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Fitting instructions for steering pumps

Our parts may only be installed by professionals. Flushing the hydraulic system is a warranty condition and ensures that impurities in the system are cleaned out and that the test oil is completely removed from the pump.

1. Removal:

Observe the general requirements for tidiness and cleanliness in the workshop.

1. Remove the belt from the pulley.
2. Drain as much fluid from the system as possible.
3. Disconnect the supply and high-pressure line from the pump. Make sure that the connections are clean, so that no impurities get in.
4. Remove the pump.
5. Check the condition of the pipes. The replacement of pipes older than 5 years is recommended. Replace the filter in the system, if it contains one.
6. Make sure that the reservoir and any filters in the reservoir are completely free of contamination. We recommend, as many manufacturers specify, always to replace the reservoir, as far as this is possible. If the reservoir is supplied with the new pump, this step will of course be omitted.
7. **Compare the old and new part before starting the installation. Make sure that the parts match each other completely. If there is any uncertainty, please contact our helpdesk.**

Pumps with a pulley screwed to a hub are supplied without a pulley. Please transfer the pulley to the new pump.

2. Installation:

1. For additional assistance, we recommend watching our instructional video about flushing a hydraulic system on our website, www.erabenelux.be.
2. First transfer the pulley to the new pump, if necessary. Install the pump in accordance with the manufacturer's instructions. Pay attention to the torque of all the bolts/screws!
3. Connect the pipes to the pump. Provide new gaskets/O-rings and hose clamps where necessary.
4. Install the belt and tighten as instructed by the manufacturer.
5. Lift the car so that the wheels are off the ground.
6. Place the end of the reservoir return line in a sump tray.
7. Fill the reservoir with new fluid, **according to the OE standards of the vehicle**. Have a colleague start the engine and **slowly** turn the steering wheel lock to lock several times. Top up until the fluid coming out of the return line is clear and free of dirt. **DO NOT RUN THE PUMP WITHOUT FLUID!**
8. Attach the return line back to the reservoir.
9. Fill the reservoir to the correct level.
10. **Slowly and without any abrupt movements,** turn the steering wheel 20 times lock to lock, without running the engine, and with the wheels off the ground. In this way, most of the air is bled from the system.
11. Repeat the previous step, but with the engine running at idling speed. It is possible that the engine speed may need to be increased for a while. In exceptional cases, it is even recommended to use a vacuum pump to bleed the system. Consult our helpdesk in case of persistent problems!
12. Check the oil level again and top up if necessary (make sure the fluid never exceeds the maximum).
13. Perform an extensive test run.

3. Old unit returns:

The deposit will only be refunded if the identical part is returned in its original packaging. Every item must be returned to us in a complete and undamaged condition, with as little remaining oil in the part as possible.

Credit notes will not be issued for items with the following defects:

1. External damage to the pump.
2. Damaged mounting points and/or holes.
3. Visibly damaged or oxidised components.
4. Incomplete/disassembled parts.
5. Damaged or missing pulley for pumps supplied with a pulley.
6. The shaft and the pump no longer form one unit.
7. Blocked rotating section.

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