



SPORT SPEC RULE ADDENDUMS

The following is to be added as part of rule 30.1.6 under Engines. This text was not given to the APBA in the initial release of the Sport Spec rules.

Heads may be modified or aftermarket but MUST remain under 190 lbs of compression on all models except the Sea-Doo HX in which the head must remain OEM and unmodified.

The following is to be added as part of rule 30.1.15 under Driveline Components. This text was not given to the APBA in the initial release of the Sport Spec rules.

Pump: Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal the pump inlet. If equipped, a visibility spout must be removed or plugged. 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. Hollow pump shoe may be plugged or aftermarket provided they do not exceed 12mm below the flat plane of the pump intake area. *Kawasaki Vintage X2 may upgrade to Magnum Pumps (144mm and below).

The following is to replace rule 30.1.16 on page 84 of the APBA rulebook. The change will allow the Sea-Doo HX to use an aftermarket flame arrestor. Stock flame arrestors are hard to get and very costly for the HX racer wanting to build a Sport Spec legal boat and help with tuning.

Flame Arresters: Aftermarket flame arresters that meet USCG, UL-1 111 or SAE J-1928 Marine standards may be used. Flame arrestor mesh can not be removed or modified. Pre-filter flame arrestor covers are allowed. Sea-Doo HX must retain the OEM intake system – assembly, carbs, rotary valve and rotary timing. An aftermarket Flame Arrestor is allowed on the Sea-Doo HX.

The following rule is to be added to the Sport Spec rules.

Batteries may be relocated as long as no additional airflow is created by relocating the battery.