



INSTALLATION AND MAINTENANCE MANUAL ALPHA POWER JET 356 H

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SECTION 1: Foreword

The basic principle of a hydrojet is to propel a boat by means of the thrust produced with the violent ejection of water.

In fact, water is draw through a dynamic water intake, accelerated by the impeller, and expelled at high speed through the nozzle at the boat's stern.

Hence, this is actually a jet propulsion system. In view of its characteristics, the 356 Alpha Power Jet propulsor can be coupled to any type of engine, with power ratings from 200 to 600 HP, in accordance with boat's potential speed and its displacement.

SECTION 2: Technical characteristics

2.1 Standard equipment

All stainless steel, elliptically shaped water intake flange, with inboard inspection cover;

Stainless steel protected shaft;

Splined stainless steel impeller with built-in impeller puller system;

Stainless steel Balanced steering nozzle with stainless steel self-aligning bearing;

Stainless steel reverse deflector with stainless steel self-aligning bearing;

Stainless steel thrust nozzles;

Stainless steel pump housing;

Oil lubricated factory pre-set thrust bearing;

Oil lubricated tail bearing;

Precision mechanical face-seal;

1610 type input flange.

2.2 Optional equipment

5 vaned intake grill;

Balanced steering cylinder with chromed stainless steel pushrods and attachments;

Balanced reverse deflector cylinder with chromed stainless steel pushrod and attachments;

Gear driven hydraulic piston pump system including :

Pump and manifold

Manual relief valve

Pressure gauge

Energy accumulator

Oil tank and strainer

Filter, hose and brackets;

33C style hydro-mechanical follower control system for reversing deflector with hoses;

Full hydraulic follower control system including hoses for reversing deflector;

Electronic proportional control system with hoses and levels for the deflector;

Power steering helm pump;

Automatic transfer valve for power steering helm pump;

Steering tie-bar.

SECTION 3: Performance

Water jets can have a propulsive efficiency equivalent to other propulsion drive at speeds over 18 knots.

At lower speeds water jets have the advantage of shallow draught, excellent manoeuvrability and the ability to deliver more thrust than a fast propeller driven boat at low speed without overloading the motor.

This performance is achieved through the use of a special impeller profile developed by Alpha Power Jet, which is more resistant to low-speed cavitation than other impeller designs. It allows the Alpha Power Jet to produce higher thrust at lower speeds, as compared to conventional water jets. This high-thrust jet is a direct drive design, saving weight, initial cost and maintenance expenses. With 10 to 15 percent higher operating speed under load, the benefits are obvious.

This new jet offers several exclusive benefits; in particular, a unique system of adjusting the impeller blade pitch and the jet nozzle vortex to achieve the best performance, whether operating under light or full loads. As a result, an optimum performance curve is achievable for various hull configurations and engine power outputs.

Other benefits of this hydro-jet included:

All stainless steel construction;

Fully hydraulic controls;

Permanently lubricated bearings throughout;

Faster, less expensive installation time ("Plug and Play" design);

Adaptable to very flat bottomed hulls as typically used in Maine's lobster fishing boats.

SECTION 4: Installation

4.1 Water jet installation

1. Cut the hull and transom according to the "installation drawings" in section 11;
2. Use the water jet as a drilling guide to fit the opening;
3. Install 1/16 shim stock between the hull and the water jet. Drill 5/16 holes for the attachment bolts.
4. Remove the water jet and 1/16 shim;
5. Resize all 5/16 hole in the hull with a 11/32 drill;
6. Clean the hull and water jet with acetone;
7. Apply 1/4 of polyurethane scellant around the water jet flange;
8. In a metal hull plastic insulation should be put in each hole;
9. Install the water jet with 5/16 stainless steel bolts and nuts;
10. Torque the 5/16 bolts and nuts to 11-13 Nm (8-10 ft.lbs.);
11. Clean excess polyurethane scellant from the jet flange inside and outside;
12. Check the tightness on all hoses and fittings;
13. Install the control cable or the hose or the harness according to the appropriate option drawings;
14. Fill the gear box with "Petro-Canada Ultima AP68" gear oil or equivalent;
15. Fill the hydraulic tank (option) with "Petro-Canada Harmony AW32" hydraulic oil or equivalent;
16. Run the hydraulic steering hose to the steering cylinder and connect.

4.2 Twin installation

1. Measure and cut the transfer tie-rod tube and weld the supplied 5/8 UNF nut;
2. Attach transfer tie-rod and steering levers on port and starboard water jet with supplied 5/8 UNC bolt and nylon jamb nut;
3. Torque 5/8 bolt and nut to 100 - 110 Nm (70 - 75 ft.lbs.);
4. Run the 2 supplied 1/2 hose from the transom and connect to the port and starboard

reverse control valve (see option drawings).

Note: For measuring the tie-rod tube, put steering nozzles at the dead center position.

4.3 Extracting the impeller

1. Remove all screws #40 fig. 12.1.2;
2. Remove the rear section of the jet screw #38 at the bolts fig. 12.1.2;
3. Extract the whole removable rear section of the jet drive;
4. Loosen the impeller retainer screw #32 fig. 12.1.3 using the opposite spanner #24 and remove the impeller.
5. If the edge of the impeller blades should become damaged, round it off with a file.

To assemble:

1. Clean the spline on the shaft and impeller carefully, put anti-seize on spline;
2. Engage the impeller on spline, screw and tighten (25 - 30 ft.lbs.);
3. Reassemble the rear section of the jet (make sure there is no contact between impeller and any part of the jet casing, i.e. pump #2 fig. 12.1.2 or nozzle #3 fig. 12.1.2);
4. If necessary use a file to correct imperfections, but never on the impeller blade;
5. Make sure the impeller and the controls are running freely.
6. One method is to turn the shaft manually and check that there is no contact anywhere.

SECTION 5: Start-up

The Alpha Power Jet can run dry for up to fifteen minutes. We suggest for the initial start-up, to run the engine and jet briefly to check over all functions.

Before start-up:

1. Check all oil levels;
2. Check impeller, reversing deflector and steering nozzle readiness and clear all debris;
3. Start the engine and run it at low speed;
4. Correct hydraulic oil levels if they have changed;
5. Check for any oil leakage;

6. Check hydraulic oil pressure (1900 to 2000 psi);
7. Move the lever to all positions and make sure forward position (deflector up) and reverse position (deflector down) correspond with the lever control;
8. Move the steering wheel to all positions and make sure steering deflector corresponds with steering wheel;
9. Check and correct hydraulic oil levels again.

SECTION 6: Operation

6.1 Notes

The reverse deflector is powered by a hydraulic system;

The hydraulic system consist of a gear pump system and a hydraulic accumulator;

The hydraulic accumulator produces an up or down movement of the reverse deflector, through the reverse deflector lever;

After long periods of rest; it is possible that pressure in hydraulic accumulator is insufficient to move the reverse deflector until the pressure builds up again.

6.2 Start-up of a single installation

We recommended before starting the engine to:

Put the steering at the center position;

Put the reverse deflector control lever in neutral position;

Start engine.

Note: If it is impossible to move the reverse deflector lever because the hydraulic pressure is low, move it at the same time as you start.

6.3 Start-up of a twin installation

1. Start the port side engine using the same procedure used in section 6.2
2. With the port side engine running, move the starboard deflector control lever to the neutral position;
3. Start the starboard engine.

6.4 Operation and docking

1. The bow of the vessel always turns in the same direction of the wheel position in

(forward, neutral, reverse).

2. The steering effect is proportional to the engine RPM.
3. For slow speed manoeuvrability the engine should be set to around 1000 RPM which will give a sufficiently jet reaction to ensure good thrust and responsive steering. Boat speed is controlled with the reverse deflector control lever. Moving it forward increases speed or backward decreases speed.
4. For most slow speed and docking manoeuvres, the operator will have one hand on the steering wheel and one hand on the reverse deflector control lever.
5. In a strong wind or tidal condition the engine speed can be raised to increase the reaction as requested.

If there is no power to the Alpha Power Jet, there is no steering effect.

6.5 Fouled intake grill

A fouled intake grill can be clean by either:

Removing the inspection cover on the intake casing which provides access to the intake grill. Ensure that the cover is above the waterline before removing it.

Select the reverse position on the engine marine gear selector (if fitted) and giving a 2-3 seconds burst power. This will blow obstructions away from the grill.

6.6 Caution notes

With a light boat moving at speed under power, selecting reverse on the control head will cause the boat to decelerate very rapidly. This procedure should be used only in an emergency.

If the boat is in shallow water avoid using high RPM when manoeuvring, to prevent stones from being drawn through the intake grill and causing damage to the impeller.

6.7 Remember

If there is no power to the Alpha Power Jet, there is no steering effect.

SECTION 7: Corrosion protection

7.1 Corrosion protection

The Alpha Power Jet has been manufactured of 316L in stainless steel plate and provides an excellent resistance to corrosion;

Anodes have been incorporated to provide additional sacrificial protection to galvanic

corrosion. When the anodes are showing signs of deterioration they are providing protection;

If the anodes have been eaten away to 50% or more of their original volume, they should be replaced with new ones;

The anodes fitted to the Alpha Power Jet are only for the protection of the jet unit. Additional anodes should be fitted to the hull for protection of the vessel itself;

Do not paint anodes.

7.2 Electrical system

Stray currents generated by the boat electrical systems can often cause considerable corrosion to metal parts over a period of time;

A bonding strip with a reasonable cross section area (to keep the resistance as low as possible) should be connected to all major metal components and hull anodes.

Major items should include:

Main engine;

Water jet casing;

Ship service engine;

AC generator (frame only);

Etc.

Note: The water jet should not be used to ground any electrical equipment. The bonding system must be independent of the electrical grounding system.

SECTION 8: Trouble shooting

Symptoms Causes Solutions

8.1 Noisy water jet	Intake blocked	Clear intake
Lost of thrust	Damaged impeller blade	Inspect impeller condition and repair
Excessive engine speed	Increased tip clearance due to wear	Check impeller tip clearance and repair
Intake blocked	Clear intake	

Damaged impeller blade	Inspect impeller blade		and repair
8.2 Excessive vibration	Worn drive shaft joints	Inspect joints and shaft,	and repair
Worn water jet bearing	Inspect and replace		
8.3 Low or high gear box oil level	Faulty input flange oil seal	Strip and replace	
	Faulty mechanical seal	Strip and replace	
8.4 Low hydraulic oil level	Hose leakage	Change hose	
	Cylinder leakage	Repair cylinder	
8.5 Hard steering wheel or faulty reverse deflector operation	Debris obstructing the operation	Clear debris	
	Operating linkage not moving freely	Inspect and repair	
8.6 Low speed operation of reverse deflector at Low RPM	Low oil level	Check oil level and refill	
	Damaged hydraulic accumulator	Repair or replace hydraulic accumulator	
	Low hydraulic oil level	Check oil level and refill	
8.7 No reverse deflector control or no steering control	Low hydraulic oil pressure	Replace hydraulic filter	
		Check strainer and clean	
		Check hydraulic pump and repair	

SECTION 9: Service instructions

9.1 10 hours (or daily) inspection

Check level and colour of the gear oil:

If level is low, add oil;

If colour is changed, change gear oil with "Petro-Canada Ultima EP 68" gear oil;

Check level and colour of the hydraulic oil:

If level is low, add oil;

If colour is changed, change filter and hydraulic oil with "Petro-Canada Harmony AW32" hydraulic oil;

Clean all debris in deflectors and grill.

9.2 250 hours (or monthly) inspection

Check anodes and replace if necessary.

9.3 1000 hours (or annually) inspection

Check anodes and replace if necessary;

Replace hydraulic oil filter;

Replace hydraulic oil with "Petro-Canada Harmony AW32" oil;

Replace gear oil with "Petro-Canada Ultima EP68" oil;

Clean hydraulic oil strainer;

Clean gear oil magnetic plug;

Inspect unit for damage;

Inspect all control, bearings and linkage.

SECTION 10: Warranty

10.1 Certificate of warranty

The shipyard, retailer or importer should fill out the certificate of Warranty in the Buyer's presence, and return it to Alpha Power Jet within **10 days** of the date of delivery of the unit to of the customer.

The return of this certificate is compulsory to assure the validity of the Warranty.

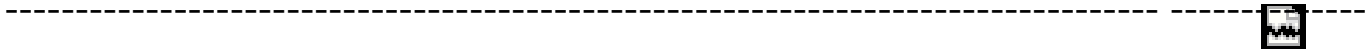
Alpha Power Jet number :

Shipyard:

Customer name:

Vessel name:

Delivery date:



Alpha Power Jet number:

Shipyard Name:

Adress:

Customer Name:

Adress:

Vessel name:

Delivery date:

10.2 Limited warranty

Duration

Alpha Power Jet guarantees their products for a period of 12 months from the date of delivery to the Titular; however, the warranty ceases to be applicable 18 months after the date of shipment from Alpha Power Jet.

The warranty is limited to the first Owner/User, and commits Alpha Power Jet to replace or repair such parts as should be acknowledged unfit because of defective material or manufacturing.

Terms

The guarantee includes the free supply of replacements for the parts under warranty, and for labour for their substitution as per labour schedule issued by Alpha Power Jet.

Any expenses that should possibly derive for the removal and re-installation of the boat's engine, with regard both to labour and to the use of cranes or other equipment, are at customer's expense.

Travel and living expenses for personnel, as well as the necessary commonly used materials (lubrication oil, filter cartridges, belts, impellers, etc.) are not covered by this warranty.

The acknowledgement of warranty is to be determined solely by Alpha Power Jet, after examination of the parts that have been replaced by their engineers.

Warranty work must be conducted only by an authorized workshop, in accordance with the dealership agreement.

The guarantee is understood to be invalidated by, or not applicable in the following cases:

Failure to carry out within the scheduled times the operations listed in the control coupon, if any;

Damages incurred during transportation;

Incorrect installations or repairs;

Incorrect use (insufficient lubrication, use of spare parts other than original ones);

The use of the jet in competitive events or for rental purposes;

Normal wear;

Failure to follow the instructions listed in the operation and maintenance manual;

Modifications that, in the Manufacturer's judgement, may alter the original characteristics of the product; or

Change of settings, or removal of seals and components.

Furthermore, the guarantee does not cover commonly used materials such as lubricants, filters, belts, injectors, impellers for water pump, impellers for the jet.

Concerning components and accessories supplied as original equipment, such as accumulator, hydraulic pump, instrumentation etc., the guarantee clauses of their respective Manufacturers will apply.

The warranty issued by Alpha Power Jet is the only one valid and applicable to the products of their own manufacture.

Alpha Power Jet does not take any responsibility for potential damage that could be caused directly or indirectly by defects in the product, nor do they authorize any third party to take responsibilities in their name.

Alpha Power Jet is neither directly nor indirectly responsible for losses, damages or injuries caused by defective construction, material, or installation of the product.

SECTION 11: Drawings

SECTION 12: Schedule of parts

12.1 Basic unit parts

12.1.1 Schedule of basic unit parts

Unit number	Description	Quantity	per unit
1	Intake		1
2	Pump		1
3	Nozzle		1
4	Steering deflector		1
5	Reverse deflector		1
6	Reverse hydraulic cylinder		1
7	Steering hydraulic cylinder		1
8	Transfer tie rod for a twin installation		1
9	Steering tie rod		1

10	Reverse tie rod	1
11	Steering lever	1
12	Bottom steering cap	1
13	Inspection cover	1
14	Gear box cover	1
15	Propeller shaft	1
16	Output drive blank cover	1
17	Input flange	1
18	Spacer shaft	1
19	Thrust ring	1
20	Thrust bearing housing	1
21	Thrust bearing flange	1
22	Pilot bearing housing	1
23	Impeller	1
24	Impeller puller plate	1
25	Tail jet corrector	1
26	Nozzle corrector	1
28	Wing screw 3/8 U.N.C. x 1"	2
31	Hex. socket flat. head screw 3/8 U.N.C. x 1 "	4
32	Hex. socket flat. head screw U.N.C. x 1"	1
34	Hex. head screw 5/16 U.N.C. x "	3
36	Hex. head screw 3/8 U.N.C. x 1 "	6
37	Hex. head screw 3/8 U.N.C. x 1 "	16
38	Hex. head screw U.N.C. x 1 "	8
39	Hex. head screw U.N.C. x 4 "	4
40	Hex. head screw 5/8 U.N.C. x 2"	3
41	Hex. head screw U.N.C. x 2 "	2
43	Hex. socket head cap screw U.N.C. x 1"	6

44	Hex. socket head cap screw 3/8 U.N.C. x 2"	1
45	Hex. socket head cap screw 3/8 U.N.C. x 1"	16
46	Hex. socket head cap screw U.N.C. x 1 "	2
49	Hex. nut 3/8 U.N.C.	30
50	Hex. nut U.N.C.	16
51	Hex. nylon nut U.N.C.	2
52	Hex. nylon nut 5/8 U.N.C.	2
53	Hex. jam nut 5/8 U.N.F.	3
54	Hex. nylon nut U.N.C.	2
55	Hex. nut 1 "-12	1
57	Flat washer 5/16	3
58	Flat washer 3/8 I.D. O.D.	1
59	Flat washer 3/8	30
60	Flat washer	20
61	Flat washer 5/8	2
62	Flat washer 1 "	1
63	Impeller flat washer	1
65	Lock washer 5/16	3
66	Lock washer 3/8	30
67	Lock washer	16
69	Threaded pin U.N.C. x 2"	8
71	Rod end HME-10	3
73	Clavis 5/8 x 1 5/8	2
74	Cutter pin 5/32 x 1	2
75	Dowel pin	1
76	Bushing BRONZ L= I.D.=5/8 O.D.=1	2
78	Spacer L=5/16 I.D.= O.D.=	2
79	Spacer L=7/16 I.D.= O.D.=1 1/8	2

80	Spacer L=1/8 I.D.= O.D.=1 1/8	2
82	Reverse deflector bearing housing	2
84	Pilot bearing	1
85	Thrust bearing	1
86	Steering deflector bearing	2
87	Reverse deflector bearing	2
89	Input Flange oil seal	1
90	Mechanical seal	1
92	"O"ring 2-136	1
93	"O"ring 2-152	1
94	"O"ring 2-369	1
96	Anode	6
100	Dip stick	1
101	Feeder cap	1
102	Magnetic drain plug	1
103	Drain plug	1
104	767 anti-seize	1
105	242 lock tight	1
106	262 lock tight	1
107	518 lock tight gasket	1
108	RTV silicon gasket	1

12.2 Hydraulic arrangement

12.2.1. Schedule of the "A" arrangement parts

Unit number	Description	Quantity per unit
150	Reverse deflector control valve	1
151	Hex. screw 5/16 x 2	2

152	Flat washer 5/16	2
154	Lock washer 5/16	2
155	Cable attachment ass.	1
156	Hydraulic oil filter (assembly)	1
156a	Housing 1	
156b	Spin on filter element 1	
157	Hydraulic tank	1
158	Hex. screw 3/8 U.N.C. x 1"	4
159	Flat washer 3/8	4
160	Lock washer 3/8	4
161	Level eye	1
162	Hydraulic manifold (assembly)	1
162a	Manifold 1	
162b	Manual relief valve 1	
162c	Directional check valve 1	
162d	Pressure gage 1	
166	Hydraulic oil strainer	1
168	Hydraulic oil pump	1
169	Hydraulic accumulator	1
170	Hydraulic accumulator clamp	2
180	Tank to hydraulic pump suction hose	1
181	Tank suction fitting	1
183	Pump suction fitting	1
184	Pump to tank vent tube	1
185	Tank vent tube fitting	1
186	Pump vent fitting	1
187	Pump to manifold pressure hose	1
188	Pressure hose pump fitting	1

189	Pressure hose manifold fitting	1
190	Manifold to tank relief valve tube	1
191	Manifold fitting	1
192	Tank fitting	1
193	Manifold to accumulator hose	1
195	Manifold fitting	1
196a	Filter elbow fit. (w/o PWR steering)	1
196b	Filter tee fit. (w. PWR steering)	1
197	Control valve to filter return hose	1
198	Control valve return fitting	1
199	Accumulator adapter fitting	1
200	Accumulator tee fitting	1
201	Accumulator to control valve hose	1
202	Pressure port control valve fitting	1
204	Control valve fitting	2
205	Cylinder fitting	2
206	Control valve to cylinder hose ("A" port)	1
207	Control valve to cylinder hose ("B" port)	1
211	Port to starboard hydraulic hose (w. twin installation)	2
212	Hose end fitting (w. twin installation)	2
213	Port cont. valve fitting (w twin installation)	2
214	Starboard cont. valve fitting (w twin installation)	2
220	Steering helm pump (option)	1

12.3 Hydraulic piston and pump arrangement

12.3.1 Schedule of Hydraulic pump parts

Unit number	Description	Quantity	per unit
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1	Hydraulic piston pump	1
2	Hydraulic pump drive shaft	1
3	Bearing pump housing	1
4	Drive out gear	1
5	Drive in gear	1
6	Ball bearing pump	1
7	Hex. head screw 5/16 U.N.C. x 1" steel	4
8	Hex. head screw 3/8 U.N.C. x " steel	4
9	Hex. head screw 3/8 U.N.C. steel	2
10	Hex. socket flat head screw 3/8 U.N.C. x 1 " steel	2
11	Lock washer 3/8	2
12	Flat washer 3/8	2
13	Retaining ring N1300-0244	1
14	Retaining ring N1460-0118	1
15	262 Loctite	1
16	518 Loctite gasket	1