

TORQUE

#: 4

$T_{max} = 288.8 \text{ lbft}$ at $n = 4780 \text{ rpm}$ $v = 117.8 \text{ mph}$
 $Prated = 249 \text{ bhp}$ $nspecs = 6000 \text{ rpm}$ $unax = 150 \text{ mph}$
 $P_{eng} = 289.9 \text{ bhp}$ at $n = 5900 \text{ rpm}$ $v = 145.4 \text{ mph}$
 $P_{tol} = 16.2 \%$ $P_{wheel} = 258.5 \text{ bhp}$ $P_{loss} = 31.4 \text{ bhp}$
 $P_{max} = 290.7 \text{ bhp}$ at $v = 142.9 \text{ mph}$ $n = 5800 \text{ rpm}$
 $P_{tol} = 16.5 \%$ $P_{wheel} = 260.4 \text{ bhp}$ $P_{loss} = 30.3 \text{ bhp}$
 Temp. = 91 F Press. = xxx nbar NO CORRECTION
 PASSENGER CAR GEAR REAR WHEEL DRIVE
 4-STROKE SECONDARY

TORQUE

#: 3

$T_{max} = 280.6 \text{ lbft}$ at $n = 4810 \text{ rpm}$ $v = 118.7 \text{ mph}$
 $Prated = 249 \text{ bhp}$ $nspecs = 6000 \text{ rpm}$ $unax = 150 \text{ mph}$
 $P_{eng} = 289.3 \text{ bhp}$ at $n = 5900 \text{ rpm}$ $v = 145.4 \text{ mph}$
 $P_{tol} = 15.9 \%$ $P_{wheel} = 253.0 \text{ bhp}$ $P_{loss} = 36.2 \text{ bhp}$
 $P_{max} = 289.5 \text{ bhp}$ at $v = 144.8 \text{ mph}$ $n = 5870 \text{ rpm}$
 $P_{tol} = 16.0 \%$ $P_{wheel} = 253.6 \text{ bhp}$ $P_{loss} = 35.9 \text{ bhp}$
 Temp. = 91 F Press. = xxx nbar NO CORRECTION
 PASSENGER CAR GEAR REAR WHEEL DRIVE
 4-STROKE SECONDARY

