

## Engine Problems (misfire?)

Posted by BritRacer - 03 Dec 2014 20:56

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To avoid taking over Kerry's AFM Problem topic, I thought I would start a fresh one for my misfire (?) issue.

At the West coast champs, I had problem with my engine hesitating (even from idle in the paddock) but worse than that after 10mins of racing it would lose power and become very flat under load.

Below is a video of the engine sound when the power loss occurred.

As you can hear it sounds like a misfire. We did a quick compression check at the track and all cylinders were right around 155 PSI (is this in the expected range for a '88 engine?). We also pulled the plugs and found the #3 plug was very black, whilst the rest seemed normal. This lead us to believe it could be the problem cylinder. We did a quick spark check of all plugs and it looked like all have a strong spark.

At the track we changed out the DME, rotor, cap, spark leads, spark plugs, as well as fixed the connector on the #3 injector (which lost the retaining clip).

Obviously we never resolved the issue. However when I was taking the car off the trailer at home I heard a loud ticking noise, which we could not hear whilst in the busy paddock.

Here is a recording of the ticking I can hear. It is much louder just as the engine starts and gets quieter within a 10 seconds. Could it be a bad lifter, which is compressing and gets quieter as oil pressure builds and pumps it up? My thinking is this is something that could get worse again when the engine heats up and the oil gets thinner?

Other suggestions at the track were a broken valve spring, vacuum leak and broken AFM.

My next steps are to do vacuum pressure testing, AFM voltage test, injector ohm check (noid light too, if I can get hold of one), leak down test.

If all these check out, I hope my plan to pull the head and have it and the injectors rebuilt.

Any ideas are greatly appreciated.

Thanks

Jason

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### **Re: Engine Problems (misfire?)**

Posted by rd7839 - 04 Dec 2014 11:36

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Hey Jason,

Does the car run fine when dead cold, or for about 30 seconds when warm?

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### **Re: Engine Problems (misfire?)**

Posted by rd7839 - 04 Dec 2014 11:44

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I went through this exact thing and all the machinations you've gone thru. The good news is I didn't have to pull the head to fix a broken valve spring. I also got new plugs, wires, cap and rotor plus rebuilt injectors, all to no avail.

I ended up replacing the AFM but that made it worse. Still thought it was the AFM so I drove to picknpull in San Jose to get one and got another from Steve. It took a few tries but one of those was good and problem solved. I did have to change the DME also for some reason because it would surge at idle but run fine off idle.

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## Re: Engine Problems (misfire?)

Posted by rd7839 - 04 Dec 2014 11:55

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The point is mine would run fine on the warmup/startup circuit but once off that the trouble would start.

I will see at Steves Saturday and if I get a chance I'll pull my afm & DME and loan them to you. I do have a Christmas party tonight and tomorrow so don't know if I'll get the chance.

I sent my injectors to Marren in Ct and would recommend them. Quick turnaround and quality work.

I also have a lazy lifter that ticks like crazy until I take the car on track. Usually it stays pumped up for the season if I start the car at least once a month but sometimes I'll race Saturday and it will be noisy subdY morning.

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## Re: Engine Problems (misfire?)

Posted by BritRacer - 04 Dec 2014 13:29

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It runs "OK" (but not perfect) for about 10mins, but then just loses all power and starts missing like crazy (like in the first video). At that point it just had no guts and does not accelerate.

Thanks for the recommendation on Marren ( [www.injector.com](http://www.injector.com) ).

Don't know about anything on Saturday, so don't rush, I will grab them another time. I have lots of other things to try for now and will do the bench tests of everything electrical. That will hopefully find something.

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## Re: Engine Problems (misfire?)

Posted by 944Racer72 - 05 Dec 2014 14:05

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I've had AFMs do all kinds of weird stuff. One case was almost exactly what you are describing. They are super easy to change. You can try the one off my car which appears undamaged.

I wouldn't read too much into spark plugs unless something was REALLY obviously different (like soaked in oil etc).

I use Witchhunter [www.witchhunter.com/](http://www.witchhunter.com/) for fuel injectors. I've been really impressed with them and they're close by (WA) for a quick turn. They've called me when I had a bad injector, I sent a replacement, and they still just charge the one fee.

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