

IMPROVED TRAIL STOCK RULES

\$30.00/CLASS ENTRY FEE + \$10.00 INSURANCE FEE (PER CLASS)

IMPROVED TRAIL STOCK GENERAL SNOWMOBILE REQUIREMENTS

1. Any alterations allowed in Stock are allowed in Trail Improved Stock.
2. Snowmobile movement will be from Stock to Trail 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 Trail Stock snowmobiles may advance to higher displacement class and not be required to meet the minimum weight for that higher class.
6. Tethers **ARE HIGHLY RECOMMENDED** in all improved classes.
7. Tek-Vests **ARE HIGHLY RECOMMENDED** in all improved classes.
8. The snowmobile must have original OEM for the model engine, frame, suspension, fuel tank and seat. Named components must be OEM for the model and year. Factory options are not allowed.
9. An official tear down callout can be made by the claimant to the race director and will constitute a \$400.00 CDN fee. If the defendant is found to pass the tear down, the defendant will retain the \$400.00. If the defendant does not pass the tear down, the claimant retains the \$400.00. Please note that the race organization, the race director, the tech and all of it's officials are not liable for cost of materials or labour. Any racer refusing a tear down is automatically disqualified from the day's event.

ENGINE

1. No component of the engine may be altered, changed, reduced or enlarged from the engine manufacturer's original stock specifications, nor may any additional components be added to the engine. No removal of material whatsoever will be allowed. Snowmobile must run on pump gas with an octane no higher than 94. No oxygenated fuel allowed.
2. No polishing, or porting is allowed.
3. The maximum cylinder overbore for wear cannot exceed .020 inches (1/2mm).
4. There will be no more than one cylinder base gasket to a cylinder and must be OEM for the year, make & model.
5. Jet components may be changed, no modification to carburetor body is allowed.
6. Electronic control modules may be reprogrammed/remapped for OEM snowmobiles that come factory with Electronic Fuel Injection. Aftermarket fuel programmers are allowed.

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

8. Aftermarket reeds and reed blocks are allowed.

9. Oil injection pump must remain in place and remain functional. The lines may be removed and plugged. Oil injector nozzles may be removed and holes may be plugged. Premix gasoline may be used.

10. Engine must remain OEM for the model cooling system.

11. Cooling circuits cannot be modified or removed. Thermostats may be removed.

12. Heat exchangers must remain OEM for the model, must not be relocated and must remain functional.

13. Stock OEM Y pipe and stock OEM expansion pipe must be used. Aftermarket cans allowed.

DRIVE

1. Any combination of springs, weights and ramps may be used in the clutches. There is no maximum clutch engagement RPM. No machining, grinding, cutting or welding allowed on clutches. Metal may be removed but not added to primary clutch ramps or flyweights.

2. Any drive chain and sprockets may be used.

3. The brake system must be OEM for the model and must be fully functional.

4. Track sprockets/drivers must remain OEM for the model.

SKI SUSPENSION & 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. Shocks must remain OEM for the model and remain in the OEM location.

3. Handle bar extensions are allowed. All ends must be plugged. Any handlebar can be used.

SKIS & SKI RUNNERS

1. Any aftermarket or OEM skis are allowed. Minimum aftermarket ski length is 40 inches.

2. Skis may be reinforced but must remain in the original configuration and on the upper surface of the ski only.



3. Ski runners must not be removed and must be functional.

TRACK SUSPENSION

1. The complete suspension must be used as OEM manufactured.
2. Snow wheels and related hardware may be added to slide rails. Aftermarket oversized idler wheels may be added to the suspension. Structural integrity must be maintained.
3. No slide rail extensions may be added or used.
5. Shocks must remain OEM for the model and remain in the OEM location.

TRACK & TRACTION

1. The track must be OEM for the year and model (aftermarket lug tracks allowed). No cutting, trimming or shaving of the track or rubber studs/snow lugs allowed.
2. Trail Studs allowed only (Triggers allowed). No cutting, trimming, shaving/grinding of studs allowed.
3. Snowmobile width must be OEM for the make & model.
4. Track studs may be no more than 3/4 inches above the highest point of the track or the traction lug

FRAME & BODY

1. No chassis alterations, additions or removals are allowed.
2. Tunnel can be repaired but must remain OEM for the model length.
3. Windshield and molding may be removed.
4. Additional venting is allowed so long the integrity and structure of the machine is not compromised.
5. The fuel tank must remain OEM and is the only tank that can be used for fuel supply.

IGNITION & ELECTRICAL

1. Ignition must be OEM for the year and model.
2. Lighting coil must remain in place.
3. OEM gauges must remain in place. Adding tachometers, and speedometers is allowed.

4. Aftermarket sensors of any type can be installed on the exhaust and must be fully functional.