RJL.

Hamilton Jet Unit Owner's Manual 750 series

index

1 Introduction

This manual contains important information regarding the operation, care and maintenance of your Hamilton 750 Series Jet Unit. Its new features include balanced deflectors for light, positive steering, and a removeable inspection cover to allow easy access for removing any debris which may find its way into the intake. In order to obtain the maximum benefit from your jet unit, we suggest that you familiarise yourself with the contents of this manual and follow the recommendations laid down.

All information, illustrations and specifications contained in this manual are based on the latest production information available at the time of publication. The right is reserved to make changes at any time without notice, so always quote both model and serial numbers in any correspondence regarding your jet unit.

We would like you to obtain the utmost performance and satisfaction from your 750 Jet Unit, so if you intend to install it into a boat yourself, we strongly recommend that you obtain "750 Series Technical Information" from your Hamilton Jet Dealer.
The information includes the selection and matching of a suitable hull, engine, coupling and control system, installation etc.

2 Scope of Use

The 750 Series Marine Jets are designed for the efficient propulsion of small and medium sized high speed (over 20 knots) planing craft, and to be driven by conventional gasoline inboard engines. If used as recommended, they will give brisk acceleration, excellent power for water-skiing, and economical load-carrying for family, sporting and utility purposes of all descriptions.

These units can be used on heavier and larger boats, displacement craft, and a variety of special purpose vessels, with approximately equal efficiency to a direct-drive propeller. However, at these low speeds, efficiency is reduced. If the units are to be used outside their design range, the manufacturers should be consulted for guidance.

Generally, therefore, it is recommended that they be confined to the lighter, fast class of craft usually trailered (or slipped) when not in use. The units are built from lightweight materials for high performance. They can be used freely in the sea, but to avoid problems with fouling and excessive corrosion, it is recommended that they are slipped or trailered when not in use.

3 Specification

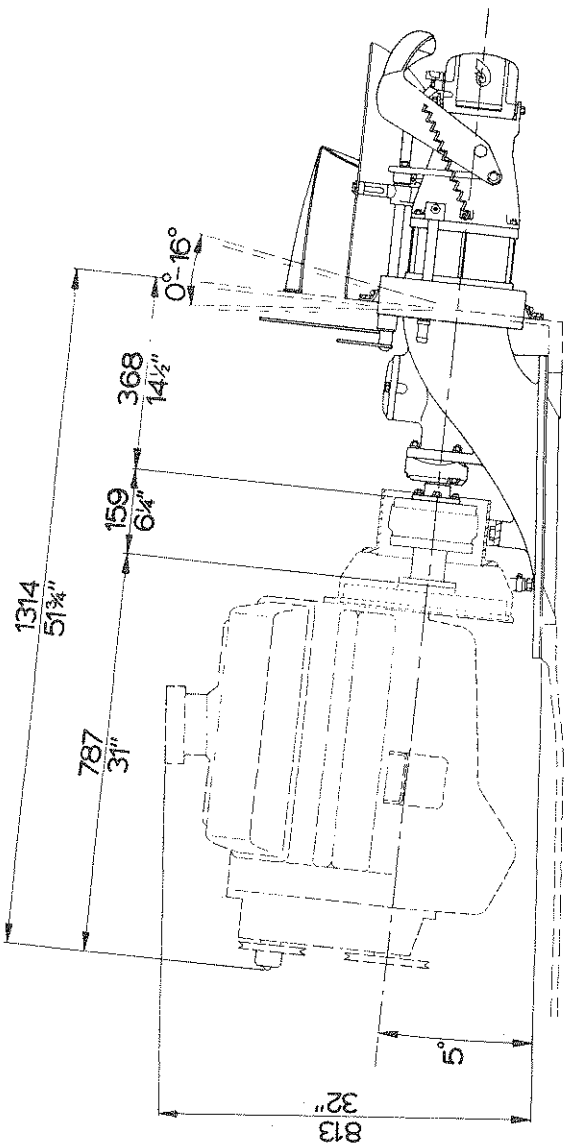
MODEL	751	752	753
No. of stages	1	2	3
Impeller Diameter	190mm 7½"	190mm 7½"	190mm 7½"
Nozzle equiv. diam. (std)	120mm 4¾"	110mm 4 3/8"	100mm 4"
Nozzle range (to order)	* 110mm 4 3/8"	120mm 4¾" 100mm 4" 98mm 3 7/8"	110mm 4 3/8" 98mm 3 7/8"
Engine Size	1 – 3.3 litres 60 – 200 C.I.D.	3 – 5.5 litres 180 – 320 C.I.D.	5 – 8 litres 300 – 500 C.I.D.
Horsepower Range	50 – 150	100 – 250	200 – 400
Maximum R.P.M.	5000	5000	5000
Drive Coupling flange for: Hardy Spicer or Hamilton "Close Kit"	1300 Series	1300 Series	1400 Series
Jet Unit Weight	45 kg 100 lb	55 kg 120 lb	59 kg 130 lb
Boat Size	3.7 – 6m 12' – 20'	4.3 – 7m 14' – 23'	4.9 – 8m 16' – 26'
Unladen Boat Weight (Maximum)	800 kg 1750 lb	1200 kg 2650 lb	1600 kg 3500 lb

** NOTE: Only use H.P., and high R.P.M. (over 4500 r.p.m.) on light high performance pleasure craft. Use lower R.P.M., and move up one stage for heavier craft and commercial operation.

* 751 (single stage only) is supplied with a standard pitch impeller. Fine, or coarse pitch impellers available as options.

** NOTE: Only use high H.P. and high R.P.M.

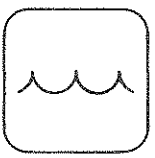
4 Typical Assembly



Typical assembly showing 302c.i.d. Ford V-8, close coupling and Hamilton 752 jet unit

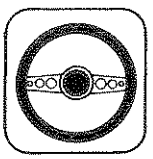
5 Pre-Start Check

Although most of the settings are done at the factory, the following points should be checked after the unit has been installed in the boat. It is also advisable to go through all the checks listed in the Owner's Manual of the engine you are using.



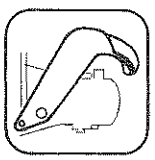
LEAKS

With boat well laden at the back, check for leakage at the transom seal, and intake joint. Well prepared surfaces and proper use of sealing cement provide leak proof joints.



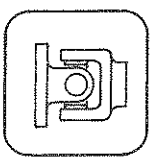
STEERING

The steering wheel should have no undue slack. If it has, check that the steering wires are taut, and adjust if necessary.



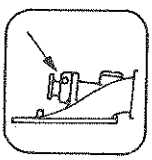
REVERSE BUCKET

Make sure that the reverse bucket operates freely.



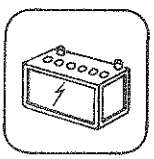
DRIVE SHAFT

The drive shaft universals and sliding splines should be greased sparingly. If a rubber close coupling system is used, check the bolts for tightness. (See Section 7 - Maintenance).



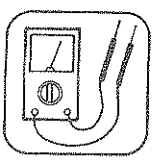
BEARING

The thrust bearing should be greased with a water repellant, Lithium based grease, using an ordinary grease gun on the nipple provided. DO NOT OVERGREASE. (See Section 7 - Maintenance).



ELECTRICAL AUXILIARIES

Batteries, radio transmitters, or other electrical equipment should NOT be earthed to the Jet Unit. It is safer to use an independent grounding plate which is electrically isolated from both the Jet casing and from the engine.



INSULATION

The rotating parts of the Jet units are electrically insulated from the aluminium casing to prevent electrolytic corrosion in sea water. Insulation is by tufnol washers, insulating film on the front bearing housing, and rubber in the rear bearing.

When a new boat is being fitted out, it is most important that the insulation should not be short-circuited by external fittings such as control links, fuel lines, steering cables or engine mountings which could provide an electrical circuit from the rotating shaft, through the engine, and back to the aluminium Jet casing. The use of rubber couplings insulates the engine from the jet shaft.

To check the insulation, use an ohm-meter or a bulb and battery (3-12 volt) between the casing and the mainshaft of the Jet Unit while it is out of the water and the engine is stationary. The resistance under these conditions should not be less than 1000 ohms (or, if you are using a bulb it should not light). A rear bearing, damp with sea water, may show a slightly lower resistance, but a metallic short circuit, which is dangerous, usually shows a very low resistance (under 10 ohms) and a test light will glow.

If there is a short circuit, find the cause and remove it.

To test the Jet Unit alone, remove the coupling shaft and repeat the test, revolving the shaft slowly by hand.

Operation

LOADING

Do not carry more weight aboard than is absolutely necessary. Remember, a high speed planing hull is very sensitive to weight.

STARTING OFF & STOPPING

Find a suitable place to launch the boat. Drive the trailer back enough to submerge the jet intake into the water. (If there is a proper launching ramp then there is nothing to worry about but if you are launching at a lake shore or river bed, make sure that you can drive the trailer out with the boat on it).

Start the engine, engage reverse and open throttle slowly to get the boat in the water. If you are in shallow water with a shingle bed, do not open full throttle to take off as this will suck the shingle into the unit damaging the impeller blades.

With the engine idling, or with small throttle opening, manoeuvre into deep water. Now open throttle fully until the craft is planing clear and then ease the throttle back to economical cruising revolutions (generally 75% of Max.), and maintain planing speed.

Avoid driving in the 10-15 m.p.h. range as at these speeds, the draught and drag are at maximum.

STEERING

Try your steering and make sure you get the feel of it. Steering is achieved by deflecting the jet, so the engine must always be running to get any steering. The larger the throttle opening, the greater the steering effect.

NEVER - repeat NEVER stop the engine when approaching a mooring, rapid or any situation when steering would be required. With the engine stopped, there will be NO steering available.

REVERSING

Reverse thrust is obtained by directing the jet stream forward under the boat hull. Once again, reverse is only available when the engine is running. The boat can be brought to a stop from speed by engaging reverse with throttle closed and then opening the throttle slowly. FULL THROTTLE OPENING could be dangerous in this condition, as instant reverse thrust is obtained.

It is possible to creep forward or backward by moving the reverse lever towards forward or reverse. It is also possible to steer the boat in reverse and neutral. It must be noticed that the steering in reverse is opposite to that of car steering, a feature that can be used to advantage when manoeuvring. An easy way to remember is that "the bow goes in the same direction as the steering wheel is turned" or "whichever way the wheel is turned - the bow will go the same way.

It is also possible to rotate the boat when neutral is engaged.

These manoeuvres need some practice but with experience they will enable you to handle the boat in extremely difficult conditions which would prove almost impossible in a conventional propeller driven boat.

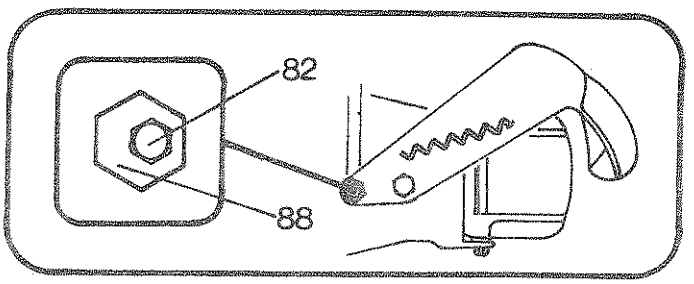
After the boat is launched, the neutral position should be checked as follows:–

(a) Select the neutral position on the reverse lever.

(b) Run the boat at a fast idle in open water with no current or wind, with the steering straight ahead.

(c) If the boat moves forward, rotate the adjusting sleeves to lower the reverse bucket a little.

(d) If the boat moves astern, rotate the adjusting sleeves to raise the bucket.



(a) Loosen bolt (82).
(b) Rotate both adjusting sleeves (88) to raise or lower the reverse bucket.
Important: Take care that the eccentric sleeves are set in identical positions on either side.
(c) Hold adjusting sleeve in position and tighten bolt.

BLOCKED INTAKE SCREEN

During operation in debris laden water, the intake screen of the jet unit might get clogged. Floating sticks, weeds and leaves are the worst offenders. The effect is falling off in thrust and speed, and in extreme cases, increased noise from the jet unit. Close the throttle momentarily and switch off the engine for a few seconds. In most cases it will fall from the screen bars. If this fails, stop the engine and remove the blockage manually with the rake provided, or by removing the inspection cover to gain access to the intake.

CAUTION: Before removing the cover, make sure that it is above the water-line and if not, shift ballast to the bow of the boat.

In shallow waters over shingle beds, full throttle sucks in the shingle and blocks the screen. Once again, the engine should be stopped for a short time to drop off the shingle. However, this problem will not be encountered while running at a reasonable speed over shallows or weeds.

Two types of intake screens are available:–

(a) Solid bar screen for stony conditions, and where the bottom may be encountered frequently.

(b) Free-finger "comb" intake screens for weedy conditions. NOTE: This screen should not be used if a stony bottom is to be encountered, as stones can pass the flexible bars and can seriously damage the interior of the unit.

BLOCKED WATER DELIVERY TUBE

Lack of cooling water flow is sometimes caused by a blocked water delivery tube, and can often be noticed by the increase in exhaust noise even before it shows on the temperature gauge. Switch off the engine and check by removing the plugs (99) each side of the Jet Unit.

7 Maintenance

This unit has been designed to require the absolute minimum of maintenance. The main moving parts which may require occasional attention are described below. Routine checks and lubrication at regular intervals will ensure a long trouble-free life.

THRUST BEARING

This is a special high thrust capacity duplex ball bearing with separate grease seals. The bearing should be lubricated after every 30 hour's use with a water repellant Lithium based grease (Shell Alvania 3 or equivalent).

REAR BEARING

This is a water lubricated, Cutless rubber bearing. It requires no attention. DO NOT RUN THE UNIT OUT OF WATER as this will damage the bearing. Because there will be no cooling water, the engine could also be damaged.

DRIVE SHAFT & UNIVERSAL

Grease the joints and splines sparingly after every 30 hour's use, as for Thrust Bearing. Do not overgrease. (Rubber coupling, if used, will need no attention other than periodic inspection and a check on the condition of rubber and the tightness of the bolts).

REVERSE & STEERING MECHANISMS

Occasionally check all bolts for tightness. If the deflectors are removed for any reason, make sure the deflector pivot pins are tight when reassembled. They should not revolve with the deflectors.

ROMET SHAFT SEAL

This is a carbon face seal with a bronze counterface and needs no attention.
If a leak appears below the bearing housing, this is an indication of a cracked or chipped carbon face. Replace it with another seal. For details see Service Information, Section 8.

TRANSOM SEAL

Occasionally inspect the rubber to check that it is sealing effectively and is in sound condition.

SALT WATER OPERATION

This unit is designed for high speed planing craft where light weight is important. Therefore aluminium alloy components have been used. Use freely in the sea, but the boat should be trailered or slipped and flushed with fresh water or given a short run in fresh water before extended storage.

If it is used extensively in salt water, it is recommended that all casings and seals be inspected regularly. Occasionally dismantle and inspect all internal and external surfaces for corrosion. Rubber seals should be replaced where required.

Protective spray on machinery, fittings, wirings, instruments, etc. is recommended.

STORAGE

Always clean down the whole boat, and wash inside and out with fresh water (and detergent if desired). Hose out interior of jet unit through the intake and the nozzle. Allow to dry completely, and spray with a suitable corrosion protection liquid. Oil and lubricate all moving parts, including the steering gear and deflector pins and pivots. Keep well aired in storage to avoid condensation.

THRUST BEARING, GREASE SEAL & CARBON SEAL:
REMOVAL

Undo the two nuts and remove the inspection cover (2) to withdraw split pin (50) inside the intake. Unfasten the rear end of the drive shaft (in some cases where short couplings are used it may be necessary to remove the drive shaft completely or shift the engine). Remove the self locking nut and washer (51 and 42). The coupling (41) will now slide off, freeing the key (40). Undo the three nuts and bolts (13 and 14) and carefully remove the bearing housing (28) with the bearing inside. One half of the bearing race will probably stay on the shaft. Remove this and keep with the bearing. DO NOT EXCHANGE THE BEARING INNER RACE HALVES. KEEP THE BEARING CLEAN. Remember with this type of thrust bearing, even a new one will have considerable slack. Therefore, excessive noise, obvious water damage or wear on the inner races and balls should be the only reason to replace the bearing. The bearing is locked tight inside the housing for insulation purposes and if it needs replacing it can be bought as a unit from the factory or your Hamilton dealer.

To remove the grease seals continue by removing the O-ring (36), locating ring (35) and the bearing spacer (37). Check the bearing spacer and coupling for wear caused by the seals (33 and 34). Check the seals in the bearing housing and locating ring for wear and replace if necessary.

A worn or damaged carbon seal is indicated by water leakage from the hole beneath the bearing housing. To remove the carbon seal continue by removing the shaft slinger (39). The seal face (47) and carbon seal assembly (49) can now be removed by reaching into the intake and pushing them off the shaft. If the seal face is difficult to remove, two bolts (13) may be screwed into the tapped holes in the seal face to allow it to be pulled out. Inspect the sealing faces carefully and if they are scored or chipped they should be replaced. The seal can be bought from the factory or dealer as a unit.

ASSEMBLY

Assembly is the reverse of removal. Slide the carbon seal assembly on the shaft with spring retainer, spring, flat washer, O-ring, carbon seal in that order. When replacing the bearing housing some difficulty may be experienced with one inner race half, which may need to be pushed on with the coupling. Tighten the coupling self locking nut to 70-80 lb.ft. torque. Refit the split pin and inspection cover. Check that the shaft turns freely and then refit drive shaft. Regrease the bearing with Lithium based water repellant grease.

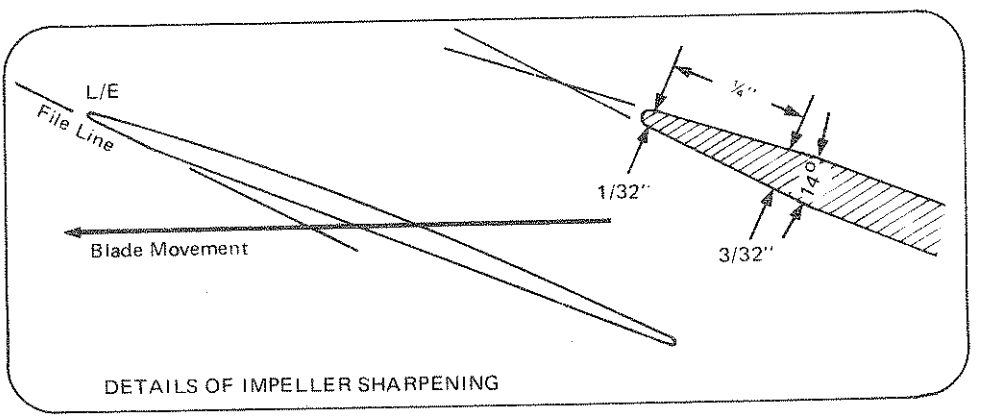
IMPELLER:
REMOVAL

Remove the two nuts and bolts (107 and 113) and coaming (104). Then remove bolt (111), splash guard (100), and support (105). Remove bucket spring (90), split pin and slotted nut (94 and 97) and roller (86) on the reverse crank. Loosen pinch bolts (80) on reverse and steering cranks and remove both cranks by pushing the shafts forward slightly. Remove the

six stud nuts (68) and withdraw the tailpipe (54). The two water delivery tubes (58) will now be free and care should be taken of the four O-rings (66). Prevent the mainshaft from rotating and undo the mainshaft nut (52) and remove washer(42), bearing sleeve (45). impeller (46), and key (44). (For two or three stage units, continue with stator casing (53) next bearing sleeve, impeller and key etc.). Take care not to damage the large O-ring in the tailpipe and stator casing recesses.
Blunt leading edges on impellers can reduce performane considerably, so the edges should be kept reasonably sharp, but take care to sharpen only as shown in the diagram. Tip clearance of impeller blades should not be more than .060" (about 1/16") for best performance.

ASSEMBLY

IMPORTANT. Clean all traces of grease from the bearing sleeves. It is often helpful to dust the sleeve with French Chalk to act as a lubricant for the bearings during assembly. When the sleeve measures about .007" under 1½" diameter by micrometer, replacement is advised. The cutless rubber bearing should be replaced if wear is apparent on the fluted surfaces by eye, and the new sleeve is excessively slack.
Make sure all parts are clean, and grease all mating surfaces. Fit keys in keyways in shaft, and slide impellers over shaft and key. Slide on bearing sleeves and when tightening the nut, ensure that the washer is central, otherwise it can prevent the tailpipe from fitting on. Tightening torque for the mainshaft nut is 70 lb.ft.

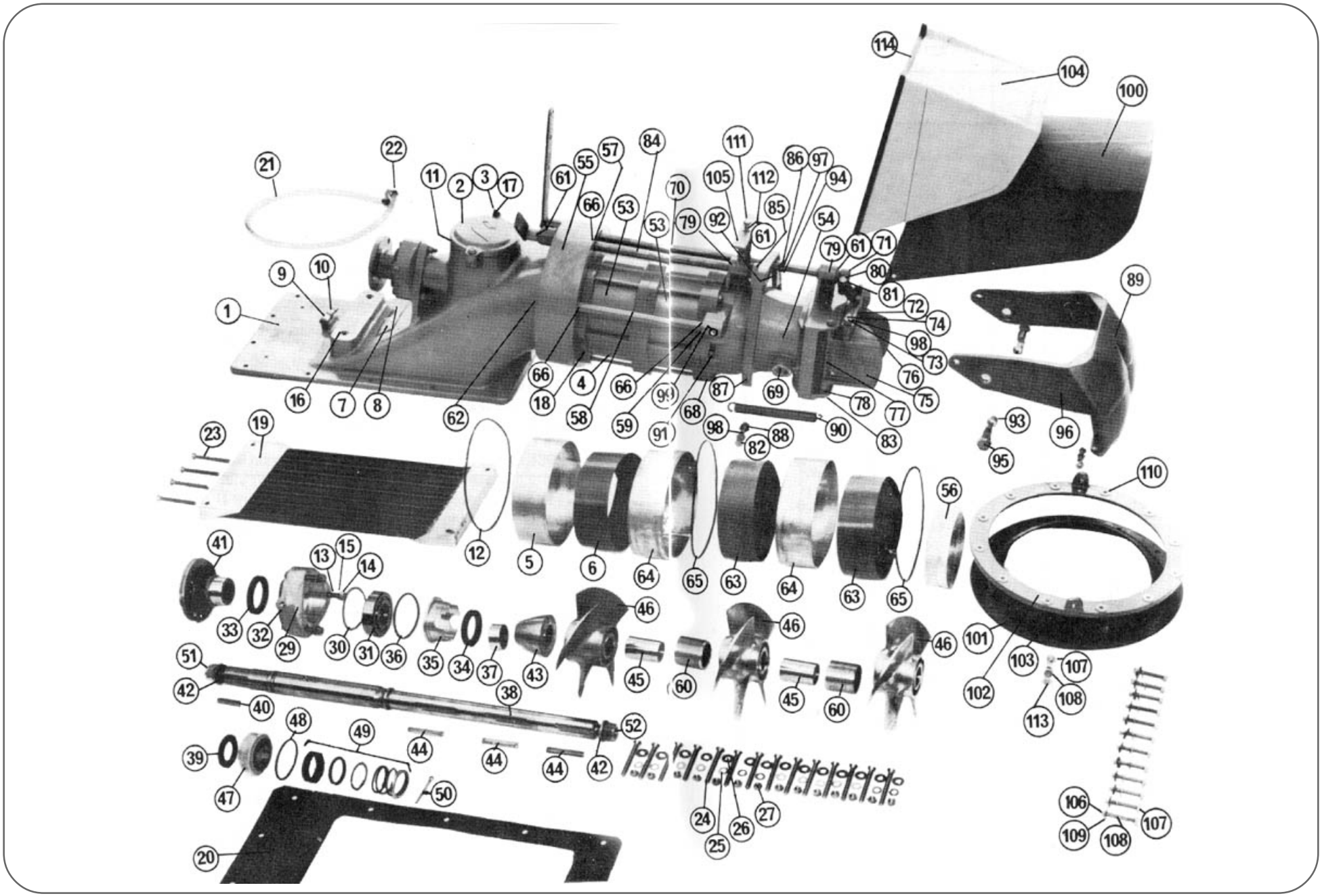


DETAILS OF IMPELLER SHARPENING

GENERAL

If you dismantle the unit, it is generally worthwhile examining the seals, bearings, grease seals and impeller at the same time. A complete check just before the start of the season usually pays dividends in terms of assured reliability and peak performance.

9 Parts List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Intake Assembly

Item No.	Description	Single Stage 751 Part No.	Qty.	Two Stage 752 Part No.	Qty.	Three Stage 753 Part No.	Qty.
1	Intake Housing	102319	1	102319	1	102319	1
2	Inspection cover	102320	1	102320	1	102320	1
3	Inspection cover stud	102321	2	102321	2	102321	2
4	Intake/tailpipe stud	102323	6	102324	6	102325	6
5	Wear ring	JE144	1	JE185	1	JE185	1
6	Wear ring insulator	JE147	1	JE147	1	JE147	1
7	Name plate	63097	1	63097	1	63097	1
8	Patent plate	63135	1	63135	1	63135	1
9	Brass elbow ¼"BSP x 90°	—	1	—	1	—	1
10	Air Bleed Nipple	862N	1	862N	1	862N	1
11	O Ring 4 3/8" x 4¾" x 3/16" G.S.	—	1	—	1	—	1
12	O Ring 7¾" x 8" x 1/8" W.S.	—	1	—	1	—	1
13	3/8" UNC x 2½" HEX HD Bolt S.S.	—	3	—	—	—	—
	3/8" UNC x 2¾" HEX HD Bolt S.S.	—	—	—	3	—	3
14	3/8" UNC Nut S.S.	—	3	—	3	—	3
15	3/8" Flat Washer S.S.	—	3	—	3	—	3
16	5/8" UNC x ¾" Skt HD Grub Screw S.S.	—	2	—	2	—	2
17	3/8" UNC Self Locking Nut S.S.	—	2	—	2	—	2
18	5/16" UNC Nut S.S.	—	6	—	6	—	6
19	Fixed bar Intake Screen	JE293	1	JE293	1	JE293	1
20	Intake Gasket	JE289	1	JE289	1	JE289	1
21	Plastic Hose 3/8" dia. x 36"	J634	1	J634	1	J634	1
22	Hose Clip	No. M00	1	No. M00	1	No. M00	1
23	5/16" UNC x 2" CSK HD Screw S.S.	—	4	—	4	—	4
24	5/16" UNC x 2½" CSK HD Screw S.S.	—	14	—	14	—	14
25	5/16" Flat Washer S.S.	—	14	—	14	—	14
26	5/16" Fibre Washer	—	14	—	14	—	14
27	5/16" UNC Nut S.S.	—	18	—	18	—	18

Shaft and Bearing Housing Assembly

Item No.	Description	Single Stage 751 Part No.	Qty.	Two Stage 752 Part No.	Qty.	Three Stage 753 Part No.	Qty.
28	Bearing Assembly (consisting of:–	JE217SY	1	JH210SY	1	JH210SY	1
29	Housing	JE212	1	JH205	1	JH205	1
30	Tufnol washer	JE216	1	JH209	1	JH209	1
31	Bearing (R & M)	DMJT25J	1	DMJT35JM	1	DMJT35JM	1
32	Straight Grease Nipple 1/8" BSP	–	1	–	1	–	1
33	Oil Seal	61180	1	61316	1	61316	1
34	Oil Seal	61180	1	61315	1	61315	1
35	Locating Ring	JE298	1	JH252	1	JH252	1
36	O-Ring 2¼" x 2½" x 1/8" G.S.	–	1	–	–	–	–
	O-Ring 3" x 3¼" x 1/8" G.S.	–	–	–	1	–	1
37	Bearing Spacer	JE205	1	JH204	1	JH204	1
38	Mainshaft	JE220	1	JH213	1	JH211	1
39	Shaft Slinger	JE290	1	JH251	1	JH251	1
40	Key	JE121	1	JH132	1	JH132	1
41	Coupling	JE244	1	JH110	1	JH221	1
42	Washer S.S.	–	–	JH117	2	JH117	2
	Washer ¾" x 1 3/8" x 15 SWG S.S.	–	2	–	–	–	–
43	Thrust Collar	JE219	1	–	–	–	–
	Fairing	–	–	JH107	1	JH107	1
44	Key	JE121	1	JH239	2	JH239	3
45	Bearing Sleeve	JE122	1	JH159	2	JH159	2
46	Impeller	80609	1	JH106	2	JH106	3
47	Seal Face	JE295	1	JH250	1	JH250	1
48	O-Ring 2½" X 2¾" X 1/8" G.S.	–	1	–	1	–	1
49	Romet Carbon Seal	61317	1	61318	1	61318	1
50	Split Pin S.S.	1/8 X 1½"	1	3/16 X 2"	1	3/16 X 2"	1
51	Self Locking Nut 3/4" UNF Thick	–	1	–	–	–	1
	Self Locking Nut ¾" UNF Thin	–	–	–	1	–	–
52	¾" UNF Nut S.S.	–	1	–	1	–	1

Booster Assembly

Item No.	Description	Single Stage 751 Part No.	Qty.	Two Stage 752 Part No.	Qty.	Three Stage 753 Part No.	Qty.
53	Stator casing	—	—	102326	1	102326	2
54	Tailpipe	102328	1	102328	1	102328	1
55	Seal Plate	102329	1	102329	1	102329	1
56	Nozzle	102338-1	1	102338-2	1	102338-3	1
57	Sleeve	102337	2	102337	2	102337	2
58	Water Delivery Tube	102332	2	102333	2	102334	2
59	Screen	JE308	2	JE308	2	JE308	2
60	Cutless Bearing	JH160	1	JH160	2	JH160	2
61	Control Shaft Bush	JE248	4	JE248	4	JE248	4
62	Water Offtake	CP7	1	CP4	1	CP4	1
63	Wear Ring Insulator	—	—	JE147	1	JE147	2
64	Wear Ring	—	—	JE185	1	JE185	2
65	O-Ring 7¾" x 8" x 1/8" W.S.	—	—	—	1	—	2
66	O-Ring ¾" x 1" x 1/8" W.S.	—	6	—	6	—	6
67	¾" BSP Galv. Plug	—	1	—	1	—	1
68	5/16" UNC Nut S.S.	—	6	—	6	—	6
69	5/16" UNC x ¾ Skt HD Grub Screw S.S.	—	2	—	2	—	2
99	Plug	102537	2	102537	2	102537	2

Control Assembly

Item No.	Description	Single Stage 751 Part No.	Qty.	Two Stage 752 Part No.	Qty.	Three Stage 753 Part No.	Qty.
70	Steering Shaft	102345Y	1	102346Y	1	102347Y	1
71	Steering Crank	102348	1	102348	1	102348	1
72	Tie Bar	102349	1	102349	1	102349	1
73	Tie Bar Pivot Sleeve	102350	2	102350	2	102350	2
74	3/8" UNC x 2" Hex Hd Bolt S.S.	—	2	—	2	—	2
75	L.H. Deflector 103045	~~102352~~	1	~~102352~~	1	~~102352~~	1
76	R.H. Deflector 103046	~~102353~~	1	~~102353~~	1	~~102353~~	1
77	Deflector Pivot Pin	102354Y	2	102354Y	2	102354Y	2
78	3/8" Flat Washer S.S.	—	2	—	2	—	2
79	Key	JE300	2	JE300	2	JE300	2
80	5/16" UNC x 1¼" Hex Hd Set Screw S.S.	—	2	—	2	—	2
81	5/16" Lockwasher S.S.	—	2	—	2	—	2
82	3/8" UNC x 1¼" Hex. Hd Set Screw S.S.	—	2	—	2	—	2
83	3/8" UNC Aerotite Nuts S.S.	—	2	—	2	—	2
84	Reverse Shaft	102356Y	1	102357Y	1	102358Y	1
85	Reverse Crank	102359	1	102359	1	102359	1
86	Roller	102360	1	102360	1	102360	1
87	Reverse Saddle	102361Y	1	102361Y	1	102361Y	1
88	Adjusting Sleeve	102538	2	102538	2	102538	2
89	Reverse Bucket	102539Y	1	102539Y	1	102539Y	1
90	Spring	102364	1	102364	1	102364	1
91	Spring Anchor	102365	1	102365	1	102365	1
92	Washer	102367	1	102367	1	102367	1
93	Bucket Pivot Sleeve	102368	2	102368	2	102368	2
94	Split Pin 3/32" x 1"	—	1	—	1	—	1
95	5/8" UNC x 1½" Hex Hd Bolt S.S.	—	2	—	2	—	2
96	Spring Retainer	102351	1	102351	1	102351	1
97	3/8" UNC Hex Hd. Slotted Nut S.S.	—	1	—	1	—	1
98	3/8" Lockwasher S.S.	—	6	—	6	—	6

Transom Seal Assembly

Item No.	Description	Single Stage 751 Part No.	Qty.	Two Stage 752 Part No.	Qty.	Three Stage 753 Part No.	Qty.
100	Splash Guard	102341	1	102342	1	102343	1
		All Jets 751 - 752 - 753					
		Part No.	Qty.				
101	Transom Seal	102330	1				
102	Transom Plate	102331	1				
103	Seal Spring	102336	1				
104	Coaming	102344	1				
105	Splash Guard Support	102339	1				
106	5/16" UNC x 2" Rd. Hd. Screw S.S.		12				
107	5/16" UNC Nut S.S.		14				
108	5/16" Flat Washer S.S.		14				
109	5/16" Fibre Washer	61213	12				
110	Insulating Bush	JE262	12				
111	3/8" UNC x 3" Hex Hd. Bolt S.S.	—	1				
112	3/8" Flat Washer S.S.	—	1				
113	5/16" UNC x 1¼" Hex. Hd. Bolt S.S.	—	2				
114	Sealing Strip	—	1				
	MISCELLANEOUS PARTS						
115	Screen Rake	J656SY	1				
116	'J' Transfer	63234	2				