

## Idle Control Valve removal, cleaning and replacement

This is not intended to be a complete how-to guide (who knows what I have forgotten) but things I thought might be helpful to other 968 owners attempting the same job.

Please note the photos in the DIY shows aftermarket hose clamps. If you still have the factory clamps on your hoses, you will need to break them off.

1. Before doing anything else, disconnect the battery.
2. Remove the air box lid and filter element. Store this in a safe place.
3. Loosen the hose clamp on the L shaped rubber pipe connecting the MAF to the Throttle body.  
See **red** arrow on picture below



4. Disconnect electrical plug on the bottom of the MAF. Put the MAF in a safe place, this is a fragile and expensive component.
  - a. **TIP!** This might be a good time to clean the MAF
5. You should now have enough space to disconnect the electrical plug from the idle control valve. The Idle Control valve can be found under the intake manifold right behind the throttle body. The **red** arrow shows the location of the plug and the **blue** arrow shows the Idle control valve



6. Loosen the Idle Control Valve clamp using a large flat head screw driver. See the **orange** arrow above
7. Remove the two nuts holding the clamp to the intake manifold. See the **green** arrow in the picture above.
  - a. **BE VERY CAREFUL** not to lose the nuts down the engine bay. If you do, you will have to jack the car up and remove the belly pan to recover the fallen nut.
8. Work the clamp of the studs, this will take some wiggling. Once the clamp is free from the studs you should be able to slide it over and off the idle control valve. See the picture below.



9. In the picture below, loosen the hose clamp with the **red** arrow pointing towards it and then remove the hose with the **yellow** arrow pointing towards it.



10. The only thing still connecting the Idle Control Valve to the car is a small pipe between the Intake manifold and the idle control valve. This is the toughest clamp to remove. Remove the clamp holding the hose onto the intake manifold and pull on the pipe. The idle control valve should now be free from the car. See the **red** arrow below



**TIP.** I found that using a long screw driver helps a lot to remove the clamps from this pipe. See the photo below.



11. Now that the Idle Control Valve is free from the car you can remove all the pipes. Clean the pipes as well as the idle control valve. I used MAF cleaner, but I believe carb cleaner will work just as well. In the picture below, the blue circled part of the Idle Control Valve is what needs to be cleaned.



12. Take a clean rag and wipe the inside of the pipe going into the intake manifold. **Do not** use MAF cleaner here. See the **red** arrow below for its location.



13. Allow the Idle Control valve and pipes to dry completely.
14. Installation is the reverse of the removal process.