



EGR VALVE CLEAN (Ever 70,000 miles or when you see clouds of black exhaust smoke when accelerating hard)

Tools you'll need

Ratchet
Sockets (10mm & 12mm)
Ring Spanners (10mm & 12mm)
Extension bars (various sizes)

Consumables you'll need:

Brake Cleaner or other powerful cleaner that will evaporate fairly quickly
Cloths / Rags
Genuine HONDA Gasket Part Number 18715RMAE01 (£7.14 + VAT)
Genuine HONDA Gasket Part Number 18726RMAE01 (£6.82 + VAT)

Apologies in advance for such a poor guide but as we were working quickly I never got a chance to take many photographs. However, the process is quite simple and it's really just a case of removing lots of nuts and bolts. Some are quite tricky to get to so you may need to experiment between using a spanner or socket and wrench. I'll try to add more photos later on.

I would estimate allowing for at least an hour and a half for this job. Fortunately the bolts and nuts are very strong and don't seem to shear but I would advise driving the car for 5-10 minutes first to allow the engine to warm up a little to help minimising shearing bolts etc. Be careful of hot components though.

STEP 1

Remove the four nuts and washers holding the engine cover in place and then remove the engine cover.

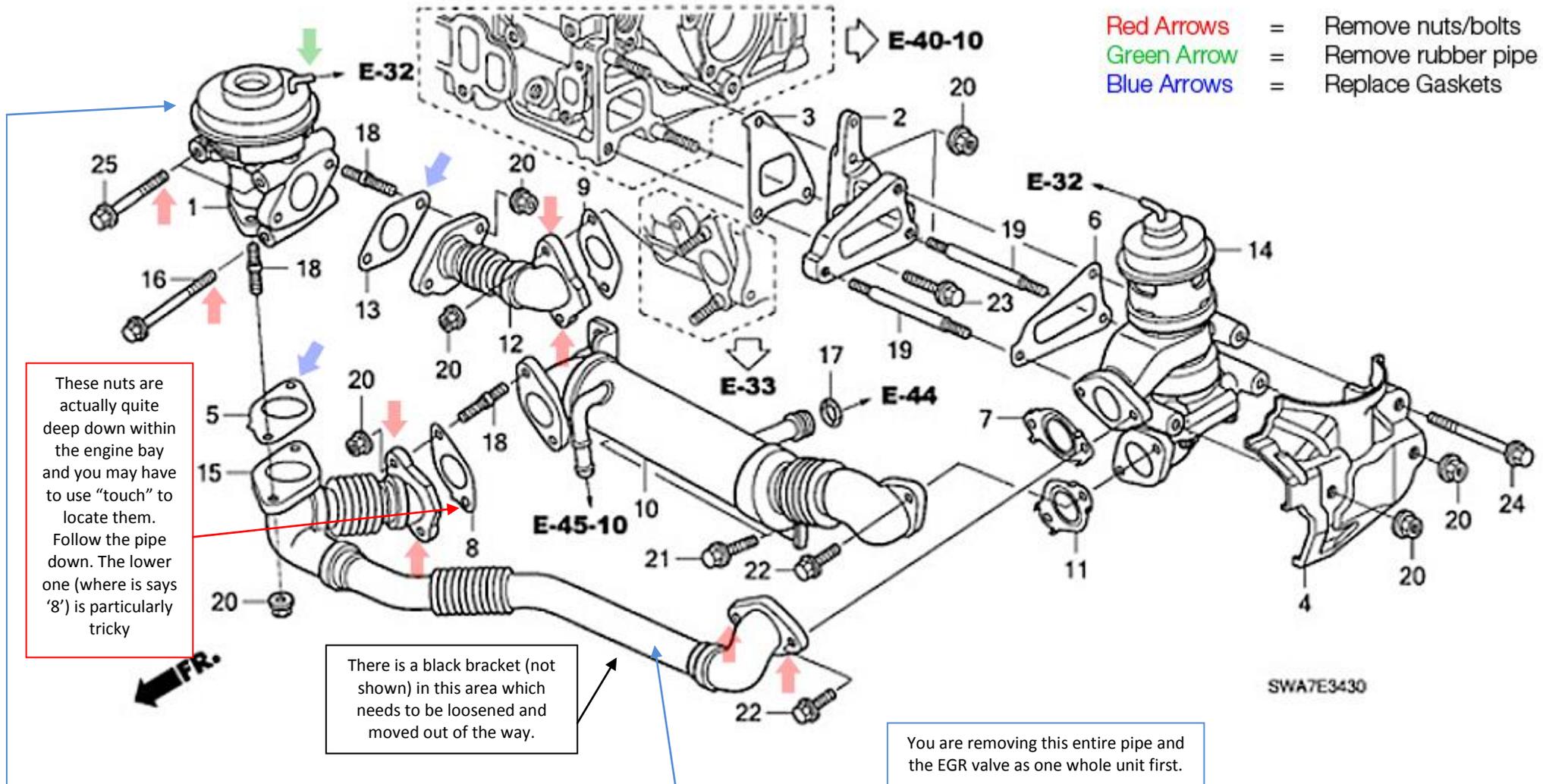
Be careful not to lose the washers.





STEP 2

Instead of just removing the EGR Valve where access to some of nuts is almost impossible, it is easier to simply remove the EGR Valve and Cooling Pipe as one unit and then remove the EGR valve once it is all out of the engine bay. See the legend below for what the arrows mean.





STEP 3

Once you have removed the EGR Valve and the Cooling Pipe you can now separate the EGR valve from the pipe in order to gain better access to the valve and also the small extension pipe can be separated (this will allow access to replacing one of the two gaskets). Using brake cleaner or a suitable high strength cleaner which will not leave any residue and will evaporate quickly, spray copious amounts into all the areas marked with red arrows below. You can see that mine wasn't too bad (see photo below on the right) but it was quite blocked up inside the actual housing (dark red arrow)

Leave to soak for about 5 minutes then spray more and start digging away carefully at the carbon with a flat headed screw driver and also using cloths. Give the cooling pipe a good soak also and try to clean out as much from inside there also but the main focus is the valve. Don't forget to clean inside the actual valve housing also (see the dark red arrow)

Remember to replace the gaskets (marked with blue arrows) and don't forget that they are not identical gaskets. You could go nuts and replace all the gaskets but I found that only the two on the actual EGR valve itself needed to be replaced. Once cleaned put it all back together and start her up. If you hear a crack when you first start up the engine don't worry it will just be a little bit of carbon entering the engine and it will burn off and the noise shouldn't happen again or after a few starts.

