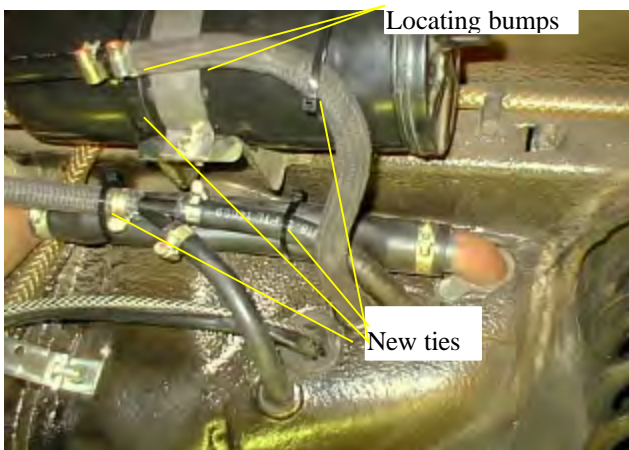


d) Install the New Fitting:



Assemble the hoses to the replacement “Y” fitting, using the original hose clamps. The routing for the replacement hose takes the strain off the new “Y” fitting. The hoses are tied to the plastic washer bottle hose.



e) Install the Carbon Canister:

Once the hose routing is finalized and tied, rotate the carbon canister in its mount so that it’s back in the original position. The unused plastic mounting tab at the front is vertical from the factory, at the top.

There are a couple plastic bumps molded into the canister to help locate it in the clamp. With those bumps in their correct positions, tighten that clamp bolt. Be aware also that the tension on the ties should only be enough to hold them. Don’t collapse either the vent hoses or the washer hose when you tighten those ties.

Note that the small vent hose from the windshield washer reservoir routes over the top of the canister. This hose is free at the forward end; so don’t bother looking for something to connect it to up there. I put a short tie on it where it passes the canister bracket to make sure it didn’t fall down in the way.

f) Replace the Wheelhouse Liner

Do one final visual check, and then replace the wheelhouse liner. The replacement technique is similar to removal, with some considerations. Those two upper bolts are slightly smaller in diameter and longer than the lower rear bolts. The upper bolts should go in first, but don’t tighten any bolts until all are started. Make sure the stud is sticking through the liner correctly before you start tightening, and save the nut on the stud for last. The edge of the liner can be rolled back into the edge of the fender with your fingers once the rear edge is set in the lower trim and the two top bolts are started. That leaves you maximum flexibility around the edges.

The torque required for the bolts is very small-- just enough to hold them in snugly. The speed nuts used in the mating panels are thin sheet metal, and can be damaged if you get aggressive with the wrench. The nut that threads on to that stud gets the same caution.