



July 29, 2021

To: Users of SFI Specs 25.6
From: SFI Foundation, Inc.
Subject: Spec 25.6A, 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 25.6A 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 any part of the 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.12:

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 7/16" or less.

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

c. a 2" x 2" frame component can use patch reinforcement if the width of the opening is a 11/16" or less.

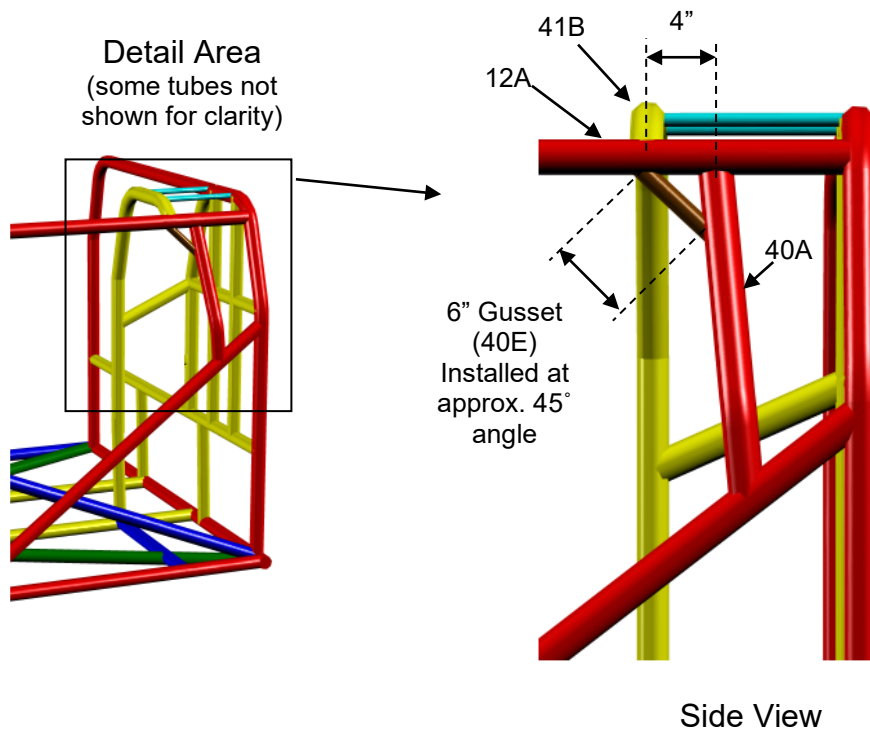
Section VI.2:

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 & #17A) 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"; i.e., not coincident.

When the Forward Outer Funny Car Cage Bar (#40A) is required by configuration, a portion of it and the Forward Inner Funny Car Cage Hoop (#41B) must be forward of the driver's helmet with the driver in normal driving position. If required for egress, the centerline of the Forward Outer Funny Car Cage Bar (#40A) may be up to 4 inches behind the centerline of the Forward Inner Funny Car Cage Hoop (#41B), measured from the intersect point on the Driver Side Windshield/Roof Bar (#12A). If the Forward Outer Funny Car Cage Bar (#40A) is offset, then an Outer Funny Car Cage Gusset (#40E) of 1" x .058" tubing must be installed from the intersect point of the Forward Inner Funny Car Cage Hoop (#41B) and the Driver Side Windshield/Roof Bar (#12A) down to the Forward Outer Funny Car Cage Bar (#40A), approximately at a 45° angle. (#40E) must be 6" long for the 4" maximum offset example.



Section VI.6:

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).

If the Center Section Forward Cross Member (#6C) is removable, the Center Section Forward Cross Member (#6C) shall be installed using one of these methods:

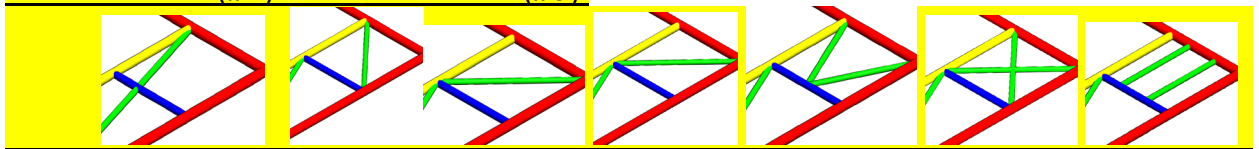
- a. Bolted with one 3/8" diameter Grade 5 bolt per side with .125" 4130 double gusseted brackets (two per side). This method requires a close tolerance sleeve through the Center Section Forward Cross Member (#6C) to reinforce each bolt hole.
- b. Attach via a minimum of three 3/8" diameter Grade 5 bolts on each end through 1/8" minimum thickness 4130 flanges, fully welded to both the

ends of the Center Section Forward Cross Member (#6C) and to stubs fully welded to the Inner Frame Rails (#2A). The tubing material for both the Center Section Forward Cross Member (#6C) and the stubs is 1 5/8" x .083" minimum.

Two or more floor Xs (#4) 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).

Section V.9:

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):



Outer Floor Triangulation Bar under-seat (#8A) options

Section V.23:

23. The lower end of the Kidney Bar (#40D) must attach to either the Main Hoop (#10), the Driver Side Rocker bar (#7A), the Driver Side Secondary Door Diagonal (#16B) or the Rear Cross Member (#1) within three tube diameters of the intersection of the Main Hoop (#10) and the Rocker Bar (#7A), or the Rocker Bar (#7A) and Driver Side Main Hoop Support (#14A). The upper end has no location requirement with respect to the Forward Helmet Bar (#40A).

Thank you,

SFI Foundation, Inc.