



## Technical bulletin

## TB-083

### Notice Alert Noisy Pump

Due to high return rate for noisy pumps on certain models. An analysis was carried out on these returns. The outcome of the analysis found that the cause of the noise is air trapped in the steering system. Please follow the following guide lines to avoid this issue. Failing to do so may invalidate your warranty.

Vehicle involved:

FORD MONDEO MK4 & MK5 2.0 TDCI / 2.3 L PETROL

FORD S-MAX 1.8 TDCI

FORD GALAXY 2.0 L PETROL / 1.8 TDCI FROM 2007

The instructions below do not superceed car manufacturer fitting recommendation.

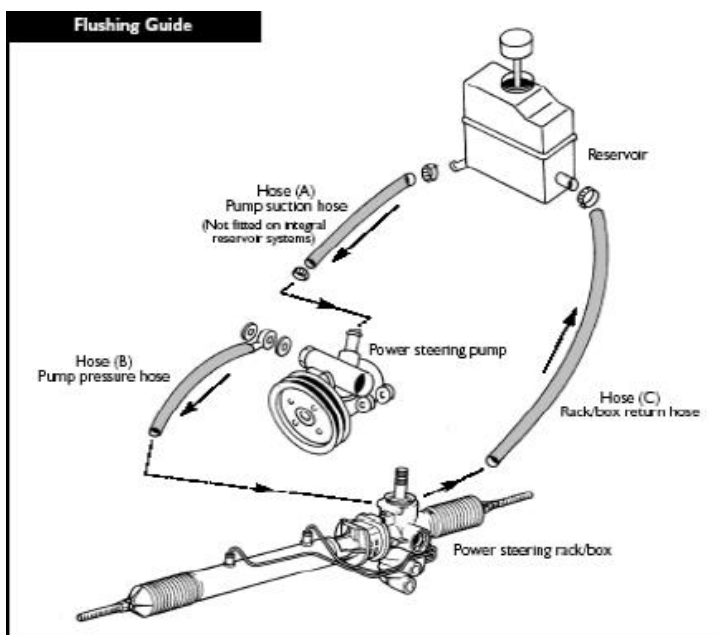
### Flushing the system

These instructions must be read before the installation work is started.

Faults / failures caused by incorrect bleeding are not covered by the warranty.

1. Make sure the pump is mounted correctly and that the belt is aligned (do not connect hoses to pump).
2. Dismount hose (A) and (C) from the reservoir.
3. Clean out the reservoir and make sure all sediment / contamination have been removed. (This section is not relevant for pumps supplied with an integral reservoir).
4. Mount hose (A) to the reservoir and place a suitable tray/can under end of hose (A).
5. Fill the reservoir with the recommended steering fluid until it runs out of the hose clean (The hose should be replaced if the fluid remains dirty).
6. Connect hose (A) to the pump and connect hose (B) to the pressure side of the pump.
7. Dismount hose (B) from the rack and place a tray/can underneath it.

8. Disconnect the ignition “+ Positive” to the ignition coil (see note below) and fill the reservoir with the correct steering fluid.
9. Rotate the engine with the starter motor until clean fluid runs out of the hose [B]. Make sure to always top up the reservoir with fluid “Pumps must not run dry” (The hose should be replaced if the fluid remains dirty).
10. Mount hose [B] to the rack. Top up the reservoir with power steering fluid and place a suitable tray/can under the end of hose [C].
11. Rotate the engine with the starter motor until the clean fluid is running out of hose [C] (The hose should be replaced if the fluid remains dirty).
12. Mount hose [C] to the reservoir and top up the reservoir if necessary. The system is now bled through.
13. **Important:** System needs to be free of air (bleed fully). After bleeding, if the pumps is noisy, then it is likely that air is trapped within the system therefore repeat all operations from Step 2.



Note: On older diesel vehicles the stopping function's electromagnetic valve will disconnect. On newer diesel vehicles the disconnection will cause a note of defect to be stored in the vehicle. Inform the owner, so he can have the note erased at the next service check up. Here are some options:

- CDI - Disconnect the cam sensor (by the valve cover)
- JTD - Disconnect the crank sensor (by the flywheel or by the pulley)
- HDI - Disconnect the cam sensor (by the valve cover, - pulley side)
- TD/SDI - Dismount the ignition relay in the fuse box.
- TDCI - Mondeo, dismount relay K163 in the fuse box by the battery
- Focus, dismount relay K4 in the relay box.
- Transit, dismount fuse P93 in the fuse box by the battery