

## Idle control stabilizer

Posted by Heavymetal924S - 19 Mar 2008 02:45

---

I am just wondering if the idle stabilizer needs to be used to be legal for the Spec class. The hoses on my car are split and I would rather just remove the stabilizer and hoses as it is not needed for the race track. I don't think that this mod would increase performance. I just thought that I'd ask before I make this mod.

=====

## Re:Idle control stabilizer

Posted by SvoChuck - 19 Mar 2008 02:52

---

great question ... Joe will tell us .

=====

## Re:Idle control stabilizer

Posted by joepaluch - 19 Mar 2008 23:19

---

Keep it in there. It does actually work even on a race car. The function of the ISV is to act as a form of choke during cold starts. So without one on a cold start you will have too low of an idle speed and the car won't idle. You can increase the idle speed to compensate, but then you get a high idle when warmed up.

Our rules are as follows

### **12 Induction / Exhaust / Fuel Systems/Engine Management**

#### **12.1 Throttle Body, Intake Manifold and Air Flow Meter**

The throttle body and intake manifold must remain stock with no modifications. The air flow meter must be unmodified but can be adjusted (tuned).

#### **12.2 Air Filter**

Any air filter or filtration system may be used.

#### **12.3 Ignition System**

Any spark plugs and spark plug wires may be used. Offset woodruff keys are not allowed between camshaft and camshaft gear.

## **12.4 Fuel Filler Neck**

Fuel filler restrictor must remain in the stock location.

## **12.5 Computer Engine Management System**

The stock computer engine management system (DME) is required. Factory unmodified chips are required.

## **12.6 Fuel Delivery System**

All components of the fuel delivery system must remain stock and unmodified, except for the addition of a fuel cell.

The sections above combine to say in effect stock stock stock with respect to entire engine management system with a few exceptions.

The 944 engine is controlled with 3 elements. Air, Fuel and Spark.

Simple breakdown of the rules

What controls Air Intake Requirements

12.1 = Air Intake system must be stock (Including ISV for 85.5 fuel injection)

12.2 = Exception to 12.1 is anything before the AFM (ie air filter and cone filters are legal)

Controls Spark

12.3 = Stock ignition system, but you can use any plug or wire. Otherwise stock

12.5 = DME must be stock

Fuel

12.6 = All components must be stock but you can use a fuel cell

The ISV is part of the intake/throttle system (12.1) which is required to be stock. This also means the stock oil filler/breather system must remain stock as it is a major part of the intake system after the AFM.

I also want to add that the early cars 83-85 do not use an ISV, but they infact use to valves. One is a bimetallic valve used to contorl cold idle and this is under the intake manifold. The other is a valve used to control just the Idle with AC operation. This valve is located behind the stock airbox. In this case you may remove the second A/C valve as it functions only with A/C operation. The valve under the intake must remain. The ISV does both things, but must remain because it is part of standard intake air control section.

=====

## Re:Idle control stabilizer

Posted by Heavymetal924S - 19 Mar 2008 23:32

---

Thanks Joe,

I will re-install it when I put the motor back in. I will just use some cheaper hose since those factory hoses are farely expensive.

=====