



# AMERICAN TURBINE

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 twelve 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 9-1/2". American Turbine was first to offer High-Performance intakes, High-Flow bowls, and high quality investment cast Stainless Steel impellers. He was also the designer of the Jacuzzi YJ Energizer kit some twenty years ago. Now we also have a Jacuzzi WJ Energizer Kit. Ron designed the High-Flow droop snoot and also the High-Flow straight snoot. Today we have the High-Flow straight snoot with the nozzle pivot holes drilled for a 6 degree up angle. This has proven to work very well with the American Turbine hydraulic trim.

In 1993 Ron sold ownership of American Turbine to Travis Garske owner of Travis Pattern & Foundry. Since an aluminum foundry with a full CNC machine department owns American Turbine, we have complete control of our product from the ingot (raw aluminum bar) all the way to the finished product. With this kind of control we can quickly react to customer needs and boating trends.

Shortly after moving to the Pacific NW we recognized a need to design a Jet for the Welded Aluminum boat. We introduced the SD309 early in 1994. Today this Jet has taken over the welded aluminum boat market. In the year 2000 we introduced the SD312 for larger welded aluminum jet boats up to twenty-four feet and 6500 lbs. In 2003 we will be offering a SD312 for the fiberglass boat market.

American Turbine jets are used in boats from 16 ft welded aluminum with 4 cylinder engines to 160 plus mph drag boats, including 126 mph river race marathon boats, triple engine 45 passenger tour boats (operating on the Snake, Rouge, and Mississippi Rivers).

## 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***

BUCKET IN FORWARD

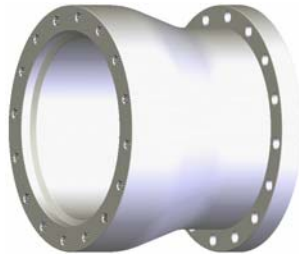


BUCKET IN REVERSE

# 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.



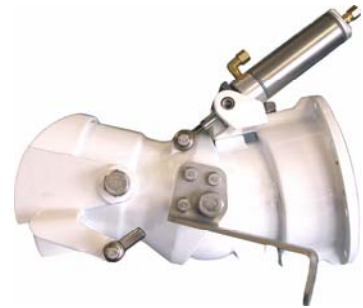
**SC2008 WJ  
BEARING CAP**



**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**



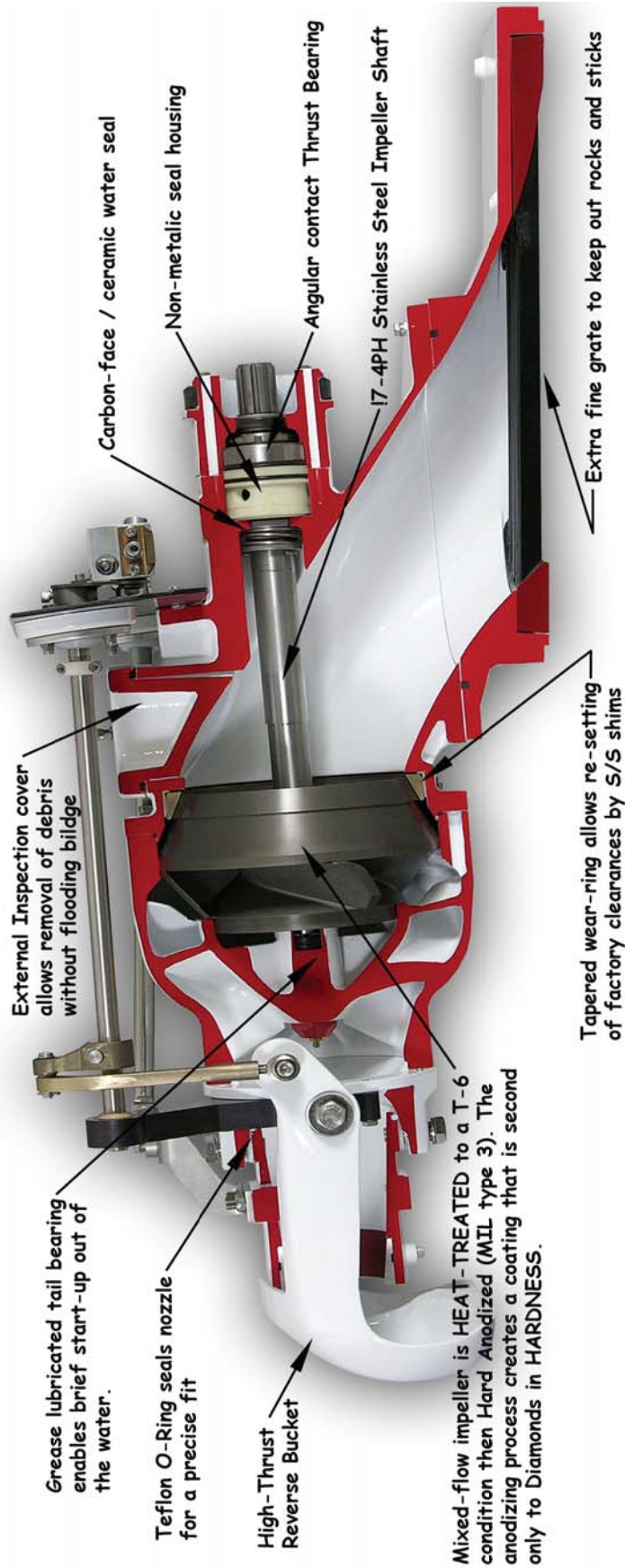
**STAINLESS STEEL  
IMPELLER**

**REDUCED PRICE \$999.00**

**2 TIMES THE STRENGTH OF BRONZE  
MADE FROM 17-4PH STAINLESS**

FITS:  
AMERICAN TURBINE  
DOMINATOR  
BERKELEY  
LEGEND

# AMERICAN TURBINE



**SD312 w/HTR II**

# AMERICAN TURBINE

## KODIAK MARINE ENGINES

**KODIAK QUALITY CONTROL** - Thorough engine and component inspection complete hot testing, ignition adjustment, and cooling-system inspection, for a “turn-key” ready-to-run engine.

**LUBRICATION SYSTEM** - High capacity rear sump, spin-on filter, easy drain oil kit.

**FUEL SYSTEM** - U.S. cost Guard approved marine-type four bbl carburetor or Bosch Port Fuel injection system, electric fuel pumps and air cleaner/spark arrester.

**ELECTRICAL SYSTEM** - U.S. Coast Guard approved marine-type 12 volt negative ground, explosion-proof starter with 70 amp. Alternator/regulator, complete ignition system, engine wiring harness and senders.

**MOUNTING** - Heavy-duty adjustable engine mounts.

**COOLING SYSTEM** - Standard, closed cooling system with a heavy-duty heat exchanger. Cast aluminum center riser-type exhaust manifold.

**INSTRUMENT PANEL (OPTION)** - Includes tachometer, voltmeter, oil pressure, temperature gauges, hour meter and keyed start.

**SAFETIES** - Engine senders are supplied for audio and visual warning in the event of low oil pressure or high coolant temperature.

**INSTRUCTION** - Owner’s manual provided.

**OPTIONS** - Polished exhaust manifolds, oil cooler, remote oil filter, polished bellhousing.

Other items available, please consult factory for more details.

### AVAILABLE MODELS:

**KODIAK 262 MARINE GAS ENGINE** - Featuring a Chevrolet 262 CID marine base engine with 9.4:1 compression, roller hydraulic valve lifters, rocker arms and timing chain.  
223 hp @ 4800 rpm. 267 ft-lb @ 2800 rpm.

**KODIAK 350 MARINE GAS ENGINE** - Featuring a Chevrolet 350 CID marine base engine with 9.4:1 compression, roller hydraulic valve lifters and high flow cylinder heads.  
310 hp @ 5000 rpm. 355 ft-lb @ 3600 rpm.

**KODIAK 6.0L MARINE GAS ENGINE** - Featuring a Chevrolet 364 CID marine base engine with 9.4:1 compression, roller hydraulic valve lifters and high flow cylinder heads.  
377 hp @ 5000 rpm. 399 ft-lb @ 4400 rpm.

**KODIAK 496 MARINE GAS ENGINE** - Featuring a Chevrolet 496 CID true marine-base engine with 9.1:1 compression, roller timing chain for, hydraulic roller valve lifters, and high-torque camshaft.  
390 hp @ 4600 rpm. 490 ft-lb @ 3200 rpm.

**KODIAK 496 HO MARINE GAS ENGINE** - Featuring a Chevrolet 496 CID true marine-based engine with 9.1:1 compression. Roller timing chain for improved durability at marine engine speeds.  
420 hp @ 5000 rpm. 505 ft-lb @ 4000 rpm.



**Bosch Fuel Injected 350**

# 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.



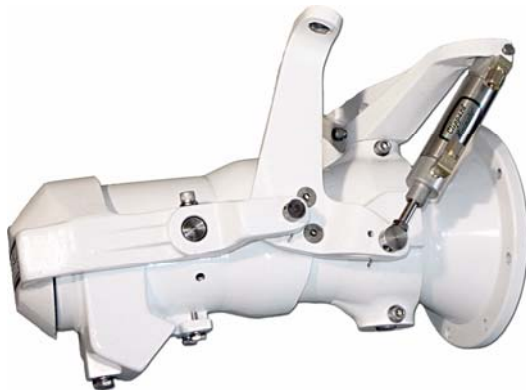
**R6007 DROOP SNOOT**

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**



**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

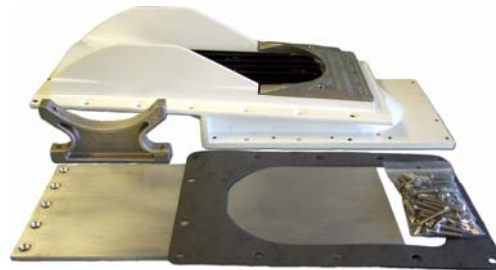


**EXTRUDED  
BOWL**

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

### HIGH PERFORMANCE BEARING KIT PART # HPK1902 - HPK1905



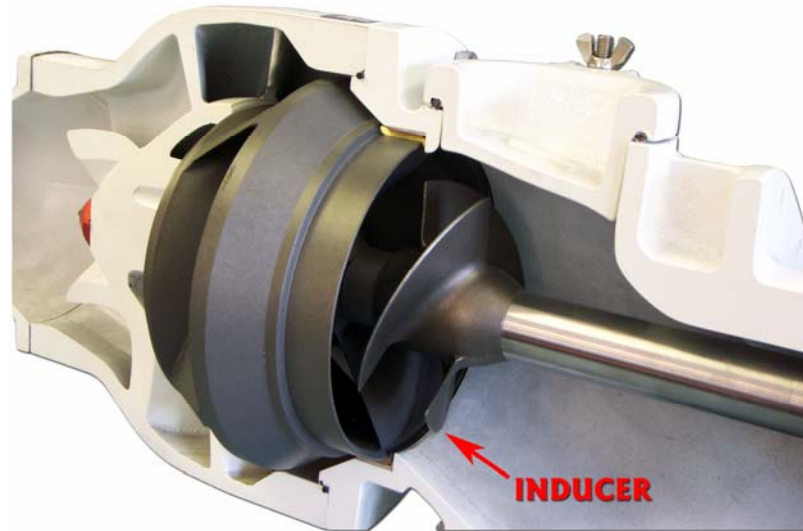
When the first mixed flow jet was designed with the double row thrust bearing the largest engines coupled to jets was no larger than 327 cubic inches. Then as jets became more popular, they were coupled to “big block” engines in relatively light weight boats. Although they were big block engines, they could cruise around at three thousand RPM’s or less. Also very few engines could actually produce more than 500 “real” horsepower, so the load on the thrust bearing was relatively low. Today, boats have become larger, engines have grown bigger, and the little double row thrust bearing is not able to take the load.

American Turbine has again come up with a solution. We have incorporated the “QJ” style “true” thrust bearing into a kit for American Turbine, Dominator, Berkeley, and Legend jets. The “QJ” style bearing is a proven design used in our SD309 jets for seven years. This bearing package has proven itself on the rugged rivers of the Pacific Northwest as well as the 120-mph marathon race boats. The design of this bearing package also allows us to address another problem area “water penetration into the bearing cavity”. With the current design water can be sucked between the splines on the driveline and the mating splines on the pump shaft. Water in the thrust bearing is probably responsible for more than half the bearing failures. We have designed the bearing pre-load / seal ring to solve this problem. This device allows us to pre-load the inter race and provide sealing to the bearing housing independent of the driveline.

# 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 toss 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



**B1803 GREASE  
LUBE ASSEMBLY**

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

PART # M0000 - M0004



**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 and 12WJ jet. These kits will increase performance and replacement parts are much cheaper. Check the "Advantages" page.

JK2208 - YJ Kit  
JK2108 - WJ Kit



**JACUZZI 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.
- Heat-treated aluminum 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

## 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**

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

**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.

**DOMINATOR**  
**PART # RA1703**



Standard steering on  
Dominator Jets.

**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.

**SDR**  
**PART # SRK2101**



Increased reverse thrust.  
Uses a single lever  
shifter.

**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 or MasterCard. 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. Asotin, WA, 99402. 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.