

AFT Technical Bulletin #2024-01

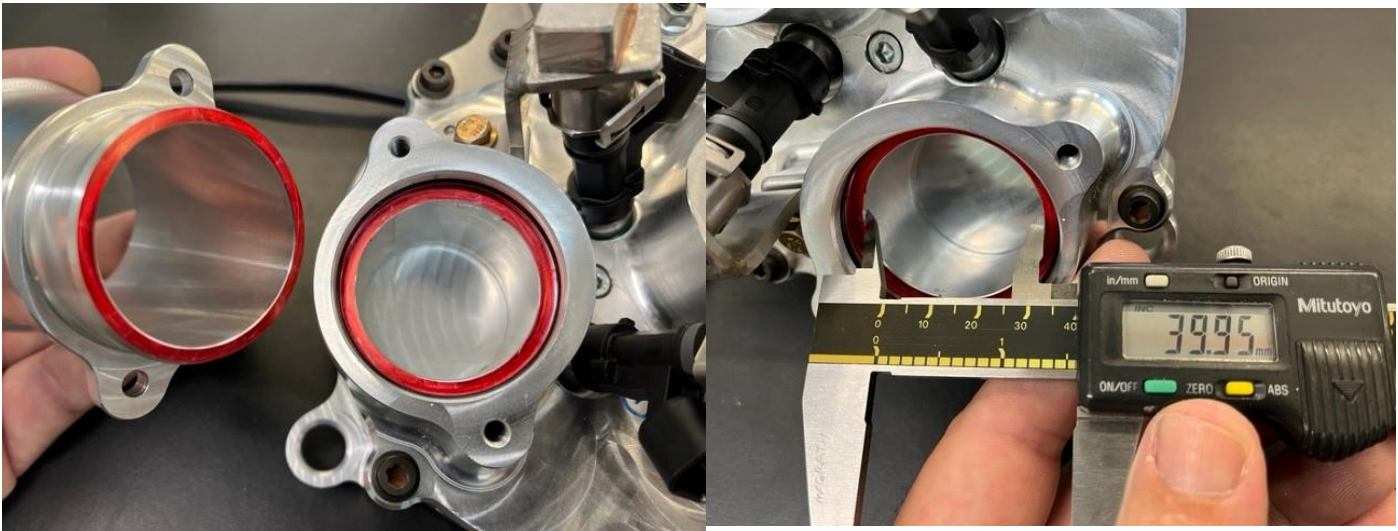
To: All Progressive AFT Competitors
Posting Date: 12/13/2023
Effective Date: 12/13/2023
Subject: Indian FTR750 Inlet Restrictor and Requirements

This technical bulletin takes precedence over previously published rules, bulletins or approvals. Race-only engines are required to utilize AMA Pro Racing issued intake restrictors. Issued restrictors or their location cannot be modified in any way. The following issued restrictor sizes are required for all Indian FTR750s:

Short Track, TT, Half Mile and Miles: **34mm**

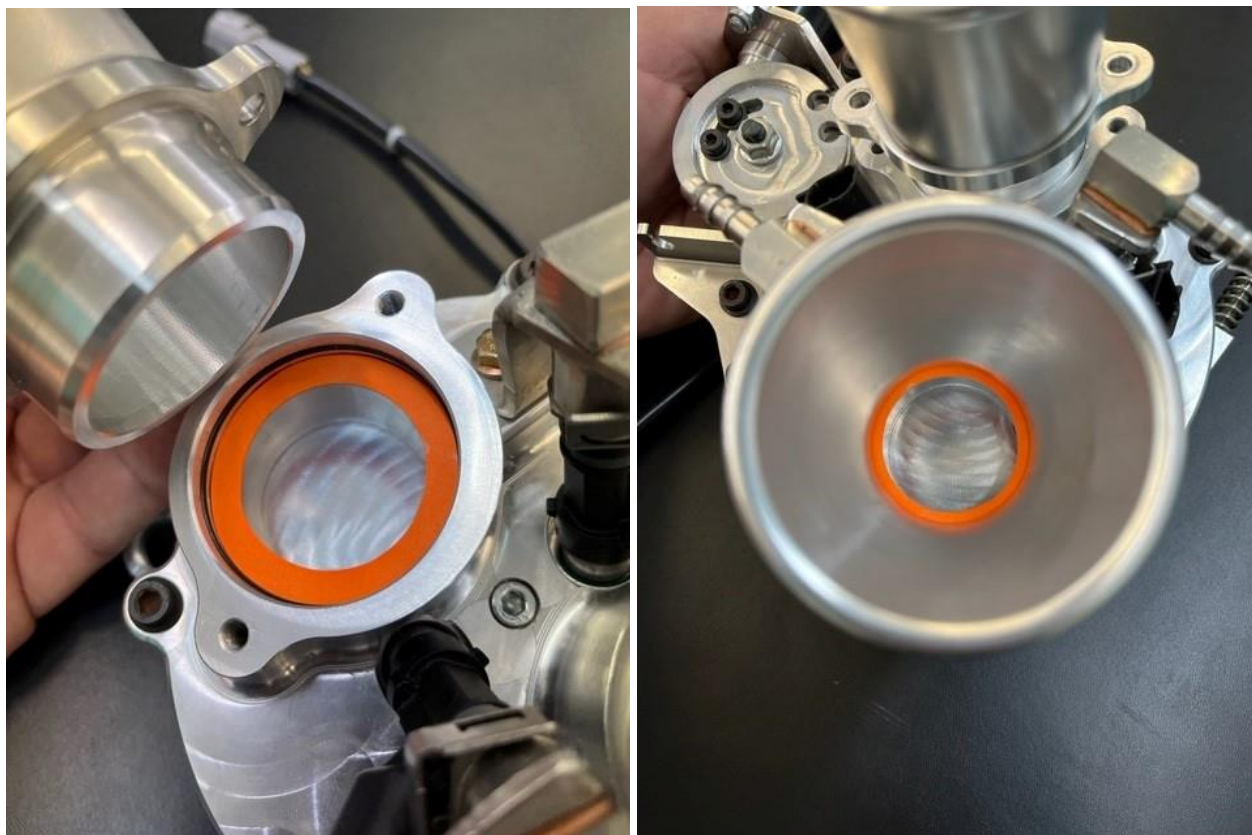
AMA Pro Racing reserves the right to mandate restrictors as needed to maintain competitive balance. Restrictors can be mandated at any time.

Issued restrictors are to be sandwiched between the throttle body and velocity stack mating surfaces, in direct contact with both surfaces. Those surfaces are colored **RED** in the images above. Note there is not a restrictor in these images.



The throttle body inlet, where the issued restrictor contacts the throttle body, must maintain a continual circular internal dimension of 39.95mm +/- 0.1mm.

The images below identify where the issued FTR750 restrictors are to be located. The restrictors are positioned under the velocity stack sealing O-ring, held in place by the bottom of the velocity stack. The restrictor is colored **ORANGE** for illustration purposes.



The velocity stack must have a continual circular chokepoint of 40.00mm +/- 0.1mm located within the length of the body. At no point within the entire length of the velocity stack can the I.D. be smaller than 40mm (same as 2023). *Supplementary* stacks cannot be inserted into or above the primary stacks to circumvent this regulation. AMA Pro Racing will make final determination of velocity stack compliance.

For any additional information or questions please contact David McGrath at dmcgrath@amaproracing.com