

New POWER STEERING PUMP

Building on decades of experience using reverse engineering to remanufacture power steering products, CARDONE engineers have meticulously designed and tested our CARDONE New Power Steering Pumps to match O.E. performance standards. Each unit is supplied with premium high-temperature seals and reservoirs to provide ease of installation and reliability for the long run.

- 100% computer load testing ensures optimal performance and durability by incorporating real-world parameters during the test cycle.
- Manufactured with premium grade, high-temperature seals for added durability under all driving conditions.
- Precise bushing alignment prevents premature shaft and seal wear, significantly reducing noise and vibration.
- Units are supplied with reservoir and cap (when applicable) to reduce installation time and prevent contamination from trapped debris.

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

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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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