





something of a double-edged sword. Why? If the figures are not quite what you were hoping for, then disappointment ensues.

So what was the baseline? According to Porsche, a standard 944 should be knocking out 163bhp. Strapped down and with a probe up its exhaust pipe, Dave ran through the gears and we arrived at 151bhp and, on the second run, 149bhp. Hmm, that's not brilliant, but there are plenty who would say that, for a 20-year-old car with 161,000 miles on the clock, then it's not bad, either. There are also plenty who would say that 944s never made that figure in the first place!

So, down to the fitting. Andrew at ProMax said it would be simple – and I assured him that it would have to be! Sticking the air filter in was easy enough, and next I went in search of the ECU. On my '86 model, it resides under the carpet in the passenger footwell. Removal is pretty simple and soon it was on the kitchen table. The ProMax instructions are easy to follow and, once inside, and with the two circuit boards split, the standard chip was eased out and the new one installed.

Next it was time to fit the MAF kit itself. The standard air flow meter came off easily enough and the new Bosch unit slid into place with the help of a couple of Jubilee clips, a new section of Samco hose and a smartly-milled aluminium adaptor to connect it to the air box. The new wiring harness hooks up the MAF meter and then, via its own processing computer, connects to the standard ECU. It really is that easy and took less than 30 minutes.

So, job nearly done. At this point, it must be said that the kit is well thought out and supremely easy to fit. Now back to the rolling road. Two runs later and we had the results. Ooh, the anticipation!

I'd love to say that it was the business, but the reality was not quite what we were expecting. Peak power remained exactly the same, albeit slightly higher in the rev range, while peak torque was slightly up at 147lb/ft @ 4727rpm against 145lb/ft @ 4760rpm. That extra couple of bhp started at around 3000rpm, and stayed until peak, but below that there was a bit of a drop.

Power, while maybe the same at peak, gained slightly from just under 4000rpm through to 5500rpm. Fuelling, meanwhile,

was puzzlingly erratic, running significantly richer at low rpm before leaning off and then settling down from 4000rpm.

So, in the aftermath, we stood around and scratched our heads a little. Based on these results, it's hard to recommend, particularly at £599, although we still had to drive it. Out on the road, it has to be said that that it does pick up well – and a lot of the jerky, transitional power delivery is gone. Torque is improved and there is a bit more urgency although, as yet, I can't make any comment about fuel consumption.

Right now, I'm going to live with the kit and do a bit more digging as to why the results are not quite as expected. Certainly, Andrew at ProMax is slightly puzzled. My car is the first to have a kit fitted here in the UK, but there are plenty of happy punters in Germany running it. Andrew reckons that the power output is about right – and that ProMax has seen worse from what are perfectly healthy engines.

An electronically-controlled engine with healthy internals doesn't really lose power unless the compression is down, and there is nothing – oil consumption, blue smoke etc – to suggest that. However, I will get it checked out just in case. In the meantime, Andrew is going to canvass the opinions of SciVision.

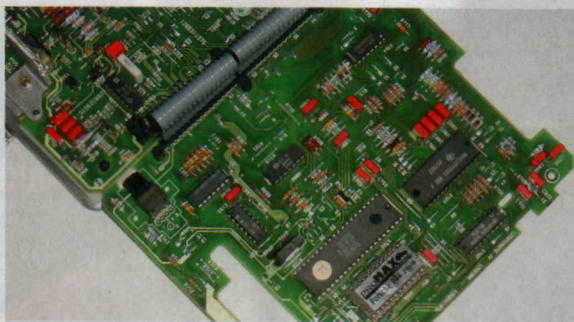
After studying the power plot, Andrew has also mapped up another chip, and we suspect that the fuelling issues could be down to a hose leak. At the moment, though, I just haven't got time to fit the chip and check the hoses. By next issue we'll have it sorted.

It's a case of work in progress as we go in search of our missing horsepower. Although, first up, I appear to now have an oil leak from somewhere at the back of the engine – I suspect a popped seal, possibly as a result of its exertions on the rollers. Worst case scenario is a crank seal. That'll teach me to start mucking around, eh?

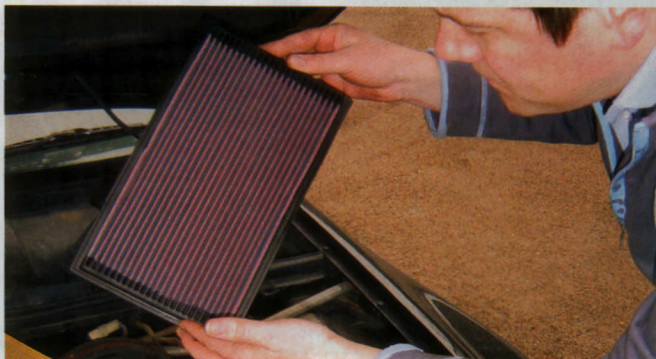
## Contacts book

**ProMax Motorsport**  
01908 524468,  
[www.promax.uku.co.uk](http://www.promax.uku.co.uk)

**Emerald**  
01953 889110,  
[www.emerald3d.com](http://www.emerald3d.com)



*The heart of every modern car – and the 944 is no exception. The new ProMax chip can clearly be seen to the left*



*If you're going to improve the breathing of the engine, then it makes sense to fit a decent K&N panel filter*



*Removing the standard air flow meter. Note Bennett's optional wooden bonnet stay. One day, he'll change the struts!*



*ProMax MAF kit in place. Note how it's a straight replacement for the standard air flow meter. Below: on the rollers*

