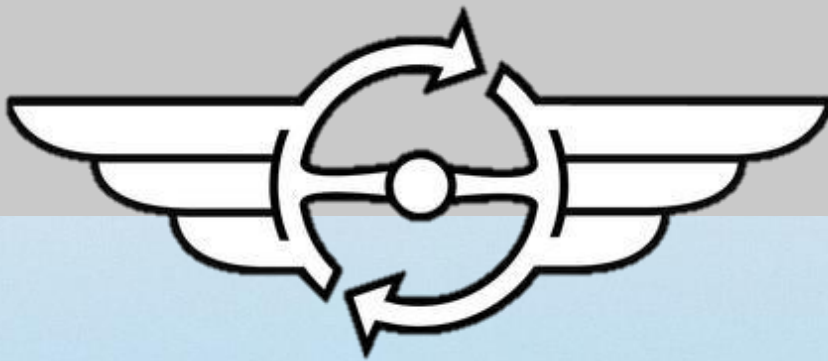
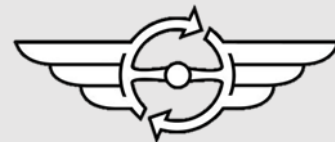


EZ ELECTRIC POWER STEERING
INSTALLATION GUIDE
FERRARI 308 GT4





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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 13/3/20

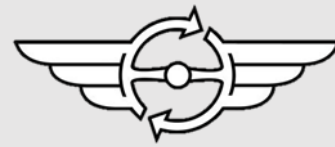
This installation manual must be read very carefully to avoid mistakes.

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

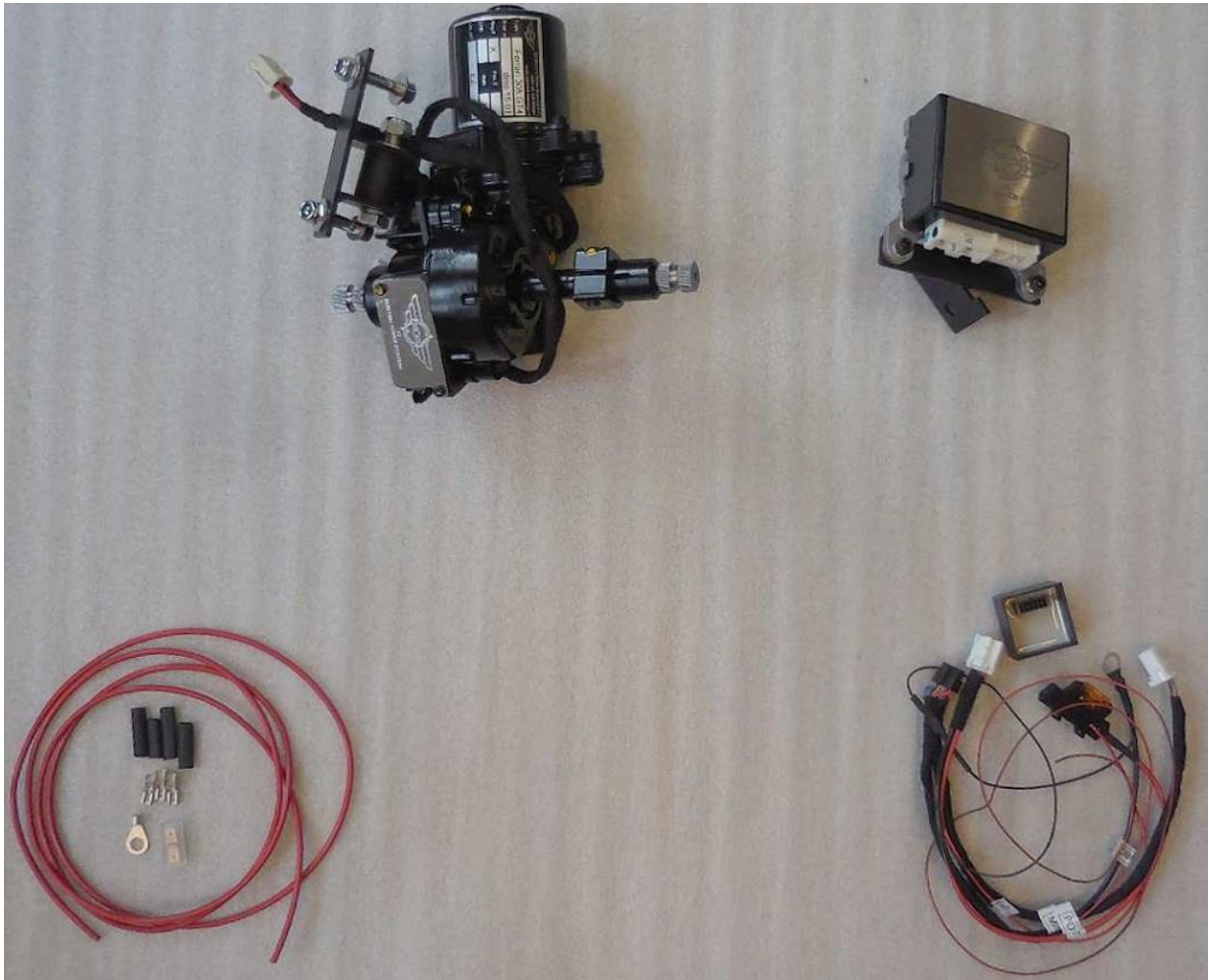
Compare the EZ Power Steering Column with the original column. Examine if the sizes are similar.

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.



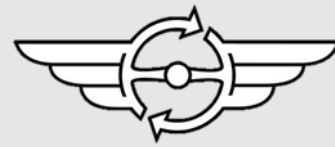
CONTENTS OF THE SET



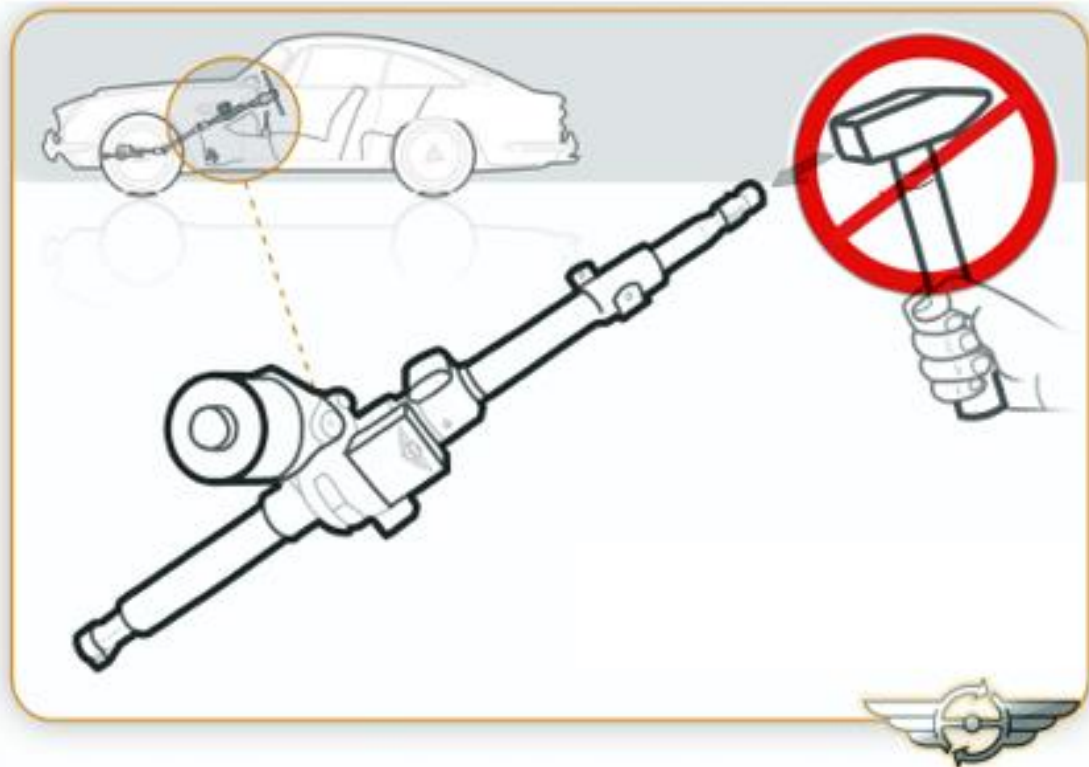


BEFORE AND AFTER ASSEMBLY

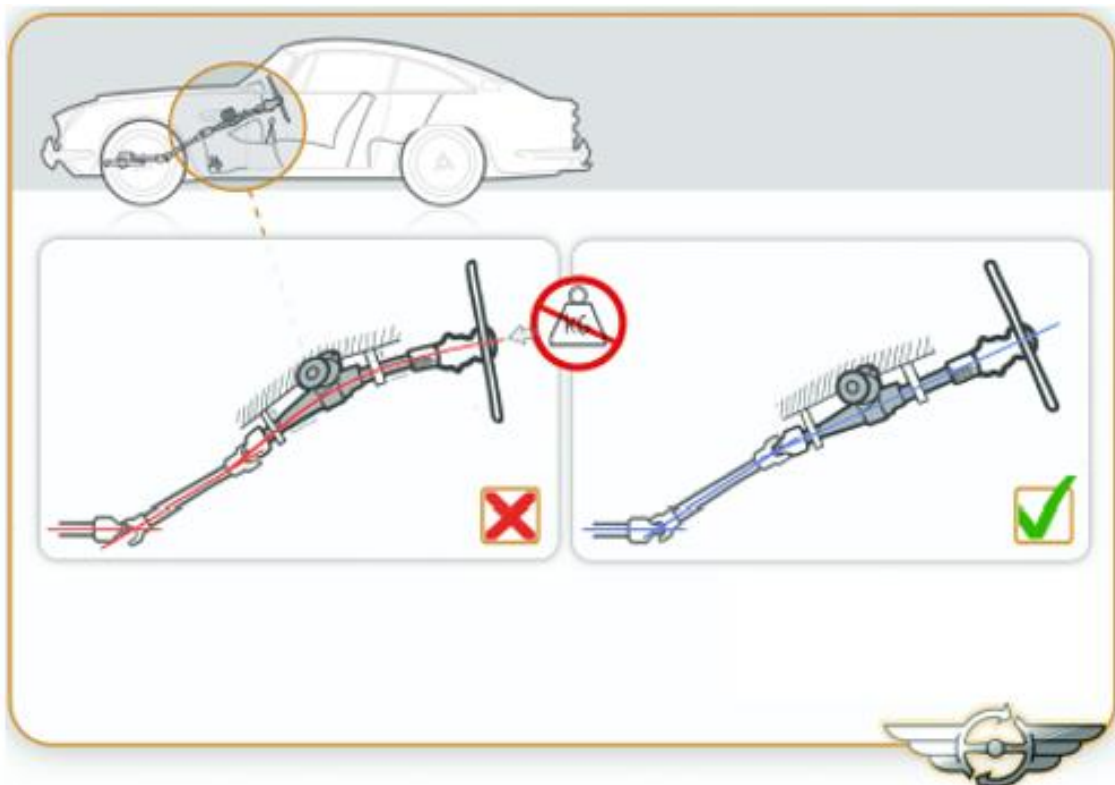




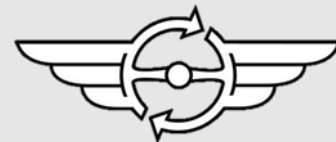
INSTALLATION



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.

Find a power supply connected via the contact. This is necessary for controlling the EZ power steering unit (see point 10). To do this, disassemble the bottom plate under the dashboard if present, the switched power supply can be removed from the contact lock or the start button. Then disconnect the earth cable from the battery. Make a choice before installation, or put the wheels and steering wheel in the straight-ahead position, mark this position and continue with the conversion. Or determine the center of the wheelhouse by dividing the number of steering turns, from full left to full right, by two and adjust the wheel alignment after installation, if necessary.



Step 3.

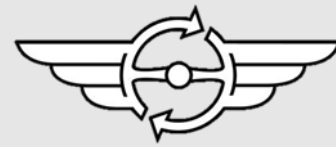
Note and note the position of the cross couplings in relation to each other.

Now loosen the couplings and disassemble the shaft



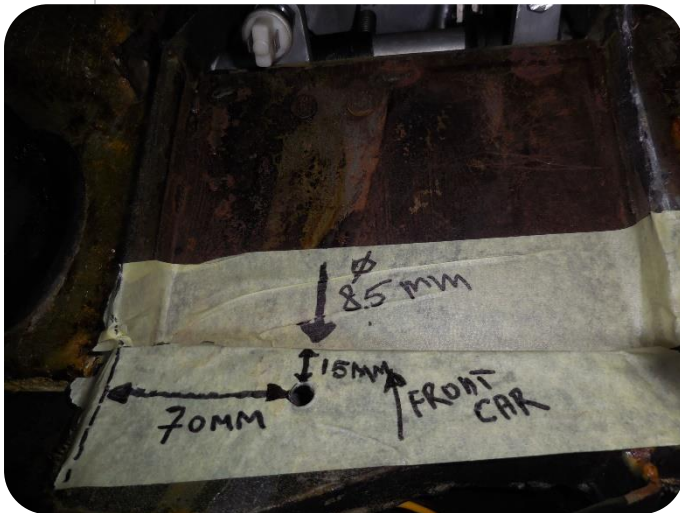
Step 4.

Make a recess in the vertical part of the protruding sheet metal



Step 5.

Drill two holes for bolts to attach the bracket as shown in the photo. After this, the EZ unit can be mounted..



Step 6.

Connect the thick red wire (30+) supplied via the fuse holder directly to the battery plus. It is advisable to insulate the wire with an extra jacket.

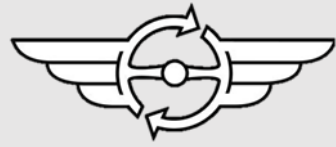
Connect the black wire to a suitable ground point

Step 7.

Connect the thin red wire (15+) to a contact-switched power supply (see point 2)

Step 8.

Connect the red / black wire to the electronic speed signal of the odometer clock

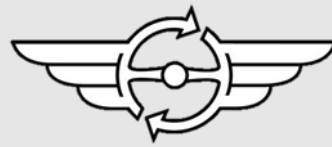


Step 9.

After switching on the ignition, a click is heard from the ECU, the system is now operational, check this by making steering movements. After switching off the ignition, a click is heard again after about 4 seconds. The system is then disarmed.

Step 10.

Refit the steering wheel of the car, do not forget the two loose conical rings. Or mount the steering wheel at the position of the center of the wheelhouse and adjust the wheel alignment if necessary. Or mount the handlebars in the marked straight ahead position. Take a test drive and check all systems again. Also check if the steering wheel position is correct, if not adjust it. Then connect the horn switch to the horn wire of the EZ unit. Note, make sure that there is sufficient length on the horn wire for the adjustment of the steering wheel.



Step 11.

The end result. Top LHD, bottom RHD.

