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INSTALLATION MANUAL

VACUUM PUMP

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

Item list included in this kit:

- 1x Twin Piston vacuum pump
- 1x 900mm length of vacuum rubber hose (9.52mm id)
- 1x Wiring loom (including relay base and inline fuse with cover)
- 1x Plastic check valve (9.52mm barbs)
- 1x Automotive relay
- 1x Vacuum pressure sensor (9.52mm barbs)
- 6x Spring clamps to suit rubber hose supplied

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance vacuum pump. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

Engines with modifications such as aggressive cam profiles commonly have little to no vacuum. The Aeroflow Performance vacuum pump ensures that you always have maximum vacuum available for your brakes so you can always deliver maximum stopping assistance. Vacuum pumps are even more critical when running large multi piston calipers.

The Aeroflow Performance vacuum pump features a twin piston design. It gets vacuum much faster than the single piston designed vacuum pumps around on today's markets. For comparison this vacuum pump will provide 50% for vacuum compared to a diaphragm style pump.

For more information or technical enquires

Contact: Aeroflow Performance on

Phone: (02) 8825 1979 Website: www.aeroflowperformance.com

MOUNTING

The AeroFlow Performance vacuum pump can be mounted anywhere it can fit from boot to engine bay to under the dash. The unit can be mounted in any direction both vertically and horizontally. A mounting tab is located on the unit for your convenience, although you may wish to make your own to suit your application. **NOTE:** we recommend to always use the rubber mounts provided with this unit to ensure no damage is done to the unit from vibration during operation. Ensure to mount and plumb up this unit away from moving components or extreme heat sources to avoid any damages or accidents. If necessary, use heat sleeves or fabricate a heat shield to protect hoses, sensors and unit from heat sources.

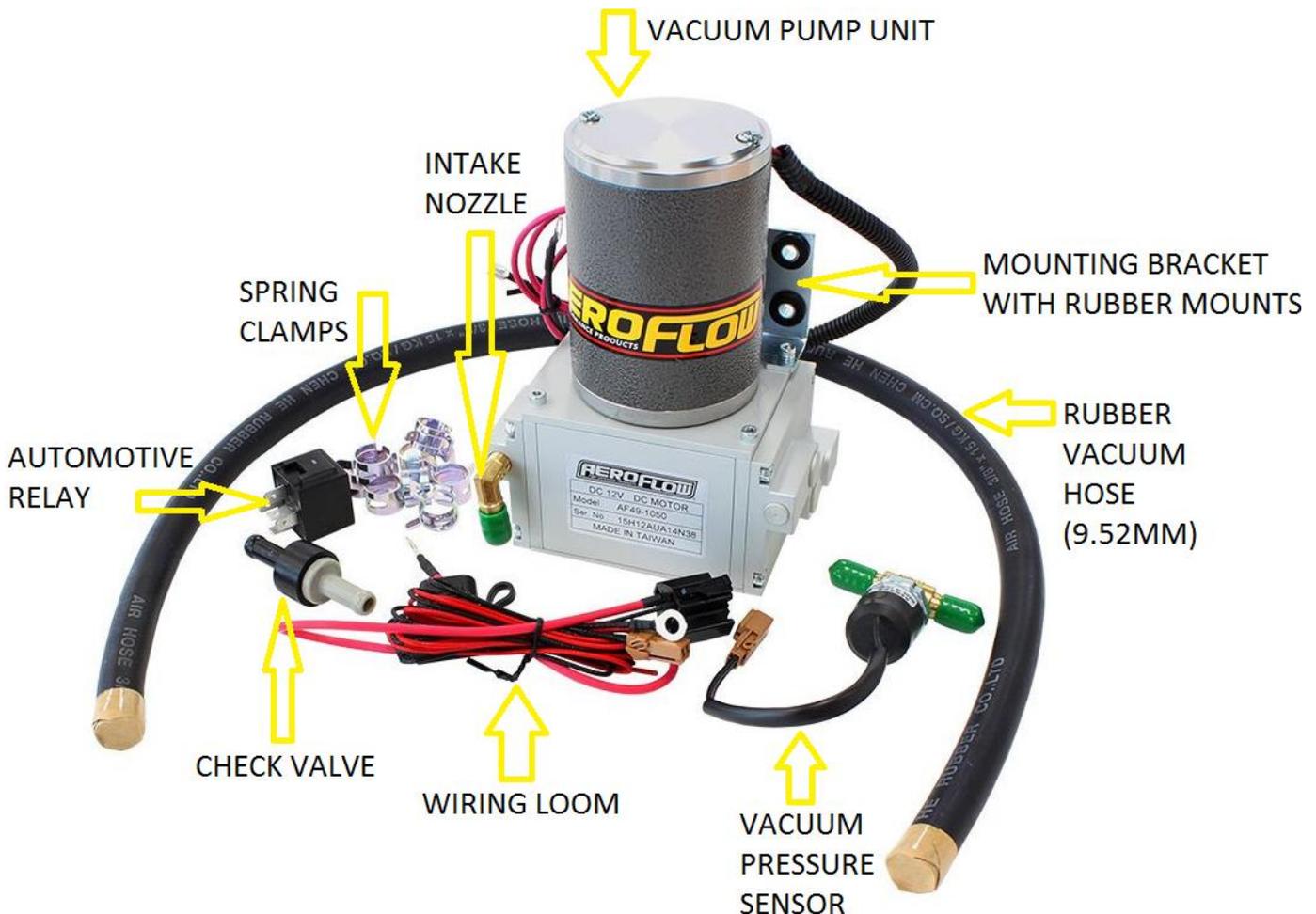
PLUMBING

Once the unit is mounted it is time to plumb up the system. Using the supplied hose or similar vacuum hose that is 9.52mm ID, connect it to the vacuum pump intake nozzle and clamp it down with supplied clamp. Next install the check valve making sure the flow is the correct way being a one-way check valve it will allow flow one way but not another. From the check valve the hose should be routed to the vacuum pressure sensor, ensure to use spring clamps on both sides of the sensor to secure hose. From the vacuum pressure sensor you have two options to plumb the hose too: you can opt to purchase separately a vacuum reservoir tank (AF77-1018) which holds a supply of vacuum that can be used when needed or you can simply go straight from the sensor to the brake booster of the vehicle.

WIRING

With the unit mounted and plumbed up correctly it's time to wire. Ensure when wiring this unit to use appropriate terminals and wires when adding extra wires to unit. Mount the relay and relay base from the wiring loom in a convenient location. Terminal 85 on the relay loom should go to a 12+ volt accessory source that provides a good 12+ volt signal (ie ignition barrel). Terminal 30 on the relay loom will have the inline fuse attached this should be wired in straight to the positive terminal on the battery once the battery has been disconnected. Terminal 86 on the relay loom should be connected to the brown plug on the vacuum pressure sensor. Terminal 87 on the relay loom will be connected to the positive red wire on the vacuum tank unit. The black wire on the vacuum tank unit should go to a reliable ground source (i.e., ground terminal on battery).

Once the unit has been mounted, plumbed up and wired in correctly. Reconnect the battery and test the function of the unit on vehicle before test driving the vehicle. If the pump keeps cycling this could mean a possible vacuum leak. If this occurs remove the intake hose from the unit and place finger over the port and hold it there. The unit should turn off by itself which will indicate a leak in the hose or brake booster.



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PERFORMANCE PRODUCTS

Installation instructions for AF49-1050 electric vacuum pump
(Shown with optional AF77-1018 vacuum tank)

