

## Erratic Dyno Chart

Posted by Manuel\_M - 24 Mar 2015 10:48

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Gentleman, please give me some thoughts on the attached dyno chart. My A/F ratios were in the 15's and they only ran it twice in fear of damaging it (Maxing 120HP @ 4750, 133TQ). A few days later, a fellow driver told me that his chart looked the same and it was due to his TPS not working. The theory being that if the DME does not see WOT it will not supply the correct amount of fuel and thus cause the lean condition.

That being the first thing I checked, the TPS was not sending an idle or WOT signal to the DME. Further investigation revealed that using the adjustment nut to adjust the idle (to 1100) caused the TPS to be open passed the switch point. Apparently this also put it out of range to reach the WOT switch point. The idle screw and TPS have been readjusted and are now sending both signals to the DME.

Since I will be going back to the dyno soon, I'd like to know if the top end erratic readings could be anything other than that the TPS. (I do plan on adjusting the AFM a click or two to take into account the shaved head and removed cat.)

Other Notes:

Fresh rebuild (break-in and 3 autox laps)

Voltage reading increases steadily from .45 to 8.43 in the AFM using the clarks test.

Idle A/F ratio is 11.5

Around 14.5 @ 5000 rpm, not under load.

Fuel pressure at idle 31

Fuel pressure increases under revs

Fuel pressure with no vacuum on fuel pressure regulator 38

No O2 sensor

Tested for vacuum leaks with brake cleaner

All idle control parts removed

Thanks!!

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## Re: Erratic Dyno Chart

Posted by Manuel\_M - 23 Apr 2015 10:54

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Update:

The TPS was not sending any signals to the DME. After the rebuild I adjusted the idle via the set screw which apparently put it out of adjustment far enough to not work at all. I adjusted the set screw to the point that I got signals again at the DME. The A/F ratios seemed good. Ran it at the event this weekend and the car seemed to have the same power as everyone else. 12.5 - 13 A/F ratio at WOT. Will dyno it again sooner or later to confirm.

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