

AAS 2026 Tech Checklist

Intro: For 2026 Tech will continue to be a “light-touch” check and rely more heavily on participants to self-check prior to arrival at an event. At their first event, a tech worker will do a quick check on grid, verify compliance, and issue an annual sticker. Participants should go through the following list and thoroughly check their own vehicles.

- Hub/center caps removed.** Any item on the wheel that might come loose on course and injure a worker/leave debris should be removed.
- Tire Pressure.** Check tire pressures to verify no tires are underinflated. Economy street tires often need to be run at higher than street use pressure to help prevent sidewall wear.
- Wheels/Tires/Lugs.** Wheels should be torqued to spec and no lug nuts/bolts should be missing. If using wheel spacers or aftermarket wheels that might have thicker web than OEM, competitor should verify that lug nuts/bolts have at least 9 turns of engagement before tight. Tires should have adequate tread with no cord showing.
- Exhaust system.** Verify exhaust is securely mounted/hung. Unreasonably loud exhausts (very excessive) may not be allowed to run at event organizers discretion.
- Fuel Cap.** Verify fuel tank filler cap is secure and not leaking.
- Battery.** Battery needs to be securely mounted in vehicle such that there is no chance of tipping/bouncing/moving and shorting on the chassis.
- Master Cylinder level.** Verify sufficient fluid for brake/clutch system.
- Brake system.** Verify there is adequate pedal pressure in the brake system.
- Throttle return.** Verify sufficient springs to return throttle to closed position (does not apply to drive by wire vehicles).
- Steering System/Suspension.** All four corners of vehicle should be checked for bushing/bearing play. Vehicles with excessive “slop” will not be allowed to run. Steering wheel should be checked to be securely fastened without excessive play.
- Fluid leaks.** Vehicle should not have any significant fluid (fuel, brake fluid, coolant, oil, etc) leaks that would present a problem to completing a run or to other vehicles on course/grid.
- Loose items.** There should be no loose items in the cockpit/passenger compartment that could move around and distract or injure a driver. Trunk/storage compartments should also be cleared to prevent damage to the vehicle. **Floor mats should be removed – even if attached – while driving as they can slip and impede pedal function.**
- Helmet.** Helmet should be Snell SA2010, M2010 or newer. Just DOT certified (no Snell and no other cert) helmets are NOT legal. Look for the formal Snell sticker on the inside of the helmet. ***Loaner helmets will not be available due to covid restrictions.***
- Seats/ Seat belts/harness.** Belts should be in good condition and securely fastened to the car. Shoulder belts with 3 bar bracket should be fed through bracket 3 times (see manufacturer directions). Seats should be adequately secured to the chassis.
- Rollbar.** Factory rollover protection is satisfactory, but if rollbars have been added they will be checked for mount integrity as well as driver/helmet clearance in convertibles.