2026

RACING FOR RACERS BY RACERS

Friends, Family, and Fun

American Jet Sport Association

OFFICIAL RULEBOOK – CLOSED COURSE RACING & SUPER COURSE

Grace Period

The purpose of the AJSA rulebook is to provide safe, affordable racing with a focus on OEM watercraft. Understanding that this concept is different from the philosophies of other sanctioning bodies, the AJSA board of directors realizes that a grace period will be necessary. During this grace period, the AJSA reserves the right to accept watercraft that meet class requirements under other sanctioning body rulebooks. The time limit for this stipulation is undetermined at this point. We hope that with the support of our racers, we can build a race platform that will benefit racers and manufacturers.

The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules related to safety are made to make everyone concerned with safety. However, the AJSA neither warrants safety if the rules are followed nor compliance with the enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and assumes the risk of competition and liability if injured.

The AJSA does not supply health insurance! It is the sole responsibility of the participant to provide medical coverage in the event of an injury

Revisions

Date	Section	Change / Notes
5/1/2026	Ch.1 Types of events	Added in Super Course Description
	4.2 Classes	Move Yamaha EXR, Jet Blaster & Jet Blaster Pro into 1100 Runabout Stock.
	4.1.5	Changed name from Open Ski to Ski GP
	4.4.2	Changed class name from “B” to “Amateur”
	5.1.1	Converted to IJSBA Points system
	4.2.9	Bright colored helmet
	2.2.2.4	Kawasaki SXR pipe
	Ch 7: 4.3	Super Course Apparel
	Ch. 8: 2.2.3.2.3	Ribbon Delete – Not allowed to delete ribbon on 4 stroke SuperJet
	Ch. 8: 4.5.6.7.8	Ski 1500 class rules added
	Ch. 8: section 7	1100 Runabout Stock matched IHRA GP3
	Ch. 8: 1.5.4	Added boring specs for 2 stroke cylinders
	Ch. 10	Protest Fee Adjusted

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Chapter 1 - Types of Events

Slalom
Competitors navigate a multi-buoy zig-zag course of left and right-hand turns. The final position is based on the fastest track time. It is at the discretion of the AJSA to provide penalty rules per event. Typically, a ten-second penalty is given per missed buoy unless the rider navigates back and correctly completes the turn.

Closed Course
Competitors will navigate a closed course composed of right and left-hand turns. A side-by-side gate start will be used unless otherwise stated by AJSA. Obstacles may be used in this style of event. Watercraft must meet AJSA requirements or will be subject to penalty.

Freestyle
Competitors in a freestyle event will execute a routine displaying acrobatic and aerial tricks. Each competitor will receive two minutes to perform a routine showcasing their skills for the audience and a panel of judges.

Drag Racing
Two competitors will accelerate from the starting line to the finish line. The first competitor to cross the finish line is the winner. This is a bracket-style event with the winner of each duo advancing.

Super Course
Endurance Style Racing on 200/300 Runabouts. Competitors will compete on a larger course that can utilize part of the closed course and extend to a larger area.

Rallies
A gathering of riders for fellowship. Held on a body of water that allows for access in and out of the water but with no courses.

Chapter 2 - General Rules

1. General

1.1. Every club, association, organizer, rider, and any other person participating in, or connected with, any event is bound by these rules. Recognized districts must submit any supplementary rules to the AJSA for approval before conducting a new event.

1.2. No gambling is permitted at any AJSA-sanctioned event, and it is the responsibility of the organizer and Race Director to strictly enforce this rule.

1.3. In addition to the classes described in this rule book, organizers may organize, advertise, and conduct limited classes in any type of AJSA competition with the written permission of the AJSA.

1.4. When there are fewer than five riders per class, they may be advanced to the next higher class and scored separately (except for minors). In any event, if there are five or more entries for any class, that class must be run. Classes with similar abilities or equipment may be combined if awarded and scored separately.

1.5. All riders in AJSA-sanctioned competitions are required to be AJSA members.

1.6. Recognized district organizations and competition partners may require additional membership in AJSA-sanctioned events they manage.

1.7. The AJSA does not require that a recognized district partner acknowledge the memberships offered from other recognized districts or by competition partners. Any such arrangements shall be by mutual agreement between affected organizations.

1.8. Entry fees can be altered at the organizers' discretion for riders without specific series or event memberships.

1.9. AJSA-chartered clubs or organizers may collect a contestant’s AJSA membership card when they sign in and return the card at the end of the event.

1.10. Standard events are open to all qualified AJSA members in good standing. Age and gender will be determined by the original birth certificate. A person whose gender identity does not match their original birth certificate should contact the AJSA for eligibility.

1.11. Recognized, non-recognized districts, competition partners, organizers, or series that require supplementary regulations must submit any supplementary regulations proposals to the AJSA for approval before the first event of the year. Failure to do so may result in permanent loss of sanctioning privileges. Supplemental rules must include any class structure not included in the AJSA rulebook and will not include district or series information and district policies.

1.12. No race personnel, officials, riders, mechanics, photographers, and/or anyone associated with riders may consume, or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply with this requirement may result in disqualification of the rider and/or a fine. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of watercraft racing. Usage will result in disqualification and ejection from the race site.

1.13. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AJSA official, or district official are subject to disqualification for the entire meet and may be ejected from the site.

1.14. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts the rider at risk of disqualification.

1.15. All riders and other race personnel must assess for themselves the track, facilities, existing conditions, and other matters relating to safety. The AJSA cannot and does not supervise any competition. All riders and race personnel must rely on their judgment and assume all risks of participating in the competition.

1.16. Any member subject to disciplinary action by AJSA Pro Racing, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AJSA-sanctioned amateur competition.

1.17. All riders and watercraft participating in any AJSA-sanctioned event must comply with the rulebook.

1.18. All riders must always control their watercraft and ride it safely. Regulations must be submitted for approval for any deviation from AJSA regulations.

2. Youth - General Rules of the Meet

2.1. *WARNING: Watercraft mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use watercraft.*

2.2. Youth events must be conducted according to the rules in this rule book. Any variations are not allowed without the written permission of AJSA.

2.3. A rider must be (16) sixteen years of age or older to ride in any classes other than junior classes. The age of the rider is determined as of the date of the event. A youth competitor who turns 16 years old during a race season may finish out the year as a junior racer.

*(see Chapter 4, section 2 Transition Period)

1.19. No rider under the legal age of majority in the state in which the event takes place may compete without the written consent (signature on liability release and entry forms) of their parents or legal guardians present at the event. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the event. All releases and notarized statements must be forwarded to the AJSA with the Race Director report and/or injury report. The parents, legal guardians, or authorized adults must remain present while the AJSA member whom they are responsible for is at the event.

1.20. The Race Director may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is a Birth Certificate, Driver's License, Passport, or Government-issued ID Card.

3. Rider's Meeting

A mandatory riders meeting will be held before the commencement of the event. The meeting will be to inform riders of rules pertaining to the course, race site, pit areas, accommodations, times of events, and procedures for the event. All riders are required to attend the riders meeting. Absence from the rider's meeting is subject to penalty at the discretion of the Race Director.

4. Practice Regulations

Practice or warm-up is limited to the designated area identified by the organizer. Competitors riding or allowing their watercraft to be ridden outside these boundaries will be excluded from the event. Boundaries will be determined by the Race Director per site.

5. Organized Practice Guidelines

1.21. On the day of the event, only current AJSA members in good standing are allowed to practice on the racecourse per instruction of the race director.

1.22. Any rider on the course without instruction from the race director will be penalized by the AJSA per race director's discretion.

1.23. Riders must sign a waiver of liability when entering the facility and all required registration forms must be signed before being permitted to practice or race.

1.24. Riding is only permitted on the course during scheduled, organized practice sessions.

1.25. When organized practice is offered, riders are only to be on the course with their designated group.

1.26. A rider must only ride on the racecourse in the same direction as determined by the Race Director.

1.27. Each practice session, if offered, will begin with a course marshal escort.

1.28. Practice is only for the rider to familiarize themselves with the designed course. It is not a race. The rider should maintain caution.

6. Race Program

1.29. Gate positions for subsequent motos will be according to racer placement from moto 1. (Winner from moto 1 gets the first gate pick.)

1.30. Gate positions are as follows: 2nd pick is on the opposite side of the band from 1st gate pick. 3rd pick is the opposite side of the band from 2nd pick, and so on.

1.31. The Race Director may decide the maximum number of riders who start any event.

1.32. If there are more riders in a class than can be accommodated on the course, the following format is recommended:

1.33. Riders are divided into two or more groups, using each group as a first moto that qualifies them for the second moto. A rider must obtain a qualifying position from the first moto or LCQ to start the second moto. The second moto will become a “Main Event” where riders will be scored based on their finish in that moto.

1.34. If two groups are used, the top nine riders from each group will advance directly to the second moto. Any riders not placing in the top nine will race a last-chance qualifier where the top two finishers transfer to the second moto. A rider’s qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive the last two gate picks for the second moto.

1.35. The format and number of qualifying positions can be adjusted to meet course needs.

7. Emergency Medical Services

An AJSA-approved emergency medical service must be on-site during any event where riders are on the water. All emergency personnel must be approved by the AJSA before the start of an event, including onshore and on water. For example, emergency paramedic services and course marshals.

8. On-Track Regulations

1.36. Once the rider and their watercraft have crossed the starting line, they are deemed to be on the course.

1.37. Once a race has started, any change of watercraft is forbidden. A rider will be disqualified from the moto for disregarding this rule.

1.38. Following the riders' meeting, a course marshal will demonstrate the racecourse for the event.

1.39. At the beginning of practice, each class will be led around the course by a course marshal (typically for three laps). During this time, all lanes of the racecourse will be demonstrated in a manner that allows the racer to see and become familiar with the course.

1.40. As a general rule, a red buoy signifies a left turn, and a yellow buoy signifies a right turn.

1.41. Other colors may be used for splits and starts according to the Race Director.

1.42. Lane buoys (hotdog buoys) signify that riders must stay in their lane. Failure to do so will result in a 1 lap penalty that cannot be made up by navigating a “Make Up Buoy”.

1.43. The finish line buoy signifies the end of the lap/finish.

9. Course Cutting

1.44. Leaving the designated racecourse is forbidden. A rider must make every effort to always stay on course. The penalty for course cutting to gain an advantage will be the loss of finishing positions or a disqualification.

1.45. A rider forced off the course may continue the race by properly re-entering the course at the closest safe point. While off the course the rider may not accelerate in an unsafe manner or attempt to gain an advantage. If a rider accelerates while off the course or cuts large amounts of the racecourse, the rider may be determined to have gained an advantage without gaining a position.

1.46. An advantage is not defined by race position.

1.47. A competitor who rides in a way that endangers officials, other riders, or the public will be subject to immediate disqualification from the race by the Race Director.

1.48. If a rider misses a buoy, the rider may continue in a safe direction back onto the course. A missed buoy will result in a one-lap penalty. On certain course designs, a make-up buoy may be available for the rider to navigate and if navigated on the same lap as the missed buoy, the rider will not be penalized the lap. However, if a rider “straight lines” a buoy, meaning missing the buoy with no attempt to navigate it, the rider will be penalized 1 lap that can only be made up by lapping back through the field.

1.49. Riders must be aware of where and why “MERGE BUOYS” are located in designed areas. Failure to navigate MERGE BUOYS correctly will result in a 1 lap

penalty that can only be made up by lapping the field.

1.50. When entering or leaving the pits, a rider must use designated entrance and exit paths. Failure to do so may result in disqualification (watercraft paths will be determined by the Race Director).

10. Stopping a Race

1.51. If an event is stopped by the Race Director before 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps) the race will be re-started from the beginning. Riders may make minor repairs and adjustments at the starting area only. A rider must continue to race the same watercraft of which they started the original race with. Any race start or restart will be considered an official part of the event. Therefore, any infraction will be deemed valid and ruled upon accordingly.

1.52. If an event is stopped by the Race Director after 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.

11. Flags

1.53. GREEN: Race is on.

1.54. WHITE: One lap to go until the finish.

1.55. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage. Failure to do so may result in loss of positions or disqualification, subject to the Race Director 's discretion.

1.56. BLACK: Disqualification of a rider. That rider must report to the Race Director at once.

1.57. BLUE with YELLOW Stripe: Indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.

1.58. WHITE WITH RED CROSS: Indicates that extreme safety measures are being taken for a rider down on the course. Competitors must show extreme caution, slow down, maintain their position, and not gain an advantage. Failure to do so may result in loss of position or a disqualification, subject to the Race Director's discretion.

1.59. BLACK AND WHITE CHECKERED: End of race.

1.60. RED: Stopping a race for an emergency. Return cautiously to the starting line and wait for instructions.

12. Scoring

1.61. An AJSA-approved scoring system must be used.

1.62. Each rider is entitled to examine their timing and scoring sheets with the head scorer or Race Director.

1.63. No official announcement of race winners may be made until the final results have been posted and the 30-minute protest period has expired. Results may not be altered except by the AJSA after the results have been deemed final.

1.64. It is the rider’s responsibility to ensure number legibility. If a rider appeals their score and the numbers were not properly displayed, a protest will be disallowed. There

will be no exceptions to this rule.

1.65. Riders earn points in each moto according to their finishing positions. To receive an overall finishing position, a rider must finish at least one moto.

1.66. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. Points earned per event will be tallied for the over championship points (See Chapter 5)

1.67. In case of a tie, the winner is the rider with the better finishing position in the final moto.

13. Disqualification/Did Not Race Procedures

1.68. In the event of disqualification (DQ) for a rider, the rider may earn points (race day points and championship points), however, the number of points awarded will be last place position plus two positions. (Points will be given at the sole discretion of the Race Director.)

1.69. A Did Not Race (DNR) in a moto will be scored as the number of riders entered in the class plus 2. A rider must complete at least one lap to be scored as being in the race and receive points for the moto.

14. Starts

1.70. The type of start used to begin a watercross event moto will be determined by the Race Director.

1.71. A stand-up ski rider may have one holder on the line and must keep both feet on the ground until the band snaps/light turns/horn blows. A sport and runabout rider may have two holders on the line and may be seated on the boat when the band snaps.

1.71.1. Juniors Beginner classes are permitted to kneel in the tray and are allowed two holders.

1.71.2. Junior Intermediate and Junior Futures classes are not permitted to start in the tray. May have a maximum of one holder and must have both feet on ground.

1.72. The watercraft at the starting line for the rider’s first moto is considered the qualified watercraft for the event in that class. Only the watercraft that is considered "the qualified" watercraft will be allowed on the course for a sighting/parade lap. In any case, a rider is not allowed to switch watercraft after the start of the sighting/parade lap.

1.73. A rider must be ready when called to the starting area. Two minutes are allowed after the Race Director 's call to make minor repairs for mechanical issues. The Race Director shall only allow a single delay period up to the two-minute time limit per event.

1.74. When a rider chooses their position on the starting line, they may not change that position nor are they permitted to switch watercraft. That rider/ski will earn a DNS for that moto.

15. Jumping the Start

1.75. In the event of a “jumped start,” whereby the nose of a PWC crosses the starting plane

without touching or breaking the starting band, the Tower Commander will determine the number of racer who jumped the start and they will be required to start with the engine off, lanyard pulled and placed on top the riders helmet.

1.76. If a rider or group of riders leave the starting line prior to the release and touch or break the starting band, the race may be red flagged, and the riders may be lined back up for a second attempt. The race director will hold the authority to penalize a rider that breaks the line.. (For Example =Race director may require a rider to start with the engine off, lanyard pulled and placed on top the riders helmet.)

1.77. If the light/horn starting system is used for the start of a race, all racers must remain "Still" until the light/horn is activated. Any forward movement or the nose of a watercraft crossing the starting plane before the light is activated will be called as a jumped start and the racer will be penalized per "Jumped Start" rule. (see #15.1.75)

16. Disciplinary Principles

By participating in an AJSA event, each member acknowledges and agrees to abide by the AJSA's rules and procedures, including those related to the release and waiver of liabilities and claims. All disciplinary actions and penalties will be enforced by the AJSA board.

Chapter 3 - Conduct

1. General Conduct

1.1. Abstain from unsportsmanlike conduct. Compete in the spirit of fair play.
1.2. Competitors will NOT use watercraft in a reckless manner. This includes, but is not limited to, intentionally running any watercraft hard up on the beach, spraying the water on tower or race officials.
1.3. Treatment of fellow athletes, officials, volunteers, and spectators will be conducted with respect and courtesy, free of objectionable material and profanity.
1.4. Respect the property of others.
1.5. Always act responsibly and communicate professionally when speaking as a representative of the sport, your fellow athletes, or event personnel.
1.6. Appropriate and respectful dress code when appearing at event functions and in VIP areas.
1.7. Avoid the use of abusive behavior including verbal, physical, or sexual.
1.8. NO public nudity or indecent exposure.

2. Responsibility

2.1. Be responsible for your safety as well as the safety of others. This includes the entire time period spent at the event.
2.2. Obey all rules, regulations, and instructions from race officials. This includes wearing helmets on and around the course area and in view of fellow athletes and the community.
2.3. Never make false statements concerning eligibility and membership to compete.
2.4. Complete event registration for events before registration cut-off dates and times.
2.5. Complete onsite check-in during the posted check-in/registration hours.
2.6. Attend mandatory rider meetings or inform the Race Director of the inability to attend.
2.7. Know, understand, and follow the AJSA Competition Rules

3. Violations of the AJSA Code of Conduct

3.1. Audible/visible displays of obscenity and anger.
3.2. Heated public disagreements with officials, and/or negative comments to or about volunteers or any other event personnel before, during, or at the conclusion of an event.
3.3. Displays of anger or displeasure for personal or race-related where members of the public (including athletes, spectators, and the media) are present in any capacity.
3.4. Publicly questioning or criticizing a race official or official decision, ruling, or penalty except through the accepted procedure in an official hearing or inquiry.
3.5. Abuse (physical, verbal, threatening, or slanderous) of Race Officials, volunteers, fellow competitors, and any event personnel.
3.6. Any intentional obstruction of a fellow athlete.
3.7. Improper contact or arguments with race officials or other event personnel.

3.8. Improper or insulting personal communication with officials.

4. Unprofessional Public Communications (all aspects)

4.1. Malicious comments with racial, cultural, or sexual implications regarding event officials, event personnel, or fellow athletes.
4.2. Damaging or false commentary of an event and any related personnel.
4.3. Any public comment or discussion regarding a specific violation – including comments or discussion at the race venue or to the media.

5. Deliberate and Recurring Violations of Event Procedures

5.1. Failure to attend mandatory riders meeting or other briefing without notifying the Race Director of inability to attend.
5.2. Failure to notify event staff of withdrawal from an event.

6. Sanctions for Breach of the Code of Conduct

6.1. Participants whose conduct is found to be contrary to this Code are subject to penalties, including but not limited to one or more of the following:
6.2. A fine and/or a letter of reprimand
6.3. Disqualification from Event(s).
6.4. Loss of earned points from overall points ranking in which the rider is ranked.
6.5. Temporary suspension from AJSA events – one or more series events.
6.6. Permanent suspension from all AJSA Events.

Chapter 4 - Classifications

1. Classes

1.1. Below is the complete class listing of approved pro, amateur, and junior classes for AJSA Events. All classes may be divided into A, B, C, and D skill levels at the organizer's discretion.

1.2. At all events, the following applies:

1.2.1. The watercraft must meet the class requirement for engine size.

1.2.2. Classes with similar abilities or equipment may be combined and started together or staggered if awarded and scored separately. Exception- juniors will not be allowed on the course with any riders of a higher classification.

1.3. **Pro Classes**

WX 1050 - Stock (Yamaha SuperJet - 701 & 760 setups, KAW SXR 800, Superjet 4-Stroke)
WX 1500 - Stock (Up to Kawasaki 1500)
WX 1800 - Stock Runabout
WX 1100 - Stock Runabout

1.4. **Junior Classes**

*Stock: Jr Sport Beginner (12-15 years of age)
*Stock: Jr Sport Intermediate (12-15 years of age)
*Stock: Jr 1100 Runabout Beginner (12-15 years of age) (Sea-doo Sparks and Sea Doo XPs, Yamaha EX)
*Stock: Jr 1100 Runabout Intermediate (12-15 years of age) (Sea-doo Sparks and XPs, Yamaha EX)
*Stock: Jr 1100 Runabout (Futures) (12-15 years of age) (Sea-doo Sparks and XPs, Yamaha EX)
*JR Vintage Beginner (8-15 years of age) (Up to 650 – Run what you brung)
*JR Vintage Intermediate (8-15 years of age) (Up to 650 – Run what you brung)
*JR Vintage Ski Evo Beginner (8-15 years of age) (KAW SX, SXI, SKI Pro, all SJ up to 2007 models)
*JR Vintage Ski Evo Intermediate (8-15 years of age) (KAW SX, SXI, SKI Pro, all SJ up to 2007 models)
*Stock: Jr Ski 1050 Beginner (8-15 years of age) (701 and 760 setups, KAW SXR 800, Superjet 4-Stroke)
*Stock: Jr Ski 1050 Intermediate (8-15 years of age) (701 and 760 setups, KAW SXR 800, Superjet 4-Stroke)
*Futures: Jr Ski 1050 (8-15 years of age) (Expert level; subject to Qualifying Process)

1.5. **Amateur Classes**

Runabout
Stock: 1800 Runabout
Stock: 1100 Runabout (Sea-doo Sparks and X-4, Yamaha EX/EXR/JetBlaster/JetBlaster Pro)
1100 Runabout Limited (Sea-doo Sparks and X-4, Yamaha EX/EXR/JetBlaster/JetBlaster Pro)
Mod 800 - 1800 Runabout (Run what you brung)

Ski
Stock: Ski 1050 (Yamaha SuperJet 701&760 setups and 4-Strokes, KAW SXR 800)
Stock: Ski 1500 (All Skis up to Kawasaki 1500) (No GP Skis)
Ski GP (All Skis) Kommander, Fast Powersports, Pro-Watercraft, Bullet etc. Vintage Ski (JS or 650SX Hull, any motor)
Vintage 550 Ski Limited
Vintage 550 Ski Modified
Vintage Ski Evo: (KAW SX, SXI, SXI Pro, all SuperJets up to 2007 models)
Vintage X2 Limited
Vintage X2 Open
Veterans Ski Stock 1050 (40+) (701 and 760 setups, KAW SXR 800, Superjet 4-stroke)
Veterans Ski Stock 1500 (40+) (Up to Kawasaki 1500)
Women Ski-Stock (Includes all skis up to Kawasaki 1500)

Sport
Spec
Mod/Open:
Veterans Sport Spec (40+ Year)

Freestyle
*800
*Am-Freestyle
*Pro-Freestyle
*Junior Freestyle

*1500 Mod Skis (Drag races and timed laps offered at certain events TBD)

The age of the rider is determined as of the date of the event except for the youth competition. Anyone under the age of eighteen is required to have a parent/guardian present and the minor waiver must be completed before entering the water.

2. Rider Classification

2.1. Riders advance from one rider classification to the next higher classification based on their ability.

2.2. A rider may not return to a lower classification without AJSA approval.
2.3. Riders are responsible for only entering classes in which they are eligible.
2.4. All classifications are subject to review at the Race Director's discretion.

A) Pro - Highest skill level and classification (Must be 16 years of age.)*
B) The classification preceding A (Must be 16 years of age.)*
C) The classification preceding B (Must be 16 years of age.)*
D) Beginners - Entry Level Classification (Must be 16 years of age.)*
E) Junior age 8 -15

3. Pro Class Qualification

3.1. Rider must be at least 16 years of age and present a birth certificate or proof of age at initial registration.
3.2. Rider must be approved by AJSA board of directors and in good standing.
3.3. Rider must be currently competing in the "Amateur" Class of the same watercraft.
3.4. Rider must qualify into each Main Event through the qualification process at each event. (If a rider does not qualify into a Main Event the rider will receive no points for that event.)
3.5. Example of Qualification Process:
3.5.1. The maximum number of riders in each Main Event will be 16.
3.5.2. Each competitor will individually be given two "hot laps" to perform their best lap time.
3.5.3. Times will be compared, and the fastest lap time will qualify first. The second fastest lap time will qualify 2nd and so on.
3.5.4. The top 10 qualifying times will qualify directly to the Main Event.
3.5.5. A competitor qualifying 11th or higher will transfer to the Last Chance Qualifier "LCQ" moto where the top six riders will transfer to the main event as 11th , 12th, 13th, 14th, 15th, and 16th place qualifiers. A rider placing 17th and higher will NOT advance to the main event.
3.5.6. Gate picks for the Main Event will be awarded based on competitors qualifying times. The fastest qualifying time will receive first gate pick, second fastest qualifying time will receive second gate pick and so on.

4. Amateur Class advancement

4.1. A competitor currently competing in Amateur class may sign up and attempt to qualify for a Pro Main Event. (There are no refunds)
4.2. Once a competitor has earned 75 AJSA Pro Series points the rider will no longer be able to compete in Amateur or lower-level classes for that particular class.

Chapter 5 - Moto Scoring and Classification

1. 1 - Scoring and Points

1.1. Moto Scoring - Individual motos will be scored by the participant's placement.

1st - 1 point
2nd - 2 points
3rd - 3 points
4th - 4 points
and so on…

1.2. Overall scoring for an event will be a combination of the participant's placement points upon completion of both (or all three-depending on the individual event) motos.

Example of Overall Event Scoring

Rider	Moto 1	Moto 2	Moto 3	Moto 4	Total	Final Placement
Dustin	1	1	1	1	4	1
Jimmy	2	2	2	2	8	2
Doug	3	3	3	3	12	3
Teagan	4	4	4	4	16	4
Brian	5	5	5	5	20	5
Paul	6	6	6	6	24	6
Dave	7	7	7	7	28	7
Kevin	8	8	8	8	32	8
Alex	9	9	9	9	36	9
John	10	10	10	10	40	10
Keith	11	11	11	11	44	11
Brad A	12	12	12	12	48	12
Matt	13	13	13	13	52	13
Steve	14	14	14	14	56	14
Adam	15	15	15	15	60	15
Ken	16	16	16	16	64	16
Sam	17	17	17	17	68	17
Brad B	18	18	18	18	72	18

2. Series Scoring

2.1. Series Points will be given to the participant based on their overall moto placement finishes.
2.2. Participants must complete 60% of races offered in a series to be eligible for championship placement.
2.3. Participants with the most points, and who have completed 60% of the series, are

deemed the winner of their class.

2.4. A rider may qualify for more than one championship.

2.5. A rider must compete in and be scored in the championship race to qualify for a championship.

2.6. If a rider is leading the points going into the championship race and does not race the championship race, he or she is not eligible for the series championship (unless circumstances have been approved by the AJSA board of directors). The series champion would then be given to the participant in second place. And so on as needed.

2.7. In the event of a tie, the tie breaker will go to the rider with the best placement of the final race. If two riders tie at the final race, the rider with the best placement of the final moto will receive the spot.

Championship Points

1st	60 Points	11th	22 Points
2nd	53 Points	12th	20 Points
3rd	48 Points	13th	18 Points
4th	43 Points	14th	16 Points
5th	39 Points	15th	14 Points
6th	36 Points	16th	12 Points
7th	33 Points	17th	10 Points
8th	30 Points	18th	8 Points
9th	27 Points	19th	6 Points
10th	24 Points	20th	4 Point

Example of Championship Scoring

Rider	**Round 1**	**Round 2**	**Round 3**	**Championship Points**
Dustin	1	2	2	166
Jimmy	2	1	3	161
Teagan	4	4	1	146
Doug	3	3	5	135
Brian	5	5	4	121

3.2. The rider that wins his/her class will have the right to run the #1 on their watercraft for the duration of the following year.

Chapter 6 - Entry/Registration

1. The AJSA website will provide access to pre-register for upcoming events. Once on site, the participant must check in at the designated area and sign all necessary forms.
2. Organizers can offer on-site registration with written approval from the AJSA.
3. Contestants must sign all entry blanks in ink.
4. All forms and payments must be completed before the start of the event. The AJSA reserves the right to refuse a participant to enter the water if all forms and payments

are not complete.

5. Organizers may offer earlier entry closing dates. Organizers may accept late entries with higher fees. The conditions of entry must appear in all advertisements.

Chapter 7 - Watercross Equipment

1. Watercraft Equipment Inspection

1.1. The Race Director and/or the Technical Inspector has the authority to disqualify any watercraft that does not conform to the rules and may inspect any part of a watercraft entered in an AJSA-sanctioned event.
1.2. All watercraft must pass a pre-race safety inspection prior to entering the water.
1.3. (For example: secure batteries, no fuel leaks, tow straps, working lanyards, etc.)
1.4. A watercraft that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
1.5. Any change to a watercraft after initial tech inspection requires a reinspection by the Technical Inspector subject to approval by the Race Director.
1.6. Any and all modifications shall not create a hazard.
1.7. Supercourse competitors must have a 15’ rope for emergency towing, as well as a fire extinguisher.

2. Tow Strap/Loop

2.1. All watercraft must have a flexible tow strap/loop attached to the bow. The tow strap/loop should be made of a flexible material (nylon strap, rope or similar).

3. Watercraft Numbering

3.1. Numbers must be placed in a manner that is visible from each side of the watercraft. If numbers are illegible, the rider may not be scored. Riders holding the preceding year's national ranking will have the first right of their earned race number.
  3.1.1. 1 digit is 7” high by 5” wide – minimum
  3.1.2. 2 digits is 7” high by 8” wide – minimum
  3.1.3. 3 digits is 7” high by 11” wide – minimum
3.2. Duplicate numbers will be handled in accordance with Chief of Race Operations discretion.
3.3. See Chapter 5, Section 3 for rules concerning Pro/Futures Numbers

4. Rider Apparel

4.1. Watercraft Equipment Apparel Inspection
  4.1.1. The Race Director and/or the Technical Inspector has the authority to disqualify

any apparel that does not conform to the rules and may inspect any part of the apparel entered in an AJSA-sanctioned event.

4.2. Ride Apparel

4.2.1. All riders must have a serviceable USCG approved personal flotation device with accompanying certification or an approved competition level vest with proven Buoyancy Aid Test.

4.2.2. All Ski riders must have approved back protectors while on the racecourse. A rider will be prohibited from entering the course if an approved back protector is not on and securely attached. It is recommended that a back protector be worn by all competitors, not just ski competitors. It is recommended that riders use the available protective equipment (i.e., gloves, back protector, neck brace, and knee braces) to help protect against the possibility of injury.

4.2.3. All riders must utilize a shatterproof face shield or shatterproof goggles.

4.2.4. Wearing helmets: It is mandatory for all participants taking part in practice and competition to wear a full-face protective helmet.

4.2.5. All helmets must be intact, and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet. (GoPro type cameras are allowed as long as they are not mounted in a manner that affects any of the functions of the helmet's original design.)

4.2.6. The helmet must have a chin strap type ‘retention system’.

4.2.7. The helmet must be of proper fit, in good condition, and properly fastened.

4.2.8. The helmet must conform to current DOT/Snell standards and have a label affixed certifying its approval.

4.2.9. The helmet must have a bright color or a fluorescent sticker will be provided at safety inspection.

4.3. Super Course Apparel

4.3.1. Riders must have a whistle fixed to life jacket.

4.3.2. Riders must have a chest protector or life vest that has impact protection on chest.

4.3.3. All above apparel also applies to Super Course competitors.

*All safety equipment including apparel must be present and approved at safety inspection, (before any watercraft enters the water).

Chapter 8 – Technical Rules

1. General Equipment Standards

1.1. Watercraft Models - A list of currently approved models is listed in each section.

1.2. Overview - All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Changes or modifications not listed are not permitted. (If it does not say you can, then you can't!) Additional modifications to Stock Classified PWC are included which provide for replacement or modifications to parts and components (i.e., brackets, fittings, etc.) that have known failure risks in race conditions. All part changes and modifications must not create a hazard.

Additional rules are identified by class of watercraft in the following sections. Rules in these sections override and may be more restrictive than the rules shown in this General Equipment Standards section of the technical rules.

1.3. Update / Backdate - OEM parts may be updated or backdated to newer original equipment parts so long as they are for the same model or part number is a match per Original Equipment Manufacturer. The part must be a direct bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.

1.4. General Maintenance - General maintenance items such as nuts, bolts, washers, hoses, clamps, and cables are not limited to OEM parts. Nuts, bolts, and washers must be made of the same or similar material as OEM. Titanium hardware is not allowed unless this matches the original OEM material. Stripped threads may be repaired but must retain the original thread size.

Spark plugs may be substituted for different brands and heat ranges.

Engine starter, Bendix and motor mounts may be aftermarket.

1.5. Engine Cases and Internals -

1.5.1. Engine cases may not be modified. Repairs may be made to the engine cases so long as the repair matches the shape of the original part. Repairs to cracked or punctured crank cases may be made provided only one damaged area affecting one cylinder bank has been repaired. No other modifications or repairs are allowed.

1.5.2. Engine finish - External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only. NO internal modifications may be made including but not limited to grinding, surfacing, polishing, machining, shot peening, etc.

1.5.3. Cylinders may be bored so long as the CC limit for the specific class is not exceeded. Ports on 2 stroke cylinders may be chamfered no more than 1mm at a maximum angle of 30 degrees. Repairs may be made to cracked or damaged 4-stroke cylinders by installing a cylinder sleeve. The head gasket surface of the cylinder block may be machined only to allow for the installation of the new sleeves. A thicker head gasket must be utilized to return the block deck height to within 0.155mm (.006in) of original height. The repair must offer no additional performance gains.

1.5.4. Cylinders - Cylinders for 2-stroke engines may be interchanged with models of the same manufacturer. Cylinders on two stroke engines may be bored a maximum

of 2mm. OEM sleeves are required. Port chamfers must not exceed 1mm@30 degrees.

1.5.5. See additional rules below for Yamaha 701- and 760-cylinder utilization.

1.5.6. Gaskets - All Gaskets must be of the same size, shape, and thickness of OEM gasket (=/- 10%).

1.5.7. Piston assembly - Pistons, piston rings, wrist pin and wrist pin bearings may be aftermarket so long as they maintain the stock shape, dimensions, design, and material of OEM parts. Pistons must retain the same compression ratio as the OEM piston. The weight of the piston assembly must be within +/-25% of the OEM assembly. **Cylinder heads** may not be modified. Combustion chambers may be cleaned by bead blasting with valves seated in place where applicable. Repairs to the cylinder head affecting one cylinder bank are allowed.

1.5.8. Valves - Intake and exhaust valves, valve springs, valve spring retainers and adjustment shims may be aftermarket so long as they retain the OEM dimensions.

1.5.9. Camshaft(s) - Original equipment camshafts must be used. Aftermarket bearings or bearing shells are allowed so long as they retain the original type and dimensions.

1.5.10. Crankshaft assemblies -

1.5.10.1. ***2-stroke*** crankshafts may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may NOT be changed. Counterweights on non-rebuildable style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part. Total weight of the crankshaft assembly must be within ±5.00% of original equipment. Crankpins may be welded and/or keyed to the counterweights.

1.5.10.2. ***4-stroke*** crankshafts must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions. Oversized bearings are allowed to accommodate refinishing of damaged or worn crankshaft journals.

1.6. Intake System

1.6.1. Airbox may be replaced with after-market air filter(s)s that meet UL-1111 or SAE J-1928 marine standards certification.

1.6.2. Ducting - For engines not equipped with an airflow sensor, the ducting between the throttle body and flame arrestor may be modified or aftermarket. For engines originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the airflow sensor and flame arrestor. No modifications are allowed to the airflow downstream of the airflow sensor. All other parts of the intake system including the manifold, screens or other filtering and spark suppressing devices, must remain as originally equipped.

1.6.3. Intake Ribbon - Units where a ribbon system is employed as the OEM flame arresting device may have the ribbon removed so long as airflow is not increased, and sufficient flame suppression is achieved by the air filter. An aftermarket part may be used to retain OEM airflow specifications.

1.6.3.1. **Please see your class for specific class rules that maybe different than above**

1.6.4. Carburetor - Carburetor choke plates may be removed as long as the choke shaft holes are plugged. Carburetor jets, needle valves and needle valve springs may be changed.

1.6.5. Primer kit - Aftermarket primer systems may be installed.

1.6.6. Reed valve assembly – Reed petals may be modified or aftermarket. Reed cage assemblies must remain OEM.

1.6.7. Throttle bodies may not be modified.

1.7. Exhaust System – Exhaust systems may not be modified. Exhaust manifolds that have previously been drilled or tapped may be used so long as the holes are filled or capped. **Valve cover** may be modified or replaced for cosmetic, and weight reduction purposes only.

1.8. Oil Injection - Oil Injection Systems may be disconnected or removed.

1.9. Fuel System - The entire fuel system is a closed system. The watercraft must not vent or spill fuel when the engine is running. Aftermarket fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve may be used so long as a hazard is not created. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap and neck may be modified or aftermarket.

1.10. Electronics

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

1.10.2. ECU - Electronic Control Unit may be reprogrammed.

1.10.3. Temperature sensors - Engine temperature sensors may be disabled.

1.10.4. Start/stop switches and their assemblies may be aftermarket. Aftermarket components may not add any additional functionality from that of the OEM assembly.

1.11. Lanyard – all PWC must be equipped with a functioning lanyard. PWC models manufactured without a lanyard must be upgraded to include a functioning lanyard.

1.12. Pump & Pump Shoe: The pump must remain OEM with no alterations. Impellers may be modified or aftermarket. Replacement wear rings that are within OEM internal specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal pump inlet. Pump stuffers are not permitted. Visibility spout must be removed or plugged. Pump shoe may be aftermarket. Pump water strainers / filters may be modified or aftermarket. Reverse buckets may be removed or modified to eliminate the reverse functionality; removal of trim motor is not allowed.

1.13. Ride Plate - Ride plates 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. 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.

1.13.1. ***Stand-up & Sport Models*** - Modified and aftermarket plates must not extend more than 100mm (3.94in) beyond the end of the original equipment plate.

1.13.2. ***Runabout Models*** - Modified and aftermarket plates must not extend more than 177.8mm (7 in) beyond the end of the original equipment plate.

1.14. Intake Grate - 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 12mm (0.47in) below the flat plane of the pump intake area. All edges must be rounded so as not to create a hazard.

1.15. Bilge Pump - Bilge pump assemblies may be modified or disconnected. Aftermarket bilge draining systems are allowed so long as they do not include changes to the planing surface of the hull.

1.16. Sponsons

1.16.1. ***Stand-up Models*** - All watercraft may be equipped with a maximum of four sponsons, 2 per side, (front, mid, and or rear). sponsons may be modified, aftermarket, repositioned or removed. All leading edges must be rounded so it does not create a hazard. 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. All sponsons must exceed 6mm (0.24in) in thickness. Sponsons may not extend beyond the bond flange, bumpers removed. Sponsons attached to the bond flange may extend below the bond flange no more than 38mm (1.5in). The combined length of sponson on each side of the watercraft may not exceed 1,524 mm (90 in). For 4-stroke SuperJets, no wedge sponsons.

1.16.2. ***Sport Class Models*** - All watercraft may be equipped with a maximum of four sponsons, 2 per side. Each sponson may not exceed 91.45mm (36.00in) in length. Sponsons may be modified, aftermarket, repositioned or removed. Sponsons may not extend beyond the bond flange, bumpers removed. All sponsons must exceed 6mm (0.24in) in thickness. No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 63.5mm (2.50in).

1.16.3. ***Runabout Models*** - Overall length of each sponson shall not exceed 91.45cm (36.00 in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50 in.). No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 63.5mm (2.50 in.).

1.17. Hull

1.17.1. Hull and deck repairs may be made for repair or structure support. These repairs must not alter the original configuration by more than 2mm (0.08in). Hull Identification Numbers must be displayed as furnished by the manufacturer.

1.17.2. 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. A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.

1.17.3. Tow hooks and tow loops – all watercraft must be equipped with a flexible tow loop affixed to the bow. Front tow hooks that protrude from the hull causing a

safety hazard must be removed. Tow loops must be able to support weight of ski being towed.

1.17.4. Mat kits may be added for extra support and grip.

1.17.5. Hull finish - Custom hull 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.

1.17.6. Trim plates may be replaced with replicas so long as they do not alter the handling characteristics of the watercraft.

1.18. Controls

1.18.1. 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 allowed.

1.18.2. Handle pole for ski models may be modified, or aftermarket provided it functions as originally designed. Handle poles attaching points may be reinforced.

1.19. Runabout Specific rules

1.19.1. Drop-in type storage buckets may be modified, aftermarket or removed provided no additional airflow is provided to the engine compartment or engine air intake system and a hazard is not created.

1.19.2. Mirrors may be removed. Holes created by the removal of the mirrors must be plugged. Glass mirrors must be covered with tape to prevent shattering.

1.19.3. Seat - Original equipment seat base must be used. Changes to the seat cover are allowed. The seat height can be changed a maximum of +/-12.7mm (0.5in). Overall seat dimensions may be larger by a maximum of 12.7mm (0.5in) in any direction from the OEM dimensions.

1.19.4. Trim plates - Replacement trim plates may be used. Only replica parts that offer handling characteristics the same as stock are allowed. Material shall not be restricted to original equipment provided a hazard is not created.

1.19.5. Vent tubes - Engine compartment ventilation tubes must remain as originally equipped.

1.19.6. Braking devices - Original equipment braking devices may be disabled for safety purposes. Reverse buckets may be removed or disabled but trim motors must remain in place.

1.19.7. Off-Power Assist Steering (OPAS) systems may be disabled. Side rudders may be removed. Block off plates are required to fill the void created by the removal of the side rudders. Block off plates may not extend outward from the ski beyond that of the original side rudders.

1.19.8. Boarding steps may be removed. Through holes used for original mounting must be plugged.

Class Equipment Standards - In addition to the General Equipment Standards

2. WX 1050

2.1. Class List

2.1.1. Kawasaki 750SX/SXI/SXI Pro
2.1.2. Kawasaki SXR800
2.1.3. Yamaha SuperJet (2-stroke and 4-stroke)

2.2. Class Equipment Standards - In addition to the General Equipment Standards

2.2.1. All models

2.2.1.1. **Maximum Engine Displacement** - 4-stroke: 1050cc, 2-stroke: 850cc

2.2.1.2. Engine Gaskets

2.2.1.2.1. ***2-stroke*** - Replacement gaskets of the same type and material as the OEM may be used. Base gaskets may have a maximum thickness of 0.8mm (0.032 in). Head gaskets may have cooling holes modified or removed. Head gaskets thickness may not be less than 0.05mm (.002in) of the OEM gasket. All other gaskets must match the OEM thickness +/- 20% and must retain the OEM pattern.

2.2.1.2.2. ***4-stroke*** – Replacement head gaskets must retain the OEM thickness and dimensions +/-10%. All other gaskets must match the OEM thickness +/- 20%.

2.2.1.3. **Engine Vent Tubes –** 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 engine venting or engine hoods are allowed. Aftermarket hoods are not allowed.

2.2.1.4. **Cylinders** - Cylinders for 2-stroke engines may be interchanged with models of the same manufacturer. Cylinders may be bored but may not exceed the class CC limit. Where applicable this may exceed the 1mm overbore as defined in the General Equipment Standards. See additional rules below for Yamaha 701- and 760-cylinder utilization.

2.2.1.5. Cooling system

2.2.1.5.1. **2-Stroke** - Cooling systems may be modified or aftermarket. Pumps may be modified to include additional cooling supply lines. Cylinder heads may have a maximum of 2 cooling outlets which are no greater than a 1/8" NPT thread. No additional fittings may be added. Water Bypass fittings may be modified and relocated. (The intent of this rule is to insure the head is a stock OEM head with NO modifications.) Water outlets must point down or towards the back of the watercraft and must not create a hazard to other riders. Water control valves must be of a fixed or automatic type, no manually controlled valves are allowed. Flush kits are allowed.

2.2.1.5.2. **4-stroke** – Waterlines and waterline fittings may be aftermarket so long as they are the same size as OEM. Water filter / strainers may be modified, aftermarket or removed. Flush kits are allowed.

2.2.1.6. Exhaust System

2.2.1.6.1. **2-Stroke** – A reducer may be placed in the stinger portion of the exhaust. The water fitting may be added to the reducer or to the stinger portion of a pipe not utilizing a reducer.

2.2.1.6.2. **4-Stroke** – Exhaust hose between the waterbox and exhaust outlet may be modified or aftermarket.

2.2.1.6.3. **Waterbox** on any model may be repaired so long as the original internal configuration is not changed.

2.2.1.7. **Ballast weight –** Ballast weight consisting of a constant mass, not a liquid, may be added to the normally exposed areas of the hull so long a hazard is not created, and no other modification is required unless that change is allowed by another rule.

2.2.1.8. **Electronic Control Unit (ECU)/CDI** may be modified or aftermarket. Units may contain a port for programming purposes. No additional inputs, outputs or sensors are allowed. Replacement units must connect using the original factory connections.

2.2.2. Kawasaki 750SX/SXI/SXI Pro, SXR800

2.2.2.1. **Cylinder Head** may be modified or aftermarket. Minimum dome size allowed is 28cc. Drop down domes are not allowed. Head sealing may utilize an O-ring with no head gasket.

2.2.2.2. **Ignition Timing** may be altered. The original trigger mounting plate holes may be modified, or a timing advance plate may be added so long as the plate is only used for advancing the timing.

2.2.2.3. **Pump –** Pump nozzle may be bored. Pump stuffers may be added.

2.2.2.4. **Exhaust –** SXR800 is allowed to use a "Factory Pipe brand" wet pipe. No dry pipe allowed.

2.2.3. Yamaha SuperJet

2.2.3.1. **Yamaha SuperJet 2-Stroke**

2.2.3.1.1. **Hull extensions** are allowed. Extensions may not contain skegs, rudders or fins that pose a safety hazard. Extensions may not exceed the width of the planning surface of the hull and may not extend rearward more than 100mm (3.94in) beyond the end of the original planning surface.

2.2.3.1.2. **Engine option 1: 760 cylinder**

Installation of a 760 cylinder will be allowed. If using this setup an aftermarket cdi box will be allowed. Exhaust system must remain stock. A reducer and water fitting may be added to the stinger portion of the pipe.

2.2.3.1.3. Engine option 2: 701 cylinder

When utilizing the 701cc cylinder the installation of a manufactured, designed, and sold wet pipe will be allowed. Wet pipe must function as a wet pipe. Converting a dry pipe into a wet pipe is not allowed. CDI and CDI box must remain OEM. Ignition timing may not be altered, head and base gasket must remain OEM thickness and cylinders must remain OEM and may only be bored over 1mm.

2.2.3.2.Yamaha SuperJet 4-Stroke

2.2.3.2.1. **Yamaha four-strokes** will not be allowed to use Wedge Sponsons.

2.2.3.2.2. **Fuel Requirements** - Epoxide additives are not allowed and include such compounds as propylene oxide, methanol, nitromethane, Ucon, Nitrobenzene and Benzole. Ether may be used as a starting fluid only. Alcohol based fuels such as E85 are not allowed. (Maximum alcohol content shall not exceed 15 percent.)

2.2.3.2.3. Ribbon Delete – Not allowed to delete ribbon on 4 stroke SuperJet

3. WX 1500

3.1. Class List:

3.1.1. Kawasaki SXR 1500 (No GP Skis)

3.2. Maximum engine displacement 1500cc.

3.3. 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 engine venting or engine hoods are allowed. Aftermarket hoods are not allowed.

3.4. Oil catch cans may be added to the fuel system

3.5. Sponsons must follow the sponson rule shown in the General Equipment Standards. The combined length of sponson on each side of the watercraft may not exceed 1,524 mm (90 in)

3.6. Ribbon Delete: Electronic fuel-injection systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. If not equipped with an airflow sensor, the ducting between the flame arrester and throttle body may be modified or aftermarket. If originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the f lame arrestor and airflow sensor. Modifications to the airflow downstream of the airflow sensor are not allowed. All portions of the intake manifold must remain as originally equipped. Units where a ribbon system is employed as the OEM flame arresting device may have the ribbon removed so long as airflow passage is not increased and sufficient flame suppression is achieved by the air filter. An aftermarket part may be used to retain OEM airflow specifications. The allowance for this provision is not negated if any sales literature or product description defines the part or kit as performance enhancing. No modifications to the turbocharger and supercharger system, if applicable, are allowed.

3.7. Water Routing: The intercooler must remain OEM. 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. Engine water cooling systems may be modified or aftermarket. Additional supply from the propulsion pump is allowed. 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 engine block. Any existing fitting which does not have a water supply line (i.e. anode) maybe replaced with a water supply line so long as the thread diameter is not changed. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Electronically controlled valves or water injections systems are not allowed unless originally equipped. Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

3.8. 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. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Electronically controlled valves or water injections systems are not allowed unless originally equipped. Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed."

3.9. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions. Camshaft timing may be changed. Adjustable timing sprockets may be affixed to camshafts.

4. Ski GP

4.1. Class List

This class is a constructor's class and is not limited to specific manufactured models.

4.1.1. Class Equipment Standards. Watercraft are to be constructed so that no aspect of the build contains a safety hazard.

4.1.2. Hull

4.1.2.1. Design – watercraft must fit the template for a Ski class watercraft and must contain a forward mounted, non-fixed handle pole, a defined engine compartment with hood that is located between the handle pole and a ride tray at the rear where the operator stands. The ride tray area must be bordered on the sides by a raised gunnel.

4.1.2.2. Hull dimensions including pump and ride plate may have the maximum dimensions of 2654mm (104.5in) in length and 765mm (30.1in) in width.

4.1.3. Driveline

4.1.3.1. Pump type drive system must be utilized and must have a drive ratio of 1:1.

4.1.3.2. Ride plate and steering nozzle may not extend beyond the rear portion of the

upper deck by more than 127mm (5in).

4.1.4. Engine

4.1.4.1. Engine displacement may not exceed the following: 2-stroke: 1300cc, 4-stroke: 1500cc.

4.1.4.2. Engine cases must be from a homologated personal watercraft.

4.1.4.3. No tuned portion of the exhaust may extend outside of the hull.

4.1.4.4. Turbochargers or Superchargers may be utilized on engines having a maximum displacement of 1100cc. Boost pressures are limited to 6 PSI for engines of 901cc or greater. Boost pressures are limited to 8 psi for engines of less than 901cc. Turbochargers must be water jacketed with water circulating through the unit any time the engine is running.

4.1.4.5. Air / Fuel systems

4.1.5. No slide type carburetors are allowed.

4.1.5.1. Fuel tanks must meet or exceed the safety standards of an OEM personal watercraft fuel tank.

4.1.5.2. Fuel injections systems require certified high pressure fuel lines connected with screw type fittings or crimped metal clamps. Fuel filters on high pressure lines must be made of metal. Fuel pumps must have automatic shut off switches.

5. WX 1800 RUNABOUT STOCK

5.1. Class List

5.1.1. Yamaha FX SVHO

5.1.2. Yamaha GP1800 HO and SHVO

5.1.3. Seadoo RXP-X

5.1.4. Seadoo RXT-X

5.1.5. Kawasaki ULTRA 310

5.2. Class Equipment Standards - In addition to the General Equipment Standards

5.2.1. Engine, Intercooler, and Oil Cooler water-cooling systems must remain as OEM. Water filters may be modified or aftermarket. Intercooler assembly/housing must remain OEM. Existing fittings may be aftermarket or modified so long as the OEM 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.

5.2.2. Supercharger and turbochargers - no part of the supercharger or turbocharger system may be modified. Supercharger shafts, and other components, may be welded or reinforced for safety purposes. Supercharger clutches, belts, and internal replacement parts will not be restricted to OEM. Gear ratios must be maintained.

5.2.3. Driveline couplers and dampeners may be aftermarket

5.2.4. Ignition timing may be altered. Timing pickup mount may be modified.

5.2.5. Pulleys, gears, and tensioners – Supercharger drive gears may be permanently attached to the drive gear shaft through means such as welding. Kawasaki Ultra300 and Ultra310 models may utilize modified or aftermarket pulleys and tensioners.

6. WX 1100 RUNABOUT STOCK

6.1. Class List

6.1.1. Seadoo XP 720 and 800
6.1.2. Yamaha EX/EXR/JetBlaster/JetBlaster Pro
6.1.3. Seadoo SPARK

6.2. Class Equipment Standards –

6.2.1. The Runabout 1100 Runabout Stock class is designed to provide a premier level of racing for competitors with maintaining a focus on stock personal watercraft characteristics, ensuring low investment and maintenance costs while promoting safety and performance in a competitive environment. The goal is for watercraft in this category to resemble their showroom counterparts as closely as possible, with restrictions in place for modifications. Runabout 1100 Stock class is for Runabout watercraft up to 1100cc, and all must adhere to strict specifications. Additional classes with more restrictive rules may also be offered, and these will be clearly named to differentiate them. Watercraft competing in the Runabout 1100 Stock class must comply with the following rules, in addition to the general requirements applicable to all classes

6.2.2. To be eligible for competition in the Runabout GP3 class, watercraft must meet the following criteria:

6.2.2.1. Maximum engine displacement: 800cc for two-stroke engines

6.2.2.2. 1100cc for naturally aspirated Four-Stroke engines

6.2.2.3. Maximum hull length 156 in.

6.2.2.4. Hull Width: Between 38 in. and 50 in.

6.2.2.5. Eligible watercraft: Most two-stroke under 800cc and four-stroke watercraft under 1100cc may enter based on class availability

6.2.2.6. Sound level: Must not exceed 86 dB(a) at 75 feet

6.2.3. Engine Specs – Four-Stroke – Runabout GP3

6.2.3.1. Piston Assemblies

6.2.3.2. Engines may be bored, and replacement piston assemblies are permitted as long as the original compression ratio, dome profile, and material type are unchanged. Engine boring and stroke modifications are allowed within the displacement restrictions. Cylinder heads may be bead-blasted for cleaning, but intake and exhaust ports cannot undergo abrasive cleaning. Repairs to cylinder heads affecting one bank are allowed.

6.2.3.3. Crankshaft: The crankshaft must remain stock, though replacement bearings or bearing shells are permitted as long as they maintain the original type and dimensions.

6.2.3.4. Camshaft: The camshaft must remain stock; timing adjustments are allowed, but camshaft components must not differ in type or dimensions.

6.2.3.5. Cooling System: The OEM intercooler must be retained, though the engine cooling system can be modified or replaced. Additional water-cooling lines and modifications to bypass fittings are allowed, as long as the water flows downward and/or rearward to avoid hazards.

6.2.3.6. Exhaust: Exhaust manifolds that have been previously drilled or tapped may still be used, provided that any holes are properly filled or capped. Additionally, exhaust flanges may be removed.

6.2.3.7. Gaskets: Replacement gaskets must be of the same type as the OEM counterpart, and must not vary in thickness by more than 20%.

6.2.3.8. Valves and Retainers: Aftermarket valve springs and retainers may be used.

6.2.4. Engine Specs – Two-Stroke – Runabout GP3

6.2.4.1. Piston Assemblies: Engines may be bored, and replacement piston assemblies may be used, provided the original port timing, compression ratio, dome profile, skirt length and shape, and material type are maintained. Non-conforming pistons, such as those with a skirt shape that differs from the OEM piston, may be approved, but written approval must be obtained in advance. Replacement piston assemblies must fall within ±25.00% of the weight of the original equipment. The engine displacement must not exceed the limits specified by the class designation.

6.2.4.2. Cooling System: The engine water cooling system may be modified or replaced with aftermarket components. Additional water cooling lines and aftermarket bypass fittings may be installed, with modifications to OEM water bypass fittings allowed, provided that any modifications are relocated downward or rearward to avoid creating hazards for other riders. Aftermarket or modified pump water inlet covers and water strainers (filters) may be used. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be modified or replaced with aftermarket parts, as long as the OEM thread diameter is maintained. However, no fittings may be added to the cylinder head, cylinder, or crankcase. Valves within the cooling system must be either fixed or automatic (e.g., thermostats, pressure regulators). Electronically controlled valves or water injection systems are prohibited unless originally equipped. Manually controlled devices that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are permitted.

6.2.4.3. Exhaust: The exhaust system must remain stock. An insert may be used to reduce the inside diameter of the exhaust stinger.

6.2.5. Air / Fuel Delivery – Four-Stroke – Runabout GP3

6.2.5.1. Electronic Fuel Injection System / Flame Arrester: Electronic fuel-injection systems must be equipped with flame arresters that comply with USCG, UL-1111, or SAE J-1928 Marine standards. If the engine is not originally equipped with an airflow sensor, modifications or replacement of the ducting between the flame arrester and the throttle body are permitted, including the use of aftermarket parts. In cases where an airflow sensor is present, modifications or aftermarket parts may be used for the ducting between the flame arrester and the airflow sensor. However, modifications to the airflow downstream of the sensor are prohibited. The intake manifold must remain as originally equipped, with no modifications allowed. In engines that utilize a ribbon system as the OEM flame arresting device, the ribbon may be removed, provided that the airflow is not increased, and adequate flame suppression is maintained by the air filter. Aftermarket parts may be used to maintain or replicate the OEM airflow specifications.

6.2.5.2. Carbureted Induction Systems / Flame Arrester: All carbureted induction systems must be equipped with flame arresters that meet the USCG, UL-1111, or SAE J-1928 Marine standards. Modifications are permitted for carburetor components such as jets (replaceable type), needle valves, and needle valve springs. The choke may be removed,

provided this does not create additional air intake for the engine. Aftermarket primer systems may also be installed. No other modifications to the carburetor are allowed.

6.2.5.3. Fuel System: Fuel injectors and the fuel pump must remain stock as originally supplied.

6.2.6. Z.5 Air / Fuel Delivery – Two-Stroke – Runabout GP3

6.2.6.1. Carburetor: Aftermarket flame arresters that meet USCG, UL-1111, or SAE J-1928 Marine standards are permitted. Carburetor components such as replaceable jets, needle valves, and needle valve springs may be replaced. The choke may be removed as long as it does not create additional air intake for the engine. An aftermarket primer system may be installed. No other modifications to the carburetor are allowed.

6.2.6.2. Fuel System: The fuel system must remain closed to prevent fuel spillage at any angle, whether the engine is on or off. The original fuel tank, fuel pickup, filler, filter, tap assembly, and relief valve must be used without modification. fuel petcock can be bypassed, and additional fuel filters may be added. The fuel filler cap can be modified or replaced with aftermarket parts, provided it does not create a safety hazard.

6.2.7. Ignition and Electronics – Four-Stroke – Runabout GP3

6.2.7.1. Electronic Control Unit (ECU): The original ECU may be reprogrammed, but no additional inputs or outputs may be introduced, and no additional sensors can be added.

6.2.8. Ignition and Electronics – Two-Stroke – Runabout GP3

6.2.8.1. Electronic Control Unit (ECU): Similar to four-stroke systems, the ECU may be modified, but no additional inputs or outputs are allowed.

6.2.9. Z.7.2 Ignition Timing: Timing may be altered by adjusting the ignition trigger mounting plate.

6.2.10. Z.8 Pump and Driveline Components – Runabout GP3

6.2.10.1. Ride Plate: The ride plate or pump cover may be aftermarket or modified. Any extensions to the rear of the pump cover plate must not exceed 177.80 mm (7 inches) beyond the original equipment plate and must not create a safety hazard.

6.2.10.2. Trim Tabs: Replacement trim plates are permitted, but only those that replicate the original parts and maintain the same handling characteristics as the stock components. While materials are not restricted to the original equipment, they must not create any safety hazards. For example, aluminum may be used in place of plastic as long as it does not pose a risk.

6.2.10.3. Turbocharger/Supercharger – Runabout GP3

6.2.10.3.1. Supercharger Maintenance: Supercharger components may be reinforced for safety purposes. Replacement parts are allowed, but the original gear ratios must be maintained.

6.2.10.4. Hull – Runabout GP3

6.2.10.4.1. Z.10.1 Ventilation: Engine compartment ventilation must remain as originally equipped.

6.2.10.5. Seat: The original equipment seat base must remain in use, although the seat cover may be replaced. Seat height may not be altered by more than +/- 12.7 mm (0.5 inches). The seat cover's additional thickness cannot exceed 12.7 mm (0.5 inches) in any direction

6.2.11. Fuel – E85 allowed

7. WX 1100 RUNABOUT Limited

7.1. Class List

7.1.1. Seadoo 800

7.1.2. Yamaha EX/EXR/JetBlaster/JetBlaster Pro
7.1.3. Seadoo SPARK

7.2. Class Equipment Standards - In addition to the General Class Equipment standards

7.2.1. Plastic resonator may be removed.

7.2.2. Pump - Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment. Aftermarket nozzle-trim systems may be used. Additional cooling fittings may be installed.

7.2.3. Driveline - Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.

7.3. 4 – Stroke

7.3.1.1. **Valvetrain** - Valves may be modified or aftermarket. Valve seats may be modified. Springs may be modified or aftermarket. Pushrods may be modified or aftermarket. Replacement valves, pushrods, and seats may not be titanium unless originally equipped.

7.3.1.2. **Blow off valves** may be added to extend engine life. A vacuum line and fitting may be added to the intake manifold to accommodate a blow off valve.

7.3.1.3. **Turbochargers, Superchargers** - Turbocharger or Supercharger impeller housing must remain stock as furnished by the manufacturer. All internal supercharger or turbocharger parts may be modified or aftermarket. Pulleys and tensioners may be modified or aftermarket. Where an OEM turbocharger or supercharger housing may be spaced to accommodate a larger impeller, the spacer shall be allowed providing no other modifications are necessary to accommodate the spacer. An oil line fitting may be added to the supercharger shaft. Intercoolers may be modified or aftermarket.

7.3.1.4. Fuel system

7.3.1.4.1. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or aftermarket parts may be used. Fuel cell foam may be added to the original equipment fuel tank.

7.3.1.4.2. Fuel pumps may be modified, or aftermarket provided a hazard is not created. Fuel pressure regulators may be modified or aftermarket for safety purposes. Fuel return lines must be installed in the fuel pump assembly without modification to the tank. The Race Director or Technical Director shall have final discretion as to whether a fuel return line has been installed sufficiently for safe use in competition.

7.3.1.4.3. **Fuel injectors** may be modified or aftermarket

7.3.1.5. **AFR gauges** may be affixed to the exhaust system providing the AFR gauge is not attached to, or can communicate with, the ECU or any automatic tuning device on the watercraft.

7.4. **2-Stroke**

7.4.1.1. **Cylinder head** and gasket may be modified or aftermarket.

7.4.1.2. **Exhaust System** - Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/altered or aftermarket. Exhaust location of the exhaust gases may not be relocated. Original size opening must be maintained for exhaust exit. Original equipment water box must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.

7.4.1.3. **Cooling system** may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

7.4.1.4. **RPM limiter** function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.

7.4.1.5. **Flywheel cover** may be modified to accept a crankshaft-end bearing support.

7.4.1.6. **Engine temperature sensor** may be disconnected and/or removed.

7.4.1.7. **Electrical component** mounting - Relocation of electrical components (e.g., battery, box, or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed). Modification will be subject to Race/Tech Directors' approval.

8. Sport Spec

8.1. Class List

8.1.1. Yamaha WaveBlaster 1

8.1.2. Kawasaki X2 GEN-2

8.1.3. Kawasaki X2 GEN-1

8.1.4. Seadoo HX

8.2. Class Equipment Standards - In addition to the General Class Equipment standards

8.2.1. Engines

8.2.1.1. WaveBlaster may run a 701cc or 760cc engine. (<190psi),

8.2.1.2. X2s (Gen 1 and Gen 2) may run a 750cc or 850cc engine package (<190psi)

8.2.1.3. Seadoo HXs must run OEM HX engine (<175psi)

8.2.2. Yamaha may upgrade to the 62T cylinders. Girdled heads may be used. Replacement piston assemblies may be used provided the original port timing, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within ±5.00% of original

equipment. Chamfering of cylinder ports must not exceed 1.00 mm (0.04in.) at a 30 degree maximum angle. Cylinders may be machined to accept girdle system cylinder heads.

8.2.3. OEM cases are required. No other modifications or repairs are allowed. 62T cases may be bored to accept 760 cylinders.

8.2.4. Sea Doo HX Rotary valve must remain OEM stock from the factory and retain the factory rotary timing.

8.2.5. Modified or aftermarket wet exhausts are allowed on Yamaha and Kawasaki builds. Seadoo must retain unmodified stock HX exhaust to include waterbox. Seadoo HX may not use stinger sprayers or water injectors. Seadoo HX must use stock water routing and no additional bypasses. Seadoo HX water lines, fittings, and connections must be 100% as from sea doo on that model. Any line or fitting measuring less than the OEM factory HX parts will be considered illegal. (For fittings that manufacturer specs are unavailable for, the AJSA will have stock fittings for official comparison). 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 Stator must remain OEM stock, but fittings may be added. 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.

8.2.6. WaveBlaster and Kawasaki heads may be modified or aftermarket and must not go below 0.040 head squish clearance at any point. Seadoo heads must remain stock but can be modified so long as head squish does not go below 0.051 at any point.

8.2.7. Drop down style domes are not allowed on any model.

8.2.8. Seat height and material of covering may be changed however the OEM seat base must be used.

8.2.9. 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 on Yamaha and Kawasaki engines with a maximum diameter of 50mm. Reed and reed cages may be aftermarket. 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.

8.2.10. Kawasaki and Yamaha Ignitions may be aftermarket, ignition timing may be altered by slotting the ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Seadoo must remain stock. All ignitions must maintain charging functions and utilize OEM non-lighten flywheels.

8.2.11. Drive couplers may be changed on Yamaha and Kawasaki models with commercially available replacements. Sea doo couplers must remain stock.

PTO's and flywheels on all models must remain 100% stock with no machining or lightening allowed.

8.2.12. Yamaha pumps may be setback a maximum of 2" from stock, as measured from the OEM steering nozzle. Please note a 1" pump setback and 1" extended turn nozzle would meet this criteria.

9. Vintage Ski EVO

9.1. Class List - 2-stroke twin cylinder engines up to 785cc allowed.

- **9.1.1.** Pre 2008 Yamaha SuperJet
- **9.1.2.** Kawasaki 440/550
- **9.1.3.** Kawasaki 650SX
- **9.1.4.** Kawasaki 750 SX/SXI/SXI Pro
- **9.1.5.** PJS Hulls
- **9.1.6.** Laserjet Hulls
- **9.1.7.** Cobra Hulls

9.2. Class Equipment Standards - In addition to the General Class Equipment standards

- **9.2.1.** Aftermarket and/or lightweight hoods are allowed in the Vintage Ski Open class.
- **9.2.2.** Engine displacement must not exceed class designation (785cc).
- **9.2.3.** Modified or aftermarket exhausts are allowed.
- **9.2.4.** 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."
- **9.2.5.** 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.
- **9.2.6.** Ignition may be aftermarket; ignition timing may be altered by slotting the ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are OK).
- **9.2.7.** Pump assemblies may be modified or aftermarket. Grinding, surfacing, polishing, machining, shot peening, etc., are permitted on any driveline components (pump

stator, reduction nozzle, etc.).

10. Vintage 550 Modified

10.1. Class List - 2-stroke twin cylinder engines up to 600cc allowed.

10.1.1. Kawasaki JS440
10.1.2. Kawasaki JS550
10.1.3. Kawasaki 550SX

10.2. Class Equipment Standards -- In addition to the General Class Equipment standards

10.2.1. 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.
10.2.2. Engine displacement must not exceed class designation (600cc).
10.2.3. Modifications such as grinding, surfacing, polishing, machining, shot peening will be allowed on any engine components.
10.2.4. Modified or aftermarket exhausts are allowed.
10.2.5. 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."
10.2.6. 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.
10.2.7. Ignition may be aftermarket; ignition timing may be altered by slotting the ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are permitted).
10.2.8. Pump assemblies may be modified or aftermarket. Impeller may be modified or aftermarket. Grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any driveline components (pump stator, reduction nozzle, etc.).

11. Vintage 550 Limited

11.1. Class List - 2-stroke OEM twin cylinder engines up to 550cc allowed.

11.1.1. Kawasaki JS440

11.1.2. Kawasaki JS550
11.1.3. Kawasaki 550SX

11.2. Class Equipment Standards - In addition to allowances in the General Class Equipment standards

11.2.1. All versions of sponsons, tubbies, or other such handling products are NOT allowed. Only the OEM rear sponsons are allowed, as provided by Kawasaki.
11.2.2. 440cc engines may be ported and modified and ported.
11.2.3. 550cc engines may not be ported or modified. Engine displacement may not exceed class designation (550cc).
11.2.4. 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.
11.2.5. 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.
11.2.6. 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."
11.2.7. 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.
11.2.8. 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).

12. Vintage X2 Open

12.1.1. Class List – OEM based twin engine, 810cc limit.
12.1.2. Kawasaki X2 GEN-1 (GEN-2 must run Sport Classes)

12.1.3. Class Equipment Standards - In addition to allowances in the General Class Equipment standards. 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 ±25.00% of original equipment. Engine displacement must not exceed class designation (810cc).

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

12.1.5. Modified or aftermarket exhausts are permitted.

12.1.6. 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."

12.1.7. 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.

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

12.1.9. 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.

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

13. Vintage X2 Limited

13.1. Class List – OEM based twin engine, 650cc limit.

13.1.1. Kawasaki X2 GEN-1

13.2. Class Equipment Standards - In addition to allowances in the General Class Equipment standards

13.2.1. 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. Engine displacement must not exceed class designation (650cc).

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

13.2.3. Modified or aftermarket exhausts are allowed.

13.2.4. 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. 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.

13.2.5. Ignition may be aftermarket; ignition timing may be altered by slotting the ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (NO total losses allowed, must be charging)

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

14. Super Course / Runabout Endurance Regulations:

14.1. The Runabout Endurance class is designed to test the durability, efficiency, and consistency of both rider and watercraft over extended race distances. This category emphasizes reliability, fuel management, and rider stamina while allowing limited modifications intended to improve longevity and sustained performance rather than outright speed. Watercraft competing in the Runabout Endurance class must comply with the following rules, in addition to the general requirements applicable to all classes.

14.1.1. Class Criteria – Runabout Endurance: Endurance classes are open to seated personal watercraft designed for two or more riders and equipped with a fixed seat. Eligible watercraft must remain OEM stock in configuration and performance, except where specific modifications are expressly permitted within these rules. Both Pro Endurance and Amateur Endurance classes are open to all models of seated personal watercraft. While participation is open to a wide range of models, class competitiveness may naturally favor watercraft with higher manufacturer-rated horsepower. All riders competing in Endurance classes must comply with the general and technical specifications outlined in this rulebook. Modifications or changes not explicitly permitted are prohibited. However, the Series Organizer reserves the right to approve

limited modifications to otherwise stock-classified watercraft when such changes address known reliability or safety concerns under race conditions.

14.1.2. Engine and Power Limits: For Pro and Amateur Endurance classes, four-stroke personal watercraft with manufacturer-rated output up to and including 325 horsepower are permitted to compete, provided the engine configuration remains OEM as supplied by the manufacturer.

14.1.3. Model Eligibility: Once a race series or championship has officially commenced, newly released watercraft models introduced by manufacturers after the start of the series are not eligible for competition in that series. For example, if a championship begins in April and concludes in November, any new model released in September will not be permitted to compete in the remainder of that series. Newly released models may only compete in events or series that begin after their official release date. This restriction applies only to brand-new model introductions and does not apply to existing models that continue unchanged from the previous production year and receive no performance-enhancing updates.

14.1.4. Electronic Transmittal Devices: Electronic transmission of information to or from a moving watercraft, including radio communication, is generally prohibited except as outlined below. Permitted exceptions include:

14.1.4.1. Official timing, scoring, GPS, or tracking transponders designated by the Series Organizer or Timing and Scoring, which may be mandatory for competition

14.1.4.2. Data or video transmission used solely for approved event broadcast or media production

14.1.4.3. Onboard data logging, provided that no data is accessed, transmitted, or downloaded in real time while the watercraft is in motion; logged data may be reviewed by the Technical Inspector at any time

14.1.4.4. Use of electronic monitoring devices, including tachometers, data loggers, and GPS equipment, by the Technical Inspector for inspection or event data collection

14.1.4.5. Direct radio communication between the rider and pit crew during the race; all communications may be recorded and reviewed by race officials

14.1.4.6. Engine Specs – Runabout Endurance: Engine must remain stock as furnished by the OEM.

14.1.4.7. Piston Assemblies: Engines may be bored. Replacement piston assemblies are permitted, provided the original compression ratio, dome profile, skirt length, skirt shape, and piston material type remain unchanged. Chamfering of cylinder ports is allowed but must not exceed 1.00 mm (0.04 in.) and may not be performed at an angle greater than 30 degrees.

14.1.4.8. Cylinder Head: Cylinder head combustion chambers may be cleaned using bead blasting only when the valves are seated in place. Intake and exhaust ports must not be bead blasted or cleaned using abrasive materials, including but not limited to steel wool or Scotch-Brite®. Repairs to the cylinder head affecting a single cylinder bank are permitted.

14.1.4.9. Crankshaft: The crankshaft must remain stock, though replacement bearings or bearing shells are permitted as long as they maintain the original type and dimensions.

14.1.4.10. Cam Shaft: Cam shaft gears may be welded.

14.1.4.11. Cooling System

14.1.4.11.1. Kawasaki Ultra 300/310 only

- Oil cooler kit, fittings, and hoses may be aftermarket.

14.1.4.12. Sea-Doo Models only

14.1.4.12.1. Closed-loop cooling systems must remain in place on all models.

14.1.4.13. Exhaust: The OEM exhaust resonator assembly positioned between the water box and the exhaust outlet may be removed. The water box must remain in its original OEM configuration. Permanently installed air-fuel ratio sensor mounts are permitted, including drilling and tapping of the exhaust manifold for the installation of air-fuel and exhaust gas temperature sensors.
External exhaust outlet may be relocated and/or replaced with aftermarket components.

14.1.4.14. Gaskets: Replacement gaskets must be of the same type as the OEM counterpart, and must not vary in thickness by more than 20%.

14.1.4.15. Valves and Retainers:Valve retainers and valve guides may be aftermarket.

14.1.5. Air / Fuel Delivery – Runabout Endurance

14.1.5.1. Fuel System: Replacement fuel lines may not provide any other function than original equipment hoses. Changes in temperature tolerances are allowed.

14.1.5.2. Kawasaki Ultra 300/310 only

14.1.5.2.1. Aftermarket fuel regulator and fuel pump may be used.

14.1.5.2.2. Flame Arrestors: An approved flame arrester compliant with USCG, UL-1111, or SAE J-1928 marine backfire flame arrester standards must be installed. For watercraft not originally equipped with an airflow sensor, the intake ducting between the flame arrester and the throttle body may be modified or replaced with aftermarket components. For watercraft originally equipped with an airflow sensor, modifications or aftermarket ducting are permitted only between the flame arrester and the airflow sensor. No modifications are permitted to any intake components located downstream of the airflow sensor. No modifications to the turbocharger or supercharger system, where fitted, are permitted.

14.1.5.3. Air Intake: Cold air intake systems are permitted. All associated electronic components must be securely mounted and adequately protected from damage or exposure. Aftermarket mounting brackets may be used, provided they do not create a safety hazard. Proper installation and overall safety are subject to verification by Technical Inspection.

14.1.5.4. Throttle Body

14.1.5.4.1. Yamaha SVHO Models only: Aftermarket throttle body adapters are permitted.

14.1.5.5. Intake Manifold: For units that utilize a ribbon-style system as the OEM flame arresting device, the ribbon may be removed provided it does not result in increased airflow and adequate flame suppression is maintained by the air filter. An aftermarket component may be used, if necessary, to preserve the original OEM airflow specifications.

14.1.5.6. Yamaha SVHO Models only: Any OEM Yamaha Intake manifold may be used. Plastic intake manifold may be back dated to its metal predecessor.

Ribbon delete is permitted on both plastic and metal manifolds

14.1.5.7. Supercharger: Supercharger clutch may be aftermarket if it is readily available for all competitors and purchased from a reputable parts manufacturer.

14.1.5.8. Kawasaki Ultra 300/310 only

14.1.5.8.1. Pulleys and tensioners may be modified or aftermarket.

14.1.5.9. Yamaha SVHO Models only

14.1.5.9.1. Supercharger shafts may be welded.

14.1.5.10. Cooling Systems

14.1.5.10.1. Sea-Doo and Yamaha models are permitted limited additional cooling modifications as outlined below.

14.1.5.10.2. One additional through-hull cooling supply line and pump fitting may be installed.

14.1.5.10.3. Pump water inlet covers and water strainers or filters may be modified or replaced with aftermarket components.

14.1.5.10.4. Additional water-cooling lines and aftermarket water bypass fittings are permitted.

14.1.5.10.5. Yamaha models may utilize the engine block anode fitting as an additional cooling source.

14.1.5.10.6. Existing cooling fittings may be modified or replaced with aftermarket components, provided the original OEM thread diameter is retained.

14.1.5.11. Ignition and Electronics – Runabout Endurance: All electronic components must remain in their original OEM configuration as supplied by the manufacturer, except where specific allowances are identified below.

14.1.5.12. Electronic Control Unit (ECU): The original electronic control unit (ECU) may be reprogrammed, provided it does not introduce any additional inputs or outputs beyond those of the OEM unit and retains all original factory connectors. No additional sensors may be installed, except for air-fuel ratio, exhaust gas temperature, and detonation sensors used solely for data-logging purposes. Engine temperature sensors may be disabled.

14.1.5.13. Wiring Harness: Aftermarket connectors may be used on OEM wiring harnesses, provided they serve only to improve reliability by reducing the risk of damage, breakage, or disconnection. The use of aftermarket connectors must not introduce any additional signals, inputs, or outputs beyond those of the original wiring system.

14.1.5.14. Pump and Driveline Components – Runabout Endurance: All driveline, pump stator, nozzle, and impeller components must remain OEM stock as supplied by the manufacturer. Aftermarket driveline couplers and dampeners are permitted. Replacement wear rings are allowed provided they meet OEM internal diameter specifications. Silicone sealant may be used in addition to the original equipment seal at the pump inlet. Any visibility or inspection spout must be removed or securely plugged.

14.1.5.15. Ride Plate: The ride plate or pump cover may be aftermarket or modified. Any extensions to the rear of the pump cover plate must not exceed 177.80 mm (7 inches) beyond the original equipment plate and must not create a safety hazard.

14.1.5.16. Impeller: Impellers may not be modified in any way, including re-pitching. With model specific exceptions noted below:

14.1.5.17. KAWASAKI 300 /310 ONLY Impeller may be modified or aftermarket, providing that the original diameter is maintained.

14.1.5.18. Bumper Rails: Bumper rails must remain in their original stock configuration. Fasteners or rivets may be used to securely attach the bumper rail, provided they do not create sharp edges or safety hazards.

14.1.5.19. Reinforcement: Internal hull reinforcement is permitted for all manufacturers' watercraft for the purpose of improving structural durability and safety under race conditions.

14.1.5.20. *Permitted Reinforcement:* Reinforcement materials may be installed only on the interior of the hull. All reinforcement must be structural in nature and intended solely to strengthen the hull.

14.1.5.21. *Prohibited Modifications:* No external hull modifications are permitted.

14.1.5.21.1. Reinforcement must not alter the hull's external shape, running surface, strakes, chines, ride plate interface, or any other exterior contour.

14.1.5.21.2. Reinforcement may not be used to intentionally add ballast or alter weight distribution.

14.1.5.22. *Ballast Prohibition:* No fiberglass, composite, metal, or other material may be added for the purpose of increasing weight. Any reinforcement deemed excessive, non-structural, or intended to function as ballast is prohibited and may be rejected.

14.1.5.23. *Technical Authority:* Final determination of compliance rests with Technical Inspection. Hulls may be subject to internal inspection at any time to verify compliance with these rules.

14.1.5.24. Ventilation: Engine compartment ventilation must remain as originally equipped.

14.1.5.25. Seat: Seats and their supporting structures must remain attached to the watercraft throughout the race. Riders may temporarily remove a seat for engine access or repairs but must reinstall the seat before continuing to race. Any rider who discards a seat or seat component and continues racing may be subject to disqualification.

14.1.5.26. *Seat Structure:* The seat base and internal structure must remain OEM stock. No modifications may be made that alter the original seat structure, mounting points, or function. No additional air intake, ducting, or airflow may be created through the seat or seat base. Any exception to this requirement must receive prior written approval from the Series Administrator.

14.1.5.27. *Seat Cover:* Aftermarket seat covers are permitted, provided they do not alter the original seat shape, height beyond permitted limits, or create a safety hazard.

14.1.5.28. *Seat Height and Configuration:* The OEM seat height may not be increased by more than 50 mm (2 inches) from the manufacturer's original specification. The original seat shape and design, including any backrest, must remain unchanged.

14.1.6. *Model-Specific Seat Provisions*

14.1.6.1. Sea-Doo RXP-X (2021 Model Only): Seat height may not be changed by more than ±12.7 mm (0.5 inches) from OEM specification. The seat must remain in a two-piece configuration as supplied by the manufacturer and use the original mounting locations. Aftermarket seat covers are permitted. If the backrest is not utilized, the applicable backrest regulation shall apply.

14.1.6.2. Sea-Doo RXT-X (2017 Models)

14.1.6.2.1. Sea-Doo RXT-X 2017 models are required to have the removable rear seat installed and in position on the watercraft while racing.

Chapter 9 - Homologation of Watercraft

1. Next year model machines are not eligible in any class at the AJSA Championship events.
2. To be approved for AJSA-sanctioned competition, watercraft must be available through retail distributors.
3. Manufacturers and distributors must have enough spare parts to meet customer demand for a minimum of the current model year being approved.
4. Superseded or redesigned parts must be submitted to AJSA for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AJSA.
5. The AJSA may require one unit of each approved model and/or superseded or redesigned part(s) to be provided for parts comparison.
6. Only after the homologation paperwork has been verified and approved by AJSA will the watercraft be added to the approved AJSA competition list.
7. Homologation will last until such time as the watercraft no longer conforms to the current class rules.
8. Homologation is required each year for new models even if that model hasn't changed from the previous year's homologation.
9. AJSA will provide a list of homologated watercraft. This list may be updated at any time.
10. If at any time it is discovered that the manufacturer hasn't met the requirements or falsified any information during the homologation process, the manufacturer may be fined up to $5,000 and may be placed on probation or suspension from AJSA competition until further notice.
11. Watercraft will be approved at the sole discretion of AJSA.

Chapter 10 - Protests

1. A racer has the right to protest any violation of the rules pertaining to his or her class.
2. Official protest forms will be available at registration during an event.
3. An official protest form must be completed within 30 minutes of the finish of the involved race.
4. It is up to the Race Director to deem the protest legitimate.
5. Any promoter hosting an AJSA-sanctioned race must email a copy of any protest to t
6. AJSA for review and/or oversight to *protest@ajsaracing.com*.
7. During a protest disassembly, only the racer and mechanic can be present.
8. Each racer will be responsible for disassembly and reassembly of watercraft.
9. Only the racer making the protest may discuss the protest with the Race Director

unless the Race Director deems it necessary to involve further assistance.

10. The protest fee must be paid before the protest is active.
    - 10.1. A fee of $250, per item, will be paid by the racer making the protest and both watercraft, meaning the protestor and protested, will go under review.
    - 10.2. If the protest is won (the watercraft in question is deemed illegal) then the racer making the protest will receive back the fee.
    - 10.3. If the protest is lost (the watercraft in question is deemed legal) then the racer being protested will receive the fee.
    - 10.4. Once the 30-minute window has elapsed, no protest can be made.

AJSA Racing Protest Form

This form is to be used for logging of protests outlined by the AJSA Racing Rules governing competition.

Right of protest: *(reference Chapter 10 in the AJSA Rulebook)*

1. Any rider directly affected by a decision taken during a meet under the authority of the AJSA or following dangerous, unfair, or fraudulent behavior, riding, or act, has the right to protest against such a decision, behavior, riding, or act.
2. A protest against the class eligibility of a rider, passenger, team, or a personal watercraft entered, should be made before the start of the official practice or race if no practice is offered.
3. No protest can be lodged against a statement of fact pronounced by the Referee or AJSA official (appointed by the AJSA to serve in an official capacity) during the race or the timed practices.

Administrative Protest: Related to rider eligibility, scoring, etc. No security deposit is required.

Technical Protest Fee: $250.00 security deposit per item under protest is required.

Additional Fees: Engine teardown (top end) required to make displacement measurement.
2-stroke engine: $150.00
4-stroke engine: $300.00

Engine Teardown (lower end) required when splitting of the engine cases is necessary. An additional $100.00 is required

Optional Technician Fee: Technician fee of $50.00 will be allocated out of the teardown fee if a technician is required.

Fuel Test: (Please contact an AJSA Staff member prior to any Fuel Test protests)

Event Date: _____ Event Location/Name:_____

Class: _____ Name of rider being protested (Print): _____

Item(s) being protested with regard to violation of AJSA Racing Rule Book: *(BE SPECIFIC – USE BACK OF PAGE FOR DETAILS)*

Name of rider filing protest (Print): _____AJSA #: _____

Signature: _____Time Protest Submitted:_____

(Official use only)

Referee's Ruling:

☐ Approved in Favor of Protesting Part ☐ Denied in Favor of Protested Party

Please detail reason for decision – (*Use the back of page for additional room)*

_____

_____

_____

_____

Referee's Name (Print): _____Referee's Signature: _____

Protest Fees:
Amount returned to Protested Party: _____Amount returned to Protesting Party: _____
Amount Sent to the AJSA Offices: _____

Calculating & Allocation of Protest Fees:

Number of Items _____x $250 = _____+ Teardown fee (if app.) _____
= Total fees due: _____

1. If protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing to the AJSA.
2. If a protest is decided in favor of the protested party:
    1. In a protest not involving teardown fees, the referee will forward the protest fee to the AJSA along with a written report.
    2. In a protest involving teardown fees, the referee will forward the protest fee to the AJSA along with a written report and the protested party will be entitled to the teardown fees.

Additional Information: (if needed)

AJSA Racing Protest Form - Please submit completed protest forms to the AJSA Offices, or email to protests@ajsaracing.com