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Re: 5500 RPM cut out issues - How resolved Posted by rlofgren - 24 Jan 2011 19:18
when i first bought my '83, there was a stutter at 5500 rpm and in the end in turned out to be a broken valve spring. just my 2cents.
Re: 5500 RPM cut out issues - How resolved Posted by spec28 - 25 Jan 2011 19:14
known cause and solutions:
if engine pops or stutters while cutting out - replace throttle position sw.
AFM wiper arm/rail worn thru - adj wiper positon to ungrooved area of track or swap w/better unit.
if engine rpm and hp seems to level off and "float" at a specific (repeatable) rpm - head issues includeing: broken valve spring (usally inner spring), burned valve/seat issues.
Re: 5500 RPM cut out issues - How resolved Posted by 944Racer72 - 25 Jan 2011 19:25

I tried adjusting the arms on my bad AFMs (good instructions on Clark's Garage website) and it didn't work. Only a "good" one finally fixed it. It wasn't the throttle position switch in my case.

For another similar instance, I had a mysterious cutout/no start issue where the car would seem like it was running out of gas and then stop completely or sometimes wouldn't start at all. I checked pretty much everything until I finally found the wires to the crankshaft position sensors were brittle and would occassionally lose contact completely. Lindsey sells replacement harnesses for those and the injectors that are well worth replacing. Almost every car I've seen, the engine harness is brittle and nasty.

I've seen several cars quit or refuse to start where everything seemed to work right but they wouldn't spark. The little allen bolt that holds the distributor rotor in place had come out and the rotor was spinning freely on the cam. Relatively easy to find when you find out it isn't sparking but I've seen it

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drive people crazy.