

IV. JET UNIT

A. Illustration

A labeled illustration of the Jet Unit may be found among the last pages of this manual.

B. Maintenance

1. Clogging

Remove any debris from the intake screen and the auxiliary water filter as often as necessary. Salt water operators should also apply a thin coating of lubricant to the threads of the auxiliary water filter cap to help ward off corrosion.

2. Lubrication

Fill the gland oiler cup and main thrust bearing cup at least once every 10 running hours with a good grade of S. A. E. # 30 oil.

Grease the alemite fitting on the drive shaft periodically in proportion to use of the Turbocraft.

3. Salt Water Operation

The Jet Unit is constructed of stainless steel and hard-anodized aluminum, but even these metals will corrode in time if not given some proper care. To prolong the Jet Unit's life it is advisable to flush it out with fresh water especially if your Turbocraft is to be stored for a long period following salt water operation. A run in fresh water is the best way to accomplish this, but comparable results can be obtained by a thorough flushing out with a hose.

4. Miscellaneous

A loss or falling off of thrust in the Jet Unit is normally caused by partial blockage of the intake screen. Running away of the engine is due to air entering the intake screen, thus reducing the water load on the engine. If engine RPM's are abnormally high at any time, check to see that the Jet Unit is not sucking air by placing a finger over the drain hole. (Item # 15 in Jet Unit illustration) Failure of the gland seals may be the cause and can be further ascertained by water leakage from the drain hole when standing idle.