

## Remanufactured **POWER STEERING PUMP**

CARDONE Remanufactured Power Steering Pumps are engineered to meet or exceed O.E. performance. Original designs are scrutinized for potential improvement and, where applicable, design upgrades are implemented to produce a more durable part than the original. All critical components are tested to ensure proper function. Every unit undergoes a hydraulic efficiency test to ensure reliable, long-lasting performance.

- All critical components (camps, spool valves, etc.) are triple-tested to ensure product reliability.
- All units are built with 100% new O-rings and premium-grade HNBR seals to prevent leaks. HNBR does not break down at high temperatures like conventional seal material.
- Every pump is computer-tested to measure pressure, bypass, fluid flow, valve operation, steering effort and noise.
- Shafts are surfaced to precise specifications to eliminate premature seal wear and extend pump life.
- Units are supplied with 100% tested and calibrated pressure relief valves.

### Good Maintenance Practices

- Use the correct fluid type that meets O.E. specifications for your vehicle
- Flush system with approved fluid to remove debris and contamination
- Install a filter to eliminate potential restrictions from debris
- Check for collapsed hoses that could potentially cause a restriction
- Always replace sealing O-Rings
- Never use Teflon tape as an attempt to seal fittings

Product Description

Features and Benefits

Good Maintenance Practices

Signs of Wear and Troubleshooting

FAQs



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Tech Service: 888-280-8324

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## Signs of Wear and Troubleshooting

- Leaks
- Lack of power assist while turning the wheel
- Whining, groaning or squealing noises from the pump
- Power assist only with increase in engine rpm

## FAQs

### **Why is the pump making a whining noise all of the time?**

- A whining pump is usually caused by air in the power steering system. Inspect the reservoir for proper fluid level. If fluid has foam or air bubbles present, air has entered the system or has not been properly bled (ensure all hoses/clamps are tight). Some systems require special vacuum bleeding procedures.

### **Why do I still have hard steering in one direction after I replaced the pump?**

- The problem is most likely in the steering uni t- the pump does not know left from right. Check for binding steering components and repair as necessary.

### **I bought a replacement power steering pump and my original pulley has a loose fit on the replacement pump shaft. What should I do?**

- The pulley may have cracked upon removal. If the shaft was mushroomed before removing the pulley, it has now enlarged the bore in the pulley. The pulley must be replaced.

### **I only have assist when increasing engine rpm after installing the replacement pump. What's causing this?**

- There may be debris in the flow control valve bore not allowing the flow control valve to move as it should. (Valve and bore are located behind the high pressure fitting on the pump). The system must be checked for contamination and flushed.

### **Should I ever change my fluid, even though nothing is wrong?**

- Yes. Some O.E. manufacturers recommend that power steering fluid be changed at 50,000 miles and continue at that interval. Just like engine oil, power steering fluid will eventually break down and carry suspended contaminants from component wear and breakdown. Follow your vehicle's O.E. manufacturer's recommendations on fluid change intervals.

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