

## Tuning AFM

Posted by Sterling Doc - 30 Jul 2011 19:33

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One thing I haven't seen explored much online is how and why to tune the AFM. I see Joe posted up a while back on the NASA Spec boards that removing the cat as we do can mess with A/F ratios, and that there is some benefit to fixing this with an AFM tune. I'm interested in what people have found with this. What A/F ratio are we shooting for? Do you guys adjust the wiper/track, the spring tension, or the air bypass screw on the AFM? How much does a click one way or the other change things? After we've found some lean issues in local cars, I've just put an AEM A/F ratio gauge, and will log this with the Traqmate. I'm happy to share what I find, when I do start checking things out.

Thoughts & experiences?

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## Re: Tuning AFM

Posted by spec944#74 - 03 Aug 2011 08:24

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I'm disapointed that no one has responded to this post. I am also looking at putting an A/F ratio gauge in the car and wiring it in to my Traqmate, so I am really interested in any information on this topic.

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## Re: Tuning AFM

Posted by cbuzzetti - 03 Aug 2011 15:38

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Sorry guys did not see this till now.

I to am surprised that more did not chime in. Might be that like me we do not know that much about tuning the AFM.

My experience with tuning an AFM is from Spec Miata. At that time therer did not seem to be anything to be had except the possibility of screwing it up.

The only time I have tuned my car was on the dyno and I used the DME adjustments. Making sure all pertinent things were good before going to the dyno. Fresh plugs, balanced injectors, wires, fuel etc.

At Miller in 09 I ended up making the mixture richer because it made 1 more HP. It was the opposite of what you would think should be the right choice.

I am looking for a recent dyno sheet for my 924s car. Cant seem to find one here so will see if I can get the shop to send it to me.

Unless there is a clear problem showing up on the plugs or in the tail pipe my guess is that you are not far off. The indicators will be obvious. Black sooty tail pipe or plugs, or a way too clean plug possibly even white.

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**Re: Tuning AFM**

Posted by Big Dog - 03 Aug 2011 17:28

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I keep looking at this one, too, because I do not have anything to contribute due to knowing nothing about the subject. Doc, I hope someone gets in here to enlighten all of us.

Big Dog

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**Re: Tuning AFM**

Posted by JerryW - 03 Aug 2011 17:43

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You might find some light reading here

[www.the944.com/afm.htm](http://www.the944.com/afm.htm)

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**Re: Tuning AFM**

Posted by greg palmer - 03 Aug 2011 17:55

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Thanks Jerry.

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