



July 29, 2021

To: Users of SFI Specs 25.3
From: SFI Foundation, Inc.
Subject: Spec 25.3D, Revision, effective July 2, 2021

The above referenced SFI Specs for Full Bodied Car Roll Cages have been revised, effective July 2, 2021. The revised version is designated as SFI Specs 25.3D and is immediately available from SFI for use by sanctioning bodies and chassis builders.

The extent of these revisions is as follows, and this document may be used in conjunction with the prior version of each Spec:

Section II.7:

7. No components may be clam-shelled in order to satisfy outside diameter or wall thickness requirements. The following components within the funny car roll cage insert may not be repaired by splicing, patching, clam-shelling, etc.: **Main hoop (#10) above the primary door diagonal (#16A) and inboard of the inner funny car cage bar (#42A).** driver side primary door diagonal (#16A), forward outer funny car cage bar (#40A), inner funny car cage horizontal side bar (#41A), forward inner funny car cage bar (#41B), rear inner funny car cage bar (#42A), outer rear helmet bar (#44), inner rear helmet bar (#45), outer shoulder bar (#46), inner shoulder bar (#47), center shoulder bar (#48), and helmet guard bars (#49 & #50). All other components may be repaired by splicing, patching, clam-shelling, etc. according to generally accepted aircraft repair procedures.

Section II.11:

11. Side Bay and Floor Diagonals, "K" (open end) and "X" members must intersect within three (diagonal, "X", "K") tubing diameters (edge-to-edge)

of the intersection of the upright or cross member and the frame rail, unless otherwise specified. This also applies to the rear braces required in Paragraph VI.19 when applicable. This criterion only applies to diagonals, "k", and "x" members that are in the same plane as either the uprights and frame rails or the cross members and frame rails; not both. That is: floor diagonals, "k", and "x" members have no location criteria with respect to side bay uprights. Side bay diagonals, "k", and "x" members have no location criteria with respect to any cross members.

Section II.13:

12. Holes in the chassis tubing must have visible reinforcement with an oval or circular patch/cap, equal in area to the hole size. Any hole that exceeds 33% of the diameter or width of the parent tube must have a tube-type reinforcement. Nominal thickness .049" material must be used for all reinforcement and must be welded around the outside perimeter. Examples:

a. a 1-1/4" od tube can use patch reinforcement if the width of the opening is a 7/16" or less.

b. a 1-1/4" od tube must use a tube reinforcement if the opening width exceeds 7/16".

Section VI.2:

2. The Main Hoop (#10) or driver side main hoop support (#14A), and driver side rocker bar (#7A) must be laterally outboard of the driver's body, and the rear cross member (#1) must be behind the bottom of the driver's seat. The welded attachment of the base of the main hoop (#10) may be to the rear cross member (#1), or the rocker bars, (#7A and #7B) without limitations with regard to distance in front of or behind the rear cross member.

Section VI.4:

The Primary Door Diagonals (#16A & #17B) may be intersected/interrupted by the Secondary Door Diagonals (#16B & 17B) only if the Secondary Door Diagonals (#16B & #17B) meet the OD & thickness requirements for the Primary Door Diagonals (#16A & #17B). The intersections of the Secondary Door Diagonals (#16B & #17B) on the primary door diagonals (#16A & #17A) may be staggered up to 2" centerline-to-centerline; i.e. not coincident.

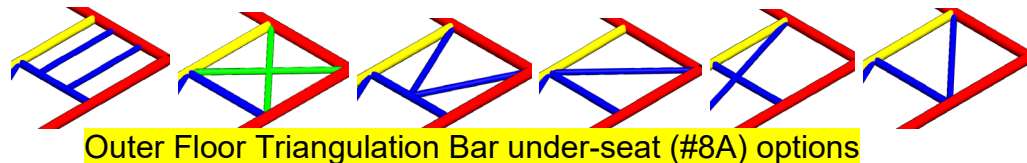
Section VI.7:

If the driver side forward cross member/foot brace (#6A) and the Driver Side Rocker Bar (#7A) do not meet the lower portion of the driver side windshield/roof bar (#12A) at the same point, the maximum distance (edge to edge) between the junctions of the (#6A) & (#7A) from where one or the other joins the lower portion of the driver side windshield/roof bar (#12A) is 4 7/8" (3 times the tube diameter), or the driver side forward cross member/foot brace (#6A) must be welded to the driver side windshield/roof bar (#12A) within 6 inches (edge-to-edge) of the driver side rocker bar (#7A).

Section VI.8:

Two or more floor Xs (#4C) may be used as long as the sum of the individual lengths of the Xs is at least equal to the inside width of the Frame Rails (#2). The under-seat portion of the driver's outer floor triangulation bars (#8A) may also run parallel to the frame rails or form a "x" or "k" that is welded to the rear cross member (#1) and the seat bar (#9):

Section VI.10:



Section VI.19.A:

- A. If the material used is 1 5/8" x .083", two (2) bars of any length are required. See Figure C. With this two-bar method the back braces must be welded within 5 inches (edge to surface) of the top of the main hoop (#10).

Thank you,

SFI Foundation, Inc.