



May 16, 2018

To: Users of SFI Specs 25.1, 25.2, 25.3, 25.4, and 25.5

From: SFI Foundation, Inc.

Subject: Spec 25.1H, 25.2C, 25.4C, 25.4C, 25.5D Revision, effective May 5, 2018

The above referenced SFI Specs for Full Bodied Car Roll Cages have been revised, effective May 5, 2018. The revised versions are designated as SFI Specs 25.1H, 25.2C, 25.3C, 24.4C, and 25.5D and are 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 (25.1H, 25.2C, 25.4C, 25.5D):

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 V.7 (25.1H, 25.2C, 25.3C):

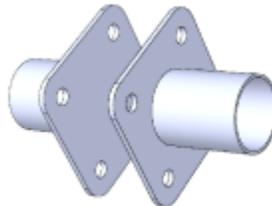
7. The forward cross member/foot brace (#6A, #6B, #6C) may be three pieces. The three-piece method may be coincident where the pieces intersect the inner frame rails (#2A). If the three pieces are not coincident where they intersect the inner frame rails (#2A), a maximum setback of **sixteen (16)** inches is allowed for the center section (#6C) of the three-piece forward cross member/foot brace. A maximum **three (3)** inch bend offset is allowed for the center section (#6C) of the three-piece forward cross member/foot brace. The **set-back** method requires a minimum of two (2) floor gussets (#39) of 1 5/8" x .083" tubing. The floor gussets (#39) must be in front of the center section (#6C) of the forward cross member/foot brace and there are two options for location.

A. The floor gussets (#39) can be inside the inner frame rails (#2A) and coincident with the outer sections (#6A & #6B) of the forward cross member/ foot brace at the intersection point.

B. The floor gussets (#39) can be outside the inner frame rails (#2A) and coincident with the center section (#6C) of the forward cross member/foot brace at the intersection point.

In the driver bay portion, the driver's foot, on any fully depressed pedal, must be behind the forward-most part of both the driver side windshield/roof bar (#12A) and the driver side forward cross member/foot brace (#6A). The lower portion of the driver side windshield/roof bar (#12A) must intersect the outer section of the driver side forward cross member/foot brace (#6A) and the driver side rocker bar (#7A).

If used as a removable rear transmission mount, the (#6C) may be bolted with four 3/8" diameter Grade 8 bolts per side using .125" 4130 or DOCOL flanges. The distance from the bolt hole to the edge of the flange must be the diameter of the bolt hole or greater.



The driver's feet may be ahead of the forward most part of the Driver Side Windshield/Roof Bar (#12A) or the driver side forward cross member/foot

brace (#6A) if, and only if, some deformable (energy absorbing) OEM or Steel structure, that will attenuate impact energy is located forward and outboard of the driver's feet when the outside pedal is fully depressed. Items such as OEM firewall, floorboard, rocker box or door hinge pillar (OEM or tubular) are acceptable. An additional 1 5/8" x .083" chrome moly or Docol cross member, the Driver Side Secondary Foot Brace (#6D), installed within 4" of the intersection of the Driver Side Windshield/Roof Bar (#12A) and the Driver Side Forward Cross Member/Foot Brace (#6A) running diagonally forward to the Inner Frame Rail (#2A) will also satisfy this requirement.

Section V.6 (25.4C, 25.5D):

6. The Forward Cross Member/Foot Brace (#'s 6A, 6B & 6C) may be one piece or three pieces. The three-piece method may be coincident where the pieces intersect the Inner Frame Rails (#2A). If the three pieces are not coincident where they intersect the Inner Frame Rails (#2A), a maximum set back of sixteen (16) inches is allowed for the center section (#6C) of the three-piece Forward Cross Member/Foot Brace. A maximum three (3) inch bend offset is allowed for the center section (#6C) of the three-piece Forward Cross Member/Foot Brace. The **set-back** method requires a minimum of two (2) Floor Gussets (#39) of 1 5/8" x .083" CM or .118" MS tubing. The Floor Gussets (#39) must be in front of the Center Section Forward Cross Member (#6C) and there are two options for location.

- A. The Floor Gussets (#39) can be inside the Inner Frame Rails (#2A) and coincident with the outer sections of the Driver/Passenger Side Forward Cross Member/Foot Brace (#'s 6A & 6B) at the intersection point.
- B. The Floor Gussets (#39) can be outside the Inner Frame Rails (#2A) and coincident with the Center Section Forward Cross Member (#6C) at the intersection point.

The above Floor Gussets (#39) are not required for cars with an OEM body shell including rocker boxes, OEM rear fenders, OEM doors, OEM or replacement .024" steel floors (from 1" behind the A post to 1" forward of the B post and from the rocker boxes to the inner frame rails; i.e., where the floor is not continuous across the car, it must be stitch welded to the inner frame rails), and OEM or replacement .024" steel firewall.

If used as a removable rear transmission mount, the Center Section Forward Cross Member (#6C) may be bolted with one 3/8" diameter Grade 5 bolt per side with .120" 4130N or .120" mild steel 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.

The driver's left foot, when on **any fully depressed pedal**, must be behind the forward most part of the Driver Side Windshield/Roof Bar (#12A) **and the driver side forward cross member/foot brace (#6A)**. The lower portion of the Driver Side Windshield/Roof Bar (#12A) must intersect the Driver Side Forward Cross Member/Foot Brace (#6A) and the Driver Side Rocker Bar (#7A).

The driver's feet may be ahead of the forward most part of the Driver Side Windshield/Roof Bar (#12A) **or the driver side forward cross member/foot brace (#6A)** if, and only if, some deformable (energy absorbing) OEM or Steel structure, that will attenuate impact energy, is located forward and outboard of the driver's feet when the outside pedal is fully depressed. Items such as OEM firewall, floorboard, rocker box or door hinge pillar (OEM or tubular) are acceptable. An additional 1 5/8" x .083" chrome moly or 1 5/8" x .119" mild steel cross member (diagonal) installed within 4" of the Driver Side Windshield/Roof Bar (#12A) and Forward Cross Member/Foot Brace (#6A) running diagonally forward to the Inner Frame Rail (#2A) will also satisfy this requirement.

Section V.9 (25.1H, 25.2C, 25.3C) and Section V.8 (25.4C, 25.5D):

8/9. The dash/lower windshield bar (#11) can be curved or straight. When the dash/lower windshield bar (#11) attaches directly to the driver side windshield/roof bar (#12A) and the passenger side windshield/roof bar (#12B), the required tubing size for the dash/lower windshield bar (#11) is 1 1/4" x .058". However, when the dash/lower windshield bar (#11) interrupts the driver side windshield/roof bar (#12A) and the passenger side windshield/roof bar (#12B), the required tubing size for the dash/lower windshield bar (#11) is 1 1/2" x .065". **The Dash/Lower Windshield Bar (#11) may not be attached to the rear engine mount of the car.**

Thank you,

SFI Foundation, Inc.