



JR. SLINGSHOT RULES FOR 2026

Junior Division: The recommended age for the Junior class as of January 1 is 8-14. Under age of 8 driver is full responsibility of parent or guardian. Minimum weight for Junior class is 710 lbs. Juniors must run a 1 bbl. Carb with .526 bore and no air flow modifications allowed.

Safety Equipment: As per local track procedural rules

- (a). All drivers must wear a certified helmet (Snell SA 2020 or newer) **No** SNELL KA or M rated helmets are allowed.
- (b). A driving suit and gloves of a flame-retardant nature must be worn by all competitors; they are both mandatory. Driving shoes are not mandatory, but are highly recommended
- (c). A competition shoulder harness, at least two (2) inches wide, and a lap belt at least two (2) inches wide are required. Month, year and date of manufacture must be on all belts. Belts can't be older than manufacturer's expiration date.
- (d). Arm restraints, neck braces, and/or head and neck restraint are highly recommended
- (e). A full containment racing seat is highly recommended, but not mandatory. A proper aluminum racing seat; securely fastened with min. qty: 4 - 3/8" bolts is mandatory.

Chassis/Suspension: All cars raced must be exclusively supplied by the manufacturer, Speedway Entertainment. Engraved Slingshot plates must not be removed. 2026 Registration and inspection are mandatory for all events.

- (a). Absolutely no structural modifications (welding, cutting, additions or brackets).
- (b). All bumpers, front axles, etc. must be Slingshot™ certified. Components must remain the exact dimensions and thickness of the original. Steel or aluminum heim ends will be allowed. All chassis repair must be performed by Speedway Ent. The use of Titanium and/or Carbon Fiber is not allowed on a slingshot.
- (c). You can adjust your car anyway you want but don't cut, grind, drill or weld any components.
- (d). Coil Spring adjustment with sleeve & nut allowed.
- (e). Panhard bar length: Front 16" Rear 14"
- (f). Front axle-Maximum caster is 5 degrees. No cutting or welding of front axles. Must be purchased from an authorized dealer and made by Speedway Ent. Halving of damaged axles is done at SE. only.
- (g). Front End Allowances: Radius Rods 10" Tie Rod Ends 13 1/2"
- (h). Steering Wheel: Any size steel or aluminum wheel can be used.
- (i). Rear axle must be SE supplied solid. Cars must be 2 wheel drive at all times.

(j). Coil Spring 60, 80, 100, or 120 lb. only. You can mix and match, but only 1 coil spring per tire. You **can** double up or stack rear springs only. Springs can **NOT** be modified in any way.

(k). Shocks : SE, ST55 & St55-2R stamped Bilstein shocks only. 4 Bilstein Shocks must be used. No helper springs or coil rubbers allowed. OEM shock use only. Shocks can **NOT** be modified in anyway

Tires: Only Carlisle/OTR branded tires allowed, must be dealer purchased only

(a). **No tire softeners allowed**, highly recommended to wash tires with water only; to avoid a DQ.

(b). Maintained durometer reading- 16-650 to 18-950 minimum durometer reading: **60**. All cars checked must be within 4% of each other. EX: If all cars durometer at 62 your tire cannot be more than 2.48 lower than that.

(c). All legal Slingshot tires allowed 16 x 6.50, 18X 8.50 or 18 X 9.50 OTR or Carlisle, Sawtooth, both front and rear. **However, you must run atleast 1- OTR tire at all times.**

(d). Grinding is allowed, but **NO grooving or siping allowed.**

Wheels: Aluminum right rear is mandatory and is the only wheel used for right rear. Steel Slingshot wheels only on other 3 corners. Wheel Covers / Bead Protectors allowed on all 4 wheels.

(a). NO welded reinforcement on any wheel will be permitted at all. RR wheel reversal is not allowed.

Clutch: Clutch must remain as supplied with no modifications to drum, driver or shoes. Only a **10 tooth driver #40 chain** is legal. Chain oilers will be allowed. Only **2** clutches are legal. SE Manufactured 4 Shoe 40 Chain or Noram 1800 Series clutch allowed; Springs as supplied by SE. and/or authorized dealer only.

Rear Axle Gear: 68 tooth gear sprocket maximum. All sprockets must be complete, no teeth missing or added holes drilled.

Weight ballast: No liquid or loose weight allowed. . Add on weight cannot be outside of cockpit and must be secure(min. 1- 3/8" bolt). You can **NOT** put ballast inside any of the chassis tubing (this includes under the seat)

Body: No body older than 2023 will be legal. The bodies must remain as supplied by the manufacturer and must fit the templates. All bends, rolls and holes must be within **3/8"** of the certified Slingshot body. (For 2026 we will allow back to the 2017 body, but start of season 2027 you must become current with the rulebook)

Creative Body Rule: All teams are allowed to use a piece 6" x 36" of .040 alum. Cut to any shape anywhere on the car. Must not be a safety hazard.

Brakes: Hydraulic (Wilwood) and mechanical systems are allowed. All components must be used as supplied by an official Slingshot dealer. All must remain stock with no modifications and purchased from a certified dealer. Any pad legal. Brake air ducts allowed.

Brake Rotor: Must not be any thinner than 5/16" or have more than 4 -1 1/4" lightening holes.

Engine: Briggs & Stratton Vanguard SE built engines only. Metal WIRE SEALS mandatory. 3 metal stamp seals are not legal. Cylinder head sheet metal can be removed. Red engine seals will no longer be legal as of Jan 1, 2022. Current SE seals ONLY.

- (a). No modifications to engine. No oil additives.
- (b). The only allowable adjustments are idle, speed jets, valve lash, carb jets, valve spring shimmming, spark plug and flywheel timing.
- (c). All replacement parts for Model 35 must be original Briggs & Stratton manufactured engine parts (no grinding, polishing, lightening, changing size or location of any part).
- (d). Only K&N RD-0720, RU 0830, and Slingshot branded Air Filters allowed.
- (e). Spark Plugs: Spark plug choice is decided upon by team.
- (f). Flywheels: Lightened, altered or after-market flywheels are illegal. Speedway Ent supplied stock flywheel only 17.2 lb min. Flywheel fans will be optional. Aluminum flywheel **not** allowed in Junior Class. No sheet metal hiding flywheel is allowed; scale person must be able to see flywheel easily.
- (g). Mufflers: Slingshot approved mufflers are mandatory. Muffler must be attached to end of exhaust pipe. No modifications. Exhaust fins must be no farther apart than 1/4". All exhaust must go through muffler. Muffler must be in working order and mounted to start all events. 9/16" hole max at end of muffler.
- (h). Gauges: Tach, CHT, fuel pressure and oil pressure are only gauges allowed. No exhaust temp. gauge or oxygen sensors allowed.
- (i). All engine work other than allowable adjustments must be done by Speedway Entertainment and seals must be intact. A **\$350.00(cdn)** fine will imposed for **each** seal infraction.

Carburetor: Must remain stock appearing without any external modifications. NO material can be removed or added. Max 0.526" bore and no air flow modifications allowed. Air bleed holes and jet size may be modified. Multiple carb spacers may be used but must match inside stock dimensions. Absolutely no plastic fuel lines or filters.

(a). Carb. airflow cannot be improved or altered, using only stock butterflies & screws. Carb stack flange base may be altered. No material can be added.

(b). Junior Velocity Stack Adapter (Carb Plate): No beveling and no more than 1" center opening. Plate cannot be more than 1/4" thick.

(c). Intake manifold area can be ground & polished 5/8" above and below the carb. manifold spacer. Casting marks must remain.

Fuel: No additives including fuel lubes. Must pass test if given. 99% pure alcohol only. Loss of points and winnings if failed. (see below)

Fuel Cells: Mandatory for all events .No bolted on plastic tanks will be allowed. No added weight allowed in tank. Cap flange must have retaining ring inside tank.

Top finishers may be asked to use track supplied fuel.

Car Weight: Minimum car weight after race with driver must be **710lb. minimum**. All added weight must be bolted to weight tabs and cannot extend past cockpit.

Communications: Raceceiver /One way track radio only allowable communication (between track official(s) & driver. No cell phone or 2-way with any crew member or family member allowed. Forfeiture of money and points for that event will be administered.

Transponders: Transponders will be mounted 6" from track surface with specific location being the arm cutout across from safety belt bolt tab.

Protests/Additional Rulings/Etc.: Speedway Ent. And/or authorized dealer has the right to impound any engine or car for complete evaluation. Any part found not to be within the rules will not be returned to competitor and team will lose all points & purse winnings. Slingshot™ manufacturer reserves the right to reject any car from competition with penalties possibly forthcoming . ****SEE ATTACHED BELOW FOR UPDATED 2026 ENGINE PROTEST RULE****

(a).All protests must be in writing to Speedway Entertainment

(b).Rule infraction penalties : Any fuel, engine seal or internal engine violation will result in loss of all four points and parts. Violation could result in all season points loss pending severity. Other rule violations will result in loss of illegal part (s), DQ and points for that night.

(c). Car inspection must be done by Slingshot dealer, tour or track tech official or at Speedway Entertainment.

(d). touring events payouts are suggested. Track point fund is solely their responsibility. ALL RULES EFFECTIVE : JANUARY 1, 2024.

(e). Any part not covered in 2026 Rulebook will be clarified at time of car inspection or in supplied photos. Race team is responsible for all lab costs if fuel test fails. Parts must be used and sold by Authorized Slingshot dealer only.

(f). Any dispute with rule(s) not clearly stated shall be brought to the attention of SE. by local track official(s) & SE.ruling will be final.(SE/Speedway Ent.)

(g).Speedway Ent. is not responsible for any race track procedural rules. Thunder City Speedway & Emo Speedway track procedural rules are to be followed at all times.

Points: Refer to SE/Tobias ruling for track/super national /world championship point structures

OPERATION & MAINTANENCE

-Slingshots™ are real race cars and must be treated as such to be competitive. If you are unsure about anything posted in this manual, contact a certified Slingshot™ dealer for assistance. Illegal performance enhancement will be dealt with accordingly.

-A clean car will assist in your maintenance program.

-All moving parts such as heims, throttle bellcrank, throttle shaft, etc. must be lubed with WD-40 or equivalent. All grease fittings should be greased every race.

-**Engine:** 5-30 syn. oil is advised after a 1 race break-in. **Do not use heavier oil or additives.** Oil level to be 1/2 full to full on the stick and must not be milky. Do not clean the inside of the blower housing with a high pressure hose. Line up exhaust gaskets with the header. Set coil gap with a business card. If car is running on 1 cylinder remove diode wire between coil. If it runs on both cylinders, replace wire. Coil work on ground only. Do not hook positive wire to coil terminal on side cover.

-When starting engine be sure the rear wheels are off the ground. On cold days under 50 degrees turn both idle screws to 1 out and cover blower inlet to warm engine quicker. Once CHT is up to 180, idle screws are to be re turned to 3 turns out

-This will keep the engine oil from getting milky. (DO NOT race with milky oil) DO NOT race with engine un der 200 degrees. Engine rebuild should be every 25-40 races. Suggested valve settings are 0.010 for intake & 0.012 for exhaust.

-**Fuel Pressure:** Fuel pressure should be set at 3 to 4 lbs. Idle mixture screw should be set at 2 1/2 to 3 1/2 turns out.

-Chain : Chain alignment should be done with great precision. Make sure crankshaft is square with the rear axle. Hold a straight edge on the outside of the gear to line up the axle gear with the clutch gear. The chain must be kept with 1/4-1/2 of free play. FYI: Chain life can be extended by soaking chain in engine oil. Oil chain after each time on the track. Do not get oil on the clutch. To remove the chain from the car or replace, re move LS bearing cam bolts and slide through gap. The spare chain can be slid through in a pinch. Chain life is approximately 10-15 races.

-All moving parts such as heims, throttle bellcrank, throttle shaft, etc. must be lubed with WD-40 or equivalent. All grease fittings should be greased every race.

-Make sure all nuts and bolts are tight after every race, especially headers, lug nuts, radius rod bolts, motor plate and clutch bolts.

-Brakes: Re-adjust and check brakes after every event. Move the arm on the caliper and back it off the 1/4" jam bolt 3-5 turns. Turn large spanner nuts clockwise until brakes have a slight drag on rotor. Tighten jam bolt with bottom as far towards the rear of car as possible, then adjust stop at pe dal. Place grease between plunger and back of shoe every 5 races to prevent sticking.

Carburetor: Carb is modified for alcohol. Do not use stock carb or parts. Keep carb clean and free of dirt when removing. Take fuel line off on the inlet side of filter. Alcohol will gel if you let it sit more than 2-3 days. Run car every 2-3 days to circulate fuel or it can be drained and gas can be filled into the carb, through the fill line. If carb doesn't work properly at first, It must be completely disassembled and blown out thoroughly with compressed air. Float must be checked for correct height. When carb is held upside down float must be level with the base of up 1-2 degrees. If float is angled down fuel will bypass needle and fuel will come out top vent tube. (Do not plug vent) Rubber bowl gasket will expand when removed, wait about 7 minutes to return to size. Have a spare ready. Main jets are behind 12MM screws. Jet number must be checked with number drill. Stock is between .063 & .065. Spare carb is advised.

BASIC SET-UP

1. Great set-ups are done by trial & error. Keep good records.
2. Chassis Height: Rear 2 1/2-3 Front 2- 2 1/2 More height=more side bite and less forward bite Less height=less side bite and more forward bite.
3. Tire Stagger : 1/4 mi. track 4-1 1/2" stagger --1/8—1/5 mile track 5 1/2—3" stagger
4. Tire Pressure: LF—4 –6 lbs. RF— 6—9lbs. LR—6—12lbs. RR—16—35lbs. More air in rear tire loosens car up: use air to work with stagger.
5. Panhard Bar Height: Higher loosens entry and tightens exit. Lower tightens entry and loosens exit.
6. Wheel Weights: Loose set-up: LR 165 / RR 180 lbs. Tight set-up: LR 180 / RR 165 lbs.
7. Right Front Inset: Measure by running string across the outside of the RR tire and stretch it to front tire. Measure distance from string to outside of front tire. Greater the measurement ,the

looser the car, the smaller the measurement the tighter the car. Example: 2"—5" this can be adjusted by moving your wheel on the axle or shortening or lengthening the rear panhard bar.

8. Toe-out should be set at 3/16" out. Scribe a circle around the tire on each side in the front. Measure between the 2 lines 3/16" out.

9. Front Axle: Make sure front axle is square. Measure from crossbar back to axle.

10. Wheelbase : RS will always be longer than LS by 1/2" to 1 1/2".

11. Front Radius Rods: Must be bind free. Leave 1/16" —1/8" gap at front radius rod bolt.

12. Be sure all suspension parts are lubed and bind free

13. Coil Springs: 1/8—1/5 mi. LF 60 / RF 80 1/4—1/3 mi. LF 80 / RF 80 Soften corner for more bite.

14. Gearing : **Maximum of 6100 RPM's**. 1/10—1/7 mi. track 5.90—6.40 1/5 mi track 1/4 mi. track 1/3 mi. track 5.55—5.75 4.90—5.20 4.50—4.80 DO NOT turn engine over 6100 RPM's .A rev limiter is suggested.68 tooth gear maximum. Sprockets must be used as supplied, no added holes or missing teeth.



2026 Slingshot Engine Protest Rule

1. Protesting person must be racing the night of the protest
2. Prior to the start of the race the person protesting the engine must go to the promoter and pay \$500usd and inform them which engine is being protested.
3. When the race is complete the tech official or track representative will put the 2 supplied seals on the engine.
4. Once the engine is sealed the owner or driver has 10 days to get the engine to Speedway Ent. If the engine is not there with the 10 days, the driver of the car is banned from future Slingshot Competition.
5. Once engine is received it will go through a complete tech process. If the engine is deemed legal it will be returned to the owner along with \$250usd. If the engine is deemed illegal it will not be returned and driver will lose all points for the season and money earned. A check will then be sent to the person protesting the engine for \$250usd.