Ultra-Jet cross-section and technical drawings
This RC offers a cross-sectional understand of how a jet draws water through, creates thrust, and shoots it out the back, making the boat move. It also very clearly shows the path of "entrained water" as it passes through the jet—see note attached to the diagram.

This RC also offers a technical drawing showing both inboard and outboard dimensions of a jet engine.

These diagrams are all of a high-thrust jet units; there are also "Tracktor" jets, which are high-throughput, lower RPM jets, that basically do the same thing but have different performance curves. The jets look differently, but basically fit into the same "box" as far as regulatory concerns.

MJP Ultrajet High Thrust Series

See note Below

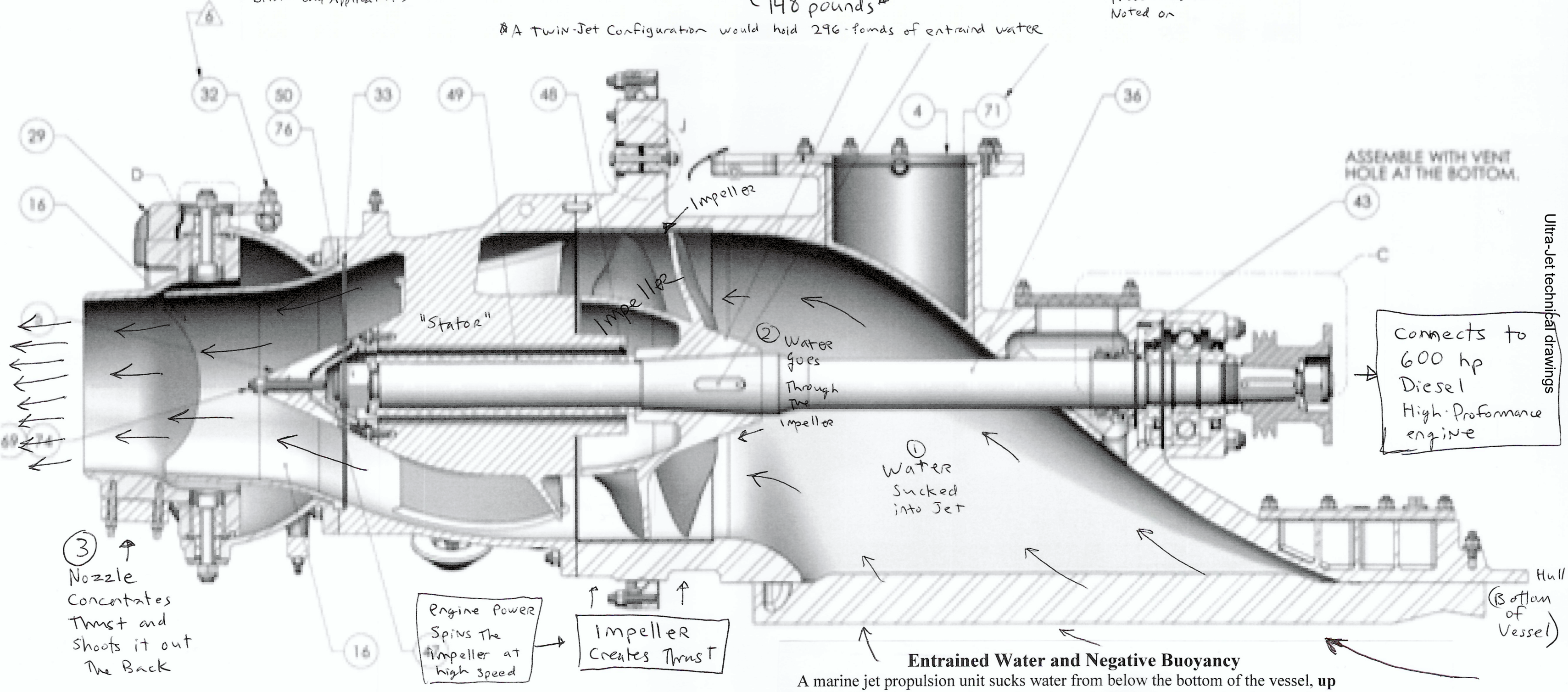
MJP Ultrajet Model	Max. input power bhp (kW)	Max. drive Speed rpm	Dry weight kgs	Entrained Water kgs	A	B	C	D	E	F	G	H
251HT	370 (275)	3 000	175	30	967	560	654	842	694	615	265	700
305HT	400 (298)	2 700	205	38	1140	600	750	785	694	595	265	680
340HT	550 (410)	2 400	320	67	1140	600	818	935	810	735	290	785

Most common in Bristol Bay Applications

148 pounds*

These measurements are Noted on

*A Twin-Jet Configuration would hold 296-pounds of entrained water



Entrained Water and Negative Buoyancy

A marine jet propulsion unit sucks water from below the bottom of the vessel, **up into the jet unit,** creates thrust, then shoots it out the back, causing the vessel to move. This area within the jet is **always filled with water (entrained water)**, even when the jet is not in operation, creating **negative buoyancy**. This negative buoyance prompted vessel designs from 2015 to 2020 (approximate dates), to include a "bump out" on the stern, adding up to 4-inches of length, to compensate for this negative buoyancy.

MJP Ultrajet High Thrust Series