# Achieving Exceptional 912 WaterJet Performance

There are lots of things to consider when setting up a WaterJet to achieve Exceptional all-around Performance. Here at Scott WaterJet we have invested a lot of time investigating, and testing to come up with the best combination of Impellors, Trim and Nozzle Inserts for your boat/powertrain of choice.
Outlined below is a guide to help ensure you will extract the most from your 912.

## Key Points

- 100-300 rpm flare helps Hole-Shot
- A Responsive Mid-Range is Beneficial for the Majority of your Boating
- Enhance your Full Operating Range with the Correct Nozzle Insert Size
- Use your Trim Nozzle to Maximise your performance – Have the Switch at Your Steering Hand Fingertips

## Hole-Shot Performance [Up On Step]

Goal: To have the WaterJet configured so that you experience a slight "RPM flare" (100 – 300 rpm) when aggressively applying full throttle from stand still.
By Example: If the pump is set up to turn 4600 rpm wide open, then we would expect to hit 4700-4900 rpm with a wide open full throttle Hole-shot.
Explanation: A small flare is normal at standstill as there is no pressure in the Intake allowing the RPM to flare slightly until intake pressure rises as the boat speed rises.
This is generally a good thing as it allows the engine to accelerate through the RPM range so that the engine can achieve maximum output and acceleration more quickly improving your hole-shot performance. It is important to note that this is not cavitation, as cavitation is the loss of grip to the water by the impellor that results in excessive RPM. The RPM continues to rise often to the rev limiter, resulting in the loss of thrust, and a noticeable drop in the rate of acceleration.
Outcome: With a normal level of flare the acceleration rate continues to rise enhancing Hole-shot performance.
Other Factors: Trim Nozzle position and size greatly influences Hole-shot;
- Nozzle trimmed down gives the best hole-shot.
- Nozzle size has quite an impact on hole-shot, and different drivers like different setups.
In general terms a nozzle size in the range of 119mm to 123mm will give the best hole-shot in conjunction with the right amount of flare.

## Mid Range Performance [Where You Do Most Boating]

Goal: To have the best drivability in the RPM range where you operate your boat most of the time.
Explanation: We are looking for a very responsive throttle that enhances boat control and drivability. This aspect is very subjective with different drivers liking different setups. In general, a slightly larger nozzle enhances mid-range performance 122-124 range

## Top End Speed [Hammer Down]

Top end speed is dramatically influenced by hull design, overall weight, and hull trim characteristics. Even boats from the same manufacturers can perform quite differently. Heavier boats generally prefer a slightly larger nozzle and lighter boats a slightly smaller one. The best range is 120mm – 125mm.

## Trim Nozzle Control [Instant Fingertip Trim Control]

The Trim Nozzle control switch should be mounted on the Steering Stick or Wheel so that it can be operated in conjunction with the steering hand. **We can't stress enough how important it is to have the Trim Control Switch in this position** Mounted at your Fingertips you can instantly adjust the Trim of the Boat to suit the current situation. With practice trimming will become instinctive and enhance your boats performance all the time.