School / University	
Vehicle Number	

Item #	Rule	Team Initials	Technical Inspector Initials	Failed Item(s)	Recheck Initials
Engine / Fueling					
1.1	Engine: Must be a Kohler CH440-3302 with SAE restrictor plate installed. Must have a 3/16" fuel line between fuel filter and carburetor. The engine must remain completely stock in all ways.				
1.2	Governor is set for 3,800 RPM. Governor spring is set to 2B combination.				
1.3	Fuel filter and any additional connections in the fuel line must be contained above the splash shield (e.g., shutoff valve)				
1.4	Pyrotect fuel tank and the included fuel cap (p/n B4325GS) is required. No leaks are allowed anywhere in the fuel system.				
1.5	The fuel tank must not be removed for refueling purposes.				
1.6	Splash shields are required to prevent fuel from accidentally being poured directly on the engine or exhaust while refueling or preparing to refuel the vehicle.				
1.7	Fuel line must be rated as SAE J30R14 or 30R7-RP.				
1.8	Each kill switch that is installed on the vehicle (minimum of 2) must be able to shut off the engine.				
1.9	A Briggs & Stratton engine will be allowed to run but that car will not be eligible to receive any points, place in any events, or win prizes. You must contact OktoBAJAfest organizers prior to competition to receive approval.				
Vehicle Identification / Transponder					
2.1	All vehicles will be provided with a transponder by OktoBAJAfest. All teams must have a AMB/MYLAPS transponder mount.				
2.2	Transponder must be mounted on driver's right side forward of the seat and within 24 in of the ground. The transponder must be oriented properly and have unobstructed line of sight to the ground and must be protected from obstacles.				
2.3	One primary number must be visible from a front view. The number must be a block style numeral that is clear and easy to read.				
2.4	Primary cutout numbers must be affixed to the upper sides of the frame behind the rear roll hoop and clearly visible from each side.				
Vehicle Eligibility / Four Wheel Drive					
3.1	The vehicle must have a SAE "Passed Tech" sticker affixed (and visible) to the car from the last 5 years (2020 and on). Exceptions to this rule are at the discretion of the OktoBAJAfest organizers, but it must be communicated prior to showing up at competition.				
3.2	Two wheel drive cars are allowed to compete and receive points. If four wheel drive is proven to be working during technical inspection a bonus of 50 points will be awarded. **Technical Inspector - Write 2WD or 4WD**				
3.3	If you passed tech inspection and proved that four wheel drive worked at that time, and you can prove that it is functional at endurance gridding a bonus of 50 points will be awarded. Four wheel drive must work upon first inspection at gridding, no exceptions. **Technical Inspector - Write 2WD or 4WD**				

Frame					
4.1	A full intact roll cage is present all around the driver. It is fabricated competently.				
4.2	Roll cage members must be made of steel tube.				
4.3	Any frame modifications (including replacing frame members) must be approved by technical inspectors. Teams must identify any repairs or modifications made since last SAE competition.				
4.4	Frame may not have any dented or bent tubes, that have not been appropriately repaired. Any members that are dented or bent must be fixed in an approved fashion before the car is allowed to pass tech inspection.				
4.5	Damaged tubes must be sleeved or replaced according to the methods provided in the SAE rules for Tube Joints.				
4.6	All frame tube deformations, repairs, replacements, etc. are left to the discretion of the technical inspectors.				
Driver Restraint & Equipment					
5.1	Minimum 5-point harness with single metal-to-metal quick release lever buckle. No cam lock systems. The material shall be 3.0 inches in width, and free from injurious defects. Anti-submarine belts shall meet the same conditions, but have a minimum nominal width of 1.75 inches. The driver harness and restraints must be in overall good condition with no visible wear, cuts, tears, or fretting.				
5.2	All driver restraint systems must meet either SFI Specification 16.5/16.1, or FIA specification 8853/98. All restraints must not be older than 3 years at time of competition.				
5.3	All fasteners used to attach the harness to the chassis must be in good condition and of grade 5 (metric grade 8.8) or better. Two threads must protrude from locknuts.				
5.4	All drivers must wear a well-fitting Motocross style helmet with an integrated (one piece composite shell) chin/face guard and a rating of: Snell M2020, ECE R22-05, R22-06. Goggles must incorporate the use of tear-offs or roll-off systems. Helmets must be in good condition with no removed padding (no deep scratches, cracks, or dents).				
5.5	Full circle, neck support collars meeting SFI 3.3 must be worn. Horseshoe collars, Leatt, & HANS devices are not allowed.				
5.6	Separate arm restraints meeting SFI 3.3.				
5.7	Drivers must wear socks, shoes, and gloves. Fire resistant long pants with a long sleeved fire resistant upper garment or full suit is required with the appropriate markings. Check for good condition. No date restriction. Upper garment SFI 3.2, 3.3, 3.4, FIA 8856-2000.				
5.8	Condition and acceptance of all safety gear and restraints is up to the sole discretion of the technical inspectors.				
Cockpit					
6.1	Fire extinguisher must be mounted on the right side of the driver, easily accessible, with the top below the driver's head, and the top half above the side impact member. Fire extinguisher mount must be connected to a frame member with minimum .125 in thick steel tabs.				
6.2	Two identical extinguishers with a Minimum UL rating of 5 BC; must be equipped with a manufacturer installed dial gauge; gauge must be readable and properly charged. All extinguishers must be labeled with school name and car number. Teams running multiple can share the refueling pit secondary extinguisher. Larger refueling pit extinguishers are also allowed.				

Cockpit - Continued					
6.3	Fire extinguisher mount is the approved Drake or DV8 quick-release mount. No other mounts are acceptable. Must have OEM pin retainer. No zip ties or tape.				
6.4	Only mechanical foot operated throttle controls are allowed. A wide-open throttle stop must be mounted at the pedal. Controls must be designed to return to idle-stop in the event of a failure. The throttle cable must be covered (sheathed) between its forward mounting point and the firewall. Foot pedals must be positioned so as to avoid foot entrapment in any position.				
6.5	All sharp edges which might endanger the driver, crew, or officials must be eliminated, shielded or radiused. All cable ties shall be flush cut and sheet metal edges deburred. No gaps greater than 0.25 in. can exist between the lower frame side member and side impact member.				
6.6	Universal joints in the steering system near the driver's feet shall be shielded or sealed such that the driver may not become entangled in the joint.				
6.7	Vehicles must have proper guarding on the drivetrain at all locations. Cover materials must be rigidly affixed to a frame member and must not rotate. Material must prevent anything larger than a shoelace entering into the drivetrain area.				
6.8	Vehicles with four wheel drive must have proper hazardous release of energy guarding including proper drive shaft hoops. Material protecting against hazardous release of energy shall be 1010 steel plate or better and at least 0.060 in thick or 6061-T6 aluminum or better and at least 0.125 in thick. All other materials are prohibited. Hoops must be securely attached to frame members.				
6.9	Vehicle must have a belly pan under the entire length of the cockpit and seat. Pan must be solid material.				
6.10	Designed for driver protection & easy driver egress in an emergency. Maximum egress time of 5 seconds, equipped with all safety gear.				
Brakes					
7.1	Vehicle must have two independent brake circuits and separate reservoirs actuated by a single brake pedal. All four wheels must lock on a static brake check.				
7.2	All brake lines must be clear of wheels and tires and not be pulled when steering is turned from lock to lock.				
7.3	The brakes on the driven axle must operate through the final drive axle.				
7.4	Each brake circuit must have its own brake pressure switch to activate the brake light.				
7.5	All fasteners used in the brake system must be in good condition and of grade 5 (metric grade 8.8) or better. Two full threads must protrude beyond locknuts.				
Electrical					
8.1	Each vehicle must be equipped with two (2) easily actuated kill switches turning off the ignition. The Kill switch must not de-energize the Brake Light(s). (Note: Kill switches do not need to cut power to other electronics.) All kill switches must be attached with either rivets or grade 5 minimum hardware.				
8.2	One switch must be located on the driver's right side of the vehicle, near the top of the roll cage.				
8.3	The vehicle must be equipped with a red brake light that is clearly visible. The brake light must be mounted at a minimum of 1 meter (39.4 in) above the ground.				
8.4	Cars with reverse must have reverse light (SAE "R") of LED design and alarm.				
8.5	The batteries must be effectively sealed and secured and not leak in the event of a roll over. Terminals shall be insulated.				
8.6	Reverse and brake lights shall remain effective at all times. No cut-out or disabling switches are permitted.				

Towing Points					
9.1	The front hitch point must be strong enough to serve as a vertical lift point for the vehicle. The front hitch point, when not attached to a tow rope, may not present a danger of penetration in the event of a frontal collision. The front tow point shall be able to freely pass a gauge measuring 2.0 in. x 2.0 in. x 8.0 in. behind the front tow point tube				
9.2	Rear hitch must be made of steel plate. 0.125 to 0.375 in thick with a hole diameter of 1.0 in to 1.25 in. There must be a 1.0 in radial clearance. Minimum attachment width of plate to frame is 3.0 in.				
Drivetrain					
10.1	All rotating parts such as chains, sprockets, primary CVT pulleys, and belts that rotate at the rate of the drive axle(s) or faster, must be shielded to prevent injury to the driver or bystanders should the component fly apart due to centrifugal force.				
10.2	Tangential guarding material protecting against hazardous release of energy shall be 1010 steel plate or better and at least 0.060 in thick or 6061-T6 aluminum or better and at least 0.125 in thick. All other materials are prohibited.				
10.3	Gear boxes may not vent to atmosphere. Gear boxes must be completely sealed to prevent oil from leaking. Bellows are preferred and encouraged, but must remain within the roll envelope of the vehicle. At the discretion of the technical inspectors a tube length of at least 12 in with a sealed end may be allowed. Oil is not allowed to leak out of any gearbox during normal operation or in the event of a rollover.				
10.4	All fasteners used in the engine, gearbox, and drivetrain must be in good condition and of grade 5 (metric grade 8.8) or better. Two full threads must protrude beyond the locknuts.				
Suspension / Steering					
11.1	Adjustable tie rod ends must be constrained by a with a jam nut to prevent loosening. Jam nuts must be tight.				
11.2	Steering stops must be present and set properly to stop the wheel from turning past the travel of the steering rack.				
11.3	All lug nuts/wheel studs must be present and tight.				
11.4	Suspension members (A-arms, trailing arms, etc.) must be securely connected and all hardware, jam nuts, etc. must be tight.				
11.5	Spindle and axles nuts must be tight and at least 1 full thread showing. Cotter pins or locknuts must be used.				
11.6	All fasteners used in the suspension and steering must be in good condition and of grade 5 (metric grade 8.8) or better. Two full threads must protrude beyond the locknuts.				
11.7	All suspension members should be in good condition, with no visible dents.				
Miscellaneous					
12.1	The technical inspectors can require any modification at their discretion.				
12.2	2 full threads must protrude from all locknuts.				
12.3	All connections in the drivetrain, suspension, steering, brakes, and driver restraint must be either be fastened with hardware secured with safety wire or locknuts. The only exception will be the existence of OEM hardware on a stock purchased component (e.g., stock brake calipers).				
12.4	All sharp edges which might endanger the driver, crew, or officials must be eliminated, shielded or radiused. All cable ties shall be flush cut and sheet metal edges deburred.				
12.5					
12.6					
12.7					
Dynamic Brake Testing					
14.1	The vehicle can lock up all four wheels and come to rest in an approximately straight line after an acceleration run specified by the inspectors.				

	CHECK IF ISSUED
Passed Tech Sticker Issued	

Engine Idle RPM	
Engine High Speed RPM	

Head Inspector Signoff
Team Captain Signoff