

# CARDONE ProTech

Supporting Today's Vehicle Technician



## Properly Diagnose Vacuum Pump Failure

### Application

All pulley-driven vacuum pumps.

### Problem

Premature vacuum pump failure.

### Cause

Incorrect belt tension, bent pulleys, collapsed or deteriorated vacuum hoses, brake fluid entering the unit or wrong unit.

### Solution

Follow the checklist below to prevent pump failure.

- Verify pump is correct for the application. Different shaft sizes are used because of different pump rotation. **DO NOT** modify the pulley to force installation. If the pump is operated in the wrong direction it will fail.
- Do not over-tighten pulley belt. Make sure an automatic tensioner is working correctly. Be sure the belt is properly aligned with the pulley or tensioner.
- **ALWAYS** install the pulley using the supplied installation kit or appropriate tool. **DO NOT** use a press or hammer to install pulley.
- A faulty master cylinder or booster seal can allow brake fluid to enter the vacuum pump. If brake fluid enters the system it will be necessary to replace all three parts.
- Do not allow radiator or power steering hoses to contact the pump. Excess heat transferred from the hoses will destroy the vacuum pump.
- Check inlet hose for collapsing. A blocked or collapsed hose will cause bearing failure. When replacing vacuum hoses use only vehicle manufacturer specified hoses.
- **DO NOT LUBRICATE THE UNIT!** CARDONE units are assembled using a specific type and amount of lubricating oil. Adding oil through the hose will damage the diaphragm and cause the unit to fail prematurely.
- Be sure the area around the vacuum pump is clear of debris.
- Verify the repair by checking the available vacuum before and after vacuum pump replacement. Use a vacuum gauge to measure pump vacuum level (minimum 18 inches of mercury).



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