

Maximum overdrive for Rootes type units is 70%, except 18/71 Superchargers which is 15%.

Maximum overdrive for Screw type Superchargers with a rotor diameter greater than 215.9 mm (8.5 inches) is 60%.

Maximum overdrive for Screw type Superchargers with a rotor diameter less than 215.9 mm (8.5 inches) is 125%.

Maximum overdrive for Screw type Superchargers with a rotor diameter less than 178 mm (7 inches) is 60%. Top Fuel Motorcycles must be limited to the manufacturer's recommended overdrive %.

T/F and F/C vehicles must be fitted with a Supercharger restraint system meeting SFI 14.3.

Screw type Superchargers with a rotor diameter greater than 178 mm (7 inches) must meet SFI 34.1 Recertification of PSI Superchargers is not mandatory, but highly recommended on a 2 yearly basis.

Maximum case length in Group 1 or Group 2 competition 590 mm (23.25 inches).

Maximum case width is 292 mm (11.5 inches). All vehicles in Group 1 and Group 2 running a Supercharger must be fitted with a manifold burst panel meeting SFI 23.1. Maximum case length for a 18/71 Supercharger is 615 mm (24.5 inches).

All Superchargers with a rotor diameter less than 178 mm (7 inches) must comply with manufacturer's specifications and recommendations, onus of proof on Competitor.

All Superchargers with a rotor diameter less than 178 mm (7 inches) in cars quicker than 10.00 seconds (1/4 mile) are required to have a burst panel, ballistic containment and a Supercharger restraint system where fuel is injected prior to the intake manifold, however when fuel is injected into or after the intake manifold, a burst panel, ballistic containment and restraint systems are recommended but not mandatory, **GM roots style superchargers (3/71 - 18/71) are exempt from this ballistic containment requirement.**

Overdrive limits stated do not apply to Group 3 and 4 vehicles using electronic engine management with OEM style Superchargers with rotor diameters less than 178mm (7 inches).

A restraint system meeting SFI 14.21 (including ballistic containment) mandatory on all Screw type Superchargers used in all classes of competition, except on Superchargers with rotor diameter less than 178mm (7 inches) as noted in above paragraph.

All other Screw type Superchargers with a rotor diameter greater than 178 mm (7 inches) require Supercharger restraints plus ballistic containment.

Screw type Superchargers not permitted in T/F or F/C.

Cast Supercharger pulleys are prohibited in ALL classes.

PSI Supercharger 206 models A, B and D and blueprinted versions are permitted. PSI model 206 'C' permitted in Group 3 and non-Championship competition only.

Superchargers with cast rotors are prohibited in ALL classes.

Where Supercharging is employed in Group 1 or Group 2 competition, there is to be a single method of increasing boost pressure (i.e. belt driven). No supplementary or auxiliary methods are permitted.

◇ **NOTE: If performance warrants boost or overdrive limitations on a particular combination; they may be implemented at any time with 28 days notice.**

◇ **NOTE: Superchargers of a specification or design, revised in part or whole after 1st January 1997, must be approved by ANDRA. Any Supercharger shall remain as constructed by the original manufacturer and not modified. All approved modifications are to be certified by manufacturer and written certification supplied to ANDRA Technical. All Supercharger approvals must be noted in Vehicle Logbook after receiving written authorisation from ANDRA Technical.**