

VINTAGE 550 MOD

SKI MODELS ALLOWED:

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

OEM Kawasaki cylinder based 2-stroke twin cylinder engines up to 600cc.

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 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. 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.

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. Aftermarket and/or lightweight hoods are allowed in the Vintage Ski Open class.

Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Non-conforming pistons. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation (600cc).

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

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

Modifications such as grinding, surfacing, polishing, machining, shot peening will be allowed on any engine components.

Modified or aftermarket exhausts are allowed.

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 strainers (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. Cooling system flush kits are allowed.”

Aftermarket starter motors and bendix may be used.

Aftermarket engine mounts may be used.

Oil-injection system 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 arresters 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, swapped, or aftermarket carburetor setups are 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 approved by safety tech inspection.

Ignition may be aftermarket, ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are OK).

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

Pump assemblies may be modified or aftermarket. Impeller may be modified 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.

Grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any driveline components (pump stator, reduction nozzle, etc.).

