

## **AFT Technical Bulletin #2025-03**

**To:** All Progressive AFT Competitors  
**Posting Date:** 7/23/2025  
**Effective Date:** 7/23/2025  
**Subject:** Updated Adventuretrackers Technical Rules

This bulletin supersedes all previously published rules, bulletins, or approvals. Updates are highlighted in **RED**. The posted 2025 Progressive American Flat Track Rulebook will be updated to include this information.

### **AFT ADVENTURETRACKERS TECHNICAL RULES**

#### **CLASS TECHNICAL RULES**

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](#).

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

#### **MOTORCYCLE HOMOLOGATION RULES**

Motorcycles used in Competition require homologation approval granted by AMAP prior to use in competition. Homologation rules are intended to give freedom to modify or replace some of the parts in the interest of safety, research and development, with constraints imposed to limit cost. Superseded or redesigned parts must be submitted to AMAP for review and approval prior to use in competition. These parts must be listed in the current OEM parts list supplied to AMAP.

Only motorcycles homologated by AMAP may be used in Competition. AMAP will only review applications for homologation from motorcycle manufacturers or their distributors or designated representatives.

Production motorcycles in the Motorcycle Industry Council's Dual Adventure category which meet the engine configuration and displacement requirements may be submitted to AMAP for homologation.

#### **ENGINES**

Engine configurations allowed: Two, three or four cylinders.

Displacement range allowed: Over **850cc** ~~1000cc~~.

Displacement limits are absolute, with no over bore allowance.

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

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

OEM or aftermarket clutch assemblies with or without back-torque limiting capabilities are permitted.

#### **ELECTRONICS AND TRACTION CONTROL**

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

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

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

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.

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

Official Timing & Scoring transponders utilized for scoring purposes.

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

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.

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

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.

Non-production suspension stroke sensors are prohibited.

#### **TRANSMISSION AND PRIMARY DRIVE**

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

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

Transmission internals must remain the same as the homologated model.

#### **INTAKE SYSTEM**

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

Air filters are required and may be replaced.

#### **EXHAUST SYSTEM**

Exhaust head pipes and collectors must remain as homologated, with the only approved modification being the removal of the catalyst.

Approved aftermarket slip-on mufflers are permitted.

Exhaust pipes and mufflers must:

- Fulfill all requirements concerning sound control.

- Be securely attached together and bolted to the frame.

- Have internal mechanical and/or packed baffling.

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

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.

Evaporative emissions control equipment/systems may be removed.

#### **FRAMES**

The main frame must remain the same as the originally homologated model.

Cracked or broken frames are prohibited.

All stands must be removed.

All footrests must fold to a 45-degree angle.

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

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

Engine mount location, steering head location and angle, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.

#### **SWINGARMS**

Swingarm must be the same as the originally homologated model.

Rear stand spools may be added.

Chain guides may be modified, removed, or relocated.

#### **FORKS AND SHOCKS**

Forks and shocks must be the same type as an originally homologated model of the same manufacturer.

Fork tubes must remain as homologated but internals may be modified or replaced.

A steering damper may be installed; however, it may not be used as a steering lock limiting device.

Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).

The rear suspension linkage can be replaced but the original attachment points to the frame and swingarm must be used and cannot be modified.

### **FUEL TANKS**

Fuel tanks must be the same as the originally homologated model.

Fuel pump must be the same as the originally homologated model.

No modifications are allowed to any component of the fuel delivery system.

### **HANDLEBARS AND CONTROLS**

Cracked or broken handlebars are prohibited.

Handlebars, hand controls and cables are unrestricted.

Handlebar crossbars and / or exposed top triple clamp components must be covered with a safety pad.

Control levers must have minimum 0.25-inch diameter ball ends.

Front brake lever guards are mandatory.

Bar ends must be covered with a grip or fitted with a plug so as not to present a cutting hazard.

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.

Additional original equipment or aftermarket switches are permitted on the handlebar.

All motorcycles must be equipped with a self-closing throttle mechanism.

### **BRAKES**

All motorcycles must be equipped with adequate and operating front and rear wheel brakes.

ABS braking systems and components may be removed.

Brake discs, brake calipers, front and rear master cylinder must remain the same as the originally homologated model.

Brake pads, brake hoses and brake fittings may be modified or replaced.

Foot-operated, solid, non-folding brake levers must be rubber-covered.

### **WHEELS**

All motorcycles must use OEM wheels from the homologated model or any optional equipment package for the model.

Wheels and wheel components may not be modified.

### **WEIGHT LIMITS**

Minimum Weight: ~~500~~ 480 lbs.

Weight limits must be met after qualifying and races in the condition that the motorcycle finishes the session.

Rear-wheel assembly weight limitations will be posted in a future bulletin.

See [Section 2.10 Weight Testing Procedures](#) for definition of rear-wheel assembly and testing procedures.

### **BODYWORK REQUIREMENTS**

All motorcycles must be fitted with OEM bodywork and must remain as homologated. Race bodywork or aftermarket replicas are not permitted.

Modifications to windscreens may be approved for specific models and will be published in a technical bulletin.

All number plate designs and mounting methods must be submitted to AMAP for pre-approval before being used in competition.

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.

**FRONT NUMBER PLATES**

Location: The bottom of the front windscreen must display the rider's competition number centered or to the left side, if necessary.

Size: Competition numbers must be a minimum of 6" in height with at least 0.5" around and between numbers.

Background Color: Black (PANTONE Process Black C)

Number Color: White

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.

**SIDE NUMBER PLATES**

Size: Must be 12" wide and 10" in height.

Plate Color: Black (PANTONE Process Black)

Number Color: White

Class Logo: Both side number plates must display the AFT AdventureTrackers class logo (minimum 1" tall).

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.

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.

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.

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.

**ITEMS THAT MUST BE REMOVED OR DISABLED**

The following items must be removed:

- Side and center stands

- Mirrors

- Stalk style turn signals

- License plate bracket / extended rear splash guard

- Tool kits

- Phone, GPS, Camera mounts

- Accessory charging brackets

- Accessory lights; functional or decorative

The following items must be disabled:

- All lighting elements must be unplugged or removed

- Lenses or surfaces that could shatter must be completely covered with (at minimum) clear tape

- Horn

**ITEMS THAT MAY BE REPLACED OR MODIFIED**

- Mufflers, slip-on only

- Exhaust system catalyst

- Chain guides

- Brake pads, brake hoses and brake fittings

- Air Filter

- Any type of lubrication, brake or suspension fluid may be used

Spark Plugs

Oil and Fuel filters

Engine side covers that retain fluids

Cooling system thermostat and radiator cap

OEM or aftermarket clutch assemblies with or without back-torque limiting capabilities

Pannier mounting brackets/hardware.

Specific replacement components may be identified on a published Approved Equipment List.