

2. Electric-hydraulic lever control

This control is located on the side panel to the driver's left and gate position is accomplished by moving the lever to the desired, indicated position after the ignition key has been turned on. The lever must be held in position momentarily or until the gate has moved to the desired position. When the lever is released a spring loaded feature returns it to a neutral position, but the gate remains stationary until further actuated in the desired direction. A few of the Turbocraft equipped with this type control are not wired through the ignition switch and gate shifting does not require the ignition key to be ON.

3. Engine-hydraulic lever control

Earlier Turbocraft models are equipped with an engine driven hydraulic gate control with lever mounted on the dash panel and gate position is obtained by moving the lever to the desired position AFTER the engine is started.

Avoid running the engine at high RPM's in shallow water when the gate is in the Reverse position unless the speed is delivered in a short burst. The gate should then be immediately returned to the Forward position to prevent it from clogging with debris from the bottom.

When the engine is left running in shallow and sandy water, the gate should be in the Forward position to prevent it from clogging with debris from the bottom. Shallow water is defined as water less than two feet deep.

The higher engine speeds (RPM's) should be used when planing in shallows as the intake screen may clog resulting in a loss of thrust if your Turbocraft is not fully planing. If the intake screen does become clogged, racing the engine quickly with the gate momentarily in the Neutral position will usually clear away the debris. This can usually be accomplished before the Turbocraft loses its plane. When this procedure has failed to clear the intake screen, a manual means must be employed as with a rake or similar instrument. Specially designed intake screen rakes are available at your dealers.

C. Steering

Your Turbocraft is steered by diverting the jet stream into the desired direction by moving the deflector plates with the steering wheel. It should be noted that the steering is unresponsive when the gate control is in the Reverse or Neutral positions; however, you have full turning power even when stationary in the water. To control the Turbocraft when reversing in restricted places (docks,