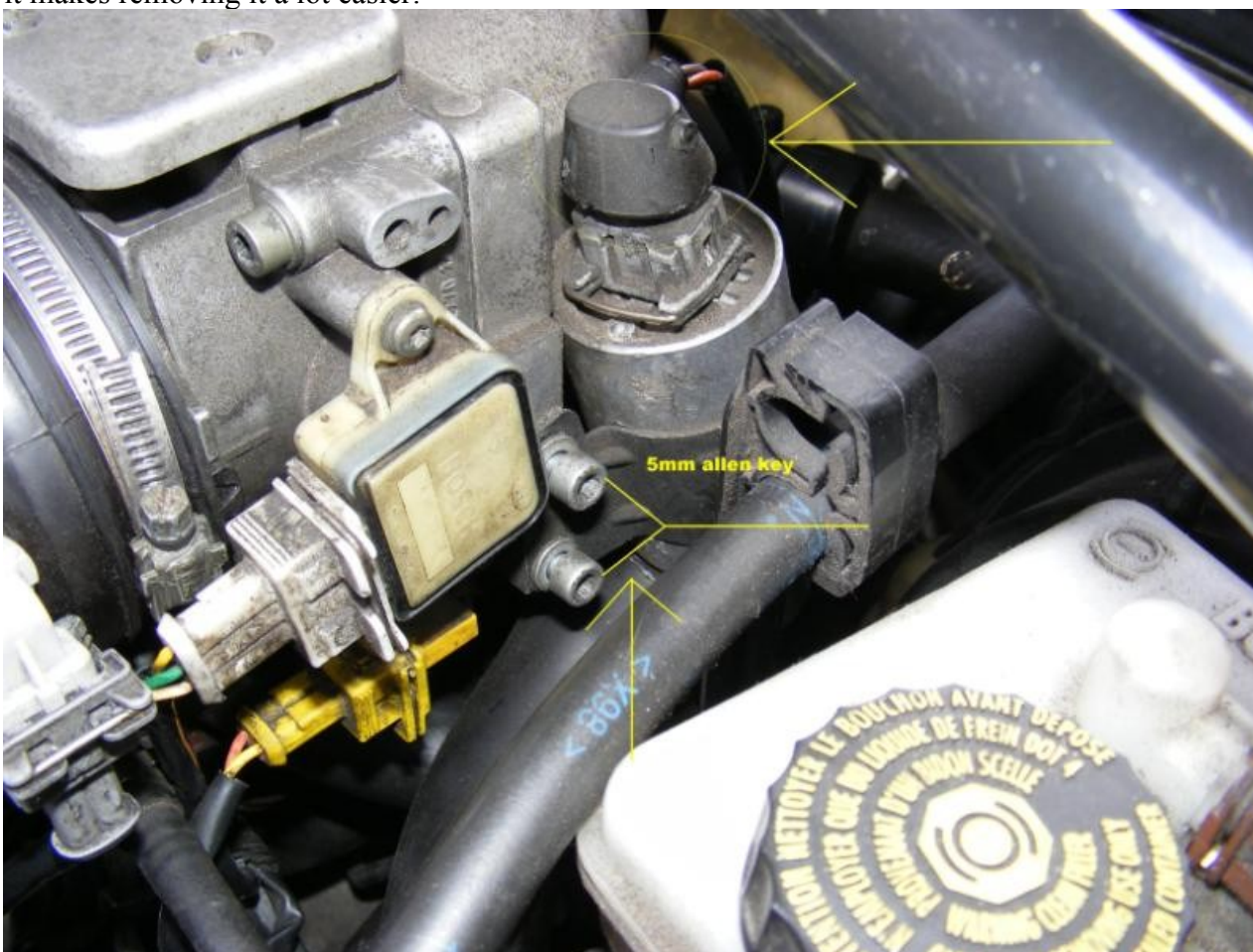


Take caution when doing this, carb / brake cleaner can irritate if it gets in contact with your skin, it's also flammable.

Tools needed:

- 5mm allen key
- Some car or brake cleaner (I used brake cleaner)
- A small dish / bowl
- Small paintbrush
- Some kitchen towel

First of all locate the ICV valve, to the rear right of the inlet manifold as you look at the engine. Disconnect the electrical connector on top by pushing the metal bar as the base of the connector inwards & lift it off. Disconnect the breather pipe from the brake servo by pushing the 2 white sides in & pulling it off (not pictured here, but it is further down the how to). Using a 5mm allen undo the 2 screws that hold the valve in place, now pull off the breather pipe at the bottom of the valve, it makes removing it a lot easier:



Here's the valve once it's off:



You'll see this rubber part on it, be careful you don't lose it. If when you take the valve off you don't see it, look under the manifold as it may still be attached:



Just pull it off, it goes here:



I started by dipping the brush into the cleaner & cleaning the tubes first of all:



I got bored with that & decided to lay the valve in an old bowl & pour the cleaner directly into it, give it a shake & pour more in then agitate with the brush. I kept filling it & placing the ball of my thumbs over each hole & started to rotate it quickly to get as much of it clean as possible. Repeat this process till it 'sounds' very loose & free:



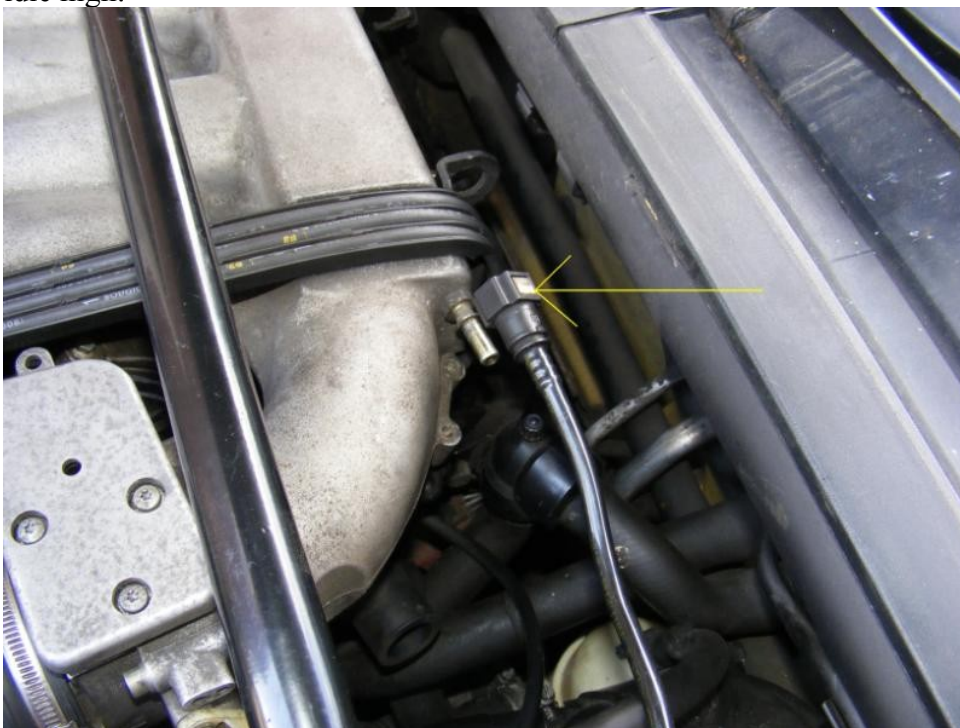
After about 20 minutes it looked like this:



I was left with this in the bowl:



In true Haynes style, fitting is the reverse of removal. Don't forget to refit the brake servo pipe otherwise your coupe will idle high:



When I removed mine & tried to rotate it, the valve was quite clogged up, it wouldn't rotate all the time, not to mention it sounded extremely blocked. Once it's fully cleaned it will sound very loose inside & very metallic when you rotate it, that's because there's no build up in there anymore.

Prior to doing this, I had a slight problem once the car was warmed up where it'd idle in traffic & the revs would drop by about 100rpm to the point where it was quite lumpy, but it would correct itself after 5 or 6 seconds.

Here's a quick vid of the car now idling as it should, albeit the engine was cold but it doesn't seem to fluctuate as much as it usually did:

(Click the pic below)

Provided by 406 Coupe Club

<http://www.406coupeclub.org>



**Once you've cleaned it, don't fit it back to the car, shake it around for a few minutes to get most of the cleaner out of it & allow it just to air off for 20 minutes or so before refitting**