

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 full size Van or Pickup			
4x4	Add .2 for 4x4's without loc-out hubs.			
Elevation				
Add .2 every 1000 ft. (use front numeral, no rounding) Do not figure air quality.				
Engine 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			
	subtract .4 for upgraded cams of .480 lift/229 duration @50 or less			
	subtract .6 for upgraded 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.			
Magnum				
Subtract .3 for use of magnum short block (heads, cam, etc. will be subtracted above)				
Blocks - 318 is the Base (TDC) LA or Poly				
273 block - add .6 340 block subtract .5 360 block subtract .6				
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			
	Subtract .7 for upgraded super street converter of 3000 stall or more			
Valve body	subtract .2 for manual valve body			

<u>Manual</u>	Subtract .3 if you have a clutch		
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