

Here is a quick guide to removing the vacuum reservoir (a possible vacuum leak) and also to simplify the vacuum system while you are at it.

This is aimed at the Hdis that have had a;
De-EGR - viewtopic.php?f=45&t=44036
and air dosers removed - viewtopic.php?f=45&t=42449

SHODDY PHOTOGRAPHY WARNING.....

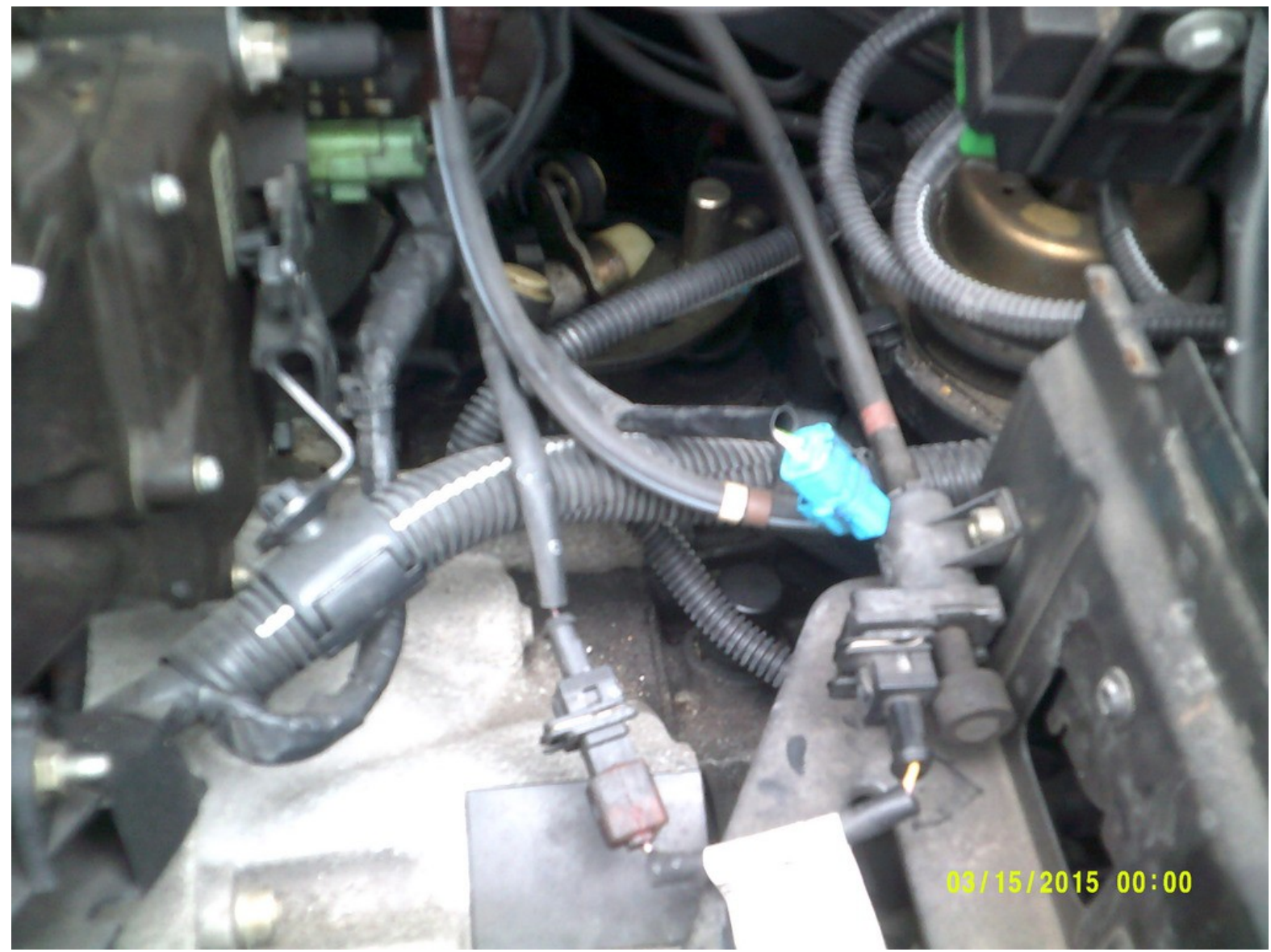
Tools required are; 13mm socket with long extension and a small extension, knife.

Materials used - 3 metres of 3mm silicon pipe, £3.99.... 🙄

First of all, you need to remove the airbox, unplug the MAF and the hidden blue connector under it. This gives you access to the swirl flap electrovalve.









The swirl flap electrovalve is in a different place on the coupe compared to the Saloon/Estate variants, so I moved the electrovalve to a better location for easy access. In the first picture you can see the electrovalve loom extension...



I then removed all the vacuum pipes, including the ones attached to the reservoir, but I left the pipe from the turbo electrovalve (left hand EV, grey plug, pipe nearest the engine) and the pipe from the swirl electrovalve to the swirl diaphragm. The rigid pipe from the vacuum pump to the servo needs to be unclipped and removed, push the grey tabs in and slide the connector off.

Next I removed the vacuum reservoir, it is held on by 2 13mm nuts, just visable under the servo, one each side of the master cylinder.



Once the nuts are off, you need to pull it towards the front of the car to clear the bolts, and rotate it a bit to lift it up between the master cylinder and the air intake pipe.

Here is the reservoir, minus the pipes but you can see the 3 inlets..



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The next step was the most challenging, removing the heat shrunk pipe on the connectors, I ended up using a knife to slice down the pipe to unpeel it off the connector.
You will be left with these....



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The one on the left is the 3 way connector from the servo, this will be fitted on the vac pump - the right hand 2 way connector will be fitted on the servo instead.

Next step is to fit a new vacuum pipe from the pump, to the servo - I used red pipe just for the photos, I suggest you push the pipe onto the ribbed part of the connectors before clipping them on, as they are a bit tight...



Then I fitted the replacement pipe from the vacuum pump to the turbo electrovalve (the spout nearest the bulkhead). I used blue pipe in the photos....



Lastly, I fitted a small section from the vacuum pump to the swirl electrovalve inlet, I have used yellow in the photo...



All done, although when it came to fitting James's airbox back on it wouldn't fit as the newly repositioned swirl electrovalve was in the way 🙌 , so I put it back where it was and fitted a longer piece of yellow pipe.

After the pictures were taken, I replaced all the coloured pipes with black pipe, including the sections left in place earlier (turbo electrovalve to turbo, swirl electrovalve to swirl diaphragm..)

That's it, a simplified vacuum system with less chance of any leaks.

Whether or not this makes the performance better is debatable, but with a direct feed from the pump to the electrovalves could only be a good thing.

Thanks goes to James (Rattly_Black) for the use of his coupe, my car has already been done previously.