I. DESCRIPTION

A. Hulls

All Buehler Turbocraft hulls have been designed to sustain unusual punishment. Intentionally contacting rocks, reefs, floating weeds, sandbars, etc., is obviously not recommended when it can be avoided, but your Turbocraft's extra ruggedness will show you its worth if you should strike such an obstacle.

For best performance always keep the hull a smooth and polished surface. A rough and dirty bottom will reduce top performance. Scratches should be filled in and rough spots sanded smooth as required. Your dealer has on hand factory recommended cleaner and polish (Skipper's Pride) and repair kits (Fibre Glass Evercoat) both large and small, all complete with easy to use instructions.

B. Engines

Your Turbocraft is powered with one of the following engines:

1. Interceptor V-8 (135 H. P.)

2. Graymarine 6 (109 H. P.)

3. Ford Marine 6 (109 H. P.)

An engine manual (maintenance handbook) for the engine of your choice is obtainable at your dealers.

Your Turbocraft's engine does not require its own water pump as water is supplied to the engine by the Jet Unit itself. The source of this supply may be determined by referring to item #5 in the Jet Unit illustration in this manual, and to item #14 in the Controls and Fittings illustration.

Thermostats of 150° are standard equipment, however for salt water operation a 130° thermostat is essential and is obtainable at your dealers.

Refer to your engine handbook for any additional information not subsequently covered in this manual.

C. Jet Unit

The Jet Unit at the stern provides the force which pushes the boat over the water and also the means by which your Turbocraft is steered. At full engine RPM these rugged units develop over 750 lbs. thrust with the 109 H. P. engines and over 825 lbs. thrust with the 135 H. P. engines. Approximately 2250 gallons of water per minute are ejected from the tail pipe at this speed. Additional information about this innovational source of propulsion may be found in the maintenance section of this manual.