

EZ ELECTRIC POWER STEERING



Installation Manual
Mercedes 300SL

Version 1.0
09-07-13

CONTENTS

1. Check the tire pressure and take a test drive with the car. Check if the steering wheel returns in to the straight-ahead position. If everything functions correctly, proceed with the conversion.
2. Find an ignition switched feed. This is necessary to turn on the EZ unit (see point 18). After this, disconnect the earth cable from the battery and put the front wheels in a straight ahead position.



3. Remove the steering wheel.



4. Put the steering wheel in centre position. Demount the plug from the wheelhouse. The wheelhouse can be fixed in the centre position with an original Mercedes pointed bolt (m10x1 conical). If this is not present, then mark the position on the steering shaft relative to the steering box.



5. Remove the retaining bolt from the universal joint in the engine compartment.



6. Once the mounting clamps of the original steering column have been loosened, the original steering tube and –shaft can be removed.



7. Now mount the EZ axle and EZ output tube simultaneously in the car.

CAUTION: do not forget to remove the top (brass) steering column mounting clamp!



8. Remove the electric motor of the EZ unit.



9. Mount the EZ unit in the car.



10. Fasten the output shaft to the EZ unit and tighten the retaining bolt securely. Do not forget, to fit the universal joint in the engine compartment.



11. Mount the output tube to the EZ unit.



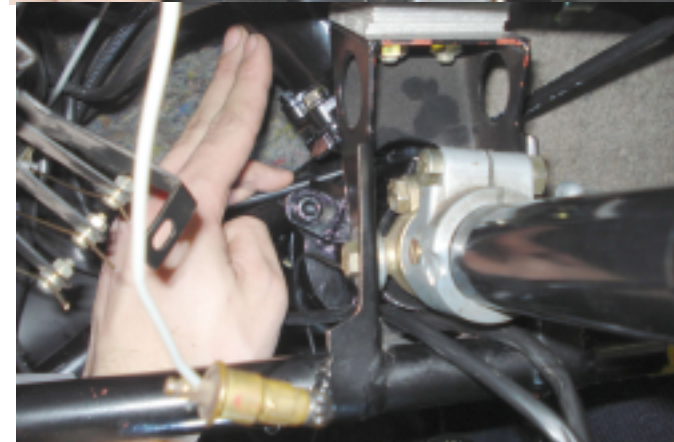
12. Install the input shaft on the EZ unit. Use Loctite to securely lock the M6 retaining bolt.



13. Mount the input tube on the EZ unit, together with the mounting clamps and where fitted optionally, the steering lock. Do not fasten the mounting clamps yet! In case the EZ unit has multiple contact pins on behalf of the indicator switch and horn, mount the contact pin holder after the input tube is stalled. Check the alignment in respect to the copper slip rings.



14. Install the electromotor on the EZ-unit and turn the unit in the right position. Subsequently fasten the mounting clamps.





15. Find an appropriate location for the ECU and install it.



16. Connect the EZ wiring loom to the ECU.

17. Connect the thick red wire (30 +) from the fuse holder directly to the battery +

18. Connect the thin thread (15 +) with an ignition switching plus (see point 2).

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

20. Connect the speed sensor with the EZ wiring harness, make sure the wire colours (yellow / green, brown, blue) correspond to the colours in the connectors.

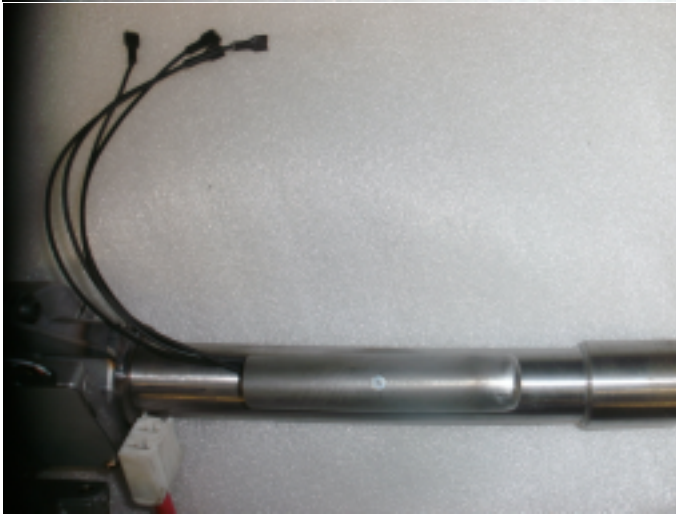
NOTE: The potentiometer is no longer in use with the presence of a speed sensor.

21. Install the steering wheel and ground cable temporarily. After the ignition is switched on there is should be a click sound of the ECU. The system is now operational, check this. After switching off the ignition it takes about 3sec. to hear a click (the system is then turned off). Check this, and then remove the steering wheel and disconnect the mass cable.

22. Depending on the model, the indicator- and horn switch can be mounted on the steering wheel. If both are on the steering wheel, there are four contact pins. When only the horn switch on the steering wheel, there will be one contact pin. Check which contact pin makes contact with which wire color and write it down. Now connect the original wiring with the contact pins.



23. In case there are 4 contact pins it is necessary to fit the supplied cover under the steering tube over the contact pins between the dashboard and the steering wheel. This is tightened with an allen key.



24. Mount the steering wheel. Connect the horn wire and optionally the indicator wires to the switch. Fix the switch in the hub of the steering wheel.

25. Connect the ground cable to the battery and re-check if all systems still function correctly. Take a test drive with the car.

