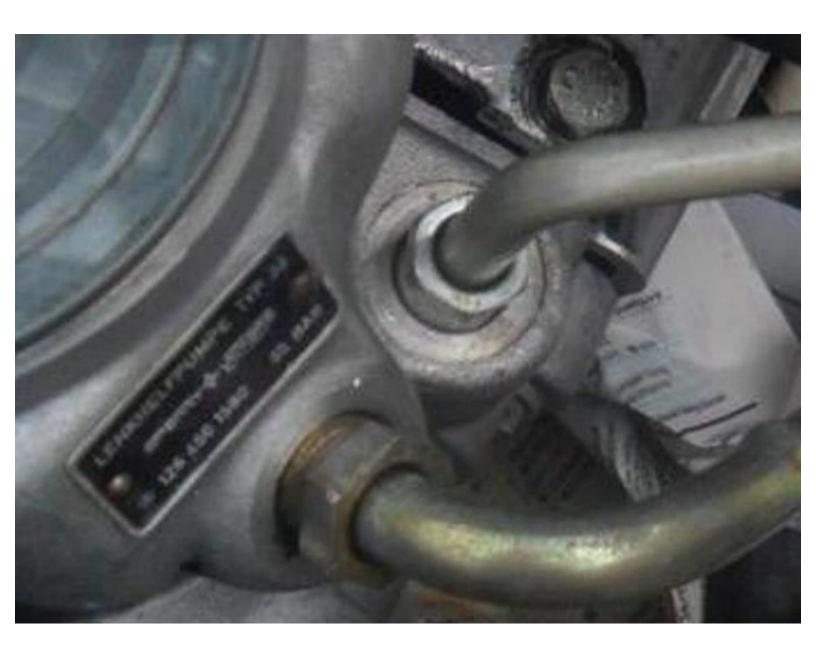


Mercedes W123 High-pressure Power Steering Hose Replacement

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

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This document was generated on 2021-02-11 03:01:26 PM (MST).

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 highpressure 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 righthand 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 cutoff 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. Reinstall 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.