

# Formula 150 Technical Standards

<u>Max.Total Cu.In. Displacement</u>	<u>Minimum Boat Length</u>	<u>Boat Length</u>
165 (2.7L)	16'	1050 Lbs.
Total Cu.Ft.of Foam in Boat, Including Cockpit Structure, <u>If So Equipped</u>	Cu. Ft. of Foam in <u>Reinforced Cockpit</u>	
F-150 6.0 CF	3.5 CF	
<u>Minimum Age Requirements</u>		
18		

## Formula 150 Boat Standards (see also Rule 18)

- (1) Any design of boat including bottom, deck, cockpit openings and seating arrangements shall be permissible so far as boat meets minimum length.
- (2) Power trim and/or adjustable spoilers shall be allowed in Formula 150.

## Formula 150 Motor Standards

- 1) Standard factory production models of any manufacture may enter F-150. The 200XS SST OptiMax engine, unaltered, is a legal Formula 150 motor.
- 2) All cowlings and engine graphics shall be essentially the same as OEM for product identity, and may be either OEM or aftermarket manufacture.
- 3) All engines must be carbureted with original manufacturer's carburetors, with the exception of the SST 200 OptiMax, which is DFI. Carburetors may be modified to prevent shutting off, hesitating or sloshing in the corners or in rough race conditions. The carburetor bores/venturis may not be modified.
- 4) Only 12- or 24-volt starting system is permitted.
- 5) Engines may substitute up to 6 sleeves of any manufacture as long as original port specs are maintained.
- 6) Iron liner engines will be allowed up to .060 over bore for repair.
- 7) Reed blocks and reed petals may be of any manufacturer but must fit within the OEM intake manifold.
- 8) All engines may use aftermarket (non-OEM) pistons, rings, bearings, gaskets and ignition parts.
- 9) Any gearcase, midsection, cowling and transom/trim assemblies are legal.
- 10) Exhaust stacks must be contained within the driveshaft housing.
- 11) Powerhead parts must be of original manufacturer with no intermixing of various manufacturers parts. The midsections and lower units are exempt from this rule.
- 12) 100ci engines permitted with any modification except open stacks.
- 13) Cylinder heads for engines over 156 cubic inches may be modified by welding and matching their combustion chamber pockets to achieve higher compression. All cylinder and heads will be checked, with heads on, by a closed block liquid cubic centimeter (cc) measurement. Above specification includes spark plug thread hole as follows: 158.4 cu. in. Yamaha – 37 cc, 165 cu. in. OMC – 40 cc, 164 cu.in. Suzuki – 39 cc. Modifications to cylinder heads must not alter pocket location or shape from factory heads.

## Mercury

- (a) Standard factory production 2.5L engines may be run with no modification to the block or ports. No grinding or additional machining.
- (b) Any Mercury Connecting rod may be used in any model Mercury engine.
- (c) 2.5 production blocks may use any tuner.
- (d) No S3000 or 2.5L Nikasil Race blocks allowed. 2.5L production blocks require heads of 30 cc volume minimum. Flat plate measurement with surface gap plug.
- (e) **2.4L Bridgeport or Oval-port blocks** may be used.
  - 1-2.4 Oval port engines may use 7 pedal reed blocks
  - 2-2.4 Bridge port engine may only use 4 or 5 pedal OEM reed blocks.
  - 3-Carb venture of 1.312 +/- .015.
  - 4-Modified Oval port blocks may use any tuner and head.
  - 5-Modified Bridgeport block must use the stock Tuner and heads for the model.
  - 6-Stock Bridgeport may use a head of 26cc min. and any exhaust tuner`
- 2.0L Oval port SST 120** type blocks with cast in iron liners may be modified in any way.
  - 1-Any reed block assembly.
  - 2-Any Carb venture.
  - 3-Any exhaust tuner.
  - 4-Any head volume.
- (f) **Pre 1989 2.0L Oval-port** Champ blocks may be modified and used with:
  - 1-Any reed block assembly
  - 2-Carb venture of 1.312" +/- .015.
  - 3-Any exhaust tuner.
  - 4-2.0L head volume 21cc minimum(flat plate).
- (h) **2.0L Bridgeport Champ** block may be modified and used with:
  - 1-4 or 5 pedal OEM reed blocks only.
  - 2-Carb venture of 1.312" +/- .015.
  - 3-Stock SST 120/140 long exhaust tuner.
  - 4-2.0L head volume 21cc minimum(flat plate).

## OMC

- (a) OMC SST 100 engines may be modified.
- (b) OMC engines, may run 165 cubic inch displacement but must maintain stock block, porting and heads. No alterations to these above mentioned components. No grinding or additional machining. No V-8 blocks.

## YAMAHA, ETC.

May run 158.4 cubic inch displacement engines but must maintain stock block porting and heads. No alterations to these above mentioned components. No grinding or machining.

## Suzuki

May run 164 cubic inch displacement engines but must maintain stock block porting and heads. No alterations to these above mentioned components. No grinding or machining.