



May 12, 2015

To: Users of SFI Spec 25.5  
From: SFI Foundation, Inc.  
Subject: Spec 25.5C Revision, effective May 12, 2015

The SFI Spec for Full Bodied Car Roll Cages has been revised, effective May 12, 2015. The newly revised version is designated as SFI Spec 25.5C and is immediately available from SFI for use by sanctioning bodies and chassis builders.

The extent of this revision is the modification of the following paragraph in Section V. Variation in Configuration – Basic Frame Designs (*changes are highlighted with new wording underlined, and wording to be deleted in strikethrough text*):

#### 1. Uni-Body Construction

Cars of Uni-Body construction that have OEM door hinge pillars, firewall and floors with floors welded to the Inner Frame Rails (#'s 2A or 2B sub frame connectors) and OEM rocker panels are not required to have either the Right and Left Outer Floor Triangulation Bars (#'s 8A & 8B) or Center Floor "X" braces (#4). These cars can make the transmission tunnel area removable with other than OEM material. However, if the OEM transmission tunnel is replaced with material other than .024" thick welded in steel, then the center floor "X" braces (#4) must be installed. The OEM rocker panels and/or floors ~~can~~ **must** have a plate a minimum of six (6) inches x six (6) inches x .125" of 4130N or mild steel. The plates must be formed and fully welded where the Driver/Passenger Side Windshield/Roof Bars (#'s 12A & 12B) and the Driver/Passenger Side Forward Cross Member/Foot Brace (#'s 6A & 6B) intersect in the front. **The required Driver and Passenger Side Rocker Bars (#'s 7A & 7B) must intersect at the front with Cross Member/Foot Brace (#'s 6A or 6B) and Windshield/Roof Bars (#'s 12A or 12B) in the front.** The plates must also be formed on both sides where the Main Hoop (#10) and Rear Cross Member (#1) intersect the OEM rocker panels in the back or the Main Hoop (#10) can be welded directly to the Rear Cross Member (#1) on both sides in the back and the Driver/Passenger Side Windshield/Roof Bars (#'s 12A & 12B) can be welded directly to the outer portions of the Driver/Passenger Side Forward Cross Member/Foot Brace (#'s 6A & 6B) on both sides in the front.

Cars that retain all of the OEM floors and frame rails located behind the Main Hoop (#10) must have the Main Hoop Support Bars (#51A, 51B, 51C & 51D) attached to fully welded six (6) inch x six (6) inch plates but the plates must be directly over/on top of the OEM sub frame components (#52). These cars can replace the inner most part of the OEM rear wheel well (Mini-tub) with welded in steel material .024" thick minimum.

Rear Inner Frame Rails (#2B) must be installed and the Main Hoop Support Bars (#51A, 51B, 51C & 51D) must be attached to the Rear Inner Frame Rails (#2B) if any one of the items listed below apply:

- A. The inner most part of the OEM rear wheel well is replaced with material other than .024" thick minimum welded in steel.
- B. The entire OEM rear wheel well has been cut out and replaced.
- C. Any part of the OEM sub frame components or floor has rust penetrating through the material from which they were manufactured.
- D. Any of the OEM floors located behind the Main Hoop (#10) have been replaced with material other than .024" thick minimum welded in steel

Thank you,

SFI Foundation, Inc.