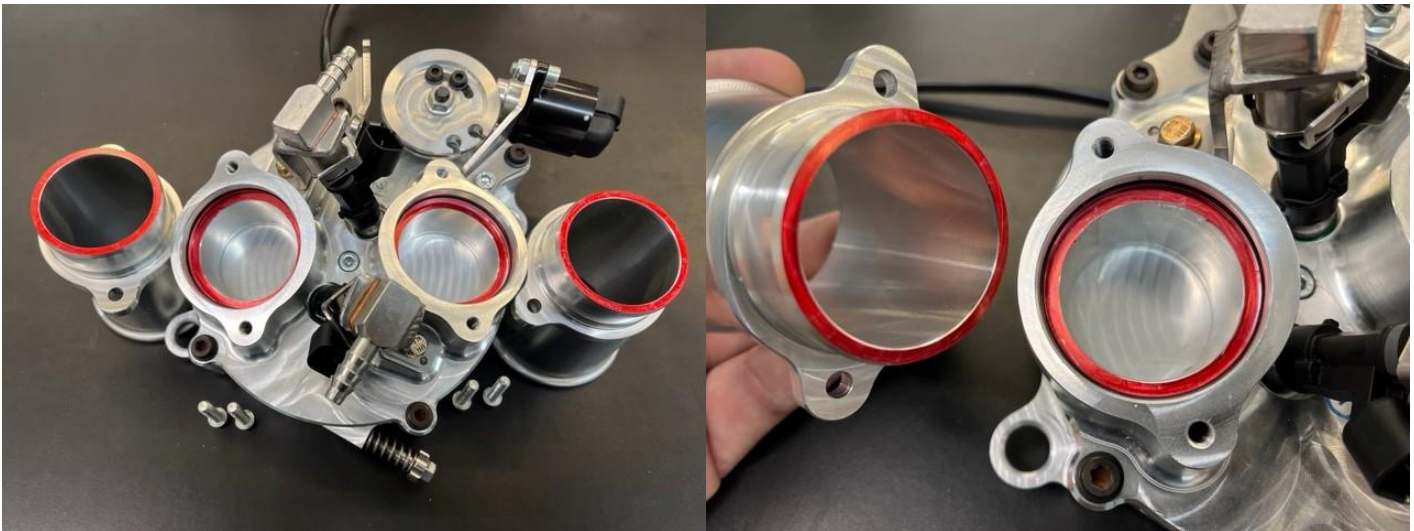


## AFT Technical Bulletin #2022-02

**To:** All Progressive AFT Competitors  
**Posting Date:** 5/28/2021  
**Effective Date:** 5/28/2022  
**Subject:** Indian FTR750 Inlet Restrictor and Requirements (**Revised**)

**Revised (6/10/2022)** The purpose of this revision is to update the bulletin with the intent of the rule as communicated previously to the teams. The clarification is listed below in **red bold type**.

Race-only engines may be required to utilize AMA Pro Racing issued intake restrictors. Issued restrictors or their location cannot be modified in any way. The following instructions illustrate the location and installation requirements for all Indian FTR750s. Restrictor dimensions: O.D. 46.75mm, I.D. 34mm, 1.59mm (.0625" 1/16") thick. Within tolerance of +/- 0.15mm. Dimensions subject to change. Comparative performance will be monitored, adjustments may be made during the 2022 season.



The above images illustrate where the issued FTR750 restrictors are to be located. The restrictors are positioned under the velocity stack sealing O-ring, sandwiched between the inlet mating surface of the throttle body and outlet mating surface of the velocity stack – indicated in red. Continual circular dimensions (indicated below) must be maintained at the throttle body and velocity stack mating surfaces. Throttle body Inlet 39.95mm +/- 0.1mm. ~~Velocity stack outlet 40.00mm +/- 0.1mm.~~ **The velocity stack I.D. can be no smaller than 40.00mm +/- 0.1mm within the entire length of the velocity stack.**



Restrictor location (left) and “down the stack” orientation (right). Orange “restrictor” shown for illustration purposes only.



For any additional information or questions please contact David McGrath at [dmcgrath@amaproracing.com](mailto:dmcgrath@amaproracing.com)