

TWEAKED

Jet World's proven Superstock package for the SX-R is the real deal

Story and photos by Josh Burns

Having just raced his Superstock Kawasaki 800 SX-R the day before in Havasu, Jet World owner Dan Fitzgerald showed up to our test smiling but a little battle worn from his long journey from Havasu.

"I didn't even adjust the carburetors from Havasu to here," Fitzgerald said. With his busy performance shop Jet World (filled with over 50 boats when we last spoke), Fitzgerald was limited on time, and with our looming deadline, we only had a small window to perform the test, our first on a superstock SX-R. But it was well worth the effort.

With a racing history and watercraft experience that dates back to the '70s, Fitzgerald has been around for quite a while (he was even the tech editor for *Splash* magazine for a few years). He was the National and World Champion in 1200 Pro Runabout in '95, and in the Pro Ski class he was rated fifth in the world in '91. His experience speaks for itself. But Fitzgerald retired from racing in '96, and he hasn't raced a stand-up since '93. So what was it that made the 40-year-old come back to racing?

"I rode an SX-R," Fitzgerald said. "I have been retired from racing from stand-ups for 10 years and haven't had the desire to race a PWC until I rode this boat."

So with that, Fitzgerald got started on building a Superstock package for his return to racing.

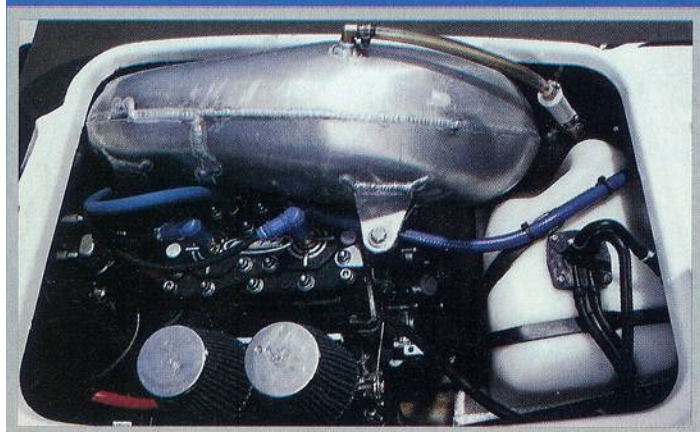
"We set out to build a Superstock that I could ride every weekend all year without worrying about wrenching on it every week," he said. "Obviously, to be a competitive Superstock, you have to have a lot of horsepower, but we wanted to set it up to have a very predictable power delivery. We feel as though we have accomplished this."

So far, he has had a successful run in the Expert Veteran Superstock class at the Bullett region 1 series. He has finished first overall in five of the six races he has competed aboard the ski in its current form.

When the idea first came about to get his hands on a ski and build it into a Superstock, Fitzgerald told us that he hoped to produce a package that offered a very linear power delivery - something that was fun to race and ride but didn't wear you out in two laps. Since he's now 40, he didn't want a craft he had to wrestle around the track.

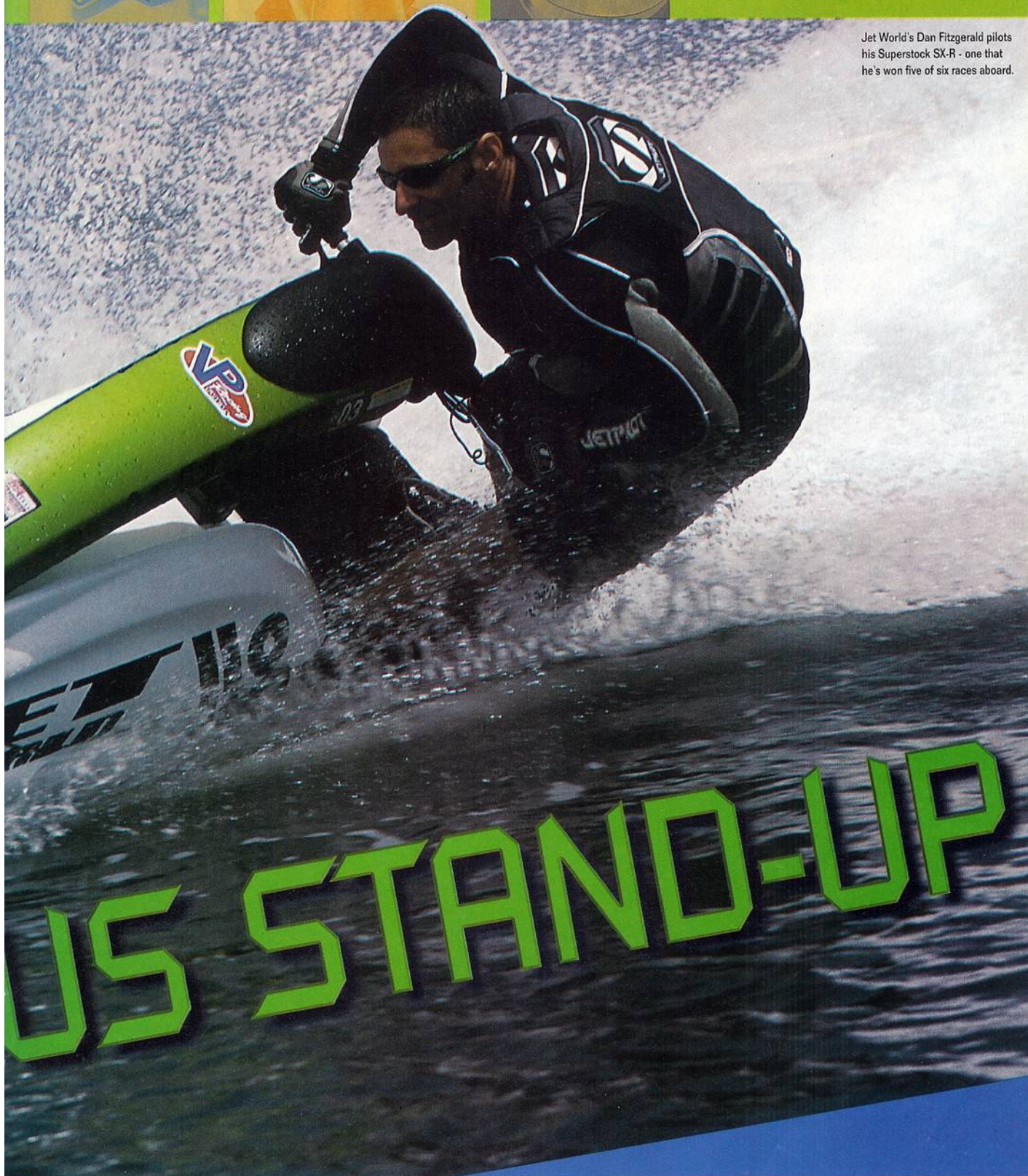
Fitzgerald has raced his SX-R in Superstock form for over three months

Other than the essentials, Jet World's Superstock package is not over-the-top or flashy. It's concerned with performance, evident by its 64.53-mph top speed.





Jet World's Dan Fitzgerald pilots his Superstock SX-R - one that he's won five of six races aboard.



US STAND-UP



A man and his ski.

and has been practicing on the weekends in between races, so he's gotten a lot of riding in on it in the last few months. As we were getting the craft down to the water, he told me, "I have not had to work on the thing yet."

So what does Jet World's Superstock package offer? For a Superstock package, it's pretty simple, really.

"The further away a craft gets from stock, the less reliable it is," Fitzgerald said. A Superstock package is obviously pretty far from stock, but this statement exemplifies what Jet World wanted to do with this package, and maybe that's why it has been a reliable race craft so far. And while it's simple, it offers a very serious performance gain.

For the engine building and porting of the ski, Jet World performs all of the work in house. Fitzgerald keeps the shop running with the help of resident employees Scott Clough and Mike Cohen, who both have been working on two-stroke engines since the '70s. For the engine, the crankcase gets ported, and a pulse fitting is installed, which drives the fuel pump for the rear carb. The cylinder undergoes Jet World's Stage 3 porting, which features extensive exhaust and transfer work. The cylinder is decked as well, and the crankshaft is trued and welded.

Jet World chooses to replace the stock head with R&D's 800 SX-R head, and it features R&D's cylinder girdle kit for added reliability. Jet World chose to leave the pistons and rings stock, but combined with the R&D head, its 24cc fixed domes produce a cranking compression of 205 psi.

The stock carburetors are swapped out for Novi's 48mm XR carbs, which feature Hot

Products' throttle cable drum. A set of K&N's racing filters replace the stock flame arrestors for improved airflow. For fuel, Fitzgerald runs VP's Jet X racing fuel, and for lubrication he uses Klotz R-50 two-stroke oil, which he mixes at a ratio of 32:1. Feeding fuel/air mixture to the cylinder are R&D's M-16 reed valves and intake manifold.

Jet World's Superstock package relies on Factory Pipe's fully water-jacketed dry pipe for its exhaust system, which features a water-injection solenoid that works in conjunction with Advent's T3 (which features Jet World's curves) ignition to improve low-end power. Jet World also ports the manifold of the pipe to match the flow characteristics of the cylinders.

The Kawasaki 800 SX-R's pump is replaced with Skat-Trak's C-75 magnum 12-vane set-back 142mm pump, which is fitted with a long-nose Skat-Trak swirl impeller with Jet World's bend. Skat-Trak's drop nozzle system is also used, and it is controlled via a

Although new bars and grips are fitted to the SX-R, the stock handlebar/turnplate cover is modified to keep the steering plate and cables covered - and to save the knees from getting beat up.



Factory Pipe's SX-R fully water-jacketed dry pipe is used, of which Jet World modifies the manifold to match the flow characteristics of the ported cylinder. It's also fitted with a water-injection solenoid that works with Advent's T3 ignition to improve low-end power.

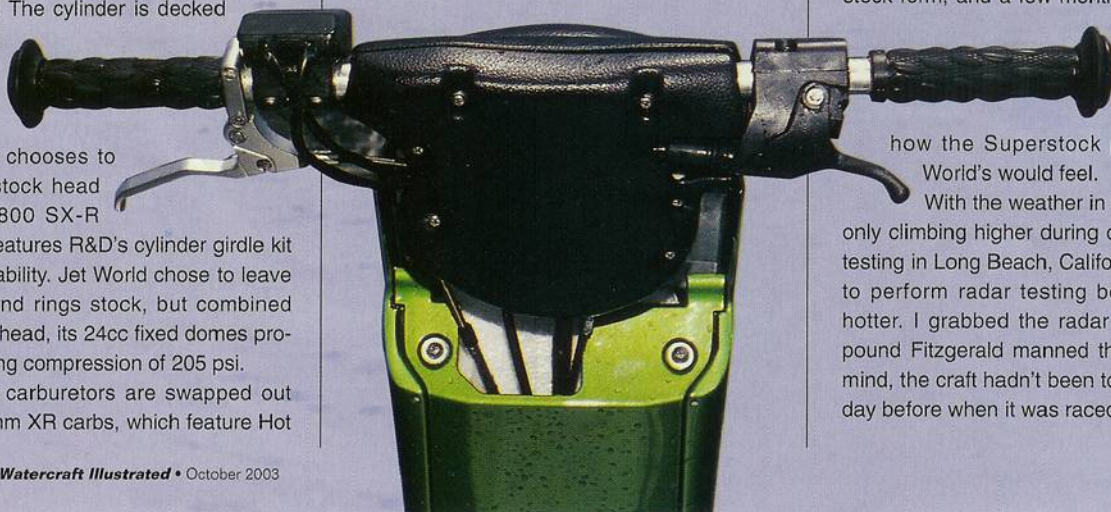
lever on the left-hand side of the craft's handlebars.

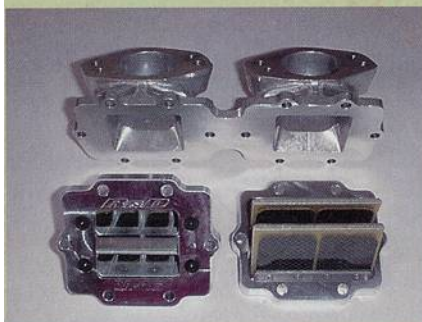
R&D's 800 SX-R ride plate and scoop grate replace the stock components, and the stock hood is replaced with a carbon-fiber hood from Bullett racing, which features enough room to accommodate the Factory Pipe exhaust system and is considerably lighter than stock.

While the stock handlepole is kept on the craft, it is equipped with a Jet Ski Unlimited spring booster for added tension. The stock handlebars are replaced with U.M.I.'s zero degree bars, which are fitted with ATI Jackson grips. The stock handlebar/turnplate cover is modified to accommodate those parts, keeping the steering plate and cables covered. To get any unwanted water out of the craft, a Hot Products Billit quick drain kit is used.

We've had the opportunity to ride Kawasaki's new 800 SX-R a good amount in stock form, and a few months ago we got to hop on a Limited setup, so we were very curious as to how the Superstock package of Jet World's would feel.

With the weather in the mid '70s and only climbing higher during our sunny day of testing in Long Beach, California, we decided to perform radar testing before it got any hotter. I grabbed the radar gun while 175-pound Fitzgerald manned the craft. Keep in mind, the craft hadn't been touched since the day before when it was raced in Havasu.





Jet World's Superstock package utilizes R&D's M-16 reed valves and intake manifold.

On the first run, the craft jumped to a top speed in the mid-64-mph range. We continued to perform multiple runs to get a fair average, but the craft ran similarly on every run. From 0-20 mph, Jet World's Superstock SX-R took only .78 seconds (close to a second faster than stock and just slightly faster than Motz' Factory Kawasaki SS ski we tested in February, 2003). From 20-35 mph it took 1.12 seconds, which although still really quick, it's not blazing fast - which is right on target for Fitzgerald's plan to have a linear power delivery. The top speed of the craft is another story. From 35 mph to its top speed of 64.53 mph, Jet World's SS 800 took 10.52 seconds. It was fast, very fast. Its 0-64.53-mph time was 12.42 seconds, and it felt pretty smooth all the way. There weren't any hiccups in the carburetion or moments where the craft felt overly aggressive. While the stock craft spins at 6550 rpm, Jet World's Superstock runs at 7700 rpm.

Once I got a chance to hop on the craft, I couldn't believe how quickly it got up to speed and just how fast it felt. The whole time I was riding the craft, I kept thinking I was going close to 65 mph on an SX-R, and it was amazingly stable for the entire ride.

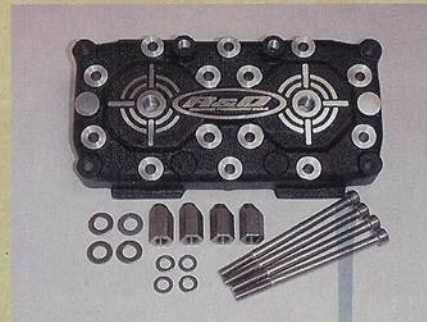
As far as turning the craft... it handles just as one might think it would - great. The stock boat handles awesome, and with the few handling modifications on the Jet World package, the added speed doesn't take away from the

craft's already good handling characteristics. In turns, the craft felt clean and smooth, and the power delivery when coming out of the turns was very predictable. The package offers more than enough power, but it's a manageable power. It's a 64.53-mph craft that offers very predictable power. It's smooth and fun to turn, but it's freaking almost 65 mph!

It still doesn't seem like a stand-up should handle so well at this speed, but it does. I couldn't help but remember Factory Kawasaki's SXi Pros and how much modification was done to those craft to make them turn well. Motz's World Championship-winning ski that we tested in February went 61.4 mph. Jet World's Superstock SX-R is three mph faster than the factory ski. It's a real world race craft. Period.

This test re-enforced what Kawasaki has

Skat-Trak's C-75 magnum 12-vane set-back 142mm pump (right) used on Jet World's Superstock package is fitted with Skat's long-nose swirl impeller with Jet World's bend, and Skat-Trak's drop nozzle system (left) is also used on the craft.



While R&D's SX-R head with 24cc domes is used, Jet World also opted to utilize R&D's girdle kit for added durability.

claimed the SX-R could do all along. We finally had a chance to test a package that would keep them honest. Although this was the first Superstock we've tested, the bar has certainly been set high, and we have a feeling it will be tough to beat. Jet World doesn't offer the most complicated package, and it features nothing over the top. It has what's needed to win - good handling, speed and durability.

PWT

Jet World
1028 W. Burbank Blvd.
Burbank, CA 91506
818/559-9610

JET WORLD SX-R SUPERSTOCK

ENGINE

Factory Pipe Products exhaust system	.....\$795
Factory Pipe Products water injection solenoid	.....\$70
Advent T3 ignition with Jet World curve	.....\$475
R&D Racing M-16 intake and reed system	.....\$666.99
Novi 48mm XR carburetion	.....\$949
K&N Racing flame arrestors	.....\$93.88
R&D racing cylinder Girdle Kit	.....\$43.52
R&D Racing 24cc SX-R 800 cylinder head	.....\$235
Jet World crankshaft true and weld service	.....\$75
Jet World Crankcase Porting with pulse fitting installation	.....\$200
Jet World stage 3 Superstock cylinder porting	.....\$450
Jet World Cylinder decking	.....\$60
Jet World factory pipe ex manifold porting (stage 3)	.....\$50

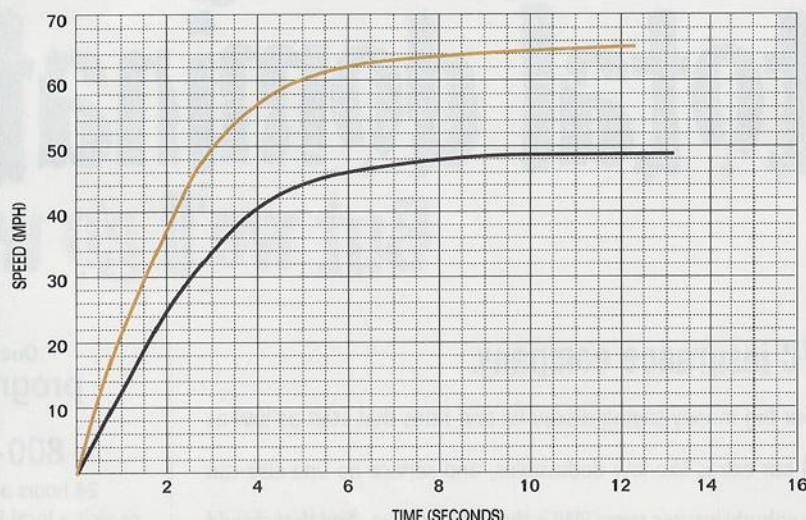
PUMP AND DRIVELINE

Skat-Trak C-75 magnum 12-vane set back pump	.....\$1,375
Skat-Trak long nose Swirl Impeller with Jet World spec. bend	.....\$30
Skat-Trak drop Nozzle System	.....Not Avail.

HULL AND HANDLING

R&D SX-R ride plate	.....\$129.95
R&D SX-R intake grate	.....\$163.16
Bullett Racing SX-R carbon fiber hood	.....\$649
Jet Ski Unlimited handlepole spring booster	.....\$39.95
Umi Racing Zero Degree Handlebars	.....\$31.50
Hot Products throttle cable drum	.....\$25
ATI Jackson grips	.....\$10.75
Hot Products billit quick drain kit	.....\$35

*Impeller is provided with pump. Additional \$30 charge applies for long nose style



STOCK 800 SX-R

0 - 20 MPH — 1.59 SECONDS	20 - 35 MPH — 1.58 SECONDS	35 - 49.48 MPH — 9.95 SECONDS
0 - 49.48 MPH — 13.12 SECONDS		PEAK SPEED — 49.48 MPH

JET WORLD SS 800 SX-R

0 - 20 MPH — .78 SECONDS	20 - 35 MPH — 1.12 SECONDS	35 - 64.53 MPH — 10.52 SECONDS
0 - 64.53 MPH — 12.42 SECONDS		PEAK SPEED — 64.53 MPH