STOCK SNOWMOBILE GENERAL REQUIREMENTS

1. The snowmobile must use OEM clutch, suspension, gas tank, cowl, hood and engine for the snowmobiles year and model.

Factory options are not allowed.

2. Snowmobile and driver must weigh the manufacturers OEM weight plus 200 pounds.

Engine

No component of the engine may be altered to the engine. Blueprinting of the engine is not allowed. No removal of material will be allowed. This includes port matching, polishing, deburring, glass or sand blasting surfaces or material removal for the purpose of engine balancing or other reasons.

2. Maximum cylinder overbore wear may not exceed .020 inches (1/2mm).

3. Replacement pistons will be OEM for the model.

4. There will be no more than one cylinder base gasket to a cylinder and no changes in engine dimensions can be made by gasket adjustments.

5. No modification to carburetor body will be allowed.

6. On snowmobiles with OEM EFI, electronic control modules may be used. The module must run in conjunction with the OEM ECU and ECU Harness. (Standalone Ignitions are not allowed)

7. On snowmobiles equipped EFI; you are allowed to replace the non-adjustable fuel pressure regulator with any commercially available, mechanically adjustable fuel pressure regulator. The regulator must be installed in a way that it is not accessible to the driver is operating the snowmobile.

8. Air box may not be modified, it may be removed. If removed, must be replaced with commercially available air cleaner. A redesigned air box is not allowed.

9. No additional fuel pumps may be added.

10. Oil injection pump must remain functional and in place lines may be removed and plugged. Premix gasoline may be used.

11. Engine must retain OEM for the model cooling system.

12. The cooling circuits cannot be modified or removed. Thermostats may be removed.

13. OEM heat exchangers for the may be moved to any place on the top, side or under the tunnel and must remain functional.

14. The complete OEM exhaust system must be used as provided by the manufacturer for the model.

DRIVE

1. Any springs, weights and ramps may be used in the clutches. No maximum clutch engagement RPM.

2. No modifications on clutches to accommodate springs and weights.

3. No removing or adding of material allowed on clutches unless otherwise specified.

4. Material may be removed but not added to primary clutch ramps or weights.

5. Drive belt need not be OEM for the model.

6. Any chain and sprockets may be used.

7. Track sprockets/drivers must remain OEM for the brand...

8. OEM for the model brake system must remain as produced by the manufacturer and must be fully functional and mounted in the OEM location.

SKI SUSPENSION & STEERING

1. Any steel or titanium suspension springs allowed.

2. Must maintain a minimum of two (2) inches of travel with driver on snowmobile.

3. Shocks must be OEM for the model and remain in the OEM location. Spacers may be added internally to limit rebound travel, but not compression travel.

4. Radius rods may be located anywhere on the trailing arm where the manufacturer has drilled or partially drilled for radius rod mounting holes.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Minimum ski length is 40 inches. Ski width may not be trimmed. Skis may not be interchanged between brands.

2. Ski runners may be removed or replaced.

TRACK SUSPENSION

1. The complete suspension must be used as provided by the manufacturer. Track suspension may be located anywhere in the tunnel where the manufacturer has drilled or marked for mounting holes. Pre-drilled plates may be drilled out to facilitate suspension adjustment.

2. Any titanium or steel suspension springs allowed.

3. Two (2) inches of travel with driver on snowmobile must be maintained.

4. Marginal snow wheels may be added.

5. Rear axle idler wheels must remain OEM for the model. OEM for the model rear idler wheels may be added to the rear axle.

6. Shocks must remain OEM for the model and remain in the OEM location. Spacers may be added internally to limit rebound travel.

7. No device may be added that stops the suspension from going thru its normal bottoming action.

TRACK & TRACTION

1. The track must be OEM for the year and model or one of the tracks listed below: CAMOPLAST: 9811R, 9812R, 9813R, 9814R, 9843R, 9844R, 9845R, 9846R, 9862R, 9902R, 9926R, 9927R, 9810R, 9861R, 9904R, 9929R, 9937R, 9976R, 486700025, 486700040 KIMPEX: 04-848K

2. No modifications allowed installing track unless otherwise stated.

3. No cutting, trimming or shaving of the track. The track must be used as produced by the molder of the track.

4. Minimum lug height from the flat of the track is 0.50 inch.

5. The track cannot be reversed.

6. Track clips and guide clips may be replaced when worn.

7. Any traction device must not extend more than 750 inch above the highest point of the track.

FRAME & BODY

1. Width will be as produced by the OEM manufacturer.

2. No chassis alterations, additions or removals, which alter stock appearances or dimensions

3. Tunnel can be repaired but must remain as produced for the model length.

4. Windshield and windshield molding may be removed.

5. No extra venting allowed.

6. The OEM fuel tank is the only tank that can be used for fuel supply.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model. CDI module may be reprogrammed.

2. No aftermarket device allowed for the purpose of launch control or traction control.

3. Lighting coil must remain in place.

4. Stock class is allowed to add or remove tachometers, speedometers, or heat gauges. .

5. Headlight assembly may be removed (opening must be closed).

6. Aftermarket sensors of any type can be installed, but must be functional.

IMPROVED STOCK CLASSES AND RULES

If the rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

GENERAL SNOWMOBILE REQUIREMENTS

1. Snowmobile must begin as a stock snowmobile.

2. Any modification allowed in stock will be allowed in Improved Stock.

3. Minimum combined weight is the weight of the snowmobile and the driver.

4. The snowmobile must have original OEM for the model engine, suspension, frame, fuel tank and seat. Factory options are not allowed.

ENGINE

1. Engine may be modified internally, but retain its external stock appearance and dimensions.

2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions. Number of cylinders must be OEM for the model.

3. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 0.50 inch in thickness.

4. Engine may be bored up to class limit. A 1% overbore allowed.

5. Crankshaft and crankcase shall be OEM for the model. Stroke must be OEM specification for that model.

6. Cylinder head(s) must be OEM for the model. Internally the head may be modified; externally the head must appear OEM.

7. Engine components allowable for modification or replacement.

Pistons, Rings, Bearings

Rods, Piston pins, Gaskets

8. Reeds and reed blocks may be changed, but must not change the outside dimensions of the cylinder or crankcase

9. Carburetors must be OEM for the model. Internal modifications are allowed.

10. On snowmobiles with Electronic Fuel Injection the throttle body, may be modified for increased fuel flow. No welding of the throttle body allowed. Systems that allow increased fuel delivery may be used in conjunction with the stock control module must be used. OEM for the model throttle plate (butterfly) must be used without modification.

11. Modifications may be made to the air box. Air box may be removed and air filters may be used.

12. Oil pumps may be removed; if the pump is removed the oil tank must be removed.

13. Flywheel may not be removed.

14. Torque arms allowed.

15. Rigid motor mounts allowed. OEM engine mounting location must be maintained.

16. Cooling systems must be operational. System may be modified or relocated.

17. Any functionally silenced exhaust system allowed.

18. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.

DRIVE

1. No restriction on what primary and secondary clutch may be used.

2. Clutches may be modified.

3. Jackshafts may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Location of shaft must be maintained in OEM location.

4. Track drive axle and chain case must be OEM for the model and remain in OEM designed location.

SKI SUSPENSION & STEERING

1. Ski suspension and shocks must be OEM for the model and remain in OEM location.

2. Ski stance must be OEM for the model.

3. **A minimum of** two inches of travel with driver on snowmobile must be maintained.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Minimum aftermarket ski length must be 40 inches.

TRACK SUSPENSION

1. OEM suspension for the model sled must be used. OEM location must be maintained.

2. Two (2) inches of downward travel with driver on snowmobile must be maintained.

3. Shocks shall be OEM for the model and remain in OEM location.

4. Long track rails and rail extensions allowed. Suspension components must remain OEM stock for the model. An approved tunnel enclosure must be added.

TRACK & TRACTION

1. Any commercially available one-piece molded rubber track allowed. No cleated tracks.

2. Track must remain as produced by manufacturer.

3. Minimum lug height from the flat of the track is 0.50 inch.

4. Any traction device must not extend more than 0.750 inch above the highest point of the track.

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed. Tunnel can be repaired but must maintain OEM length.

2. The OEM fuel tank must be the only tank that can be used for fuel supply.

3. Any hood or side panels that maintain stock appearance.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model.

2. No aftermarket device allowed which interrupts ignition for the purpose of launch control or traction control.

3. Lighting coil must remain in place.

4. Tachometers, speedometers and/or heat gauges may be added or removed. All open instrument holes must be closed.

5. Wiring harnesses and instrument drive cables may be removed.

6. Headlight assembly may be removed; headlight consoles are not considered part of headlight assembly.

Improved Stock 1000 Rules

GENERAL SNOWMOBILE REQUIREMENTS

1. Minimum weight is seven hundred seventy five (775) pounds.

ENGINE

1. Any stock qualified model may be used and the engine may be bored up to class limit. A one (1) percent over class cc allowed (1010 cc).

2. Rod center to center may be changed.

3. Stroke may be changed.

4. Crankshaft may be modified or replaced.

5. Crankshaft gears may be changed.

6. Cylinders may be modified but must retain complete OEM dimensions. If an OEM cylinder is modified it must remain within .020 inches (1/2mm) per side, .040 inches (1mm) overall of the OEM cylinder exterior shell dimensions. Modifications must be blended in to retain OEM appearance.

7. Any aftermarket cylinder is allowed. The exterior of an aftermarket cylinder may not be modified.

8. Cylinders may not be interchanged between brands. Welding on crankcase is not an acceptable method to adapt aftermarket or other OEM cylinders to crankcase.

9. Any commercially available head allowed.

10. Intake concept and location will remain OEM for the model.

11. The reed valve mounting area on the crankcase may be modified to change reed angle. The upper surface of the intake tract may be reinforced by welding or bonding.

12. More than one OEM type fuel pump allowed.

13. Carburetors may be modified or replaced. Flange can be modified internally.

14. Air box may be removed.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

PRO STOCK CLASSES AND RULES

If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

GENERAL SNOWMOBILE REQUIREMENTS

1. Pro Stock snowmobiles must originate as stock snowmobiles.

2. Engine and frame must have unique identification numbers that identify the OEM model and year.

3. The OEM for the model frame, engine, seat and fuel tank must be used. Unless otherwise specified, all parts and components including the hood, seat, engine, drive and chassis must retain OEM stock appearance for the model.

4. The OEM for the model frame including bulkhead and tunnel must be used as structural members to mount the engine, drive components and suspension.

5. An OEM for the brand "like chassis" may be substituted for the OEM chassis. "Like chassis" must have the same front suspension concept as the original chassis. When engine is installed in the "like chassis", the crankshaft must be located in the OEM location for the chassis. The engine installation must conform to the engine location rules.

6. Any alterations allowed in Stock and Improved Stock classes are also allowed.

ENGINE

1. Crankcase, cylinders and crankshaft must be from the stock model. Engine must retain original number of cylinders.

2. Crankcase may be modified internally provided the engine keeps its complete outside stock appearance and dimensions except as noted in these rules.

3. The only external modification allowed to the crankcase is to the cylinder mounting surface and must be covered by the OEM for the engine cylinder base gasket.

4. Crankshaft must be OEM for the model. Crankshaft may be modified.

5. Stroke may be changed.

6. Cylinders must be OEM for the model and mounted in OEM location.

7. Cylinder may be modified internally however the engine must retain its complete external stock appearance and dimensions except as noted in these rules.

8. Cylinder overbore is limited to a 2% increase in displacement over the cc limit for the class.

9. Cylinder may be bored up or sleeved down.

10. OEM cylinder exterior shell dimensions modification must be within .020 inches (1/2mm) per side/.040 inches (1mm) overall of the OEM cylinder dimensions. Modification must be blended into original casting to retain OEM appearance.

11. Cylinder height may be modified to change port height. If a plate is used to raise cylinder height, the plate, including gaskets, cannot exceed 1/2 (.500) inch.

12. Cylinder head(s) must be OEM for the model. The cylinder head may be modified internally. The visible, exterior portion of the cylinder head or cylinder head cover must remain stock appearing and the spark plug must maintain OEM location.

13. Any carburetor may be used. Only one venturi allowed per cylinder.

14. Fuel injection not allowed unless OEM for the model engine. No aftermarket throttle bodies.

15. No power adders allowed.

16. Intake concept and location must remain OEM for the model engine.

17. Reeds and reed cage may be replaced or modified so long as the exterior dimensions of the cylinder or crankcase are not changed. Reed assembly changes must be accomplished by bolting only.

18. Other engine components allowable for modification or replacement:

Bearings, Pistons, pins and rings

Rods, Gaskets

Bolt-on intake and exhaust flanges

Fuel pump, Engine mounts

Air boxes may be removed.

19. Engine must retain original cooling concept. Water pumps may be removed.

20. Radiators and ducting may be used but must not change OEM appearance.

21. Any functionally silenced exhaust system allowed

22. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.

DRIVE

1. Any primary or secondary clutch may be used.

2. Clutch jackshaft may be changed or modified welding on jackshaft is not allowed**.**

3. Relocation of crankshaft, jackshaft and track drive axle allowed. Relocation may be in any direction that is perpendicular to crankshaft. The relocation distance of the three shafts combined cannot exceed 1.0 inch.

5. Any track drive sprocket and non-driving wheels allowed on the track drive axle.

6. Drive reduction system must be OEM for the model.

7. Chain case / gear case must be functionally driving the snowmobile with the OEM for the model drive concept

8. Any chain, belt, sprockets, and gears allowed for drive reduction system. No modification allowed to chain case for installation of these parts.

9. Brake assembly may be on either the jackshaft or the track drive axle.

10. Minimum brake disk diameter is 7.0 inches.

SKI SUSPENSION & STEERING

1. Front suspension components must remain OEM design concept but may be changed in shape and appearance. All must remain in the OEM location on the chassis.

2. Sway bar and links may be removed. If sway bar is disconnected, it must be removed.

3. Shock absorbers may be replaced. All must remain in OEM location.

4. Spindles may be strengthened or replaced with a stronger spindle.

5. Minimum ski stance is 40 inches.

6. Ski widening devices allowed.

7. Handlebars, handlebar grips and controls may be modified.

8. Minimum of 2 inches of travel with driver on snowmobile.

SKIS AND SKI RUNNERS

1. Any commercially available Aftermarket ski may be used. Minimum ski length is twenty inches.

TRACK SUSPENSION

1. Any track suspension allowed that can be installed within the tunnel.

2. Material substitution is allowed. Replaced components must be as strong as or stronger than OEM components.

3. Shock absorbers may be replaced.

4. Minimum of 2 inches of travel with driver on snowmobile.

5. Commercially available long track kits allowed.

TRACK & TRACTION

1. Any commercially available molded rubber track allowed. No cleated tracks allowed.

2. Track and track suspension must fit within the tunnel.

3. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

4. Holes for traction products must be a minimum distance of 5/8 inch from track edge or any other hole or opening in the track. A maximum of 2 holes allowed in each track segment outside of each slide rail. A maximum of 4 holes allowed in each track segment inside the slide rails. (A total of 8 holes per track segment.)

5. Any traction device must not extend more than 0.750 inch above the highest point of the track.

FRAME AND BODY

1. The OEM for the model frame including bulkhead and tunnel must be used as structural members to mount the engine, drive components and suspension components.

2. Chassis reinforcement allowed.

3. Structural integrity must be maintained. Replaced components must be as strong as or stronger than OEM components.

4. Access openings will be allowed.

5. Frame must have a sheet of metal the same thickness as the tunnel permanently fastened to the topside or underside of the tunnel. The sheet of metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the bulkhead.

6. Hood to belly pan molding must remain intact.

7. Seat must remain in OEM contour and be stock appearing. Seat may be lowered equally front to rear, but must be at least six (6) inches thick at its minimum dimension, seat height will be measured from the top of original tunnel to top of seat .

8. The outside gas tank shell must remain intact and in its OEM location. The fuel tank may be modified to accommodate a fuel cell. The fuel cap may be replaced with the fuel cell cap. All fuel must be contained in the OEM for the model fuel tank location. The use of a fuel cell used within the above rule will not compromise OEM appearance.

9. Front air dams allowed. Must be a minimum of 2 inches above the ground with front suspension totally compressed, all other parts and components must maintain a minimum of 1 inch ground clearance with the suspension fully compressed.

IGNITION AND ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

2. Any instrumentation allowed. Tachometer, speedometer or heat gauges may be added or removed. Open instrument holes must be closed.

3. Electrical wiring may be removed.

4. Headlight assembly may be removed.

Pro Stock 1000 Rules

GENERAL SNOWMOBILE REQUIREMENTS

1. Minimum combined weight of snowmobile, fuel, driver and driver gear is 625 lbs.

ENGINE

1. Aftermarket cylinders for the brand are allowed.

2. Cylinders must be commercially available.

3. Cylinders may not be interchanged between brands.

4. Any commercially available cylinder head allowed.

5. The reed valve mounting area on the crankcase may be modified to change reed angle.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

HEAVY MOD CLASSES AND RULES

GENERAL SNOWMOBILE REQUIREMENTS

1 800cc and 1000cc - maximum overall length 144 inches.

2. Race Director shall have the authority to determine structural integrity.

3. 4-stroke powered snowmobiles in the 1000cc Heavy Mod.

ENGINE

1. The engine is an engine manufactured for snowmobile use, watercraft crankcase and crankshaft from a snowmobile manufacturer may be used.

2. Cylinder maximum overbore is two (2) percent over the cc displacement for the class. Heavy Modified 1000 maximum overbore is defined as five (5) percent over the cc displacement for the class.

3. No super charging, turbo charging allowed unless otherwise specified.

4. Fuel injection allowed.

5. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.

6. Exhaust system must be functionally silenced.

DRIVE

1. Must have a twin opposed piston caliper braking system with a minimum 3/16 (.015 inch tolerance) inch thick, 7.0 inch minimum diameter brake disc, mounted on the drive axle. Brake disc may be milled or drilled in the original pad contact area. The disc pad contact area may not be reduced more than 15% of the original pad contact area.

SKI SUSPENSION AND STEERING

1. Minimum of 2 inches of travel with driver on snowmobile.

2. Minimum ski stance is 40 inches. No maximum ski stance width.

3. Ski suspension must have at least one hydraulic shock absorber on each side. Snowmobiles built before 1 Jan 06 are exempt.

TRACK SUSPENSION

1. Minimum of 2 inches of travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.

2. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

3. Minimum track width is 13.5 inches.

5. Any traction device must not extend more than 0.750 inch above the highest point of the track.

FRAME & BODY

1. Snowmobiles must have a sheet of metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8 inch (.125) thick or thicker do not require this added sheet provided that the 1/8 inch (.125) tunnel extends to the horizontal centerline of the track drive axle.

2. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.

3. A skid plate (belly pan) is required.

OPEN MOD CLASSES AND RULES

GENERAL SNOWMOBILE REQUIREMENTS

1. Competition is open to any snowmobile.

2. Minimum wet weight is two hundred fifty pounds.

3. 800cc and 1000 cc - maximum overall length 144 inches.

4. The Race Director shall have the authority to determine structural integrity.

4-Stroke Powered Snowmobiles in 1000cc Class:

1. Minimum combined weight of 625 lbs.

2. Identification tags and stampings on turbochargers must remain intact as purchased.

3. 4-stroke powered snowmobiles in the 1000cc class may incorporate a turbocharger with the following restrictions: A ¼ inch thick restrictor plate installed before the turbo fresh air intake with a maximum bore size of 60 mm. The bore must be straight with no taper or chamfer; The OEM for the model engine cylinder head (internal modifications allowed); and an air to air intercooler only, no water injection.

ENGINE

1. The engine must have been manufactured for snowmobile use, Watercraft crankcase and crankshaft from a snowmobile manufacturer may be used,

2. Cylinder maximum overbore is limited to two (2) percent over the cc displacement for the class.

3. Open modified 1000 maximum overbore is limited to five percent over the cc displacement for the class.

4. No super charging, turbo charging allowed unless otherwise specified.

6. Fuel injection allowed.

7. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.

8. Exhaust system must be functionally silenced.

DRIVE

1. Modified 800cc classes and above must have a twin opposed piston caliper braking system with a minimum 3/16 (.015 inch tolerance) inch thick, 7.0 inch minimum diameter brake disc, mounted on the drive axle. Any manufactured brake disc may be milled or drilled in the original pad contact area (all pads inclusive). The disc pad contact area may not be reduced more than 15% of the original pad contact area.

SKI SUSPENSION AND STEERING

1. Minimum of 2 inches of travel with driver on snowmobile.

2. Minimum ski stance is 40 inches.

3. Ski suspension must have at least one hydraulic shock absorber on each side. Snowmobiles built before 1 Jan 06 are exempt.

TRACK SUSPENSION

1. Minimum of 2 inches of travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.

2. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

3. Minimum track width is 13.5 inches.

5. Any traction device must not extend more than 0.750 inch above the highest point of the track.

FRAME & BODY

1. Must have sheet metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet metal must be the same width as the tunnel and must extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8 inch (.125) thick or thicker do not require this added sheet provided that the 1/8 inch (.125) tunnel extends to the horizontal centerline of the track drive axle.

2. A skid plate (belly pan) is required.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

PRO MOD CLASSES AND RULES

GENERAL SNOWMOBILE REQUIREMENTS

1. Race Director shall have the authority to determine structural integrity.

3. The snowmobile must be Stock Appearing.

ENGINE

1. The engine must be from a stock qualified snowmobile. (1000cc class only, aftermarket cylinders allowed.)

2. Cylinder maximum overbore is limited to two (2) percent over the cc displacement for the class.

3. Cylinder, crankcase, crankshaft and heads may be interchanged within the brand.

4. Welding on the crankcase allowed.

5. Induction concept and location must remain OEM for the model.

6. Any carburetor may be used. Only one venturi allowed per cylinder.

7. No super charging or turbo charging. (See ProMod 1000 Rules for exceptions)

8. Can be fuel injected or carbureted

9. Exhaust outlet must exit body in a rearward and downward direction not extending more than 3" from the snowmobile.

10. Exhaust system must be functionally silenced.

Pro Mod 1000

Four Stroke Sled rules

1. The following four stroke engines are allowed:

Arctic Cat twin cylinder limited to 1056 displacement +2% over bore allowed.

Ski Doo triple cylinder limited to 1170 displacement +2% overbore allowed.

Yamaha triple cylinder limited to 1049 displacement+2% overbore allowed.

Yamaha quad cylinder limited to 998 displacement +2% overbore allowed.

2. No methanol injection allowed.

3. Any ignition allowed.

4. May be fuel injected or carbureted.

5. All sleds must use a OEM Arctic Cat turbo charger PN 3007-806. The Arctic Cat turbo charger must remain stock internally and externally, no modifications.

6. Air to Air intercoolers only.

7. Weight for sleds of this category is 725 pounds.

SKI SUSPENSION AND STEERING

1. Minimum of 2 inches of travel with driver on snowmobile.

2. Ski suspension must have at least one hydraulic shock absorber on each side.

SKIS & SKI RUNNERS

1. Any commercially available OEM or aftermarket ski may be used.

2. Minimum ski length is twenty inches.

TRACK SUSPENSION

1. Must be a minimum of 2 inches of travel with driver on snowmobile measured at the rear bumper.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.

2. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

3. Minimum track width is 13.5 inches.

4. Any traction device must not extend more than 0.750 inch above the highest point of the track.

FRAME & BODY

1. All Pro Modified snowmobiles will have a sheet of metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet of metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8 inch (.125) thick or thicker do not require this Added sheet provided that the 1/8 inch (.125) tunnel extends to the horizontal centerline of the track drive axle.

2. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.

3. A skid plate is required.

4. Front air dams allowed. Must have a minimum of 2 inches clearance above the ground at full compression.

DRIVE

1. Carbon fiber brake discs are allowed.

2. Aluminum brake discs not allowed.

3. The clutch cover must be separate of the cowl configuration and cover the clutch perimeter and faces to the center of the clutch bolt or below. Must be .090 inch 6061 T6 aluminum or equivalent steel material the outer perimeter must be covered with 6 inch belting. No other clutch cover material is allowed. If 0.125 inch aluminum or steel is used, belting is recommended but not required. Snowmobiles with removable side panels may fasten clutch covers/ shields to side panels to meet this requirement.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

Lake Racer

GENERAL SNOWMOBILE REQUIREMENTS

1. Race Director shall have the authority to determine structural integrity.

2. Competition is open to any snowmobile, either production or one of a kind experimental unit,

4. Minimum weight with driver is 750 pounds for the 2000 cc limit class.

5. Maximum overall length is 144 inches.

ENGINE

1. The engine must be from a stock - qualified snowmobile.

2. One power adder, allowed.

3. Fuel injection systems are allowed.

4 Exhaust systems must be designed in a fashion that does not direct the exit at the driver, competitor or spectator.

5. Exhaust system must be functionally silenced.

DRIVE

1. Any CVT type primary and secondary clutch may be used.

2. Clutches may be modified.

3. Clutch cover must have full facial coverage and 360-degree elliptical coverage in the direction of

clutch/belt travel. Clutch cover must be .090 inch 6061T6 aluminum or equivalent steel material and be covered with six (6) inch belting. If the clutch cover is fastened to the existing belly pan, the area below the clutches must be covered with .090 inch 6061T6 aluminum or equivalent. If cover is .125 inch, 6061T6 aluminum or equivalent steel material, belting is recommended, but not mandatory. Clutch cover and related belting must be securely fastened.

4. Backside of clutches must be covered by a portion of the clutch cover or by a bulkhead of comparable material.

5. Lake Racer class sleds must have a twin opposed piston caliper braking system with a minimum 3/16 (.015 inch tolerance) inch thick, 6.0 inch minimum diameter brake disc, mounted on the drive axle.

SKI SUSPENSION AND STEERING

1. The front suspension must remain OEM design concept but may be changed in shape and appearance.

2. Material substitution is allowed.

SKIS & SKI RUNNERS

1. Any commercially available OEM or aftermarket ski may be used.

2. Minimum ski length is twenty inches.

3. Minimum ride height of three (3) inches measured at the lowest point of the bulkhead/skid plate. Measurement point to be centered directly in front of the track drive area, and minimum 2 inches of travel with driver on snowmobile.

TRACK SUSPENSION

1. Minimum of 2 inches of travel with driver on snowmobile.

TRACK & TRACTION

1. Any commercially available rubber track allowed. No cleated tracks allowed.

2. Speed tracks and suspensions will be allowed.

3. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

4. Minimum track width is 13.5 inches.

5. Any traction device must not extend more than 1 inch above the highest point of the track.

FRAME & BODY

1. Snowmobiles using production tunnels that measure less than 1/8" or .125 inch in thickness shall add additional sheet or sheets of metal to the tunnel to achieve .125 thickness. The sheet metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8 inch (.125) thick or thicker do not require this added sheet provided that the 1/8 inch (.125) tunnel extends to the horizontal centerline of the track drive axle.

2. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.

3. A skid plate is required.

4. OEM bulkhead must be used in its entirety.

5. OEM Tunnel must be used.

6. Chassis reinforcement shall be allowed.

7. No lightening holes can be drilled that alter the outward appearance for the model. OEM appearing body panels for the model must be used.

8: Tunnel enclosures mandatory.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.

2. External electric starters are legal.

Improved Stock turbo

This class shall follow the same rules as Lake Racer,

With the exceptions of, Must use Arctic Cat Turbo part # 3007-806, Turbo may not be modified in any way.

Outlaw

General Rules

1. Competition is open to any snowmobile, either production or one of a kind.

2. The minimum chassis weight is 440 lbs.

3. Maximum overall length is 144 inches

4. Hood must have top and side cowling and must contain at least one thousand three hundred (1300) square inches.

5. A skid plate is required.

Engine

1. The engine must appear to be a snowmobile engine Watercraft crankcase and crankshaft from a snowmobile manufacturer may be used.

2. There is a 2000 maximum c.c. limit on total engine volume.

3. One power adder allowed.

4. Fuel injection systems are allowed.

5. Exhaust system must be designed in a fashion that does not direct the exit at the driver, competitor or spectator.

Ignition & Electrical

1. Any ignition allowed. Electrical stutter boxes, launch control and traction control allowed.

Drive

1. Any CVT type primary and secondary clutch may be used.

2. Clutches may be modified.

3. All snowmobiles must have a twin opposed piston caliper braking system with a minimum 3/16 inch thick, 6" inch diameter brake disc if located on driveshaft. Any manufactured brake disc may be milled or drilled in the original pad contact area. The disc pad contact surface area must not be reduced more than (15%) percent of the original pad surface.

Ski Suspension and Steering

1. No leaf spring suspension allowed.

2. Minimum ride height of three inches, measured at the lowest point of the bulkhead. Measurement point to be centered directly in front of the track drive area, and must retain 2 inches of travel with driver on snowmobile.

Skis and Runners

1. Minimum ski length is twenty inches.

Track & Traction

1. Any commercially available rubber track allowed. No cleated tracks allowed.

2. Track lug height may be trimmed to a minimum of 0.50 inch lug height. No other track trimming allowed.

3. Maximum stud height is 1" above tallest part of track.

4. Minimum track width is 13.5 inches.

Track Suspension

1. Must be a minimum of 2 inches of useable travel.

Frame and Body

1. All Outlaw snowmobiles will have a sheet of metal the same thickness as the tunnel material permanently fastened to the top or bottom side of the upper tunnel surface. The sheet of metal shall be the same width as the tunnel and shall extend from the rear of the tunnel to the horizontal centerline of the track drive axle. Tunnels 1/8 inch (.125) thick or thicker do not require this added sheet provided that the 1/8 inch (.125) tunnel extends to the horizontal centerline of the track drive axle.

Weights:

Improved Stock

Improved Stock 600

Twin: 645 Triple: 700

Improved Stock 700

Twin: 695 Triple: 750

Improved Stock 800

Twin: 685 Triple: 775

Improved Stock 1000

Twin: 685 Triple 775

Pro Stock

Pro Stock 600

Twin: 550lbs Triple:625lbs

Pro Stock 700

Twin: 550lbs Triple:625lbs

Pro Stock 800

Twin: 550lbs Triple:625lbs

Pro Stock 1000

Twin: 550lbs Triple:625lbs

Heavy Mod

All Classes 550 Lbs.

Open Mod

All Classes 250 Lbs.

Pro Mod

All Classes 625 Lbs.

Lake Racer

750 Lbs.

Outlaw

250 Lbs.