



"CONGRATULATIONS"

You have just purchased the finest jet control system made.

Your **Place Diverter** is designed internally and externally to give your jet maximum performance. The exact internal venturi design increases water velocity while the external design reduces drag. You will enjoy boat control of which you have never experienced before.

The **Place Diverter** is made of the finest quality material available. This is a unit you will truly enjoy owning.

"Have Fun"

A handwritten signature in cursive script that reads 'Frank Place'.

Frank Place

ASSEMBLED UNIT

Your **Place Diverter** comes to you pre-assembled. All four stainless 3/4" pivot pins (excluding steering pins) are held in position with 1/4" stainless steel screws. These screws are coated with "Lock Sealant" to help insure tightness. If for any reason these screws are removed or loosened, additional "Locktite Sealant" should be added. A small tube of Locktite Sealant 271 is furnished with your unit. Upon installation, the Locktite should be applied to the screws which hold steering pins and arm in place.

ROOSTER TAIL

A high rooster tail in most cases will not improve the performance of your boat. A long low (about five feet high) rooster tail will give your more forward thrust and probably all the lift you need.

OPERATING INFORMATION

For your strongest right or left turns in most cases your nozzle should be in a straight out position.

For your strongest reverse your nozzle should be in a slightly down position. Your Diverter has approximately 40° travel, 20° up or 20° down.



"PLACE DIVERTER INSTALLATION INSTRUCTIONS"

1. After removing original nozzle from pump housing place new nylon bushing (furnished) in steering pivot holes. Be sure flange of nylon bushings are inside of holes.
2. Remove steering arm and steering pins from *Place Diverter*.
3. Put *Place Diverter* in position in steering housing between nylon flanged bushings.
4. Press *Place Diverter* in and line up top and bottom pivot holes
5. Push steering pins through nylon bushings and *Place Diverter* casting, line up threaded holes in pivot pins with holes in casting. Apply 271 Loctite to 5/16" socket head screw and tighten.
6. Mount Steering arm back in place, use Loctite on 3/8" flat head socket screws, and tighten (Short screw on top, long screw on side).
7. Position up down control cable (43BC Morse Cable) through steering arm (5/8" hole) using jam nuts top and bottom. Attach cable end to rod and bearing for nozzle position.
8. Hydraulic control system comes preset from factory for maximum travel up and down. No adjustment is necessary. Hydraulic fittings on cylinder are left loose. Use sealant, tighten and position fittings accordingly.
9. Place reverse cable in position as shown in diagram "A". Use jam nuts and rod end bearing to adjust for proper travel (Do not use the 5/8" flat washer).
10. **IMPORTANT:** Periodically check all screws for tightness.

CONTROL BOX INSTALLATION

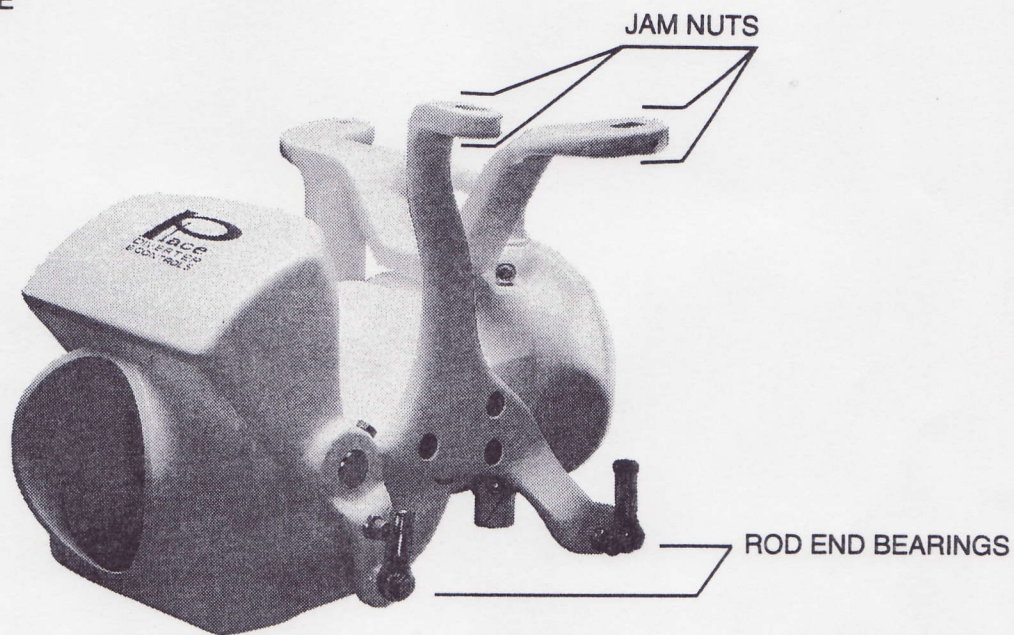
1. The control box is designed to be mounted to the right of the driver's seat with a minimum lose of space.
2. Remove cover and fasten to floor board with four #14x1 1/4" wood screws (furnished)
3. Put 43BC Cable in place as shown in diagram "A".
4. Stringer control box can be mounted on either left or right side of stringer.

CAUTION: When boat is in the water with engine running, do not try to move Place Diverter up or down with mechanical control box when in reverse mode.

PLACE **DIVERTER & CONTROLS**

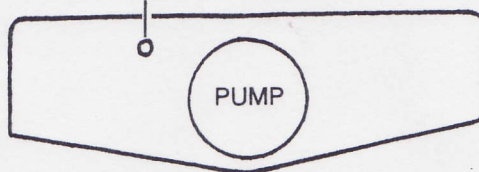
(FOR MANUAL CONTROL SYSTEM)

ADJUST JAM NUTS AND
ROD END BEARINGS TO
POSITION REVERSE
GATE AND END NOZZLE



(DIAGRAM "A")

SUGGESTED LOCATION FOR
43BC NOZZLE CONTROL CABLE



(TRANSOM)
OUT SIDE BACK VIEW