

# INSTALLATION INSTRUCTIONS

**MODEL BW  
MERCURY 4-STROKE  
V6/V8**

**Specialty Manufacturing, Inc.**

REVISION-C

12/7/2021



**OUTBOARD JETS**

# **INSTRUCTIONS:**

## **SECTION-1: DISASSEMBLY**

- a) Fixture prior to disassembly
- b) Remove shipping strap
- c) Remove anode from gear-case
- d) Remove gear-case
- e) Remove driveshaft extension
- f) Remove water pump and associated components from gear-case

## **SECTION-2: PREPARE JET DRIVE**

- a) Install driveshaft assembly into recuperator
- b) Install water pump components

## **SECTION-3: JET DRIVE INTERFACE**

- a) Install water seal coupler and associated components
- b) Install adapter plate

## **SECTION-4: INSTALL JET DRIVE**

- a) Install jet drive onto adapter plate
- b) Install impeller
- c) Install shift cable
- d) Adjustment and testing



**OUTBOARD JETS**

## **SECTION-1 DISASSEMBLY**



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## **1a. FIXTURE PRIOR TO DISASSEMBLY**

**SUPPORT USING ONE OF THE FOLLOWING:**

- 1. ENGINE SHIPPING CRATE**
- 2. SUITABLE ENGINE STAND**
- 3. TRANSOM OF BOAT**



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## 1b. REMOVE SHIPPING STRAP

1. IF USING THE SHIPPING CRATE REMOVE THE STRAP SECURING THE GEAR CASE.

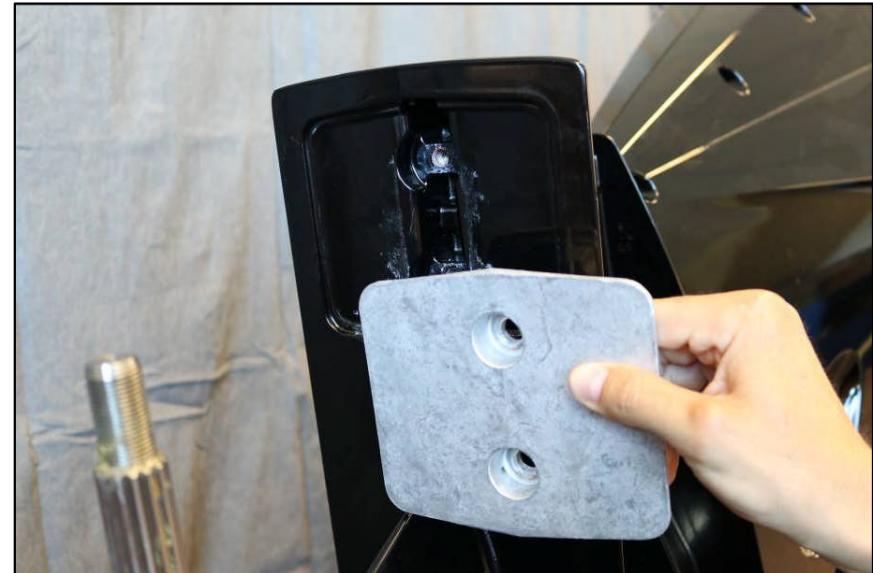
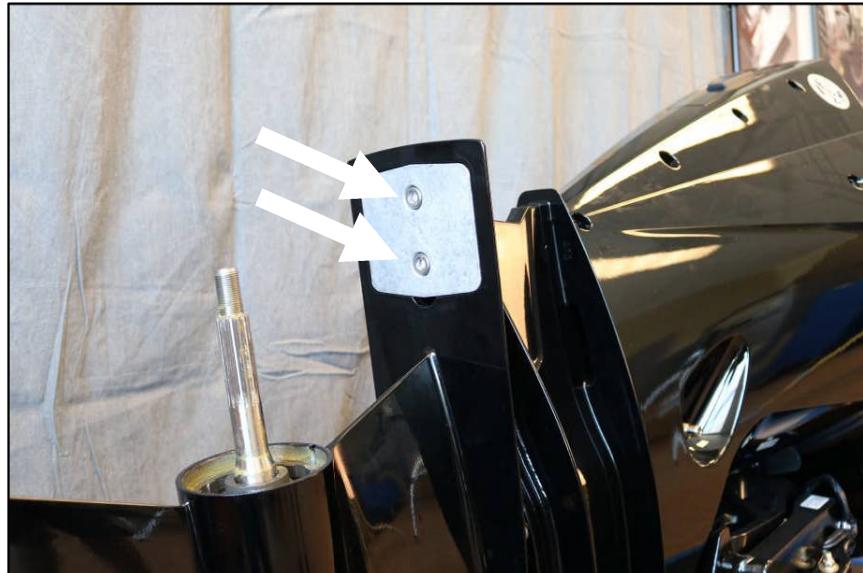


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## 1c. REMOVE ANODE FROM GEAR-CASE

1. LOOSEN 2X SOCKET HEAD CAP SCREWS AND REMOVE ANODE PLATE.



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## 1d. REMOVE GEAR-CASE

1. REMOVE 5X HEX NUTS, AND WASHERS SECURING GEAR-CASE TO ENGINE. THERE ARE TWO ON EITHER SIDE, AND ONE WHERE THE PREVIOUSLY REMOVED ANODE PLATE WAS LOCATED.



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**2. SLIDE GEAR-CASE BACK AND OFF THREADED STUDS. PULL STRAIGHT BACK UNTIL DRIVESHAFT CLEARS THE ENGINE AND SET GEAR-CASE ASIDE.**

NOTE: A RUBBER MALLET MAY BE NEEDED TO LOOSEN THE GEAR-CASE FROM ITS DOWEL PINS BEFORE REMOVAL.

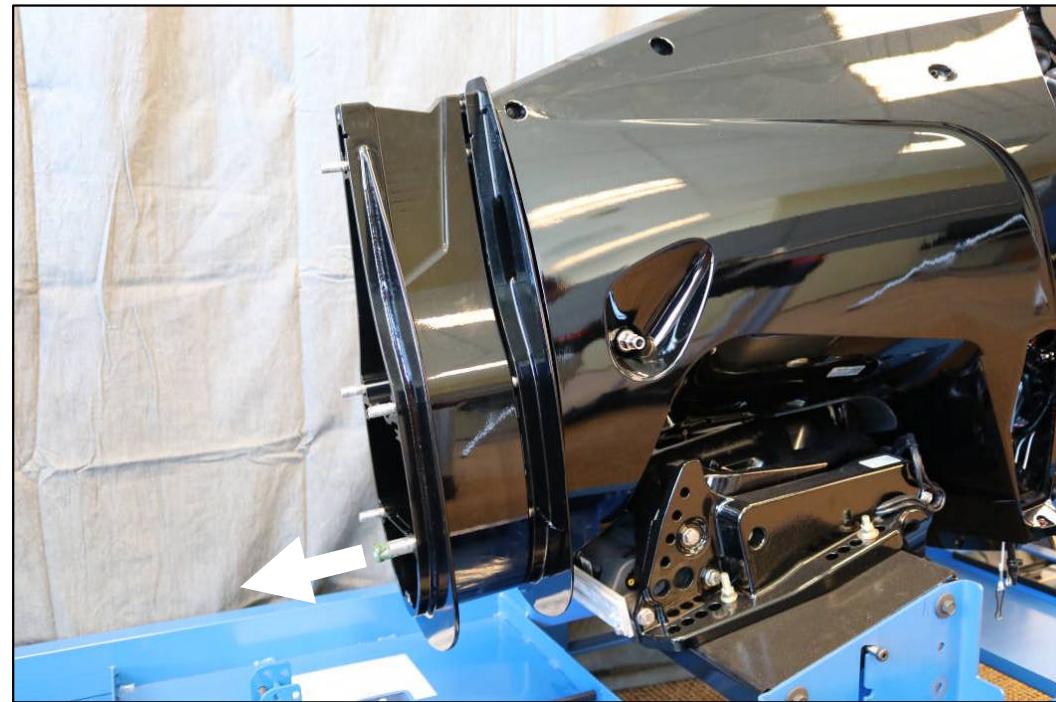
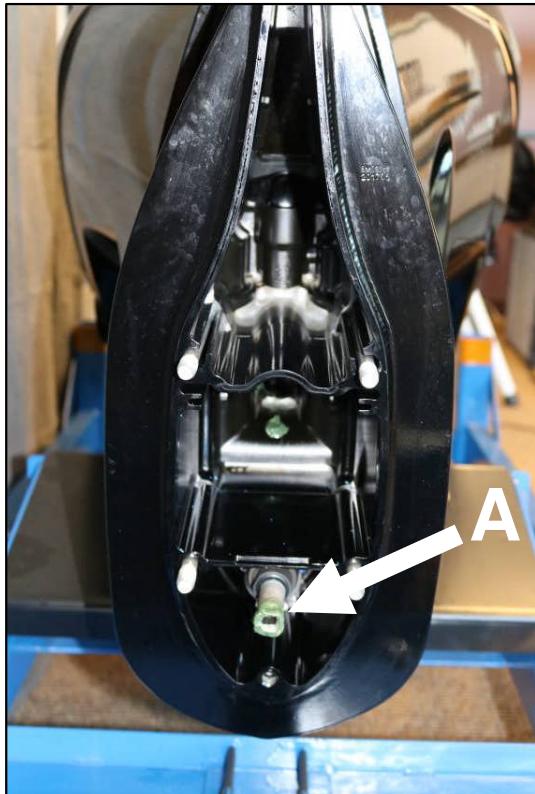


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## 1e. REMOVE SHIFT SHAFT COUPLING

1. GRASP THE SHIFT SHAFT COUPLING (A), AND PULL STRAIGHT BACK. THE COUPLING IS RETAINED WITH AN O-RING.



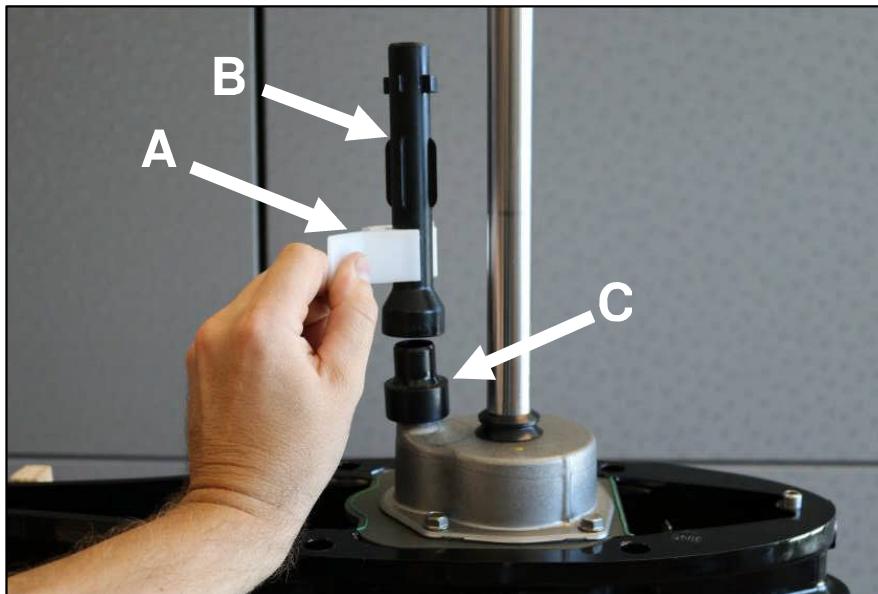
**OUTBOARD JETS**

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## 1f. REMOVE WATER PUMP COMPONENTS FROM GEAR-CASE

1. REMOVE THE FOLLOWING COMPONENTS. NOTE ORIENTATION OF ALL COMPONENTS BEFORE REMOVAL.

- A) WATER TUBE GUIDE (IF EQUIPPED)
- B) WATER TUBE EXTENSION (IF EQUIPPED)
- C) WATER SEAL COUPLER

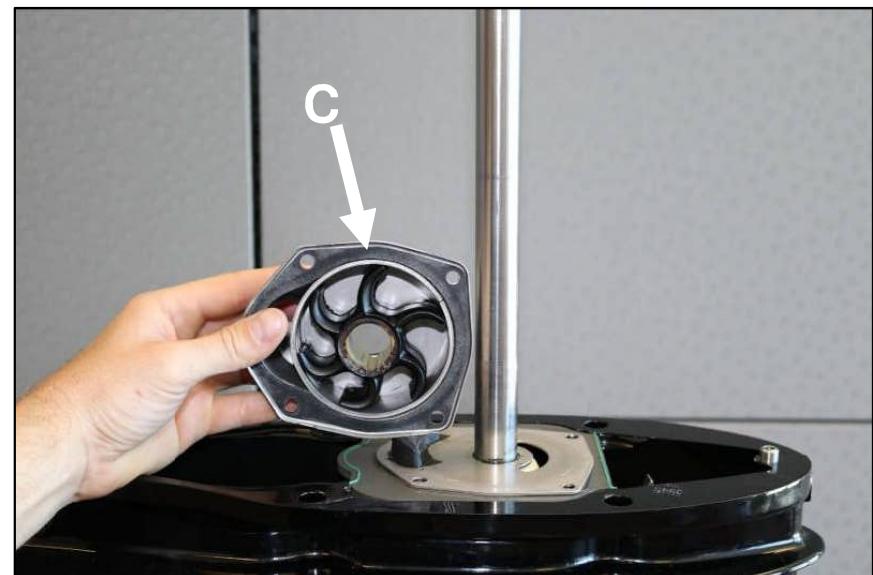
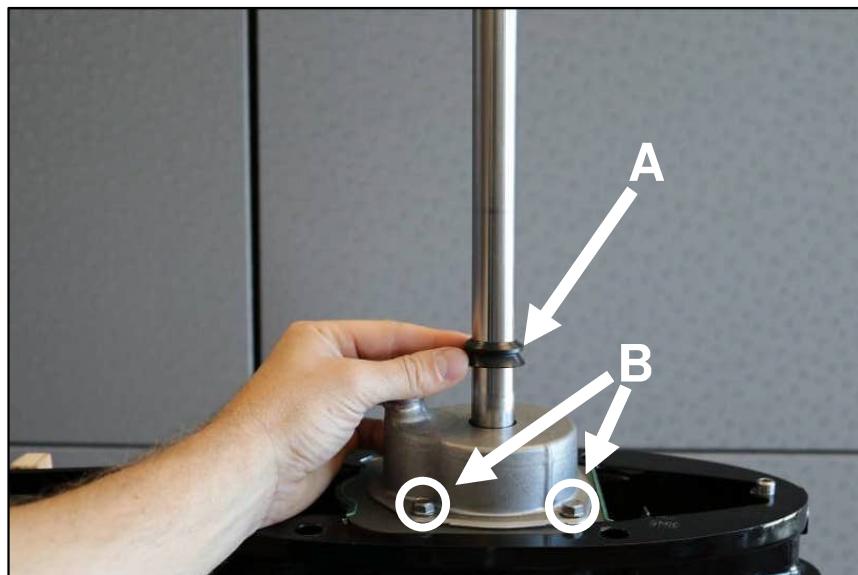


**OUTBOARD JETS**

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**2. REMOVE THE FOLLOWING COMPONENTS. NOTE ORIENTATION OF ALL COMPONENTS BEFORE REMOVAL.**

- A) DRIVESHAFT SEAL**
- B) 4X M6 HEX SCREWS**
- C) WATER PUMP HOUSING, GASKET, AND IMPELLER. NOTE ORIENTATION OF THE IMPELLER VANES RELATIVE TO THE HOUSING**

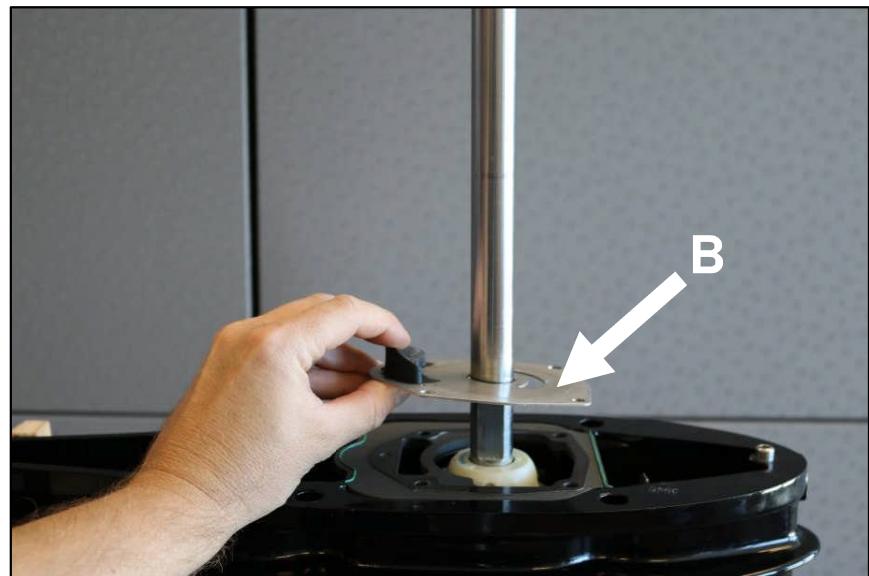
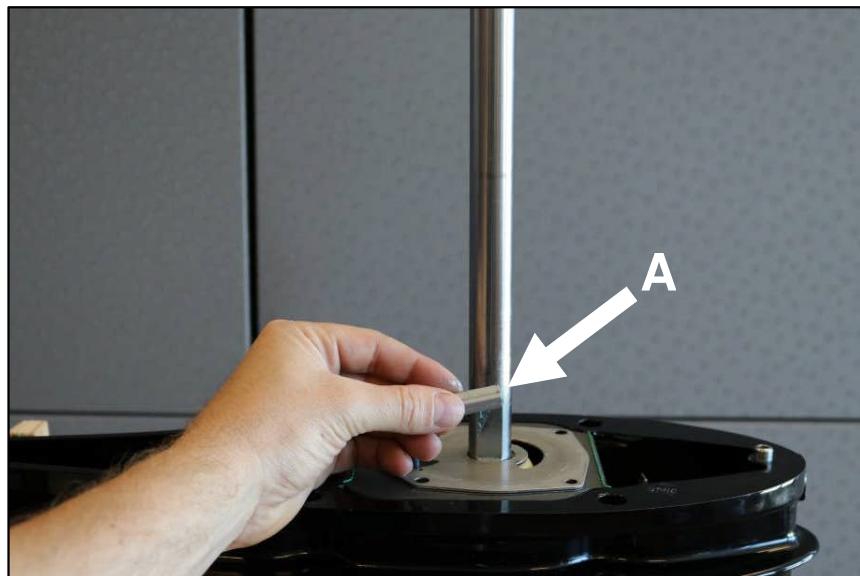


**OUTBOARD JETS**

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**3. REMOVE THE FOLLOWING COMPONENTS. NOTE ORIENTATION OF ALL COMPONENTS BEFORE REMOVAL.**

- A) REMOVE FACTORY T-KEY**
- B) REMOVE WATER PUMP FACEPLATE**



**OUTBOARD JETS**

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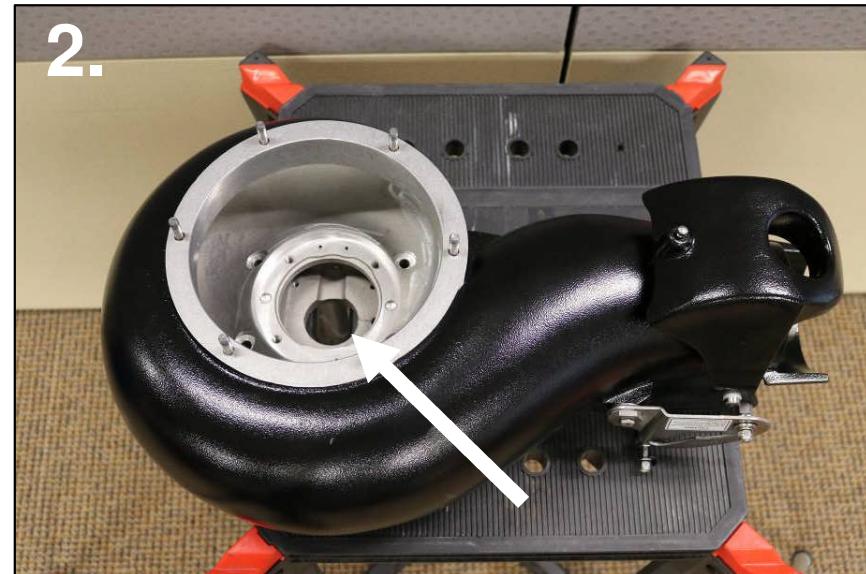
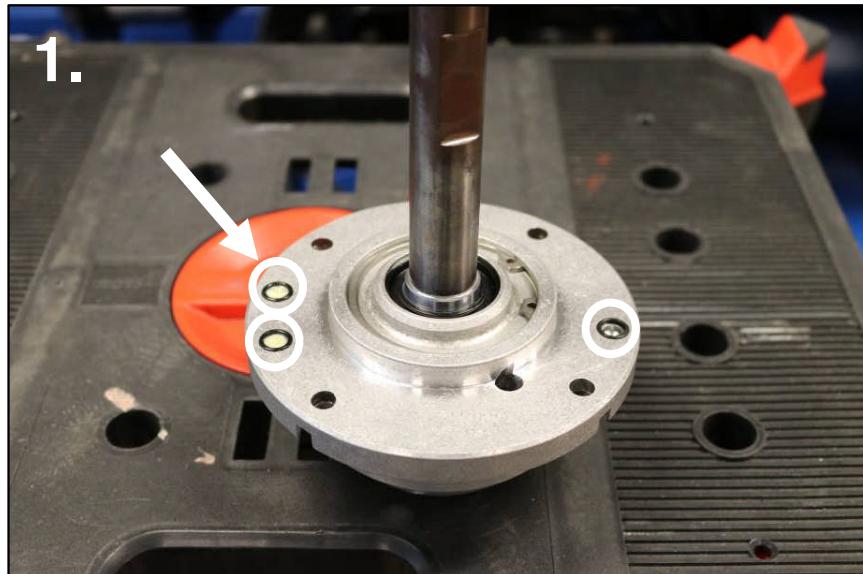
## **SECTION-2 PREPARE JET DRIVE**



**OUTBOARD JETS**

## 2a. INSTALL DRIVESHAFT ASSEMBLY INTO RECOUPERATOR

1. INSPECT DRIVESHAFT ASSEMBLY AND ENSURE 3X O-RINGS ARE IN PLACE.
2. POSITION RECOUPERATOR TO ALLOW THE DRIVESHAFT ASSEMBLY TO BE INSERTED THROUGH IT.



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### **3. SLIDE DRIVESHAFT ASSEMBLY INTO RECOUPERATOR, ALIGNING THE THROUGH HOLES.**

NOTE: THE DRIVESHAFT ASSEMBLY CAN ONLY BE INSTALLED ONE WAY. THIS WILL ALIGN ALL FOUR THROUGH HOLES AND THREE GREASE PORTS (O-RINGS FROM PREVIOUS STEP).

### **4. GREASE THREADS AND INSTALL 4X 5/16-18 X 1 HEX SCREWS AND LOCKWASHERS. TIGHTEN TO RETAIN THE DRIVESHAFT ASSEMBLY.**

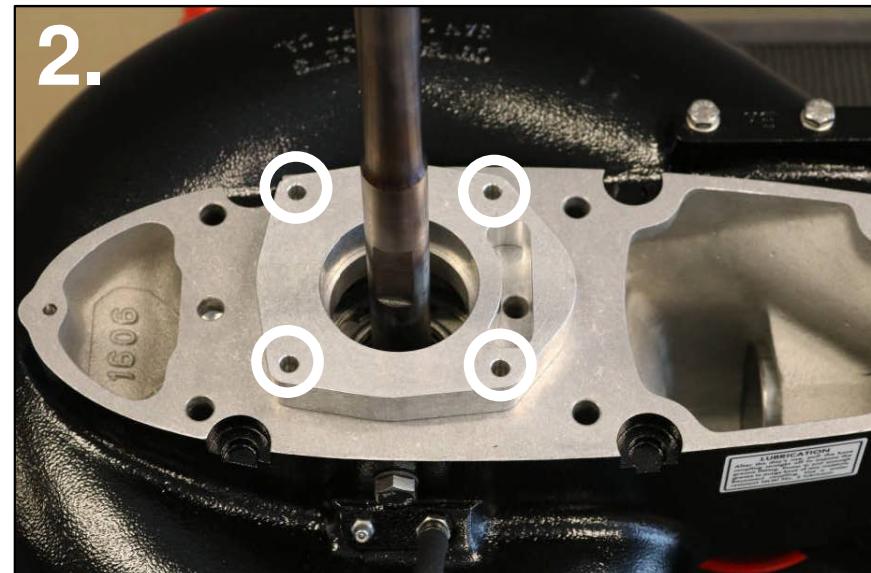


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## 2b. INSTALL WATER PUMP COMPONENTS

1. FLIP RECOUPERATOR OVER TO EXPOSE THE UPPER SIDE
2. INSTALL WATER PUMP ADAPTER, ENSURING ALL FOUR THROUGH HOLES ARE IN ALIGNMENT WITH CORRESPONDING THREADED HOLES IN RECOUPERATOR.



**OUTBOARD JETS**

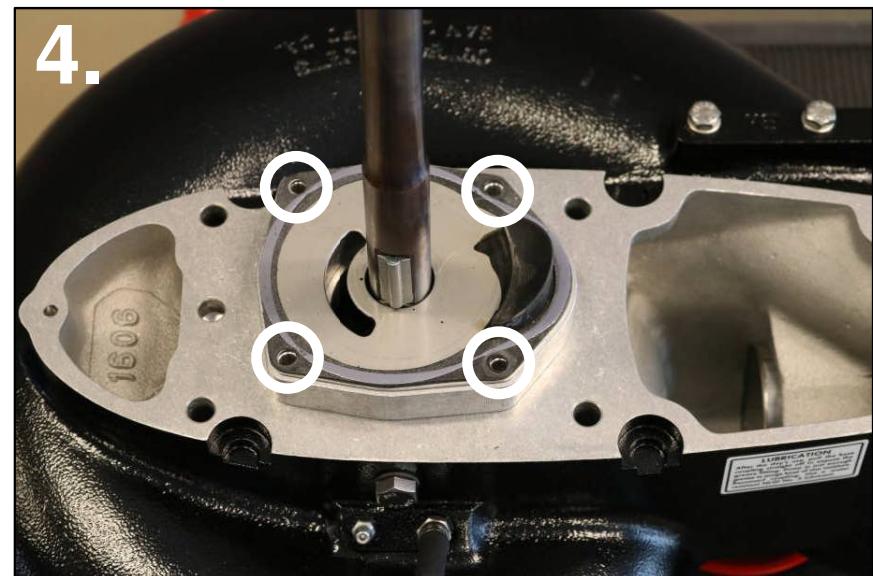
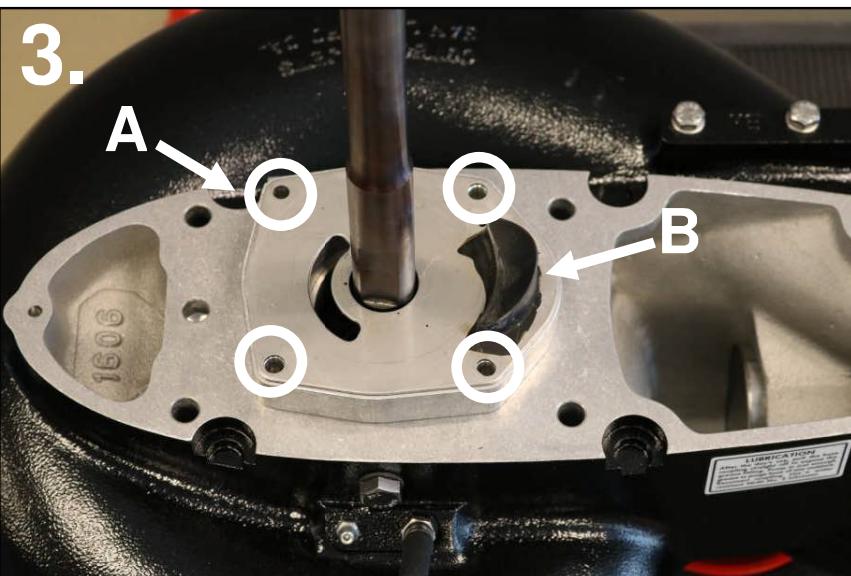
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**3. INSTALL WATER PUMP FACE PLATE.**

**A. ENSURE THROUGH HOLES ARE ALIGNED**

**B. RUBBER LIP IS FACING UP (IF EQUIPPED)**

**4. INSTALL WATER PUMP GASKET, ALIGNING THROUGH HOLES.**

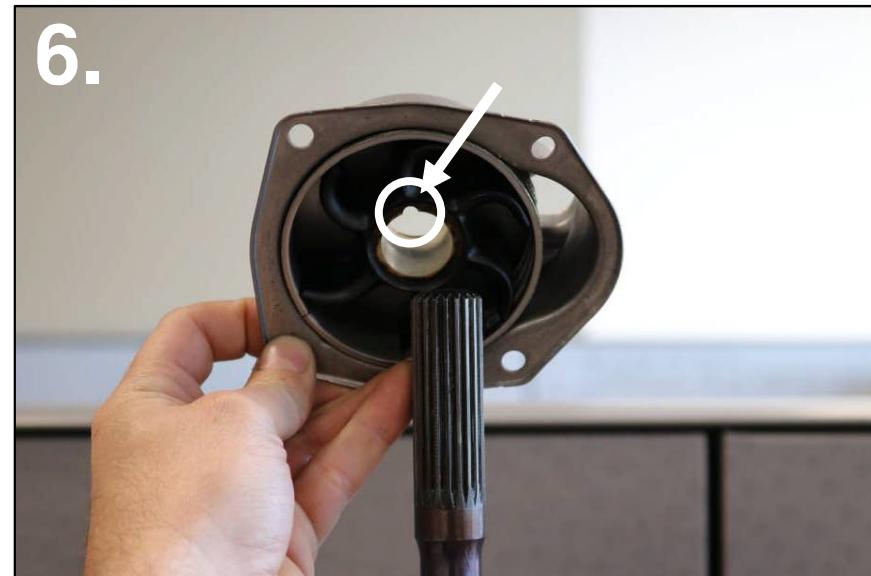
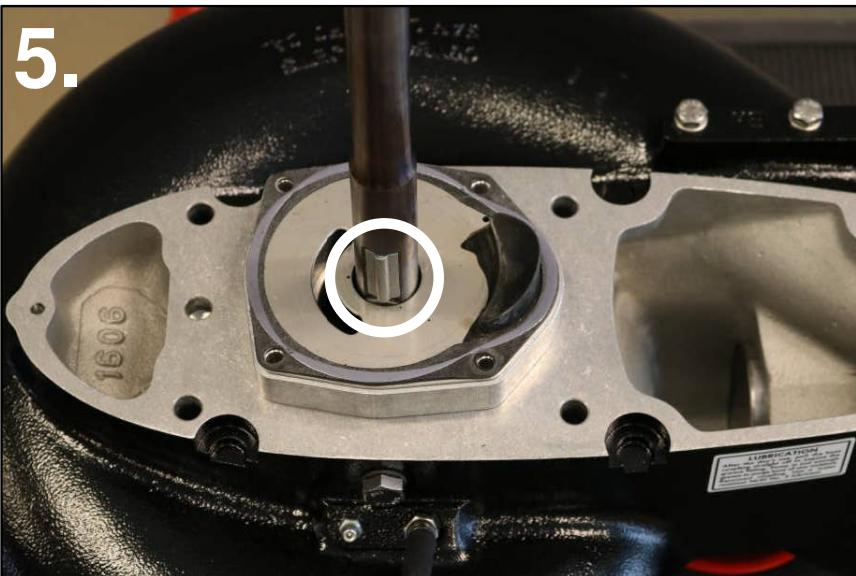


**OUTBOARD JETS**

**5. RE-INSTALL FACTORY T-KEY, ALIGNING FLAT ON DRIVESHAFT WITH FLAT ON KEY.**

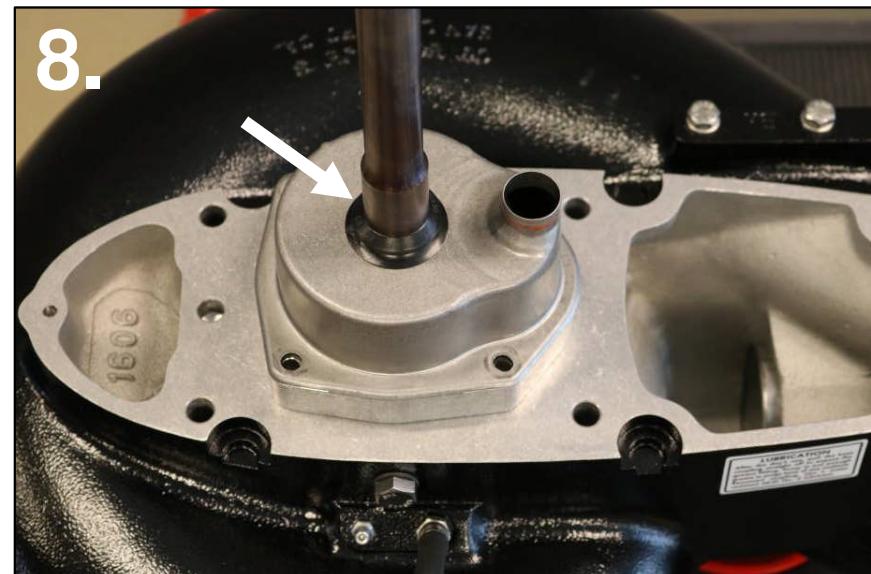
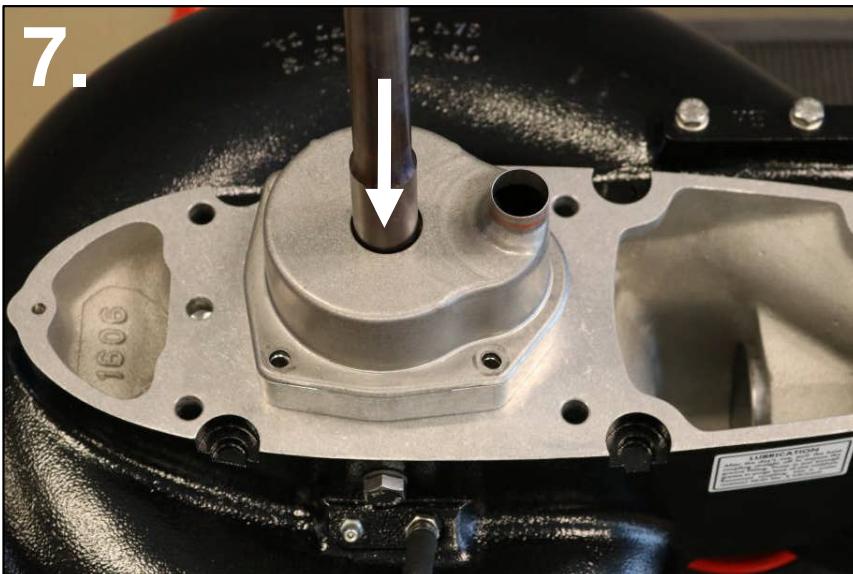
NOTE: A SMALL DAB OF GREASE CAN BE USED TO AFFIX THE KEY IN PLACE.

**6. INSTALL IMPELLER AND WATER PUMP HOUSING, EITHER ASSEMBLED AS SHOWN OR SEPARATELY STARTING WITH THE IMPELLER. TAKE NOTE OF SLOT IN IMPELLER, IT WILL NEED TO BE ALIGNED TO FACTORY T-KEY.**



**OUTBOARD JETS**

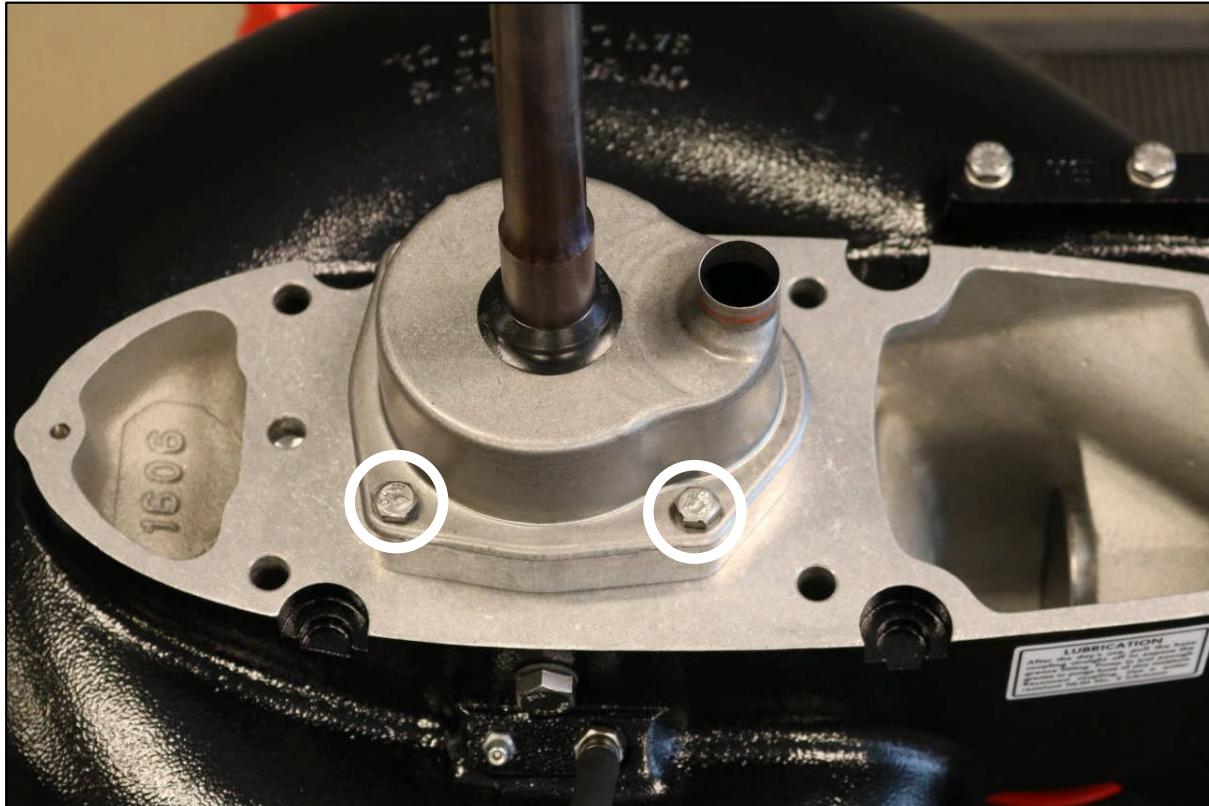
- 7. SEAT IMPELLER AND COVER, ENSURING THAT THE FACTORY T-KEY AND IMPELLER SLOT ARE IN ALIGNMENT.**
- 8. RE-INSTALL DRIVESHAFT SEAL.**



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**9. GREASE THREADS, INSTALL AND TIGHTEN 4X M6 X 30 HEX SCREWS.**



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## **SECTION-3 JET DRIVE INTERFACE**



**OUTBOARD JETS**

### 3a. INSTALL WATER SEAL COUPLER AND ASSOCIATED COMPONENTS

#### 1. ASSEMBLE:

- A. WATER TUBE EXTENSION (IF EQUIPPED)
- B. WATER TUBE GUIDE (IF EQUIPPED)
- C. WATER SEAL COUPLER

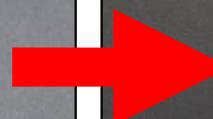
NOTE: GREASE ALL O-RINGS INSIDE EXTENSION AND COUPLER

1.

A

B

C



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- 2. INSERT ASSEMBLED WATER SEAL COUPLER INTO ENGINE, ALIGNING GUIDE WITH GROOVES IN HOUSING (IF EQUIPPED).**
- 3. FULLY SEAT COMPONENTS INTO ENGINE.**



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### **3b. INSTALL ADAPTER PLATE**

- 1. INSTALL 2X .375 X .75LG. DOWELS INTO ENGINE.**
- 2. INSTALL ADAPTER PLATE OVER EXISTING STUDS ON ENGINE, ALIGN DOWELS, AND SEAT FULLY.**



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**3. GREASE THREADS AND INSTALL 5X FACTORY M12 HEX NUTS AND WASHERS. FULLY TIGHTEN ADAPTER PLATE ONTO ENGINE.**



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## **SECTION-4 INSTALL JET DRIVE**



**OUTBOARD JETS**

## 4a. INSTALL JET DRIVE ONTO ADAPTER PLATE

1. INSTALL 2X .1875 X .5LG. DOWELS INTO ADAPTER PLATE.
2. SLIP DRIVESHAFT UP INTO ENGINE CAREFULLY ALIGNING THE DOWELS, AND WATER PUMP OUTLET. SEAT PUMP FULLY.

NOTE: GREASE DRIVESHAFT SPLINES BEFORE INSTALLATION. IF THE DRIVESHAFT DOES NOT SEAT FULLY, SLIGHTLY TURNING THE PUMP SIDE TO SIDE CAN HELP THE SPLINES ENGAGE.

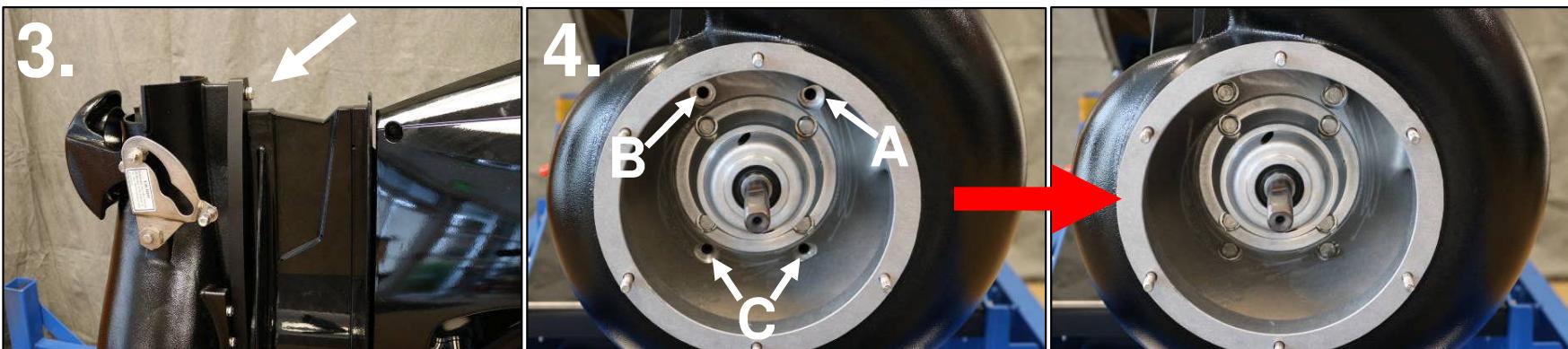


**OUTBOARD JETS**

- 3. GREASE THREADS AND INSTALL REAR FACING 3/8-16 X 1.5 HEX SCREW FROM THE TOP THROUGH THE ADAPTER PLATE AND INTO THE JET DRIVE, THEN HAND TIGHTEN.**
- 4. GREASE THREADS, AND INSTALL THE 4X 3/8-16 HEX SCREWS AND LOCKWASHERS, THROUGH THE PUMP AND INTO THE ADAPTER PLATE. THERE ARE THREE DIFFERENT LENGTHS. TIGHTEN ALL 5 HEX SCREWS, INCLUDING THE REAR FACING ONE FROM THE PREVIOUS STEP.**

- A. 1X 3/8-16 X 3LG.**
- B. 1X 3/8-16 X 2.75LG.**
- C. 2X 3/8-16 X 2.25LG.**

NOTE: GREASE EXPOSED PORTION OF DRIVESHAFT IN PREPARATION FOR NEXT STEP.

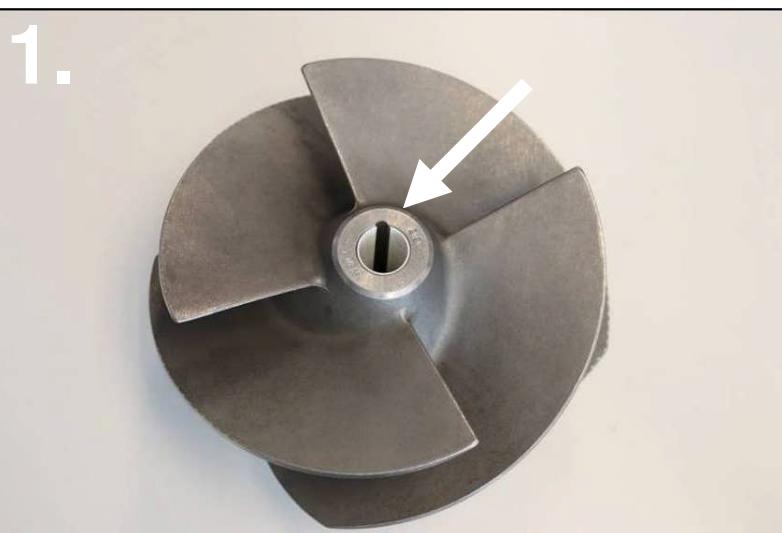


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## 4b. INSTALL IMPELLER

1. INSTALL PLASTIC SLEEVE INTO IMPELLER ALIGNING KEYWAY SLOT WITH SLOT IN THE SLEEVE (GREASE INSIDE BORE OF IMPELLER).
2. GREASE AND INSTALL T-KEY INTO IMPELLER NOSE HOLDING IT WITH YOUR FINGER. SLIDE IMPELLER ONTO DRIVESHAFT ENSURING THE FLAT ON THE KEY IS ALIGNED WITH FLAT ON DRIVESHAFT. FULLY SEAT IMPELLER ASSEMBLY.

NOTE: THE IMPELLER SHOULD SLIDE ON EASILY, IF NOT REPEAT STEP-2.

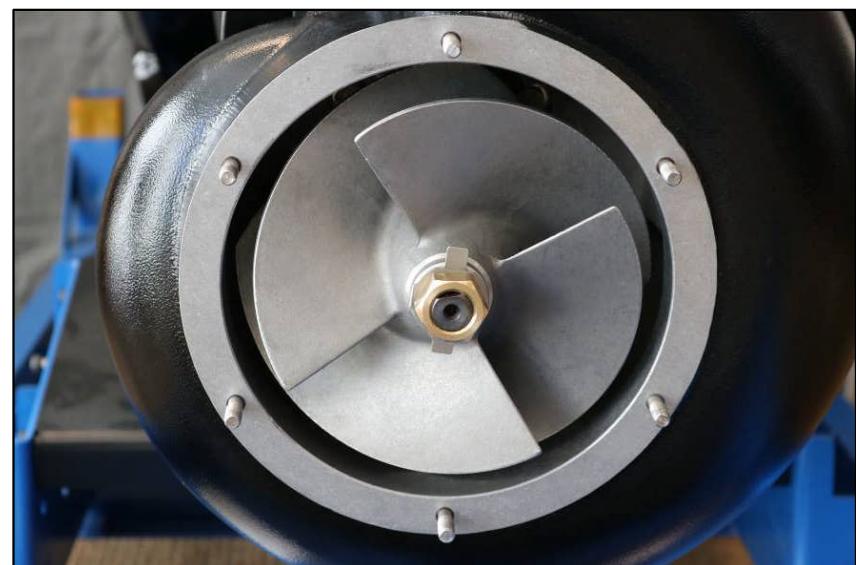
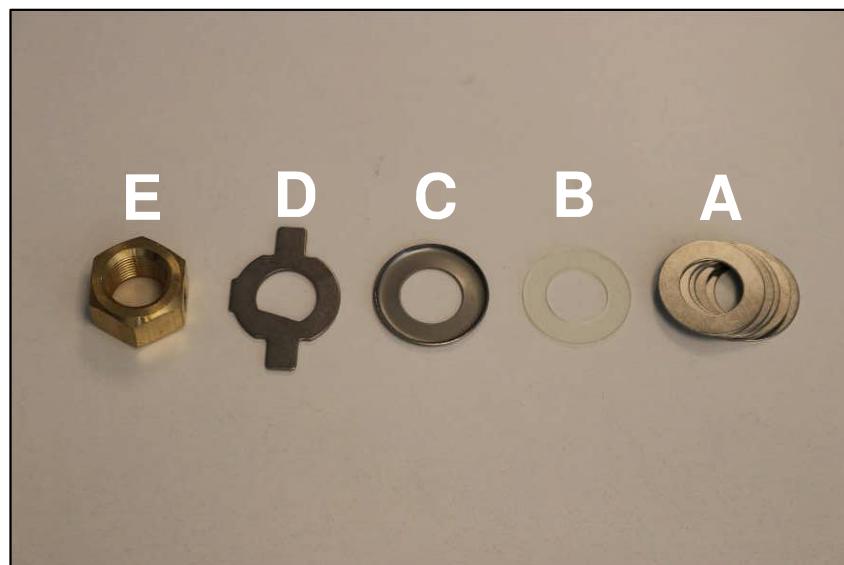


**OUTBOARD JETS**

**3. INSTALL PARTS IN THE FOLLOWING ORDER ONTO DRIVESHAFT,  
AND FINGER TIGHTEN NUT ONLY (GREASE THREADS).**

- A. 7X SHIM WASHERS**
- B. URETHANE WASHER**
- C. CUP WASHER**
- D. LOCKING TAB WASHER**
- E. HEX NUT**

NOTE: URETHANE WASHER SITS IN THE RECESSED PORTION OF THE CUP WASHER



**OUTBOARD JETS**

- 4. TEMPORARILY INSTALL LINER OVER STUDS AND SEAT ALL THE WAY.**
- 5. SLIP BUSINESS CARDS BETWEEN ALL FOUR BLADES OF THE IMPELLER TO SET THE CLEARANCE EVENLY WITH LINER, THEN TIGHTEN NUT FULLY. BUMPING WRENCH WITH PALM OF HAND WILL HELP ENSURE THE NUT IS PROPERLY TIGHTENED.**

NOTE: DEPENDING ON THICKNESS OF CARDS, IT MAY BE NECESSARY TO FOLD THEM IN HALF TO INCREASE THICKNESS (CLEARANCE APPROX. .030").



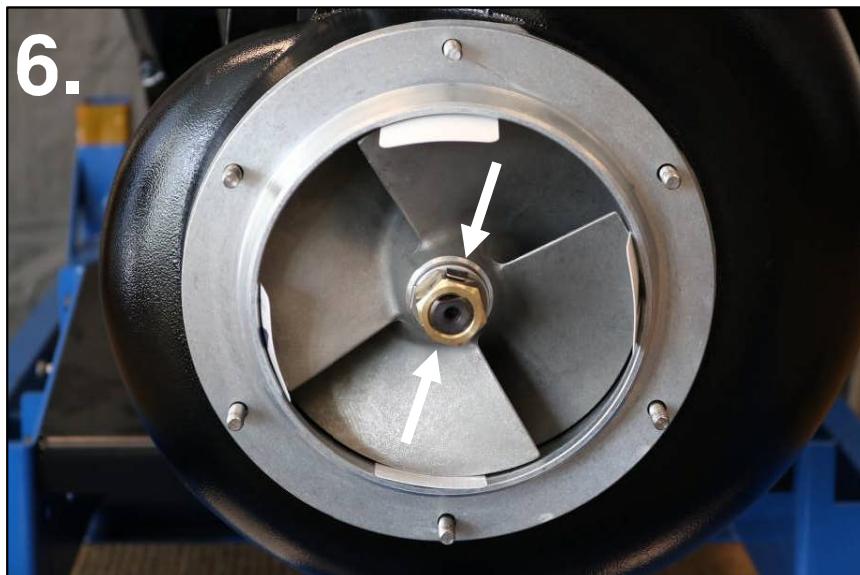
**OUTBOARD JETS**

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**6. BEND TABS DOWN AND OVER THE FLATS ON THE HEX NUT.**

NOTE: IF THE TABS DO NOT LINE UP REMOVE NUT AND FLIP LOCKING TAB WASHER OVER, THIS SHOULD ALLOW TABS TO LINE UP SUFFICIENTLY.

**7. ALIGN WATER INLET HOUSING WITH STUDS, AS SHOWN, ENSURING THE RAMPED PORTION IS FACING THE FRONT OF THE MOTOR. THEN INSTALL AND TIGHTEN 6X 5/16-18 HEX NUTS (GREASE THREADS).**



**OUTBOARD JETS**

**8. USING NEEDLE NOSE PLIERS REMOVE THE BUSINESS CARDS  
THROUGH THE GRILL BARS.**



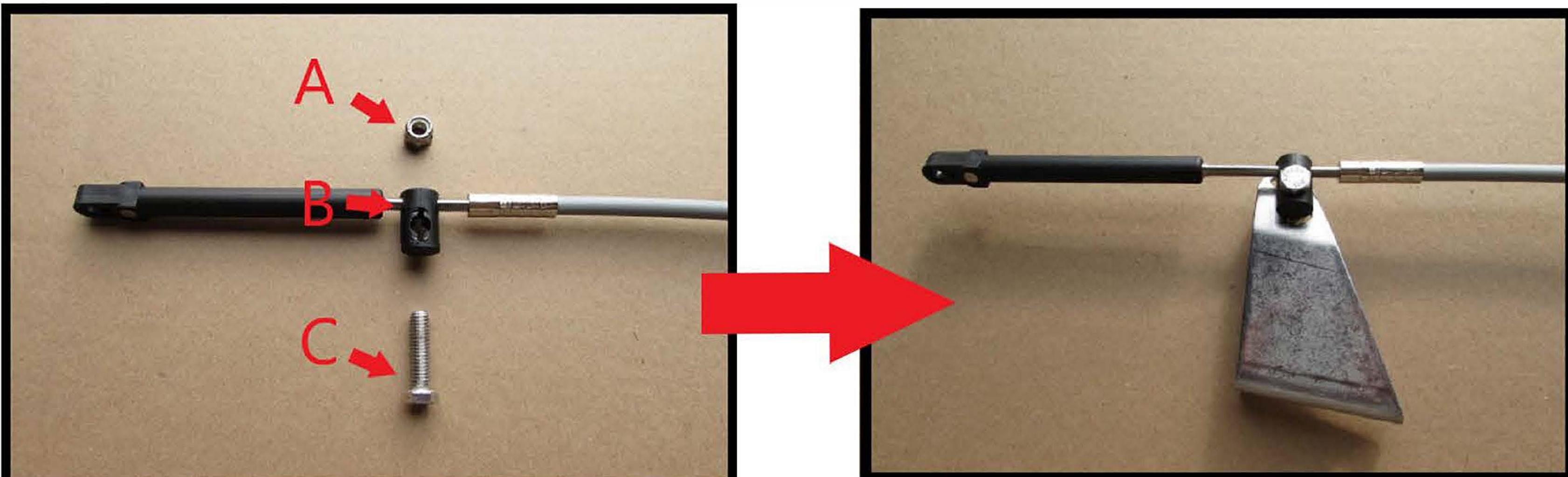
**OUTBOARD JETS**

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#### 4c. INSTALL AND ADJUST SHIFT CABLE

1. ASSEMBLE SHIFT CABLE ONTO CABLE SUPPORT BRACKET IN THE FOLLOWING ORDER, THEN AFFIX WITH THE 5/16 BOLT AND NYLOC (GREASE THREADS).

- A. 5/16 NYLOC
- B. SHIFT CABLE
- C. 5/16-18X 1 1/4 HEX BOLT



**OUTBOARD JETS**

**2. INSTALL OFFSET PLATE ONTO PUMP WITH 2X 1/4-20 X .625 LG. HEX SCREWS, AND 2X 1/4" WASHERS, THEN TIGHTEN (GREASE THREADS).**



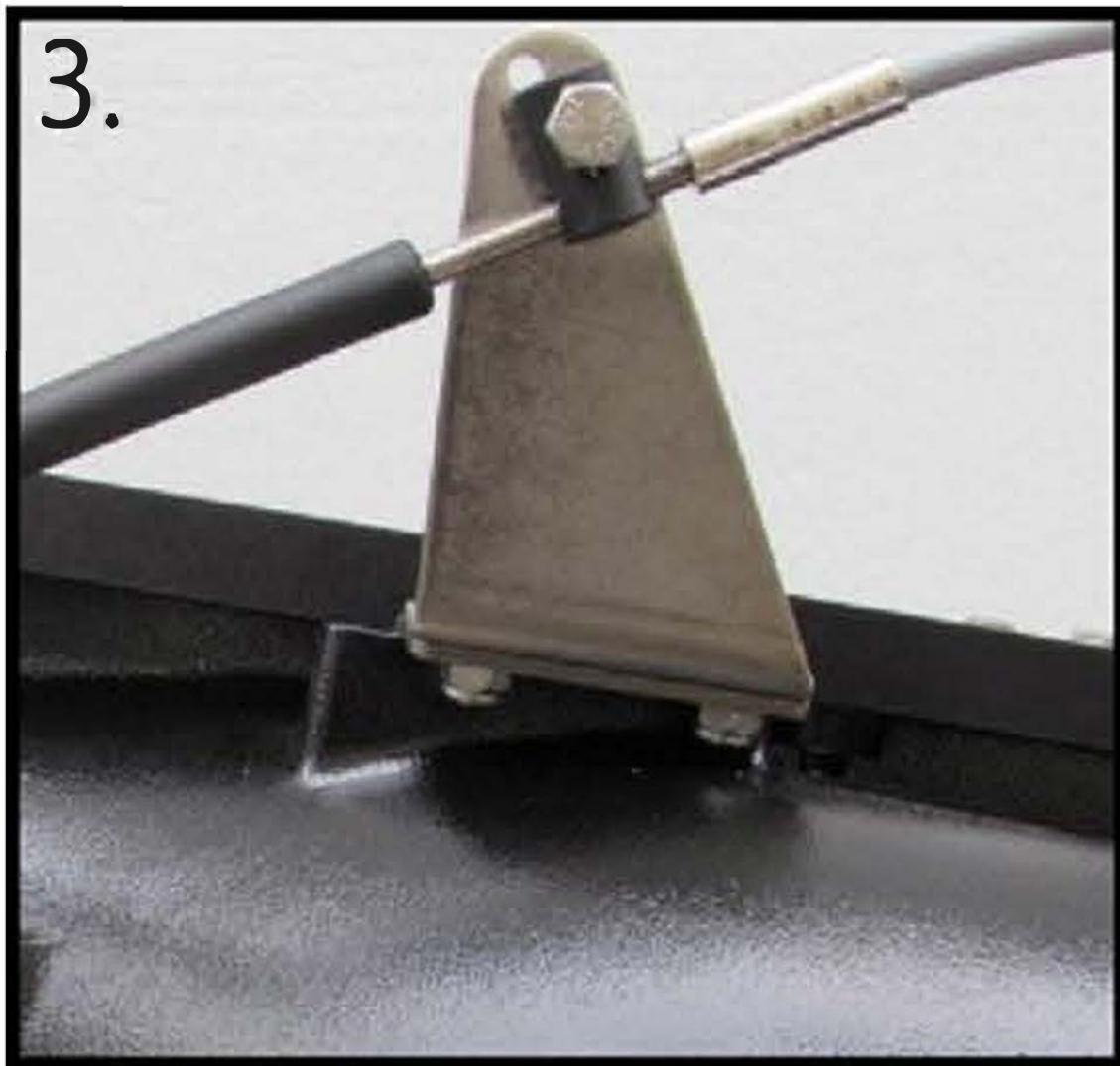
**OUTBOARD JETS**

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**3. INSTALL CABLE SUPPORT BRACKET ONTO OFFSET PLATE, USING 2X 1/4-20 X .625 LG. HEX SCREWS, 2X 1/4" WASHERS, AND 2X 1/4-20 HEX NUTS, THEN TIGHTEN (GREASE THREADS).**

NOTE: CENTERING THE BRACKET ON ITS SLOTS WILL HELP WITH FINAL CABLE ADJUSTMENT.

**4. INSTALL CABLE END OVER STUD ON SHIFT LINKAGE AND SECURE USING 1/4-20 HEX NUT AND WASHER.**



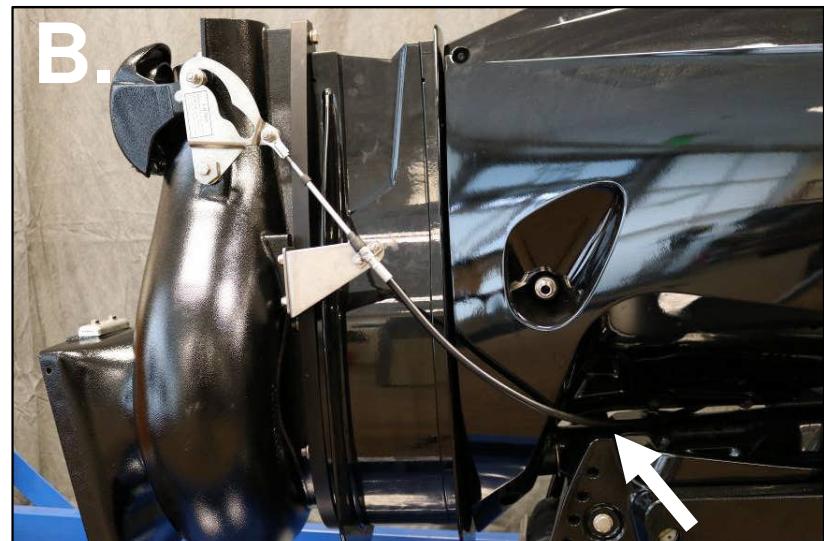
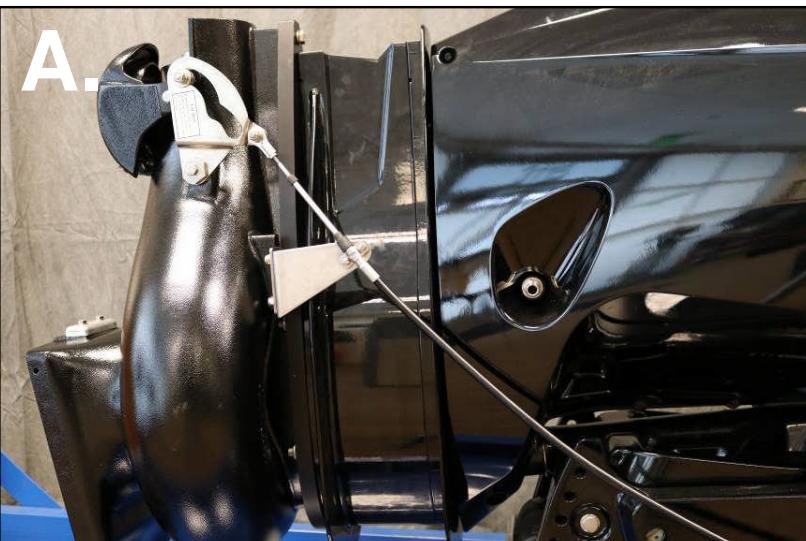
**OUTBOARD JETS**

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**5. THERE ARE TWO POSSIBLE SHIFT CABLE ROUTINGS, DEPENDING ON THE REQUIREMENTS OF EACH INSTALLATION.**

**A. CABLE ROUTING FOR BOAT WITH STARBOARD SIDE CABLE REQUIREMENT.**

**B. CABLE ROUTING FOR BOAT WITH PORT SIDE CABLE REQUIREMENT. CABLE FEEDS BETWEEN TRANSOM MOUNT AND ENGINE.**



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#### **4d. ADJUSTMENT AND TESTING**

## 1. THERE ARE 3 DISTINCT POSITIONS THAT THE SHIFT LINKAGE NEEDS TO ACHIEVE:

- A. FORWARD
- B. NEUTRAL
- C. REVERSE

NOTE: THE PRIMARY GOALS ARE THE POSITIONS OF THE SHIFT LINKAGE IN NEUTRAL (WHEN YOU START THE ENGINE) AND FORWARD. WHEN THE SHIFT LEVER IS FULL FORWARD, THE CAM ROLLER SHOULD LOCK AT THE END OF THE GROOVE. EVEN IF REVERSE DOESN'T QUITE GO TO FULL LOCK, THE WATER JET PRESSURE WILL HELP TO KEEP IT IN PLACE.



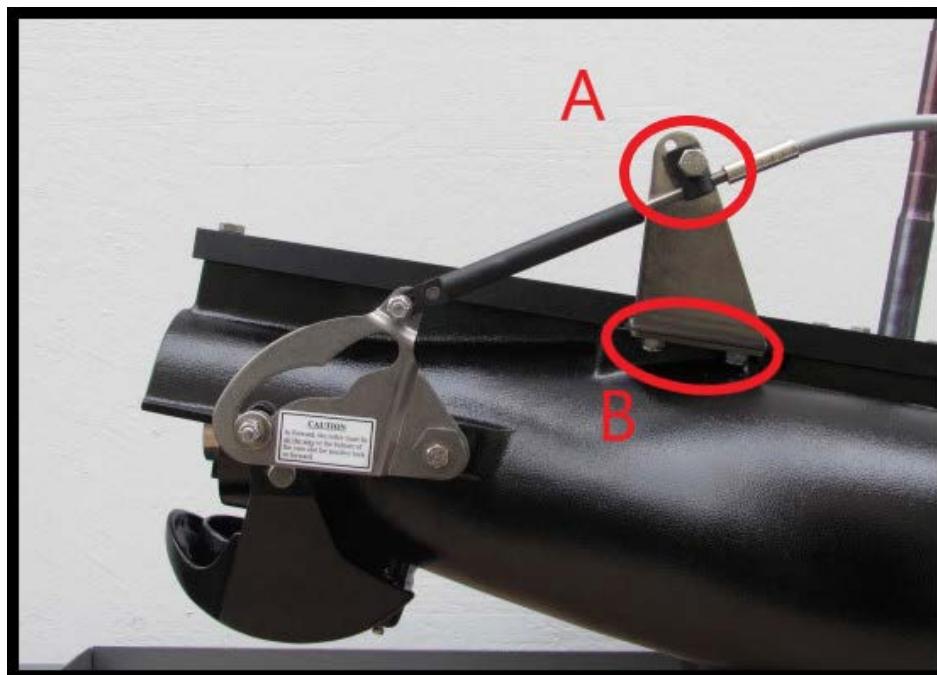
# **OUTBOARD JETS**

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**2. IF FULL TRAVEL AND CAM LOCK IS NOT ACHIEVED IN THE PREVIOUS STEP THEN CABLE ADJUSTMENT WILL BE NECESSARY. THERE ARE TWO ADJUSTMENTS ON EITHER END OF THE CABLE.**

- A. CABLE CONNECTOR**
- B. SHIFT CABLE BRACKET SLOTS**

**NOTE: USE THE CABLE THREAD/LOCKNUT TO ADJUST LENGTH OF CABLE, AND USE SLOTS OF CABLE BRACKET TO ADJUST THE END POINTS.**



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## **FINAL NOTES:**

- 1. THE INSTALLATION OF THE SHIFTER CABLE AT THE HELM IS SPECIFIC TO EACH INDIVIDUAL BOAT AND IS NOT COVERED IN THESE INSTRUCTIONS.**
- 2. GREASE THE IMPELLER BEARINGS PER OUTBOARD JETS RECOMMENDATION; REFER TO WEBSITE.**

**CAUTION: UPON INITIAL START-UP, LOOK FOR COOLING WATER EXITING THE REAR OUTLET OF THE MOTOR. THIS IS TO VERIFY THE WATER PUMP IS WORKING PROPERLY.**



**OUTBOARD JETS**

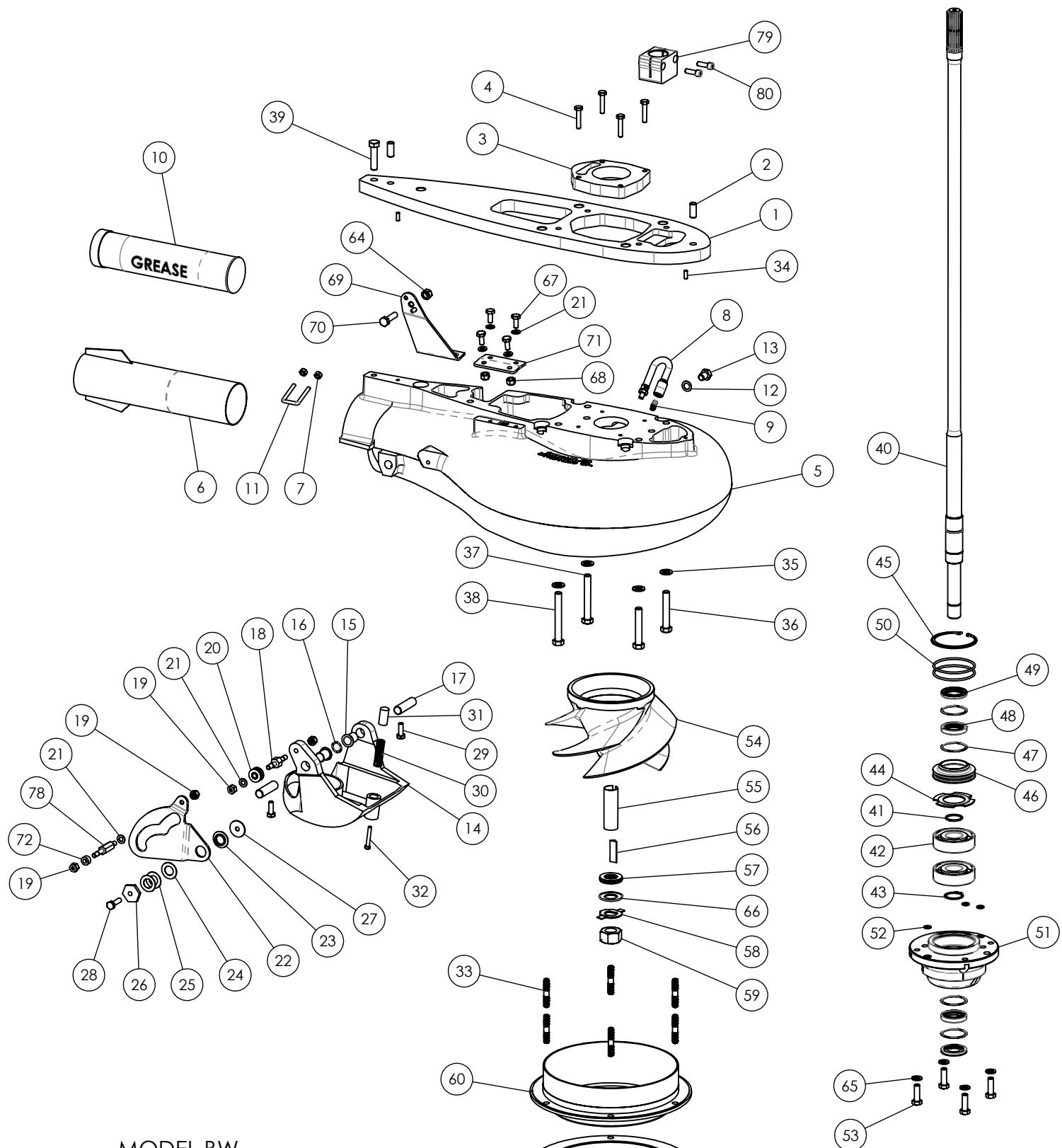
**GUARANTEE:**

**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 MATERIALS OR WORKMANSHIP, PLEASE CALL US BEFORE YOU START MAKING REPAIRS.**

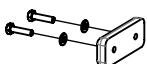


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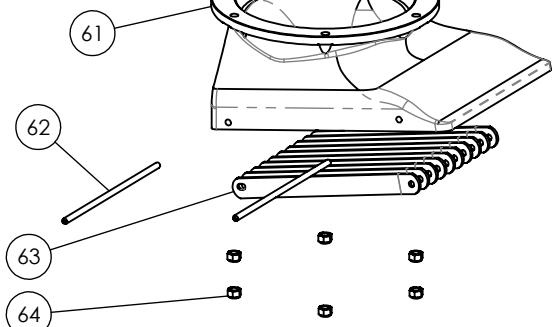
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## MODEL BW



## ANODE KIT 1693



# MODEL BW MERCURY

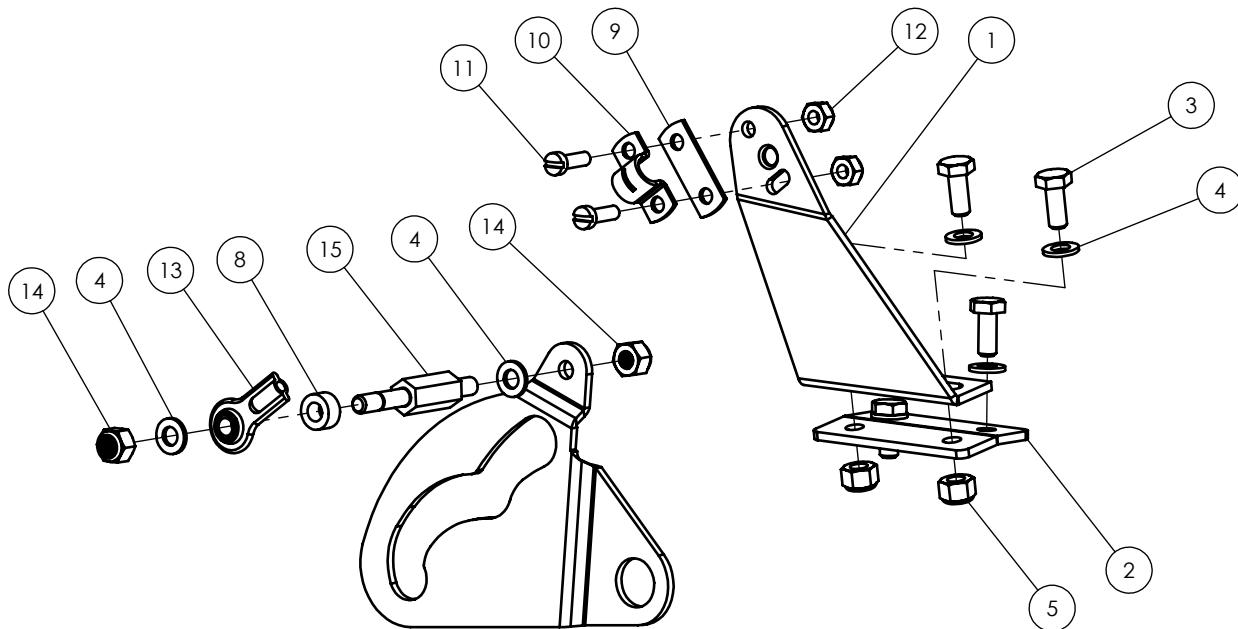
V6 & V8

REF	QTY.	PART NO.	DESCRIPTION	REF	QTY.	PART NO.	DESCRIPTION
1	1	2289	ADAPTER PLATE BW	49	2	507	SEAL OUTER
2	2	630	DOWEL PIN 3/8 X 7/8	50	2	527	O RING 568-141 3/32 X 2-5/16 X 2-1/2
3	1	2290	PUMP ADAPTER BW	51	1	393.5	BEARING CARRIER W/SEALS & O RINGS 5/16
4	4	2305	BOLT HEX HD M6-1.0 X 30MM	52	3	521	O RING 568-011 1/16 X 5/16 X 7/16
		2294	RECOUP GATE BW	53	4	602	BOLT HEX HD 5/16-18 X 1
5	1	2292	RECOUP PAINTED BW	54	1	1721	IMPELLER 7 5/8 SS
6	1	128	EXHAUST TUBE ASSY LARGE 2 1/2	54	1	2191	IMPELLER 7 7/8 SS
7	2	621	NYLOC 10-32	55	1	136	SHAFT SLEEVE PLASTIC LARGE
8	1	975	LUBE HOSE ASSY	56	1	1706	T KEY 1/2 ROUND-LARGE
9	1	539	ZERK FITTING 1/4-28	57	7	121	SHIM WASHER
10	1	552.5	GREASE CARTRIDGE	58	1	781	NUT KEEPER LARGE
11	1	845	CLIP EXHAUST TUBE 1 3/8	59	1	122.1	SHAFT NUT 3/4-16 BRASS
12	1	1023	WASHER FIBER 3/8			1603.04	INTAKE ASSY 7 5/8
13	1	1022	BOLT HEX HD 3/8-16 X 1/2			2219.04	INTAKE ASSY 7 7/8
14	1	1172.04	REVERSE GATE	60	1	1605	LINER 7 5/8 FLANGED
15	2	536	NYLINER 1/2 ID X 13/16	60	1	2192	LINER 7 7/8 FLANGED
16	1	1178	SPRING GATE PIVOT 1/2	61	1	1602.04	INTAKE PAINTED
17	2	823	PIN GATE PIVOT 1/2 LARGE	62	2	1667	GRILL ROD
18	1	1043	SHAFT ROLLER	63	10	1622	GRILL BAR X-LARGE
19	4	624	NYLOC 1/4-28	64	7	625	NYLOC 5/16-18
20	1	1042	ROLLER ASSY	65	4	640	WASHER SPRING LOCK 5/16
21	7	635	WASHER FLAT 1/4	66	1	1719	TORSIONAL DAMPER 3/4
22	1	1034	SHIFT CAM LARGE	67	4	572	BOLT HEX HD 1/4-20 X 5/8
23	1	1037	BUSHING CAM	68	2	623	NYLOC 1/4-20
24	1	1038	WASHER CAM			171.3	BRACKET ASSY BW W/HARDWARE
25	2	1039	SHIM-CAM	69	1	156.3	BRACKET CABLE SUPT BW
26	1	1036	CAM ECCENTRIC	70	1	597	BOLT HEX HD 5/16-18 X 1-1/4
27	1	633	WASHER FLAT 1/4 X 1	71	1	1666.1	OFFSET PLATE AQ SHO
28	1	576	BOLT HEX HD 1/4-20 X 1	72	1	1238	SPACER
29	2	573	BOLT HEX HD 1/4-20 X 3/4	73	1	542	SHIM MORSE
30	1	1170	SPRING GATE BUMPER	74	1	543	CLAMP CHRYS
31	1	1497	GATE BUMPER	75	2	561	FIL HD SLOTTED 10-24 X 5/8
32	1	559.2	FIL HD SLOT 10-32 X 1 1/4 PATCH	76	2	619	NYLOC 10-24
33	6	1319	STUD - INTAKE LARGE	77	1	553.2	BALL END 1/4 X 10-32 CABLE
34	2	631	DOWEL PIN 3/16 X 1/2	78	1	2128	OFFSET HEX AQ SHO
35	4	636	WASHER SPRING LOCK M10	79	1	2411.5	BW ACTUATOR STOP
36	2	608	BOLT HEX HD 3/8-16 X 2 1/4	80	2	564	CAP SCR SOCKET HD 1/4-20 X 3/4
37	1	609	BOLT HEX HD 3/8-16 X 2 3/4				
38	1	610	BOLT HEX HD 3/8-16 X 3				
39	1	607	BOLT HEX HD 3/8-16 X 1 1/2				
		2297.1	DRIVESHAFT ASSEMBLY BWX 25IN				
40	1	2296	DRIVESHAFT BWX 25IN				
		2313.1	DRIVESHAFT ASSEMBLY BW 20IN				
40	1	2312	DRIVESHAFT BW 20IN				
41	1	41	SHAFT BEARING THRUST RING				
42	2	502	BEARING 7305B-UA				
43	1	511	TRUARC 5100-98				
44	1	404	BACKUP WASHER				
45	1	513	TRUARC N5002-250ZD				
46	1	432	UPPER SEAL CARRIER W/SEALS & O RINGS				
47	4	517	SPIROLOX RR-150S				
48	2	506	SEAL INNER				

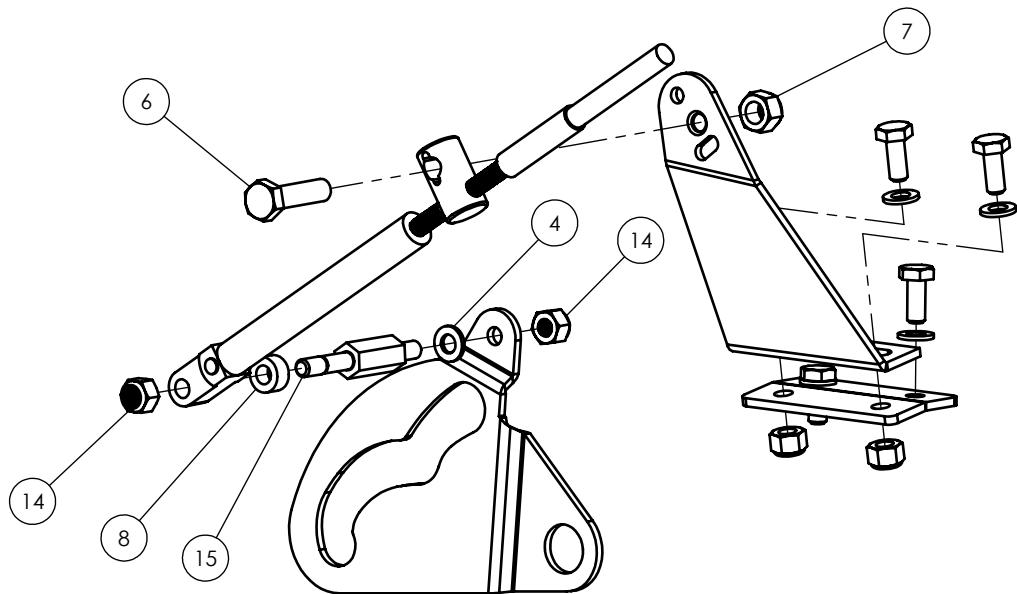
SIZE	TORQUE
1/4-20 (M6)	8-9 FT-LBS
5/16-18 (M8)	12 FT-LBS
3/8-16 (M10)	22 FT-LBS

- BEARING AND SEAL KIT #429
- REVERSE GATE KIT COMPLETE #1223.04
- REVERSE GATE HARDWARE KIT #1223NG
- FLUSH FITTING #1064
- INTAKE ASSEMBLY 7 5/8 #1603.04
- INTAKE ASSEMBLY 7 7/8 #2219.04
- INTAKE STUD KIT # 1335
- IMPELLER PARTS KIT #946
- HARDWARE BAG #774.2

QTY	PART NUMBER	DESCRIPTION	ITEM NO.
1	156.3	BRACKET CABLE SUPT BW	1
1	1666.1	OFFSET PLATE AQ SHO	2
4	572	BOLT HEX HD 1/4-20 X 5/8	3
6	635	WASHER FLAT 1/4	4
2	623	NYLOC 1/4-20	5
1	597	BOLT HEX HD 5/16-18 X 1-1/4	6
1	625	NYLOC 5/16-18	7
1	1238	SPACER	8
1	542	SHIM MORSE	9
1	543	CLAMP CHRYS	10
2	561	FIL HD SLOTTED 10-24 X 5/8	11
2	619	NYLOC 10-24	12
1	553.2	BALL END 1/4 X 10-32 CABLE	13
2	624	NYLOC 1/4-28	14
1	2128	OFFSET HEX AQ SHO	15
	171.3	BRACKET ASSY BW W/HARDWARE	



**SEASTAR 3300 SERIES CONFIGURATION**



**SEASTAR 3600 SERIES CONFIGURATION (Recommended)**

## 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

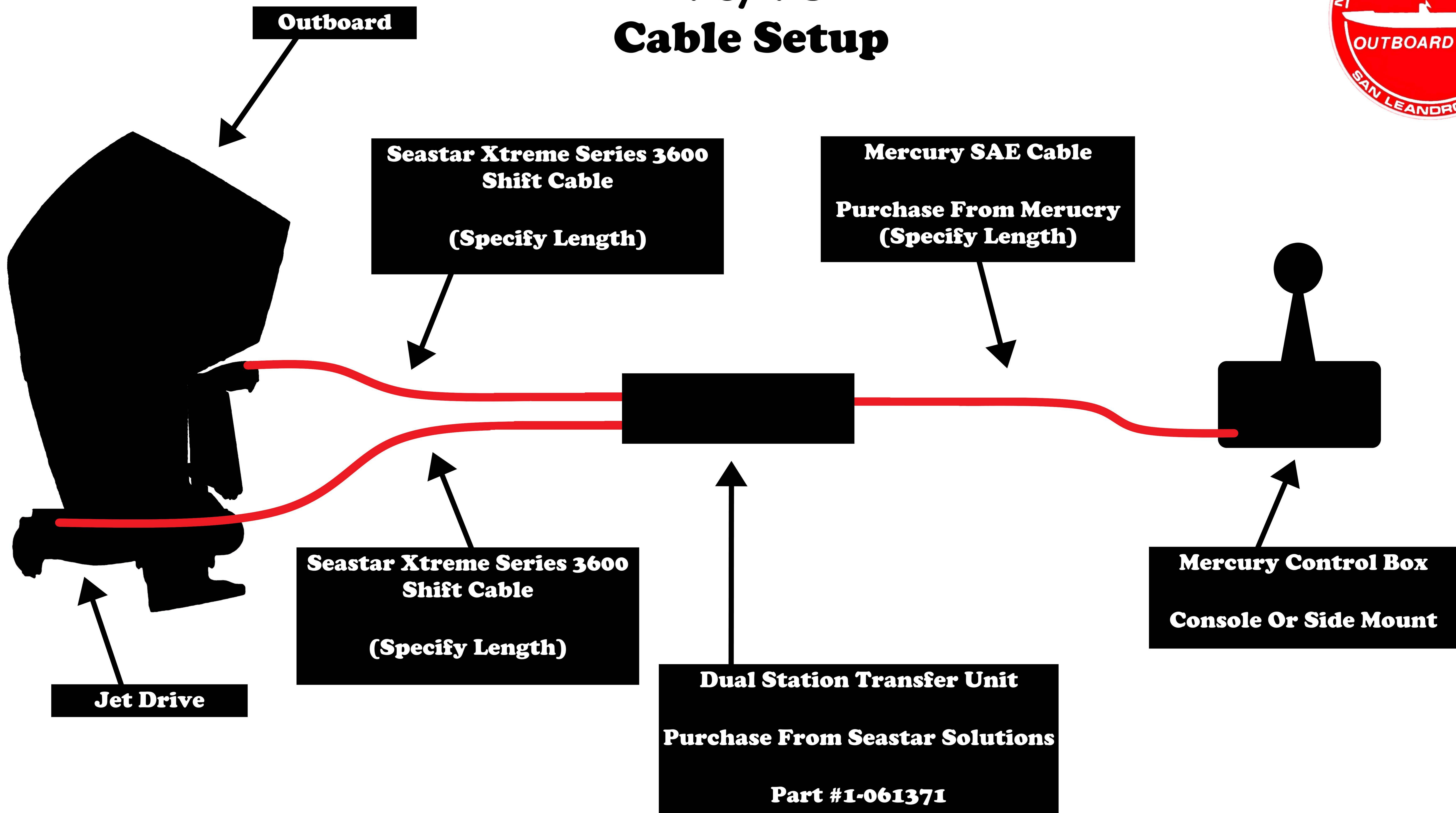
Aluminum and stainless steel have been used in the construction of your jet drive. These materials have either been treated or are inherently resistant to corrosion. It is recommended, however, that when not in use the motor be tipped up so that the jet unit is out of the water. When used in salt water 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.

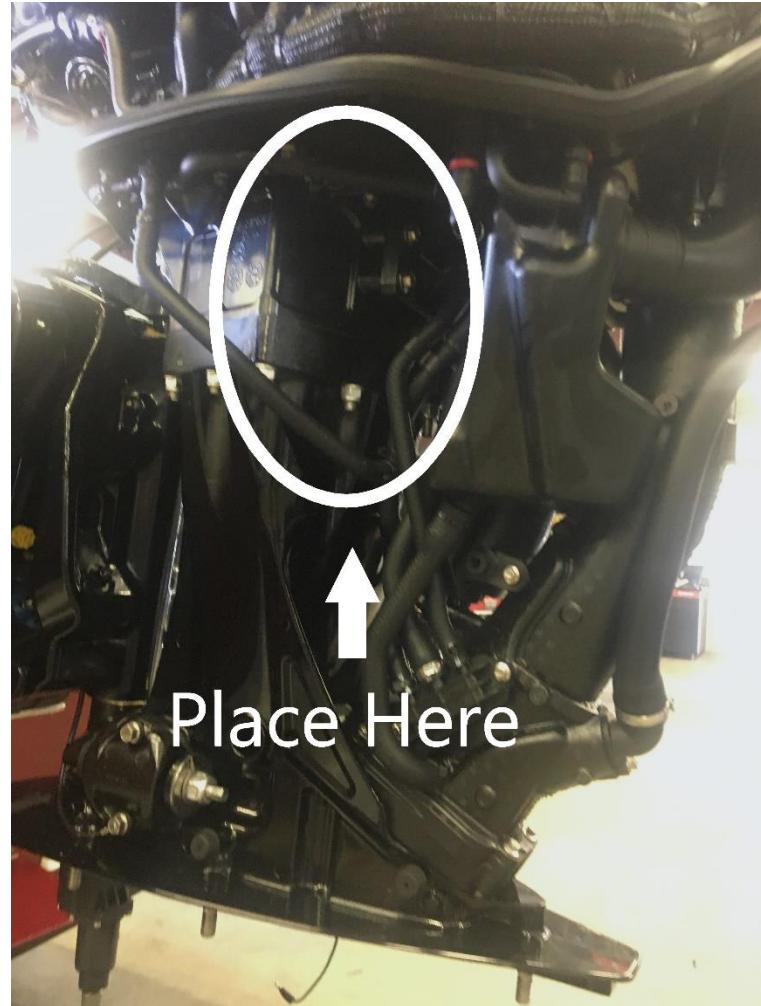
Specialty Manufacturing Company  
Outboard Jets  
2035 Edison Avenue  
San Leandro, CA 94577

# Mercury Four Stroke V6/V8 Cable Setup



## SHIFT ACTUATOR RELOCATION

20" Shaft Only



1. Remove the Actuator from the bottom of the engine.
2. Disconnect the wires.
3. Place Actuator against panel and secure with hose clamps.
4. Feed wires through engine and re-connect to Actuator.
5. Be sure that the bottom of the Actuator can rotate freely.

Instructional Video can be found on our Website  
<http://outboardjets.com/shift/>

## ORIENT HARD STOP AS SHOWN

