

THE POWER IS IN THE PUMP!



PRODUCT CATALOG



**WE HAVE REPLACEMENT PARTS FOR:
AMERICAN TURBINE, DOMINATOR
LEGEND, BERKELEY
JACUZZI, JACUZZI ENERGIZER
HAMILTON**



COMPLETE SHAFT ASSEMBLIES
INCLUDING HAMILTON 212



STAINLESS & ALUMINUM IMPELLERS



VARIOUS SNOOTS &
EXTENSION HOUSINGS



PANTHER & JACUZZI ENERGIZER KITS



CONTROL CABLES



OVERHAUL KITS & BEARING KITS

AMERICAN TURBINE
3692 RIVERSIDE DR.
CLARKSTON, WA 99403
PHONE: (509) 243-5387
FAX: (509) 243-5391
INTERNET: WWW.AMERICANTURBINE.COM

AMERICAN TURBINE HISTORY

Ron Gordon, general manager and current vice president, began American Turbine in 1989. Ron's experience goes back to 1976 with Dominator Jet in Lubbock, Texas. He owned and operated Dominator for 12 years. He sold ownership and stayed on as manager for a short time.

After leaving Dominator, Ron started American Turbine. The American Turbine Jet was designed from a clean sheet of paper. Ideas and improvements that had been proven in the previous years with Dominator were incorporated into American Turbine. His inventions and innovations have made American Turbine's jets world class. Ron was the original designer of the shouldered wear ring, Max-Flow hand hole cover, and impeller sizes from the "AA" to the "9½". American Turbine was first to offer High-Performance intakes, High-Flow bowls, and high quality investment cast stainless steel and aluminum impellers. He was also the designer of the Jacuzzi YJ Energizer kit some 30 years ago. Now we also have a Jacuzzi WJ Energizer Kit and the Panther Energizer kit.. Ron designed the High-Flow droop snoot and also the High-Flow straight snoot, and many other industry innovations.

In 1993 Ron sold ownership of American Turbine to Travis Garske, owner of Travis Pattern & Foundry. TP&F is an aluminum foundry with a full CNC machine shop, 90% of our work is done there, from the casting to a finished part. With this kind of control we can quickly react to customer needs and boating trends. Shortly after moving to the Pacific Northwest we recognized a need to design a jet for welded aluminum boats. We introduced the SD309 early in 1994.

In 1998 American Turbine purchased the assets of Dominator Jet, which Ron founded in 1976. We began producing the Dominator 12S and the 12TD. The 12S is the favorite of racers around the world, due to its robust construction. In the year 2000 we introduced the SD312 for larger welded aluminum jet boats up to 24 feet and 6,500 pounds. In 2003 we began offering a SD312 for the fiberglass boat market. 2005 was the year we came out with the Split Duct Reverse it offers excellent reverse and low speed control at an affordable price, we offer an SDR kit to upgrade older jets as well.

In 2007 we acquired Legend Jet after some modifications all our existing parts will now fit the Legend housing. We continue to stock OEM Legend parts.

AMERICAN TURBINE HISTORY

In the Fall of 2007 we started designing the SD231 axial flow jet. Meanwhile in 2010 while patterns and tooling were being built for the 231 we converted one of our SD312's into an axial flow jet, it worked so well the SD203 was born which is an axial flow (High Volume) jet. The SD203 is an awesome performer with a stainless steel impeller and SDR reverse standard.

Our largest jet to date the SUPER DUTY SD231 axial flow jet has been shipped all over the world. The SD231 has many features not available on other jets such as 17-4PH stainless steel impeller, billet intake block and grate, hydraulic reverse bucket, and hydraulic trim/ skid plate.

We have the most experienced group of team members in the industry, in June of 2020 Ron will have spend the last 44 years designing and building jet drives. Ron's first experience goes back to 1968 when he changed an impeller on a Berkeley jet. Ron believes as do many that there is no substitute for experience, the team members at American Turbine average 24 plus years of experience each.

If you need help selecting the proper jet, or parts for many other jets, or if you need free advice you can't go wrong with American Turbine.

Phone: (509) 243-5387 • Fax: (509) 243-5391

Internet: www.americanturbine.com

3692 Riverside Dr., Clarkston, WA 99403

Top Ten Reasons to Own a Jet Boat

1. Safety around swimmers no exposed prop.
2. Shallow water operation (makes rivers longer)
3. Low cost
4. Simple operation
5. Few moving parts
6. Low cost repair
7. Ease of operation
8. Low maintenance
9. Excellent low speed control
10. Very good fuel economy

AMERICAN TURBINE

!!!NEW REVERSE BUCKET!!!

SDR (SPLIT DUCT REVERSE)

FEATURES

BETTER REVERSE THRUST (STRAIGHT BACK PULL)
REVERSE SENSE STEERING
MUCH IMPROVED HANDLING IN REVERSE
EXCELLENT CONTROL WHILE DOCKING AND LOADING / UNLOADING
EASILY SHIFTS INTO REVERSE AT HIGH IDLE RPM
GREAT EMERGENCY BRAKING
OPERATES WITH SIMPLE OUTBOARD LIKE THROTTLE / SHIFT CONTROL
USES INEXPENSIVE 40 SERIES SHIFT CABLE
WHEN IN REVERSE WATER DOES NOT RE-CIRCULATE INTO JET INTAKE
THRUST IS DIRECTED UNDER BOAT WHEN IN REVERSE

WILL FIT ON SD309, SD312, AT309, 12-S, 12TD, BERKELEY SET-BACK

BUCKET IN FORWARD

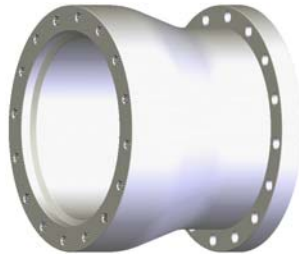


BUCKET IN REVERSE

AMERICAN TURBINE

NEW PRODUCTS

The 6" extension housing moves the leverage point back similar to the droop snoot, but does not drag the steering nozzle. Unlike a snoot there isn't any flow restrictions. Also, you may wedge at either or both ends of the extension to tune your hull for the ultimate performance.



**R6607 6"
EXTENSION
HOUSING**

The Jacuzzi 12WJ bearing cap is a Hi-Performance Bearing Cap machined from 6061-T6 billet aluminum and anodized a bright red.



**SC2008 WJ
BEARING CAP**



**R6507 2"
EXTENSION
HOUSING**

The 2" extension housing is primarily designed to prevent reverse thrust from hitting the transom with the installation of a SDR on an AT309 or a Berkeley jet with a transom housing. Also, you can move the leverage point back to increase performance.

The new HYDRAULIC JET TRIM fits Berkeley style nozzle housing R1007, Berkeley style droop snoot R6007, and all Dominator & American Turbines including the SD-312. Features include Jet Tune nozzle inserts, low profile shift cable, larger hydraulic cylinder for bending the water at high horsepower level. A larger flow chamber for increased flow. Teflon encapsulated viton o-ring to seal the up-down nozzle.



JTA8507 JET TRIM



**HIGH-HELIX STAINLESS STEEL
IMPELLER**

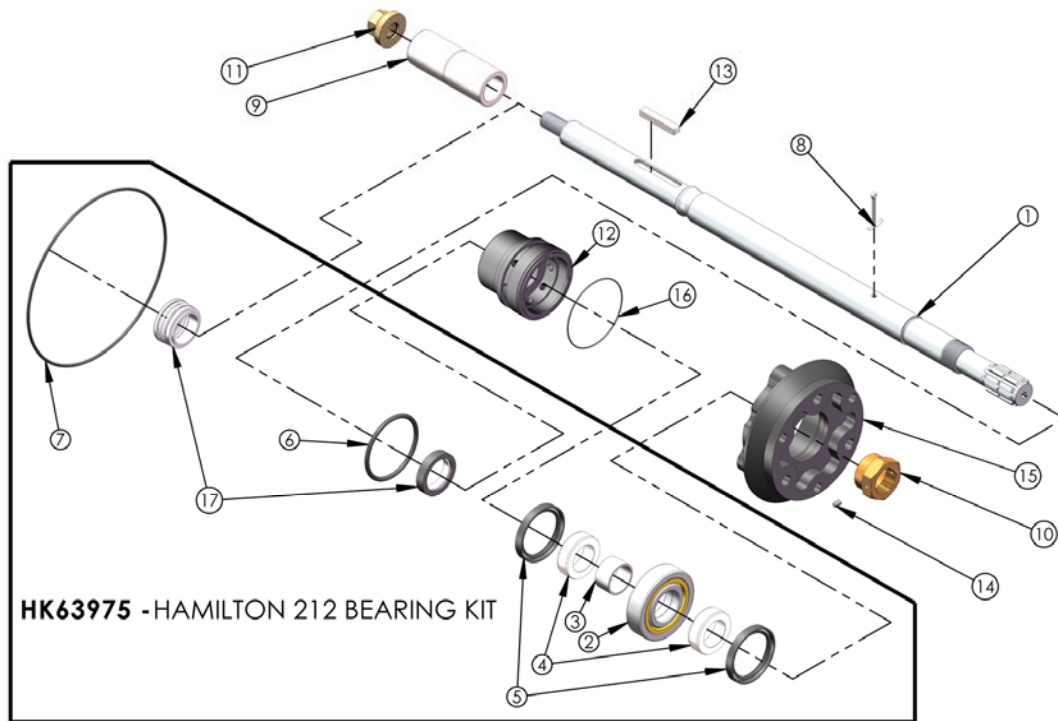
After years of development, American Turbine's new High-Helix stainless steel impeller cast in 17-4ph Material is now in production. The new impeller has been completely designed in Solid-Works, a 3D "computer aided design" program. By designing in 3D you get a photo realistic representation of the Final result. The new impeller resists cavitation on take-off, accelerates really hard, and is extremely efficient on the top end. Many competitors of all jet boat disciplines use this impeller with great success.

Note: You need in excess of 600 horsepower to use this impeller.

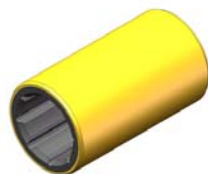
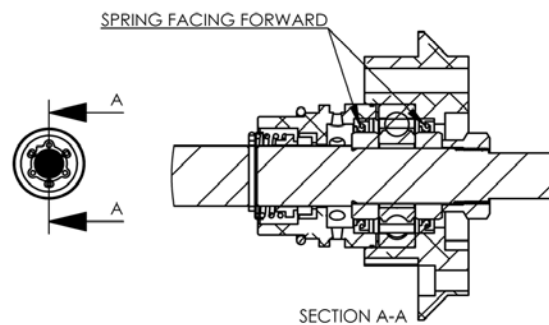
AMERICAN TURBINE

HAMILTON 212 PARTS

HA107528 - HAMILTON 212 SHAFT ASSEMBLY



ITEM #	PART #	DESCRIPTION	QTY.
1	H107528	HAMILTON, MAINSHAFT (PUMPSHAFT)	1
2	H63975	THRUST BEARING, HAMILTON 212	1
3	H107529	BEARING CARRIER	1
4	H107612	SEAL SLEEVE	2
5	H61458	SEAL, HAMILTON 212, BEARING	2
6	H61464	O-RING, SEAL FACE HOLDER	1
7	H200999	O-RING, HAMILTON 212, STATOR	1
8	H201073	PIN, SPLIT SEE (F03 16 CP)	1
9	H107567	WATER BEARING SLEEVE	1
10	H107532	HAMILTON, BEARING RETAINING NUT	1
11	H203395	IMPELLER-COUPLING NUT	1
12	H111718	SEAL FACE HOLDER	1
13	H110343	IMPELLER / COUPLING KEY	1
14	H201244	6MM 1.0MM SET SCREW	1
15	H110202	BEARING CAP, HAMILTON 212	1
16	H614960	O-RING, SEAL FACE HOLDER 1.5 X 87 MM	1
17	H61500	JET ROTARY SEAL (SEE SL4008)	1

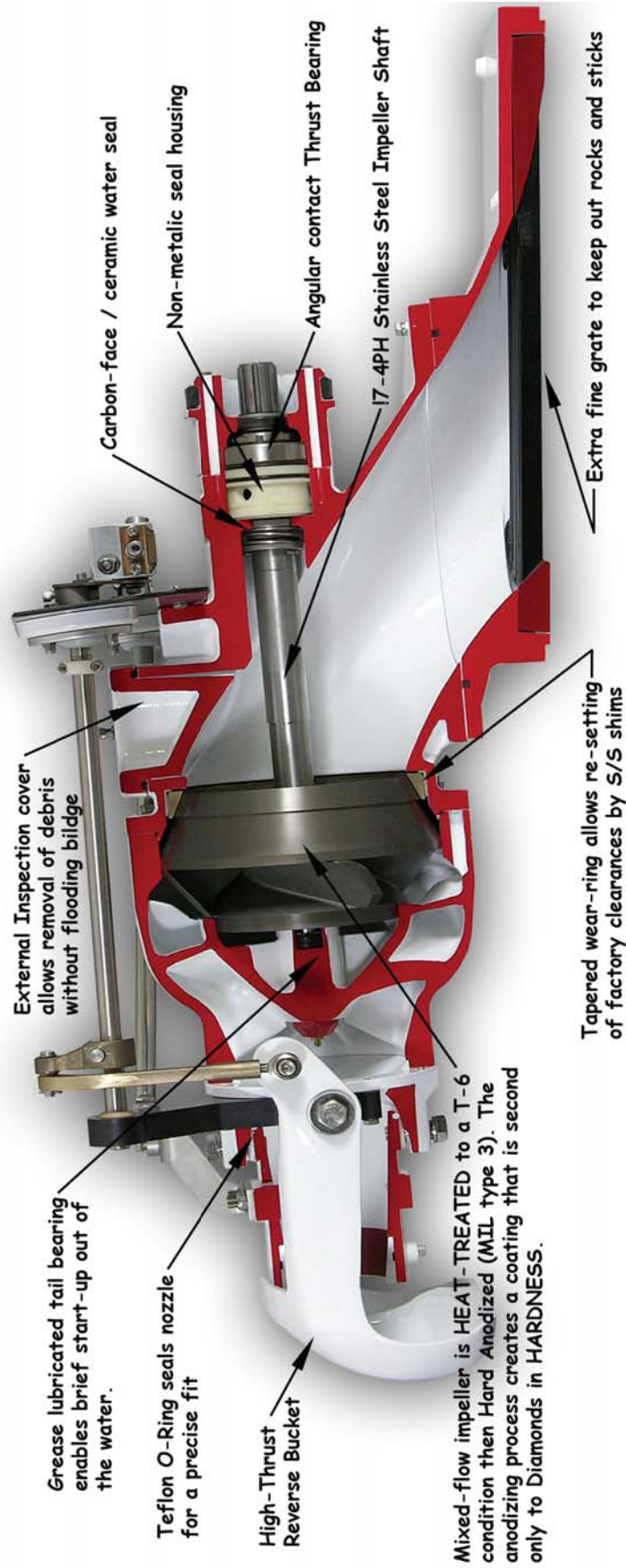


H106011
CUTLASS BEARING, MARINE BEARING



HA103170
PIN, COTTER

AMERICAN TURBINE



SD312 w/HTR II

AMERICAN TURBINE

PERFORMANCE PARTS



R6301 DROOP SNOOT

A droop snoot is design to create lift on the aft end of the boat. By doing this you will gain approximately 3 to 5 miles per hour in speed. Droop snoots generally work best on 20' boats and under.

R6301 droop snoot will fit an American Turbine style steering.

R6007 droop snoot will fit a Berkeley & Dominator style steering.



R6007 DROOP SNOOT

A long snoot works well on boats over 21'. Long snoots work extremely well with an American Turbine Trim.

We also have the long snoots with 4 and 6 degree holes.

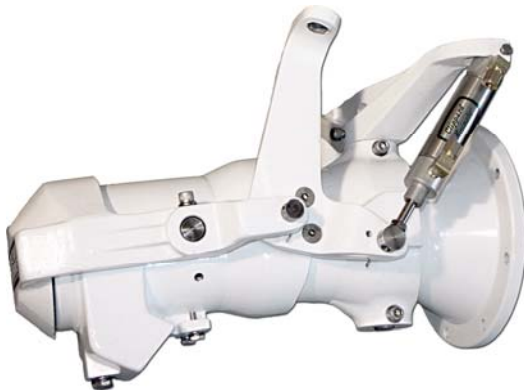


R6201 LONG SNOOT

A shorter droop for use in applications where a longer droop may cause drag or too much nozzle angle. Extremely effective on tunnel boats.



R6107 SHORT DROOP SNOOT



RA8507 TURBINE TRIM

The Turbine Trim is designed to move 20 degrees up and down. This allows the adjustment of the boat to maximize fuel economy and performance. The Turbine Trim can be fitted with a R6301 or a R6201 as an option.

The Turbine Trim will also give you a "Rooster Tail".

The HTR II is the ultimate steering for reverse. It will increase your reverse 40% over standard steerings. It has better control while docking and loading. Has tremendous pulling power backing off sand bars. There are also no exposed shift cables.



**RSK2101 HTR II
STEERING ASSEMBLY**

AMERICAN TURBINE

HIGH PERFORMANCE PARTS

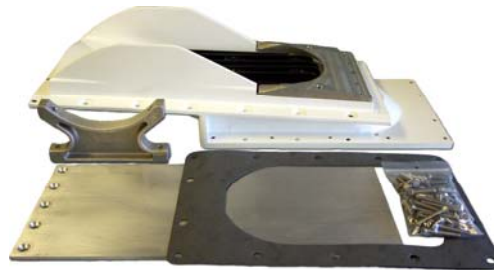


**EXTRUDED
BOWL**

The American Turbine bowl flows more water than any other bowl in the industry. The extrusion process pumps an abrasive product back and forth until a high polish is obtained. If your boat has more than 600 horsepower this could help.

Almost any boat that runs faster than 65 mph will run out of water (cavitate). The HP intake kit has a shoe that can be adjusted (by different thickness) to load more water into the jet.

PART #
IK1003HP, IK1007HP, & IK1507HP



**HIGH PERFORMANCE
INTAKE KIT**



**STAINLESS STEEL
IMPELLER**

If your engine turns more than 5500 RPM or if you operate in a very rocky or abrasive environment, then the stainless steel impeller should be your choice.

PART #
IMA01S - IMA12S (AT)
IMB01S - IMB12S (BERKELEY)

The standard American Turbine pump shaft is 17-4ph, the strongest in the industry. From 100hp to 3500hp the American Turbine pump shaft is all you need.

PART # SH1107

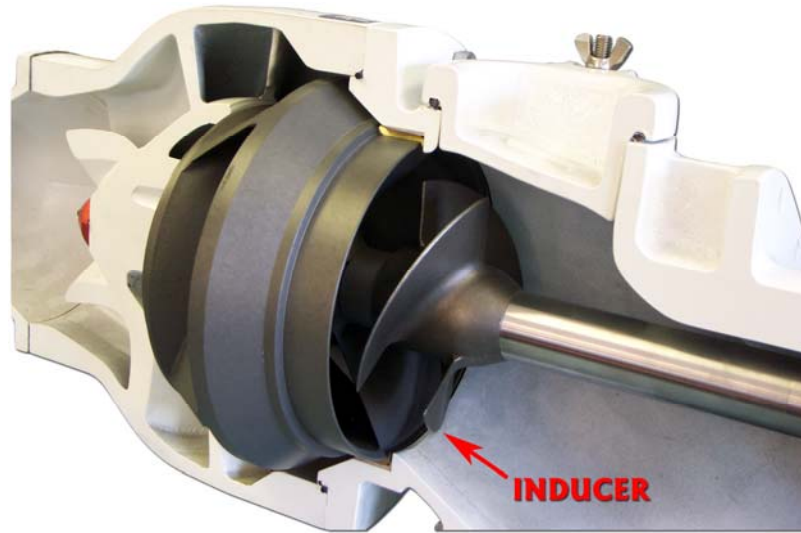


**HP PUMP SHAFT
17-4PH**

AMERICAN TURBINE

HIGH PERFORMANCE PARTS

INDUCER IMPELLER PART # IM1000



The Inducer impeller is a revolutionary new concept that feeds water to the jet. Because the Inducer is not shrouded it can flow 20% more water to the impeller than the impeller can use. This helps keep the impeller loaded and absorbing all the power the engine can produce.

Problem: Pulling skiers with small impellers (B or C) and high performance engines. The small impeller does not work well for the hole shot but is designed to let the motor turn more RPM at top end to reach desired speeds. This makes pulling skiers near impossible.

Solution: The inducer impeller is designed to feed enough water to the impeller to keep it hooked up. Resulting in tremendous hole shot and the ability to pull skiers. This does not affect the top end speed.

Problem: Heavy white water. In turbulent white water the jet takes a gulp of air causing the impeller to spinout while negotiating a large rapid. In some cases the jet can take too long to recover resulting in a potentially dangerous situation.

Solution: The inducer feeds water to the impeller almost instantaneously. Resulting in no loss of forward progress.

Problem: Large heavy boats with a radical engine. The large boat dictates that the impeller should also be large. By using a large impeller hole shot is increased but the motor cannot turn the appropriate RPM to reach desired top speed.

Solution: By using a smaller impeller along with the inducer a person can have the best of both worlds and not sacrifice hole shot or top end.

AMERICAN TURBINE

KITS



INSTALL KIT

The Install Kit is for set back style jets. It contains a transom bezel, steering tube, steering extension, clevis, & a cable packer. All aluminum parts are made from billet aluminum and anodized.

PART # TK5001

To repair worn or freeze damaged bowls.

PART # BA1803



**BA1803 GREASE
LUBE ASSEMBLY**

A wedge kit will adjust the thrust angle of the jet, which will raise or lower the bow. Available in plastic or aluminum.

PART # PLASTIC
M000P—M004P

PART # ALUMINUM
M001A—M004A



WEDGE KIT



OVERHAUL KITS

Overhaul kits contain everything needed to completely rebuild your jet. They are available with undersize wear rings to match your impeller. (Does not come with impeller).

PART # OHK1001 - OHK2108

American Turbine has conversion kits for your Jacuzzi 12YJ, 12WJ, and Panther jet. These kits will increase performance and replacement parts are much cheaper. Check the "Advantages" page.

JK2208 - YJ Kit
JK2108 - WJ Kit
PK1001 - Panther Kit



**JACUZZI & PANTHER ENERGIZER KITS
(PICTURE OF YJ KIT)**

AMERICAN TURBINE

MODEL AT-309 JET



ADVANTAGES TO USING AMERICAN TURBINE'S JET

- Stronger 17-4ph stainless steel pump shaft.
- Built with HP bearing. Adds 35% more load capacity.
- Shouldered wear ring prevents cavitation.
- Heat treated aluminum impeller standard.
- Secondary wear ring on the rear of the impeller to prevent bowl cavitation.
- Jet will accept the new 9.5" impeller.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Fifth generation bowl, better flow than any other mixed flow pump.
- High flow nozzle assembly with pressure sealed TFE o-ring that does not leak after a few hours.
- Nozzle inserts to fine tune your boat for optimum take-off and top speed or part throttle fuel economy. i.e. smaller nozzle, higher pressure, better take-off and top speed, larger nozzle better cruise.
- HTR reverse bucket, sand lock resistant, self closing design, much easier on cable and shifter.
- Highest static reverse of any mixed flow pump.
- Tiller arm bolted on in two places for added safety.
- Split bowl standard offers flexibility and increased performance.
- Turning Fins to improve handling and to prevent spin-out.
- High-Performance intake available with adjustable shoe to dial-in each and every boat.
- Much higher pump efficiency than anything on the market today.
- Power and manual trims available.
- Light weight only 89 pounds (jet unit).
- Replacement for Berkeley 12JC & 12JG

AMERICAN TURBINE

MODEL TJ-309 & 12-TD JETS



ADVANTAGES TO USING AMERICAN TURBINE'S JET

- Least expensive of American Turbine's line.
- Built with HP bearing. Adds 35% more load capacity.
- Maximizes interior room
- Stronger 17-4ph stainless steel pump shaft.
- Shouldered wear ring prevents cavitation.
- Heat treated aluminum impeller standard.
- Secondary wear ring on the rear of the impeller to prevent bowl cavitation.
- Jet will accept the new 9.5" impeller.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Fifth generation bowl, better flow than any other mixed flow pump.
- High flow nozzle assembly with pressure sealed TFE O-ring that does not leak after a few hours.
- Nozzle inserts to fine tune your boat for optimum take-off, fuel economy and top speed.
- HTR reverse bucket, sand lock resistant, self closing design, much easier on cable and shifter.
- Highest static reverse of any mixed flow pump.
- Tiller arm bolted on in two places for added safety.
- Split bowl standard offers flexibility and increased performance.
- Much higher pump efficiency than anything on the market today.
- Power and manual trims available.
- Light weight only 73 pounds (jet unit).

AMERICAN TURBINE

MODEL 12-S JET



ADVANTAGES TO USING THE DOMINATOR JET

- Stronger 17-4ph stainless steel pump shaft.
- Built with HP bearing. Adds 35% more load capacity.
- Shouldered wear ring prevents cavitation.
- Heat treated aluminum impeller standard.
- Secondary wear ring on the rear of the impeller to prevent bowl cavitation.
- Jet will accept the new 9.5" impeller.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Fifth generation bowl, better flow than any other mixed flow pump.
- Split bowl standard offers flexibility and increased performance.
- Turning Fins to improve handling and to prevent spin-out.
- High-Performance intake available with adjustable shoe to dial-in each and every boat.
- Much higher pump efficiency than anything on the market today.
- Power and manual trims available.
- Light weight only 89 pounds (jet unit).
- Standard with easy access hand hole cover that maximizes water output.
- Fuel economy comparable or better than most outboards or stern drives.
- Hard chrome shaft and tail bearings.
- All casted parts are anodized and powder coated for ultimate chip resistance.
- Features a greasable double sealed tail bearings and high quality thrust bearing.
- Replacement for Berkeley 12JC & 12JG.

AMERICAN TURBINE

MODEL SD-309 JET



ADVANTAGES TO USING AMERICAN TURBINE'S SUPER DUTY JET

- Engine and jet sit four inches farther back for more interior room.
- Bearing housing held on with six bolts instead of four to better support the rear of the engine.
- Completely sealed bearing housing water can't come in around the driveshaft.
- A larger thrust bearing 35% more load capacity.
- Mechanical pump shaft seal, never needs adjusting.
- Stronger 17-4ph stainless steel pump shaft.
- Shouldered wear ring prevents cavitation.
- Heat treated aluminum impeller standard.
- Secondary wear ring on the rear of the impeller to prevent bowl cavitation.
- Jet will accept the new 9.5" impeller.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Fifth generation bowl, better flow than any other mixed flow pump.
- High flow nozzle assembly with pressure sealed TFE O-ring that does not leak after a few hours.
- Nozzle inserts to fine tune your boat for optimum take-off, fuel economy and top speed.
- HTR reverse bucket, sand lock resistant, self closing design, much easier on cable and shifter.
- Highest static reverse of any mixed flow pump.
- Tiller arm bolted on in two places for added safety.
- Transom flange cast into suction housing, no need to make plates.
- Transom flange bolts to transom so the integrity of the transom is increased.
- Water off-takes are piped through the transom flange with a hose barb requiring less rigging time.
- Ball and socket type steering kit, easier and quicker to center steering wheel and much nicer looking than two nuts and a piece of rubber hose.
- Hand hole cover outside of transom for easier access.
- Intake flange twice as thick for added strength.
- Power and manual trims available.
- The standard for Welded Aluminum Boats.

AMERICAN TURBINE

MODEL SD-312 JET



ADVANTAGES TO USING AMERICAN TURBINE'S SUPER DUTY JET

- For boats up to 6500 pounds all up weight.
- Engine and jet sit back as much as 8 inches farther back for more interior room.
- Bearing housing held on with six bolts instead of four to better support the rear of the engine.
- Completely sealed bearing housing water can't come in around the driveshaft.
- A larger thrust bearing 35% more load capacity.
- Mechanical pump shaft seal never needs adjusting.
- Stronger 17-4ph stainless steel pump shaft.
- Tapered wear ring for infinite adjustment.
- Stainless steel 17-4ph impeller standard.
- Secondary wear ring on the rear of the impeller to prevent bowl cavitation.
- Jet will accept the 10" impeller.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Fifth generation bowl, better flow than any other mixed flow pump.
- Nozzle inserts to fine tune your boat for optimum take-off, fuel economy and top speed.
- Standard with Best nozzle, available HTR II.
- Highest static reverse of any mixed flow pump.
- Transom flange cast into suction housing, no need to make plates.
- Transom flange bolts to transom so the integrity of the transom is increased.
- Water off-takes are piped through the transom flange with a hose barb requiring less rigging time.
- Hand hole cover outside of transom for easier access.
- Will not over heat your engine at an idle.
- The perfect alternative for foreign made jets.

AMERICAN TURBINE

MODEL SD-203 JET

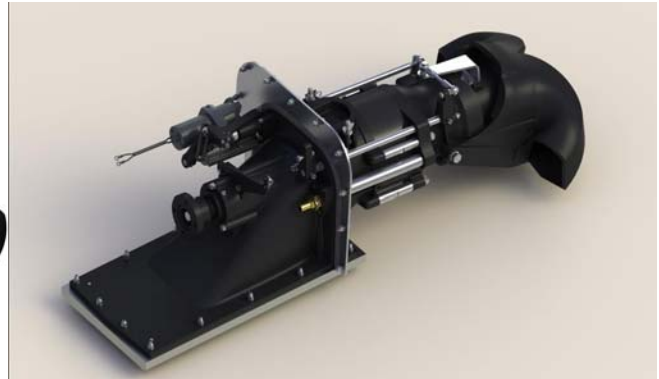


ADVANTAGES TO USING AMERICAN TURBINE'S SUPER DUTY AXIAL FLOW JET

- For boats up to 5000 pounds all up weight. Maximum 330 horsepower.
- Engine and jet sit back as much as 8 inches farther back for more interior room.
- Bearing housing held on with six bolts instead of four to better support the rear of the engine.
- Completely sealed bearing housing water can't come in around the driveshaft.
- A larger thrust bearing 35% more load capacity.
- Mechanical pump shaft seal never needs adjusting.
- Stronger 17-4ph stainless steel pump shaft.
- Solid stainless steel wear ring.
- Stainless steel 17-4ph impeller standard.
- Intake is stomp grate ready.
- 2.4 kw—3.1 kw impeller selection.
- Tandem lip seals on the bowl bearings, keeps grease in grit out.
- Axial flow design aids in passing sticks and stones.
- Nozzle inserts to fine tune your boat for optimum take-off, fuel economy and top speed.
- Standard with Split Duct Reverse (SDR).
- Very good reverse and low speed handling.
- Transom flange cast into suction housing, no need to make plates.
- Transom flange bolts to transom so the integrity of the transom is increased.
- Water off-takes are piped through the transom flange with a hose barb requiring less rigging time.
- Hand hole cover outside of transom for easier access.
- Will not over heat your engine at an idle.
- Operates well with excessive air ingestion.

AMERICAN TURBINE

MODEL SD-231 JET



ADVANTAGES TO USING AMERICAN TURBINE'S SUPER DUTY AXIAL FLOW JET

- The SD-231 is a fine example of modern technology along with many years of experience in the jet industry.
- The SD-231 is totally computer designed.
- Computational fluid dynamics was used in the design of the impeller and reverse bucket.
- Hydraulic reverse bucket with feedback control so the operator would always know where the bucket is by the location of the reverse lever.
- A cleaning impeller design is one piece which allows trash to be flushed through.
- The Stainless Steel Impeller 231 mm (9.0") is cast from a 17-4ph alloy which is twice as strong as that of our competitor.
- Unlike other impellers our scan absorb a lot of horsepower without slipping, the holding power in aerated white water is incredible and that is out of the box without any "BLUE PRINT WORK".
- The water inlet block is made from 6061-T6 aluminum Billet plate which is 1-1/4" thick.
- The rock grate is CNC machined from a solid piece of 6061-T6 aluminum so that it is very smooth to allow uninterrupted water flow to the impeller.
- The hand hole cover is positioned behind the transom so that removing the hand hole cover won't result in a flooded bilge.
- The thrust bearing is upgraded to a large one for more thrust load capacity.
- A changeable nozzle insert to fine tune your boat for every application.
- The steering nozzle has a Teflon o-ring that seals against the housing to make sure all the water is accelerated out through the nozzle insert.
- We offer a hydraulically operated stainless steel ride plate This plate is located off the intake block and is actuated by twin cylinders on each side of the jet, this allows you to control the bow attitude according to the weight on board and water conditions, this works much better than trim tabs that get blown off by the reverse thrust.

AMERICAN TURBINE

JACUZZI YJ ENERGIZER KIT



ADVANTAGES TO CONVERTING YOUR JACUZZI 12YJ WITH AN AMERICAN TURBINE JACUZZI YJ ENERGIZER KIT

- American Turbine manufactures a kit that converts a Jacuzzi 12YJ or Golden Eagle axial flow (low pressure) pump to a much more efficient MIXED FLOW (high pressure) pump. The ENERGIZER KIT will yield the same speed or better at a LOWER RPM. Four original Jacuzzi parts are retained: bearing cap, suction housing, inspection cover, and the transom housing.
- On average there is a 20 percent increase in performance with the Energizer Kit over the original 12YJ pump.
- Parts for the Energizer Kit are much cheaper than original Jacuzzi 12YJ parts.
- There are many after market parts available for the Energizer Kit that are not produced for the original Jacuzzi.

ADD ON OPTIONS

IM1000	Inducer Impeller
IMA**S	Stainless Steel Impeller
R6301	Hi-Flow Droop Snoot
BNA1407	Best Steering
RA8507	Turbine Trim Hydraulic

SEE JET DRIVE PRICE SHEET FOR ADD ON OPTION PRICES

AMERICAN TURBINE

JACUZZI WJ ENERGIZER KIT



ADVANTAGES TO CONVERTING YOUR JACUZZI 12WJ WITH AN AMERICAN TURBINE JACUZZI WJ ENERGIZER KIT

- American Turbine manufactures a kit that converts a Jacuzzi 12WJ pump to a much more efficient MIXED FLOW (high pressure) pump. The WJ ENERGIZER Kit will yield the same speed or better at a LOWER RPM.
- On average there is a 10 percent increase in performance with the Energizer Kit over the original 12WJ pump.
- Parts for the Energizer Kit are much cheaper than original Jacuzzi 12WJ parts.
- There are many after market parts available for the Energizer Kit that are not produced for the original Jacuzzi.

ADD ON OPTIONS

IM1000	Inducer Impeller
IMA**S	Stainless Steel Impeller
R6301	Hi-Flow Droop Snoot
BNA1407	Best Steering
RA8507	Turbine Trim Hydraulic

SEE JET DRIVE PRICE SHEET FOR ADD ON OPTION PRICES

AMERICAN TURBINE

PANTHER ENERGIZER KIT



ADVANTAGES TO CONVERTING YOUR PANTHER PUMP WITH AN AMERICAN TURBINE PANTHER ENERGIZER KIT

- American Turbine manufactures a kit that converts a Panther axial flow (low pressure) pump to a much more efficient MIXED FLOW (high pressure) pump. The ENERGIZER KIT will yield the same speed or better at a LOWER RPM. Three original Panther parts are retained: suction housing, ride plate & grate.
- We have experienced performance increases up to 20 percent with the Energizer Kit over the original Panther pump.
- Parts for the Energizer Kit are readily available than original Panther parts.
- There are many after market parts available for the Energizer Kit that are not produced for the original Panther.

ADD ON OPTIONS

IM1000	Inducer Impeller
IMA**S	Stainless Steel Impeller
R6301	Hi-Flow Droop Snoot
BNA1407	Best Steering
RA8507	Turbine Trim Hydraulic

SEE JET DRIVE PRICE SHEET FOR ADD ON OPTION PRICES

AMERICAN TURBINE

STEERINGS

HTR II
PART # RSK2101



Highest Reverse Thrust.
Unequaled low speed control
of any type steering
nozzle.

SDR
PART # SRK2101



Increased reverse thrust.
Uses a single lever
shifter.

TURBINE TRIM
PART # RA8507



Adjustable Trim for vari-
ous water conditions.

AT DROOP SNOOT
PART # RA1201



For high performance boats.
Can add up to 5 mph.

DOMINATOR
PART # RA1703



Standard steering on
Dominator Jets.

JTA8507 JET TRIM



Fits Berkeley style nozzle housing
R1007, Berkeley style droop snoot
R6007, and all Dominator & American
Turbines including the SD-312.

BEST
PART # BNA1407



Excellent reverse. Will
not sand lock reverse
bucket.

BERKELEY STYLE
PART # RA1707



Optional on any Jet.

HTR
PART # RA1701



Standard steering on AT-
309 & SD-309 Jets.

AMERICAN TURBINE

TERMS, CONDITIONS, & LIMITED WARRANTY

PAYMENT TERMS

C.O.D., Cash or Cashiers Check will be required. We do accept Visa, MasterCard, Discover, and American Express. Business checks will be accepted after approval by our business office for payment by check. A check writing application is available by calling (509) 243-5387.

FREIGHT

Carrier will be selected by AMERICAN TURBINE unless otherwise requested by customer. All shipments will be F.O.B. Clarkston, WA, 99403. Claims for shortages or errors in shipment must be reported within 48 hours of receipt of shipment for any adjustments to be considered. Shipment damage must be made directly with the freight company. Freight companies require inspection of the original container in which the product was shipped. DO NOT return the damaged merchandise to AMERICAN TURBINE as it will not be accepted.

REFUSED SHIPMENTS

Shipments returned to AMERICAN TURBINE marked refused, or not in when driver called, will cause the customer's buying status to be halted until all freight, C.O.D., and handling charges are paid in full. Refusal of a shipment does not relieve a customer of liability for paying these charges. Repeated returned shipments of this type will cause the customer's buying status to be permanently revoked.

RETURNS

Products may be returned for credit only by written confirmation. There will be a 15% handling charge on all merchandise returned to us, unless prior arrangements have been made. Merchandise must be returned prepaid freight, accompanied by a photo copy of the original invoice on which it was purchased. Only current saleable parts may be returned. Special orders or custom orders may NOT be returned. You must have a RETURN GOODS NUMBER (RGN) on the package. NO RETURNS AFTER 30 DAYS.

WARRANTY

AMERICAN TURBINE'S limited warranty statements are available upon request from factory.

PRICES

All prices are subject to change without written or verbal notice. Our price catalogs are intended for use as a guideline only. Price catalogs and sheets are often partially outdated by the time they are printed. All products will be shipped at the price in effect regardless of what the latest price catalog reflects.

OEM/DEALER DISCOUNT QUALIFYING

To receive the AMERICAN TURBINE price discount, request the OEM/DEALER qualifying letter and application from our business office.

1. American Turbine, Inc. warrants, to the first original retail purchaser, each new American Turbine jet drive unit manufactured by American Turbine, Inc. to be free from defects in material and workmanship.
2. The warranty extends for 12 months from the date of purchase.
3. Claims under this warranty shall be made by returning the defective part freight prepaid to American Turbine, Inc.
4. Any American Turbine jet drive or part determined to be defective in either workmanship or material during the warranty period will be repaired or replaced at American Turbine, Inc.'s option, without charge for parts or labor. American Turbine, Inc.'s liability shall be limited to repairing or replacing part found to be defective during the warranty period.
5. American Turbine, Inc. reserves the right to change or to improve the design of any American Turbine, Inc. product without assuming any obligations to modify such units previously manufactured.

EXCLUSIONS AND LIMITATIONS

This warranty does not apply to:

1. Any part, accessory or product not manufactured by American Turbine, Inc., And for which Manufacturer warranty has been supplied to the consumer by the respective manufacturer.
2. Normal Maintenance items such as lubrication and adjustments necessary as a result of normal wear and tear.
3. Any jet drive or part that has been modified, altered, or repaired by other than American Turbine, Inc.
4. Products damaged as a result of misuse, neglect, negligence, accident, freezing, normal wear and tear, corrosion, improper installation, operation with lubricants which are not suitable for use with the jet drive, failure to operate and maintain the product in accordance with the owner's manual supplied with each new American Turbine, Inc.'s product, products used for racing, damage resulting from debris, or other substances entering through the jet drive, operating the jet drive at RPM in excess of the maximum rated RPM as stated in the owners manual, or any case other than a defect in the manufacture, material, or assembly of an American Turbine, Inc.
5. American Turbine, Inc. shall not be liable for any incidental, consequential or other damages whatsoever, including but not limited to: loss of use, loss of time, inconvenience, cost of returning the defective product to American Turbine, Inc., travel, lodging, or damage to personal property.
6. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply to you.
7. This warranty is the only express warranty applicable to American Turbine, Inc. products, and is in lieu of any other express or implied warranties, including warranties of merchantability and fitness for a particular purpose. All implied warranties are limited in duration to minimum period required by State law. American Turbine, Inc. neither assumes or authorizes any other person to assume for it any other liability or warranty in connection with its products,
8. Some states do not allow limitations on the duration of implied warranties, so the above limitations may not apply to you.
9. This warranty gives you specific legal rights, and you may also have other rights which may vary state to state.