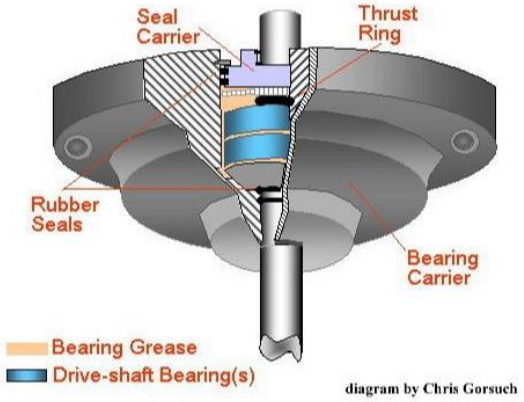
Greasing your Outboard Jet Pump

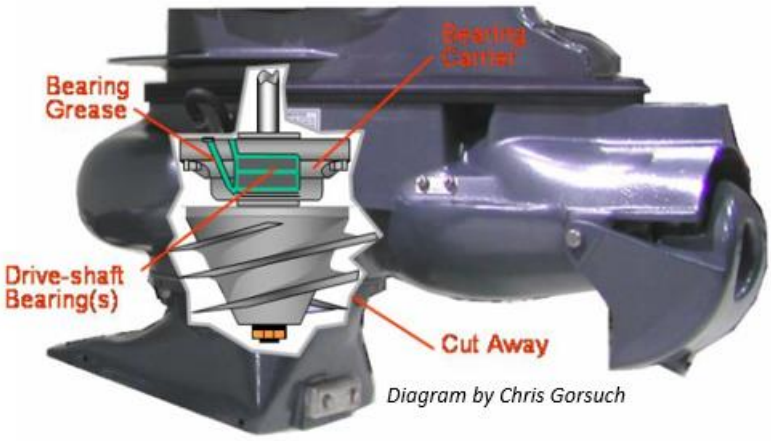
Types of Grease:

Outboard Jets recommends Lubraplate 630 AA or 630-2 and we prefer Lubriplate grease for good reason. This grease is light grey in color. It is easier to detect the dark stains of bearing seal wear as grease is purged. Dark stains in the grease overflow hose will indicate wear. Note that some streaking and discolor is normal. That stated, any type 2 NLGI water resistant grease will work to lubricate the jet bearing.

Application:

The small Jiffy Lube grease gun supplied by Outboard Jets is chosen to limit the flow of grease. Larger cartridge style grease guns create significantly more pressure. Excessive hydraulic pressure can invert or dislodge the seals in the bearing carrier. If using larger grease guns, pump slowly.





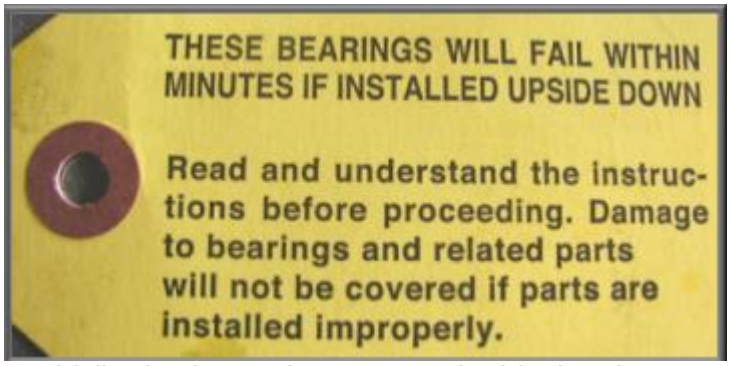
Interval:

Unlike Inboard Jet Pumps, the Outboard Jet Pump is not a closed system and needs to be greased often. As the shaft spins and the grease heats up, it expands. This is why you will find grease at the end of the relief tube and at the back of the pump housing on the opposite side. A best practice is to grease the pump before every trip (2-3 pumps). While the instruction manual recommends every 10 hours, many lose track and forget to grease the pump in the proper intervals. Following a Best Practice, pump grease in before each trip and keep your bearing safe.

Purging Grease:

About once every 1-3 months depending on usage (30-40hrs of operation), pump extra grease through the bearings to purge moisture and replace with new grease. An increase is water over time will indicate seal wear. Significantly dark stains in the grease will indicate that the bearings need replaced. Some dark streaking is fine and can be normal on new pumps and replaced bearings as the new seals break in.

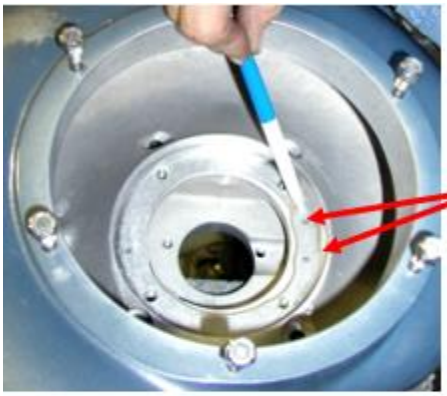
Replacing Seals:



Replacing seals is not rocket science, however it must be done correctly and with the right type of bearing (order direct from Outboard Jets or a dealer near you). Incorrect assembly or putting the bearing in upside-down will result in immediate failure. If you have worn bearings, gently purging the grease daily before operating will allow pump use until the new bearings arrive. Proper tools and following instructions are required for bearing replacement. Clean the bearing carrier completely before reassembling.

Note:

After replacing new bearings and seals in the carrier, press the carrier on the drive shaft. When reassembling the driveshaft to the pump housing, make sure the grease fill and overflow ports on the bearing carrier, align with the grease zerk (fill port) on the housing.



Align Grease Fill & Relief Ports

See photos to the LEFT

If the ports do not align, it will be impossible to grease the bearings once assembled and will result in bearing failure.

Written by
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