



June 25, 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, edited June 25, 2018

The above referenced SFI Specs for Full Bodied Car Roll Cages have been revised, effective May 5, 2018 and on June 25th were edited slightly for clarification. The extent of this edit is as follows, and is incorporated into the referenced spec versions:

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. The Dash/Lower Windshield Bar (#11) may not be directly attached to the rear engine mount of the car. A motor plate at the rear of the engine is considered a rear engine mount. Bracing between a motor plate support tube and the Dash/Lower Windshield Bar (#11) is not in conflict with this requirement.

Thank you,

SFI Foundation, Inc.