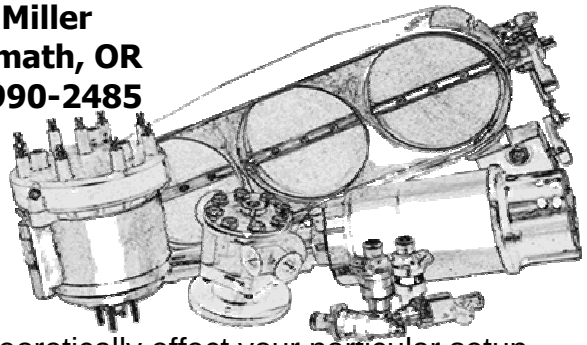
Spud Miller
Philomath, OR
541-990-2485



Weather

How atomospheric conditions will theoretically effect your particular setup

John Q. Customer
November 25, 2006

Fuel Specific Gravity:	**0.792**	**Methanol**
Engine Displacement:	**555**	**CID**
Volumetric Efficiency	**107%**	
Nozzle Area:	**0.006434**	**in. sq.**
Induction:	**Normally Aspirated**	

Baseline:

Ambient temperature:	**75**	**℉**
Fuel Temperature:	**68**	**℉**
Barometric pressure:	**29.9**	**in/hg**
Relative Humidity:	**75**	**%**
Air density:	**0.072624**	**Lbs/Ft.³**
Corrected Altitude:	**1700**	**Ft.**

Theoretical perfect jets:

Main:	**0.110**	0.00950332 in.²
HS:	**0.045**	0.00159043 in.²

Cool & Dense:

Ambient temperature:	**67**	**℉**
Fuel Temperature:	**62**	**℉**
Barometric pressure:	**30.00**	**in/hg**
Relative Humidity:	**60**	**%**
Air density:	**0.074566**	**Lbs/Ft.³**
Corrected Altitude:	**800**	**Ft.**

Theoretical perfect jets:

Main:	**0.107**	0.00899202 in.²
HS:	**0.046**	0.00166190 in.²

5.7 % change in main jet area from baseline required

Hot:

Ambient temperature:	**85**	**℉**
Fuel Temperature:	**75**	**℉**
Barometric pressure:	**29.88**	**in/hg**
Relative Humidity:	**80**	**%**
Air density:	**0.070452**	**Lbs/Ft.³**
Corrected Altitude:	**2700**	**Ft.**

Theoretical perfect jets:

Main:	**0.112**	0.00985203 in.²
HS:	**0.046**	0.00166190 in.²

3.7 % change in main jet area from baseline required

Theoretical jet figures above are based on calculations only and not actual flow data from your system. Comparing the change in the above numbers to your actual flow data will show an accurate trend based on changing weather conditions.