



**American
Federation of
Motorcyclists
Championship
Roadracing**

AFM TECH INSPECTION

In order to get onto the track, all bikes must go through Tech Inspection. This is a mandatory procedure for everyone in the AFM Race School, all riders entered for practice on Saturdays before race day, and all riders on Sunday race days.

IF YOU HAVE ANY QUESTIONS ABOUT WHAT IS REQUIRED FOR YOUR BIKE, PLEASE E-MAIL TECH AT: tech@afmracing.org ; OR CALL ONE OF THE FOLLOWING AMAZING AFM TECH GURUS:

- ✓ **ED SHAIMAS* :** **209-836-7079** * Chief Tech Inspector
- ✓ **DAVE WORTHINGTON :** **707-576-1309 (North Bay)**
- ✓ **JASON BUTLER :** **408-898-0425 (South Bay)**

Registration and Tech Form: When a rider goes through **Registration** the morning or evening of a practice or morning of a race day, he/she will be given a **Tech Inspection Form**. After receiving the form, riders should take their bike(s) to **Tech Inspection**, with lowers removed * (no exceptions). This must be done on both Saturday and Sunday. You must also bring all riding gear (leathers, back protector, helmet, boots, gloves) your first time through **Tech**, where you will receive a "**Season Tech sticker**" on your helmet if you pass; thereafter, you just need to bring the Tech stickered helmet; **NOTE** – if you have crashed, all gear must be **re-Teched**. ***If you are required to have a belly pan on your bike**, also bring your lower/pan with you to your first Tech Inspection of the season; it will be inspected for compliance and (if passing), will receive a Season Tech sticker and won't need to be brought to Tech thereafter. **NOTE** – if you have crashed, your belly pan & all safety gear must be re-Teched.

At Tech Inspection: Riders must give the **Tech form** to a **Tech Inspector**. The Tech Inspector will inspect each bike, and if approved will sign-off that it has been "OK'd". (If a bike is not approved, the rider will be given the form back with problem noted; they must make the necessary repairs/ corrections and return to Tech Inspection once again.) All riding gear will be checked the first time, and if passing, the helmet is given a Season Tech sticker and only the helmet needs to be brought to Tech thereafter.

The rider should continue through Tech and hand the "OK'd" form to a **Tech Helper** person, who will place a "**Tech sticker**" on the front number plate; this sticker also shows the rider's **Practice Session Group Number**. If a rider has more than one bike, a separate Tech Form will be issued for each bike. The OK'd form(s) will be kept by Tech after the rider has passed each of his/her bike(s) through Tech.

Practice Session Groups: After receiving a Tech sticker, bikes are ready to enter the track for the Practice Session Group Number shown on the sticker. Riders are grouped into practice sessions based on the rider's typical (true) lap times, taken from AFM records for the best race lap time at prior events, or if no race lap time available, the lap time given by the rider when he/she pre-entered the event. (Exceptions: first-time New Racers are typically put in the slowest session for their first event). **REMEMBER** – Only a limited number of riders can be assigned to each practice group (dependant on the track configuration). If a practice session group becomes full, all other riders (even those who may have requested that session) will be moved into the next available session (as determined by the Tech Helper). Coming early to **Registration & Tech** increases your chances of getting your preferred session.

Once practice begins, the **announcer** will call each session in order of group number; listen for it! Practice sessions will rotate beginning with Group 1. On practice days there are usually 4-6 groups; on race days there are usually 5-6 groups.

Tech Inspectors may check for the following items to help ensure that bikes are safe to enter the track. It is the rider's responsibility to know/follow AFM rules for their particular classes and to make sure their machine has been prepared in a safe and workmanlike manner:

(CONTINUED ON NEXT PAGE)

GENERAL EQUIPMENT:

- AXLES - Cotter pin, lock nut or safety wired?
- BODY WORK SECURED?
 - AFM legal belly pan? (Required on all 4-strokes)
 - Lights taped over or removed?
- BRAKES, FRONT/REAR (as applicable):
 - Brake Caliper Bolts - safety wired?
 - Anchor arm - safety wired or mechanical locking device?
 - Actuating mechanism (operating properly)
 - Brake Pads in good shape & have enough material?
 - Cables and hoses
 - Brake fluid level OK and cap tight?
- SIDE CASES - AFTER-MARKET SIDE CASES OR APPROVED CASE PROTECTORS ARE REQUIRED ON: Honda CBR 600RR and 1000RR, left side; Kawasaki ZX6RR & ZX10R, both sides; All Suzuki GSXR models, both sides; Suzuki 600 and 1100 Bandits, left side; Suzuki 600, 750 and 1100 Katanas, left side; Suzuki SV650 & TL1000 right side clutch cover; Yamaha YZF 600, right side; Yamaha FZR 400 and 600 models, right side; Yamaha R6, both sides; Yamaha R1, left side, After-market cases may be required on other models at anytime it is determined to be in the interest of track safety.
NO CARBON FIBER COVERS ALLOWED.
- BELLY PANS - Aftermarket Oil Catch Pans or dammed lower fairings are required for ALL 4-stroke machines.
- VENTED CATCH TANK FOR ALL BREATHER BOTTLES
- CRANKCASE BREATHER TUBE INTO CATCH TANK OR AIR BOX
- OIL DRAIN PLUG, ENGINE - Tight & Safety wired?
- OIL PRESSURE SWITCH - Have RTV securing it?
- OIL FILLER CAP - Safety wired?
- OIL LINE BOLTS - Safety wired or RTV secured?
- BOLTS AND HOSES TO OIL COOLER - Safety wired?
- WATER JACKET DRAIN BOLTS - Safety wired?
- WATER PUMP DRAIN BOLTS - Safety wired?
- HOSE CLAMPS - Safety wire is recommended.
- RADIATOR CAP - Tight & wired?
- WATER-ONLY IN RADIATOR - No Glycols allowed!!
- NUMBER PLATES, FRONT & SIDES - All bikes must have three number plates (front, and one on each side as specified in the rulebook). Center-duct bikes need two plates, one on either side of duct.
 - Are plates securely mounted? (Zip ties are not allowed as sole fastening method. Please mount plates using at least two bolts, each with fender washers.)
 - Is number surface relatively flat? Must meet size requirements (10" X 12") for background surface.
 - Are numbers legible and easy for AFM workers to read? (Numbers should be a minimum of 52" tall, 1" stroke and spaced 3/4" apart. Don't use curvy numbers!)
 - Number on the bike the same as rider's AFM number?

- SCORING TRANSMITTER - Mounted correctly? Securely mounted per AFM requirements? Battery power OK?
- CLEANLINESS - Is the bike clean? Is the engine and/or chassis excessively oily? Can you see if something is wrong?
- EXHAUST SYSTEM:
 - Header pipe fastening OK?
 - Rear supports OK?
 - Exhaust baffles - safety wired?
 - Quiet enough - noise limit is 101-103 dB MAX!
- DRIVE CHAIN TENSION OK?
- CHAIN TENSION ADJUSTERS TIGHTENED?
- MASTER LINK CLIP MOUNTED CORRECTLY AND IN GOOD SHAPE? (Peened links are recommended; safety wire is not allowed on master links AT ALL!)
- REAR WHEEL ALIGNMENT OK? Wheels Balanced?
- SPOKED & MAG WHEELS, FRONT AND REAR OK? No cracks on wheels anywhere, spokes (if lace-up) tight?
- TIRES OK? Steel valve caps? Correct pressure?
- SHOCK, REAR - NUTS, BOLTS, RETAINERS OK?
- FRONT END - TRIPLE CLAMP BOLTS TIGHT? Steering damper mounted correctly?
- HANDLEBAR - Tank clearance OK? Tightened?
- ON/OFF SWITCH? Functioning?

SAFETY GEAR:

- LEATHERS, BOOTS, GLOVES & BACK PROTECTOR - Good condition? (No holes, tears, broken buckles or broken zippers.) Comfortable and well fitting?
- HELMET - SNELL 2000 (or later), ECE 22-05 or BSI 6658-A; Good condition? (No scrapes or gouges.) No Exceptions!
- KNEE PUCKS & TOE SLIDERS Securely Fastened?

OTHER IMPORTANT THINGS TO CHECK:

- THINK - HAVE YOU REMOVED ALL YOUR TOOLS FROM THE BIKE? (Forgotten tools are dangerous passengers!)
- REMOVE ALL LOOSE ITEMS FROM YOUR MOUTH (gum, candy, dentures, etc.; these are choking hazards.)

REMINDER: The technical requirements for motorcycles contained in the rulebook are not to be regarded as all inclusive with respect to safe race preparation. It is the responsibility of the rider to make sure his/her bike is prepared in a safe, workmanlike manner; *take the time to do it right!*

Tech Inspectors shall judge the safety for competition of all motorcycles entered at a race meet. The Inspectors shall also judge as to the safety of, and compliance to, all apparel and/or equipment to be worn by the rider. The Inspector's reasonable judgment and the rules in the rulebook shall govern all such decisions. Disputes shall be judged by the Race Director or duly appointed referee. Please review the AFM Rulebook or call an AFM Tech person if you have any questions *before you come to the track.*

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