

Spec	Product	Date
41.1	Motorsports Helmets	March 27, 2013
42.1	Steering Wheel Quick Disconnect/ Release	February 15, 1996
43.1	Drive Shafts	August 25, 2017
45.1	Rollcage Padding	August 11, 2005
45.2	Impact Padding	March 27, 2013
46.1	Nitro-Methane Fuel Motorcycle Engine Restraint Device	February 13, 1998
49.1	Top Fuel Rear Wing Assemblies	March 22, 2011
49.2	Top Fuel Front Wing Assemblies	March 22, 2011
52.1	Fueler Apron	June 5, 2012
54.1	Non-Flammable Thermal Barrier Fire Extinguishing Coatings	January 17, 2008
56.1	Dashboard and Other Carbon Fiber Components	February 26, 2014
61.1	Turbochargers	June 26, 2020

## 4.4 ENGINE

### 4.4.1 COOLING SYSTEMS (OPEN VEHICLES)

Where a pressurised cooling system is utilised in an open vehicle, the possibility of a high-pressure leak in the driver area should always be considered and as such the system must be installed in one of the following locations;

In Rear Engine Dragsters the radiator may be in front of or behind the engine. If the radiator is mounted in front of the engine, and behind the driver, a deflector plate must be installed from frame rail to frame rail and to the top of the roll cage (refer also Deflector Plate in Dragster Class Regulations). If the radiator is mounted in front of the driver a deflector plate must be installed between driver and radiator to prevent liquid entering driver's compartment.

Front Engine Dragsters and Altereds (centre steer) must have the system installed in front of the engine. Roadsters (non-centre steer) may have the system in front of the engine or to the rear of the engine in the "passenger" side of the chassis. If mounted in front of the driver or in the "passenger" side the radiator and hoses are to be completely shielded from the driver's compartment (cockpit) by 2.0 mm (.078 inch) thick Aluminium plate (minimum).

- ◇ **NOTE: In all cases radiators may be mounted either vertically or horizontally.**

### 4.4.2 COOLANT

In liquid cooled engines, (other than water) a non-glycol based coolant suitable for motor sport use must be used in all dedicated race vehicles, and all vehicles requiring a Tech Inspection/Vehicle Logbook.

Genuine street driven vehicles not requiring a Tech Inspection/Vehicle Logbook are exempt and may use a glycol-based coolant or the vehicle manufacturer's recommended coolant may be used, however, a non-glycol-based coolant is still highly recommended.