

Circle Performance Machine

69 Locust Street
Berkley, MA 02779 USA
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"STP J-607 Corrected Power with INertia Correlation" from test Jimmi Hemi19.sfd

Test Information:

File name: Jimmi Hemi19.sfd (SF-PM.cfa)
Data page: STP J-607 Corrected Power with INertia Correlation - 31 lines total
Tested on:

Test Description:

Ignition changed to 33

| EngSpd RPM | STIPW CHp | STPITr Clb-ft | AFR Ratio | FulSum lbs/hr | AirSum SCFM | BSAC lb/hph | BSFC lb/hph | VolEff % |
|---------------|--------------|------------------|--------------|------------------|----------------|----------------|----------------|-------------|
| 3,000** | 241.8 | 423.3 | 0.0 | 131.0 | 0 | 0.00 | 0.580 | 0.0 |
| 3,100 | 253.6 | 429.7 | 0.0 | 132.0 | 0 | 0.00 | 0.575 | 0.0 |
| 3,200 | 266.0 | 436.6 | 0.0 | 133.6 | 0 | 0.00 | 0.563 | 0.0 |
| 3,300 | 277.5 | 441.7 | 0.0 | 136.1 | 0 | 0.00 | 0.554 | 0.0 |
| 3,400 | 287.8 | 444.5 | 0.0 | 139.7 | 0 | 0.00 | 0.547 | 0.0 |
| 3,500 | 295.7 | 443.7 | 0.0 | 143.6 | 0 | 0.00 | 0.542 | 0.0 |
| 3,600 | 302.1 | 440.7 | 0.0 | 149.3 | 0 | 0.00 | 0.546 | 0.0 |
| 3,700 | 308.6 | 438.0 | 0.0 | 157.4 | 0 | 0.00 | 0.559 | 0.0 |
| 3,800 | 315.5 | 436.1 | 0.0 | 164.6 | 0 | 0.00 | 0.574 | 0.0 |
| 3,900 | 324.9 | 437.6 | 0.0 | 168.4 | 0 | 0.00 | 0.576 | 0.0 |
| 4,000 | 334.1 | 438.6 | 0.0 | 172.1 | 0 | 0.00 | 0.575 | 0.0 |
| 4,100 | 343.2 | 439.6 | 0.0 | 176.0 | 0 | 0.00 | 0.574 | 0.0 |
| 4,200 | 352.0 | 440.2 | 0.0 | 180.5 | 0 | 0.00 | 0.570 | 0.0 |
| 4,300 | 358.9 | 438.4 | 0.0 | 187.4 | 0 | 0.00 | 0.576 | 0.0 |
| 4,400 | 364.6 | 435.2 | 0.0 | 194.2 | 0 | 0.00 | 0.588 | 0.0 |
| 4,500 | 369.3 | 431.0 | 0.0 | 200.2 | 0 | 0.00 | 0.603 | 0.0 |
| 4,600 | 378.9 | 432.6 | 0.0 | 202.5 | 0 | 0.00 | 0.598 | 0.0 |
| 4,700 | 388.3 | 433.9 | 0.0 | 205.6 | 0 | 0.00 | 0.591 | 0.0 |
| 4,800 | 392.0 | 429.0 | 0.0 | 209.6 | 0 | 0.00 | 0.591 | 0.0 |
| 4,900 | 395.4 | 423.8 | 0.0 | 213.0 | 0 | 0.00 | 0.598 | 0.0 |
| 5,000 | 398.9 | 419.1 | 0.0 | 216.0 | 0 | 0.00 | 0.605 | 0.0 |
| 5,100 | 401.0 | 412.9 | 0.0 | 219.5 | 0 | 0.00 | 0.610 | 0.0 |
| 5,200 | 399.9 | 403.9 | 0.0 | 222.9 | 0 | 0.00 | 0.621 | 0.0 |
| 5,300 | 405.8 | 402.1 | 0.0 | 225.5 | 0 | 0.00 | 0.626 | 0.0 |
| 5,400 | 411.0 | 399.8 | 0.0 | 227.4 | 0 | 0.00 | 0.620 | 0.0 |
| 5,500 | 409.1 | 390.7 | 0.0 | 229.8 | 0 | 0.00 | 0.625 | 0.0 |
| 5,600 | 415.0 | 389.3 | 0.0 | 233.3 | 0 | 0.00 | 0.634 | 0.0 |
| 5,700 | 421.8 | 388.6 | 0.0 | 235.8 | 0 | 0.00 | 0.633 | 0.0 |
| 5,800 | 421.3 | 381.5 | 0.0 | 239.3 | 0 | 0.00 | 0.636 | 0.0 |
| 5,900 | 416.6 | 370.9 | 0.0 | 244.4 | 0 | 0.00 | 0.657 | 0.0 |
| 6,000** | 413.8 | 362.3 | 0.0 | 247.7 | 0 | 0.00 | 0.669 | 0.0 |
| Max** | | | | | | | | |
| 6,000 | 421.8 | 444.5 | 0.0 | 247.7 | 0 | 0.00 | 0.669 | 0.0 |

Dyno test through exhaust w/ mufflers

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"Air / Fuel Ratios" from test Jimmi Hemi19.sfd

Test Information:

File name: Jimmi Hemi19.sfd (SF-PM.cfa)
Data page: Air / Fuel Ratios - 31 lines total
Tested on:

Test Description:

Ignition chngd to 33

| EngSpd RPM | AFR_1 | AFR_2 | AFR_3 | AFR_4 | AFR_5 | AFR_6 | AFR_7 | AFR_8 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|
| 3,000** | 10.4 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,100 | 10.4 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,200 | 10.4 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,300 | 10.5 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,400 | 10.5 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,500 | 10.5 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,600 | 10.6 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,700 | 10.6 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,800 | 10.6 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3,900 | 10.7 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,000 | 10.7 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,100 | 10.7 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,200 | 10.8 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,300 | 10.9 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,400 | 11.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,500 | 11.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,600 | 10.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,700 | 10.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,800 | 10.9 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4,900 | 10.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,000 | 10.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,100 | 10.8 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,200 | 10.9 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,300 | 10.9 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,400 | 10.9 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,500 | 11.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,600 | 11.1 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,700 | 11.1 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,800 | 11.2 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5,900 | 11.1 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6,000** | 11.1 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max** | | | | | | | | |
| 6,000 | 11.2 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

D

P

Driver
Side

Passenger
Side

STP J-607 Corrected Power with Inertia Correlation

Jimmi Hemi19,

Jimmi Hemi19

