

## 2007 NSA Pro Stock Asphalt Snowmobile Rules

### DESIGNATION

PS, preceded by the sled number

### GENERAL

All snowmobiles must begin as a stock qualified production snowmobile and retain OEM stock appearing profile. Any motor/chassis may be interchanged. All components that are allowable for modification must retain structural and mechanical integrity. Minimum weight at conclusion of run will be based on engine cc size and will include rider and gear.

### ENGINE

All snowmobiles are limited to 1500cc. All two-stroke, 4-cylinder engines must have a factory base. Any NSA approved crankcase permitted. Any case modifications allowed with NSA approval. Any commercially available aftermarket cylinder is allowed. Any bore/stroke is permitted, 2% tolerance for maximum cc size. All internal engine components may be changed and/or modified with like material. (If stock part was aluminum, then aluminum must be used as replacement.

If stock part was steel, then steel must be used as replacement.) Crankcase may be modified to change or relocate reeds. All reeds must be commercially available. Reed cage change must be accomplished without sacrificing the mechanical integrity of the crankcase. To modify the outside of any stock or after market cylinder is allowed as long as the structural and mechanical integrity is intact. Dual spark plugs permitted as long as the stock appearance of the sled is not compromised. Super charging, turbo charging, nitrous or fuel injection is NOT permitted. A maximum of one (1) venturi per cylinder will be allowed. Any after market carburetor is permitted. Fuel pump may be modified and/or changed from original. If an electric pump is used, it must have its own separate shutoff controlled by rider lanyard.

### BASE WEIGHT

All 3-cylinder, two-stroke 1000cc sleds must weigh a minimum of 650lbs at the conclusion of the run. A four-stroke 1250cc sled must weigh 650lbs at conclusion of run. All two-stroke sleds over 1020cc but under 1050cc must weigh 675lbs at the conclusion of the run. All two-stroke sleds over 1050cc (four-stroke sleds over 1275cc) must weigh 750lbs at the conclusion of the run.

### EXHAUST

Any exhaust modification or replacement is allowed.

### FUEL

Racing gasoline only. Dielectric Constant, as per DC meter, must match baseline reading of specified gasoline. The use of additives prohibited.

### CLUTCH

Any clutch and drive belt are allowed. Clutches must be covered down to the center of the clutch bolt using 0.125" aluminum. If 0.09" aluminum is used for clutch cover, six-inch (6") wide industrial-type rubber belting must be secured to the inside of cover. Six-inch (6") wide industrial-type rubber belting over the perimeters of cover is recommended for 0.125" aluminum cover. Clutch guards must have through pin or bolt securing belt guard to snowmobile structure. Clutch guards must extend down behind secondary clutch and riders foot. Clutch guard must be secured in place at all times while sled is running.

### TRACK

Camoplast challenger tracks are the only tracks permitted for competition. Any track at or below wear bar marks will not be permitted. Track softeners prohibited.

### SKIS AND WHEELS

Any commercially available after market ski is allowed. Ski loops (1" tube) are required. The minimum length is fifteen (15) inches and the maximum length is twenty-one (21) inches. Both skies must be identical and not staggered on the snowmobile. Ski distance (center to center of the wheels) is to be a minimum of forty (40) inches and a maximum of forty-five (45) inches. The area under the snowmobile, measured from behind one ski to the other ski, must be a minimum of two (2) inches above the ground and a minimum of two (2) inches wide behind the ski.

### BRAKES

Lower drive shaft brake permitted.

### SUSPENSION

Any after market or OEM track suspension is permitted. If modifications to OEM suspension are made, structural integrity must be maintained. An original A-arm chassis must be replaced with A-arm and an original trailing arm chassis must be replaced with trailing arm.

**CHASSIS**

Chassis including the front bulkhead must remain OEM appearance for the said model. Material substitution is allowed. Tubular front-ends are permitted for reinforcement or replacement, but location and execution must be approved by NSA. Tubular front-end profile and measurements must match OEM sled dimensions. Dimensions will require NSA approval. Front suspension components may be modified or changed as long as stock configuration is maintained. An original A-arm chassis must be replaced with A-arm and an original trailing arm chassis must be replaced with trailing arm. Spindles may be strengthened or replaced with a stronger spindle. The minimum wall thickness is 0.12 inch and the minimum outside diameter is 0.75 inch. An inspection hole is required if the wall thickness is not visible. All components must maintain structural integrity. Motor mounts may be changed from original location. Any engine location is allowed as long as stock snowmobile profile is not compromised. Any commercially available chain case/drive line modification allowed. Any sled modification will be subject to safety inspection at any time. Any modified chassis may be disqualified for any reason at any time.

**FUEL TANK**

The fuel tank may be modified to accommodate a fuel cell. The OEM style outside shell must remain intact. A fuel cell cap may replace the original fuel cap.

**FOOT STOPS**

Running board foot stops are permitted, but may not be wider than the running board at the position they are installed. They may not extend higher than the top of the tunnel at the point of installation.

**CONTROLS**

Handlebars, handlebar grips and controls may be modified. Controls must maintain stock configuration.

**AIR DAMS**

Front air dams are permitted. If air dam is mounted perpendicular to the skis, it must maintain a minimum of one-inch (1") ground clearance. If air dam is mounted in front of or behind the skis, it must maintain a minimum of two inches (2") ground clearance from ski to ski. The area under the snowmobile, measured from behind one ski to the other ski, must be a minimum of two (2) inches above the ground and a minimum of two (2) inches wide behind the ski. Air dam is not permitted to extend past the front OEM bumper or three (3) inches past belly pan, whichever distance is greater.

**BODY WORK**

No additional bodywork that changes stock appearance allowed (other than suspension side skirt and/or air dam.) Aerodynamic devices prohibited unless originally incorporated into same OEM of that brand. Openings for component accessibility will be allowed. The hood and belly pan may be removable as long as the OEM appearance for the said model is maintained and structural integrity is intact.

**IGNITION**

Any commercially available ignition permitted.

**IGNITION SHUTOFF**

Must be equipped with a positive ignition-cutoff switch attached to the rider with a lanyard. Rider or crewmember must wear tether at all times while sled is running.

**TAILLIGHT**

A functional taillight is mandatory for night operations.

**DATA RECORDERS**

Permitted for information gathering only. Throttle operation, clutch engagement, etc. are to be solely under the control of the rider. Traction control devices not permitted.

**RIDER CREDENTIALS**

A valid IHRA/NHRA competition license is mandatory.

**HELMET**

Full-faced helmet meeting Snell 90 or newer, K98, 2000, SFI 31.2A, or SFI 41.2A specs mandatory.

**PROTECTIVE CLOTHING**

Full all-leathers, boots above the ankle and leather gloves are mandatory. Suits must be one-piece design or joined by a zipper at the waist.

## **Interpretation of the Rules / General Conditions**

This serves as a reminder for all competitors regarding interpretation of rules along with associated penalties for non-compliance. All vehicle components and related functions must be accepted prior to use in competition. They must be used and installed per manufacturers guidelines without special modification and be accepted by the NSA Competition department.

It is the racers' responsibility to keep his sled legal at all times. Passing tech does not guarantee that the sled upon further inspection may be found to be in violation of published guidelines. Penalties for non-compliance vary with the severity of the violation and are at the sole discretion of the Competition Director.

Final translation and rule changes are completely at the option of the NSA Competition Director. Competition Director may amend or modify any rule in this book at anytime for any single occurrence for any good cause.

Competition regulations contained herein are presented in a positive manner. That is, whenever possible, each permissible option or class requirement has been listed as such.

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all NSA events and by participating in these events, all NSA members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with the Rules and/or Regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

NSA has the authority to impound or retain vehicles and their parts and any other equipment or items that are related to a contestant's participation at any NSA event. Such authority shall extend to the investigation of accidents, the testing and inspection of such vehicles, parts, or equipment or for any other purpose.