

**MODEL AA115-4-14 & AAF90-17
YAMAHA F115B & F90B**

1. Place the engine on the transom of your boat so that it is mounted vertically, in the normal fashion. Remove the bolts holding the gearbox to the exhaust housing and remove the gearbox assembly.
2. Remove the water pump assembly from the propeller drive, including the lower stainless steel plate, dowel pins, and impeller drive key.
3. Install the jet driveshaft assembly into the spiral pump housing locking it in place with the four 5/16-18 x 1 bolts with lock washers. Use grease on the threads. Tighten to 15 Ft-Lbs.
4. Install the water pump assembly on top of the 3/4" thick aluminum adapter and stainless steel plate. No gaskets are used over or under the aluminum adapter. Be sure also, to install the water pump impeller drive key removed from the propeller drive. Lock in place using four 5/16-18 x 2 1/2 bolts and lock washers. Grease the threads. Tighten to 10 Ft-Lbs. **The tapered thrust ring assembly above the water pump on the propeller drive is not used on the jet drive.**
5. The large 3/4" adapter plate is attached to the exhaust housing to hold the jet drive. A 1/4 x 2" plastic shift rod guide in the front of the plate guides the disconnected shift rod. Two 8 x 12MM dowels locate the plate, seven M10 x 34MM bolts with lock washers secure it. Grease the bolt threads and the end of the pin where it slides in the shift rod. Tighten to 22 Ft-Lbs.
6. Next, attach the jet drive to the motor. Two 3/16 x 1/2 dowel pins center the jet drive on the adapter plate. Four 3/8-16 bolts from below and one 3/8-16 x 1-1/2 bolt from above rear with lock washers are used. Select the lower bolt lengths to suit the different counter bore depths so that all bolts enter the adapter plate the same depth. The upper rear bolt is reached through the trim tab opening in the motor exhaust housing.
Grease the bolt threads, driveshaft spline generously, and rubber water tube pilot and guide the jet into place. Tighten to 22 Ft-Lbs.
7. Next, install the impeller. Grease the shaft threads, key and impeller bore. Place the plastic sleeve inside the impeller, hold the key in the nose of the impeller with your forefinger and slide onto the driveshaft. Install the seven shim washers, rubber washer and cup, and nut retainer on the shaft, and bring the nut up snug by hand.
Then, bump the heel of your hand against the wrench to bring the nut up tight. If the ears of the retainer do not line up with the flats on 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. The flat in the retainer is angled to the ears to allow this.
When, after use in sand and gravel, the blade clearance becomes more than about 1/32" between the impeller edge and the water intake liner, one or more of the shim washers can be transferred from the bottom stack to the top of the impeller, which moves the impeller down into the tapered casing to reduce the clearance.
Shims should not be used above the impeller on new installations where no wear has occurred unless the blade clearance exceeds 1/32 inch. Insufficient blade clearance will do more harm than good from any performance gains it might provide.

8. Place the intake casing in position with the lower end at the rear and tighten the six nuts. No lock washers are used. Grease the threads.
9. Attach the shift cable and cable anchor bracket to the jet drive.

10. With the shift handle in forward and the reverse gate in forward, **with the cam roller at the end of the slot,** adjust the cable and/or cable anchor position to this condition. **Shift to reverse and back to forward. The roller should be at the end of the cam slot such that the gate cannot be forcibly rotated toward reverse. Pull on the gate by hand to verify this.**

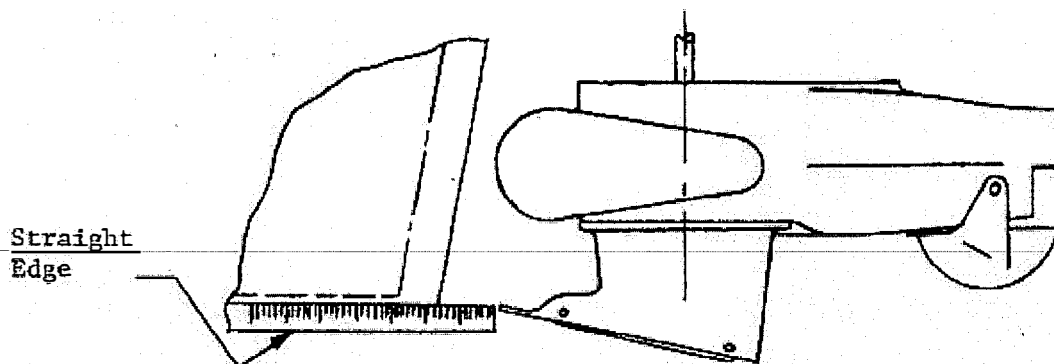
If this forward lock condition is not met, readjust the cable positions.

11. **When converting to jet drive, your motor will have to be raised to height shown in diagram below, using a straight edge under the boat.** Test run the boat and then raise or lower the motor 5/16 inch at a time to obtain the best results.

The motor has three sets of upper mounting holes. You will use one set to begin with. Mark pencil lines on the boat transom through the other sets. Then if you wish to go up or down 5/16 inch, you can drill one alternate set of holes 5/16 inch up or down from the pencil marks. By alternating between these two sets of transom holes and the three sets of motor holes, the motor can be moved in 5/16 inch increments over almost one inch. The transom height should be about 26" measured vertically from the boat bottom.

If you raise it too much it will suck air and cavitate, either on start up or when banking on turns. When cavitating, the motor over speeds in spurts and shakes considerably in the motor mount. **This is not a normal condition and should be avoided by proper adjustment of motor height on each individual boat.** If you lower it too much you will have excessive drag, therefore mount the motor as high as possible without allowing cavitation

SETTING MOTOR HEIGHT



CAUTION

When starting the engine for the first time, watch to see that the cooling water comes out of the small hole at the rear side of the engine just below the power head. This is to check your assembly of the cooling water pump and its connections.

MAINTENANCE AND LUBRICATION

See last page.

CAUTION

It is important on high HP installations to mount the motor at the correct height and to use the power tilt properly.

Power tilt is convenient for drifting and when operating at low throttle in very shallow areas. When under power however, the engine should not be tilted out in an effort to gain speed as is done with propellers.

The engine driveshaft should be vertical when planing or tilted toward the boat in order to provide a scooping angle on the water intake grill. **Tilting the motor out beyond a vertical position reduces the scooping angle and can cause impeller slippage and cavitation burns on the impeller blades.**

When running in a bay, lake or wide river in windy conditions, particularly when running with the wind, the jet can suck in air when jumping across the wave crests. This will result in over speeding and causes severe strain on the driveshaft when the engine is suddenly brought back to normal speed as the impeller once again grabs solid water.

If your boat is used frequently under these conditions, the engine height should be set lower than normal to minimize over speeding. Running at reduced throttle will help when winds are strong. You can also experiment with a plate extending from the hull bottom to the top of the leading edge of the water intake as shown in paragraph 7 of the owners' manual. This tends to reduce air intake as well as to reduce spray.

A water intake fin kit, part #1186 is now available. The purpose of these fins is to ram more water into the intake and to shield the forward sides of the intake from the entrance of air. There is a noticeable reduction of engine over speeding when running with the wind on a heavy chop. To a lesser degree, the fins provide some rudder effect when operating at a low speeds. This is not a cure all for cavitation and it is still necessary to set the engine height and angle properly and to minimize obstructions or imperfections in the hull ahead of the intake.

GOOD BOATING AND HAVE FUN!

Specialty Manufacturing Company
Outboard Jets
2035 Edison Avenue
San Leandro, CA 94577

MAINTENANCE AND LUBRICATION OUTBOARD JET DRIVE

BEARING LUBRICATION

A grease gun and tube of grease is supplied with your jet drive. We recommend greasing the bearing every 10 hours. Make greasing a part of your cleanup after the days use. Pump in just enough grease to fill the lube hose. Then reconnect the lube hose coupling to the zerk grease fitting.

Every 30-40 hours, pump in extra grease so as to purge any moisture. The texture of the grease coming out gives an indication of conditions inside the bearing housing. A gradual increase in moisture content indicates seal wear. If the grease begins to turn dark, dirty gray, the bearing and seals should be inspected and replaced if necessary. Some discoloration of the grease is normal during the break in period on new sets of seals.

We have selected a water resistant grease of the proper consistency for this application. If you use a substitute grease, be sure it is water resistant and of the same consistency.

IMPELLER

Your jet drive is equipped with a key to protect the unit in the event of a rock jam. This can be reached by removing the water intake, and then the driveshaft nut, similar to a propeller drive. After replacing the key, pull the shaft nut up tight to remove any play between the impeller and shaft. Note the position of the impeller shim washers, and replace them in the same order.

REVERSE GATE MECHANISM

Occasionally check adjustment of the gate shifting linkage. In "forward" the gate should be firmly locked in position. Pull on the gate by hand to verify this. This will prevent wave action from accidentally shifting the gate into reverse as the boat is violently maneuvered

GENERAL

Check all mounting bolts, intake screws, linkage connections, etc., occasionally to be sure they are tight.

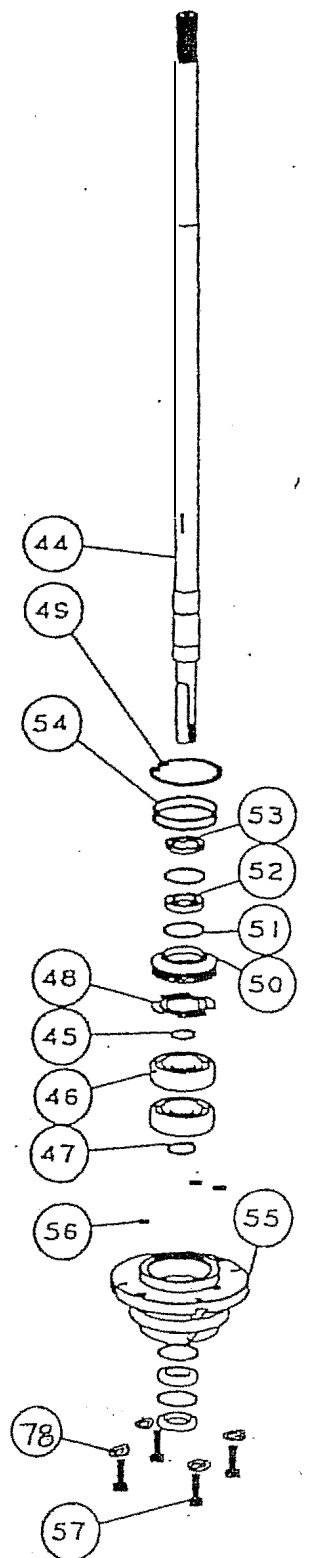
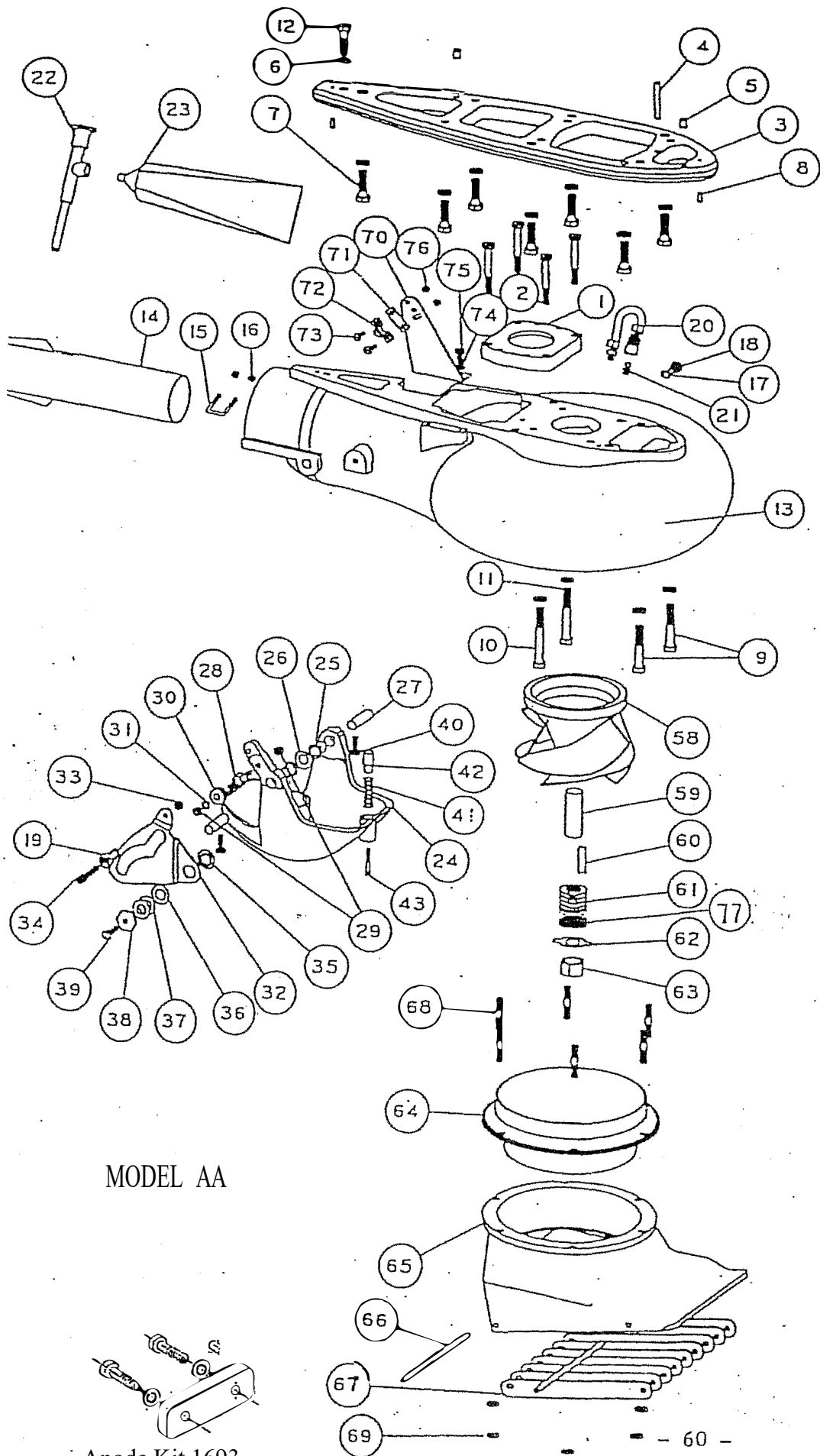
SALT WATER USE

Aluminum and stainless steel have been used in the construction of your jet drive. These materials have either been treated or are inherently resistant to corrosion. It is recommended, however, that when not in use the motor be tipped up so that the jet unit is out of the water. When used in salt water more than in fresh water, remove mounting hardware, grease, and reassemble once a year. Failure to do this may result in hardware that is difficult if not impossible to remove at a later date.

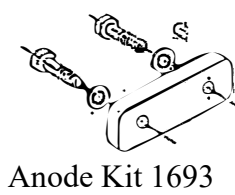
GUARANTEE

Due to inflexible government regulation, we do not have a written warranty. We have, however, a good reputation for fairness with our customers which we intend to maintain. If you think you have a warranty situation, regarding material, workmanship, call us before making repairs.

Specialty Manufacturing Company
Outboard Jets
2035 Edison Avenue
San Leandro, CA 94577



MODEL AA



Anode Kit 1693

MODEL AA115-4-14 & AAF90-17 YAMAHA F115B & F90B

| REF | QTY | PART NO. | DESCRIPTION | REF | QTY | PART NO. | DESCRIPTION |
|-----|-----|----------|------------------------------------|-----|-----|----------|--|
| 1 | 1 | 938 | PUMP ADAPTER AA | 47 | 1 | 511 | TRUARC 5100-98 |
| 2 | 4 | 603 | BOLT HEX HD 5/16-18 X 2 1/2 | 48 | 1 | 404 | BACKUP WASHER |
| 3 | 1 | 936 | ADAPTER PLATE AA | 49 | 1 | 513 | TRUARC N5002-250ZD |
| 4 | 1 | 943 | SHIFT ROD GUIDE AA-ROD | 50 | 1 | 432 | UPPER SEAL CARRIER W/SEALS & O RINGS |
| 5 | 2 | 615 | DOWEL PIN 8 X 12M | 51 | 4 | 517 | SPIROLOX RR-150S |
| 6 | 12 | 636 | WASHER SPRING LOCK M10 | 52 | 2 | 506 | SEAL INNER |
| 7 | 7 | 592 | BOLT HEX HD M10-1.25 X 35MM | 53 | 2 | 507 | SEAL OUTER 6324-S |
| 8 | 2 | 631 | DOWEL PIN 3/16 X 1/2 | 54 | 2 | 527 | O RING 568-141 3/32X2 5/16X2 1/2 |
| 9 | 2 | 608 | BOLT HEX HD 3/8-16 X 2 1/4 | 55 | 1 | 393.5 | BEARING CARRIER W/SEALS & O RINGS 5/16 |
| 10 | 1 | 609 | BOLT HEX HD 3/8-16 X 2 3/4 | 56 | 3 | 521 | O RING 568-011 1/16X5/16X7/16 |
| 11 | 1 | 610 | BOLT HEX HD 3/8-16 X 3 | 57 | 4 | 602.1 | BOLT HEX HD 5/16-18 X 1 PATCH |
| 12 | 1 | 607 | BOLT HEX HD 3/8-16 X 1 1/2 | 58 | 1 | 1756 | IMPELLER 7 3/8 STAINLESS F115B |
| | | | | 58 | 1 | 2220 | IMPELLER 7 3/16 STAINLESS F90B |
| 13 | 1 | 94100.01 | VOLUTE WITH GATE AA | 59 | 1 | 136 | SHAFT SLEEVE PLASTIC LARGE |
| 14 | 1 | 128 | EXHAUST TUBE ASSY LARGE 2 1/2 | | | | |
| 15 | 1 | 845 | CLIP EXHAUST TUBE 1 3/8 | | | | |
| 16 | 2 | 621 | NYLOC 10-32 | 60 | 1 | 1706 | IMPELLER TEE KEY - 1/2 ROUND |
| 17 | 1 | 1025 | WASHER FIBER M8 | 61 | 7 | 121 | SHIM WASHERS |
| 18 | 1 | 1024 | BOLT HEX HD M8 1.25 X 12MM | 62 | 1 | 781 | NUTKEEPER |
| 19 | 1 | 553.2 | BALL END 1/4X10-32 CABLE | 63 | 1 | 122.1 | SHAFT NUT 3/4-16 BRASS |
| 20 | 1 | 975 | LUBE HOSE ASSY | 64 | 1 | 1831 | LINER 7 3/16 FLANGED F90B |
| 21 | 1 | 539 | ZIRC FITTING 1/4-28 | 64 | 1 | 1431 | LINER 7 3/8 FLANGED F115B |
| | | | | 65 | 1 | 1332.01 | INTAKE PAINTED ONLY |
| 23 | 1 | 552.7 | GREASE QUICKSILVER 2-4-C | 66 | 2 | 14 | GRILL ROD |
| 24 | 1 | 1172.01 | REVERSE GATE LARGE | 67 | 9 | 117 | GRILL BAR LARGE |
| 25 | 2 | 536 | NYLINER 1/2 ID X 13/16 | 68 | 6 | 1319 | STUD - INTAKE LARGE |
| 26 | 1 | 1178 | SPRING GATE PIVOT 1/2 | 69 | 6 | 625 | NYLOC 5/16-18 |
| 27 | 2 | 823 | PIN GATE PIVOT 1/2 LARGE | | | 171 | BRACKET ASSY MORSE W/CLAMP & HARDWARE |
| 28 | 1 | 1043 | SHAFT ROLLER | 70 | 1 | 156 | BRACKET CABLE SUPPORT |
| 29 | 2 | 624 | NYLOC 1/4-28 | 71 | 1 | 542 | SHIM MORSE AO35777 |
| 30 | 1 | 1042 | ROLLER ASSY | 72 | 1 | 543 | CLAMP CHRYS 154317 |
| 31 | 4 | 635 | 1/4 WASHER AN960C416 | 73 | 2 | 561 | FIL HD SLOTTED 10-24 X 5/8 |
| 32 | 1 | 1034 | SHIFT CAM LARGE | 74 | 8 | 640 | WASHER SPRING LOCK 5/16 |
| 33 | 1 | 623 | NYLOC 1/4-20 | 75 | 2 | 572 | BOLT HEX HD 1/4-20 X 5/8 |
| 34 | 1 | 573 | BOLT HEX HD 1/4-20 X 3/4 | 76 | 2 | 619 | NYLOC 10-24 |
| 35 | 1 | 1037 | BUSHING CAM | 77 | 1 | 1719 | TORSIONAL DAMPER 3/4 |
| 36 | 1 | 1038 | WASHER CAM | 78 | 4 | 640 | WASHER SPRING LOCK 5/16 |
| 37 | 2 | 1039 | SHIM - CAM | | | | |
| 38 | 1 | 1036 | CAM ECCENTRIC DRILLED | | | | |
| 39 | 1 | 576 | BOLT HEX HD 1/4-20 X 1 | | | | |
| 40 | 2 | 574 | BOLT HEX HD 1/4-20 X 3/4 PATCH | | | | |
| 41 | 1 | 1170 | SPRING GATE BUMPER | | | | |
| 42 | 1 | 1497 | GATE BUMPER | | | | |
| 43 | 1 | 559.2 | FIL HD SLOTTED 10-32 X 1 1/4 PATCH | | | | |
| 44 | 1 | 951 | SHAFT ONLY, AA 20T 30-11/16 LG | | | | |
| | | 952.1 | SHAFT ASSY COMPLETE, AA 20T-5/16 | | | | |
| 44 | 1 | 1207 | SHAFT ONLY, AAX, 20T 35-11/16 LG | | | | |
| | | 1208.1 | SHAFT ASSY COMPLETE, AAX, 20T-5/16 | | | | |
| 45 | 1 | 41 | BEARING THRUST RING | | | | |
| 46 | 2 | 502 | BEARING 7305B-UA | | | | |

- BEARING AND SEAL KIT # 429
- REVERSE GATE KIT COMPLETE #1223.01
- REVERSE GATE HARDWARE KIT #1223NG
- INTAKE ASSEMBLY #1333.01 F115B
- INTAKE ASSEMBLY #1840.01 F90B
- INTAKE STUD KIT #1335
- IMPELLER PARTS KIT #946
- HARDWARE BAG #758.3
- FLUSH FITTING #1065

| SIZE | TORQUE |
|--------------|------------|
| 1/4-20 (M6) | 8-9 FT-LBS |
| 5/16-18 (M8) | 12 FT-LBS |
| 3/8-16 (M10) | 22 FT-LBS |