



AHRMA Tech 101

How to breeze through tech inspection

Tech inspection can be a quick and easy process if you and your machine are prepared properly. The following guidelines are geared to helping answer some questions on safety wiring and safety of machines on the racetrack.

This doc isn't just for reading; it's for viewing as well. Watch the informative videos at www.ahrma.org/road-race-tech-101-and-safety-wiring-tips brought to you by the AHRMA Safety Committee

Preparing your machine for Tech

Safe and proper preparation of the machine you are racing begins at home. A bike going to tech should be ready to go out on track. Scrambling at the race track to try to meet requirements is poor planning and will likely result in failing tech inspection at least once delaying your time on track. Cleaning your machine thoroughly is far more than just to make it look pretty but can reveal leaks, cracks, loose parts, etc. In addition to your safety as well as others, the bonus is it looks much better and tech inspectors are more likely to know it is well prepared.

Safety Wiring

Safety wiring is a self check procedure of you ensuring that you tightened things properly and it must be done in the right manner. The first rule is wiring of fasteners or any items is always securing in a manner that keeps the item pulled in the tightening direction. It is very common to see it wrong on things like brake calipers being pulled in the loosening direction if they would come loose. When drilling bolts for safety wire, take the extra time to do two opposite holes so the bolts can be in either position to wire properly. Secondly is to make a small loop out of the cut end to keep anyone from being jabbed when inspecting, working on or cleaning the machine. Following is a basic list of items that must be wired to pass tech inspection:

See section 9.4- (Lockwire requirements) for full details in 2026 AHRMA Handbook



- Engine oil and transmission drain, sight and sump plugs
- Oil Fill Cap
- Oil filter or filter access plate
- Oil coolers, lines and access covers
- Radiator cap
- Radiator overflow cap (Hose clamp and safety wire)
- Coolant Drain hardware
- Axle nuts wired or cotter pins through axle
- Pinch bolts for axle
- Brake Caliper or Drum mounting hardware (Front and Rear)
- Throttle cable to bibs on carbs to prevent sheath from lifting out and causing a wide open throttle sticking (It does happen)
- Brake torque arm
- Exhaust mounting hardware
- Muffler/slip on hardware
- Exhaust spring tabs (Using .032 heavy wire)
- Clip style master link (Around outer plate and clip or in place of clip)
(*Best to use press link instead*)

General requirements to be met

- Undamaged helmet with a manufactured date of 5 years or less
- **Anti Freeze is strictly prohibited on any machine.** System must be fully flushed. Coolant must be Water & Water Wetter or other non Ethylene Glycol product only
- Bellypan with sufficient fluid capacity
- Throttle must be self-closing, meaning snapping back without resistance
- Handlebar mounted kill switch
- Fork seals must be free from any weeping or leaks
- Modern bike crankcase breather must be routed to airbox or intake area (Vintage may use minimum 6 oz. catch tank)
- Tire conditions subject to inspector's approval
- Brake lever guard for avoiding contact with another rider or machine in all modern classes (Recommended for all disc brake motorcycles)
- Brake pads or shoes with sufficient friction material
- Exhaust with suitable muffler (subject to a 105 db limit)
- Lanyard or medical data helmet pouch with up to date info



Check List For Arriving at Tech

- Have your individual tech forms for any bikes you will be riding in practice or racing filled out and signed for the specific event with the transponder number. Please do not show up with your bike asking for a form to fill out.
- If possible, avoid bringing a fully heated bike into tech
- Have transponder charged and mounted (Suggest putting your name on it)
- Remove bellypan if engine area safety wiring is not visible to inspectors. A **CURRENT** hires photo on your phone of the wired items is acceptable if bellypan is not easily removed.
- If you are riding your first event of the season with AHRMA you must have your gear inspected prior to your bike being brought to tech. Bring leathers, boots, gloves, back protector and helmet. A lanyard or medical data pouch issued must be worn at all times when on track.

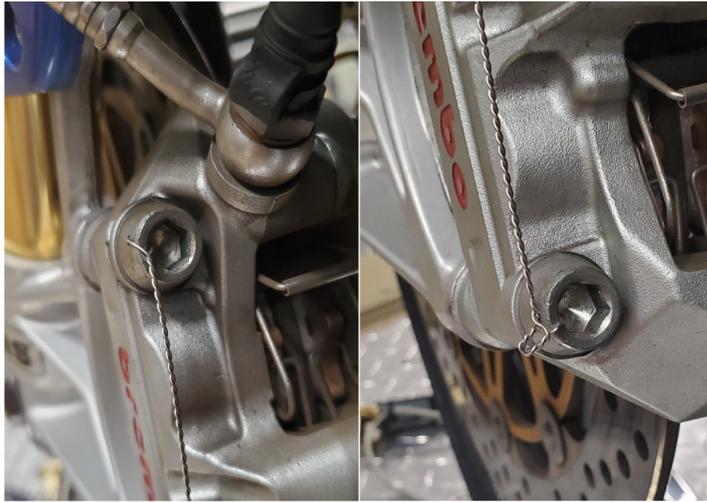
Number Plate requirements and why

Please see section 9.5 of the 2026 AHRMA Handbook for complete details regarding numbers

- All numbers must be 7" high
- Sportsman- 10 x 12" yellow rectangular or 9 x 11" oval plate with black numbers
- Novice Production- 10 x 12 white rectangular only plate with red numbers
- Vintage Superbike- Green plates with white numbers
- All other Vintage including Next Gen classes- White plate with black numbers
- All BOT, SOS, SOT, and FT – Any color background with contrasting black or white numbers for best visibility.
- **Adhering to number requirements is very important in many aspects, including identifying riders and machines and incidents and emergencies on track, so please use these guidelines for everyone's safety.**

AHRMA Safety Committee

Wrong!



Right!

Safety Wiring Examples

