

2010 Official Competition Rulebook

The International Jet Sports Boating Association (IJSBA)

The International Jet Sports Boating Association (IJSBA) was formed to promote the safe use of personal watercraft, to provide regulated competition events, to formulate rules, to govern racing between these watercraft, to further the interest of its membership, and to act as an international governing and sanctioning body for the sport.

The objectives of the IJSBA are to encourage the promotion of safety in competition and in all events and activities, to foster strong and fair competition, and to provide an impartial events and competition program.

These rules for competition and special events are intended as a guide for the conduct of the sport pursuant to a uniform set of regulations. Changes made this year are based on previous season observations and experiences along with recommendations from competition members.

These rules govern the sanction, organization and conduct of IJSBA events as well as the eligibility of competitors and vehicles. Competitors can expect strict but fair enforcement of these rules.

Rules directed or related to safety are promulgated to ensure that everyone involved has a primary concern for safety. But each participant in IJSBA competition is responsible for assessing the safety aspects of the facilities and conditions, and personally assumes the risk of competition.

Please note that in addition to IJSBA rules and recommendations, all riders must obey local, state and federal boating regulations.

Advice from technical personnel, competitors and other experts has been of great assistance in the formulation of these rules. Additional help has been provided by the industry and others involved with the sport.

Have a safe and enjoyable year of IJSBA competition!

All material contained herein is copyright 2010,
International Jet Sports Boating Association, Inc.,
330 Purissima Street., Suite C
Half Moon Bay, CA 94019, U.S.A.
Phone: (714) 751 8695 - www.ijsba.com
All rights reserved.

SECTION/ITEM PAGE NO.

1.	IJSBA	1
1.1	Mission Statement	1
1.2	International Headquarters	1
1.3	International Affiliates	1
1.4	Membership	1
1.5	How to Join	2
1.6	Membership Card	2
2.	COMPETITION PROGRAM	3
2.1	IJSBA Control	3
2.2	Spirit of the Rules	3
2.3	Rules Compliance.....	3
2.4	Safety	4
2.5	Application of the Rules	4
3.	EVENT SANCTIONS.....	5
3.1	Race Sanctions.....	5
3.2	Special Event Sanctions	5
3.3	Application for Sanction.	5
3.4	Sanction Procedures	5
3.5	General Sanction Regulations	5
4.	HOMOLOGATION	8

4.1	Homologation.....	8
5.	PERSONAL WATERCRAFT	12
5.1	Personal Watercraft	12
5.2	Ski Division	12
5.3	Sport Division.....	12
5.4	Runabout Division.....	13
5.5	Four-Stroke Runabout	13
6.	STOCK CLASS	15
6.1	Stock Class Competition	15
6.2	Stock Class – Hull.....	15
6.3	Stock Class – Engine – Two-Stroke	17
6.4	Stock Class – Engine – Four-Stroke	18
6.5	Stock Class – Air/Fuel Delivery – Two-Stroke	19
6.6	Stock Class – Air/Fuel Delivery – Four-Stroke	20
6.7	Stock Class – Ignition and Electronics – Two-Stroke	20
6.8	Stock Class – Ignition and Electronics – Four-Stroke.....	20
6.9	Stock Class – Turbocharger/Supercharger	21
6.10	Stock Class – Driveline	21
7.	LIMITED CLASS.....	22
7.1	Limited Class Competition	22
7.2	Limited Class – Hull	22
7.3	Limited Class – Engine - Two-Stroke	24
7.4	Limited Class – Air/Fuel Delivery – Two-Stroke	26
7.5	Limited Class – Air/Fuel Delivery – Four Stroke	27
7.6	Limited Class – Ignition and Electronics – Two-Stroke.....	27
7.7	Limited Class – Driveline	27
7.8	Four Stroke Limited Provisions.....	27
8.	OPEN CLASS	31
8.1	Open Class Competition	31
8.2	Open Class – Hull	32
8.3	Open Class – Engine – Two-Stroke	34
8.4	Open Class – Engine – Four-Stroke.....	35
8.5	Open Class – Air/Fuel Delivery – Two-Stroke	36
8.6	Open Class – Air/Fuel Delivery – Four-Stroke.....	37
8.7	Open Class – Ignition and Electronics – Two-Stroke/Four-Stroke	38
8.8	Open Class – Turbocharger/Supercharger.....	38
8.9	Open Class – Driveline	38
9.	MODIFIED CLASS	39
9.1	Modified Class Competition	39
9.2	Modified Class – Hull	39
9.3	Modified Class – Engine – Two-Stroke.....	42
9.4	Modified Class – Air/Fuel Delivery – Two-Stroke	43
9.5	Modified Class – Ignition and Electronics – Two-Stroke.....	44
9.6	Modified Class – Driveline	44
10.	RIDER CLASSIFICATIONS.....	45
10.1	Rider Classifications	45
10.2	Beginner	45
10.3	Novice	45
10.4	Expert.....	46
10.5	Amateur	46
10.6	Pro	46
10.7	Pro-Am.....	46
10.8	Veterans	46
10.9	Masters	46
10.10	Women.....	47
10.11	Classification Changes	47
11.	EVENTS	48
11.1	Safety	48
11.2	Closed-Course Event.....	48
11.3	Slalom Event.....	48
11.4	Freestyle Event	48
11.5	Endurance Event	48

11.6	Drag-Racing Event	49
11.7	Special Event	49
12.	CLOSED COURSE EVENTS.....	50
12.1	General Pre-Start Procedures	50
12.2	General Starting Procedures	51
12.3	General Restart Procedures	51
12.4	General Regulations	52
13.	SLALOM EVENTS	54
13.1	General Regulations	54
14.	FREESTYLE EVENTS	55
14.1	General Regulations	55
15.	ENDURANCE EVENTS	56
15.1	General Pre-Start Procedures	56
15.2	General Starting Procedures	56
15.3	General Restart Procedures	57
15.4	General Regulations	57
15.5	Fuel System, Fueling and Pit Stops.....	58
15.6	Special Equipment.....	59
15.7	Penalties	59
16.	SPECIAL EVENTS	60
16.1	Special Event Basics	60
17.	GENERAL COMPETITION RULES.....	61
17.1	General Competition Rules	61
17.2	Rule Book Addenda	61
17.3	Technical Rules	61
17.4	Flag Rules.....	62
17.5	General Regulations	63
17.6	Pit Regulations.....	64
17.7	Registration/Entry Rules	64
17.8	Scoring	65
17.9	Prizes and Awards.....	65
17.10	Rider Point System	65
17.11	Boat Numbering System	67
17.12	Race Director Authority	67
18.	RULE INFRACTIONS.....	69
18.1	Rules Infractions	69
18.2	Ejection from Race Site	69
18.3	Discipline/Rider Conduct	69
18.4	Rider/Pit Crew Liability.....	69
18.5	Rider Responsibility	70
18.6	Penalties/Technical Infractions	70
18.7	Enforcement	70
19.	TECHNICAL PROCEDURES	71
19.1	Pre-race Technical Inspection	71
19.2	Post-race Technical Inspection.....	72
19.3	Seals/Inspection Decals	72
19.4	Fuel Tests	73
19.5	Sound Testing Procedure	73
20.	PROTESTS & APPEALS.....	74
20.1	Protests.....	74
20.2	Protest Procedure/Equipment Violations	74
20.3	Appeals	75
21.	GLOSSARY OF TERMS	76
22.	APPENDIX/DIAGRAMS.....	79
	Port Chamfering.....	79
	Pump Cover Plate.....	80
	Bond Flange	81
	Sponsons.....	82

Rudder, Fin or Skeg.....	83
Racing Number Location	84
Starting Line Layout.....	85
Slalom Course Layout	86
23. INTERNATIONAL AFFILIATES	87
23.1 Affiliate Directory.....	87
23.2 Argentina	88
23.3 Australia	88
23.4 Austria.....	88
23.5 Belgium	88
23.6 Bermuda	88
23.7 Brazil	88
23.8 Canada	89
23.9 China.....	89
23.10 Costa Rica	89
23.11 Croatia	89
23.12 Denmark	89
23.13 El Salvador	89
23.14 England.....	90
23.15 Estonia	90
23.16 Finland	90
23.17 France	90
23.18 Germany	90
23.19 Greece	90
23.20 Guam	91
23.21 Holland	91
23.22 Hong Kong.....	91
23.23 Hungary	91
23.24 Indonesia	91
23.25 Ireland	92
23.26 Israel	92
23.27 Italy	92
23.28 Japan	92
23.29 Korea	92
23.30 Kuwait	93
23.31 Malaysia	93
23.32 Mexico.....	93
23.33 Morocco	93
23.34 New Zealand.....	93
23.35 Nigeria.....	94
23.36 Norway	94
23.37 Paraguay	94
23.38 Peru	94
23.39 Philippines	94
23.40 Poland	95
23.41 Portugal	95
23.42 Qatar	95
23.43 Serbia	95
23.44 Slovenia	95
23.45 South Africa	96
23.46 Spain.....	96
23.47 Tahiti	96
23.48 Thailand.....	96
23.49 UAE.....	96
23.50 Uruguay	96
24. UNITED STATES	97
24.1 United States	97
25. COMPETITION CLASSES	98
25.1 Competition Classes.....	98
25.1 4-Stroke Eligibility Chart	100
26. RELEASE AND WAIVER OF LIABILITY	101
26.1 Release and Waiver of Liability	101

1.1 MISSION STATEMENT

The International Jet Sports Boating Association's mission is:

- to further the interest of IJSBA membership by providing a wide range of quality personal watercraft activities, services and benefits;
- to act as an international governing and sanctioning body for personal watercraft racing and to foster fair competition by formulating and promoting uniform rules and safety standards;
- to promote, organize and supervise personal watercraft events in a professional manner;
- to supervise and grant affiliation to international organizations with similar purposes and to cooperate with such organizations;
- to promote the positive image of personal watercraft by communicating with and educating IJSBA members and other users on the fun, safe and responsible usage of personal watercraft;
- to collect and disseminate information relating to the sport;
- to undertake activities aimed at advancing the sport; and
- to be an effective, unified voice for the sport.

1.2 INTERNATIONAL HEADQUARTERS

330 Purissima St.

Ste. C

Half Moon Bay, CA 94019

USA

Please visit our website: www.ijsba.com

1.3 INTERNATIONAL AFFILIATES

- 1.3.1 The IJSBA, acting as the governing body for the personal watercraft sport worldwide, offers exclusive International Affiliate Memberships to qualified associations in specific countries or markets. The purpose of affiliation is to encourage the growth of personal watercraft activities; provide uniform regulations for competition events; promote the safe and responsible usage of personal watercraft; and further the interests of the IJSBA and its affiliates.
- 1.3.2 International IJSBA-affiliate associations may organize and promote National Championships in a manner most appropriate to local interest. International IJSBA-affiliate associations may create rules and racing classes that are not included in this rule book. All supplemental rules and racing classes must be approved by the IJSBA. It is the responsibility of the competitor to obtain this information. Contact the specific affiliate for supplemental rules and classes. A directory of international affiliates can be found in [Section 23 \(see pgs. 87-96\)](#).
- 1.3.3 Countries without IJSBA affiliates may request a list of requirements from IJSBA headquarters.

1.4 MEMBERSHIP

Eligibility for participation in an IJSBA- and IJSBA affiliate-sanctioned event requires the appropriate membership. The IJSBA and its international affiliates reserve the right to refuse membership to any group or individual.

1.5 HOW TO JOIN

- 1.5.1 Memberships may be purchased at sanctioned race events and activities, or from one of the IJSBA international affiliate offices.
- 1.5.2 If there is no IJSBA affiliate organization in your country, you may obtain membership information and application from any other affiliate organization. To receive a membership application form by mail, contact IJSBA international headquarters ([see Section 1.2, pg. 1](#)) or one of the international affiliates ([see Section 23, pgs. 87-96](#)).

1.6 MEMBERSHIP CARD

- 1.6.1 IJSBA or IJSBA affiliate membership cards must be available for officials' inspection when requested (e.g., at on-site event registration).
- 1.6.2 It is highly recommended that a competitor's medical history be carried with his/her membership card.

2.1 IJSBA CONTROL

- 2.1.1 The IJSBA has established rules which govern the sanction, organization and conduct of sanctioned events; the standard for eligibility and conduct of competition and officials; the regulations for eligibility and preparation of watercraft; and the rules for annual series of events.
- 2.1.2 For rules specific to IJSBA international affiliate countries, contact the specific affiliate ([see Sections 23, pgs. 87-96](#)).

2.2 SPIRIT OF THE RULES

- 2.2.1 The official rules of the IJSBA included in this book are intended to provide fair and uniform regulations governing competition. These rules create competitive opportunities for riders in all classes.
- 2.2.2 It is not possible to write individual rules governing every possible circumstance. Therefore, the spirit of the rule shall grant the authority and responsibility for interpretation of the written rules to the Race Director whose duty it is to supervise and judge fair competition. It shall be the responsibility of the Race Director to interpret the unwritten rule in the interest of fair competition, and the Race Director's interpretation of the rule shall be binding on the individual and competition under the

Race Director's jurisdiction.

- 2.2.3 From time to time, the IJSBA may, at its discretion, publish rule interpretations of written or unwritten rules which shall be binding upon all members of the association. Great care has been taken to publish rules addressing all possible issues of legal adjustment, changes, alteration, modifications and/or replacement for racing.
- 2.2.4 Additional adjustments, changes, alterations, modifications and/or replacements not covered by written rules should not be assumed to be legal under the spirit of the rule.
- 2.2.5 Any member who is unable to locate a rule or has questions about a rule pertaining to a specific area of competition is advised to contact the IJSBA or local IJSBA international affiliate office for consultation and/or interpretation.

2.3 RULES COMPLIANCE

- 2.3.1 The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all IJSBA- and IJSBA affiliate-sanctioned events and activities. By participating in these events, all IJSBA or IJSBA affiliate members are deemed to have complied with the rules.

2.4 SAFETY

- 2.4.1 The rules for competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the IJSBA neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- 2.4.2 Participants are solely responsible for the condition of their vehicles and their competence to operate them.

2.5 APPLICATION OF THE RULES

These general rules will apply to all classes and competitors in all countries unless otherwise noted. All members and racing personnel—including owners, mechanics, pit crew, sponsors and promoters—are deemed to be fully aware of all rules and will be expected to adhere to and abide by them.

- 3.1 RACE SANCTIONS** The International Jet Sports Boating Association (IJSBA) name, service mark and emblem may be associated only with activities and events which have been sanctioned or approved by the IJSBA or one of its international affiliates.

3.1 RACE SANCTIONS

The International Jet Sports Boating Association (IJSBA) name, service mark and emblem may be associated only with activities and events which have been sanctioned or approved by the IJSBA or one of its international affiliates.

3.2 SPECIAL EVENT SANCTIONS

"Special events" are events which do not conform to those described in this rule book (see Sections 11-16, pgs. 48-60), but which otherwise meet established IJSBA standards. Prior approval from the IJSBA or an IJSBA international affiliate is required.

3.3 APPLICATION FOR SANCTION

- 3.3.1 An official race sanction can only be issued by the IJSBA or IJSBA affiliate office after proper applications are filed.
- 3.3.2 Application forms for sanction may be obtained from the local IJSBA affiliate office. (See Section 23, pgs. 87-96.)
- 3.3.3 Sanctions are non-transferable and non-assignable without permission of the IJSBA or IJSBA affiliate and must be used on the specified date or pre-approved rescheduled date.
- 3.3.4 All sanctions must meet the proper legal requirements for compliance with any national, state, local, or province laws. This includes all necessary permits.
- 3.3.5 A sanction may be refused or withdrawn for any reason which the IJSBA and/or IJSBA affiliate deems to be in the best interests of the sport or for the safety of the racers, including the violation of any of the rules and regulations listed herein.
- 3.3.6 Written approval from the IJSBA must be obtained for any race to be co-sanctioned.

3.4 SANCTION PROCEDURES

- 3.4.1 If you are planning an event or are requesting an IJSBA event date, you must advise the IJSBA or IJSBA affiliate office *in writing* at least 45 days in advance of the event.

3.5 GENERAL SANCTION REGULATIONS

- 3.5.1 All promoters applying for IJSBA sanction must comply with all IJSBA rules and regulations. The IJSBA may grant certain waivers to these general regulations, in the case of Continental and National Championships, Trophies or Cups.
- 3.5.2 The IJSBA shall be the sole international sporting authority entitled to make and enforce regulations for the encouragement and control of personal watercraft competitions and records, to organize and/or sanction IJSBA events and will be the final international court of appeal for the settlement of disputes.
- 3.5.3 In the event of doubt or ambiguity as to the meaning of rules and regulations for IJSBA-sanctioned events, the decisions of the IJSBA will prevail and be binding.
- 3.5.4 Each promoter, national club, association or affiliate belonging to the IJSBA will be presumed to understand and be bound by these rules and regulations.

- 3.5.5 Generally, only one single affiliate per country will be recognized by the IJSBA as the sole international sporting power for the enforcement of the rules and control of personal watercraft sport (exceptions may be granted where warranted by circumstances). Every person, or group of persons, organizing a competition or taking part in a competition will:
- 1) Be acquainted with the rules and regulations of the IJSBA, official competition rulebook and the national regulations.
 - 2) Submit themselves without reserve to the above and to decisions of the sporting authority and to the consequences resulting therefrom. In case of non-compliance with these requirements and/or rules, any person or group which organizes a competition or takes part therein, may have the license/sanction which has been issued to them withdrawn and/or fined, and any manufacturer/rider/person may be excluded from the events on a temporary or permanent basis.
- 3.5.6 Any proposed event/competition (e.g., demonstrations, wakeboard events, skateboard event, Go-Ped event, etc.) not organized in conformity with the regulations or rules of the IJSBA will not obtain sanction. If such a competition is included in an event, without approval from the IJSBA, for which a sanction has been granted, the sanction will be null and void. The provisions of section 3.3.5 are applicable to any license-holder taking part in such competition.
- 3.5.7 The sanction of an event will be granted by the IJSBA based on the information supplied by the promoter and the quality of events previously promoted. The IJSBA must ensure that the promoter has the skill and experience to conduct events in a safe and professional manner. To be considered for sanctioning, a promoter must:
- 1) Meet IJSBA equipment requirements such as buoys, starting gate, etc.
 - 2) Adhere to the IJSBA Competition Rulebook.
 - 3) Meet IJSBA race operation practices as defined in the IJSBA Event Guide.
 - 4) Meet all the requirements for promoting an IJSBA sanctioned event.
 - 5) Be in good standing with the IJSBA.
- 3.5.8 Championship and invitational events will be assigned by the IJSBA. Championship classes will be decided by the IJSBA.
- 3.5.9 A promoter may not hold or advertise any event as a Championship or with any other title which may be deemed by the IJSBA to either World, National, International, or Invitational in character without written permission of the IJSBA. Titled "Charity Race" events must be approved by the IJSBA.
- 3.5.10 The "IJSBA-Sanctioned" logo must appear in all printed matter, including advertising of the event or series. Radio and television advertising must include the words "IJSBA-Sanctioned" or "Sanctioned by the IJSBA".
- 3.5.11 All event schedules must reach the IJSBA office before a specific date, which the IJSBA will state to the international affiliates and promoters each year, in order to be entered on the official IJSBA event calendar. The IJSBA may have additional requirements that must be met by a specified date. This does not imply that sanction is granted, but will give the promoter in good standing priority in case of a conflict in dates. Published event dates do not necessarily reflect the status of event sanction.
- Sanction from the IJSBA provides the promoter in good standing exclusivity of location within a radius of 480 Kilometers (300 miles). The IJSBA may, for reasons of geographical and/or travel time nature, sanction an event within a shorter radius. The IJSBA may choose to substitute the radius with an exclusivity by state or by region (i.e. "Midwest").
- Should a conflict arise between two events, the event with the longer history would have priority. However, the IJSBA reserves the right to reserve dates for national and world championship events.
- The IJSBA may also refuse to grant sanction, and may withdraw or cancel a sanction that has already been granted for any reason which the IJSBA deems to be in the best interest of the sport, or the participating riders, including the violation of any of the IJSBA regulations or rules.

4.1 HOMOLOGATION

- 4.1.1 For a manufacturer to be eligible to submit a watercraft for IJSBA homologation, the manufacturer must be a current IJSBA Manufacturer Member in good standing. Manufacturers should contact the IJSBA international headquarters ([see Section 1.2, pg. 1](#)) for membership requirements.
- 4.1.2 For a watercraft to be eligible for current-year IJSBA- and IJSBA affiliate-sanctioned competition events:
- 1) The manufacturer must produce a minimum of 500 identically manufactured units of a model and make those available for sale through the manufacturer's normal means of distribution.
 - 2) For a watercraft to be eligible for competition in Regional and National events in the United States, the manufacturer must produce a minimum of 500 identically manufactured units of a model and make those available for sale through the manufacturer's normal means of distribution in the United States of America.
 - 3) To be eligible for the World Championships competition, new models must be homologated a minimum of 90 days prior to the first day of competition.
 - 4) Only upon formal approval from the IJSBA can a model be considered eligible for IJSBA-sanctioned competition.
 - 5) Each listing under "Eligible Watercraft" will be considered a separate model for purposes of this Rule Book.
 - 6) Only those models which have met the criteria for homologation at the date of publication are listed as "Eligible Watercraft." Watercraft that meet homologation after the Rule Book is published will be announced via official bulletins faxed or mailed to IJSBA affiliate offices; announced at an IJSBA- or IJSBA affiliate-sanctioned event; or any combination of the above. It is the responsibility of the competitor to obtain this information.
- 4.1.2.a For a Manufacturer to produce less than 500 identically manufactured units of a model and qualify for current-year IJSBA

and- IJSBA affiliate sanctioned competition the manufacturer must adhere to the following criteria for all models produced in quantities below 500:

- 1) The manufacturer must produce a minimum of 100 identically manufactured units of a model. Should the manufacturer sell, or dispose of all 100 units before July 1st then the manufacturer must produce and additional 50 units, identical to the initial 100, and have those units available by September 2nd.
 - 2) The manufacturer shall declare, in the initial application for homologation, that the model will have production numbers less than 500.
 - 3) The manufacturer shall inform and update the IJSBA as to the status, location, and/or purchaser of each unit produced.
 - 4) The manufacturer must allow the IJSBA, upon request, to broker the sale of up to 25% of the total model units produced in order to ensure distribution to IJSBA competition members.
 - 5) The IJSBA may place restrictions on the model in stock class competitions.
 - 6) In order to compete in Regional and National events in the United States, a total of 100 model units must be present and available in the United States, to customers, through the manufacturer's normal means of distribution.
 - 7) The manufacturer shall transport an IJSBA official to inspect the assembly line of the unit according to the terms listed in the homologation application.
 - 8) Failure to comply with all requirements in this section shall result in the immediate suspension of the unit in sanctioned competition.
- 4.1.3 The manufacturer must provide the IJSBA with a current service manual, parts catalog, owners manual and additional technical information for each model considered for homologation.
- 4.1.4 The manufacturer must provide the IJSBA, upon request, a production model watercraft and separate components for examination and testing for each model being considered for homologation. Items will be returned after completion of examination and testing.
- 4.1.5 Mid-year production changes to a homologated model must be approved by the IJSBA. Samples of new components, copies of related service bulletins and customer notification letters must be submitted before approval will be granted. Changes and updates on all affected units must be made available at no cost to the customer, parts and labor included.
- 4.1.6 IJSBA affiliates will generally accept IJSBA homologation of models. In cases where a specific model is not officially available through the manufacturer's normal means of distribution in a country or continent, exceptions may be granted.
- 4.1.7 The IJSBA reserves the right to refuse, withhold or withdraw the homologation of any component or watercraft for reasons deemed to be in the best interest of the sport.
- 4.1.8 The watercraft listed below have met U.S. homologation requirements and are eligible for competition. Each craft listed is eligible for competition within the specified division in classes of equal or greater engine displacement. No craft may be entered into a class of lesser designated engine displacement.
- Example:** A 580cc Sea-Doo may race in 800cc classes whereas a 701cc SuperJet may not race in 650cc classes.
- Note:** Updating and backdating parts may only be done within the same model. Below, each model listed is considered as a separate model. Unless otherwise allowed, parts may not be updated or backdated to parts for other models. For example, a Superstock Kawasaki JS750SXi Pro may not back date to a 1995 JS750SXi cylinder, since the JS750SXi is listed as different model than a JS750SXi Pro.
- 4.1.2.b For Homologation Methods not listed above, see Appendix.

Kawasaki

JS300/300SX*
JS440*
JS550/550SX*
JS650SX
JS750SX
JS750SXi
JS750SXi Pro
800 SX-R

Polaris

Octane (776cc)

Yamaha

SuperJet (633cc)
SuperJet (701cc)
SuperJet (701cc) (1996 and newer)
FX1 (701cc)

Hydrospace

S4 (749cc)
S8 (1130cc- See Restrictions)

*Contact IJSBA for preparation rules.

Kawasaki

X2 (633cc)

X2 (800cc)

Polaris

Hurricane (701cc)

Sea-Doo

HX (720cc)

Yamaha

WaveBlaster (701cc)

WaveBlaster 800 (784cc)

WaveJammer (500cc)

** All Sport Division PWC manufactured through 2009 are homologated for world wide use.

Honda

Aquatrax F-12 (1235cc)

Aquatrax F-12X (1235cc)

Aquatrax R-12X (1235cc)

Kawasaki

Tandem Sport (633cc)

750 SS (743cc)

750 SS Xi (743cc)

750 SS Xi (743cc)

750 ST (743cc)

750 STS (743cc)

750 XiR (743cc)

750 ZXi (743cc)

900 STX (891cc)

900 STX (891cc, 1999 and newer)

900 ZXi (891cc)

1100 STX (1070cc)

1100 STX (1070cc) (2000 and newer)

1200 STX-R (1176cc)

1100 ZXi (1070cc)

Ultra 130 DI (1070cc)

Ultra 150 (1176cc)

STX-12F (1199cc)

STX-15F (1498cc)

Ultra 260 X (1498cc)

Ultra LX (1498cc)

Polaris

Genesis (1164cc)

Genesis I (1164cc)

Pro 1200 (1164cc)

SL 650/650 STD (647cc)

SL 700 (701cc)

SLT 700 (701cc)

SL 750 (744cc)

SLT 750 (744cc)

SL 780 (779cc)

SLT 780 (779cc)

SLX 780 (779cc)

SLX 785 Pro (779cc)

SLXH (1050cc)

SLX (1050cc/1165cc)

SL 900 (900cc)

SL 1050 (1051cc)

SLTH (701cc)

SLTX 1050/X-45 (1051cc/1165cc)

Virage (701cc)

Virage Freedom (701cc)

Virage TX (1164cc)
Virage TXi (1164cc)
Polaris MSX 140**** (1192cc)

Sea-Doo

3-D (*Only in "Vert" or "Moto" configuration*)

GS/GSi (720cc)
GT/GTS (580cc)
GTi (720cc)
GTi (720cc) (1997 and newer)
GTX (580cc)
GTX (650cc)
GTX (782cc)
GTX RFI (782cc)
GTX Limited (951cc)
GTX DI (951cc)
GSX (782cc)
GSX (786cc)
GSX RFI (782cc)
GSX Limited (951cc)
LRV (951cc)*
LRV DI (951cc)*
RX (951cc)
RX DI (951cc)
RXP
RXP-X
RXX (951cc)
RXT
RXT-X
SP/SPI (580cc)
SP (720cc)
SPX (580cc)
SPX (650cc)
SPX (720cc)
XP (580cc)
XP (650cc)
XP (720cc)
XP800/XP/SPX (782cc)
XP800/XP (786cc)
XP/XP Limited (951cc)
XP DI (951cc)
GTX 4-TEC (1494cc)
GTX 4-TEC Ltd Supercharged (1494cc)

Yamaha

VXR (633cc)
Pro VXR (701cc)
FX Cruiser High Output
FX High Output
WaveBlaster II (754cc)
WaveRaider Deluxe (760cc)
WaveRaider 700 (701cc)
WaveRaider 760 (754cc)
WaveRaider 1100 (1051cc)
WaveRunner 500 (500cc)
WaveRunner III (633cc)
WaveRunner III GP (701cc)
WaveRunner FZR (1812cc)***
WaveRunner FZS (1812cc)***
WaveRunner GP760 (754cc)
WaveRunner GP800 (784cc)
WaveRunner GP800R (784cc)
WaveRunner GP1200 (1131cc)
WaveRunner GP1200R (1176cc)
WaveRunner GP1300R*** (1296cc)
WaveRunner SUV (1131cc)*
WaveRunner XL800 (784cc)
WaveRunner XLT800 (784cc)
WaveRunner XL1200 (1131cc)

WaveRunner XL1200 Ltd. (1176cc)
WaveRunner XLT1200 (1176cc)
WaveRunner FX140 (998cc Four-Stroke)
WaveVenture 700 (701cc)
WaveVenture 1100 (1051cc)

*Eligible for Endurance competition only.

***Engine displacement is limited to OEM displacement plus 1mm overbore.

****Sponsons must be modified or replaced with race-legal sponsons. Bow loop must be removed.

5.1 PERSONAL WATERCRAFT

- 5.1.1 "Personal Watercraft (PWC) shall mean a vessel which uses an inboard engine powering a water-jet pump as its primary source of motive power. It is designed to be operated by a person sitting, standing or kneeling on the vessel rather than inside it. They are steered from the front directing a rear jet or fully enclosed prop drive system. They are defined as Class A inboard boats by the United States Coast Guard.
- 5.1.2 The four IJSBA racing divisions for PWC are Ski, Sport and Runabout
- 5.1.3 For two-stroke watercraft to be homologated for competition in the Ski divisions the watercraft must not exceed 785cc in stock configuration when furnished by the manufacturer. Unless stated by the class designation (ie Novice Ski 750 Limited), the maximum displacement of a two-stroke shall be 850cc in all Stock or Limited Classes. Normally aspirated four-stroke Ski PWC are limited to 1100cc as furnished by the manufacturer and the maximum displacement shall be the OEM displacement plus 1mm overbore on all cylinders. The maximum displacement that may be achieved by any two stroke Supercharged or Turbocharged Ski PWC is limited to 800cc maximum.
- 5.1.4 For two-stroke watercraft to be homologated for competition in the Runabout division, the watercraft must not exceed 1300cc in stock configuration when furnished by the manufacturer. Unless stated by the class designation (ie Novice Runabout 800 Limited), the maximum displacement of a two-stroke shall be 1200cc or OEM plus 1mm overbore on all cylinders (whichever is greater). Four-stroke Ski PWC are limited to 1600cc as furnished by the manufacturer. If a Runabout, as furnished by the manufacturer, exceeds 1600cc then the maximum displacement shall be the OEM displacement plus 1mm overbore on all cylinders. The maximum displacement that may be achieved by any Runabout PWC is 2000cc.

5.2 SKI DIVISION

- 5.2.1 The Ski Division includes PWC which are designed for one person to stand on and are controlled from a pivoting handlepole.
- 5.2.2 Watercraft competing in the Ski Division must conform to the following criteria:
- 1) Dry weight must be greater than 102kg (225 lb.) for 550cc classes;
 - 2) Dry weight must be greater than 114kg (260 lb.) in all other classes;
 - 3) Hull length cannot exceed 304.8cm (120 in.);
 - 4) Hull width must be between 50.8cm (20 in.) and 76.2cm (30 in.).

5.3 SPORT DIVISION

- 5.3.1 The Sport Division includes PWC which are designed for one or more people and have a seat.
- 5.3.2 Watercraft competing in the Sport Division must conform to the following criteria:
- 1) Dry weight must be greater than 113kg (250 lb.) for 650cc classes;
 - 2) Dry weight must be greater than 136kg (300 lb.) for 800cc classes;
 - 3) Hull length cannot exceed 304.8cm (120 in.);
 - 4) Hull width must be between 66.0cm (26 in.) and 96.5cm (38 in.).

5.4 RUNABOUT DIVISION

- 5.4.1 The Runabout Division includes PWC which are designed for one or more people and have a seat.
- 5.4.2 Watercraft competing in the Runabout Division must conform to the following criteria:
- 1) Dry weight must be greater than 155kg (340 lb.) for 660cc classes;
 - 2) Dry weight must be greater than 182kg (400 lb.) for 800cc classes;
 - 3) Dry weight must be greater than 216kg (475 lb.) for 1300cc classes;
 - 4) Hull length cannot exceed 354cm (139 in.);
 - 5) Hull width must be between 96.5cm (38 in.) and 127.0cm (50 in.).
- For Endurance and Offshore-type events only:**
- 6) Hull length cannot exceed 394.0cm (156 in.);
 - 7) Hull width must be greater than 96.5cm (38 in.).

Note: The following minimum weight criteria applies to 800 & 1200cc watercraft homologated prior to September 1, 1998:

- 1) Dry weight must be greater than 168kg (370 lb.) for 800 cc classes;
- 2) Dry weight must be greater than 191kg (420 lb.) for 1300cc classes.

5.5 FOUR-STROKE RUNABOUT

- 5.5.1 The Four-Stroke Runabout includes PWC, which are designed for one or more people and have a seat. Four-stroke Runabout modification levels are broken down into three levels: Stock, Limited and Open.
- 5.5.2 For the purposes of this rule book, normally aspirated four-stroke watercraft only utilize atmospheric pressure for induction. Turbocharged and super-charged four-stroke engines utilize boosted induction systems that increase pressure in the intake tract for combustion.
- 5.5.3 In addition to four-stroke-specific class, four-stroke watercraft may be classified as compatible in two-stroke classes, provided the following:
- 1) Normally aspirated and turbocharged/supercharged Stock-class four-stroke watercraft may compete in Stock, Limited, Open and Modified two-stroke classes.
 - 2) Normally aspirated Open-class four-stroke watercraft may compete in Limited, Open and Modified two-stroke classes.
 - 3) Four-strokes up to 1100cc may compete in 850cc two-stroke classes;
 - 4) Four-strokes up to 2000cc may compete in 1300cc two-stroke classes.
 - 5) Ski division four-stroke watercraft up to 1100cc, which are normally aspirated, may compete in 800cc two-stroke classes. Ski division four-stroke watercraft which are supercharged or turbocharged may not exceed 800cc.

Note: See 25.1.4 on page 100 for Runabout Four-Stroke Eligibility Chart

- 5.5.4 Watercraft competing in Four-Stroke Runabout must conform to the following criteria:

- 1) Dry weight must be greater than 250kg (550 lb.) for 1100cc classes;
- 2) Dry weight must be greater than 272kg (600 lb.) for classes exceeding 1100cc;
- 3) Hull length cannot exceed 354cm (139 in.);
- 4) Hull width must be between 96.5cm (38 in.) and 127.0cm (50 in.).

For Endurance/Offshore-type events only:

- 5) Hull length cannot exceed 394.0cm (156 in.);
- 6) Hull width must be greater than 96.5cm (38 in.).