

Here are my Pics and my progress.



Here is the IAC on the intake. Use NC's pics above and compare to mine.





I stuck a towel below the IAC - a little coolant will spill (but not much)



Push back the rubber boot off the plug on the right side of the IAC, and unplug it. You can see where to press in the pic.

Now remove the 2 - 10mm bolts - Pull the IAC up and rotate it as below.



Here is the IAC Dirty - the middle chamber was the worst.





Use Carburetor Cleaner "liberally" to clean away the build up. Use an air hose to blow out the excess. This took some time for myself. I had a thick build up, so I repeated the application several times. WD-40 was tried first, and didn't do squat compared to the Carb Cleaner.

Once clean:





Rotate it back over and replace the two bolts. Be sure to start the bolts by hand and tighten them as much by hand as possible just to be safe. Snug them up and you should be ready to go. [Edit] These are only 10mm bolts, so they don't need wrath of God torque...they will break.



I also haven't had the MAP sensor zip tie fix from Honda so I just did a MAP WACK - unplugged and cleaned the plug (not the sensor) with Honda Brake Cleaner, allowed it to dry - replugged it and applied two zip ties to hold it tight.

I also pulled the Back Up Fuse for 30-45secs

Started the car and allowed it to run for a minute or two. Then took it out for a drive.