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you can remove the vacuum lines with no issues n with no cel if you get the evap system disabled in the ecu. then just leave the evap purge valve connected to its electrical plug. UNITED MOTORSPORT Stevebilt

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On some vehicles, a secondary set of clips secures the canister to the vehicle's undercarriage. There are commonly one or two bolts. Remove these bolts using a ratchet, extension and a 10mm socket (in most cases it will be a 10mm). Step 8: Remove EVAP canister from the clips (if applicable). In many cases this part is attached to a series of clips on the backside.

I have a 2000 Ford Focus LE with 2.0L DOHC engine. How do I remove the vacuum lines running to the EVAP Canister Purge Valve on the firewall? They are held on with a plastic locking collar but I

don't know how to get them off without breaking them.

Remove the canister and fashion plugs or caps over the various ports and connections except of one. On the inlet to the canister fashion a 3 foot long rubber hose that is clean on one end. Now submerge the canister under water and use the rubber hose as a mouth piece and blow into the canister to create pressure.

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It will have an electrical harness and two vacuum lines attached. One of the vacuum lines runs to the fuel injector rail, while the other is attached to the EVAP canister located near the fuel...

With the engine running and the purge valve solenoid electrical connector disconnected, check for vacuum in the EVAP system - there should be none. If there is engine vacuum, this means the purge valve is stuck open. Hand Vacuum Pump - A hand vacuum pump can be used to check some EVAP system valves, without the need for the engine to be running. Unpowered, the purge valve should be closed, and the vent valve should be open.

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You can eliminate the canister and associated hardware, but you'll still need the vent line. To make it roll over proof, the vent line should be routed UP from the tank, probably about 1-2 feet, then routed down to below the tank bottom (by a foot or more if possible). This prevents gas from escaping in most roll over situations.

Simply twist and remove the short section of hose, lay it beside your 1ft length of 5/8" hose, and cut so the length is approximately the same. It doesn't have to be exactly the same length but keep it close to the same length to make it easier. Ideally you should use emission hose here, however using the heater hose isn't a big deal.

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You can just cut them with some wire-cutters, but be careful because some of the vacuum lines run near/on some of the coolant lines. (Remove all lines that are in red) Now, if you look there will be a hard line/tube that is part of the crankcase breather system (it is behind the head and between the firewall). To remove that line....look down low, and you will see one 5mm hex bolt connected to the turbo oil line, remove it) By now, your pile of junk should look like this:

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Attached to the EVAP vent solenoid is an electrical harness. Remove this harness by inserting a small, flat blade screwdriver into a slot that contains a small plastic clip. Lower the clip with the screwdriver and carefully remove the electrical harness from the EVAP vent solenoid. Step 6: Remove vent hoses from the

EVAP vent solenoid.

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