



Detroit Speed, Inc.
DSE Power Steering Hose Kit
P/N: 091101, 091201, 091202, 091301, 091302 & 091304

Thank you for purchasing the Detroit Speed Inc. power steering hose kit. The high quality stainless steel hoses are Teflon lined to handle the high pressure demands of the steering system. The kit allows custom length power steering hoses to be made using basic hand tools.

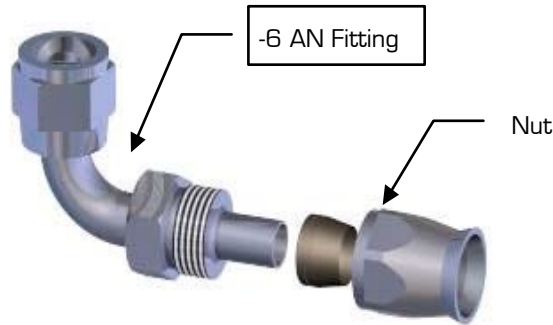


Installation Instructions:

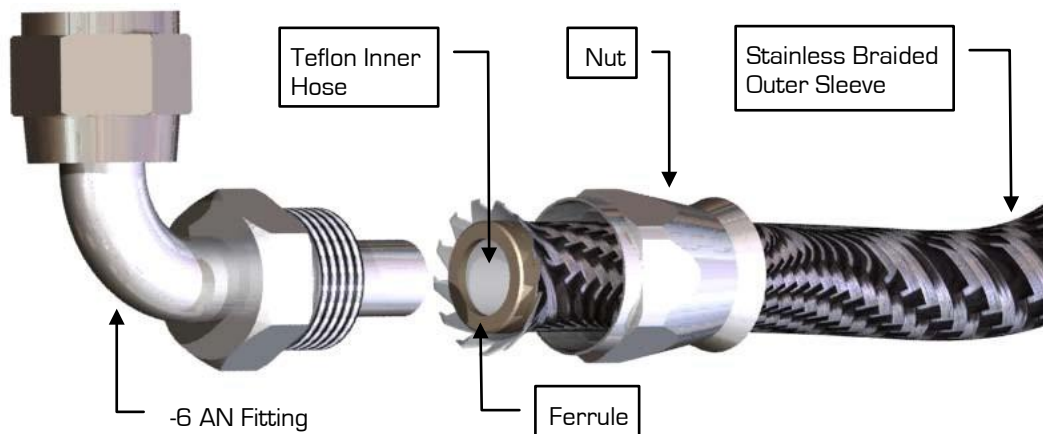
NOTE: The DSE 1963-82 Corvette Hose Kit [P/N: 091304] does not include rack and pinion fittings as they are included in the front suspension system.

1. Install the steering gear fittings into the appropriate ports in the steering gear.
2. Loosely install the pre-crimped hose ends onto the steering gear fittings and route the hoses to the power steering pump.
3. While noting the desired position of the 90° -6 AN fitting, route the hoses in the preferred path and mark the hoses at the appropriate length. **NOTE:** The large hose [-8 AN] is the low pressure **RETURN** hose that attaches to the reservoir's barbed fitting. The smaller hose [-6 AN] is the high pressure **SUPPLY** hose that attaches to the 90° -6 AN fitting.
4. Remove the hoses from the steering gear fittings and tightly wrap the steel braid with tape at the cut line.

- Remove the nut from the 90° -6 AN fitting and slide it over the braided supply (smaller diameter) hose.



- By using either a cut-off wheel or sharp cable cutters, cut the hoses to length. **NOTE:** Cutting through the layers of tape will keep the braid from excessively flaring.

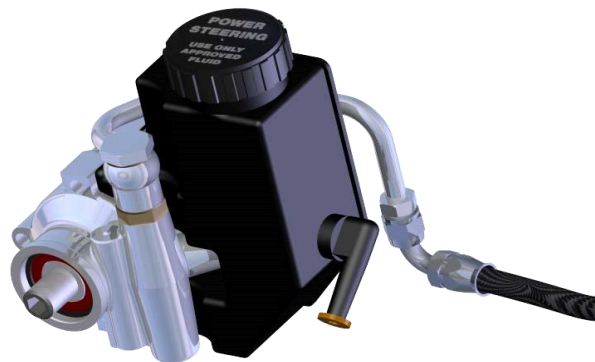


- Insert the ferrule between the stainless steel braiding and the Teflon hose.
- Attach the hose with installed ferrule onto the 90° -6 AN fitting and loosely secure with the nut.
- Loosely install the 90° -6 AN fitting onto the Hardline or outlet fitting.
- Carefully heat the provided heat shrink tubing onto the power steering pump reservoir's barbed fitting. Position the heat shrink to cover the actual barb. **NOTE:** Although the hose will adequately seal by using the hose clamp and cover, the heat shrink tubing allows for a tighter seal between the return hose and the reservoir barbed fitting.
- Loosely install the return hose (larger diameter) onto the reservoir's barbed fitting using the hose clamp and cover.
- Before reinstalling the pre-cripped hose ends onto the steering gear fittings, position the hoses to naturally route to the steering gear from the power steering pump.
- Securely tighten the 90° -6 AN fitting onto the Hardline or outlet fitting. Then securely tighten the supply hose to the 90° -6 AN fitting. Next securely tighten the hose clamp onto the reservoir's barbed fitting. **NOTE:** Prevent the hoses from twisting while tightening the fittings.
- Once the fittings are secured at the reservoir end, securely tighten the fittings at the steering gear end.
- Remove the trapped air in the steering system.

- a. After filling the system with power steering fluid, raise and support the front of the car.
- b. Verify that the engine is turned off.
- c. Slowly turn the steering wheel from full left lock to full right lock. **NOTE:** Avoid hard steering input into full lock positions.
- d. Check the fluid level and maintain it at the “full” mark or $\frac{1}{2}$ ” to $\frac{3}{4}$ ” above the reservoir inlet fitting.
- e. Repeat Steps 2.c through 2.d three to four times.
- f. Start the engine and repeat Steps 2.c through 2.e three to four times.
- g. Turn the engine off and recheck the fluid levels.

Mustang Rack and Pinion Only Installation Notes:

- Early (SAE) Mustang II rack and pinion assemblies measure 16.0 in from rack mount centerline to rack mount centerline. Use the inverted flare type SAE fittings with this gear.
- Late (Metric) Mustang rack and pinion assemblies measure 394 mm [15.5 in] from rack mount centerline to rack mount centerline. Use the o-ring type metric fittings with this gear.
- On early Mustang II racks, check to make sure inverted flare inserts are installed in the ports. The flared portion of the fitting should seat against these inserts to seal the fitting. If these are not present, use the alloy crush washers to seal the fitting.
- On late model Mustang racks, check to make sure the pressure and return ports are centered in the thread centerline. If they are not, the lower o-ring portion of the fitting must be cut or machined off so that the fitting does not bottom out before sealing. The alloy crush washers will have to be used to seal the fitting against the housing.
- For p/n 091302, the rack and pinion fittings use a Teflon washer. These washers are designed to be tightened once. Excessive tightening or repeated use of this washer could result in leaks over time.



If you have any questions before or during the installation of this product please contact Detroit Speed Inc. at info@detroitsspeed.com or 704.662.3272

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