

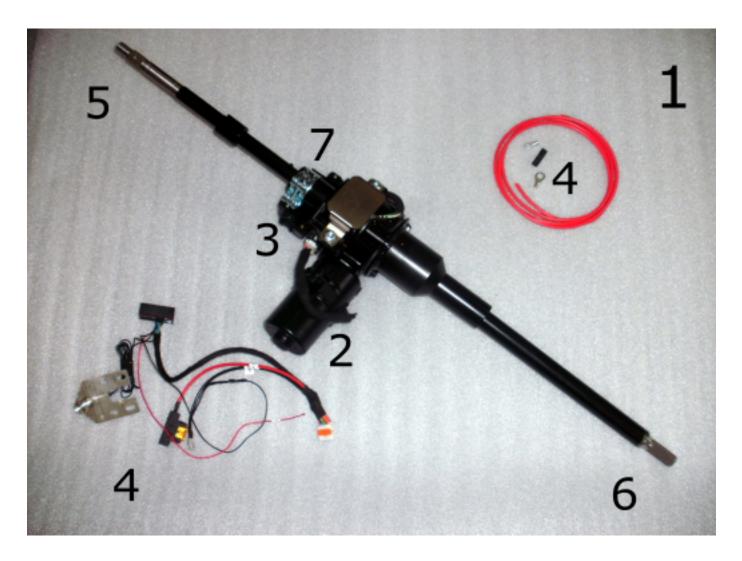
## EZ ELECTRIC POWER STEERING



**BMW 2002** 

Installation manual

## Contents



EZ-BMW2002-1. EZ Powersteering, complete set

EZ-BMW2002-2. Electric motor.

EZ-BMW2002-3. ECU.

EZ-BMW2002-4. Wiring harness with controller.

EZ-BMW2002-5. Input shaft.

EZ-BMW2002-6. Output shaft.

EZ-BMW2002-7. Clamp

1. Check car's tyre pressure and take the car for a testdrive. Check the original steering system for faults. When all OK continue with the conversion.



2. Remove horn push.



3. Remove the 4 retaining screws from the upper steering column cover.



4. Remove cover afterwards.



5. Remove the lower cover, this is fitted with 4 screws.



6. Cover can be removed.



7. Now remove the lower parts from the cover over the steering column, this is fitted with some screws.



8. Cover can be removed now.



9. Remove the bracket which holds the steering column cover.



10. Find an ignition switched plus and mark this wire. the battery earth can be disconnected now.



11. Remove steering wheel.



12. Disconnect the connectors from the steering column.



13. Remove the steering columnswitches and horn contact ring.



14. Remove the connector from the rear off the ignition lock.



15. Remove the steeringshaft from the steering box. This is fitted with a clamping bolt. You can reach this bolt from underneath the car.



16. Remove the bolts from the original steering column at the firewall.



17. Now remove the upper 2 mounting bolts from the column.



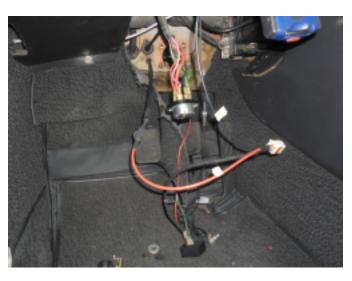
18. The column can now be removed from the vehicle.



19. Remove the connectors from the upper mounting plate, the plate itself can be removed afterwards.



20. The connectors now can be installed inside the EZ mounting plate. Which can be installed at the original location.



- 21. Connect the wiring from the EZ harness:
  - connect the thick red wire (30+) though the fuse holder directly to the battery plus.
  - Connect the thin red wire (15+) with an ignition switched plus (See point 10).
  - Connect the black wire (31-) with an suitable earthpoint.
- 22. Find a suitable location for the potentiometer and install it.

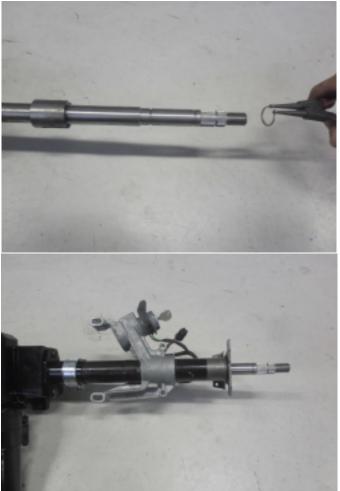


23. Put the original column next the EZ column and measure the length from the original shaft against the tube. Use this measurement to get the right measurement to cut the orignal steering tube.





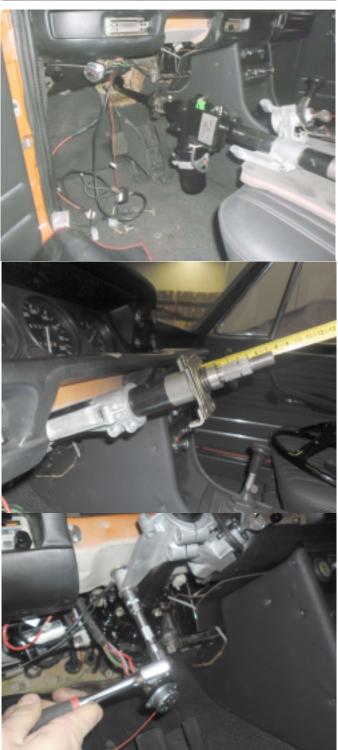
24. Remove all installation parts from the steering shaft so that it can be removed from the tube (watch the steering lock). Cut the pipe, use the measurements from point 23 to determine where to cut.



25. Install the tension ring onto the EZ input shaft, slide the cut original pipe into place. Do not tighten the clamp yet.



26. Now install all remaining installation parts back onto the EZ unit.



27. Remove the flange which holds the orignal column at the firewall and install it to the EZ unit. Install the EZ unit to the car now. Do not tighten the bolts yet.

Check the lenght from the shaft against the steering tube according the measurements from point 23. If needed adjust this by sliding the pipe. Tighten all bolts from the columns once that is correct. Do not forget to tighten the shaft also (point 15).



28. Once everything is installed correctly tighten the clamp bolt which holds the original pipe to the EZ unit.



29. Install the steering column switches and horn contact ring to the column.



30. Install the lower bracket to the column.



31. Check the position from the indicator reset and adjust it if necessary.



32. In some cases it can be necessary to cut a piece from the lower cover to give room to the EZ unit. If needed, use the EZ unit to determine where to cut.



33. Install the remaining covers onto the steering column.

- 34. Install the steering wheel.
- 35. Connect the battery earth.
- 36. After the ignition as been switched on, there should be a click noticable from the ECU. The system now is operative. Check this. Check the functioning from the steering column switches, when all Ok take the car for a testdrive an recheck all systems.

