

Accessing the ECM, relay 219, glow plug fuse, injectors fuse and oxygen sensor fuse.

1) Operate the wipers and park in the full up position and then raise the hood (bonnet). You may need to protect the edge of the hood near the raised wiper arm.



2) Pull seal off the plenum cover



3) Remove plenum cover. Note: some cars have an electrical connector dummied off but attached to the bottom of the cover at the edge of the battery access cover near the positive post.



4) Pushing from underneath, remove the screw access plug



5) Use an 8mm socket to remove the four screws you can see. Use a ¼ inch drive socket and 3 inch extension to access the 5th screw through the access hole. Unscrew it until it is fully loose. Use a magnetic tool to retrieve it so it does get dropped down into places unseen.

6) Pop the cover loose from the box. Work it out of the car. This may take some careful and firm effort since there is no clearance for the cover to squeeze through the area between the ECM connector underneath and the molding above.

Now you can access the ECM, relay and fuses.



The large 80A fuse is the glow plug fuse (S125).

The blue 15A fuse is for the injectors (S116), intake flap motor, N75 boost control valve, PCV heating element, brake pedal CC switch, CC switch, and radiator fan (used if ECM thinks coolant is too hot after shutdown).

The red 10A fuse is for the heated oxygen sensor (S73).

7) Assembly is the reverse of disassembly. To make it easier to install the 5th screw through the access hole, jamb paper towel between the screw and socket as shown. Trim off the excess since the access hole isn't much bigger than the socket.



8) In case you lose the access hole plug, or its teeth are broken and it won't secure into place, here's the part number (also found on the bottom the plug if you didn't lose it). Note that it has an orientation peg on the underside so that the plug fits the contour of the molding.

