MANUFACTURER'S TIER WARRANTY

***MANUFACTURER'S DEFECT:**
Full repair and replacement of defective components. User to return item (Pump Jet gear case only) to ACT, Inc. for a free no charge repair for five years.

***ACCIDENTAL DAMAGE:**
Full replacement or repair of Pump Jet gear case with like kind used Pump Jet gear case. User to return item (Pump Jet gear case only) to ACT, Inc. for max $250.00 repair charge per repair for five years. "Drive train not included."

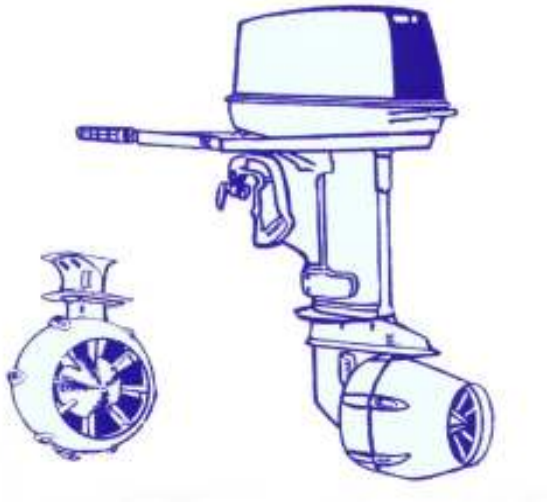
***PUMP JET TUNE UP:**
Full complete inspection and minor repair (scratch and dents) of Pump Jet gear case. User to return item (Pump Jet gear case only) to ACT, Inc. for no charge inspection and minor repair for five years.

ACT, Inc.
Marine Propulsion Division

6831 Edgewater Commerce Parkway
Suite 1104
Orlando, Florida 32810

Phone: 407 297 9787
Fax: 407 297 0904

pumpjet.com



ACT, Inc.
Marine Propulsion Division
pumpjet.com

THE FIRST PROPLESS PROPULSION OUTBOARD

RescuePro™

CONSIDER THE SOLUTION

MADE IN AMERICA
Since 1990

FEATURES AT A GLANCE

SCOPE The operation of the outboard motor with a Pump Jet modification is similar to the operation of an outboard motor with a propeller. You will notice some differences in the steering, reversing and the durability.

STEERING The Pump Jet turns in a tighter radius than a propeller. This may benefit the avoidance of obstacles and in most cases eliminate ventilation. The steering torque experienced with a propeller, is greatly reduced or eliminated with a Pump Jet equipped motor.

REVERSE The Forward/Neutral/Reverse features of the gear case allow Pump Jet operation to be similar to the propeller. The Pump Jet pulls the boat in the direction by which it is steered. Quick increases in RPM's will create the acceleration for positioning your boat as needed. No lateral walking is encountered as with a propeller. Pump Jet in reverse may require some practice.

TRIM ANGLE SETTING The optimal trim angle setting of the Pump Jet is parallel to the surface of the water. This setting allows for full use of thrust.

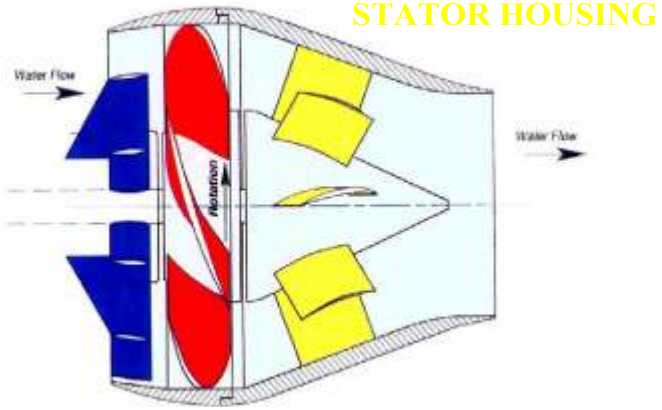
DURABILITY The Rotor Housing and Stator Housing of the Pump Jet provide a high degree of protection for the rotor. This makes the Pump Jet much less vulnerable to damage from collision with obstacles than a propeller. The Pump Jet is less likely to cause gear damage than a propeller upon striking immovable objects. Caution should be practice while operating in shallow water.

SAFETY The Pump Jet offers two safety features. First, the projected frontal area of the Rotor Housing and Stator Housing is significantly reduced when compared to the diameter of an open propeller. Second, the totally enclosed spinning rotor reduces the risk of personal injury due to contact with rotating parts. However, any mechanical design in propless propulsion does not completely eliminate the possibility and/or risk of injury.

SERVICE The Pump Jet is system matched for fuel consumption and operating RPMs to the motor. The gear case can be serviced by any authorized service center. No special tools are required.

ROTOR HOUSING

STATOR HOUSING



ROTOR

Warning: *Do not examine or feel the interior of the Pump Jet without disconnecting the spark plug leads of the motor.*

Warning: *When in the water near an operating Pump Jet, clench hands into fists and cross arms over your head to minimize impact.*

COMPONENTS

ROTOR HOUSING

The Rotor Housing reduces entry of lines and debris which wind up around a propeller. The entrance design prevents this from happening. The design also allows for the service of the drive train as it would be with a standard propeller. Typically objects larger than a golf ball cannot enter the Pump Jet.

ROTOR

The Rotor is designed to move water through the pump. Most debris can be flushed out of the Pump Jet by cycling the motor into forward and reverse. The rotor has a standard rubber hub installed for shock reduction. Removal and replacement of the rubber hub is similar to a standard propeller.

STATOR HOUSING

The Stator Housing is designed to produce a water jet-like nozzle. A series of fixed blades are used to counter the rotation of the water coming off of the rotor, maximizing thrust. The Stator screws and lock washers should be tightened to 100 in-lb of torque.