

Late and 88 DME Difference

Posted by AgRacer - 07 May 2016 08:38

Thought I would post up my dyno runs testing a late (86/87) DME with an 88 DME. I have a true 1988 High Compression engine. This was done in compliance testing during our March event at Road Atlanta. The car came straight off track and to the dyno where the late DME was used first. Then the 88 DME was swapped in with the car still on the dyno. Two immediate things to note are the increase in rev limit (~100 RPMs) and overall increase in power.

Next time I'll do the opposite, though maybe not in compliance testing because I would be illegal with the 88 DME in my current configuration.

Both DMEs have been opened and verified stock.

The PCA scrutineer manual lists all 944 NA DMEs as having a 6500 RPM rev limit, except the 88 DME, which has a 6600 RPM rev limit. I think the way the graph gets reproduced on paper can sometimes shift where it looks like the rev limit is about 50 RPM either way.

Re: Late and 88 DME Difference

Posted by Manuel_M - 23 May 2016 16:01

Awesome!! I appreciate it.
