



# Mercedes W123 High-pressure Power Steering Hose Replacement

Replace just the rubber hose, re-using the factory fittings.

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## INTRODUCTION

The high-pressure power steering hose uses "field attachable" fittings (Gates). You can disassemble the fittings simply using box wrenches.



### TOOLS:

- [11/16" open-ended wrench](#) (1)
- [Hack saw](#) (1)



### PARTS:

- [Parker 206-8 hose, SAE 100R5-8 , 1-wire, 13/32" ID, 0.77" OD](#) (1)

## Step 1 — High-pressure Power Steering Hose



- Use an open-ended wrench or flare wrench (better) to unscrew the high-pressure tube nut (gold, inverted flare) from Vickers power steering pump. I found an 11/16" SAE wrench fit best.
- Unscrew the tube nut from steering gear, using a 2nd wrench to keep the adapter in the gear from turning.

## Step 2



- To remove each fitting, secure the outer shell in a vise or such. Use an open-ended wrench or flare wrench (better), to unscrew the mandrel tube from the ID of the hose. It is a normal right-hand thread. Once out, unscrew the hose from inside the shell. That is a left-hand thread, so turn as if you were tightening a bolt to unscrew.

- Factory instructions for the fitting may be document "Gates Field Attachable Coupling Installation" (search), but note the shell there screws onto the hose OD with right-hand thread.

### Step 3



- For high-pressure hose, I used SAE 100R5-8, 13/32" ID, 2000 psi, 1-wire (blue jacket). Cut w/ hacksaw or cut-off disk to 21" length.
- A better choice might be SAE 100R3-6, 2 fiber braids, 3/8"ID, 0.75"OD, 1125 psi (Gates 6G3HXCTN), since more flexible and still adequate pressure. The factory hose had fibers, not steel wire.
- For return, I used Parker 611HT-8, 1/2" ID, 400 psi (black jacket). Another choice is SAE 100R6, 1 fiber braid, 1/2" ID, 400 psi (Gates 8GTHXCTN).



## Step 4



- Assembly is reverse order. Lubricate the hose OD and ID with power steering oil to make it easier.
- Start screwing the new hose into the shell a few turns. It is a left-hand thread so turn ccw. As soon as you have room, push the tube mandrel into the hose ID and turn in 1 turn cw to get it started. Don't wait until the shell is all the way on or you may not be able to get the mandrel into the hose.
- Continue screwing the shell onto the hose (ccw) until the end of the hose bottoms out in the shell, then unscrew 1/2 turn (cw). Then, continue screwing the mandrel into the hose ID until the mandrel bottoms out against the shell. Re-install hose on pump and gear, routing so it doesn't touch the car's body.

To reassemble your device, follow these instructions in reverse order.