

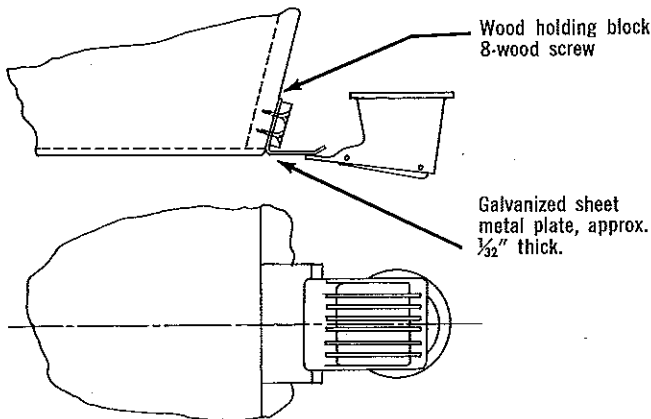
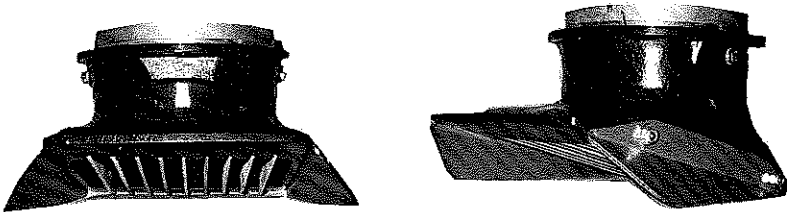
Now test run the boat. If cavitation occurs (air enters the pump causing loss of thrust, motor overspeeds erratically) then lower the engine $\frac{1}{4}$ inch at a time until smooth operation is obtained. Slight cavitation on sharp turns or in rough water is acceptable but excessive cavitation is harmful to both motor and pump and should be avoided.

If smooth operation is obtained with the initial setting you should raise the motor in $\frac{1}{4}$ inch steps until cavitation does occur. Then lower $\frac{1}{4}$ inch and lock permanently. This height setting then never needs to be changed regardless of boat load being carried.

The motor tilt pin should be set to a vertical engine position when the boat is planing. If the boat rides bow high, or tends to be stern heavy, tilt the motor down one notch which will point the jet stream down, giving added lift to the stern. If the tilt angle is changed, then the height should be rechecked.

7. FURTHER REDUCTION IN SPRAY AND CAVITATION

To reduce spray, or to further reduce cavitation in rough water, a $\frac{1}{32}$ inch splash plate can be used. This will allow mounting the motor higher to reduce drag. A set of intake fins is available to reduce cavitation when running with the wind in a chop.



8. TIPS ON JET BOAT OPERATION

A. Experiment with steering your boat in an open area before attempting downstream river running. You will find quick response to the helm, but due to the relatively flat bottom hulls and lack of propeller skeg, your boat will tend to skid on the turns. You must start your turns early and use sufficient power to maintain steerage. If you attempt too tight a turn at too high a speed, your boat will likely spin out. This is a great way to stop in a hurry but can also cause an unstable boat to roll over.