

BOOST Takeover

By: **Bill Hahn**
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It's time for Bill Hahn and his Boosta to prove themselves. Are they up to the challenge?

Proper instrumentation is key to effective dyno testing and tuning. After hooking up the Dynojet wideband exhaust analysis, which reads air/fuel ratio directly on the dyno graph, the serial cable to the PortFueler control module is attached, which allows viewing of the data logging function. Between the PortFueler and the Dynojet AF sensor, Hahn can see rpm, boost pressure and AF ratio results, then use this data to make changes to the PortFueler fuel map.

"When I first started working with programmable EFI and wide-band sensors almost 20 years ago, this same capability cost about 20 times the amount it does today," says Hahn.

With systems ready to go the 93-octane fuel is replaced with 110. Low-boost passes are made and immediately rewarded with some excellent numbers. Six dyno runs later, Hahn is confident with the state of tune, and ready to pound in some sick boost. The AMS-1000 boost control is turned up to 10psi override pressure. Yanking open the throttle at 3,000 rpm the 'Busa squats, shakes and screams its way to redline, reaching a peak of about 20psi boost.

The reward is almost 360 rear-wheel horsepower at 20psi boost. Twenty is definitely a lot, but the PortFueler system can compensate for up to 28psi, a figure Hahn plans to see at the drag strip.

For the next few weeks, however, the 'Busa puts several thousand miles under its wheels, cruising everything from the local haunts to some down-state long hauls, and purring like a stocker around town.



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