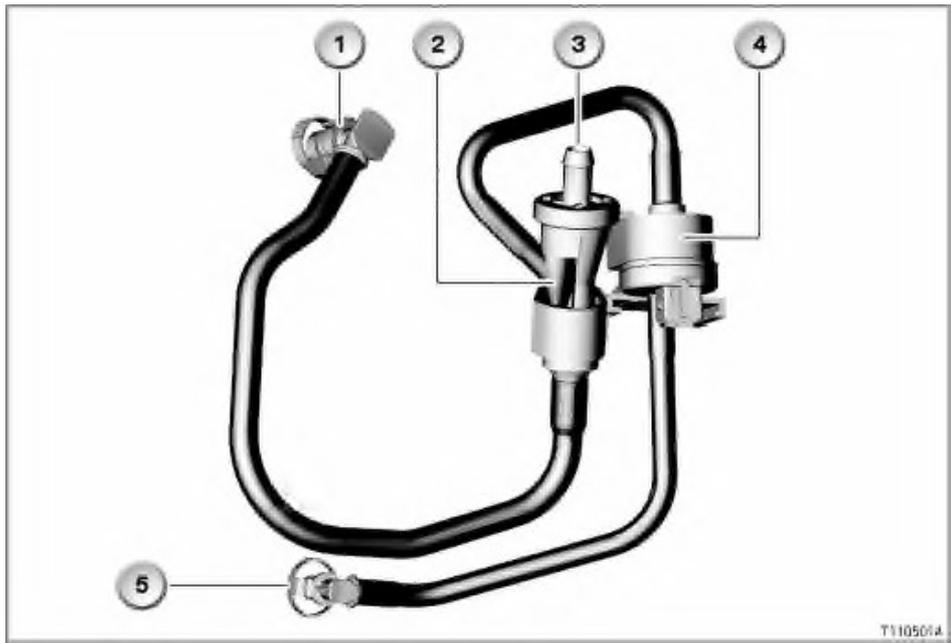


# Vacuum supply, all models - Suction-jet pump

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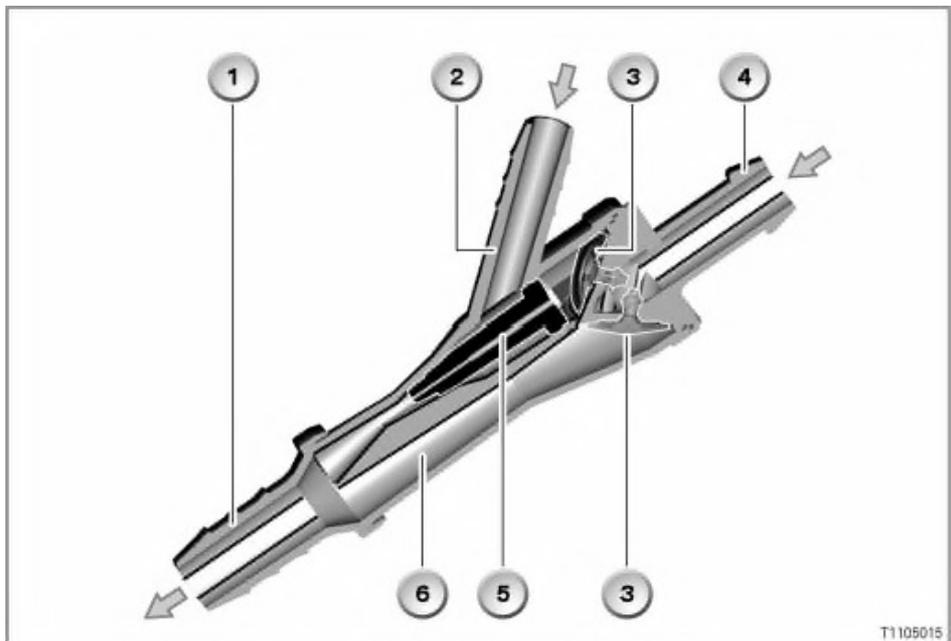
## Installation location

The suction-jet pump is located in the vacuum hose between the inlet pipe and the brake booster.



Key	Explanation	Key	Explanation
1	Connection to inlet pipe	2	Suction-jet pump
3	Connection to brake booster	4	Solenoid valve
5	to vacuum connection between mass air flow sensor and throttle valve		

## How it works



Key	Explanation	Key	Explanation
1	Connection to inlet pipe	2	to vacuum connection between mass air flow sensor and throttle valve
3	Check valve	4	Connection to brake booster
5	Bypass with reduced cross-sectional area	6	Bypass with large cross-sectional area

The arrows show the direction of flow of the vacuum.

The suction-jet pump has 2 bypasses. The bypass with large cross-sectional area leads to a rapid vacuum build-up in the brake booster.

The bypass with reduced cross-sectional area accelerates the air drawn in. This leads to a higher vacuum in the suction-jet pump. The vacuum to the brake booster is thus intensified.

The suction-jet pump influences idling-speed control through its air requirement. For this reason, the suction-jet pump is activated or deactivated by a solenoid valve controlled by the DME.

The suction-jet pump is actuated in the following situations:

- Coolant temperature below 70 °C
- Drive position engaged (automatic transmission)
- A/C compressor switched on