

OUTLAW CLASS RULES

SAFETY ITEMS

- DOT/SFI type approved helmet IS required Must have eye protection
- 5- or 6-point Safety Harness REQUIRED
- ONLY ONE SEAT REQUIRED Driver must sit on the left side of vehicle or in stock location
- Window net recommended but not required

OUTLAW TURBO GENERAL RULES

- Engine swaps allowed – only snowmobile type engines with a maximum displacement of 1200cc
- Cars must have a clutch and belt cover/guard
- Each car must have number plates on each side
- All UTVs must have working head lights and brake lights; Dune legal cars ONLY Cars must be able to drive to the start area
- No pushing a UTV to the start line.
- UTV must stage into the staging lights by itself, no pushing of the car allowed. Immediate loss of the round will happen if car is pushed into the staging light. No crew allowed at the starting line area.
- UTVs must be able to make 15 min rounds; Time starts from the previous round end. Any car deemed unsafe will not be allowed to run.
- Fire extinguisher recommended
- Minimum weight 1600lbs car and driver (OEM Polaris block (non billet block) 1550lbs) – all cars will be weighed. Any car /driver that weighs less than 1600 lbs (or 1550lbs OEM Polaris block) after the race will be disqualified

FRAME AND SUSPENSION RULES

- Frame must be 50% of stock. Wheelbase can be changed up to 12 inches + or -
- Stock or Aftermarket cage okay – Cage must be made from steel or chromoly. No titanium cages allowed.
- Titanium suspension allowed
- UTVs must have 60% of stock suspension travel /no solid or real short travel cars Suspension must maintain 'similar' to stock geometry.
- If officials deem a suspension isn't built sufficiently safe or too light, the UTV will not be allowed to run
- All body panels required – bed delete okay
- UTV must have firewall between driver and engine compartment. No fluid in the drivers area including but not limited to radiator, surge tank, oil tank, etc.
- All cars must have a roof.
- **No wheelie bars allowed**
- Brakes required on all 4 corners
- No home built UTV allowed. Production chassis only

TRANSMISSION AND REAR DIFF

- Stock production type trans/diff architecture only

- Drive must be CVT or Factory Manual. I.e. no manual in RZR, No CVT in Yamaha, etc. After market gears and billet cases OK
- Override trans allowed for YXZ's
- Trans must have at least one forward and reverse gear
- Air clutches allowed
- Car must have a clutch and belt cover/guard in case of a failure.

ENGINES

- Bore and Stroke up to 1200cc allowed
- Unrestricted turbo size
- Billet blocks are allowed for non engine swap vehicles. Engine swap vehicles must run factory block.
- Factory production cylinder heads only.
- Blocks and heads must retain stock architecture, stock valve, and cylinder location Engine blocks and heads must be from the same make and model of the engine No exotic engine head combos
- Launch control allowed
- Stand Alone engine controllers (ECU) allowed
- Race fuel, E85 and Methanol approved
- Two power adders allowed – examples: single turbo plus nitrous, twin turbo or compound turbo, supercharger/turbocharger combo.
- Onboard compressed cylinders are allowed including nitrous and air clutch cylinder and fire extinguisher. For compound and super/turbo combos, only a fire extinguisher and air cylinder allowed.

MOD CLASS RULES

SAFETY ITEMS

- DOT/SFI type approved helmet IS required Must have eye protection
- 4 or 5 point harness required
- ONLY ONE SEAT REQUIRED Driver must sit on the left side of vehicle or in stock location

MOD TURBO GENERAL RULES

- No Engine swaps – factory engine only that came with the vehicle.
- Cars must have a clutch and belt cover/guard in case of a failure.
- Each car must have number plates on each side of the car
- All UTVs must have working head lights and brake lights; Dune legal cars ONLY Cars must be able to drive to the start area
- UTV must stage into the staging lights by itself, no pushing of the car allowed. Immediate loss of the round if car is pushed into the staging light. No crew allowed at the starting line area.
- UTVs must be able to make 15 min rounds; Time starts from the previous round end.
- Any car deemed unsafe will not be allowed to run.
- Fire extinguisher recommended.
- Minimum weight 1700lbs car and driver – all cars will be weighed. Any car /driver that weighs less than 1700 lbs. after the race will be disqualified

FRAME AND SUSPENSION RULES

- Frame must be stock with the exception of the wheelbase which can be changed up to 8inches + or -
- This is a combination of suspension and frame, Any material added to a frame stretch must be steel
- Roll cage can be stock or Aftermarket. Aftermarket cages must be steel tubing or chromoly. No titanium cages allowed.
- All cars must have a roof.
- Stock suspension only. No altered suspension including attaching points to the chassis or titanium parts. Suspension must be as it came from the factory, no exceptions.
- UTVs must have 60% of stock suspension travel /no solid or real short travel cars. Stock spring and shocks required.
- Vehicle must have all body parts, firewall, etc. Bed delete okay.
- UTV must have firewall between driver and engine compartment. No fluid in the drivers area including but not limited to radiator, surge tank, oil tank, etc.
- Must have brakes on all 4 corners
- No home built UTV allowed. Production chassis only.

TRANSMISSION AND REAR DIFF

- Stock production type trans/diff architecture only
- Drive must be CVT or Factory Manual. I.e., no manual in RZR, No CVT in Yamaha, etc. After market gears and billet cases OK

- Override trans NOT allowed for YXZ's
- Trans must have at least one forward and reverse gear
- No Air clutches allowed
- Car must have a clutch and belt cover/guard in case of a failure.

ENGINES

- All engines must be the same engine that came with the vehicle – stock bore and stroke. No engine swaps allowed.
- UTVs May have a turbo with a maximum inlet of 50mm for 3/4 cylinder engines and 54mm for OEM Polaris two cylinder engine. Turbos will be checked.
- No billet blocks allowed. All others must be factory production blocks. Factory production cylinder heads only.
- Blocks and heads must retain stock architecture, stock valve, and cylinder location. Engine blocks and heads must be from the same make and model of the engine.
- Launch control allowed
- Stand Alone engine controllers (ECU) allowed
- Race fuel and E85 approved – No methanol.
- Single power adder only – Normally aspirated with nitrous allowed, single turbo, supercharger. Combinations not allowed: nitrous with turbo, turbo/supercharger combinations, twin/compound turbos, etc.
- No onboard compressed cylinders other than fire extinguisher unless the vehicle is normally aspirated with nitrous.