

## Your Hour on the Dyno

Posted by AgRacer - 10 Dec 2012 15:36

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Since we now have a new shiny Dyno Cap Rule, a few more of us will be spending time on the dyno in the coming months. I just stopped by the only local place today that has a Dynojet and realized its much more worth my time to pay for an hour then one pull when considering all the work it takes to trailer it to/from the dyno. I don't want to deal with the hassle of driving it the 4 miles to the dyno even though it would be massively more convenient.

So, since I am buying an hour and have no experience with dyno work, what have others done to occupy their time and maximize gains during that hour? Is there any prep work to the car before going? Will numbers produced on the RA1 be comparable to doing the dyno runs on the new RR compound? (I dont have any RRs to use yet) Where does AFM tuning fit in and is it even worth messing with on during your first trip?

I hope to create a checklist of items that can be done and bullet point considerations depending on what you want to accomplish geared towards our cars specifically. I think this will allow more people see the merit it going to the dyno.

As of right now, all I know to do is usual maintenance items like change spark plugs, oil, cap/rotor.

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## Re: Your Hour on the Dyno

Posted by Sterling Doc - 10 Dec 2012 18:16

Good thoughts to get organized.

If you can, organize a group dyno day - that can spread the cost around, be a lot of fun, and keep things transparent in the class.

Look through the dyno procedure we posted, and make sure you follow that - get the car warm, make sure the shop is using SAE correction, etc.

At the same pressures, and tread depth, I'd expect the RA-1 and RR to dyno similarly. Leave yourself a little more headroom, if you using full tread RA-1's as your baseline. I don't know how much tread depth will affect dyno readings (I'll work on checking that next time I'm on the dyno).

Most of all, go through your car before you go - plugs good? Cap & rotor good? Fuel filter reasonably recent? AFM wiper track not worn through? Etc. - you want the car tuned up to give you good readings.

I would certainly plan on doing AFM tuning if your renting the dyno for an hour or so. Just go in small steps ( 1-2 clicks at a time). Look at the AFM tuning thread for more details. Richer = CCW.

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## **Re: Your Hour on the Dyno**

Posted by cbuzzetti - 10 Dec 2012 23:28

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Start with all new tuneup parts (cap, rotor, wires and plugs) bring the old ones with you just in case.

Check compression and do a leak down (if you have the tools) first so you do not chase your tail if numbers are low.

Make or purchase the tool to adjust DME. Check position of switch before getting on dyno and write it down.

Follow procedures in 944spec forum for oil temp, tire pressure etc.

Just for giggles measure circumference of tires to be used on rear at recommended pressure. A mismatched set could rob HP.

Bring spare DME, throttle body, and any other spare electrical parts you have.

When you make a change and you see a noticeable HP increase or decrease do a follow up pull to verify results.

Write out a plan of adjustments ahead of time.

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