

#001 TO #099 SPORTSMAN SUPER BUGGY TECHNICAL SPECIFICATIONS

DEFINITION

- A 4 wheeled vehicle utilizing many different engine combinations with unlimited suspension chassis designs.
- Engines are limited to maximum displacement of 1650cc to 2000cc depending on design and manufacturer.
- Technical specifications for this class supersedes CCR
- Rear wheel drive allowed only. 4 wheel drive will not be allowed for 2016 and beyond

CHASSIS

- The minimum tubing diameter for all buggy divisions is 1 ½ by .090" wall thickness

WEIGHT/WHEELBASE

- Minimum weight with driver is 1,900 pounds expect for non-spec ECOTEC as noted
- Minimum air cooled weight with driver is 1,580 pounds
- Wheelbase minimum 95"
- Maximum track width 93"

ROOF

- .075" Aluminum or 16 gauge (.063") steel sheeting is required
- Roof opening must have a heavy-duty hinge with a secure latching system

ENGINE | NON ECOTEC

- Any automotive engine with a production of 5,000 or more and available to the public in the US domestic market is allowed
- A maximum of 4 cylinders and a maximum of 4 valves per cylinder are allowed
- Air-cooled engines have a 2000cc maximum displacement
- Water-cooled engines with 2 valves per cylinder have a 1715cc maximum displacement
- Water-cooled engines with 3 or more valves per cylinder have a 1650cc maximum displacement
- Rotary engines are not allowed
- Fuel Injection is not allowed
- Variable timing or cam lift are not allowed

CARBURETOR

- One carburetor for water-cooled | Two carburetors for air-cooled
- Maximum of two venturis per carburetor
- Two valve engines: maximum 42 mm venturi
- Four valve engines, 1600cc and smaller: maximum 29 mm venturi
- Four valve engines, 1601cc to 1650cc: maximum 28 mm venturi

SPEC ECOTEC ENGINE

- GM ECOTEC 2.4 liter V.V.T.LE5 engine
- All engines must be sealed by a designated Sportsman Series engine sealer. The seals will be applied in the following locations:
 - Top cam cover
 - Intake manifold
 - Front engine cover
- Engine must retain all stock components, configurations and specifications
- All internal components must be in place and be operational at all times (i.e. stock balancer shafts and drive)

- Engine Oiling system:
 - The use of an Acu-sump style remote oil reservoir system is allowed
 - Oil pan is open
- Ignition | Fuel Injection System:
 - The ECM, throttle body, throttle control and harness must be purchased from the Sportsman Series designated supplier only. The ECM will be registered with the Sportsman Series.
 - The ECM will be locked and can be checked by the Sportsman Series officials at any time
- Engine functions data logging in the ECU is permitted for the following sensors only:
 - Engine | RPM | water temperature | oil temperature | fuel pressure | lambda 02 sensor | voltage

NON-SPEC ECOTEC ENGINE

- GM ECOTEC 2.4 liter V.V.T.LE5 engine
- All engines must be sealed by a designated Sportsman Series engine sealer. The seals will be applied in the following locations:
 - Top cam cover
 - Intake manifold
 - Front engine cover
- Engine must retain all stock components, configurations and specifications
- All internal components must be in place and be operational at all times (i.e. stock balancer shafts and drive)
- Engine Oiling system:
 - The use of an Acu-sump style remote oil reservoir system is allowed
 - Oil pan is open
- Ignition | Fuel Injection System:
 - Only a stock GM #17202005 manual cable driven throttle body is permitted. An adapter plate no thicker than 3/8 inch is allowed for mounting. Plate must be same as existing bore size
 - Any Brand ECU may be used as long as it functions only with the stock GM trigger and pickup
- Engine functions data logging in the ECU is permitted for the following sensors only:
 - Engine | RPM | water temperature | oil temperature | fuel pressure | lambda 02 sensor | voltage
- Weight for non-spec ECOTEC package with driver is **1950** pounds minimum

TRANSMISSION

- Transmission must be standard production, catalogued and available through regular dealer channels
- All forward and reverse gears must be in working order
- No sequential shift transmissions will be allowed after 2017 season
- Motor crankshaft must be connected to transmission input shaft via a conventional clutch assembly or vane type torque converter

MUD FLAPS

- All buggy classes are exempt from using mud flaps

We are working towards an ongoing effort to equal the performance of the class with different engine rules. Adjustments to any or all engine combinations are subject to change at the discretion of the technical director to equal the competition within the class.