STOCK RULES

In Stock and Stock based classes, no change or mod is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or mod, then it must be assumed that the change or mod is not allowed.

1. Snowmobile must begin as a qualified stock snowmobile that was sold to the general public by a maker

2. The snowmobile must have original OEM & Year for the model engine, frame suspension, cowl, fuel tank, airbox, throttle bodys, variable speed converter, and seat. Named components must be OEM for the model and year, or properly filed OEM replacement that supersede the original OEM parts. Factory options are not allowed unless directly specified.

3. Stock maximum and minimum width dimensions (ski stance) are as produced by the manufacturer OEM year and model

4. Lightweight parts are prohibited

Engine

1. No Component of the engine may be altered, changed, reduced or enlarged from the engine manufacture's original stock spec, nor may any additional components be added to the engine. Blueprinting of engines is not allowed. No removal of material whatsoever will be allowed. This includes polishing, port matching, deburring, glass or sand blasting surfaces of material removal for the purpose of engine balancing or other reasons.

2. Maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm). Polaris 850 freeze plugs are allowed to be closed. No other welding allowed.

3. Replacement pistons must be stock OEM for the model and year.

4. No more than one-cylinder base gasket to a cylinder. No changes in engine dimensions can be made by gasket thickness or removal.

5. A maximum of one OEM make, model, and year carb or throttle body per cylinder will be allowed.

6. OEM carburetor slide valve and replacement jet components, without modification, are allowed in all classes. No modification to carburetor body or throttle body will be allowed.

7. OEM for make and model CDI/ECU module may be reprogrammed

8. No Additional fuel pumps allowed.

9. Oil injection pump must remain in place and remain functional.

10. Engine must retain OEM for the model cooling system concept. Liquid, fan, or free air cooling must be retained. Cooling circuits cannot be modified or removed. Cooling circuit must remain functional.

11. Spark plugs do not necessarily have to be OEM.

12. The exhaust system as provided by the manufacturer for the model and year. Muffler components and /or silencing material must be intact at all times and unaltered.

A. Addition of one O2 sensor can be welded into the OEM exhaust system using standard bung like KOSO that has a minimum 1/2 of height.

13. Snowmobiles with OEM electronic fuel injection, may add commercially available electronic control modules may be added to the OEM ECU for the purpose of increasing or decreasing fuel delivery and timing. The added module must be designed to plug directly into the OEM ECU and /or the OEM wire harness without modification.). Systems that allow increased fuel delivery may be used (i.e. Power Commander or other commerically available).

14. Airbox must remain OEM for model and year and in stock location. No cutting, altering, or removal is allowed.

Allowed gasoline and lubricants:

a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term “pump gasoline” includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) Gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting is prohibited.

b. max 93 octane

c. No Ethanol fuel allowed.

17. Polaris 850 freeze plugs are allowed to be closed. No other welding allowed.

Drive

- 1. Primary and secondary clutch must be OEM for the model and year.

2. Primary clutch and secondary clutch may be recalibrated.

3. Any combination of springs. Weights and ramps may be used. These components may be interchanged between any brands, providing there is no modification to the clutch to make the components fit.

4. No machining, grinding or welding allowed on clutches unless specifically

stated.

5. Metal may be removed from primary clutch ramps or flyweights.

6. Helixes may be machined for angle change. No material may be added. No welding allowed. Billet helixes will be allowed.

7. Roller secondary clutches not allowed unless OEM for the model.

8. Chain case gearing changes allowed, must maintain model and year drive system.

9. Drive belts do not need to be OEM.

10. Complete brake system must remain OEM stock for the make and model and year.

11. Brake control handle must remain in the OEM location (left handlebar, front side). Other locations will need to be approved by tech official prior to racing.

12. Track drive sprockets may be replaced with any OEM for the model drive concept (i.e., Involute or external). Unless otherwise specified, no modification. allowed to frame, drive, or suspension can be made to install replacement sprockets.

Ski Suspension & Steering

1. Must remain in original mounting location or option location predrilled or indicated by the manufacturer.

2. No aftermarket rail extensions or rails allowed.

3. Limiter strap allowed, but must maintain a 5 inch of compression travel at front bumper

4. The Sway bar may not be relocated. Sway bar must be OEM for the model, and in place.

Track & Suspension

1. OEM for the model and year suspension must be used. Suspension may be mounted anywhere in the tunnel where the manufacturer has drilled, partially drilled, or marked for mounting holes. Predrilled plates may be drilled out to facilitate suspension adjustment. Pre-drilled backing plate holes may not be enlarged or slotted.

2. Track suspension kits are not allowed. No rail extensions

3. Shocks must remain in OEM location.

4. At the discretion of the tech official, marginal snow wheels along with brackets may be added or removed in all classes. Structural supporting components must remain.

5. Any suspension springs allowed; material must match OEM. Spring concept must remain OEM for the model. No chassis or suspension modifications to facilitate spring installation allowed. Track suspension must maintain a 5-inch min compression travel at rear bumper.

6. Rear wheel kits are allowed but must retain OEM for model diameter.

7. Shock lengths may be altered as long as it still maintains 5 inch of compression travel.

Track

1. Track must be length and width OEM per model & year. Narrowing width of track to fit sleds that had OEM 14 or 13.5 is allowed.

2. No chisel studs or grinding on studs allowed. Any commercially available carbide tipped studs allowed. Cheisel nuts prohibited.

3. Track lug can be trimmed to min 1 inch

4. Max stud length over the lug is ¾ inch

Frame & Body

1. Material may be added to chassis and suspension parts for reinforcement. The OEM for the model parts must be maintained. No material substitution allowed.

2. OEM skid plate may be added for protection of sled bottoms and may not change the aerodynamics of the sled. Skid plate must be securely fastened.

3. Protective taping or screening will be restricted to the external openings of the hood only. OEM vent covers and screens, which are intended for removal by the consumer, may be removed. No additional venting allowed.

4. The OEM fuel tank is the only tank that can be used for fuel supply. Oil tank may not be used as fuel tank.

Ignition & Electrical

1. Ignition must be OEM for the year and model.

2. Lighting coil must remain in place.

3. Headlight and taillight must be original OEM equipment and must remain in the original mounting location. The headlight and taillight must be operational at the start of the race. Taillight cannot be battery operated.

4. Tachometers, speedometers and or heat gauges may be installed. OEM gauges must remain in place.

5. No aftermarket device allowed which interrupts ignition for launch control or traction control unless OEM for the model.

6. Aftermarket sensors of any type can only be installed in pipe or can

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Snowcross Rules
Stock Class

GENERAL RULES

1. The snowmobile must have original OEM engine, hood, intake, exhaust, frame, suspension, hood, and drive. Named components must be

OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.

2. Super Stock 600 engine limitations for 2-stroke powered models.

ENGINE

1. All engines will have an OEM tag and/or serial numbers affixed to the engine.

2. No component of the engine may be altered changed or enlarged from the engine manufacturer's original stock specifications, nor may any

additional components be added to the engine. Blueprinting is not allowed. No removal of material whatsoever will be allowed. This is to

include polishing, port matching, deburring, glass or sand blasting surfaces or material removal for the purposes of engine balancing or other

reasons.

3. Maximum cylinder overbore for wear or cylinder repair cannot exceed .020 inch (0.50mm).

4. Stock OEM for the model pistons only are allowed for replacement.

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

6. Rotary valve timing/duration must remain as filed by the manufacturer.

7. OEM carburetor slide valves and replacement jet options are allowed without modification.

8. The throttle lever and throttle lever assembly may be modified or replaced. The OEM position on the right-hand handlebar must be

maintained and the throttle lever must be thumb operated with a direct mechanical mechanism to the engine.

9. An adequate return spring on the throttle is required.

10. Choke mounting location may be moved for driver comfort. Choke system may be disconnected.

11. No pressure charging allowed.

12. The engine air intake system is to include any: cowl vents, airbox, noise reducing foam (cowl vents & airbox), carb boots, carburetors, clamps,

rotary valves, reed valves, carburetor flanges, and oil injection nozzles that are original OEM equipment for that make and model. No

changes or modifications can be made to any part of the engine air intake system or mounting locations.

13. Deep snow cover/foam must remain in place.

14. Engine must remain in OEM for the model mounting location. Engine mounts must be OEM for the model. No additional engine torque

limiters (including torque stops, torque bumpers) allowed.

15. No pressurization of fuel tanks or lines allowed.

16. Fuel lines must be routed and protected to prevent damage from other components.

17. No additional engine cooling systems allowed.

18. If oil injection is OEM standard, oil injection system and all associated components must be installed in their OEM configuration but may be

disconnected. Oil injection nozzles may be removed or plugged. Premixed oil and fuel may be used.

19. Spark plugs do not have to be OEM.

20. The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are

original OEM equipment for that make and model. No alterations to these components are allowed.

21. Bungs may be welded anywhere in the system for data acquisition. Original bungs, and mounting surfaces for any OEM data collection/O2

sensors must be maintained in original location.

DRIVE

1. Must have original OEM variable speed converters supplied by the manufacturer for that make and model. Named components must be

OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts.

2. No machining or grinding of any kind allowed on clutches unless specifically stated.

3. Any springs, weights or ramps may be used. No clutch engagement RPM limit.

4. No machining on clutches to accommodate springs and weights.

5. In the primary clutch, metal may be removed but not added to ramps or flyweights.

6. Secondary clutch cams may be cut to any angle. Billet helixes allowed.

7. No overdrive machining.

8. Drive belts do not have to be OEM.

9. Chain case must be original OEM for the model equipment. Must remain in original mounting location. Chain tensioner may be

changed to any OEM equipment.

10. Any drive chain and sprockets may be used.

11. Track drive axle and sprockets must be OEM for the model. Sprocket diameter may be trued round.

12. Brakes systems may be changed or altered but must be operational at all times. Brake components must be commercially available. Brake

disc may not be relocated and must remain in stock as produced location. Liquid cooled systems allowed. Brake disk may not be modified in

the pad contact areas. Brake disk hub may be modified for mounting. OEM diameter and thickness must be maintained, (Clarification)

{Larger / thicker are acceptable, but not smaller / thinner. } The brake disk material may not be substituted with any other material.

Aluminum and/or carbon brake disks are not allowed

13. The disk pad contact surface area may not be reduced more than 15% of the original pad contact surface area.

14. Brake control handle must remain in OEM location on the left, front side of the handlebar.

15. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork. Venting for

brake cooling is allowed.

SKI SUSPENSION & STEERING

1. No substitution of material allowed on front suspension. Must remain in original mounting location in both bulkhead and spindle housing.

2. Sway bar may not be relocated. Sway bars must be OEM for the model, or other sway bar from another stock qualified model within the

brand. Sway bar may be disconnected or removed. If disconnected and not removed, all remaining components must be secured so as not

to endanger driver or other drivers.

3. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.

4. Reinforcement of components is allowed by welding or bracing. Structural integrity must be maintained. See Frame and body #19.

5. Spindles may not be shortened.

6. Any spring may be used on the suspension. May be shortened or heated. Springs may be removed and replaced with another type of

cushion device.

7. Any shock allowed. Replacement may be shorter than OEM for the model shock but may not be longer.

8. Handlebars must be intact at the start of each race day. Any commercially available handlebar allowed. May be altered to fit the driver.

Open ends must be capped. Handlebars must be padded. Column or post must remain in its OEM position. Grips may be modified or

replaced.

9. Commercially available handlebar risers, vibration mounts and relocation mounts allowed. Handguards allowed.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model. Track suspension may be located anywhere in the tunnel where the manufacturer has

drilled, partially drilled or marked for mounting holes. No substitution of material allowed.

2. Reinforcement of components is allowed by welding or bracing. See Frame and body #19.

3. Rails may not be bent or shortened.

4. Marginal snow wheels may be added or removed along with mounting brackets from an OEM wheel kit. Wheel diameters may be trued

round.

5. Slide rail lubrication will not be allowed.

6. Any hyfax allowed.

7. Any shock allowed. Replacement may be shorter than OEM for the model shock but may not be longer.

8. Any spring allowed. Springs may be removed and replaced with another type of cushion device. Aftermarket torsion spring hangers allowed.

9. Springs may be shortened or heated

TRACK & TRACTION

1. The track must be OEM for the model.

2. Track must remain as manufactured by the molder of the track. No trimming or shaving of the track grouser bars, rubber studs/snow lugs will be allowed.

3. No cleats or partial cleats may be added.

4. Any commercially available guide/track clips may be used. No traction devices may be added to track clips.

5. Any commercially available unaltered carbide tip trail stud

6. Max ¾ inch over the lug for stud height

IMP STOCK RULES

1. Snowmobile must begin as a qualified stock snowmobile.

2. Any alterations allowed in stock are allowed in Improved Stock.

3. The snowmobile must have original OEM for the model engine, frame, front and rear suspension arms, cowl, fuel tank, airbox, seat components, all must be OEM for the model and year, or properly filed OEM replacement parts that supersede the original OEM parts. No Altering of any stock components

4. Improved Stock maximum width dimensions (ski stance) are as produced by the manufacturer OEM year and model

Engine

1. Engine parts must be OEM for the model except where noted. The following OEM

engine parts may be modified internally, but not replaced:

a. Crankcase

b. Cylinders. (No external fastening devices for mounting cylinders allowed.)

c. Heads

2. Crankshaft and crankcase must be OEM for the year and model. No modification allowed to the external surfaces of the crankcase even if the area is hidden by another part or bracket.

3. The entire external portion of the engine must be stock appearing.

4. OEM stroke must be maintained.

5. The OEM number of cylinders must be maintained.

6. Cylinder head(s) must be OEM for the year and model. The cylinder head may be modified internally including changed replaceable combustion chambers and machining out of combustion chambers to install inserts. Replacement combustion chambers must be commercially available. The visible outer portion of the cylinder head or cylinder head cover must remain stock appearing, and the spark plug must maintain OEM location.

7. Cylinder must remain within the OEM shell dimensions to include crevices, bulges, etc. No visible external changes allowed.

8. The cylinders may be raised to change port height. If a plate is used to raise cylinder height, the plate including gaskets cannot exceed ½ inch, (.500) in thickness.

9. Engine displacement may be increased by cylinder boring to the maximum displacement for any Improved Trail Stock class. If so modified, the snowmobile is no longer eligible for smaller displacement classes.

10. Engine components allowable for modification or replacement.

a. Bearings

b. Rods-center to center dimension must remain OEM for the engine.

c. Pistons

d. Piston pins

e. Rings

f. Gaskets

g. Reeds and reed blocks may be changed, (External plate may be thicker) if they do not change outside dimensions for the cylinder or crankcase. No external modifications to the crankcase or cylinder to accommodate reed block change.

11. Air box may not be removed; air box may be altered for added air flow.

12. On snowmobiles with OEM for the year and model Electronic Fuel Injection, the throttle body including the exterior may be modified for increased fuel flow. Systems that

allow increased fuel delivery and timing may be used. The stock control module must be used.). Systems that allow increased fuel delivery may be used (i.e. Power

Commander or others).

13. Oil pumps must be operational.

14. No superchargers, turbochargers, or nitrous systems allowed.

15. Cooling system must be fully operational and retain OEM for model.

16. Harmonic balancer may not be removed.

17. One additional torque arm allowed (any style).

18. A torque plate is not allowed under engine or under motor mounting plate.

19. Any functionally exhaust can (2 pipes into 1 can) allowed. Individual stingers are prohibited.

20. Allowed gasoline and lubricants:

a. Only a commercially available pump gasoline that complies with these rules is allowed. (The term “pump gasoline” includes fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums.) The gasoline may be mixed with petroleum, vegetable, or synthetic based lubricants. The use of oils, fuels (including gasohol), and additives that provide power-boosting is prohibited

b. 93 octane max

c. No Ethanol fuel allowed

Drive

1. OEM for brand primary and secondary

2. Jackshafts of like material may be changed to accommodate a clutch change but must remain OEM material. No welding allowed to accomplish this change. No Lightweight jackshafts allowed.

3. Track drive axle and chain case must remain OEM concept for the model and remain in OEM location.

4. Any OEM for the brand track drive sprocket allowed. Unless otherwise specified, no modification allowed to frame, drive, or suspension to install sprockets.

5. Complete brake system must be OEM for the make and model.

Ski Suspension & Steering

1. Brake control handle must remain in the OEM location (left side, front side of bar).

2. Must maintain 5” (inches) of compression suspension measured at the front bumper.

Track Suspension

1. Track suspension may be located anywhere in the tunnel were the

manufacturer has drilled, partially drilled, or marked for mounting holes. Pre-Drilled plates may be drilled out to facilitate suspension adjustment. Pre-Drilled backing plate holes may not be enlarged or slotted.

2. Commercially available long track rails and rail extensions allowed. To facilitate installation of long track rails, suspension may be moved up or down in the tunnel (a limit of three inches). The front torque arm must be OEM stock for year and model. Rear torque arm must remain OEM stock for the year and model and may be relocated to accommodate the longer track and rail assembly. Suspension components must remain OEM stock for the year and model. Tunnel must be extended to accommodate the longer track and suspension.

3. Must maintain 5" (inches) of compression suspension measured at the rear bumper.

4. Any size, material, and number of rear axle idler wheels allowed

Track

1. Any commercially available one-piece molded rubber track allowed.

2. No Chisel studs or grinding on studs. Any commercially available carbide tip studs allowed. Cheisel nuts prohibited.

3. Max ¾ inch over the lug for stud length.

Frame & Body

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed.

2. Tunnel can be repaired but must maintain OEM length.

3. The OEM fuel tank must be the only tank that can be used for fuel supply. Oil injection tanks may not be used as a fuel tank.

4. Insulation foam may be removed from engine compartment.

5. Tunnel material in all machines in all classes must maintain its structural integrity and be free of wear from traction devices.

6. Fox float shocks are allowed in replacement of standard shocks

Ignition & Electrical

1. Ignition must be OEM for the model. CDI/ECU may be replaced with a unit from any stock qualified model within the brand. Flywheel and stator may be modified.

2. Fixed ignitions may be moved (+ or -) four (4) degrees.

3. No aftermarket device allowed which interrupts ignition for launch control or traction control unless OEM for the model.

4. Headlight and taillight must be original OEM equipment and must remain in original mounting location. Headlight and taillight must be operational at the start of the race. Tail Light cannot be battery operated.

IMP STOCK TURBO

1. Engine must be OEM for the model.

2. Turbo must be OEM for the model and NO altering of housing or wheel.

3. Pump Gas 93 octane.

4. No straight pipe (must have muffled exhaust exiting the bottom)

5. Studder buttons are allowed

6. Unaltered commercially available carbide tipped trail studs. No chisels

7. No side exhaust

8. Rail extensions allowed

9. OEM for model Suspension.

10. No lightweight parts allowed.

11. These rules are in addition to Imp Stock rules.

KING OF THE TRAIL

1. Chassis serial number must be permanently affixed to the side of the tunnel in the area of the right-side footrest.

2. Any fuel allowed

3. Unaltered commercially available carbide tipped trail studs and chisel nuts, max ¾ inch over the lug

4. No side exit exhausts allowed (exhaust must exit from the bottom with muffled exhaust) Turbo may be used as muffler as long as pipe off of turbo does not exceed 12 inches

5. OEM Engine cases allowed, Billet case engines are prohibited

6. Lightweight hoods allowed the use of any other lightweight parts are prohibited (any lightweight skids prohibited IE Pro Stock INC/ProLine KOT Suspensions. Any bracing, strengthening of rear suspensions allowed.)

7. Headlight and taillight must be functional

PRO IMP

1. The snowmobile must have original OEM for the model engine, frame,hood and tunnel.

Engine

1. Engine components must be OEM for the model unless otherwise specified. May be modified internally, but engine must retain its complete external stock appearance and dimensions.

2. Number of cylinders must be OEM for the model. No external fastening devices allowed to secure or hold cylinders in place.

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 1/2 inch (0.50 inch) in thickness.

4. Engine may be bored up to class limit. A two percent (2%) overbore allowed.

(EXAMPLE: 700cc engine may be bored up to 714cc's to run in the 700cc class).

5. Crankshaft and crankcase must be OEM for the model and year. No modification allowed to the external surfaces of the crankcase even if the area is hidden by another part or bracket.

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

7. Engine components allowable for modification or replacement.

Bearings

Rods (rod center to center must remain the same)

Pistons

Piston pins

Rings

Gaskets

8. Reeds and reed blocks may be changed, (external plate may be thicker) if they do not change the outside dimensions of the cylinder or crankcase.

9. No external modifications may be made to the crankcase or cylinder to accommodate reed block change.

10. Carburetors, flanges and intake manifold must be OEM for the brand. Internal modifications are allowed. Carburetor throat may be bored. Intake concept and location must remain OEM for the model.

11. On snowmobiles with OEM for the model Electronic Fuel Injection the OEM throttle body, including the exterior, may be modified for increased fuel flow and air. Systems that allow increased fuel delivery and timing may be used (i.e., Power Commander or other commercially available). Any sled may use aftermarket ignitions that are commercially available to the public.

12. Internal and external modifications may be made to the airbox. The airbox may be removed. Air filters may be used.

13. Oil pumps may be removed or disabled. Oil injector nozzles may be removed and plugged. (If oil tank and overflow tank are joined the oil tank must be disabled or the joined tanks removed.)

14. Torque arms allowed.

15. Rigid motor mounts allowed. OEM for the model engine location must be maintained. Replacing or adding metallic engine mounts is not allowed. Replacing rubber/cushion parts with more rigid parts is allowed.

16. Cooling systems must be operational. May contain disconnects for cool down. Heat exchangers may be relocated, modified or removed.

17. Any functionally silenced exhaust system allowed. Any commercially available, functionally silenced muffler/stinger must be installed and operational.

18. Exhaust outlet must exit downward and rearward. (If OEM exhaust exits behind driver; pipe need not go downward).

19. Race Fuel only the use of alcohol, methanol, and nitromethane is prohibited.

Drive

1. Any OEM primary and secondary clutch may be used. Roller secondary clutches allowed.

2. Primary clutch and secondary clutch may be modified (no RPM limit).

3. Jackshafts, of like material and weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and chrome moly allowed. OEM location of shaft must be maintained.

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

5. Track drive axle and chain case must remain OEM for the model and remain in OEM location.

SKI & Track Suspension

1. Any aftermarket rear suspension shock may be used, but must resemble the production shock in approximate overall body length, body diameter, and mounting eye overall length.

2. Ski stance must be OEM for the model and year.

3. Sled must have a minimum ride height of three (3) inches measured at the lowest point of the bulkhead/skid plate. Measurement points to be centered directly in front of the track drive area, (using the spindle centers to determine center point of bulkhead) and must retain 2 inches of remaining compression travel with driver on snowmobile.

4. OEM for the brand suspension must be used. Suspension may be moved up and down in the tunnel (limit 3 inches). OEM location must be maintained and may not protrude beyond tunnel configuration.

5. Must retain 2 inches of remaining compression travel with driver on snowmobile.

6. Any size, material, and number of rear axle idler wheels allowed. Unless specified, no modification to chassis or suspension allowed to accept idler wheels. The rear axle may be moved upward in the slide rails to accept larger rear idler wheels.

7. Commercially available long track rails and rail extensions allowed. To facilitate installation of long track rails, suspension may be moved up or down in the tunnel (a limit of three inches). The front torque arm must be OEM stock and located in the stock location on the slide rail. The rear torque arm must remain OEM stock for the model and may be relocated to accommodate the longer track and rail assembly. Suspension components must remain OEM stock for the brand. Tunnel must be extended to accommodate the longer track and suspension.

8. No lightweight suspension parts allowed

9. Fox float shocks are allowed in replacement of standard shocks

Track & Traction

1. Any commercially available one-piece molded rubber track allowed.
2. Any stud

Skis

1. Aftermarket skis allowed. Skis must be commercially available and marketed. through normal sales activity. The minimum ski length must be 18 inches. Ski width may not be trimmed. Skis may not be interchanged between brands.

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 for model fuel tank cowl must in place, 1 gallon tank allowed.

3. OEM side panels must be used. Lightweight Hood is the only lightweight part allowed.

4... Headlight assembly may be removed opening must be closed or delete kit installed.

5.Taillight must be operational.

PRO IMP TURBO RULES

• Only OEM turbos are accepted.

• Respect the OEM visual appearance.

• No lightweight parts allowed, except for the cab, which is permitted.

• OEM suspension must be installed in the original mounting holes, but it can be extended (Ice Age rails tolerated), 162’’ MAX.

• The fuel tank must maintain its original appearance but may be compartmentalized.

• The exhaust pipe must exit on the side and be pointed downward, backward, or upward.

• Bore and stroke must remain OEM.

• Porting is allowed.

• Drilled OEM throttle bodies are accepted.

• No 2-stroke engines.

• The original seat, foot guards, all plastics, and other parts must remain on the snowmobile.

• No air clutches, Billet clutches Allowed

• External air intakes are allowed.

• All types of fuel are accepted

PRO IMP KOH

Engine

1. Any stock qualified model may be used, and the engine may be bored up to class limit. two (2) percent over class cc allowed (1020 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 to include crevices, bulges, etc. If an OEM cylinder is modified, it must remain within .020 inches (1/2mm) per side, 040 inches (1mm) overall of the OEM cylinder outer shell dimensions. Modifications must be blended into original castings to retain OEM appearance.

7. Any aftermarket cylinder is allowed. Aftermarket cylinders must be commercially available. The outside 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 must 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, mounting spigots and air boots may be modified or replaced.

Flange can be modified internally.

14. Airbox may be removed.

PRO MOD

1. Any engine allowed. Engine must not exceed displacement limit for the class.

2. Maximum overbore is defined as 2% over the cc displacement limit of the class.

3. Any functionally silenced exhaust system allowed. The exhaust emission pipe must not protrude more than three (3) inches beyond the chassis or hood configuration.

4. 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. Snowmobiles with removable side panels may fasten clutch covers/ shields to side panels to meet this requirement.

5. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed. Unless specified, no modification to drive, frame or suspension. allowed to install track.

6. Pro Mod KOH max CC limit 1500cc.

PRO MOD TURBO

1. Engine must be OEM for model

2. Turbo must be OEM for model unaltered (NO modifying of compressor wheel or housing)

3. Any fuel permitted

4. Any studs permitted

5. Clutch cover is required

LAKE RACER/PRO 55

1. Chassis serial number must be permanently affixed to the side of the tunnel around the right-side footrest.

2. 2000 cc maximum

3. Power adders allowed

4. Max Turbo 55/58 allowed

Outlaw NA

1. 2000cc Maximum

2. No power adders allowed

OUTLAW

1. Power adders allowed

2. 2000cc maximum