

INPUTS		OUTPUT		WITH AIR DENSITY	
RPM	8600	BLOWER OVERDRIVE	1.53	Air Density (FT) (INPUT)	3300
ENGINE DISPLACEMENT (cc)	1797	MAX BLOWER RPM	13158		
CRANK PULLEY (")	5.38	BLOWER VE at RPM	0.95		
ALTERNATOR PULLEY (%)	14	BOOST (PSI)	9.5	Boost at Air Density (PSI)	8.7
BLOWER PULLEY (")	4	OUTPUT TEMP (C)	91		
BLOWER DISPLACEMENT (CID)	62	OUTPUT TEMP (F)	195.8		
BLOWER PEAK VOLUMETRIC EFF.	0.94	LHT INTERCOOLED IM (PSI)	8.5	LHT Boost at Air Density (PSI)	7.8
BLOWER ADIABATIC EFFICIENCY	0.62	LHT OUTPUT TEMP (C)	45		
ENGINE FLOW EFFICIENCY	1	LHT OUTPUT TEMP (F)	113		
BSFC	0.55	BLOWER INLET CFM	450		
DRIVE TRAIN EFFICIENCY	0.88	HP TO DRIVE BLOWER (CRANK)	26		
LHT EFFICIENCY	0.65	MAX SUPPORTED HP (CRANK)	300	Estimated Relative HP	0.92
INTAKE TEMPERATURE (C)	20	MAX SUPPORTED HP (WHP)	241	MAX HP AT ALTITUDE (WHP)	222
For accurate results changing these inputs is not advised		Running OUTPUT TEMPERATURE exeeding 180 F is NOT advised.			

PULLEY INPUTS

COMMON INPUTS					
CRANK PULLEY	INNER DIAMETER	OUTER DIAMETER	WEIGHT	NOSE PULLEY	INNER DIAMETER
CRV	6.36" / 16.2cm	6.57" / 16.7cm	6.6lbs	SIR/ITR	4.2
LS	5.79" / 14.7cm	6" / 15.2cm	6.6lbs	GSR	4
SIR, GSR, & ITR	5.38" / 13.7cm	5.59" / 14.2cm	5.4lbs	High Boost / D Series	3.8
D Series A6 / Z6 / Y7-8	5.79" / 6.04" / 6.29"	6" / 6.25" / 6.5"	?	LS	3.2
ALTERNATOR PULLEY	% OVERDRIVE				
Jackson Racing	0				
MVM	14				
ENDYN	12				

BLOWER TYPE	CFM MAX	Max Recommended RPM	DISPLACEMENT (B6 INPUT)	PEAK VE @ 10psi (B10 INPUT)	Adiabatic Efficiency (B11 INPUT)
Stock M45 (LS/CRV/D-Series)	350	15,000	45	0.90	0.60
Stock M62 (SIR/GSR/ITR)	450	14,500	62	0.93	0.60
Stiegemeier Ported M62	500	15,000	62	0.94	0.62
Endyn Ported M62	560	16,500	62	0.96	0.65
Stock M90 (rotates wrong direction)	650	14,000	90	0.91	0.58
R900 (TVS - not released)	600	20,000	55	0.95	0.70
R1050 (TVS - not released)	700	19,000	64	0.95	0.72
R1320 (TVS - not released)	800	18,000	81	0.95	0.73

BSFC	Suggested	~ A/F Ratio	Engine Flow Specific	Engine Efficiency (B12 INPUT)
NA	0.50	13:1	Vtec	1
Supercharger	0.55	12:1	Ported Non Vtec / Turbo Cams	0.95
Turbo	0.60	11:1	Ported Non Vtec	0.9
			Non Vtec	0.8

Thank you!!!! - Veris

NOTES
TEMP(C) = TEMP(F)/3.4

Rough Dyno Sheet



