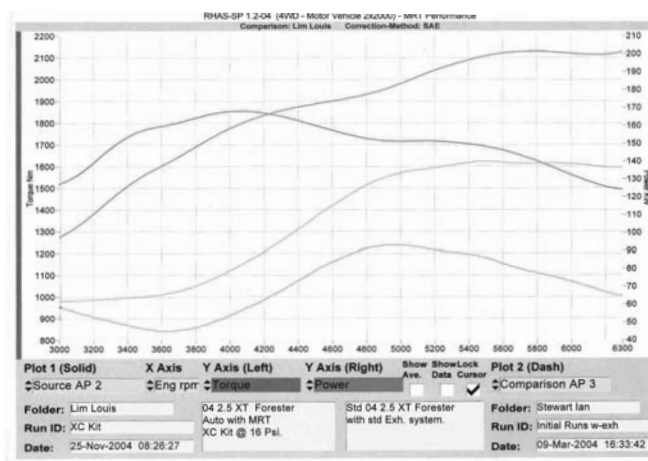


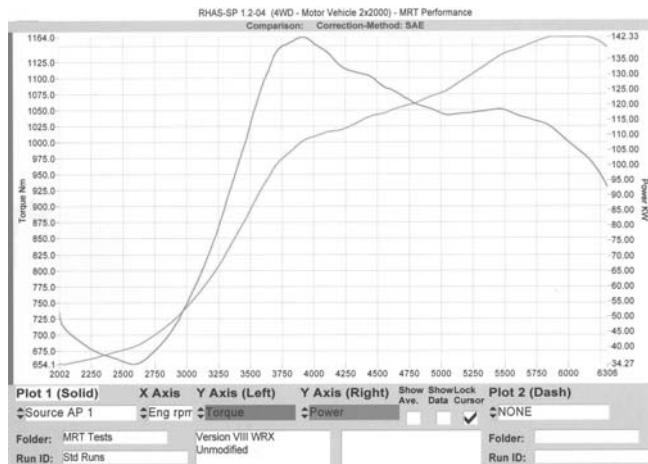
### Comparing Power Numbers

As a general rule, a braked roller dyno will give the lowest indicated power number, with inertia chassis dynos and the same car generating a slightly higher number. The same car tested again on a hub style dyno will give a slightly higher reading again. Who is right and why can't dynos produce similar numbers? Don't know. Perhaps when the entire world learns to spell aluminium the correct way, these any many more mysteries will be solved.



Dyno Graph Before and After

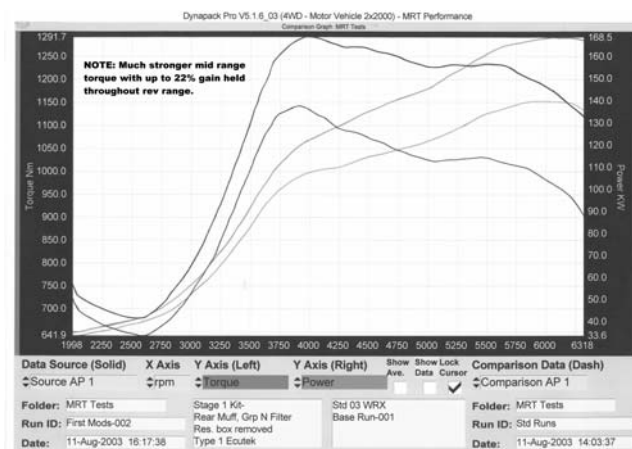
These points make the answers available from the dyno rather harder to evaluate. You need to use the same dyno for before and after modification readings. If at all possible these should be done on the same day, with the same fuel and dyno settings and calibrations. Make sure that your tuner adequately explains the finer details of the information contained in dyno printouts. Above all you need to trust your dyno operator. Ah, life is difficult.



Version VIII WRX Unmodified

### Dyno-Test the Easy Way

Most WRX car clubs organise on a regular basis dyno days, where a nominated workshop will open their doors to club members to use the dyno at a discounted price. There's no such thing as a free lunch, as normally the nominated workshop will have staff on hand suggesting ways to improve your car. This aside, it is an invaluable chance to see how other cars respond to certain modifications, without so much as laying a spanner on your car. You can play virtual tuner from the comfort of the second row, simply by keeping tabs on results versus modifications. The pen is mightier than the sword!



Version VIII WRX Std vs Modified