**NSSR 2022 FOUR STROKE CLASSES with TURBO *(Jan 2022)***

**SNOWMOBILE RULES FOR COMPETITION**

**1000 FOOT SPEED RUN**

All Competitors will run OEM four stroke engines that are produced with a factory turbo or modified to add a turbo Aftermarket engines are allowed only per ISR rules. The intent of the stock and improved stock four stroke classes is to make this a fair class with ease of providing tech and with the understanding that any slight modification to the ECU can improve performance immensely or access to special tuning programs by the factory can alter performance also. All ISR apply to these classes, unless noted differently on this list of items.

**Tether required for competition. Safe Jac required as per all stock classes. Leather suits are required for speeds at or exceeding 135mph and otherwise noted. Snell 2015 or newer helmets for 2022 and Snell 2020 or newer required for 2023 race season.**

**Stock Turbo Four Stroke:**

Stock bodywork, skis, seat, and suspension required to be OEM for model and year. In addition, headlight and taillight shall be maintained and in working order. A windshield is required and must a factory or aftermarket for the model, with low profile allowed as a replacement.

Shocks in the front suspension and rear suspension may be modified or replaced to allow lowering of the snowmobile to meet minimum clearance of 2 inches on the Belly pan.

Rear Suspension shall maintain 2 inches of travel. Slide lube system is allowed per stock rules.

Track may be a 0.5 inch lug competition track as approved by ISR and Ice Picks required to be at 50% and not over 1 inch above the top of the track lug. Plastic drivers may be replaced or modified to facilitate the 2.52 drive system and extrovert lugs removed for competition.

Weight with Driver and Snowmobile will maintain 825 lbs for 998/1050 cc motors and 775lbs for the 900 cc motors after the run is completed.

Snowmobile will maintain stock engine and muffler, along with stock clutches. Aftermarket clutch parts and gears may be exchanged for like parts. Belt adjuster may be added.

Stock ECU may be reprogrammed per manufacturer or aftermarket but must remain as sold stock from dealer in location and connection. Reverse gears and assembly must remain in tact. Headlight and taillight will remain functional. No Oxygenated fuel allowed.

**Improved Stock-Stock Turbo Four Stroke**

**All stock rules apply unless noted below:**

All Stock Turbo rules apply and may be modified as noted for Improved Stock competition.

A surge tank may be installed for fuel, but the stock tank must be maintained. No Oxygenated fuel or Methanol allowed. Fuel will be tested upon completion of a run of good standing or at the discretion of the race or tech director. Injectors and/or fuel pump may be replaced.

The Engine will remain in Stock Production including the head and valve assembly.

Stock turbo required and must remain in stock position as OEM. No modification allowed.

Aftermarket Air Filter is allowed along with the replacement of the muffler and must exit the stock location as production.

If not equipped with an O2 sensor, it may be added.

Reverse gears/assembly in chain case may be left in or removed and substituted as desired.

Stock ignition and fuel system must be maintained, but the stock ECU may be modified by aftermarket or factory programming, along with the installation of an Aftermarket ECU may be installed to allow for the reprogramming before, during, or after the Race Event. All aftermarket ECU’s must fit or have an adapter to leave the inplace wiring harness and connectors per OEM.

Weights for competition will be as per Stock above.

**Pro Stock-Stock Turbo Four Stroke:**

Rules are per ISR for this competition class.

Overall this is a stock chassis class with modifications allowed to stock body parts, seat, aftermarket suspension, drive axle, rear tunnel, lightweight front end all to resemble stock form. Belly pan to remain intact. Tracks for this class will be stock width available tracks per ISR. Hence we are only allowing a 0.5 inch lug track that meets ISR rules and **may NOT BE** cut down (13.5 inch track is minimum width)

Engine may be modified with aftermarket internals, including the cams and valves. The stock crankcase and head must remain intact.

No Oxygenated Fuels.

Weights will be 750 lbs for the 3 cyl 998cc and up, 710 lbs for the 2 cyl 1050 cc, 685 for the 3 cyl 900 cc

Aftermarket chassis or stock chassis that is reinforced substantially in the tunnel or bulkhead to represent an aftermarket production will not be allowed to run in this class. They will compete in the Pro Mod Class if available for competition, or in a higher class level.

Leather Suit mandatory in this class.

**Pro Mod – Stock Turbo Four Stroke**

Rules are per ISR for this competition Class.

Class does allow aftermarket chassis and the use of Oxygenated Fuels. Aftermarket and one-piece hood assemblies allowed for body work.

Track width will remain no less than 13.5 inches and with a 0.5 inch lug.

Weights will be 750 lbs for the 3 cyl 998cc and up, 710 lbs for the 2 cyl 1050 cc, 685 for the 3 cyl 900 cc

Parachutes recommended for speeds of 150 mph or above and mandatory at 160 mph.

Leather Suit is mandatory in this class.

**Pro Extreme 55 – Four Stroke**

Rules and weight per ISR. Fuel per ISR. Four Stroke Turbo weight is at 750 lbs.

NSSR will allow a minimum track width of 10.5 inches and track to be narrowed by approved method of water jetting or vendor such as Tracks USA.

Leather Suit and functioning parachute mandatory in this class.

**Pro Stock – Open Turbo – Four Stroke**

Rules per ISR. Fuel per ISR. Minimum Weight of sled and driver is 700 lbs

NSSR will allow a minimum track width of 10.5 inches and track to be narrowed by approved method of water jetting or vendor such as Tracks USA.

Leather Suit and functioning parachute mandatory in this class.

**Pro Max – Four Stroke**

Current NSSR Class Rules for this class with no turbo limit. Speed Belt track or 0.5 inch lug track allowed. **This class will run for 2022 competition, but will need to be altered to fit the Pro Extreme Class for 2023 with a 0.5 inch lug track and the 55 mm limit on the turbo per ISR.** Weight is 625 lbs.

Leather Suit and functioning parachute is mandatory in this class.

**Outlaw or TopGun – Four stroke**

Rules per ISR with a minimum track width of 10.5 inches and Methanol Fuel allowed.

No Weight requirement. Outlaw Machines will run in the TopGun Competition Class.

See NSSR rules for Top Gun Class Competition attached.

**For questions in this class, please call Ron Bray at 612.360.1280 or email me at rbray@wsbeng.com**