



STAR ONLINE PUBLICATION



Case Number: S2419000001

Release Date: June 2024

Symptom/Vehicle Issue: Low Pressure Power Steering Line Servicing For Leak Concerns.

Discussion: Parts supply constraints have led to a shortage of low-pressure power steering hose service parts. Most hose replacements are due to leak at clamps or in the flex hose. In the interest of customer satisfaction and “up time” for these vehicles it may be necessary to repair the low-pressure hose and secure it in a safe manner until a MOPAR service hose assembly is available. For flex hose leaks use bulk hose rated for use with oils and designed for use with low side power steering pressures available through a local supplier. The clamps used to attach the bulk hose to the metal line should be compression crimp style or high-pressure fuel injection worm clamps also available at a local parts supplier. If a rub through condition is found on the metal portion of the line, it may be necessary to cut that portion off and use a flare tool to create a factory style raised lip flare for hose retention once its clamped. Once the repair is made, use cable or zip ties to retain the hose in its original location. See the below images for reference.

<<<NOTE>>> Use care to ensure cleanliness of the inside of the power steering low pressure hose when making a repair. Always remove and flush the hose prior to reinstallation. Debris in the fluid system can cause damage to the pump, steering rack and cooling system.

<<<NOTE>>> If the leak is near the right motor mount, inspect the mount for cracking and/or separation. Repair the mount in addition to the power steering line.

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.



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Crimp style hose clamps. High pressure fuel clamps are also acceptable.



Damaged metal line cut and rib flare added using a flare tool. The flare creates a surface for the clamp to retain the hose.

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Cable ties used to secure routing of the repaired hose.

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