

IMRC Delete Relay Circuit
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Mark Olson
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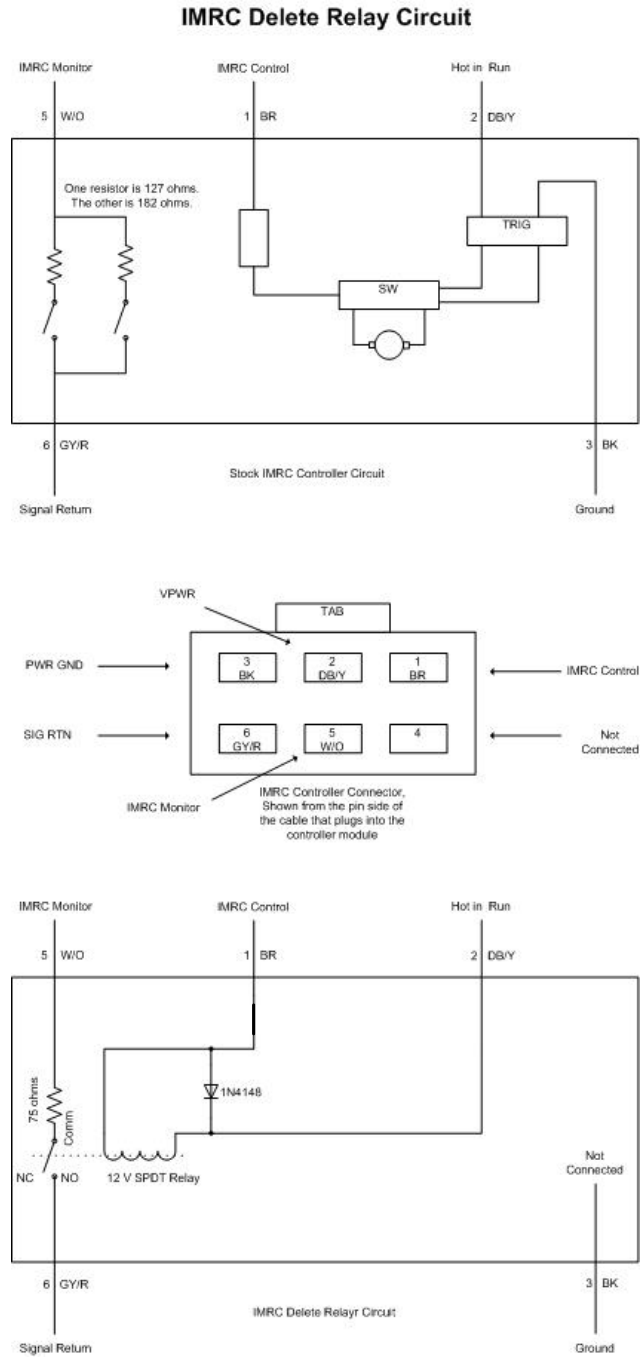
Many people with 1996 to 1998 Mustang Cobras find their Intake Manifold Runner Control systems to be a huge pain. They get gunked up, the cables fail, or the motor fails. They also develop vacuum leaks. As a result, many people delete them. However, simply deleting them from the car will cause a DTC and a CEL, and it will cause the PCM to retard spark at high RPMs, robbing the car of significant power. The best way to deal with these problems is to get a custom tune for the car, but many people don't want to go through that hassle and expense. The Accutach Co. IMRC Delete Relay Circuit is for those people who don't want a custom tune.

The IMRC Delete Relay Circuit simulates the stock IMRC controller. When the PCM commands the IMRCs to open, the relay closes, and send a signal back to the PCM's IMRC monitor input to tell the PCM that the IMRCs are open. Since the PCM thinks the IMRCs are still there, no DTC or CEL is set and the spark advance stays as it should, resulting in no loss of power.

Accutach Company has designed this circuit to provide years of reliable service. We use a high quality automotive relay, oil & fuel resistant Raychem DR-25 shrink tubing and automotive rated wire. Installation consists of splicing 4 wires at the IMRC controller connector on the engine harness. This document explains what the how the delete relay circuit works, how to make one and how to install it. For your convenience, Accutach Co. also sells the delete relay circuit. Please go to www.accutach.com to order one. Also, download the IMRCAnatomy document from the downloads page for a detailed look at how IMRC actuators were made and how to test and repair them, should you prefer to keep your IMRCs.

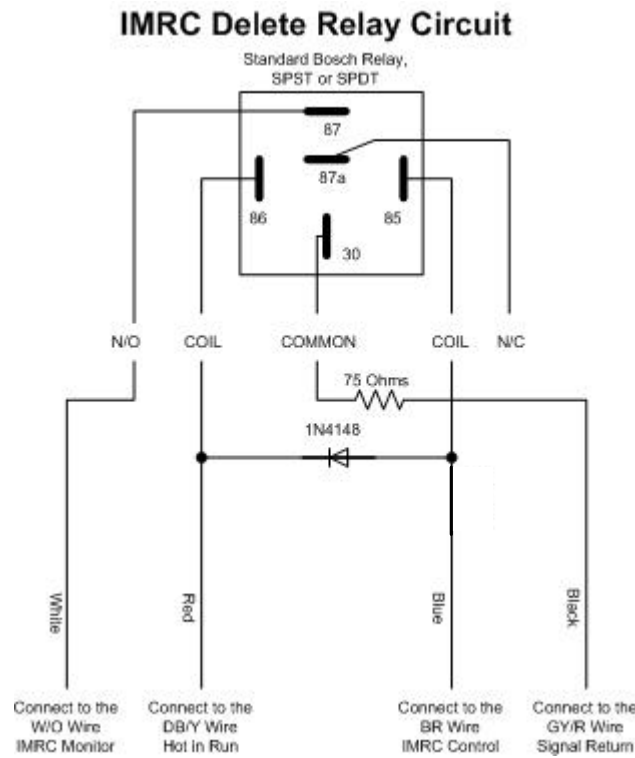
How the IMRC Delete Relay Circuit Works

Here is a diagram that shows the stock IMRC circuit, the IMRC connector and the IMRC delete relay circuit on one page: (The connector diagram is shown from the pin side of the connector that plugs into the IMRC controller module.)



The IMRC controller eliminator can be simplified to a 75 ohm resistor and a SPST or SPDT relay, plus a diode to protect the PCM IMRC Control transistor.

You can make this IMRC Delete Relay Unit yourself using a standard automotive relay, or you can buy it from Accutach company. If you choose to buy it from Accutach, here is a diagram that shows you the wire colors we use and how to splice them into the IMRC controller wires in the engine harness (or into the PCM harness* in the passenger kick panel):



* If you wire this into the PCM harness in the passenger kick panel, you can take power from the Red Hot-in-Start-or-Run wires on PCM Pins 71 or 97.

Here's a photo of the finished product. Simply splice it into your car under the hood or in the kick panel near the PCM and you are good to go. Note that the black power ground wire in the IMRC Actuator harness in the engine compartment is not needed and should be left disconnected.

