



AMMC ICE-X CLASS RULES

GENERAL

Snowmobile must have OEM engine, hood, intake, exhaust, frame, suspension and cowl. All ISR stock class rules apply.

ENGINE

1. Engine cannot exceed 600cc (two-stroke) or 1050cc (four stroke).
2. Engine must remain in original mounting location.
3. Engine must be normally aspirated (no supercharging or turbo charging allowed).
4. No component or the engine may be altered, changed or enlarged. Blueprinting is not allowed.
5. No material removal whatsoever is allowed, this includes polishing, port matching, deburring, abrasive blasting or material removal for the purpose of engine balancing or other reasons.
6. Stock OEM pistons only are allowed for replacement.
7. Rotary valve timing/duration must remain as filed by the manufacturer.
8. No changes in engine displacement may be made by gasket adjustments.
9. CDI/ECU module may be reprogrammed.
10. No changes or modifications are allowed to the air intake system or its mounting locations.
11. No changes or modifications to any part of the exhaust system or its mounting locations.
 - A) The exhaust system is to include any, header flange or pipe, Y pipe, expansion chamber, pulse charger, muffler, and tail pipe that are original OEM equipment for that make and model. No changes or modifications are allowed to any part of the exhaust system or mounting locations.
12. All ISR stock class engine rules apply.

DRIVE

1. The primary clutch must be OEM per model.
2. The secondary clutch must be OEM per brand.
3. Any springs, weights or ramps may be used. Material may be removed from weights and ramps but not added.
4. No machining on clutches for any reason is allowed.
5. Any drive chain and sprockets may be used.
6. Drive belts do not have to be OEM.
7. Chain case must be original OEM for the model and must remain in original mounting location.
8. Brakes may be changed or altered but must be operational at all times. Brake components must be commercially available. Brake disk may not be modified in pad contact area. Brake disk material may not be substituted with any other material. OEM disk diameter and thickness must be maintained – must have a working parking brake.
9. Existing vents may be used to direct cooling air to the brake components. Brake disk shall not extend outside of the bodywork.

SKI SUSPENSION AND STEERING

1. Front suspension must remain in original mounting location. No material substitution allowed.
2. Must have a minimum of two (2) inches of travel with rider sitting on machine.
3. Reinforcement of components will be allowed by welding or bracing.
4. Any shock allowed. Replacements may be shorter than stock, but may not be longer.
5. Spindles may not be shortened.
6. Handlebars must be intact at the start of each race day. Any commercially available bar allowed. Handlebars may be altered to fit the driver. Open ends must be capped. Handlebars must be padded. Grips and controls may be modified. Throttle will be opened with a thumb mechanism located on the handlebar to the rear of the machine. No twist grips allowed.
7. Commercially available risers, relocation mounts and vibration mounts allowed.
8. Any steel spring other than a titanium one can be used on the suspension. May be shortened or heated springs may be removed and replaced with another type of cushion device.
9. Swaybar must remain in OEM location, but does not have to be functional. If used, swaybars must mount and fit to chassis in the same geometric position as the production sway bar. Sway bars may be interchanged with other stock OEM model swaybars offered by the manufacturer or any aftermarket bars. This allowance for change applies to the sway bar and mounting bolts only. Sway bars must be steel only.

SKIS & SKI RUNNERS

1. Aftermarket skis allowed. Skis must be commercially available and marketed through normal sales activity including multiple edged runners and multi-keeled skis. Ice Racing skis not allowed, must keep full length skis.
2. Skis may be reinforced on top-side only.
3. Ski skins allowed.
4. A maximum of fourteen (14) inches total length of carbide per ski is allowed.

TRACK SUSPENSION

1. Suspension must be OEM for the make and model (must retain original mounting locations or use optional holes pre-drilled or marked by the manufacturer).
1. Rails may not be bent or shortened. Rail profile must be stock.
2. Wheels may be added or removed along with mounting brackets from OEM wheel kit.
3. Any hyfax allowed.
4. Any shock allowed (may be shorter but no longer).
5. Any steel spring other than titanium may be used in the rear suspension. Spring may be shortened or heated.
6. Suspension travel may be limited. Must maintain two (2) inches of remaining compression travel with driver on snowmobile.

TRACK AND TRACTION

1. Any commercially available, one-piece molded rubber track allowed.
2. Length and width of OEM track shall be as produced, same width & length as came with the snowmobile originally from the manufacturer.
3. No cleats or partial cleats may be added.
4. Studs cannot be more than 3/8" above the highest point of the track.
5. Tracks may not be reversed.
6. Stud backing plate maximum size is 2" by 2 1/4".
7. Tracks cannot be used with lower lug height, than sled was produced.
 - A) MINIMUM TRACK LUG HEIGHT OF 1.25".
 - B) OEM 1 inch track to model year sled allowed.
 - C) 600 Sno-Cross built with 1.75" track can run a 1.25" track
8. Maximum of 144 stud count allowed. Outside pattern allowed. 30-70 degree studs allowed.

FRAME AND BODY

1. Snowmobile overall width is as produced.
2. All chassis will have OEM tags and/or serial numbers affixed to frame.
3. Removal of any material by any means will not be allowed.
4. Windshields may be altered for handlebar movements, must have safety edging and must be intact at the start of each race day – must be high enough to keep debris off of the driver's face.
5. Seat must remain OEM for the model. Padding may be added or subtracted to improve driver comfort and safety.
6. Vents/scoops must be OEM for the model. No additional vents or scoops may be added. Cooling ducts must remain within the confines of the sled and use only an existing vent. Vents may be covered or closed. Ducting is allowed for the purpose of brake cooling. Additional air inlets may be added on certain models for brake cooling; check ISR vent rules.
7. Skid plates may be added but must be securely fastened.
8. Front and rear bumpers may be added.
9. All OEM body panel straps must be in place and securely fastened at the start of each race.
10. Additional material and bracing may be added.
11. Tunnel protective wear strips may be added, removed or altered.
12. Liquid spray coatings allowed.

IGNITION AND ELECTRICAL

1. Ignition must be OEM for the year and model.
2. CDI/ECU may be reprogrammed.
3. Fixed ignitions may be moved + or – 4 degrees.
4. No aftermarket device allowed that interrupts ignition for the purpose of launch or traction control unless OEM for model.
5. Wiring may be removed.
6. Head and taillights must be original OEM for model, must remain in original mounting locations and must be operational at the start of each race day.
7. Glass lenses must be taped with transparent tape. No colored tape allowed.