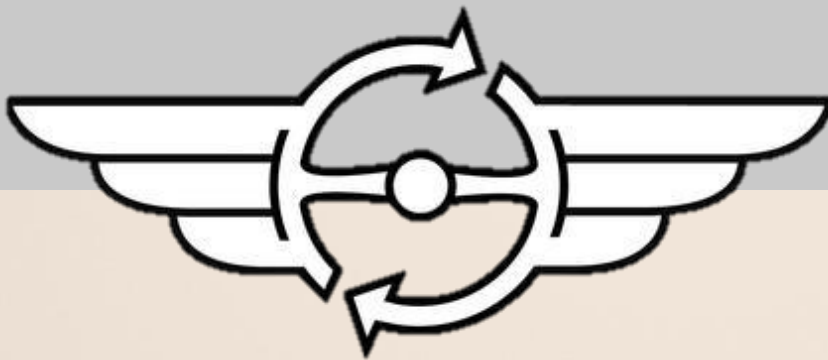
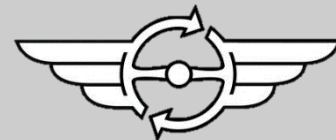


EZ ELECTRIC POWER STEERING

INSTALLATION GUIDE

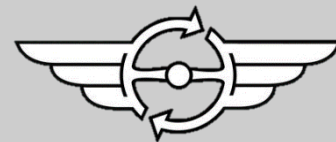
VOLVO AMAZON (120)





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THE PRODUCT

Thank you for choosing an EZ ELECTRIC POWER STEERING product for its quality, its 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 16/1/20

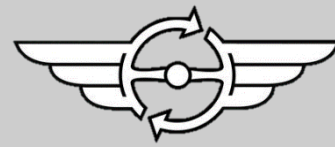
This installation manual must be read very carefully to avoid mistakes.

Check if all parts are present in the kit using the picture in the manual.

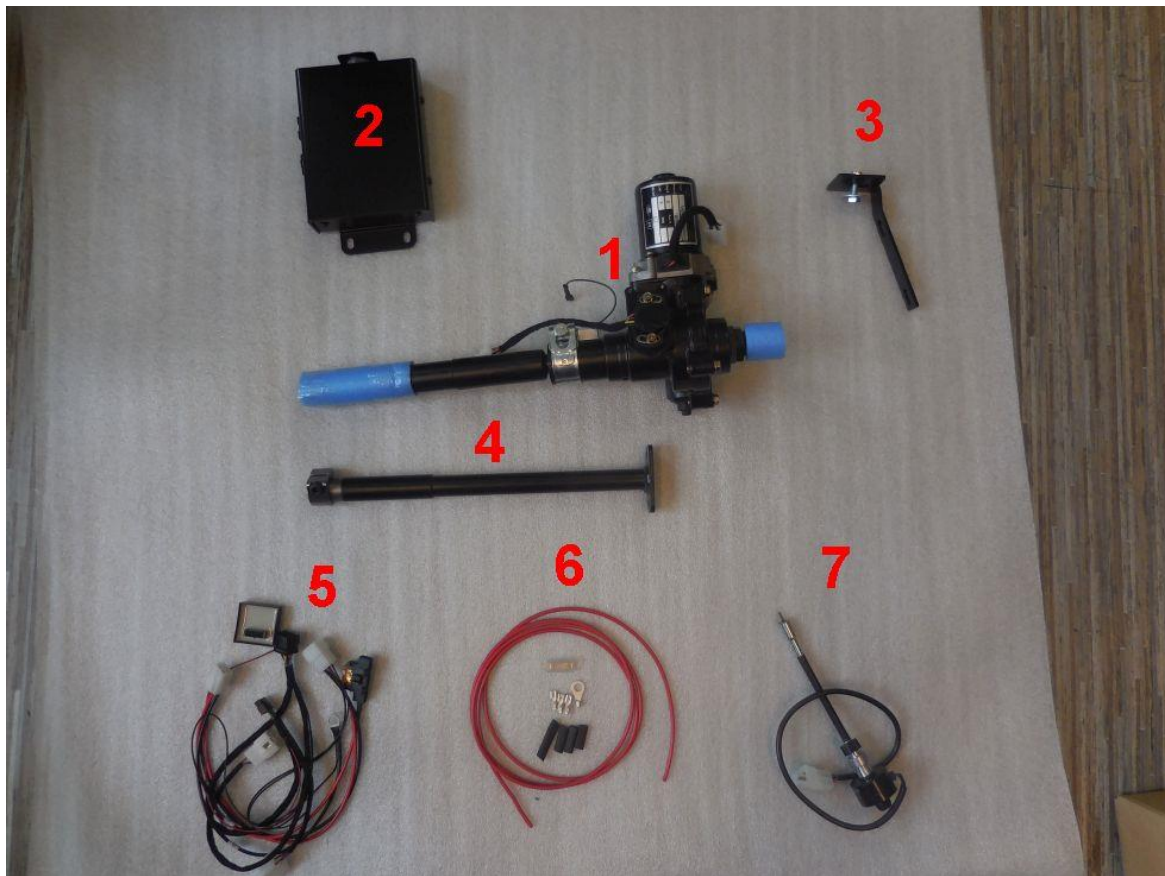
Compare the EZ Power Steering Column with the original column. Examine if the sizes are similar.

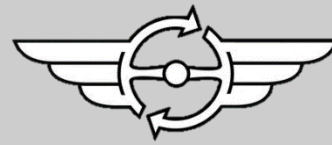
If you do not have the skills or tools to carry out the installation, then have a professional fit the kit for you.

EZ Power Steering cannot be held accountable for a faulty installation or damages to the kit or vehicle.



OVERVIEW OF THE KIT





INSTALLATION

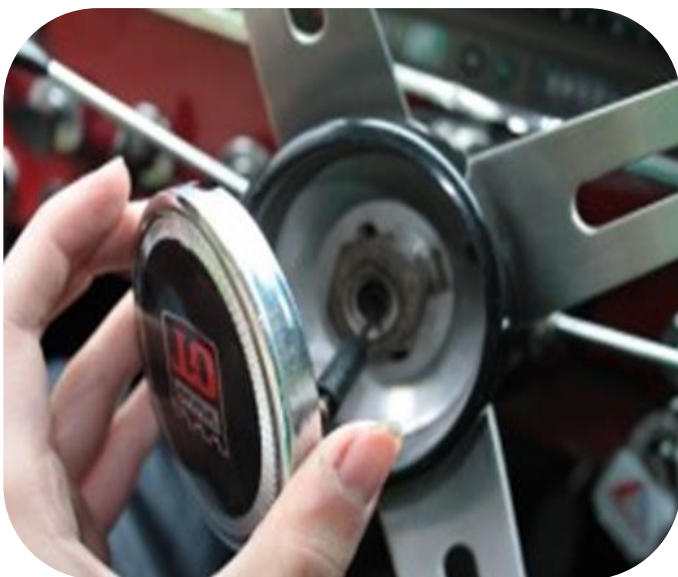
Step 1.

Take the car for a test drive and check the original steering system for defects. If everything works correctly, continue with the conversion. Also check the function from the steering column switches, horn button and speedometer.



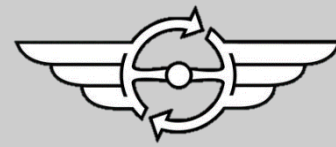
Step 2.

Locate an ignition switched 12V plus and label this wire. This is needed to control the EZ unit. Disconnect the battery earth afterwards.



Step 3.

Remove horn button and cut the wire. The wire now can be pulled out at the steering box.



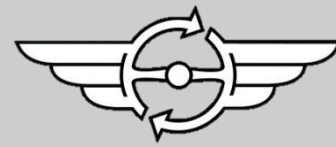
Step 4.

Remove the steering wheel with the cover and switches. Depending on the model, the ignition lock needs to be removed.



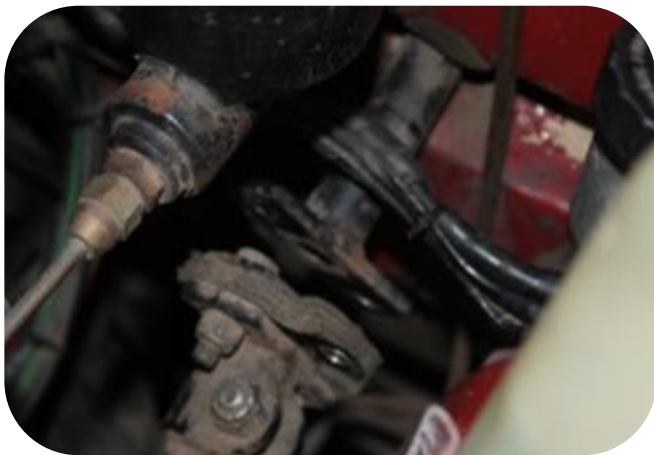
Step 5.

On the steering shaft are fitted, from the steering wheel side: Indicator reset, washer spring and another washer. Remove them. Later on they will be refitted on the EZ unit in the same order.



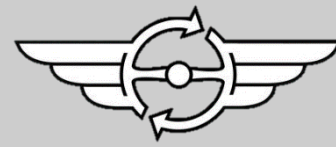
Step 6.

Measure the distance from the input shaft against the original steering tube and against the dashboard. Write them down.



Step 7.

Disconnect the steering shaft coupling in the engine compartment.



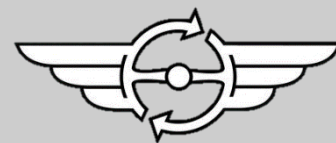
Step 8.

Remove the installation bolts from the steering column and remove the column from the car. The steering shaft can be removed through the engine compartment.



Step 9.

Get the EZ output shaft, through the firewall, in position. Install the clamp on it after this has been done



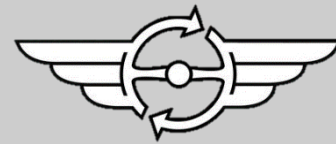
Step 10a.

It may be possible that the original mounting brackets need to be modified. The existing peg is too long and may touch the steering shaft from the EZ unit. The best solution is to remove these from the original brackets. See the photo.



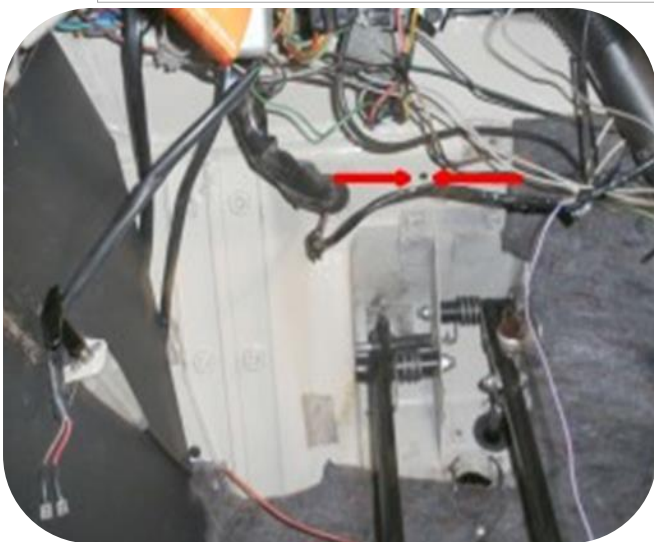
Step 10b.

Install the EZ unit into the car: stick the input shaft through the dashboard first. The unit can be installed on the earlier fitted output shaft. Do not fully tighten the bolts.



Step 11.

Install the supplied bracket onto the installed EZ unit. See photo for example.

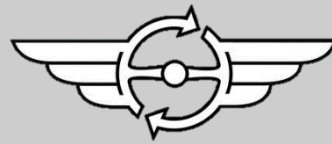


Step 11a.

The bracket is installed on the EZ unit itself – therefore, 2 bolts need to be removed and refitted with the bracket. The upper bolt with washer from the bracket is installed in an existing hole in the body from the car. Sometimes there is a plug fitted, remove this prior to installation!

Step 12.

The original steering tube needs to be shortened before it can be installed onto the EZ unit. Use the distance measured in point 6 to determine the right length. Install the original, shortened tube with bearing onto the EZ unit. Be sure that the tube does not touch the contact ring after installation. When everything is in the correct position, tighten the clamp to hold the tube. Finally tighten all installation bolts.



Step 13.

Reinstall the parts from point 5 back onto the EZ unit.

Step 14.

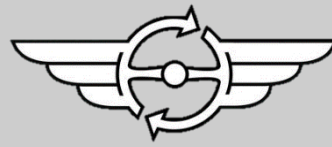
Locate a suitable location for the ECU and install it. Connect the EZ harness with the ECU afterwards.

Step 15.

Remove the cable from the speedometer and install the speed sensor on it. The cable can be reinstalled on the sensor.

Step 16.

Reinstall the steering column switch on the EZ unit. Guide the original wire from horn, through the firewall, to the EZ unit and connect it with the contact ring wiring.



Step 17.

Connect the thick red wire (30+) through the fuse holder with the battery plus.

Step 18.

Connect the black wire (31-) with a suitable earth point.

Step 19.

Connect the thin red wire (15+) with an ignition switched plus (step 2).

Step 20.

Reconnect the battery earth. After the ignition has been turned on there should be a click noticeable from the ECU. The system is now operational, check this. The system turns off with a delay, this is noticeable from the click after a couple of seconds after the ignition has been turned off.

Step 21.

Check the function from the steering lock.

Step 22.

Take the car for a test drive and check all systems. If needed, adjust the steering wheel position.