AFT Technical Bulletin #2025-04

To: All Progressive AFT Competitors
Posting Date: 12/5/2025
Effective Date: 1/1/2026
Subject: 2026 AFT Technical Rules (UPDATED 12/5/2025*)

***Updated 12/5/2025 for clarification and to address certain areas that the intent may not have been clear. The following sections were updated:**

General Section:

- Added the Snell M2025 to the required helmet certification.

ProSport 450:

- Updated Transmission section to make it clear that you CAN NOT change or modify.
- Updated the wheels section to add two width options for front and rear. Changed the wording to make it clear that a quick-change hub may be used.

This bulletin outlines the technical regulations, general equipment standards and AFT class technical rules for the 2026 AFT Flat Track season. The complete 2026 AMA Pro Racing American Flat Track Rulebook and list of approved motorcycles will be published in the coming weeks.

TECHNICAL REGULATIONS

2.1 RIDER APPAREL AND PROTECTIVE EQUIPMENT

2.1.1 RIDER RESPONSIBILITY

a. IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET, PROTECTIVE CLOTHING AND EQUIPMENT WHICH WILL PROVIDE APPROPRIATE PROTECTION.
b. ALTHOUGH AMAP REQUIRES THEIR USE, NEITHER AMAP NOR THE PROMOTERS ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS.
c. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS, PROTECTIVE CLOTHING AND EQUIPMENT FOR PROTECTION AND DURABILITY.

2.1.2 GENERAL GUIDELINES

a. Riders must present a clean and neat appearance.
b. Protective clothing and equipment must be worn, maintained, and used in accordance with the manufacturer/supplier directions.
c. Only appropriately dressed individuals displaying proper credentials will be allowed in the pit area. Cut-offs, torn jeans, sleeveless shirts are prohibited in the pits. **Shoes must be worn at all times.**
d. Wearing clothing exhibiting obscene material or inappropriate slogans is prohibited.
e. Regardless of previous approval, permission to use specific Rider apparel may be withdrawn for any reason and at any time throughout the event as AMAP deems necessary in the best interest of the sport.

2.1.3 HELMETS

a. Full-face, road race style helmets are required for use in all American Flat Track classes and at all track configurations. Motocross style helmets are not permitted for use in American Flat Track.
b. Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened at all times when riding on the racetrack.
c. Any modifications to the helmet for any purpose should not detract from its effectiveness. Helmet certification must be affixed to the helmet at all times.

d. Helmets must be of the full-face type and conform to one of the following recognized standards with a label affixed certifying its approval:
   i. USA: SNELL M 2020D *and 2025D* (SNELL/DOT) or SNELL M 2020R *and 2025R* (SNELL/ECE)
   ii. United Nations: ECE 22.05 or ECE 22.06 ("P")
   iii. Japan: JIS T 8133:2015 (only "Type 2 Full Face")
   iv. BSI: 6658 Type A
e. Helmets used in competition must be fitted with cheek pads from the helmet manufacturer that can be easily removed by emergency services.
f. It is recommended that all helmets used by Riders in competition be equipped with a commercially manufactured emergency helmet removal system such as the Eject® Helmet Removal System or Hats Off device.
g. Use of mouth / teeth guards are encouraged while participating in on-track activity.
h. Helmet-mounted cameras, devices or accessories of any type are prohibited.

2.1.4 FACE SHIELDS

a. Face shields must be shatter resistant.

2.1.5 RIDING SUITS

a. Leather riding suits are mandatory in all American Flat Track classes and at all track types. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips, etc.
b. A self-inflating rider safety airbag (airbag suit) or approved supplementary airbag system is mandatory for competition in all classes.
c. Suits must be one piece or, if a two-piece suit is worn, the upper and lower pieces must be securely fastened.
d. Leather substitute materials may be used, providing they have been approved by AMAP. Leather substitute suits must have a full complement of impact absorbing armor built integrally into the construction as well as approved airbag system. Areas required to have additional padding include but not limited to: Elbows, forearm, shoulder, back, hips, knee and shin areas.
e. Riding Suits without the required additional padding or which otherwise fail to meet the mandated safety criteria, including an approved airbag system, will not be approved for use on the racetrack.
f. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.

2.1.6 BACK PROTECTOR

a. Riders are required to wear a commercially-manufactured, CE certified back protector while on the racetrack. Riders unsure if their back protector meets this criteria are encouraged to submit photos of the protector and original packaging to AMAP for clarification. Back protectors without CE certification are prohibited.
b. If a chest/back protector or neck brace is worn over the Rider's leather suit, the Rider's name and assigned number must either be visible on the leather suit or on the chest/back protector.

2.1.7 GLOVES

a. Riders must wear leather gloves while the motorcycle is on the racetrack.
b. All gloves must have CE certification. Riders unsure if their gloves meet these criteria are encouraged to submit photos of the gloves and original packaging to AMAP for clarification. Gloves without CE certification are prohibited. Final approval of gloves will be at the sole discretion of AMA Pro Racing.

2.1.8 BOOTS

a. Boots of the type typically used for motorcycle racing which are at least eight inches high are required at all times when riding on track. All other styles of footwear including work boots are prohibited.

2.1.9 SKID SHOE

a. On all-dirt circuits, a skid shoe must be used. The skid shoe must be made with a curved front end at the toe end of the shoe, with no sharp edges on the entire shoe. Titanium cannot be used in the construction of skid shoes.
b. A skid shoe must be attached to a rider's boot so it will not come loose. If a skid shoe becomes loose and has the potential to injure the rider or break free and endanger other participants, the rider will be black flagged.

2.1.10 PERSONAL ELECTRONIC DEVICES

a. The use of a portable music player is strictly prohibited during on-track activity.

b. No electronic device or video camera can be mounted to a rider's leathers, helmet or person.

2.1.11 CREW UNIFORMS

a. All team members and mechanics must wear crew uniforms designating a rider or team in order to be allowed on track, hot pit, signaling and starting areas.

b. Mechanics and race crew personnel not wearing team uniforms will be considered guests and may not be allowed in competition related areas including tech inspection, riders meeting, staging and track areas.

2.1.12 DISPLAY OF REQUIRED LOGOS

a. All riders are required to have the current series logo, class logo and the approved exclusive technical partner logos in place on their leathers when competing in any part of an AMAP-sanctioned event.

b. All crew uniforms must display the current series logo and exclusive technical partner logos on uniform shirts.

c. How to obtain the logo and/or logo artwork file:

   i. All number plate stickers and adhesive apparel patches will be available at Tech Inspection at each Event.

   ii. Leather suit and number plate vendors may download the logo files at www.amaproracing.com.

d. Disclaimer for use of the AMAP registered trademarks:

   i. The AMA Pro Racing logo, American Flat Track logo and the other logos and trademarks shown herein are licensed trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in American Flat Track events. Any further use of the marks outside of this capacity is not permitted without a license from or the express written consent of AMA Pro Racing.

2.1.13 RIDING SUIT AND CREW UNIFORM BRANDING

a. Rider Name

   i. All Riders must display their last name on the back of their leather suit at the shoulder line.

   ii. Rider last name must be permanently sewn onto the suit in a professional fashion.

b. Competition Number

   i. The Rider's competition number is optional and may displayed on their leather suit in addition to the Rider's name, but not in place of the name. If competition numbers are included, they must be the same as the competition number on the Rider's motorcycle. It is not permitted to have different competition numbers on the Rider's motorcycle and leather suit.

   ii. If a rider chooses to add their number to their suit, the number must also be sewn on in a professional fashion.

   iii. Approval of number fonts is at the sole discretion of AMAP.

c. Required Apparel Logos:

   I. TBD

2.2 GENERAL EQUIPMENT STANDARDS

2.2.1 FUNDAMENTAL TECHNICAL REQUIREMENTS

a. All motorcycles must meet the requirements contained in this section. In addition to the following General Equipment Standards, motorcycle components may only be modified, removed, or replaced with the exceptions and restrictions listed under the class-specific technical rules sections.

b. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabrication methods so that the motorcycle components will perform in competition properly and function in a safe manner.

c. Any component of a motorcycle, deemed by AMAP as necessary for acceptable operation, must be in place, securely mounted, in proper working order and structurally sound prior to technical inspection and anytime the machine is on the race track.

d. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason AMAP deems in the best interest of professional competition.

e. A model may be granted Technical Allowances at the discretion of AMAP. Technical Allowances will be published to the Technical Allowance and Restrictions List on AMAP's website. If a model is allowed to compete with Technical Allowances, it can continue to compete as such unless specifically removed, in writing, by AMAP.

f. A model may be regulated by a Technical Restriction at the discretion of AMAP. Technical Restrictions will be published to the Technical Allowance and Restrictions List on AMAP's website. If a model is required to compete with a restriction, it must compete as such unless specifically removed, in writing, by AMAP.

g. Any allowed commercially available components must be commercially available to all competitors.

h. Safety wire used to secure required items must be a minimum of .024-inch diameter.

2.2.2 COOLANT/FLUID CONTAINMENT

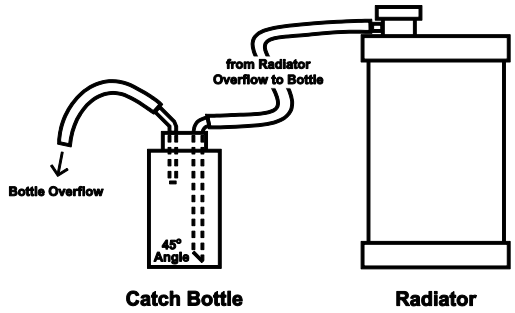
a. Coolant may be propylene glycol based. It must be nontoxic and water soluble. Ethylene glycol is not an acceptable coolant.

b. All drain plugs, radiator and oil fill caps must be safety-wired except plugs that are secured by other approved methods. In addition, glass oil sight windows must be adequately protected. A metal guard is preferable and duct tape, by itself, is not sufficient protection.

c. Oil filter bolts must be secured with safety wire. Oil filter cans must be secured with metal clamps and safety wire.

d. All vent lines coming out of the engine that have positive pressure must be routed into a filter of at least 23 square inches (2.5" diameter by 3" long) or a heat-resistant catch can of at least 350cc or of sufficient capacity to contain breather oil for the duration of a race.

e. All vent, breather or overflow tubes coming from the radiator must be routed into a heat-resistant catch can with a capacity of at least 250cc. Soda cans or bottles, or the like, are not acceptable. See illustration:



f. Overflow tube exiting the catch can must be routed to the rear of the motorcycle and configured so as to discharge onto the exhaust or muffler.

g. No bikes will be allowed through tech until the bottle is properly installed.

2.2.3 NUMBER PLATE REQUIREMENTS

a. All number plate artwork must be submitted to AMAP each year for approval prior to use in competition. Once approved, no substantive changes can be made without re-approval.

b. All number fonts, configurations and number plate designs are subject to approval by AMAP.

c. Assigned competition numbers and the approved Series/Class logos are required on the front and both side number plates. No other numbers, letters, logos or designs may be present.

2.2.4 NUMBER FONTS AND SIZES

a. Stylized numbers are allowed in the AFT SuperTwins class only. In all other classes, stylized numbers are prohibited.

b. Numbers must be solid, have no outlining and cannot overlap.

c. Fonts for Number Plates

i. National Number 1:

i. Current class champions may use specially-sized number ones with prior written approval from AMAP.

ii. National Numbers 2 – 99:

i. The designated font for single- and double-digit numbers on number plates is Impact:

1234567890 IMPACT

ii. When the designated font is used, the numbers cannot be altered in any way.

iii. If applying to use an alternate font, excessive condensing or stretching of numbers will not be allowed.

iv. Approved number plates using alternate fonts cannot be altered for the balance of a season.

iii. Numbers 100 – 999:

i. The only approved font for three-digit numbers is League Gothic:

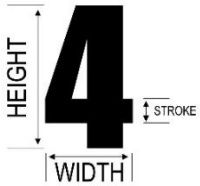
1234567890 LEAGUE GOTHIC

ii. The numbers cannot be altered in any way.

iii. No exceptions are permitted.

d. Number Size and Layout Requirements

i. Numbers must be centered on the number plate, and ample space must be provided around and between numbers.



e. The definitions of height, width and stroke are identified in the illustration above. Spacing is defined as the measurement from the edge of the plate to each number, and between each number.

f. Front and left side numbers must have the following dimensions:

i. National Number 1:

i. Height: ***6*** inches (min)

ii. Width: ***4*** inches (max)

iii. Stroke: 1 inch (min) up to 3 inches (max)

ii. National Numbers 2 – 99:

i. Height: ***5.5*** inches (min)

ii. Width: 5 inches (max)

iii. Stroke: 1 inch (min) up to 2 inches (max)

iv. Spacing: 1 inch

iii. Numbers 100-999 (League Gothic font only):

i. Height: ***5.5*** inches (min)

ii. Width: ***3.5*** inches (max)

iii. Stroke: 1 inch (min)

iv. Spacing: 0.5 inch (min)

2.2.5 TELEMETRY

a. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:

i. Official Timing & Scoring transponders utilized for scoring purposes.

ii. Data or video transmitted or recorded for the sole use by the approved event television production.

b. Data logging is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.

c. Any motorcycle ECU or data logger data provided to AMAP by a team and/or viewed by the Chief Technical Inspector will remain strictly confidential.

2.2.6 ONBOARD VIDEO CAMERAS

a. AMAP's designated broadcast partner may request that riders utilize onboard cameras at any point during the Event. Riders are urged to comply with requests whenever possible.

b. The use of a video recording device is not allowed at any time during on-track competition, including practice, qualifying and races without AMAP's permission.

c. Riders may request to use a personal onboard video recording device only during practice and timed qualifying sessions by completing an On-Track Camera Authorization form at tech prior to the start of the event and agreeing to comply with the AFT Camera Policy.

d. The following rules and requirements apply to the use of Onboard Cameras during any competition session:

   i. Cameras must be secured to the motorcycle with safety wire and/or a tether in addition to the standard camera mount. Any onboard camera that becomes detached from a motorcycle may not be re-installed for the remainder of the event. Additional penalties may be imposed.

   ii. Onboard cameras must be mounted within the body/ frame envelope of the motorcycle and cannot be positioned where it may be struck by a passing bike or rider. If unsure of suitable mounting positions, check with AMAP tech for clarity and approval.

   iii. With prior, written approval by AMAP, cameras which are designed and developed for integration into rider apparel may be utilized. This includes, but is not limited to, chest, back protectors, leathers and/or helmets. No other onboard cameras may be attached to the rider in any way.

   iv. Onboard cameras must have the rider's competition number clearly indicated on the camera and external case.

2.3 AFT SUPERTWINS TECHNICAL RULES

2.3.1 CLASS TECHNICAL RULES

a. AFT SuperTwins motorcycles must meet the following requirements in addition to the applicable requirements in Section 2.2: General Equipment Standards and Section 2.3: Motorcycle Specifications.

b. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

2.3.2 ENGINE ELIGIBILITY AND HOMOLOGATION

a. Engines submitted for homologation approval in AFT SuperTwins must originate from production-based, 4-stroke, twin-cylinder street motorcycles.

b. Engines with original production displacements outside the class limits may still be submitted for homologation approval. Once approved, however, the engine must be modified as needed to comply with class displacement limits in competition, allowing for adjustments to bore and stroke as required.

c. AMAP will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.

d. To be considered for homologation approval, production motorcycles utilizing the engine platform must have had a minimum of 400 units available through U.S. dealers.

e. Once a motorcycle submitted for homologation has been approved, the engine may be used until such time that it no longer complies with the technical rules.

f. Compliance with homologation requirements will not guarantee AMAP approval. Homologation may be withheld or withdrawn for any reason AMAP deems in the best interest of Pro Flat Track competition.

g. The original engine crank cases or OEM replacements must be utilized to qualify as a production engine.

h. All engines approved for competition will appear on the Approved Twins Engine List on the AMAP website.

2.3.3 ENGINES

a. Engines must be internal combustion and have two cylinders.

b. Engine Displacement:

   i. Liquid-cooled engines: 649-800cc

   ii. Air-cooled engines: 649-900cc

   iii. Bore and stroke may be modified to comply with the class displacement limits listed above.

c. Supercharging and turbocharging are prohibited.
d. To prohibit the practice of “twingling” a twin, any modification of engine components to alter the stock OEM firing order/spacing of cylinders is prohibited.
e. Cylinder Head, Valves, Springs and Retainers
    i. Material and castings must be the same as on the homologated model. Material may be added or removed from these components.
    ii. Cylinder head and cylinder head gasket surface may be machined.
    iii. Intake and exhaust ports may be modified.
    iv. Valves and valve seats may be modified or replaced**.** Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.
    v. Valves must remain in the same location and at the same angle as the homologated model.
    vi. Production engines that have cylinder heads unsuitable for racing may petition AMAP for acceptable alternative cylinder heads. Approved alternative cylinder heads will be published to the Approved Substitutes List on AMAP's website.
f. Camshafts and Sprockets
    i. The original camshafts may be modified or replaced. Camshaft duration and lift is unrestricted.
    ii. The original cam chain and sprockets may be modified or replaced.
    iii. The original cam chain tensioner may be modified or replaced.
g. Cylinders
    i. Cylinder liners or coating may be replaced or added, provided that the original casting is utilized.
h. Crankcase
    i. Material and casting must be the same as on the homologated model.
    ii. Material may be added or removed.
i. Crankshaft
    i. The original crankshaft may be modified or replaced.
j. Connecting Rod/ Piston/ Piston Rings, Pins and Clips
    i. May be modified or replaced.
k. Oil Pump/ Water Pump
    i. May be modified or replaced.
    ii. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.
l. Clutch Basket/ Clutch Hubs/ Clutch Plates
    i. May be modified or replaced.
    ii. Back torque limiting clutches (slipper style) are strongly recommended.

2.3.4 ELECTRONICS AND TRACTION CONTROL

a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used.
b. The use of non-standard/aftermarket ECUs must be approved in writing by AMAP. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMAP website.
c. Wheel speed sensors are prohibited.
d. Transmission or countershaft speed sensors are permitted only if equipped on homologated engine.
e. Suspension stroke sensors are prohibited.
f. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.
g. AMAP reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide all necessary download cables and operating software upon request.

2.3.5 TRANSMISSION AND PRIMARY DRIVE

a. Motorcycles are restricted to the use of rear-wheel drive only.

b. Primary drive method must remain the same as the homologated model except that chain or belt drive may be interchanged.
c. Primary drive must be completely enclosed by a cover or guard.
d. The maximum number of speeds in the gearbox is six. There is no minimum requirement for number of gears installed.

2.3.6 INTAKE SYSTEM

a. Intake Manifolds
   i. Engines may be equipped with a maximum of one carburetor per cylinder.
   ii. Manifolding between cylinder intakes is not allowed unless equipped on the original engine.
b. Throttle Bodies
   i. Carb/Throttle Body Maximum Inner Diameter: 40mm
   ii. Any type of electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices are permitted.
   iii. Throttle body assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys and associated linkages, flexible fuel lines, vacuum lines, airbox tube connections, velocity stacks and sensors.
   iv. For enforcement purposes, a measurable max bore diameter choke point must be located within the throttle body itself. Other than an injector relief located within a choke point, no part of this continual cross section can exceed the maximum inner diameter. This measuring area can be located anywhere within the throttle body.
c. Fuel Injection
   i. OEM fuel-injected engines may be changed to carburetion.
   ii. OEM carbureted bikes may be changed to fuel injection.
   iii. Fuel injector type, number and location may be changed.

2.3.7 EXHAUST SYSTEM

a. Exhaust pipes and mufflers must:
   i. Fulfill all requirements concerning sound control.
   ii. Be securely attached together and bolted to the frame.
   iii. Have internal mechanical and/or packed baffling.
b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edges of the exhaust pipe outlets must be rounded to eliminate any sharp edges.
c. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another Rider's wheel or leg from being trapped.

2.3.8 FRAMES

a. Cracked or broken frames are prohibited.
b. All stands must be removed.
c. Frames must be constructed of steel or aluminum.
d. Engine mount location, steering head, swingarm pivot point and rear suspension pick up points are not regulated.
e. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
f. Frames should be constructed to allow ballast to be secured in a positive fashion as needed to meet weight limits.
g. Frames and swingarms must be constructed with safety as the overriding concern. AMAP reserves the right to make the final determination in that regard.
h. Footrests
   i. Both footrests must fold backward to a 45-degree angle.
   ii. The top of the right footrest may be serrated.

iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
iv. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
v. The maximum length of the footrest from the pivot point is five inches.
vi. Shift lever ends must be rubber covered.

2.3.9 SWINGARMS

a. Swingarms may be constructed of aluminum or steel.

2.3.10 FORKS AND SHOCKS

a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
c. Steering stems should preferably be made of a ferrous material (i.e. steel) or stainless steel. It is the responsibility of the team and rider to fit a steering stem of adequate design and strength for the intended usage.
d. Any rear damper may be used:
   i. Single or dual shocks are permitted
   ii. Linkages are permitted.

2.3.11 FUEL TANKS

a. The use of a secondary fuel cell is strictly prohibited.
b. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
c. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
d. Tip over switches are highly recommended on fuel injected machines.
e. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.3.12 HANDLEBARS AND CONTROLS

a. Cracked or broken handlebars are prohibited.
b. Handlebars, hand controls and cables are unrestricted.
c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
d. Control levers must have minimum 0.25-inch diameter ball ends.
e. At TT events, front brake lever guards are mandatory.
f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
h. Additional original equipment or commercially available switches are permitted to be located on the handlebar.
i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

2.3.13 BRAKES

a. Aluminum or titanium rear brake discs are prohibited.
b. For Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
c. For TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
d. Foot-operated, solid, non-folding brake levers must be rubber-covered.

2.3.14 WHEELS

a. Motorcycles must use 19-inch diameter wheels, front and rear.
b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
c. Carbon fiber wheels are prohibited in AFT SuperTwins.

d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.

e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.

f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.

g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at https://www.amaproracing.com.

2.3.15 WEIGHT LIMITS

a. Motorcycles must weigh a minimum of **310** lbs.

b. Rear-wheel assembly must not exceed a maximum of 43 lbs.

c. See Section 2.10 Weight Testing Procedures for definition of rear-wheel assembly and testing procedures.

2.3.16 FAIRINGS/BODYWORK

a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:

i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.

ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.

iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.

iv. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.

2.3.17 FRONT NUMBER PLATES

a. Plate Size: Must be 12” wide, and between 10” and 12” in height.

b. Plate Color: White

c. Number Color: Black (PANTONE Process Black)

d. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Attempts at streamlining are prohibited, such as using curved plates or plates that are not rigidly mounted.

e. Number plates cannot be louvered or perforated. The designated dimensional area for numbers and mandatory display of series and/or class logos must remain smooth and legible.

f. Plastic or fiberglass number plates may be no less than 0.0625-inch thick. Metal plates may be no less than 0.045 inch thick or 0.030 inch thick if bead-edged.

g. The top 1.33” of the number plate must be black and include the Series and Class logos equally spaced on either side of the mounting bolt. The logos must be 1” tall with the Series logo on the left side and the respective Class Logo on the right side. This number plate header is a required part of the number plate design.

2.3.18 SIDE NUMBER PLATES

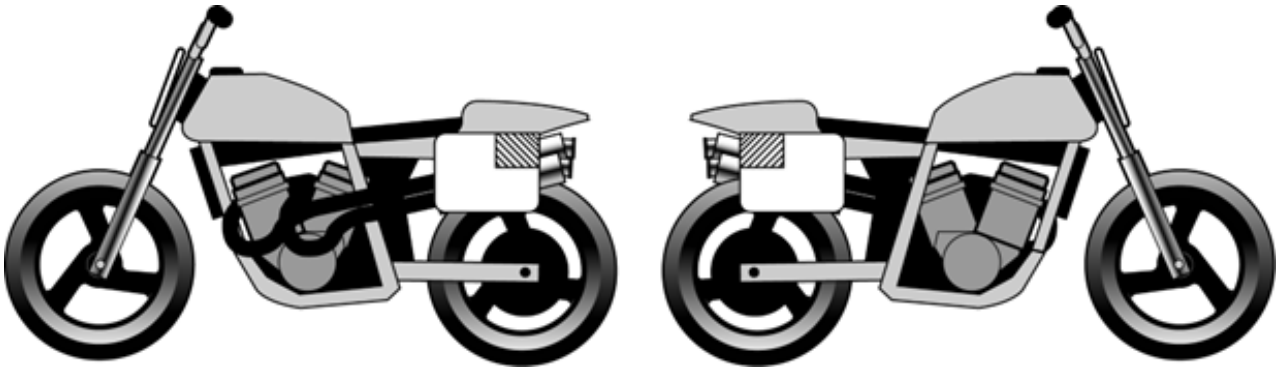
a. Plate Size: Must be 12” wide, and between 10” and 12” in height.

b. Plate Color: White

c. Number Color: Black (PANTONE Process Black)

d. Side number plates may be contoured to accommodate mufflers, suspension or other components but the numbers and required logos must be readable 90 degrees from direction of travel. AMAP has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP for pre-approval before being used in competition.

e. The Class logo must be displayed in both of the circled areas of the image below.



2.4 AFT SINGLES TECHNICAL RULES

2.4.1 CLASS TECHNICAL RULES

a. AFT Singles motorcycles must meet the following requirements in addition to the applicable requirements in Section 2.2: General Equipment Standards and Section 2.3: Motorcycle Specifications.

b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.4.2 ENGINE ELIGIBILITY AND HOMOLOGATION

a. Only 4-stroke single-cylinder motorcycles homologated by AMAP may be used in AFT Singles competition. The list of Approved Motorcycles is available on the AMAP website.

b. Homologation procedure information is available on the AMAP website.

c. AMAP will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.

d. Once a motorcycle has been approved, it may be used until such time that it no longer complies with the technical rules.

e. Compliance with homologation requirements will not guarantee AMAP approval. Homologation may be withheld or withdrawn for any reason AMAP deems in the best interest of Flat Track competition.

f. Minimum quantities that must be available through U.S dealers: All manufactures – 400 units per model.

g. Importation quantity deadlines:

   i. Minimum 200 units March 1st of the current season

   ii. Minimum 400 units June 1st of the current season

h. After June 1st, manufacturers must maintain availability of models homologated for the current season to any AMAP / American Flat Track pro-licensed Flat Track competitor until August 1st of the current season. This applies unless the manufacturer can supply documented proof that the units imported to the U.S. as the minimum requirement were sold to North American customers before June 1st of the current season. U.S. distributor team motorcycles are counted as part of the required units up to a maximum of eight units. Availability requirements do not apply on models homologated in previous seasons.

i. To be considered a homologated machine, swing arm, frame, engine cases, cylinder and cylinder head must all be of the same year of manufacture. Parts that are mechanically identical may be exchanged between model years.

j. Superseded or alternate parts controlled by these rules must be submitted to AMAP for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMAP and must be available to all entrants. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

2.4.3 ENGINES

a. Engines are restricted to single-cylinder, 4-stroke with a displacement of 251 - 450cc.

b. All single-cylinder engine displacements are absolute, with no overbore allowances.

c. Single-cylinder engines must maintain stock bore and stroke.
d. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
e. Cylinder Head
    i. Material and castings of cylinder heads must be the same as an originally homologated model of the same manufacturer.
    ii. Material may be added or removed.
    iii. Cylinder head and cylinder gasket surfaces only may be machined for increased compression.
    iv. The cylinder head gasket may be changed.
    v. Valves and valve seats may be modified or replaced**.** Valve springs, valve spring retainers, guides and keepers may be modified or replaced. The original number of valves must be maintained.
    vi. Valves must remain in the same location and at the same angle as the homologated model.
    vii. Cylinder heads may be exchanged between model years only if all other components, i.e. camshafts, cam chains, rocker arms, cylinder head covers, etc. are interchangeable.
f. Cylinders
    i. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
    ii. Spacers are not allowed.
g. Crankcase
    i. Crankcases must remain as homologated. No modifications are allowed.
h. Camshafts and Sprockets
    i. The original camshafts may be modified or replaced from those fitted to the homologated motorcycle.
    ii. The method of drive must remain as homologated.
    iii. Cam sprockets can be modified or replaced to allow the degreeing of camshafts.
    iv. The tooth count of the cam sprockets and cam drive sprocket on the crank must remain as homologated.
    v. The cam chain must remain as homologated.
    vi. The camshaft duration and lift are unrestricted.
    vii. The tensioning device(s) for the cam chain or cam belt is unrestricted.
i. Crankshaft
    i. The homologated crankshafts may be modified or replaced.
    ii. The primary gear must remain as homologated.
    iii. No external flywheel can be added that requires the modification and/or enlargement of the OEM cover.
j. Connecting Rod/Piston/Piston Rings, Pins and Clips
    i. The original connecting rod, piston, piston rings, pins and clips may be modified or replaced from those fitted to the homologated motorcycle.
k. Piston
    i. The original piston may be modified or replaced from those fitted to the homologated motorcycle.
l. Oil Pumps and Water Pumps
    i. Original equipment oil pumps are required with the following modifications:
        i. Blueprinting.
        ii. Changing the pressure relief spring.
        iii. Reducing gear and housing thickness.
    ii. The internal parts of the water pump may be changed or modified. The drive ratio may be changed.
    iii. Water lines may be modified or replaced.
m. Clutch
    i. Clutch type (wet or dry) must remain as homologated.

ii. Back torque limiting clutches (slipper style) are strongly recommended.

2.4.4 ELECTRONICS AND TRACTION CONTROL

a. The Engine Control Unit (ECU) that comes on the homologated motorcycle or engine may be used. The use of non-standard/aftermarket ECUs must be approved in writing by AMAP. Approved non-standard/aftermarket ECUs will be listed on the Approved Engine Controller List on the AMAP website.

b. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.

c. The software in ECUs may only be modified to affect spark and fuel table control, as well as data logging.

d. AMAP reserves the right to download and inspect ECU information from any competitor at any time. Teams are required to provide any and all available download cables and operating software upon request.

e. Non-production electronic devices designed specifically for traction control are prohibited. commercially available wheel speed sensors, countershaft speed sensors, transmission speed sensors or any other type of speed sensor that transmits information to the ECU is expressly forbidden. Any commercially available hardware or software designed to measure, calculate or utilize wheel speed differential, determine front wheel speed or facilitate any electronic control of the brake systems are prohibited.

f. Use of suspension stroke sensors is prohibited.

2.4.5 TRANSMISSIONS AND PRIMARY DRIVE

a. Motorcycles are restricted to the use of rear-wheel drive only.

b. Primary drive method must remain the same as the homologated model.

c. Primary drive must be completely enclosed by a cover or guard.

d. The maximum number of speeds in the gearbox is six.

e. Number of transmission gears must be the same as the homologated model.

2.4.6 INTAKE SYSTEM

a. The throttle body type must remain consistent with the design that came on the approved engine. Only an engine that came with electronic throttle by wire or secondary butterflies may use that type of throttle system.

b. If an engine did not come with an electronic throttle control or fly-by-wire, secondary throttle plates or other such induction controlling devices, use of these devices is prohibited. The rider must have uninterrupted mechanical connection via traditional cables from handlebar to the induction components.

c. Fuel injection is permitted only if it is standard equipment on the homologated model.

d. It is permissible to replace fuel injection with a carburetor.

e. There are no restrictions on carburetor or throttle body bore size.

f. Although the throttle body bore size may be changed, the casting must remain as homologated.

g. Boring the stock throttle body is allowed however it MAY NOT be bored to the extent that the stock casting is breeched or eliminated.

h. Welding, epoxy or other methods MAY NOT be used to increase the bore diameter above and beyond what the stock casting will facilitate. The final decision will be made by AMAP technical staff at the event.

i. The original throttle body may be replaced with any other homologated throttle body from the current approved AFT Singles list. See above for applicable throttle body type over boring restrictions and allowances.

j. The original number of fuel injectors must be maintained as homologated. Secondary, showerhead or supplementary injectors cannot be added.

k. ***Replacement air filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.***

2.4.7 EXHAUST SYSTEM

a. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have sound absorption mechanisms or packed baffling.

b. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.

c. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

2.4.8 FRAMES

a. Cracked or broken frames are not permitted.
b. All stands must be removed.
c. The main frame must be the same as an originally homologated model of the same manufacturer. All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) that was assigned to it in production. It must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
d. OEM aluminum frames and swing arms are permitted if equipped on the originally homologated model.
e. Strengthening gussets or tubes may be added, but none may be removed.
f. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed, however the radiator must remain in the same location as homologated model.
g. Fork stops must be installed of sufficient size and strength to prevent fork tubes or other components from contacting the fuel tank in a crash.
h. Engine mount location, steering head, swingarm pivot point and rear suspension linkage point must be used in the same fashion as the homologated model.
i. Subframes may be replaced with commercially available units of steel or aluminum provided that they are similar in design to the production part and utilize original mounting points.
j. Footrests
    i. Both footrests must fold backward to a 45-degree angle.
    ii. The top of the right footrest may be serrated.
    iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
    iv. The edge of both footrests must be covered with at least 0.25-inch of rubber or soft plastic (not tape) and must present no cutting hazard.
    v. The maximum length of the footrest from the pivot point is five inches.
    vi. Shift lever ends must be rubber covered.

2.4.9 SWINGARMS

a. Swingarm must be the same as an originally homologated model of the same manufacturer.
b. Strengthening gussets or tubes may be added, but none may be removed.
c. Chain guides may be removed or relocated.
d. Modifications are permitted for commercially available brake components, spacers and axle adjusters.
e. Modifications are not allowed to alter the fore and aft axle adjustment dimensions.
f. Commercially available linkage system and linkage arm may be replaced, provided pivot and linkage locations from the homologated model are retained.

2.4.10 FORKS AND SHOCKS

a. Any commercially available inner and outer fork tubes and axle lugs may be used. Modifications are permitted. All other fork parts may be modified.
b. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
c. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
d. The original attachments to the frame and swingarm must be used for the rear suspension linkage.

2.4.11 FUEL TANKS

a. Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.
b. The same size fuel tank used on a motorcycle in qualifying must be retained for the entire event.
c. The use of a secondary fuel cell is strictly prohibited.
d. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
e. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
f. Tip-over switches are highly recommended on fuel injected machines.

g. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.4.12 HANDLEBARS AND CONTROLS

a. Cracked or broken handlebars are prohibited.
b. Handlebars, hand controls and cables are unrestricted.
c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
d. Control levers must have minimum 0.25-inch diameter ball ends.
e. At TT events, front brake lever guards are mandatory.
f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
h. Additional original equipment or commercially available switches are permitted to be located on the handlebar.
i. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

2.4.13 BRAKES

a. Aluminum or titanium rear brake discs are prohibited.
b. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
c. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
d. Foot-operated, solid, non-folding brake levers must be rubber-covered.
e. ***Non-production brake cooling ducts are prohibited.***

2.4.14 WHEELS

a. Motorcycles must use 19-inch diameter wheels, front and rear.
b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
c. Carbon fiber wheels are prohibited from use in AFT Singles.
d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.
f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.
g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at https://www.amaproracing.com.

2.4.15 WEIGHT LIMITS

a. Motorcycles must weigh a minimum of 230 lbs.
b. Rear-wheel assembly must not exceed a maximum of 43 lbs.
c. See Section 2.10 Weight Testing Procedures for definition of rear-wheel assembly and testing procedures.

2.4.16 FAIRINGS/BODYWORK

a. Fairings/Bodywork or other devices solely designed for the purpose of decreasing wind resistance are not permitted on the front or rear of the motorcycle, with the following exceptions:
   i. With the exception of a seat/tail section or number plate, no bodywork is permitted to the rear of a plane drawn vertically through the rear wheel axle.
   ii. Seat/tail section cannot be wider than 450mm (17.7 inches) and cannot extend further to the rear than a vertical line at the rear edge of the rear tire.
   iii. Seat/tail section cannot be more than 200mm (7.8 inches) in height, measured from the seat base.

iv. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.

v. Undersizing, modifying or altering any component with the intent of reducing aerodynamic drag (streamlining) is prohibited.

2.4.17 FRONT NUMBER PLATES

a. Plate Size: Must closely resemble OE parts from the same model, year and manufacturer as the frame.

b. Plate Color: Yellow (PANTONE Yellow C)

c. Number Color: Black (PANTONE Process Black)

d. Series Logos: The top 1.33" of the number plate must be black with two (2) American Flat Track (Reversed) series logos (Size: 4"W by 1"T), centered and equally spaced.

e. Class Logo: The bottom of the number plate must have one (1) centered AFT Singles class logo (Size: 3"W by 0.75"T).

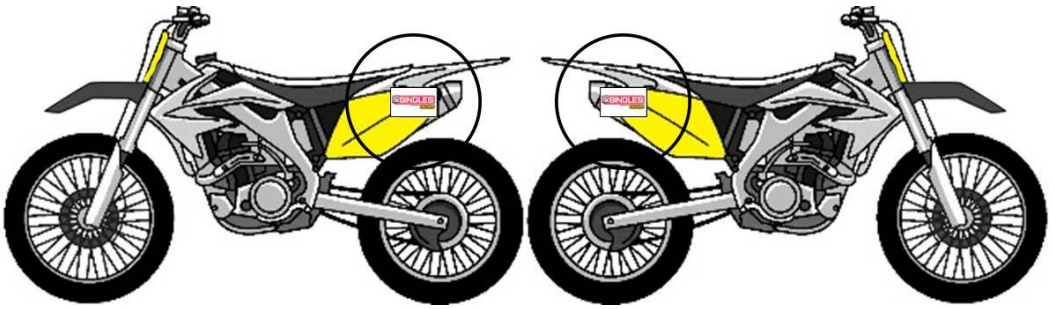
2.4.18 SIDE NUMBER PLATES

a. Plate Size: Must closely resemble OE parts from the same model, year and manufacturer as the frame.

b. Plate Color: Yellow (PANTONE Yellow C)d

c. Number Color: Black (PANTONE Process Black)

d. Class Logo: The striped area on both side number plates must display the respective AFT Singles class logo. The Class logo must be 1" tall.



2.4.19 ITEMS THAT MAY BE REPLACED

a. Wheels.

b. Brake disc/rotors.

c. Air filter***; replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.***

d. Steering head races and bearings.

e. Brake Calipers.

f. Triple Clamps.

g. Seat base and foam.

h. Radiator shrouds, side panels and rear fender with stock or commercially available replacements that replicate OE shape, dimensions and mounting orientation of that model year.

2.5 AFT ADVENTURETRACKERS TECHNICAL RULES

2.5.1 CLASS TECHNICAL RULES

a. AFT AdventureTrackers motorcycles must meet the following requirements in addition to the applicable requirements in Section 2.2: General Equipment Standards and Section 2.3: Motorcycle Specifications.

b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.5.2 MOTORCYCLE HOMOLOGATION RULES

a. ***AFT AdventureTrackers is a large displacement production-based class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.***

b. ***Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.***

c. ***Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.***

d. ***AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.***

e. ***After receiving homologation approval, any superseded or redesigned part on a homologated model must be submitted to AMAP for approval and must appear on the current OEM parts list prior to use in competition.***

f. ***Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years after its final model year.***

2.5.3 ENGINES

a. Engine configurations allowed: Two, three or four cylinders.

~~b.~~ Displacement range allowed: Over 850cc

c. Displacement limits are absolute, with no over bore allowance.

d. Bore, stroke and engine internals must remain as homologated. No engine modifications are permitted.

e. The type of cooling system (water, oil or air) must remain as homologated.

f. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities are permitted.

2.5.4 ELECTRONICS AND TRACTION CONTROL

a. The Engine Control Unit (ECU) that comes on the homologated motorcycle must be used. The ECU software and configuration may be modified.

b. ***Approved secondary fuel management control units are permitted. Approved control units will be listed in AFT AdventureTrackers Approved Equipment List.***

c. Resistors or load devices are permitted to replace removed components, including but not limited to lights, stands and lambda sensors.

d. Software modification or resistor type devices may be used to disable ECU functionality, such as ABS, traction control and wheelie control.

e. Non-production electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, any electronic control to the brake systems, and any inertial measurement units.

f. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:

   i. Official Timing & Scoring transponders utilized for scoring purposes.

   ii. Data or video transmitted or recorded for sole use by the approved event television production.

   iii. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. GPS may be used for lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.

g. Data logging from homologated sensors is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.

h. Any motorcycle ECU or data logger data provided to AMAP by a team and/or viewed by the Chief Technical Inspector will remain strictly confidential.

i. Non-production suspension stroke sensors are prohibited.

2.5.5 TRANSMISSION AND PRIMARY DRIVE

a. Motorcycles are restricted to the use of rear-wheel drive only.

b. Primary drive method must remain the same as the homologated model.
c. Transmission internals must remain the same as the homologated model.

2.5.6 INTAKE SYSTEM

a. Intake components, including airbox, intake funnels, throttle bodies, etc. must remain as homologated.
b. Air filters are required and may be replaced. ***Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.***

2.5.7 EXHAUST SYSTEM

a. Exhaust head pipes and collectors must remain as homologated, with the only approved modification being the removal of the catalyst.
b. Approved commercially available slip-on mufflers are permitted.
c. Exhaust pipes and mufflers must:
   i. Fulfill all requirements concerning sound control.
   ii. Be securely attached together and bolted to the frame.
   iii. Have internal mechanical and/or packed baffling.
d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another Rider's wheel or leg from being trapped.
f. Evaporative emissions control equipment/systems may be removed.

2.5.8 FRAMES

a. The main frame must be the same as an originally homologated model of the same manufacturer.
b. ***All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) as assigned in production and which must be displayed in a legible fashion.***
c. Cracked or broken frames are prohibited.
d. All stands must be removed.
e. All footrests must fold to a 45-degree angle.
f. The maximum length of the footrest from the pivot point is 5 inches.
g. Footrests may be relocated but cannot be lower than the bottom frame tube.
h. Engine mount location, steering head location and angle, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.

2.5.9 SWINGARMS

a. Swingarm must be the same as the originally homologated model.
b. Rear stand spools may be added.
c. Chain guides may be modified, removed, or relocated.

2.5.10 FORKS AND SHOCKS

a. Forks and shocks must be the same type as an originally homologated model of the same manufacturer.
b. Fork tubes must remain as homologated but internals may be modified or replaced.
c. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
d. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
e. The rear suspension linkage can be replaced but the original attachment points to the frame and swingarm must be used and cannot be modified.

2.5.11 FUEL TANKS

a. Fuel tanks must be the same as the originally homologated model.
b. Fuel pump must be the same as the originally homologated model.
c. No modifications are allowed to any component of the fuel delivery system.

2.5.12 HANDLEBARS AND CONTROLS

a. Cracked or broken handlebars are prohibited.

b. Handlebars, hand controls and cables are unrestricted.
c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
d. Control levers must have minimum 0.25-inch diameter ball ends.
e. Front brake lever guards are mandatory.
f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred. Cut-off switch must be red.
h. Additional original equipment or commercially available switches are permitted on the handlebar.
i. All motorcycles must be equipped with a self-closing throttle mechanism.

2.5.13 BRAKES

a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
b. ABS braking systems and components may be removed.
c. Brake discs, brake calipers, front and rear master cylinder must remain the same as the originally homologated model.
d. Brake pads, brake hoses and brake fittings may be modified or replaced.
e. Foot-operated, solid, non-folding brake levers must be rubber-covered.

2.5.14 WHEELS

a. All motorcycles must use OEM wheels from the homologated model or any optional equipment package for the model.
b. Wheels and wheel components may not be modified.

2.5.15 WEIGHT LIMITS

a. Minimum Weight: 500 pounds
b. Weight limits must be met after qualifying and races in the condition that the motorcycle finishes the session.
c. Rear-wheel assembly weight limitations will be posted in a future bulletin.
d. See Section 2.10 Weight Testing Procedures for definition of rear-wheel assembly and testing procedures.

2.5.16 BODYWORK REQUIREMENTS

a. All motorcycles must be fitted with OEM bodywork and must remain as homologated. Race bodywork or commercially available replicas are not permitted.
b. Modifications to windscreens may be approved for specific models and will be published in a technical bulletin.
c. All number plate designs and mounting methods must be submitted to AMAP for pre-approval before being used in competition.
d. Assigned competition numbers and the approved Series and/or Class logos are required on the bottom of the front windscreen and both side number plates. No other numbers, letters, logos or designs may be present.

2.5.17 FRONT NUMBER PLATES

a. Location: The bottom of the front windscreen must display the rider's competition number centered or to the left side, if necessary.
b. Size: Competition numbers must be a minimum of 6" in height with at least 0.5" around and between numbers.
c. Background Color: Black (PANTONE Process Black C)
d. Number Color: White
e. Series and Class Logos: One (1) American Flat Track (Reversed) series logo (Size: 4"W by 1"T) and one (1) AFT AdventureTrackers class logo. AMAP must approve front number and logo placement design.

2.5.18 SIDE NUMBER PLATES

a. Size: Must be 12" wide and 10" in height.
b. Plate Color: Black (PANTONE Process Black)
c. Number Color: White
d. Class Logo: Both side number plates must display the AFT AdventureTrackers class logo (minimum 1" tall).

e. Side number plates may be contoured to accommodate mufflers, suspension or other components but the numbers and required logos must be readable 90 degrees from direction of travel. AMAP has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP for pre-approval before being used in competition.
f. Number plates cannot be louvered or perforated. The designated dimensional area for numbers and mandatory display of series and/or class logos must remain smooth and legible.
g. Number plates must be made of plastic or fiberglass no less than 0.0625-inch thick. Metal plates may be no less than 0.045-inch thick or 0.030-inch thick if bead-edged.
h. In the case where a machine has rear saddle bag mounting framework, the bags must be removed but the side number plates may be attached to the framework.

2.5.19 ITEMS THAT MUST BE REMOVED OR DISABLED

a. The following items must be removed:
   i. Side and center stands
   ii. Mirrors
   iii. Stalk style turn signals
   iv. License plate bracket / extended rear splash guard
   v. Tool kits
   vi. Phone, GPS, Camera mounts
   vii. Accessory charging brackets
   viii. Accessory lights; functional or decorative
b. The following items must be disabled:
   i. All lighting elements must be unplugged or removed
   ii. Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape
   iii. Horn

2.5.20 ITEMS THAT MAY BE REPLACED OR MODIFIED

a. Mufflers, slip-on only
b. Exhaust system catalyst
c. Chain guides
d. Brake pads, brake hoses and brake fittings
e. Air Filters***; replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow***.
f. Any type of lubrication, brake or suspension fluid may be used
g. Spark Plugs
h. Oil and Fuel filters
i. Engine side covers that retain fluids
j. Cooling system thermostat and radiator cap
k. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities
l. Pannier mounting brackets/hardware.
m. Specific replacement components may be identified on a published Approved Equipment List.

2.6 AFT STREETTRACKERS TECHNICAL RULES

2.6.1 CLASS TECHNICAL RULES

a. AFT StreetTrackers motorcycles must meet the following requirements in addition to the applicable requirements in Section 2.2: General Equipment Standards and Section 2.3: Motorcycle Specifications.
b. Everything that is not authorized or prescribed in these rules is strictly forbidden.

2.6.2 MOTORCYCLE HOMOLOGATION RULES

a. AFT StreetTrackers is a production-based middleweight class requiring homologation approval. Homologation allows for the modification or replacement of specific components in the interest of safety, research, and development, within defined cost-control limits.

b. Motorcycles used in Competition must receive homologation approval from AMAP before they may be entered in any event.

c. Production motorcycles must meet class engine configuration and displacement limits along with any commercial availability requirements to be submitted for homologation.

d. AMAP will only accept homologation applications, petitions for technical allowances and submission of superseded parts from motorcycle manufacturers, their distributors, or designated representatives.

e. After receiving homologation approval, any superseded or redesigned part on a homologated model must be submitted to AMAP for approval and must appear on the current OEM parts list prior to use in competition.

f. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years after its final model year.

2.6.3 ENGINES

a. Engine configurations allowed: Two, three or four cylinders.

b. Maximum displacement allowed:
   i. Two Cylinders: up to 900cc
   ii. Three Cylinders: up to 800cc
   iii. Four Cylinders: up to 750cc

c. Displacement limits are absolute, with no over bore allowance.

d. Bore, stroke and engine internals must remain as homologated. No engine modifications are permitted.

e. Cylinder Head
   i. Modifications are permitted only to the shape of the valve contact area (seat). No other machining or blending is permitted.
   ii. Camshafts must remain as homologated. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
   iii. The original cam chain tensioner may be modified or replaced.

f. Clutch
   i. Clutch Plates may be modified or replaced.
   ii. Clutch springs may be changed.
   iii. OEM or commercially available clutch assemblies with or without back-torque limiting capabilities are permitted.

g. Cooling System
   i. The radiator must remain as homologated.
   ii. The type of cooling system (water, oil or air) must remain as homologated.
   iii. The cooling system hoses and catch tanks may be changed.
   iv. Radiator fan and wiring may be changed, modified or removed.

2.6.4 ELECTRONICS AND TRACTION CONTROL

a. The Engine Control Unit (ECU) that comes on the homologated motorcycle must be used. The ECU software and configuration may be modified.

b. Approved secondary fuel management control units are permitted. Approved control units will be listed in AFT StreetTrackers Approved Equipment List.

c. Resistors or load devices are permitted to replace removed components, including but not limited to lights, stands and lambda sensors.

d. Software modification or resistor type devices may be used to disable ECU functionality, such as ABS, traction control and wheelie control.

e. Non-production electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, any electronic control to the brake systems, and any inertial measurement units.

f. Electronic transmitting of information, including radio communication, to or from a moving motorcycle, is prohibited with the following exceptions:

   i. Official Timing & Scoring transponders utilized for scoring purposes.

   ii. Data or video transmitted or recorded for sole use by the approved event television production.

   iii. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. GPS may be used for lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.

g. Data logging from homologated sensors is permitted but the information may not be transmitted, relayed or downloaded in real time from a moving motorcycle.

h. Any motorcycle ECU or data logger information provided to AMAP by a team and/or viewed by the Chief Technical Inspector will remain strictly confidential.

i. Non-production suspension stroke sensors are prohibited.

j. The homologated wiring harness must be utilized and may be modified.

2.6.5 TRANSMISSION AND PRIMARY DRIVE

a. Motorcycles are restricted to the use of rear-wheel drive only.

b. Primary drive method must remain the same as the homologated model.

c. Transmission internals must remain the same as the homologated model.

2.6.6 INTAKE SYSTEM

a. Intake components, including airbox, intake funnels, throttle bodies, etc. must remain as homologated.

b. Air filters are required and may be replaced. Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.

2.6.7 EXHAUST SYSTEM

a. Exhaust systems may be replaced with commercially available systems.

b. Exhaust pipes and mufflers must:

   i. Fulfill all requirements concerning sound control.

   ii. Be securely attached together and bolted to the frame.

   iii. Have internal mechanical and/or packed baffling.

c. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.

d. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame to prevent another Rider's wheel or leg from becoming trapped.

e. Evaporative emissions control equipment/systems may be removed.

2.6.8 FRAMES

a. The main frame must be the same as an originally homologated model of the same manufacturer.

b. All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) as assigned in production and which must be displayed in a legible fashion.

c. Triple clamps may be replaced.

d. The use of offset bearing races for altering the steering angle is permitted.

e. Cracked or broken frames are prohibited.

f. All stands must be removed.

g. Footrests

   i. All footrests must fold to a 45-degree angle.

   ii. The maximum length of the footrest from the pivot point is 5 inches.

   iii. Footrests may be relocated but cannot be lower than the bottom frame tube.

2.6.9 SWINGARMS

a. All components of the OEM swingarm must remain as homologated with the following allowances:
   i. Modification is allowed to the swingarm to accommodate fitment of the 19" rear wheel assembly. AMA Pro Racing will make sole determination if any OE swingarm modification is outside the intent of accommodating wheel fitment.
   ii. Rear stand spools may be added.
   iii. Chain guides may be modified, removed, or relocated.

2.6.10 FORKS AND SHOCKS

a. Forks and shocks must be the same type as an originally homologated model of the same manufacturer.
b. Fork tubes must remain as homologated but internals may be modified or replaced.
c. A steering damper may be installed; however, it may not be used as a steering lock limiting device.
d. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).
e. The rear suspension linkage can be replaced but the original attachment points to the frame and swingarm must be used and cannot be modified.

2.6.11 FUEL TANKS

a. Only the following modifications will be allowed to be made to any component of the fuel delivery system:
   i. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
   ii. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
   iii. Tip-over switches are required on fuel-injected machines.
   iv. Shut-off valves are required on all fuel lines coming from the fuel tank, except for fuel-injected models not originally equipped with shut-off valves.

2.6.12 HANDLEBARS AND CONTROLS

a. Cracked or broken handlebars are prohibited.
b. Handlebars, hand controls and cables are unrestricted.
c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
d. Control levers must have minimum 0.25-inch diameter ball ends.
e. At events where front brakes are allowed, front brake lever guards are mandatory.
f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred. Cut-off switch must be red.
h. All motorcycles must be equipped with a self-closing throttle mechanism.

2.6.13 BRAKES

a. **Mile and Half Mile:** Motorcycles must be equipped with adequate and operating rear wheel brakes. Front wheel brakes are not allowed.
b. **Short Track:** Motorcycles must be equipped with adequate and operating rear wheel brake, but also may use front brakes. If front brakes are used, front brake lever guards are mandatory.
c. **TT:** Motorcycles must be equipped with adequate and operating front and rear wheel brakes. Front brake lever guards are mandatory.
d. ABS braking systems and components may be removed.
e. Brake calipers, brake pads, hydraulic lines and brake discs may be replaced with commercially available parts. Aluminum or titanium brake discs are prohibited.
f. Foot-operated, solid, non-folding brake levers must be rubber-covered.

2.6.14 WHEELS

a. Motorcycles must use 19-inch diameter wheels, front and rear.
b. Maximum wheel rim width is 3.5 inches, as measured at the inside, bead to bead.
c. Carbon fiber wheels are prohibited.

d. Wheel axles must be ferrous metal (i.e. steel) or stainless steel. Titanium or aluminum is not permitted.
e. Wheels may not be solid (spokeless) in design or have any material attached to closeout spokes when viewed from the side of the motorcycle.
f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.
g. Wheel designs that offer securely mounted weight options may be submitted to AMAP for evaluation and pre-approval. Unapproved ballasted wheels used at any AFT event may be subject to penalty. A list of approved wheels can be found at https://www.amaproracing.com.

2.6.15 WEIGHT LIMITS

a. Minimum Weight: 400 pounds.
b. Rear-wheel assembly must not exceed a maximum of 43 pounds.
c. These weight limits are subject to final confirmation in advance of the season. Weight limits must be met after qualifying and races in the condition that the motorcycle finishes the session.
d. See Section 2.10 Weight Testing Procedures for definition of rear-wheel assembly and testing procedures.

2.6.16 BODYWORK REQUIREMENTS

a. All motorcycles must be fitted with OEM bodywork or commercially available replicas that duplicate the OE components in size and shape.
b. All number plate designs and mounting methods must be submitted to AMAP for pre-approval before being used in competition.
c. Assigned competition numbers and the approved Series and/or Class logos are required on the bottom of the front windscreen and both side number plates. No other numbers, letters, logos or designs may be present.

2.6.17 FRONT NUMBER PLATES

a. Location: If a machine does not have usable front bodywork to display a competition number of required size, only the standard of 10” X 12” sized front number plates may be used, mounted in the approved location and orientation.
b. Size: Competition numbers must be a minimum of 6” in height with at least 0.5” around and between numbers.
c. Background Color: Black (PANTONE Process Black C)
d. Number Color: White
e. Series and Class Logos: One (1) American Flat Track (Reversed) series logo (Size: 4"W by 1"T) and one (1) AFT StreetTrackers class logo. AMAP must approve front number and logo placement design.

2.6.18 SIDE NUMBER PLATES

a. Size: Must be 12" wide and 10" in height.
b. Plate Color: Black (PANTONE Process Black)
c. Number Color: White
d. Class Logo: Both side number plates must display the AFT StreetTrackers class logo (minimum 1” tall).
e. Side number plates may be contoured to accommodate mufflers, suspension or other components but the numbers and required logos must be readable 90 degrees from direction of travel. AMAP has the right to determine if side number plates meet these criteria. Side number plates that are not flat must be submitted to AMAP for pre-approval before being used in competition.
f. Number plates cannot be louvered or perforated. The designated dimensional area for numbers and mandatory display of series and/or class logos must remain smooth and legible.
g. Number plates must be made of plastic or fiberglass no less than 0.0625-inch thick. Metal plates may be no less than 0.045-inch thick or 0.030-inch thick if bead-edged.
h. In the case where a machine has rear saddle bag mounting framework, the bags must be removed but the side number plates may be attached to the framework.

2.6.19 ITEMS THAT MUST BE REMOVED OR DISABLED

a. The following items must be removed:
   i. Side and center stands

ii. Mirrors
iii. Stalk style turn signals
iv. License plate bracket / extended rear splash guard
v. Tool kits
vi. Accessory lights; functional or decorative

b. The following items must be disabled:
i. All lighting elements must be unplugged or removed
ii. Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape
iii. Horn

2.6.20 OTHER ITEMS THAT MAY BE REPLACED OR MODIFIED

a. Seat foam or covering, OE base must be maintained
b. Exhaust system catalyst
c. Chain guides
d. Any type of lubrication, brake or suspension fluid may be used.
e. Oil and water lines may be replaced. Braided steel with proper AN connections are recommended in any pressure application.
f. Spark Plugs
g. Oil and Fuel filters
h. Air filters; replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow
i. Engine side covers that retain fluids
j. Cooling system thermostat and radiator cap
k. Specific replacement components may be identified on a published Approved Equipment List.

2.7 AFT 450 PROSPORT TECHNICAL RULES

2.7.1 CLASS TECHNICAL RULES

a. AFT ProSport 450 motorcycles must meet the following requirements in addition to the applicable requirements in Section 2.2: General Equipment Standards and Section 2.3: Motorcycle Specifications.
b. Motorcycles entered in AFT ProSport 450 must compete in the configuration as homologated by the manufacturer. Components may only be replaced, modified or added when explicitly allowed in the rules below.
c. Everything that is not authorized or prescribed in these rules is strictly forbidden. **If it doesn't say you can do it, you can't.**

2.7.2 ENGINE ELIGIBILITY AND HOMOLOGATION

a. AFT ProSport 450 is a production-based class requiring homologation approval. Motorcycles used in AFT ProSport 450 competition must meet the homologation requirements in AFT Singles Technical Rules - Section 2.5.2 Engine Eligibility and Homologation.
b. Only Production 4-stroke single-cylinder motorcycles with a displacement of 251-450 that have been homologated by AMAP may be used in AFT ProSport 450 competition. The list of Approved Motorcycles is available on the AMAP website.

2.7.3 ENGINES

a. All components of the engine must remain as homologated with the following allowances:
i. Normal maintenance of the engine is allowed, but all replacement parts must be OEM.
ii. Cylinder Head: Modifications are permitted only to the shape of the valve contact area (seat). No other machining or blending is permitted.
iii. Cylinders: Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized, and the OEM bore size does not change.

iv. Clutch: Clutch Plates may be modified or replaced. Clutch springs may be changed. Back torque limiting clutches (slipper style) are permitted and strongly recommended.

2.7.4 ELECTRONICS AND TRACTION CONTROL

a. The Engine Control Unit (ECU) that comes on the homologated motorcycle must be used. The ECU software and configuration may be modified.
b. Only OEM engine sensors may be used to provide input to the ECU unless otherwise specified.
c. The software in ECUs may only be modified to affect spark and fuel table control.
d. AMAP reserves the right to download and/or impound a competitor's ECU for inspection at any time. Teams are required to provide all available download cables and operating software upon request.
e. Suspension stroke sensors are prohibited.

2.7.5 TRANSMISSION AND PRIMARY DRIVE

a. All components of the transmission and primary drive must remain as homologated.

2.7.6 INTAKE SYSTEM

a. All components of the OEM intake system, including airbox and throttle bodies, must remain as homologated with the following allowances:
b. Air filters are required and may be replaced with an commercially available filter. Replacement filters must not incorporate any electric or mechanical devices intended to assist or enhance airflow.

2.7.7 EXHAUST SYSTEM

a. Commercially available slip-on mufflers are permitted. The original, unmodified head pipe must be maintained.
b. Exhaust system must be of the same OEM configuration and routing, i.e. no down pipes.
c. Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame using the OEM mounting locations.
d. Mufflers must have sound absorption mechanisms or packed baffling and meet all requirements of the current sound limits.
e. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire. For safety reasons, the exposed edge(s) of the exhaust pipe outlet(s) must be rounded to eliminate any sharp edges.
f. The inside of the exhaust discharge end must be a maximum of five inches from the outside edge of the tire or frame in order to prevent another rider's wheel or leg from becoming trapped.

2.7.8 FRAMES

a. The main frame must be the same as an originally homologated model.
b. All motorcycles must have a unique 17-digit Vehicle Identification Number (VIN) that was assigned to it in production. It must be displayed in a legible fashion. If a frame is destroyed, the replacement frame must carry the original VIN in its entirety.
c. Cracked or broken frames are not permitted.
d. Footrests
    i. Both footrests must fold backward to a 45-degree angle.
    ii. The top of the right footrest may be serrated.
    iii. A rubber encased foot peg must be fitted on the left side of the motorcycle.
    iv. The edge of both footrests must be covered with at least 0.25-inches of rubber or soft plastic (not tape) and must present no cutting hazard.
    v. The maximum length of the footrest from the pivot point is five inches.
    vi. Shift lever ends must be rubber covered.

2.7.9 SWINGARMS

a. All components of the OEM swingarm must remain as homologated with the following allowances:
    i. Chain guides may be removed or relocated.

2.7.10 FORKS AND SHOCKS

a. All components of the OEM forks and shock must remain as homologated with the following allowances:

i. internals may be modified or replaced with commercially available internal kits.
ii. A steering damper may be installed; however, it may not be used as a steering lock limiting device.

2.7.11 FUEL TANKS

a. All components of the OEM fuel tank and delivery system must remain as homologated with the following allowances:
   i. Fuel tank vent lines must have a device which prevents the escape of gasoline, i.e. a one-way valve.
   ii. On carbureted machines, fuel shut off valves must be installed between the tank and carbs.
   iii. Tip-over switches are required on fuel-injected machines.

2.7.12 HANDLEBARS AND CONTROLS

a. Cracked or broken handlebars are prohibited.
b. Handlebars, hand controls and cables are unrestricted.
c. Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.
d. Control levers must have minimum 0.25-inch diameter ball ends.
e. At TT events, front brake lever guards are mandatory.
f. Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.
g. Motorcycles must be equipped with a functional ignition cut-off switch or button, mounted on the handlebar and within reach of the rider's hand when placed on the grip. Momentary-off style switches are recommended and preferred.
h. Throttles must be self-closing. If the original throttle bodies or carburetors came with a push/pull dual cable arrangement, it must be utilized.

2.7.13 BRAKES

a. All components of the OEM brakes must remain as homologated with the following allowances:
   i. Brake pads and hydraulic lines may be replaced with commercially available parts.
   ii. In Mile, Half Mile, and Short Track races, all motorcycles must be equipped with adequate and operating rear wheel brakes. Operating front wheel brakes are not allowed.
   iii. In TT races, all motorcycles must be equipped with adequate and operating front and rear wheel brakes.
   iv. Foot-operated, solid, non-folding brake levers must be rubber-covered and remain in OEM location.

2.7.14 WHEELS

a. Motorcycles must use 19-inch spoked wheels, front and rear.
b. Cast or machined "Mag" wheels are not permitted.
c. The required rim widths are restricted to the following, as measured at the inside, bead to bead:
   i. Front: 2.15 or 2.5 inches
   ii. Rear: 2.75 or 3.0 inches
d. Rims, spokes and hubs may be replaced with commercially available parts to meet the wheel size requirements.
e. Only rim tape or tube protector (located between rim and tube) and a single inner tube solely designed and intended to serve as an air bladder may be installed inside each tire.
f. The minimum amount of balancing wheel weights must be located in a single radial position for the sole purpose of legitimate static wheel balancing. AMAP will make the final determination if any component or affixed balancing weights meet these criteria.

2.7.15 WEIGHT LIMITS

a. Motorcycles must weigh a minimum of 230 lbs.
b. Rear-wheel assembly must not exceed a maximum of 30 lbs.
c. See Section 2.10 Weight Testing Procedures for definition of rear-wheel assembly and testing procedures.

2.7.16 FAIRINGS/BODYWORK

a. All motorcycles must be fitted with OEM bodywork or commercially available replicas to include number plates, radiator shrouds, side panels and front and rear fenders. All bodywork must closely resemble the OE components in size and shape.

b. Under sizing, modifying or altering any component or its mounting position with the intent of reducing aerodynamic drag (streamlining) is prohibited.
c. Skid plates, front roost deflectors or engine guards must be pre-approved prior to use. If such devices suggest the possibility of decreasing wind resistance they must be modified as directed by AMAP officials or removed.

2.7.17 FRONT NUMBER PLATES

a. Plate Size: Must be OEM or commercially available replicas of the homologated model.
b. Plate Color: Black (PANTONE Process Black C)
c. Number Color: White
d. Series Logos: The top 1.33” of the number plate must be black with two (2) American Flat Track (Reversed) series logos (Size: 4”W by 1”T), centered and equally spaced.
e. Class Logo: The bottom of the number plate must have one (1) centered AFT Singles class logo (Size: 3”W by 0.75”T).

2.7.18 SIDE NUMBER PLATES

a. Plate Size: Must be OEM or commercially available replicas of the homologated model.
b. Plate Color: Black (PANTONE Process Black C)
c. Number Color: White
d. Class Logo: The striped area on both side number plates must display the respective AFT Singles class logo. The Class logo must be 1” tall.

2.7.19 ITEMS THAT MAY BE REPLACED

a. Additional items that may be replaced with commercially available parts:
   i. Any type of lubrication, brake or suspension fluid may be used
   ii. Oil filters and Fuel filters
   iii. Spark Plugs
   iv. Cooling system thermostat and radiator cap
   v. Drive chain and sprockets
   vi. Gear shift lever
   vii. Seat cover and foam