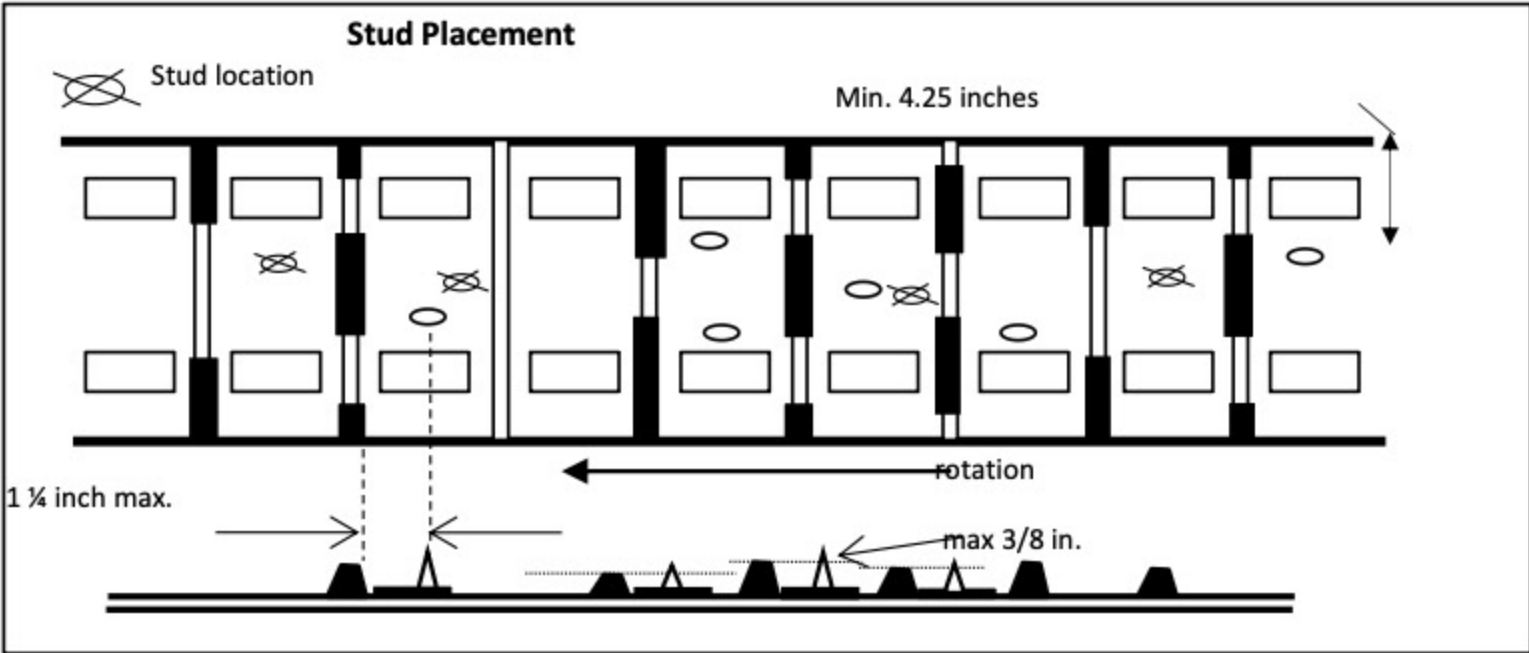




8. The stud must be a minimum of 4.25 inches from the edge of the track measured parallel to the surface of the track and from the track edge to the outside edge of the stud shaft.

FRAME AND BODY

1. Dulled foot traction devices allowed on the running boards.
- a. ON THE FLAT OF THE RUNNING BOARD – traction devices must be dulled and be no higher than 1/2 inch above the flat of the base of the traction device.
- b. ON TOP OF THE ROLLED EDGE – traction device must be dulled and be no higher than 1/4 inch above the top of the rolled edge of the running board.
- c. The traction device may extend a maximum of 1/4 inch beyond the side of the rolled edge for mounting. There shall be no sharp edges to the side of the rolled edge.
- d. Foot stirrups and side tunnel traction pads may be added.
2. Running board extensions are not allowed.
3. The rear snow flap must be in contact with the course surface when driver is seated.
4. The rear snow flap must be constructed of a semi-rigid material such as HD polyethylene or UHMW polyethylene.
5. Extra hood tie-down straps can be added, and existing hardware can be changed to accept new straps
6. Orange is not allowed on snowmobiles in Sno-Cross racing.



SPECIAL NOTICE:
All Sno Cross Classes must use this configuration.
IMPROVED SNOW FLAPS IN RETENTION AND THE ABILITY TO DEFLECT ROOST.

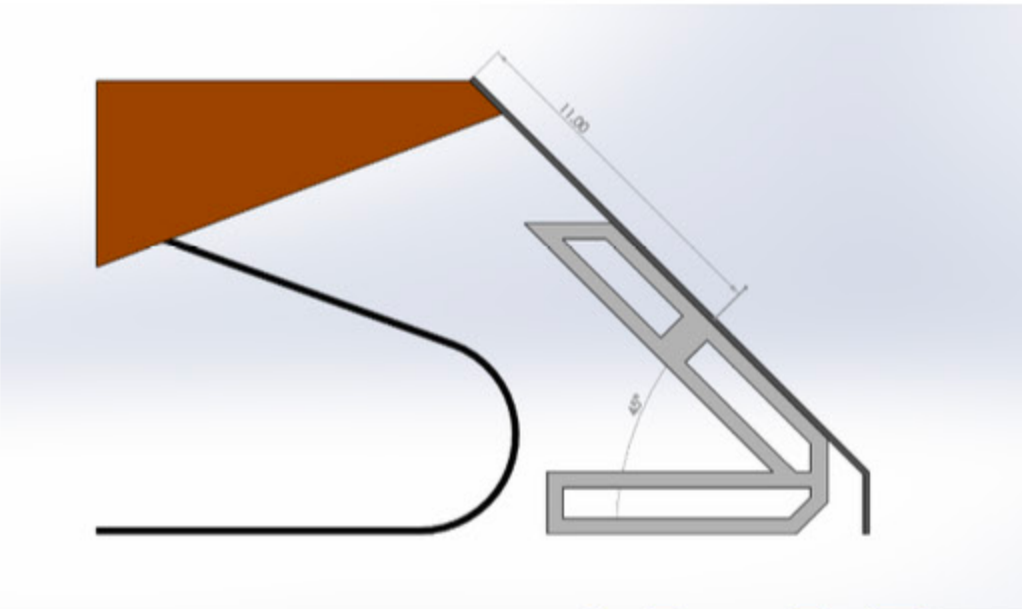
1. A rear snow flap of sufficient material must be installed in a permanent manner and shall be held down (restrained from rearward movement) to restrain traction components, snow, mud, rocks, and other material thrown from the track at all speeds.
2. The snow flap must overlap the widest part of the rear tunnel opening by at least one inch on each side.
3. The snow flap must be in contact with the course surface when the rider is on the snowmobile.
1. Snow flap design and installation will be as follows:
Snow flaps need to be made from .125 UHMW or HDPE plastic, cut in the shape/silhouette of the OEM 2021 snow flap. Additionally, an 8-inch-wide strip of the same material must be fastened to the snow flap, centered on the flap, and full length of the OEM flap. This reinforcing panel must be fastened to the snow flap with a minimum of eight (8) 3/16 diameter rivets, (steel or aluminum) placed 10 inches

apart, one inch from the outside edge of the panel and an additional rivet centered both top and bottom of the reinforcing panel of the snow flap. The rivets must have a minimum one half (1/2) inch head and a corresponding 1/2" outside diameter washer on the expansion side.

2. The snow flap may be of any color except orange but must be of .125 UHMW or HDPE.
3. The snow flap must have the lower two (2) inches of the flap bent at a 45-degree angle and mounted with the bend area facing the track/chassis/



4. The snow flap will be fastened to the chassis/tunnel in the manufacturer's normal methods and design. If this method proves failure prone a method for the individual brand will be dictated.
5. The retention device material must be the limiter strap from each brand sled, (for the initial phase of this rule, if this material proves to be prone to failure, other material will be specified) to retain the flap in an effective operating position. The retention strap mounting holes must be a minimum of 1 1/2 inches in from the left and right edges of the snow flap and must be fastened through the flap with 5/16 Allen head cap screw fasteners, with 2" by 1/8 in thick fender washers or an approved stud backing plate on each side.
6. The amount of angle that the snow flap may deflect/rotate in competition shall be 45 degrees maximum.
2. The attachment point of the retention strap to the snow flap shall be a minimum of 10 inches from the top of the flap. The retention strap shall be fastened to the snow flap in a position greater than 10 inches to control the flap in the following manner. The snow flap must touch the racing surface with the driver seated and the sled not in motion. When in motion the snow flap shall not extend at an angle greater than 45 degrees from the chassis. The intent of the snow flap is to limit snow and debris discharge onto competing drivers. Allowing the flap to



- extend beyond that dimension or any other method of defeating the effectiveness of the flap will be a disciplinary action. Observation by Race Director, Tech Director, or Course workers will be the control factor and will not be subject to appeal.
3. Location of where the limiter strap mounts to the tunnel will be at builder's discretion but must have 2 inches of chassis material minimum at the point it is mounted.
4. The snow flap will be fastened to the chassis/tunnel in the manufacturer's normal methods and design. If this method proves failure prone a method for the individual brand will be dictated.
5. Appropriate technical inspection gauges will be constructed to allow the technical inspector to determine compliance to the above rules and mounting criteria.

IGNITION AND ELECTRICAL

1. Lighting – Taillight must always be operational. Headlights not operational at the start of the event will be allowed to compete but must be repaired before the next heat/final is entered. Light failure during a race is not grounds for disqualification.
2. Data acquisition systems and data acquisition allowed.

SAFETY SWITCH

1. A functional and operational secondary safety shutoff switch (kill switch) that will terminate ignition is mandatory in all classes. The switch must be located on the right side of the handlebar. The switch may be either the "click-on, click-off" type or the spring-loaded, push and hold type.

TETHER SWITCH

1. The tether cord will be securely fastened to the driver. D rings/tabs on gloves and jackets are not designed for the abuse encountered during competition and accidents. It is required have your tether cord mounting location on your jacket or upper body protection in a reinforced area. A race or tech director may disapprove of the attachment method at any time. Drivers will not be allowed to compete until the attachment situation is rectified.
2. In the event of a driver/operator becoming dislodged from his snowmobile or a crash and the engine continues to run or the tether (safety disconnect) switch fails to function or is not properly fastened/attached to the driver/operator while the engine is running, the driver will be disqualified from the heat in which the infraction occurred.