1/6 JETSPRINT INSTRUCTIONS

Thankyou for choosing a Mickiebeez 1/6 Jetsprint, this design has been the result of over 10 years or trial and error, finally now I am happy to release this kit. If properly put together and looked after

It will provide many hours of fun.

List of contents

1. Hull
2. Roll Bars x 2
3. Clamp set x 2
4. Driver figurines
5. 3mm x 12mm x 2 qty SS Cap screws
6. 3MM SS nylock nuts x 2
7. 30 MM Jet unit
8. 2mm SS self taping screws x 4.

ITEMS REQUIRED

1. 3 Channel radio
2. 2 Std sized Servo's
3. 120 amp ESC
4. Leopard 4074 1800kv brushless motor or equivalent
5. Thin rubber from a bike inner tube
6. Dremel tool with thin cutoff disc.
7. Drill with 1.5mm, 2.4mm, 3mm and countersunk drill bits.
8. 40mm Motor mount

9. Servo mounts.

10. 4-40 threaded servo rods 200mnm long x 2
11. Linkage for 4-40 rods

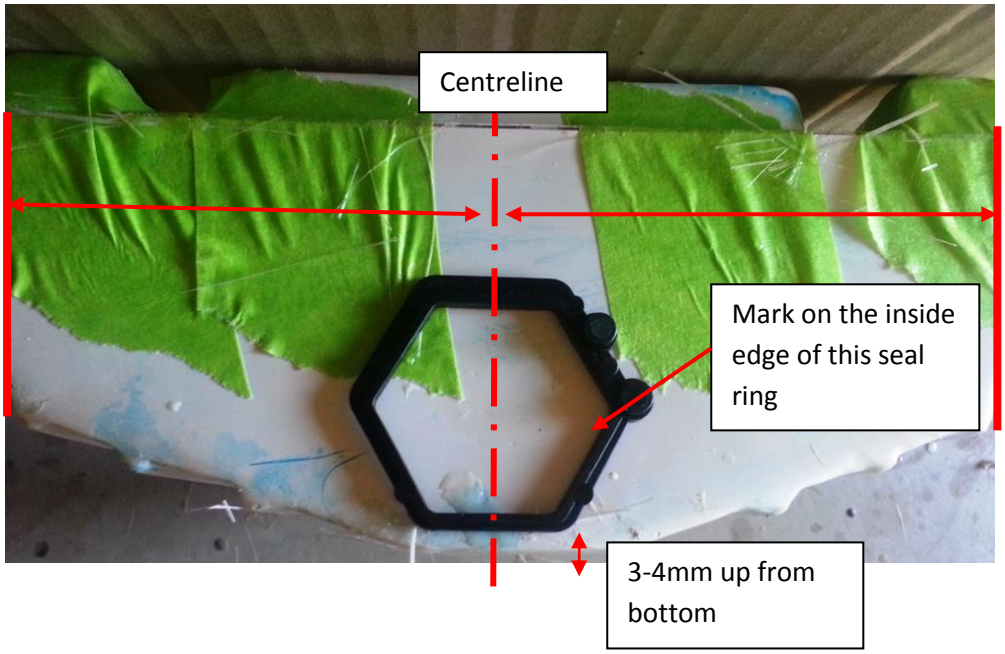
12. Water proof boots x 2

13. Ball link x 2

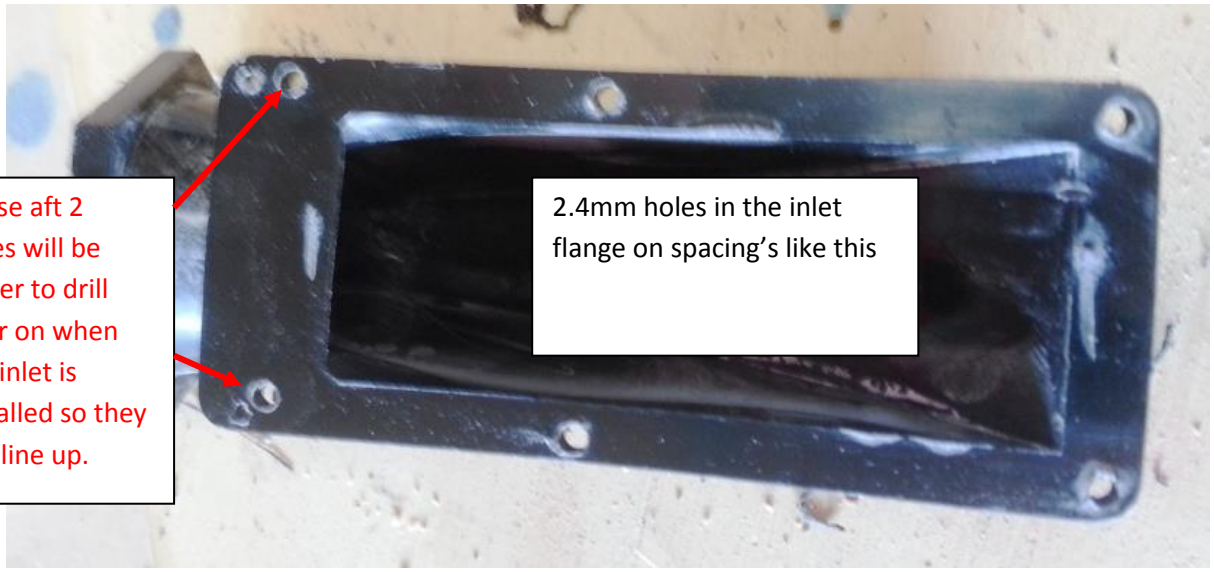
14. Fiberglass resin and light matting.
15. Z-epoxy 5 minute adhesive.

ASSEMBLY.

1. Disassemble the jet unit so all you have is the inlet.
2. Now mark with a pencil the centre point of the transom.
3. Using the Seal mounting ring as a guide mark the inner hex. This is the hole to cut out on the transom



4. Using a Dremel and thin cutoff wheel carefully cut out the hex in the transom.
5. Drill 6 x 2.4mm holes in the bottom of the inlet. This is for the 3mm countersunk SS screws. Ensure that the holes are on the flange only.



6. Now feed the inlet in thru from the inside of the hull until the rear of the bottom flange is hard up against the transom, and sit it down onto the bottom of the hull.

7. Centre up the whole inlet in the hull, this is absolutely critical as the performance and trim of the hull depends on this.

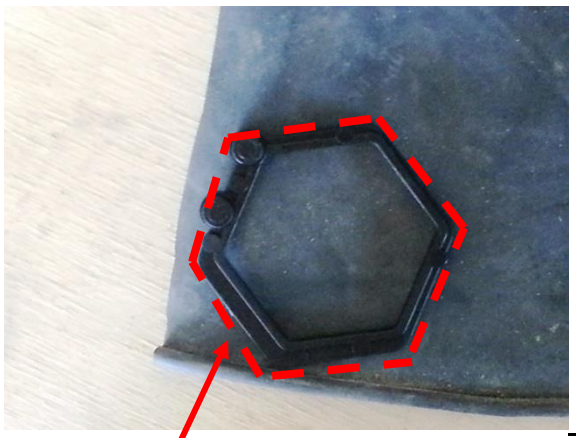
8. Using the same 2.4mm drill and using the holes that were previously drilled in the bottom flange of the inlet, drill thru the hull.

9. Take the inlet out, now drill out the holes in the hull to 3mm and countersunk these holes.

10. Apply a liberal amount of Silicone to the bottom flange of the inlet, and feed the inlet back into the hull feeding the Hexagonal section back thru the hull in the transom. Line up the mounting holes in the hull to the holes in the inlet flange.

11. Screw the 3mm countersunk screws in thru the hull into the inlet flange.

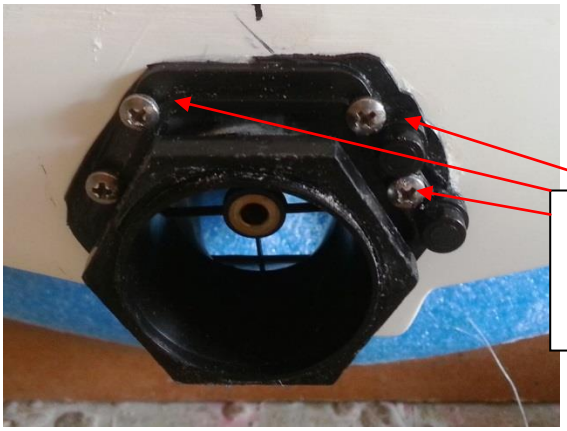
12. Now using the seal mounting ring as a guide, sit it over the thin rubber inner tube. Cut out the **outside** hex. Cut also out a 12mm hole out in the rubber.



Cut around the outside of this hex.

Use the rear cone aft outlet bore as a stencil to cut out the circle

13. Next you want to drill 6 x 2.4mm holes in the aft seal support, then place it in position over the jet unit onto the transom and transfer the holes into the transom. NOTE you will want to drill 1.5mm holes into the transom to this will accept the 2mm SS self-taping screws. Then remove once the holes are done.

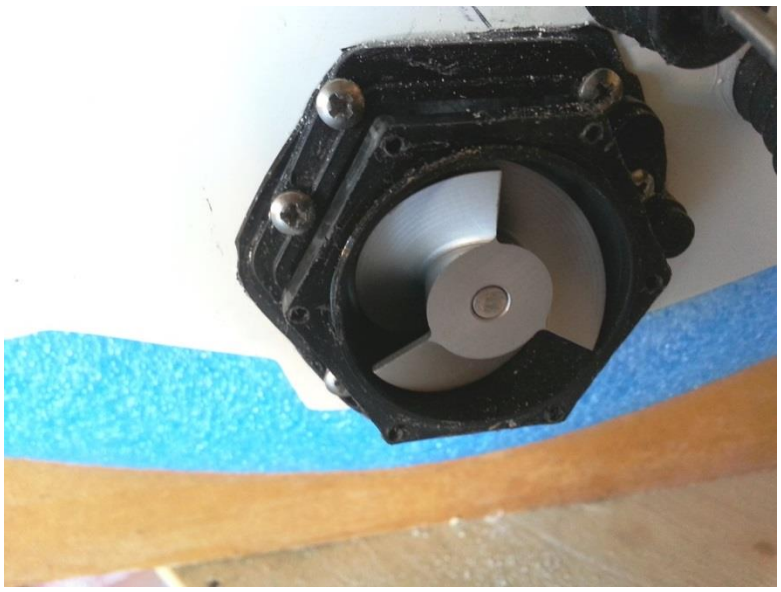


These are the holes you will need to drill.

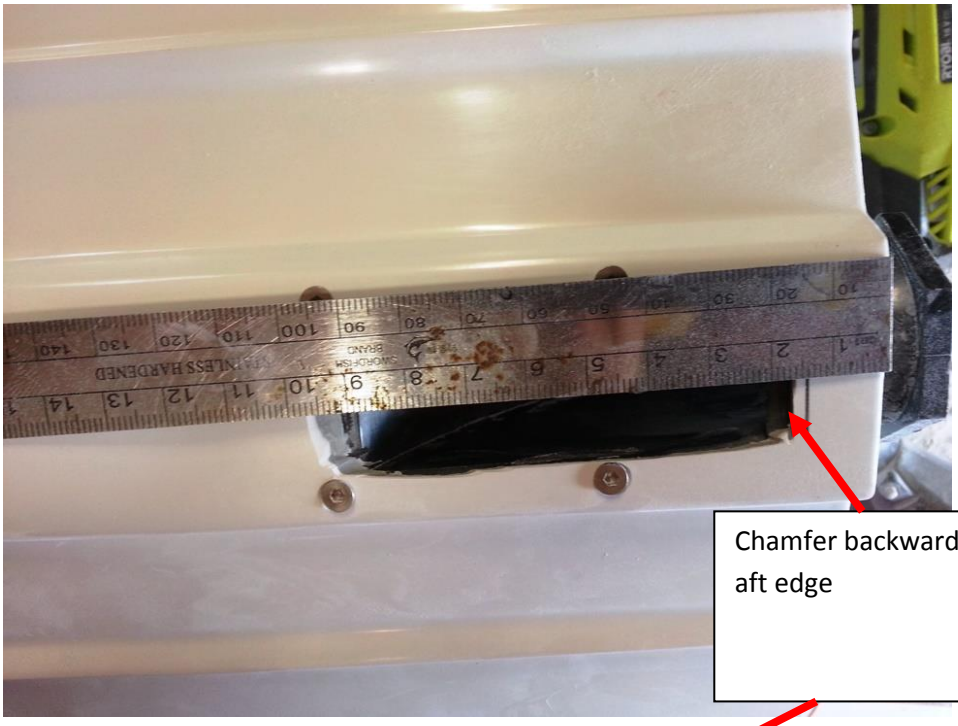
14._ Now its up putting the seal on the transom. You will need the silicone again, stretch the rubber over the rear of the inlet body, but keep the rubber folded back. Now apply a liberal amount of silicone between the inlet body and the transom. Push back the rubber so it now sits flat against the transom and the silicone helps hold it. Reinstall the Aft seal support and with a Skewer push thru the rubber to create the holes for the Self taping screws. Install the 6 x Self taping screws.

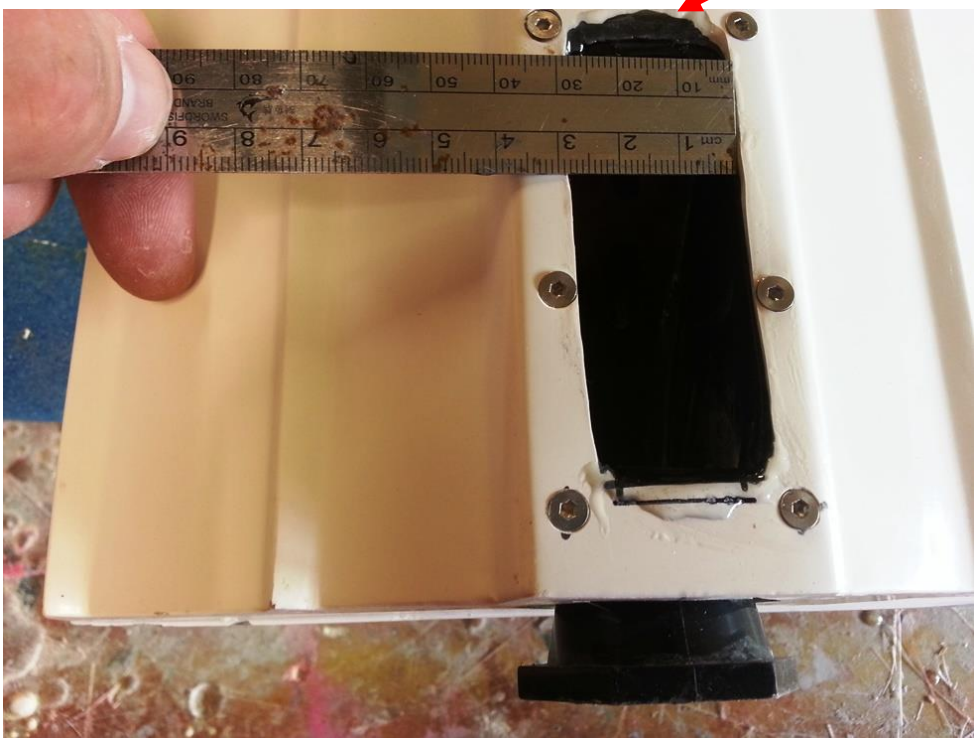
Apply Silicone to this area. Then push this rubber back against the transom. Using the Aft Seal Support transfer the holes with a Skewer thru the rubber. Install the 6 Self taping screws thru the Aft Seal Support and Rubber seal into the transom.

Wipe off excess silicone. Should look something like below.



15. Carefully find the centre of the inlet on the bottom of the hull. Now using the Cutoff wheel on a Dremel , little by little cutout the opening for the inlet.
NOTE: the aft edge of the inlet needs to be chamfered inwards to meet up with the angle of the inlet, so allow a few more MM infront of the opening.



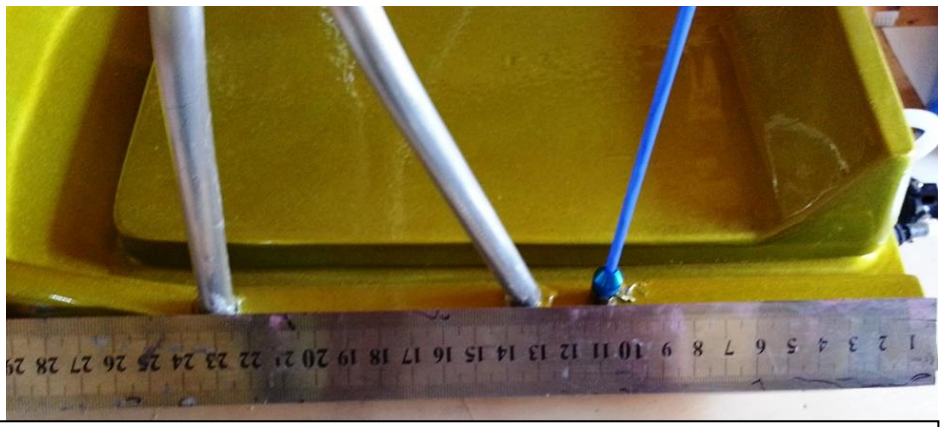


16. With the Stainless wire, you will need to cut 5 lengths of 90mm long straightened. These will be used for the intake screen.

17. Mark every 5mm on the width of the inlet both the fwd edge and the aft, and then drill the 5 holes 1mm diameter. Be careful not to drill in thru the bottom of the inlet at the aft edge.

18. Drop a drop of epoxy resin into each hole just before you thread the wire into each hole, inserting the wire into the aft hole then the fwd. hole. Ensure that the wire is still straight before you move onto the next one.

19._Now it is time to fit the rollcage. Mark the centres of the 10mm holes as follows.



Mark 2 positions, measuring from the transom, one 130-135mm and the other 230-240mm, mark the cross in the centre of the flat section.

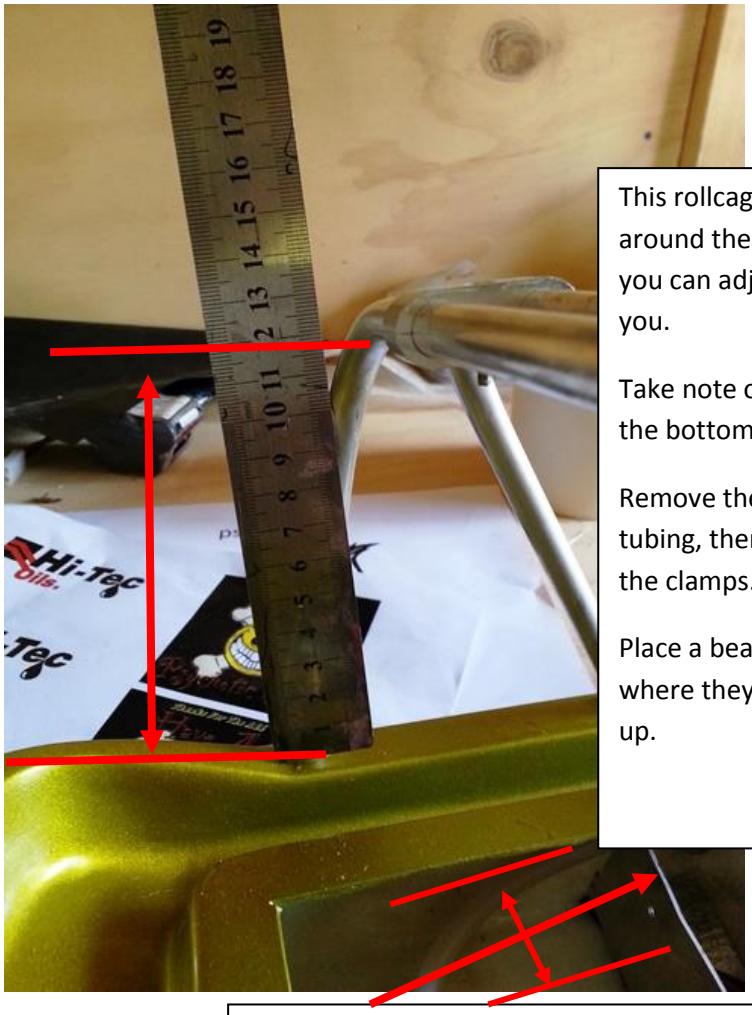
Repeat on both sides

It may be a good idea on drilling the holes at an angle, this will aid being able to lean the fwd. and aft bars over towards each other.

20. Next drill the 4 holes, and slide the bars in thru the holes, pay attention to how much the bars protrude into the hull, as you will have to trim off the bottom so when you get the desired height , the lower ends do not hit the insides of the side of the hull.4

21. Get the clamp halves, 2x 3mm x 16mm Stainless Cap screws and 2 x Stainless locking nuts, position the clamp halves together over the FWD Bar and the Aft bar, fasten up the clamps using the cap screws and nuts.
You don't want to do them up the whole way just yet as you will need to adjust the angles and heights of the rollcage. Then remove, cut off excess then reinstall the whole roll cage again.

2 sets of clamps in position, you will notice that they are fastened with the cap screws, spacing doesn't really matter, and it is up to you.



This rollcage is a little too high but somewhere around the 100mm high mark would be ideal, but you can adjust to what height looks the best for you.

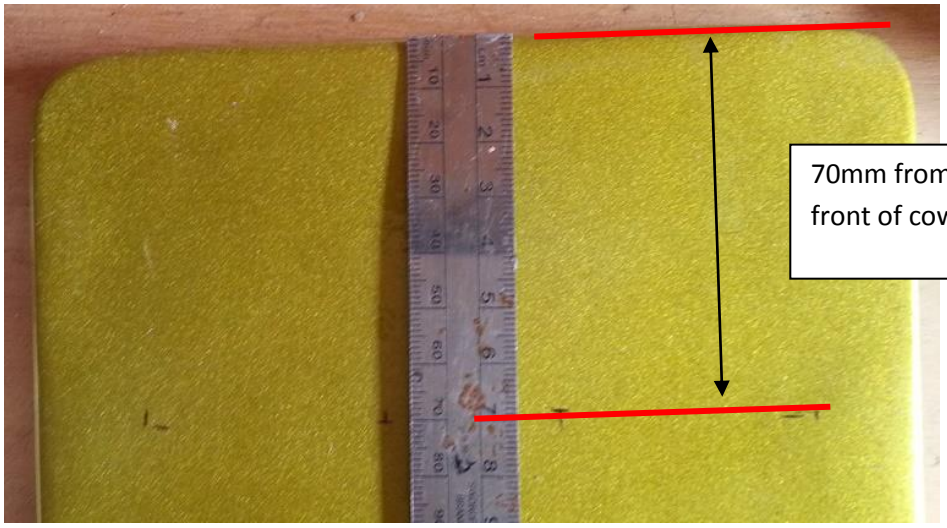
Take note on the length you will need to take off the bottom of each leg and mark them.

Remove the roll bars, and cut off the excess alloy tubing, then reinstall everything and tighten up the clamps.

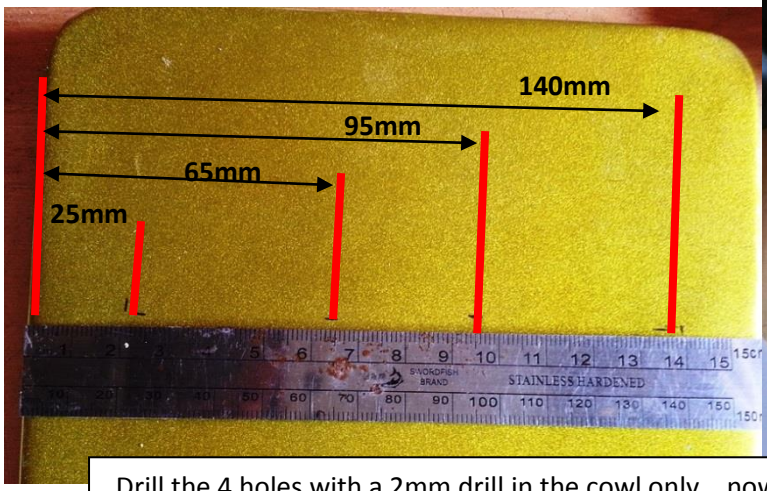
Place a bead of epoxy glue around the roll bars where they go thru the hull so this is then sealed up.

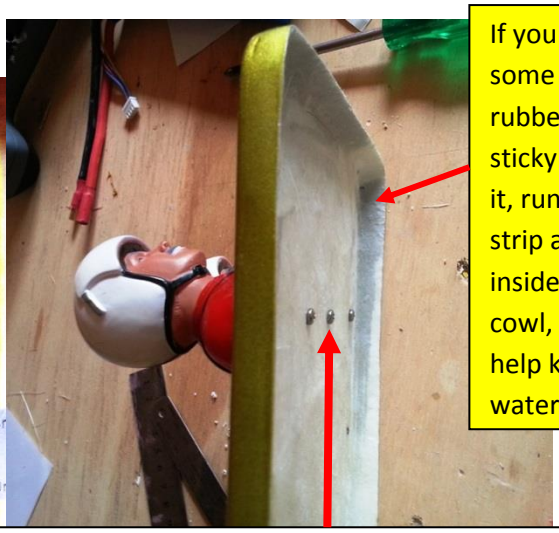
This is where you will need to take note on how much length you will need to remove so it will not hit the inside

22. Next it is up to mounting the driver figurines, this is basically up to you, I will describe the way I have fitted them, and this seems like the easiest.



70mm from front of cowl





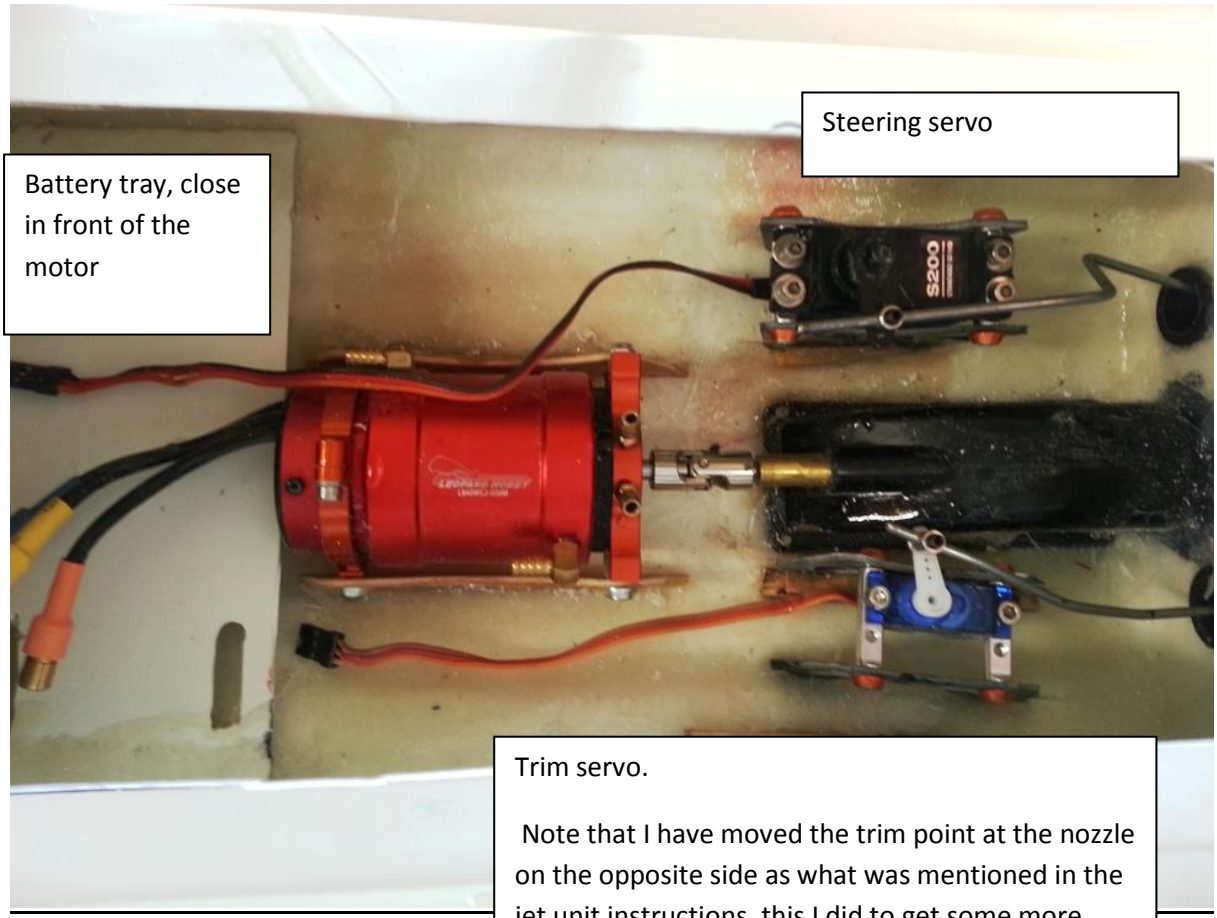
If you can get some Neoprene rubber with sticky backing on it, run a thin strip around the inside lip of the cowl, this will help keeping water out.

Drill the 4 holes with a 2mm drill in the cowl only , now using the 4mm self tapping screws, screw directly into the base of each driver. Ensuring that they are aligned and have equal spacing.

This is basically the end of the Parts that have been supplied in this kit, the next lot of photos is how I have set up mine, this works for me, and you may want to change a few things, just keep in mind that the Cog needs to be around the 28-30% mark.

I would like to thank you again for choosing a Mickiebeez boat, if you have any queries please don't hesitate to email me on:
mickieb49@bigpond.com.
Check out my website: www.mickiebeez.com, for updates, videos, and new products
Happy and safe boating
Mick

Depending on your motor mounts and servo mounts you choose to use will depend on actual placement of items but this is a basic view

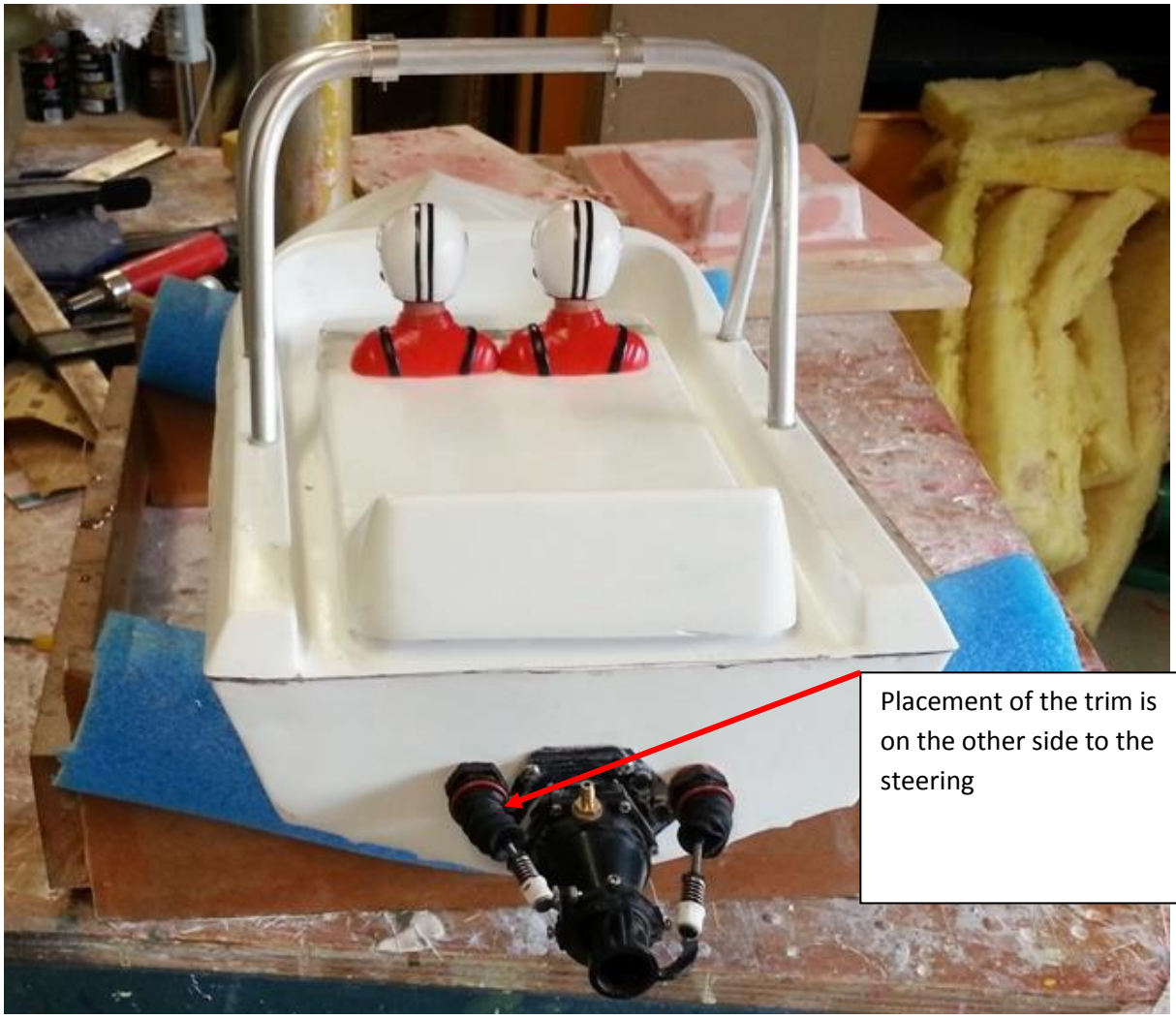


Steering servo

Battery tray, close in front of the motor

Trim servo.

Note that I have moved the trim point at the nozzle on the opposite side as what was mentioned in the jet unit instructions, this I did to get some more room in installing the servos and for the pushrod seal


Placement of the trim is on the other side to the steering