



Single Stage SDM Scott Water Jet Chev V6 – 200 OptimaxMercury Sport Jet

In this comparison we used the same type of hull but one with the Chev V6 and single stage SDM Scott Water jet, the other with the 200 optimax Mercury Sport Jet.

The V 6 Chev engine has been used in the past with little success the point of this test was to show than when coupled to an efficient jet this combination will provide excellent performance and offer an alternative to the Sport Jet as well as offering some considerable advantages.

Side by side testing was carried out the results are below.

- Out of the hole empty the Sport Jet was marginally quicker on step.
- Out of the hole loaded the V6 Scott was significantly quicker on step.
- Top end empty the V6 Scott was marginally faster
- Top end loaded the V6 Scott was significantly faster
- Fuel Consumption on a 130 mile run the Scott Jet V6 burnt 8 gallons of fuel less and 2.5 gallons of oil less than the Sport Jet
- Noise and vibration, the Scott JetV6 is significantly quieter and smoother.
- Handling and grip in the corners is significantly better with the Scott Jet V6 because of the larger grill and nozzle giving much more volume through the jet.
- Durability is much better with the Scott Jet V6 because it is designed and built to survive in rivers.

<u>Standard Feature Comparison</u>	<u>Scott Single Stage</u>	<u>Mercury Sport Jet</u>
Trim nozzle system	YES	NO
Posi type steering nozzle	YES	NO
Easy clean grill	YES	NO
Changeable nozzle inserts	YES	NO
Wide range of impellers	YES	NO
Designed for river use	YES	NO
Efficient reverse system	YES	NO
Heater compatible	YES	NO
Separate Castings to Engine	YES	NO