

| Nominal (TDC) Car | | tenths | E.T. |
|--|--|---|------|
| LA 318-2 stock with 2.76 gears in a 3300 lb car (no driver) 100 % street at sea level (dual exh. ok) | | - | 15.9 |
| CAR | | | |
| Weight | 3300 no driver | add/subtract .1 per 100 (round to the nearest 100) always no driver | |
| Gear | (2.45-2.99) = TDC (3.00-3.49)= -.3 (3.50-3.99)= -.5 (4.00-4.49)= -.7 | | |
| Tires | (Height) 25 inch - 28.5 inch TDC. 29 inch or more add .2 Any DOT tire Ok | | |
| Vans/Trucks | add .3 for wind resistance on any <u>full size</u> Van or Pickup (dakota/durango is NOT full size) | | |
| 4x4 | Add .2 for 4x4's <u>without</u> loc-out hubs. | | |
| Elevation | | | |
| Add .2 every 1000 ft. (use front numeral, no rounding) Do not figure air quality. | | | |
| BLOCKS/Cubic Inches | | | |
| 318 | 318 cubic inches is base (TDC) | | |
| 273 | add .6 for using a 273 | | |
| 340 | subtract .5 for using a 340 block | | |
| 360 | subtract .6 for using a 360 block | | |
| Magnums | subtract an extra .3 from the C.I. section if you are using a magnum block | | |
| Engine Build (LA 318 2bbl is Base Engine) | | | |
| Carb/intake | subtract .4 be it a 4bbl, 6bbl, 2x4, FI, 360 2bbl, or anything other than factory 318 2bbl. | | |
| Exhaust | subtract .4 for headers | | |
| Heads | subtract .4 for worked 318 heads or stock 340/360/stock magnum heads | | |
| | subtract .6 for worked 340/360/magnum heads (EQ's fit here) | | |
| | subtract .8 for aluminum or W-2 type heads | | |
| Cam | 318 2bbl cam is base (factory magnum cams fit here) | | |
| | subtract .4 for <u>upgraded</u> cams of .480 lift/229 duration @50 or less | | |
| | subtract .6 for <u>upgraded</u> cams .481 lift/230 duration @50 or more | | |
| Pistons | Subtract .4 for any overbore. Has to run pump gas of 93 octane or less to be street | | |
| Crank | 273 -340 Must be 3.31 factory stroke. 360 3.58. Again, no strokers. | | |
| Tranny | | | |
| 904 | 904 is what is assumed in the TDC (nominal) car. | | |
| 727 | add. 3 tenths for 727 | | |
| O.D/998/999 | no penalty. Weight of O.D., and lock up with stock converters offset low 1st gear | | |
| Converter | Subtract .4 for upgraded street convert of 2200-2900 stall | | |

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| | Subtract .7 for upgraded super street converter of 3000 stall or more | | |
| <u>Valve body</u> | subtract .2 for manual valve body | | |
| <u>Manual</u> | Subtract .3 if you have a clutch | | |