PRO MOD CLASSES AND RULES

CLASS/MAXIMUM CC
Pro Mod 600
Pro Mod 700
Pro Mod 800
Pro Mod OPEN

PRO MOD SNOWMOBILE GENERAL REQUIREMENTS

1. Tethers **are required** in Pro Mod classes.
2. Tek-Vests **are required** in Pro Mod classes.
3. Race Director shall have the authority to determine structural integrity.
4. Engine and chassis may be interchanged between brands.
5. 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. The engine must have been manufactured for snowmobile use. Not to exceed three cylinders unless OEM four cylinder (Yamaha V Max 4).
2. Aftermarket cylinders and crankcases and heads are allowed.
3. Cylinder maximum overbore is limited to 2% over the cc displacement for the class.
4. Cylinder, crankcase, crankshaft and heads may be interchanged within the brands
5. Welding on the crankcase or cylinders is allowed.
6. Any carburetor or fuel injection may be used. Only one venturi allowed per cylinder.
7. No super charging, turbo charging or nitrous allowed. (Except four Strokes in Pro Mod 1000 may use a Stock Arctic Cat/Yamaha turbo.)
8. EFI models may be changed to carburetor induction.
9. Turbo Exhaust must be constructed in a manner that the exhaust outlet is not directed at the driver or competitor.
10. Exhaust systems cannot compromise/exceed overall snowmobile length and width.
11. Exhaust stinger must be directed downward and rearward.
12. Exhaust system must be functionally silenced.
13. Exhaust system must fit within overall maximum length and width rules.

IGNITION AND ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.
2. External electric starters are legal.
3. Any instrumentation allowed.

SKI SUSPENSION AND STEERING

1. Sled must have a minimum ride height of 3" measured at the lowest point of the bulkhead/skid plate and must retain 2" of remaining compression travel with driver on snowmobile.
2. Stock spindles may be reinforced or replaced. Replacement spindles must have a minimum wall thickness of .120 inch and minimum outside diameter of .750 inch. An inspection hole is required if wall thickness is not visible.
3. If modifications to suspension parts are made, structural integrity must be maintained.
4. Minimum ski stance (center to center of the ski runners) is 40 inches.

SKIS & SKI RUNNERS

1. Any commercially available OEM appearing or aftermarket ski may be used provided the original spring concept remains the same.
2. Minimum ski length is 20".

TRACK SUSPENSION

1. Any aftermarket or OEM suspension is allowed. Modifications to OEM or any commercially available aftermarket suspensions must maintain structural integrity.
2. Must be a minimum of 2" of remaining compression 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 ½ inch lug height. No other track trimming allowed.
3. Minimum track width is 13.5".

FRAME & BODY

1. Snowmobile must resemble a stock model and profile. Minimum handle bar height 30" from ground to center of tube.
2. The hood and belly pan may be removable if OEM appearance for the declared model and brand is maintained. One piece hood with side panels and or air dams molded in are allowed.
3. Front air dams allowed. Must be a minimum of 2" above the ground with front suspension fully compressed.
4. Aftermarket body panels are permitted.
5. Windshields are required.
6. No additional bodywork that changes stock appearance allowed.
7. Ventilation openings may be covered.
8. Suspension side skirts are prohibited.
9. Aerodynamic devices are prohibited.
10. Openings for component accessibility are allowed.
11. Cowl, or gas tank area must blend into seat

12. All seats must be a minimum 2" thick. (seat and frame work). Seat must maintain 24" of contact with the tunnel Seats other than OEM stock, are allowed, but must resemble production based seats. Seat should be stock appearing with driver off the sled.
13. Commercially available aftermarket and custom frames are allowed. Design and structural integrity are subject to technical inspection.
14. Use of stock OEM bulkhead allowed, and reinforcement of same is allowed.
15. Stock tunnels may be used with any commercially available aftermarket or custom front end.
16. Motor mounts and jackshafts may be changed from original location.
17. Any engine location is allowed if stock snowmobile profile is maintained.
18. Snowmobiles using production or aftermarket 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. Tunnels 1/8-inch (.125) thick or thicker do not require this added sheet.

DRIVE

1. 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" 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.

BRAKES

1. Brake assembly may be on either the jackshaft or the track drive axle.
2. Brake caliper may be either dual opposing piston or single piston type.
3. Brake disc must be a minimum of 3/16" inch thick (.015-inch tolerance), 6" inch diameter and be dual opposing piston if on the drive axel. 7" if on the jackshaft. Steel manufactured brake disc allowed only. No Aluminum, Titanium, or Carbon fiber allowed.
4. Braided steel brake lines are mandatory.
5. Brake drive shaft system located outside of tunnel must be enclosed and shielded.

IGNITION & ELECTRICAL

1. Any ignition may be used. Electrical stutter boxes, launch control and traction control allowed.
2. External electric starters are legal.

PRO MOD OPEN 2-STROKE RULES

1. Engine must be based on a stock qualified snowmobile engine, not to exceed 3 cylinders unless OEM 4 cylinder.
2. Cylinder maximum overbore is limited to 2% over the cc displacement for the class with aftermarket cylinders, 5% over the cc displacement for the class with OEM cylinders.
3. Aftermarket billet and cast aluminum cylinder heads allowed.
4. Aftermarket billet or cast aluminum cylinders allowed.
5. Welding on crankcase allowed.
6. Aftermarket crankcase allowed.
7. Can be fuel injected or carbureted.

PRO MOD OPEN 4-STROKE RULES

1. The following four stroke engines are allowed: Arctic Cat 2 cylinder limited to 1056 displacement +2% over bore allowed. Arctic Cat/Yamaha 3 cylinder limited to 998 displacement +2% overbore allowed Ski Doo 3 cylinder limited to 1170 displacement +2% overbore allowed. Yamaha 3 cylinder limited to 1049 displacement+2% overbore allowed. Yamaha 4 cylinder limited to 998 displacement +2% overbore allowed.
2. Can be fuel injected or carbureted. Only one venturi per cylinder.
3. Air to Air intercoolers only. Intercooler can be aftermarket but must be air to air concept.
4. No methanol injection allowed.
5. All sleds must use a OEM Arctic Cat /Yamaha IHI turbo charger. The OEM turbo charger must not be altered or modified in any way to enhance performance.
6. Any ignition allowed.
7. Weight for sleds of this category is 710 lbs. Full body sleds are legal for this class.
8. Weight may be adjusted at any time in the interest of fair competition.