



SERVICE MANUAL

**FILL OUT THIS PAGE
TO MAKE ORDERING PARTS EASIER IN THE FUTURE**

ENGINE MAKE: _____

ENGINE HORSEPOWER: _____

MODEL YEAR OF ENGINE: _____

CIRCLE ONE: TWO STROKE FOUR STROKE

JET DRIVE MODEL NUMBER: _____

JET DRIVE SERIAL NUMBER: _____

CIRCLE ONE: FLANGED LINER OLD STYLE

IS THE IMPELLER KEY SQUARE OR ROUNDED? _____

**GIVE THIS INFORMATION TO THE SALESMAN WHEN YOU
CALL IN AN ORDER**

(510) 562-6049

MONDAY – FRIDAY

6:30AM – 2:30PM

ROUTINE MAINTENANCE

Greasing

- Recommended after each use
- Jets should only use Lubriplate 630-2 and 630-AA or Quicksilver 2-4-C
- Grease the Jet slowly until all water is purged
- A low pressure grease gun is advised
- Always be sure to cap the zirc before using the Jet

Impeller Maintenance

- Sharpening and Shimming the Impeller regularly will improve performance
- Instructions can be found in the back pages of this manual
- Be sure to always check clearance with a feeler gauge set
- Be sure to center the Liner and Intake before tightening the nuts
- Always fold down both tabs on the Nut Retainer when installing the Impeller
- The ideal gap is between .025 and .035

Reverse Gate

- Sometimes parts on the Reverse Gate wear out
- They can also get damaged
- If the gate is not shifting smooth, check the pin bushings as well as the roller assembly, replace as needed
- The gate can be adjusted from both the eccentric nut and the cable
- Moving the eccentric will adjust the opening of the gate to set the neutral position
- The opening between the top of the gate and the housing should be 9/16” opening for Small and Medium Jets and 15/32” for Large and XL Jets

Water Pump

- Each Outboard Jet is designed to use to stock OEM water pump for the Outboard it attaches to
- Refer to the Outboard Manufacturer for service guidelines

Intake Grates

- Be sure that the Intake Grates are straight to prevent damage to the Impeller and Liner
- If they are bent, you can bend them back or replace them

Flushing

- Most Outboard Jets can be fitted with a flushing attachment
- Flushing will reduce corrosion, particularly saltwater corrosion
- If your Jet has a large bolt above the grease hose, that is where a flush fitting will attach
- If that bolt is a 3/8 thread, it will use flusher #1064
- If that bolt is an M8 thread, it will use flusher #1065
- Both flush adapters can be purchased from Outboard Jets

Fasteners

- We recommend using only OEM Outboard Jets Fasteners
- Blue Loctite is recommended for all Bolts
- If you run you Jet in salt water, we recommend dismantling the Jet at the end of each season and replacing your Fasteners every two years
- Hardware bags can be purchased from Outboard Jets

Parts and Accessories

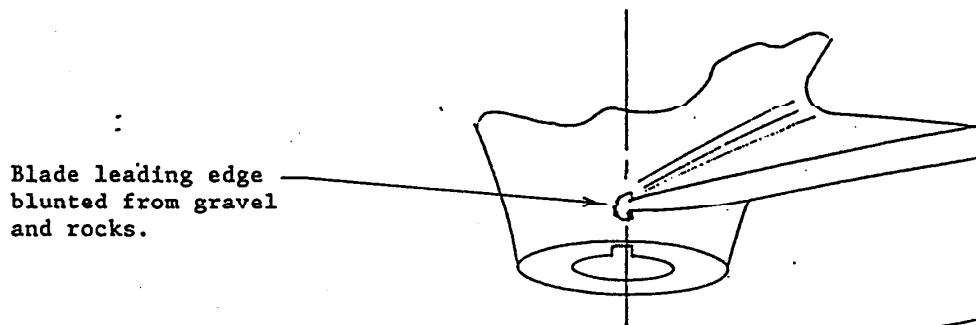
- New parts kits are available for servicing Reverse Gates and Impellers
- It is recommended that you keep one of each on hand
- Intake Fins are also available for all Jet Drives
- Intake Fins reduce cavitation and can assist with cornering
- All of this can be ordered from Outboard Jets

Jet Identification

- A small metal tag on the port side of your Jet Housing will have a model designation and serial number

RESHARPENING IMPELLER BLADE LEADING EDGES

If the impeller blade leading edges are badly blunted and not cutting the water cleanly, it can cause excess motor RPM (slippage) during acceleration and cavitation burns on the impeller blades.



Blade leading edge blunted from gravel and rocks.

Step 1 File along slope of upper side of blade.

Step 2 File along underside of blade until leading edge approx. $\frac{1}{32}$ " thick.

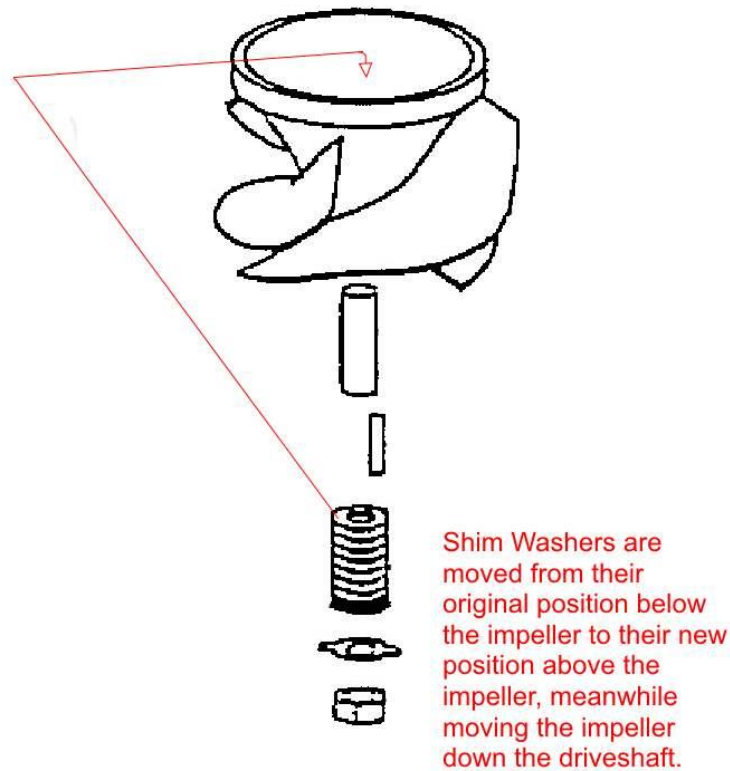
Step 3 Blend underside of blade in gentle curve.

CAUTION DO NOT bevel leading edge of blade as shown.

OUTBOARD JETS
5/6/98

IMPELLER SHIMMING

With use in sand in gravel, the blade clearance gap between the impeller edge and the intake liner will eventually exceed 1/32 inch (0.03125 inches, the width of one shim washer), due to gouging. To reduce this clearance, one or more of the stainless shim washers can be transferred from the bottom stack to the top of the impeller, which moves the impeller down into the tapered casing, and brings the impeller closer to the liner. Use enough shim washers to ensure the closest edge (the other gaps may be larger) of the impeller is 1/32 inch or closer from the liner without rubbing. Insufficient blade clearance will do more harm than good for any performance gains it might provide. If all the shim washers have been moved to the top of the impeller and blade clearance of the smallest gap remains larger than 1/32 of an inch, it is necessary to replace the liner, the impeller, or both. When you have achieved 1/32 inch or less of clearance, bump the nut up snug with a wrench. If the ears of the retainer do not line up with the flats of the nut, spin the nut off, turn the retainer over and tighten the nut again. In one of these two positions you will have alignment, and can fold the ears up against the nut to retain it.



If you believe you have a warranty claim, please contact us directly
We will not reimburse parts or labor charges from a third party

If you encounter an issue with your Jet and need technical assistance,
please email us at info@outboardjets.com

Please include pictures of the issue that you have encountered

If you are in need of replacement parts, please contact your local dealer
or call us directly at

510-562-6049

THANK YOU FOR CHOOSING
OUTBOARD JETS

