



**TRIM-A-JUST, ELECTRIC TRIM CONTROL  
FOR JETOVATORS AND 12JF JET DRIVES**

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Study the figures and read all instructions carefully before starting the installation. Disconnect the negative (-) battery cable from the battery before doing any of the electrical work.

In most cases, it will not be necessary to remove the Trim-a-just housing cover when making the initial installation. Simply turn over the housing and install the cable from the back. The entire installation should be completed and adjusted before mounting the housing to the boat. Remove the outer nut and washer ("1" Figure A) on the bulkhead fitting of the control cable (Figure A) and thread the inner nut ("2" Figure A) to expose 3/4" of thread (Figure A). Thread the 1/4"-28 nut ("3" Figure A) to expose 5/8" of thread (Figure A). Insert the cable through the 5/8" hole in the end of the Trim-a-just housing. Place the flat washer and hex nut removed earlier onto the cable (Figure B). Insert the cable into the actuator ("4" Figure B) and install and tighten the supplied 1/4"-28 hex nut ("5" Figure B). In the event the inner nut turns, retain by inserting a small screwdriver into the 3/16" hole ("6" Figure B) in the end of the actuator. Install and tighten the outer bulkhead cable nut and washer ("1" Figure C).

Connect the Trim-a-just cable to the Jetovator or 12JF Jet-Drive as instructed in the installation instructions supplied with either unit.

The indicator gage and control switch are the next to be installed. Locate the appropriate position on the dash and drill a 2-1/16" diameter hole for the gage and a 1/2" diameter hole for the control switch. (Boats with excessively thick dashes may require counter-boring to 2-1/16" diameter on the back side of the dash for installation of the control switch.)

Install and secure the gage, using the mounting strap and nuts assembled loosely on the gage. Install the switch positioned so that the toggle works vertically, up and down.

Route the three long wires from the Trim-a-just housing (tan, green and yellow) in the shortest possible way to the switch and gage. Cut wires; strip and attach wire connectors. Connect the tan wire to the bottom of the control switch. Connect the green wire to the top screw of the control switch. Connect the yellow wire to the indicator gage pole marked "SNDR." Route the black wire (ground) from the Trim-a-just housing. Attach connector and attach to engine ground (where negative battery cable attaches to engine). Connect red wire (the end with connector) to the center screw of the control switch.

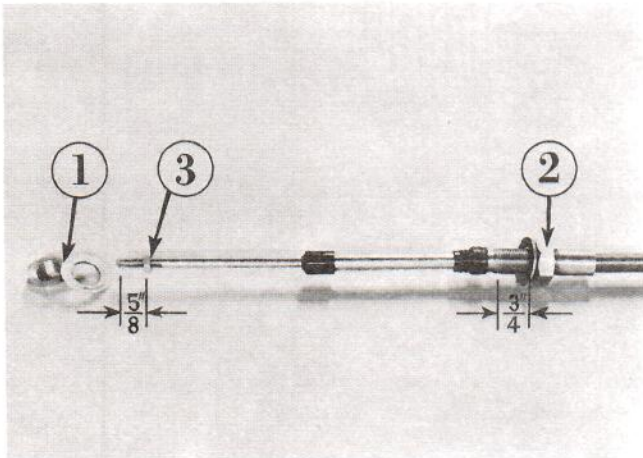


Figure A

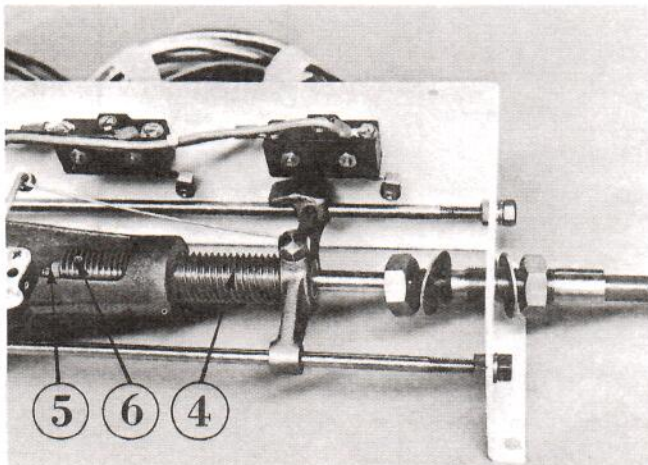


Figure B

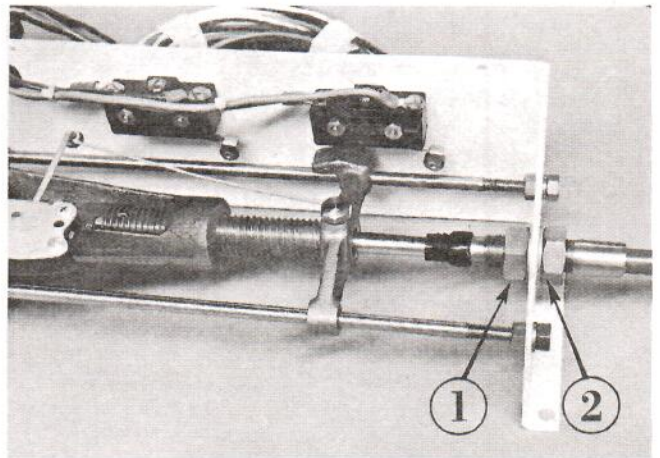


Figure C



**BERKELEY PUMP COMPANY**  
**TRIM-A-JUST, ELECTRIC TRIM CONTROL**  
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Connect other end to 20 ampere fuse (not supplied) that attaches to positive battery cable tie point (where positive battery cable attaches to engine). "Do not" connect red wire to ignition switch; the ignition switch normally will not carry the current the Trim-a-just requires. Connect the violet wire (the end with connector) to the "POS" pole of the indicator gage. Attach connector and attach other to "IGNITION" pole of ignition switch. Attach connector to 16 gage or larger black wire and attach one end to "GRND" pole of indicator gage, attach other end to ground tie point common with other instrument lights. See wiring diagram, Figure D. Reconnect the negative battery cable.

Operate the control switch either up or down intermittently checking the location of the 12JF nozzle or the Jetovator body. The Trim-a-just should reach its limit switch and

turn itself off before the 12JF nozzle or Jetovator body reaches its full travel (before contact is made with bowl on the Jetovator or the gimble ring on the 12JF). To adjust cable travel, loosen the inside bulkhead fitting nut ("1" Figure C) and tighten the outside nut ("2" Figure C) to lower nozzle.

Loosen the outside bulkhead fitting nut ("2" Figure C) and tighten the inside fitting nut ("1" Figure C) to raise nozzle.

Proper adjustment of nozzle is critical. Improper adjustment will cause breaking of control cable, drive motor or other Trim-a-just mechanisms.

It is recommended that the Trim-a-just be mounted to the inside of the transom as high as the cable will allow. This is done using four 1/2" long slotted head sheet metal screws, supplied.

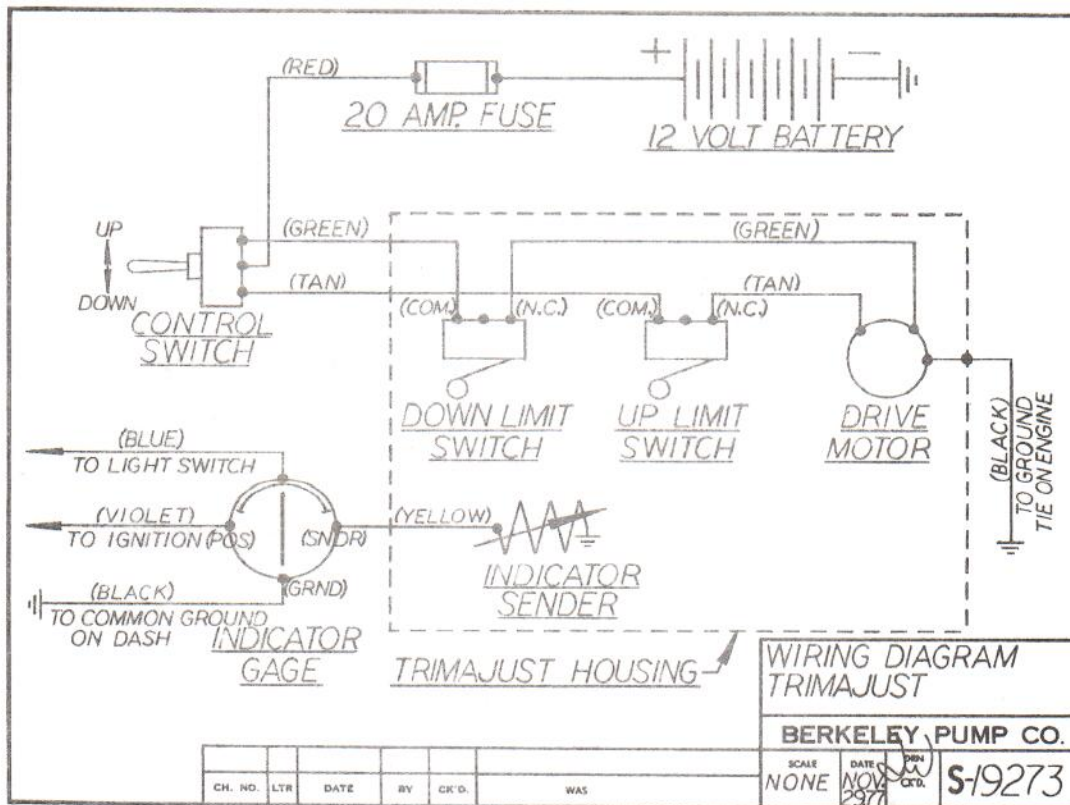


Figure D