

VINTAGE 550 LIMITED

SKI MODELS ALLOWED:

- **KAWASAKI JS550**
- **KAWASAKI 550SX**
- **KAWASAKI JS440**

2-stroke Kawasaki twin cylinder engines up to 550cc.

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). Tow hooks which protrude beyond the plane of the hull must be removed.

Hull and deck repairs may be made for repair or structure support. These repairs must not alter the original configuration.

All versions of sponsons, tubbies, or other such handling products are NOT allowed. Only the OEM rear sponsons are allowed, as provided by Kawasaki.

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. 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 must be an OEM Kawasaki handlepole. (No RRP's etc. allowed)

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 replaced, 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 be enlarged. Ventilation holes may be shielded or plugged. No aftermarket hoods are allowed.

440cc engines may be ported and modified and ported.

550cc engines may not be ported or modified. Engine displacement may not exceed class designation (550cc).

Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. No other modifications or repairs are allowed.

External modifications to the engine finish (plating, polishing and/or painting) are allowed for cosmetic purposes only.

On 550cc engines, No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components. 440cc engines may be modified, ported, machined, polished. (Superstock rules)

Exhaust systems may be modified or aftermarket. An insert may be added to reduce the inside diameter of the stinger portion of the exhaust system.

Engine water cooling systems may be modified or aftermarket. Additional water cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers and water filters may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase.

Electronically controlled valves or water injections systems are not allowed unless originally equipped. Manually controlled devices that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.”

Replacement starter motor/bendix may be used. Replacement engine mounts may be used.

Oil-injection systems may be disconnected or removed.

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, etc.) 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.

Aftermarket flame arrestors may be used. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified or aftermarket carburetors may be used, only single carbs. Dual carb setups are not allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened, unless cleared at safety tech inspection.

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

Ignition timing may be altered by slotting the ignition trigger mounting plate. Aftermarket ignition setups and flywheels may be used on 440cc engines. 550cc engines must run the OEM ignition setup. (no total loss). Pump assemblies are not allowed to be modified, swapped, or aftermarket. Replacement wear rings are allowed. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.