

Brake Booster Check Valve Nipple Repair – Vacuum for N75

Things Needed:

Vacuum line joiner (straight barbed connector) same size as broken nipple

4" of Approx ½" rubber tube (vacuum pump to check valve)

2-Screw Clamps

Drill bit (same size as new connector)

Drill

Flat head screw driver

Razor Knife

Channel Locks or pliers - to remove the intake pipe clamps

Goop Automotive Adhesive/Glue



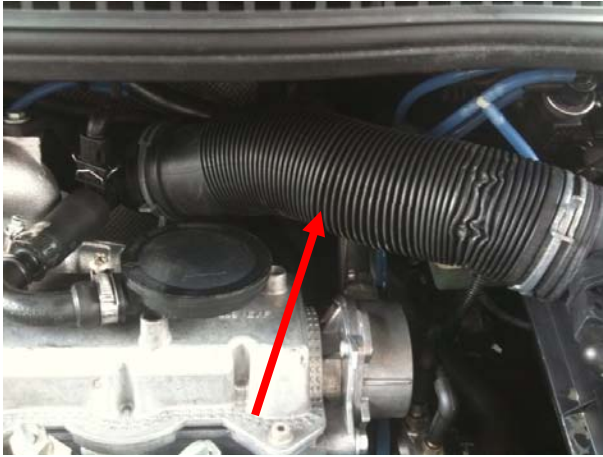
First off let me say this not a very pretty repair but it will fix your check valve nipple which supplies vacuum to your N75 valve, which operates your turbo actuator.....

My turbo stopped working and found the nipple broken off of the check valve on the brake booster line. I have now tried JB Weld, Super Glue, and Epoxy to no avail, for whatever reason the nipple (original one) kept breaking or coming unglued, glue apparently not holding to the plastic.

So to avoid spending \$43 dollars on the entire hose assembly I opted to do this. I was lucky though, my vacuum pump has apparently been replaced at sometime. So the short hose from the vacuum pump to the check valve was rubber, so it made it easy to get that side off. The other end is the hard vinyl hose that can break easily.

To remove the hose for the repair, you may have to cut the hard vinyl hose at the vacuum pump, and replace it with the appropriate size rubber hose (only 4" long) and use two screw type clamps to fasten it back to the check valve and vacuum pump.

1. To make things easier, remove top air intake pipe from the air box to the down pipe (the accordion looking one.)



2. Carefully remove the pipe from the vacuum pump itself. (Depending on your situation, you may have to cut the rigid plastic pipe to get it off, or unclamp it, if it has been replaced before.)

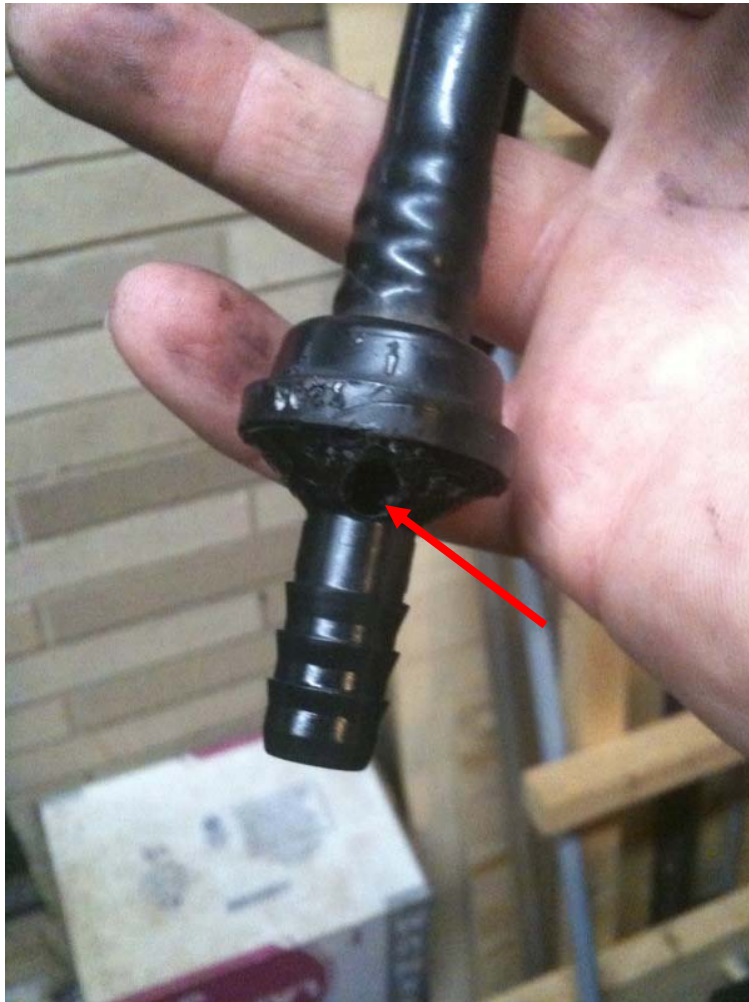


3. Now with a short flat head screw driver pry between the tube flange and the rubber on the brake booster end of the hose to pop it out of the brake booster. (CAUTION: Remember this hose is hard vinyl and can be easily broken) You don't have to pry hard, but in a couple places to pull it out of the rubber.

The end you are prying out looks like this, and you can see the flange I am talking about.



4. Once you have the complete hose off the car; you want to remove the remaining nipple to make it flat/parallel to the hose. Reason being you are going to take a drill and drill the remaining nipple off and make the hole larger in the check valve.



5. Drill the hole the same size as the vacuum nipple you bought at the auto parts store or where ever. (Drill the old nipple off, and then keep drilling slightly down into the plastic of the check valve to create a pocket for the new nipple to go in.)
6. Once this is done, check the fit of the new nipple in the pocket you just drilled; once happy with it, move on.



7. Insert the nipple in the pocket, I would advise **not** to put goop on the nipple before inserting it into the pocket, because the goop could ooze into the check valve and glue it shut/open.

Apply the goop around the nipple area (Red arrows) and let dry over night. The ridges in the nipple that keep the hose on will also keep the nipple from pulling out of the goop.

I chose to use Goop because Epoxy, Super Glue and JB Weld didn't stick to the plastic very well, and Goop is highly adhesive and stays slightly flexible which may keep it from breaking loose.

NOTE: Use of this procedure is at your own risk, and I am not responsible for anything....

