



PRO IMPROVED STOCK CLASSES AND RULES

| CLASS | MINIMUM COMBINED WEIGHT |
|-------|--|
| 600 | 675 lbs Twin Cylinders: 645 lbs Yamaha RX-1: 750 lbs ENGINE MUST REMAIN STOCK TRIM |
| 700 | 710 lbs Twin Cylinders: 685 lbs |
| 800 | 750 lbs Twin Cylinders: 685 lbs |
| 850 | 750 lbs Twin Cylinders: 685 lbs |
| 1000 | 750 lbs Twin Cylinders: 685 lbs |
| OPEN | |

IMPROVED STOCK GENERAL SNOWMOBILE REQUIREMENTS

1. Any alterations allowed in stock are allowed in improved stock
2. Snowmobile movement will be from stock to improved stock
3. Minimum combined weight is the weight of the snowmobile and the driver
4. Any snowmobile may be reclassified and reassigned in the interest of fair competition
5. Improved stock snowmobiles may advance to higher displacement class and not be required to meet the minimum weight for that higher class
6. Tethers and tek-vests ARE MANDATORY in all improved classes
7. The snowmobile must have original OEM for the model engine, frame, suspension, fuel tank and seat. Factory options are not allowed.
8. Only Pump gas that comply to the rules will be allowed. Commercially available non oxygenated fuel from cans and drums are allowed but limited (Q16, VP Import, and Oxygenated fuels not allowed)
9. No change or modification is allowed unless specifically allowed by these 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.

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. Part identification numbers must not be removed.
2. Cylinders must be OEM for the model. Must remain within OEM shell dimensions. No visible external changes allowed. Number of cylinders must be OEM for the model.



3. The cylinders may be raised to change port height but cannot exceed 1/2 inch in thickness.
4. Engine may be bored up to class limit.
5. Crankshaft and crankcase must be OEM for the model.
6. OEM stroke must be maintained. No modification allowed to the external surfaces of the crankcase.
7. 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.
8. Bearings, rods, pistons, pins, rings and gaskets may be modified.
9. Reeds and reed blocks may be changed.
10. No external modifications may be made to the crankcase or cylinder.
11. Carburetors, flanges and intake manifold must be OEM for the model. Internal modifications are allowed. Carburetor throat may be bored. Intake concept and location must remain OEM for the model.
12. On snowmobiles with model OEM Electronic Fuel Injection may modify the throttle body, including the exterior, for increased fuel flow. No welding of the throttle body allowed (not even for repairs). Systems that allow increased fuel delivery may be used (Boondocker, Power Commander). The stock control module must be used. No changes for increased airflow allowed. Increasing the size of throttle body throat not allowed. OEM for the model throttle plate (butterfly) must be used without modification.
13. Except as noted, additional fuel delivery system or pressure charging is not allowed.
14. Internal and external modifications may be made to the airbox. The airbox may be removed. Air filters may be used.
15. Oil pumps may be removed or disabled. Oil tank must be removed. Oil injector nozzles may be removed and plugged.
16. Flywheel harmonic balancer may not be removed.
17. Torque arms allowed.
18. 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.



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

20. Any functionally silenced exhaust system allowed. A commercially available, functionally silenced muffler/silencer must be installed and operational.

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

DRIVE

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

2. Primary clutch and secondary clutch may be modified.

3. Jackshafts, of similar weight, may be changed to accommodate a clutch change. No welding allowed on a jackshaft. Steel and chrome moly allowed. Titanium not allowed unless OEM for the model. OEM location of shaft must be maintained.

4. Any track drive sprocket and non-driving wheels allowed on the track drive axle. Unless specified, no changes in drive, frame, or suspension allowed to accept track drive sprockets.

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

SKI SUSPENSION & STEERING

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.

3. Sled must have a minimum ride height of three (3) inches measured at the lowest point of the bulkhead/skid plate must retain 2 inches of remaining compression travel with driver on snowmobile.

4. Any OEM handlebar for the brand may be used.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Ski width may not be trimmed. Skis may not be interchanged between brands. Lower ski surface must remain OEM. Minimum aftermarket ski length must be 40 inches.

TRACK SUSPENSION



1. 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.
2. 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.
3. Any size, material, and number of rear axle idler wheels allowed. No modification to chassis or suspension allowed to accept idler wheels. Rear axle may be moved upward in the slide rails to accept larger rear idler wheels.
4. Commercially available long track rails and rail extensions allowed. The front torque arm must be OEM stock and located in the stock location on the slide rail. 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 model. Tunnel must be extended to accommodate the longer track and suspension. An approved tunnel enclosure must be added.

TRACK & TRACTION

1. 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.
2. Commercially available long track rails and rail extensions allowed.
3. Track must remain untouched (no trimming).
4. Minimum lug height from the flat of the track is 0.50 inch, the maximum lug height of a replacement track is 1 1/2 inch.

FRAME & BODY

1. Any chassis alterations, additions or removals, which alter stock appearance or dimensions are not allowed.
2. Smaller fuel tanks may be used, but OEM type "shells" must contain the smaller tank. Tank must be securely fastened to the tunnel. Oil injection tanks may not be used as a fuel tank.
3. Removal of any insulation that alters the outside stock appearance is not allowed.
4. Any hood or side panels that maintain stock appearance for the make and model may be used.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the model.



2. Fixed ignitions may be moved + or – 4 degrees.
3. No aftermarket device allowed which interrupts ignition for launch control or traction control unless OEM for the model.
4. Lighting coil must remain in place.
5. Tachometers, speedometers and/or heat gauges may be added or removed.
7. Open instrument holes must be closed.
8. Electrical wires/wire harnesses and instrument drive cables may be removed.
9. Headlight assembly may be removed (opening must be closed).

Improved Stock 1000 Rules

1. Minimum combined (driver and snowmobile) weight is seven hundred seventy-five (750) pounds, triple and four-cylinder engines.
2. Twin cylinder engines may weigh 685 pounds.

ENGINE

1. Any stock qualified model may be used, and the engine may be bored up to class limit. A one (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 internally and externally. Cylinders may be replaced with aftermarket cylinders.
7. Cylinders may not be interchanged between brands. Welding on crankcase is not an acceptable method to adapt aftermarket or other OEM cylinders to crankcase.
8. Any commercially available head allowed.
9. Intake concept and location must remain OEM for the model.



10. 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.

11. More than one OEM type fuel pump allowed.

12. In Improved Stock 1000, 2-cylinder, 3 cylinder, -2 stroke engines carburetors, mounting spigots and air boots may be modified or replaced. Flange can be modified internally.

13. Improved Stock 1000 four stroke engines must compete in stock trim.

14. Airbox may be removed.

TRACK & TRACTION

1. Commercially available long track kits allowed. Kit must be used in its entirety.

IGNITION & ELECTRICAL

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