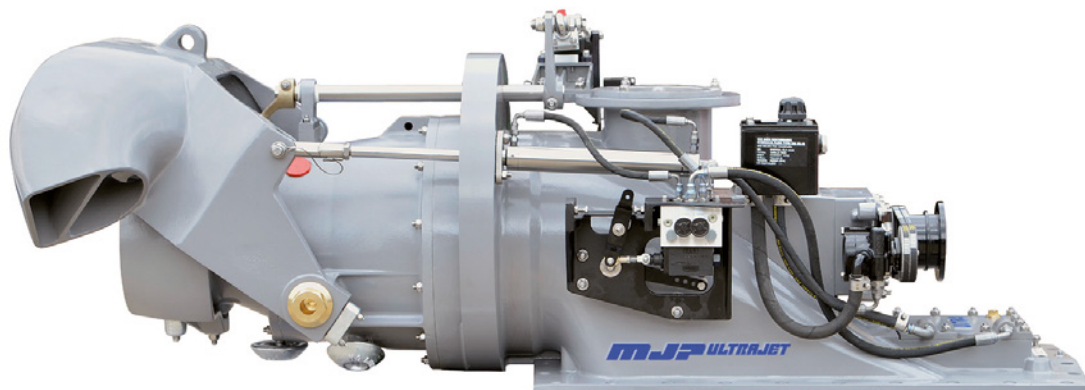


The MJP Ultrajet range excels where high bollard pull and exceptional acceleration is a specified craft requirement and boat speed must not be sacrificed to achieve this.

MJP Ultrajet 251



Lloyds ISO9001 approved

Features & Benefits

- Excellent resistance to cavitation in displacement craft - high thrust at low speed
- Light weight and compact design with a variety of on jet mounted control systems
- Superior manoeuvrability. Ability to accelerate quickly, reverse, stop, rotate, hold station and move sideways for ease of docking.
- Higher mid-range thrust for improved cruising speed and economy
- Lower vibration and noise levels than other propulsion methods
- Wide range of MJP-developed mechanical and electrical reversing controls
- Standard rubber impeller shaft bearing or optional composite bearing if dry running is required

Description

MJP Ultrajet 251 with a 250mm (9.84") diameter impeller provides higher thrust per horsepower and can be used with engines up to 261 kW.

The MJP Ultrajet 251 incorporates an efficient and robust axial flow pump unit utilising four or five bladed impellers to match the specific engine power at a range of input speeds. MJP Ultrajet drives have been developed for commercial, pleasure and military craft.

The MJP Ultrajet 251 can be supplied with a full range of both hydro-mechanical and electro-hydraulic steering and reverse control systems.

Planing Craft

Maximum input power 261 kW (350 bhp)

Single jet up to 4 tonnes (8,816 lb.)

Twin jets up to 9 tonnes (19,836 lb.)

Triple jets up to 15 tonnes (33,060 lb.)

Displacement Craft

Maximum input power 112 kW (150 bhp)

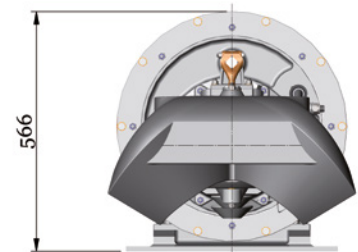
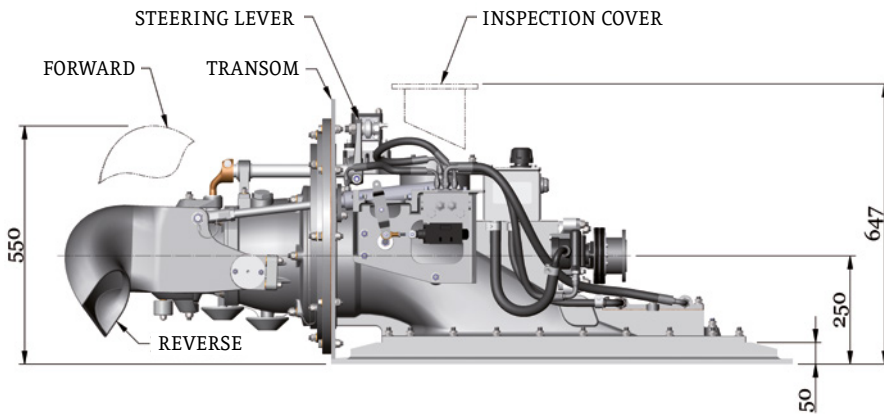
Single jet up to 8 tonnes (17,632 lb.)

Twin jets up to 18 tonnes (39,672 lb.)

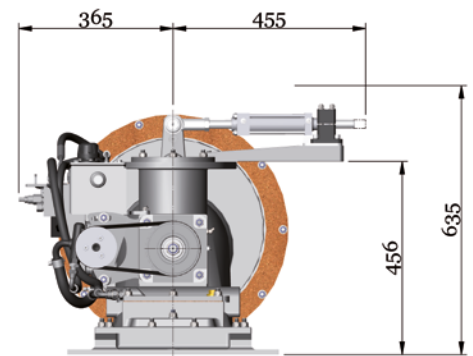
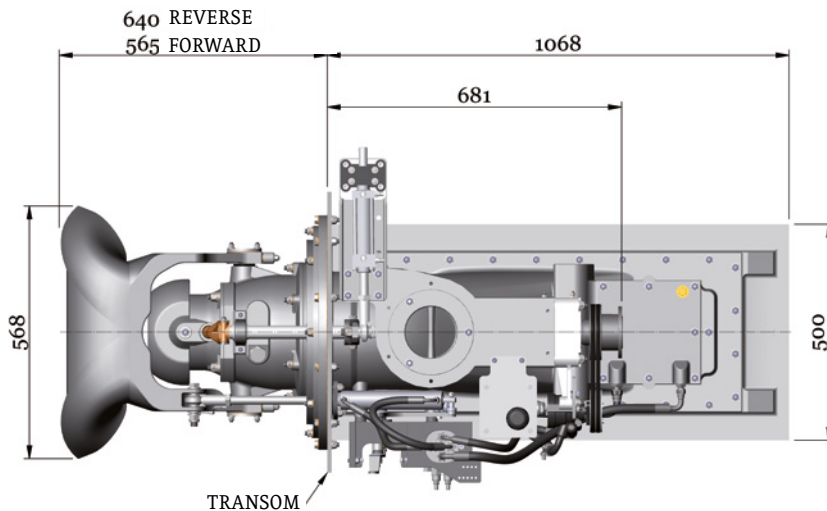
Triple jets up to 28 tonnes (61,712 lb.)

Note: The displacement figures can often be exceeded on good hull shapes.

MJP Ultrajet 251



OUTBOARD VIEW OF MJP ULTRAJET UNIT



INBOARD VIEW OF MJP ULTRAJET UNIT

Typical Specifications:

1. Impellers are available to match most diesel and gasoline engine and transmission combinations for optimum thrust performance.
2. DIN, SAE or other drive flange options can be supplied.
3. Unit weight 153 kg (338 lb.) dry (Includes hydraulic system and controls) or 186 kg (411 lb.) including entrained water.
4. Consult Marine Jet Power Technical Department for vessel and performance analysis.

We have a policy of continuous improvement in design. Specifications may, therefore, be changed without notice. When considering applications for this equipment it is recommended that our Technical Sales Department is consulted.