

## SKI STOCK CLASSES

### SKI MODELS ALLOWED:

- **KAWASAKI SXR1500**
- **YAMAHA 4-STROKE SUPERJET**

All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Hull Identification Numbers must be displayed as furnished by the manufacturer.

OEM equipment parts may be updated or backdated to newer original equipment parts of the same model. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.

All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (nylon strap, rope) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed.

Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 2.00mm.

All watercraft may be equipped with a maximum of two sponsons (front and rear). OEM sponsons may be modified, aftermarket, repositioned or removed. Aftermarket or modified sponsons must not exceed the bond flange in thickness. All leading edges must be rounded so it does not create a hazard. Fiberglassing sponsons into the hull is allowed, but adding a second set of bolt-on sponsons on top of the fiberglassed sponsons is not allowed. Double stacking sponsons is not allowed. Rudders, skegs and other appendages that may create a hazard will not be allowed. Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

Intake grate may be modified or aftermarket. Intake grate is required, with at least one bar running parallel to the drive shaft. Grates may not extend more than 11.00mm below the flat plane of the pump intake area. All edges must be rounded so as not to create a hazard.

Rideplate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 100mm beyond the end of the original equipment plate. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

Replacement bumpers may be used provided a hazard is not created. Must be a replacement OEM bumper rail, or a stick on bumper rail. Rubber and/or plastic only.

Handlebars, throttle lever, cables, and grips may be modified or aftermarket. Handlebar chin pad cover may be modified or aftermarket. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Quick-turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are also allowed.

Handlepole may be modified or aftermarket provided it functions as originally designed. Handlepole attaching points may be reinforced.

Mat kits (hydroturf/jettrim) may be added for extra support and grip. Hull custom painting and graphics kits are allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot peened or painted.

Original bilge pump may be modified or disconnected. Aftermarket bilge drainage systems that do not create a hazard are allowed.

Engine vent tubes may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged. Vents may be shielded or plugged. No other modifications to the hood, or aftermarket hoods will be allowed.

### SSK.3 ENGINE — FOUR-STROKE

SSK.3.1 Engines may be bored. Replacement piston assemblies may be used provided the original compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation unless otherwise noted. Chamfering of cylinder ports must not exceed 1.00mm at a 30 degree maximum angle. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.

Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.

Camshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions. Camshaft timing CAN be changed.

Intake and exhaust valves may be shimmed with OEM or aftermarket shims. Valves and valve seats are not restricted to OEM providing that any replacement valves or seats maintain the OEM weights and dimensions.

Engine water cooling lines may be modified or aftermarket. Volume changes to the OEM water supply fittings are not allowed. Existing fittings may be aftermarket or modified so long as the OEM diameter is maintained.

Manually controlled devices that alter the flow of cooling water during operation are not allowed, though cooling system flush kits are allowed.

Valve cover may be modified or replaced for cosmetic or weight reduction purposes only.

Air-intake systems may be modified or aftermarket.

ECU may be modified, aftermarket, or reflashed.

Replacement of general maintenance parts (gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:

1. Replacement gaskets may be used but must be of the same type (sheet, o-ring) as their OEM counterparts. With the exception of head gaskets and base gaskets, all replacement gaskets must maintain a thickness of plus or minus 20% of the OEM gasket thickness as furnished by the manufacturer. Base gasket cannot be thicker than 0.8mm. Head gaskets must be no thinner than .005mm than the OEM thickness. Head gaskets must be no thicker than 1.55mm than the OEM thickness.
2. Stripped threads must be repaired to the original size.
3. Fasteners (bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped.

Aftermarket valve springs and valve spring retainers may be used.

Electronic fuel-injection systems: Flame arresters must be installed. If not equipped with an airflow sensor, the ducting between the flame arrestor and throttle body may be modified or aftermarket. If originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the flame arrestor and airflow sensor. Modifications to the airflow downstream of the airflow sensor are not allowed. You may add oil catch cans to the system.

Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer systems may be installed. No other carburetor modifications will be allowed.

Fuel injectors and fuel pump must remain OEM, but can be replaced.

Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.

The original electronic control unit may be reprogrammed so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original

connections. No additional sensors may be added (exhaust gas temperature, detonation sensors). Engine temperature sensors may be disabled.

Aftermarket spark plugs with a different heat rating may be used.

Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.

No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, porting, will be allowed on any driveline components (pump stator, reduction nozzle).