D.E.S.S. post for speed control override reprogramming.



Pump Calibration with Speed Control Override:

The stock 4-blade pump impeller provides optimal pump performance with the factory GPS speed limiter in place. The additional speed provided by a SCOM allows the engine to run at a slightly higher operating rpm. When the stock pump impeller is retained, this can result in activating the engine speed limiter (aka rev limiter), causing the craft to slow down and possibly surge. To prevent that, we highly recommend upgrading to a Solas [SXX-CD-14/19](#) Concord impeller. The 3-blade design “grabs” more water reducing the likelihood of activating the engine’s rev limiter. It also produces more thrust, typically adding 1 -2 MPH with less cavitation upon acceleration.



Stock ECU limits performance for first 10 hours of operation. Top speed increases should be measured after 10 hour break-in period.

If your craft is not achieving the expected top speed after installing SCOM device please review our technical document “Modified Sea-Doo PWC Unable to Achieve Expected Top Speed” for troubleshooting tips. [Click here](#) to view the document.

For questions or more information related to this technical bulletin contact:

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