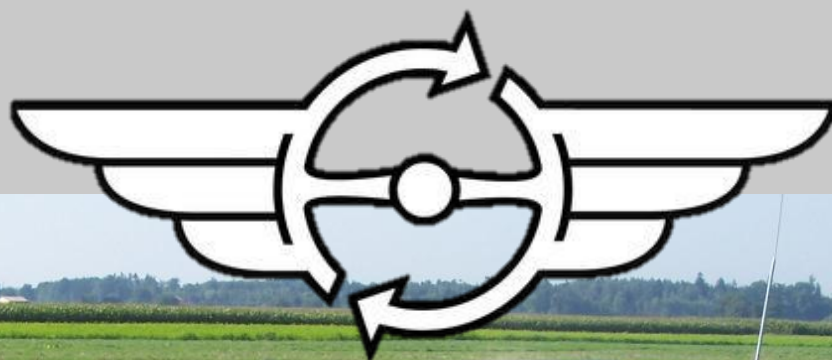


EZ ELECTRIC POWER STEERING

INSTALLATION GUIDE

TRIUMPH TR4-5-6





CONTENT

The Product	1
Contents of the set	2
Before and after assembly	3
Installation.....	4

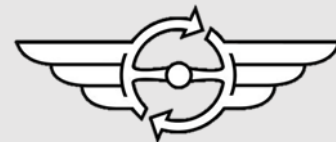


THE PRODUCT

Thank you for choosing an EZ ELECTRIC POWER STEERING product for its quality, it's performance, type approval and its straightforward assembly. Since 2006 we have been manufacturing complete steering columns with integrated electrical assistance. All columns are tailor made for each type of car and we have over 200 different types in stock. For more information about our products (power steering systems and replica steering wheels) or to place an order, visit our website www.ezpowersteering.com or send an e-mail to info@ezpowersteering.nl. If you have any questions of a technical nature please contact workshop@ezpowersteering.nl.

Version C1
Date 4/3/20

*This installation manual must be read very carefully to avoid mistakes.
Check if all parts are present in the kit using the picture in the manual.
Compare the EZ Power Steering Column with the original column. Examine if the sizes are similar.
If you do not have the skills or tools to carry out the installation, then have a professional fit the kit for you.
EZ Power Steering cannot be held accountable for a faulty installation or damages to the kit or vehicle.*



CONTENTS OF THE SET



EZ-TR-1: EZ unit.

EZ-TR-2: Electric wire.

EZ-TR-3: Speed sensor.

EZ-TR-4: Bush.

EZ-TR-5: Input tube.

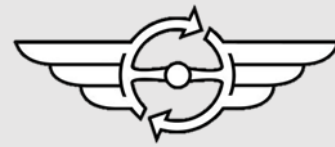
EZ-TR-6: Installation parts.

EZ-TR-7: Only for vehicles with steering lock.

EZ-TR-8: ECU.

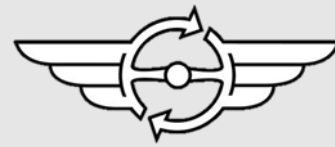
EZ-TR-9: Firewall installation plate.

EZ-TR-10: EZ wiring harness with controller.

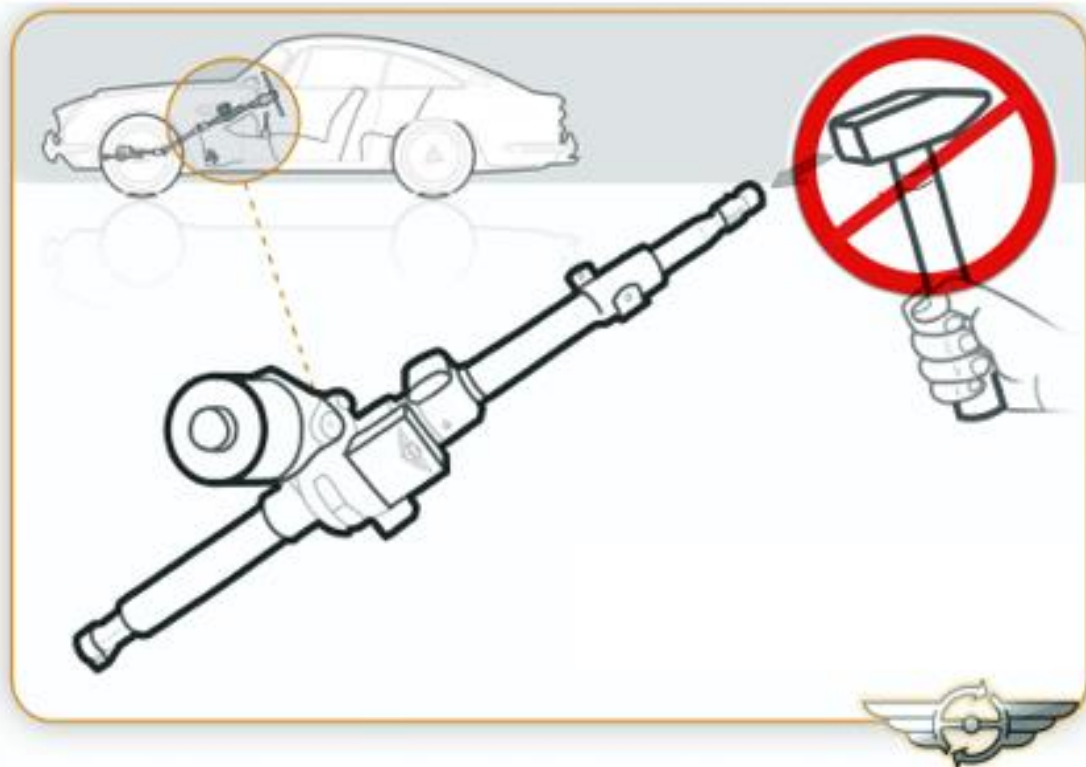


BEFORE AND AFTER ASSEMBLY

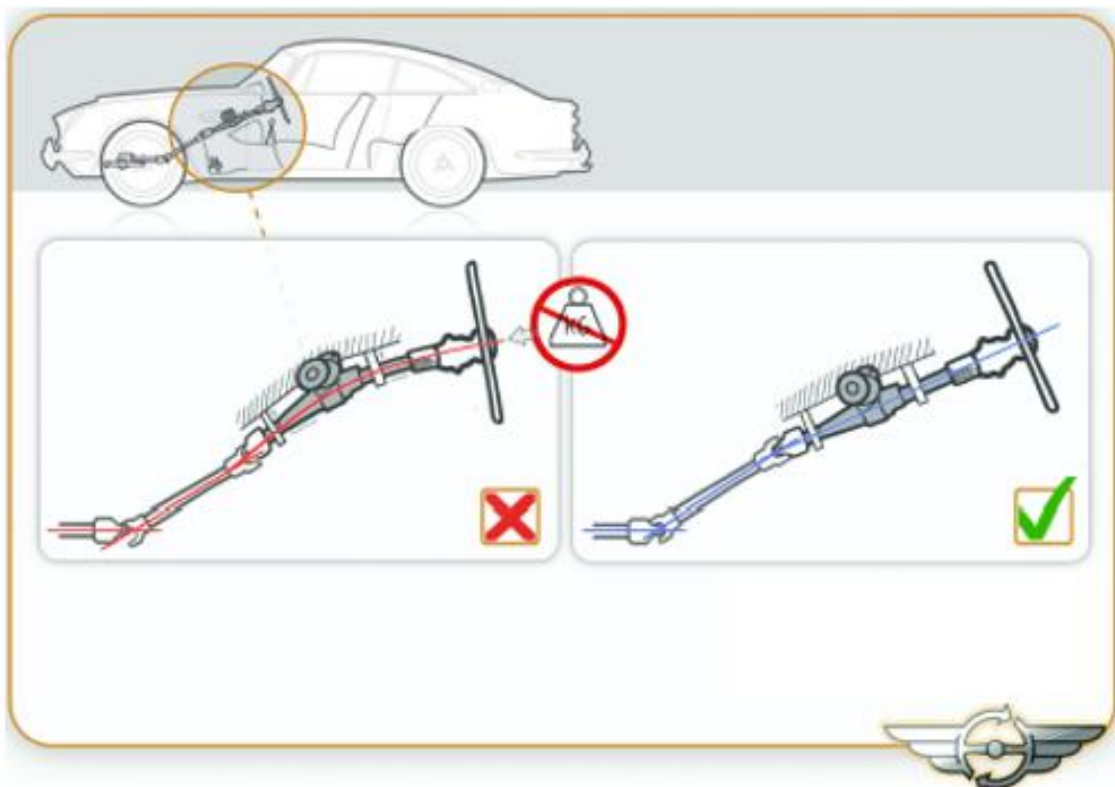




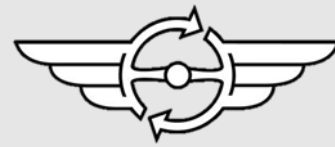
INSTALLATION



Never strike the input shaft with an object during or after assembly. This can adversely affect the sensors.



The steering system must always be properly aligned and mounted without tension.



Step 1.

Check the tire pressure and take a test drive with the car. Check whether the steering wheel returns to the straight-ahead position. Check whether the controls and instruments are defective. If all this is in order, then proceed with the conversion.

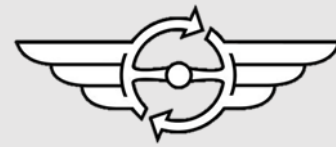
Step 2.

Locate an ignition switched 12V plus, label this wire. This is necessary for controlling the EZ power steering unit (see point 26). To do this, disassemble the bottom plate under the dashboard if present, the switched power supply can be removed from the Ignition lock or the start button. Then disconnect the earth cable from the battery.



Step 3.

Put the wheels in the straight-ahead position and mark this position on the shaft in the engine compartment. Remove the horn cap and steering. Then remove the clip from the indicator switch.



Step 4.

Measure the protrude length of the steering shaft and steering column relative to each other and the dashboard, record these lengths.



Step 5.

Disassemble the clamping bolt on the steering axle together with the mounting bolts of the steering axle coupling.



Step 6.

Remove both mounting clamps from the steering column (both bulkhead and dashboard side).

Disassemble the wiring of the indicator-, light switch and horn (behind the dashboard).

NOTE: if the car is equipped with a steering lock: disassemble the contact part of the steering lock, then disassemble the steering lock part of the steering tube.

The steering column can then be removed from the car.



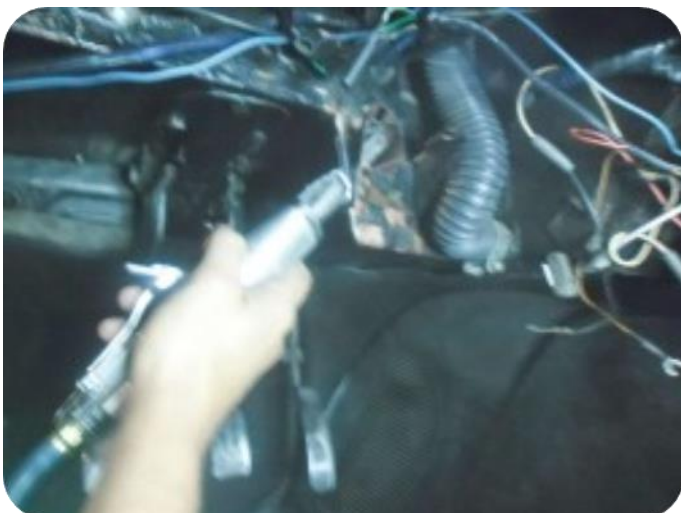
Step 7.

Install the speed sensor between the cable and speedometer.



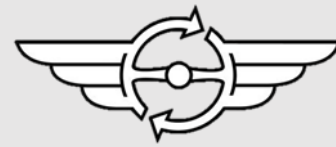
Step 8.

Disassemble the original installation bracket (behind the dashboard of the car and adjust it so that it fits around the tube of the EZ unit. Afterwards the bracket can be installed in the car again. Replace the clamping bush in the bracket



Step 9.

The original support that is mounted on the bulkhead must be cut off, see photo.



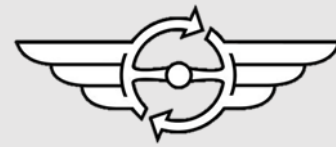
Step 10.

In some cases it may be necessary to modify the the bulkhead. Use an (air) saw to cut off the “guide” from the bulkhead. After removal, it must be completely flat.



Step 11.

Disassemble the input tube from the EZ unit.



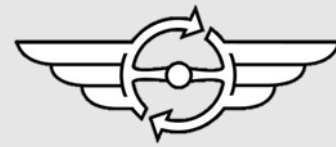
Step 12.

Remove the output tube and shaft from the EZ unit. First remove the output tube with 2 Allen bolts. After this, remove the clamping bolt from the output shaft and remove the shaft itself afterwards.



Step 13.

Remove the electric motor from the EZ unit.



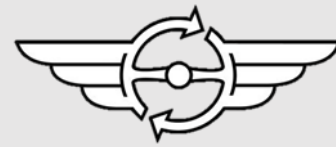
Step 14.

The original steering shaft must be cut 10 cm, see photo. Now mount the sawn-off shaft together with the clamping plate in the car.



Step 15.

The output tube must be installed first, slide it through the bulkhead.



Step 16.

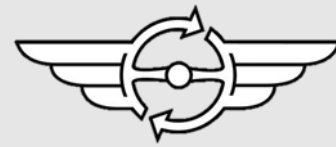
Slide the clamping plate from the engine compartment around the output tube. Then slide the output shaft through the output tube into the original shaft



Step 17.

Install the EZ unit in the car, pay attention to the correct position, the wheels must be straight. There is a mark on the EZ output shaft that must match with the shaft on the EZ unit. This is necessary to maintain a correct working indicator switch reset. There are 2 recesses/dimples on the input axis, these are for securing the indicator reset. During assembly, make sure that 1 of this recess/dimples is in line with the recess in the output shaft.





Step 18.

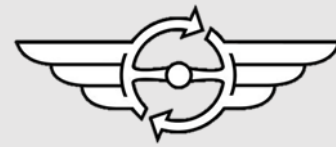
Install the output tube back on the EZ unit.



Step 19.

Install the steering shaft on the rubber coupling and the EZ unit. Drill through the 4 holes of the clamping plate in the bulkhead. Use a 7 mm drill. Note the centering of the steering axle in the bulkhead. Also make sure that the rubber coupling can rotate freely. Then tighten all bolts except the clamping bolt.





Step 20.

Re-install the electric motor on the EZ unit. Check the protrude length of the steering shaft against the dashboard. as measured in point 4 and adjust the position of the column if necessary. Turn the column to the correct position (as high as possible), then tighten the clamp bolt at the bulkhead together with the steering axle in the engine compartment.



Step 21.

Remove the switches from the original column for later installation on the EZ column.



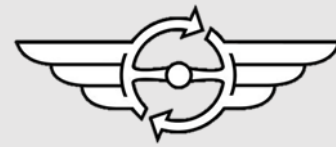
Step 22.

Remove the horn ring from the steering column, which is attached with 4 locking clips. The horn ring can be removed by bending the clips open. The horn ring can be installed after both switches have been installed. It is also secured again by closing the 4 clips.



Step 23.

Install the EZ steering tube on the EZ unit. If everything is in the correct position, secure the mounting clamp behind the dashboard. The wiring from the indicator- and horn switch can be installed now.



Step 24.

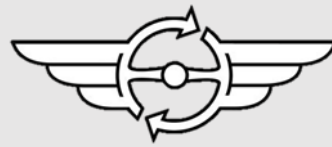
Check the straight-ahead position again, if everything is okay, install the indicator reset. Then install the steering wheel, make sure it is in the correct position!



Step 25.

Replace the marked bolt and with the supplied longer bolt. This longer bolt can now be used on the inside to mount the ECU. TIP: use some extra sealant at the back of the ECU during assembly, this will fix it better.





Step 26.

Use the earlier located 15+ wire and connect the it to thin red wire (15+).

Step 27.

Connect the thick red wire (30+) directly to the battery plus via the fuse holder.

Step 28.

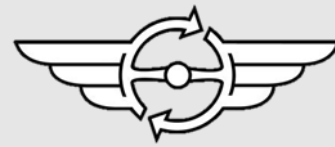
Connect the black wire (31-) with a suitable ground point and reconnect the battery earth.

Step 29.

After switching on the ignition a click can be heard from the ECU, the system is now operational, check this by making steering movements. After switching off the ignition, another click is heard after approximately 4 seconds. The system is then switched off.

Step 30.

Take a test drive and check all systems again. Also check whether the position of the steering wheel is correct.



Step 31.

The end result. PLEASE NOTE: if there is an original ignition lock mounted on the steering column of the car, there is the possibility to move it on the support behind the dashboard. This means that the function of the steering lock is canceled.

