

# EZ ELECTRIC POWER STEERING

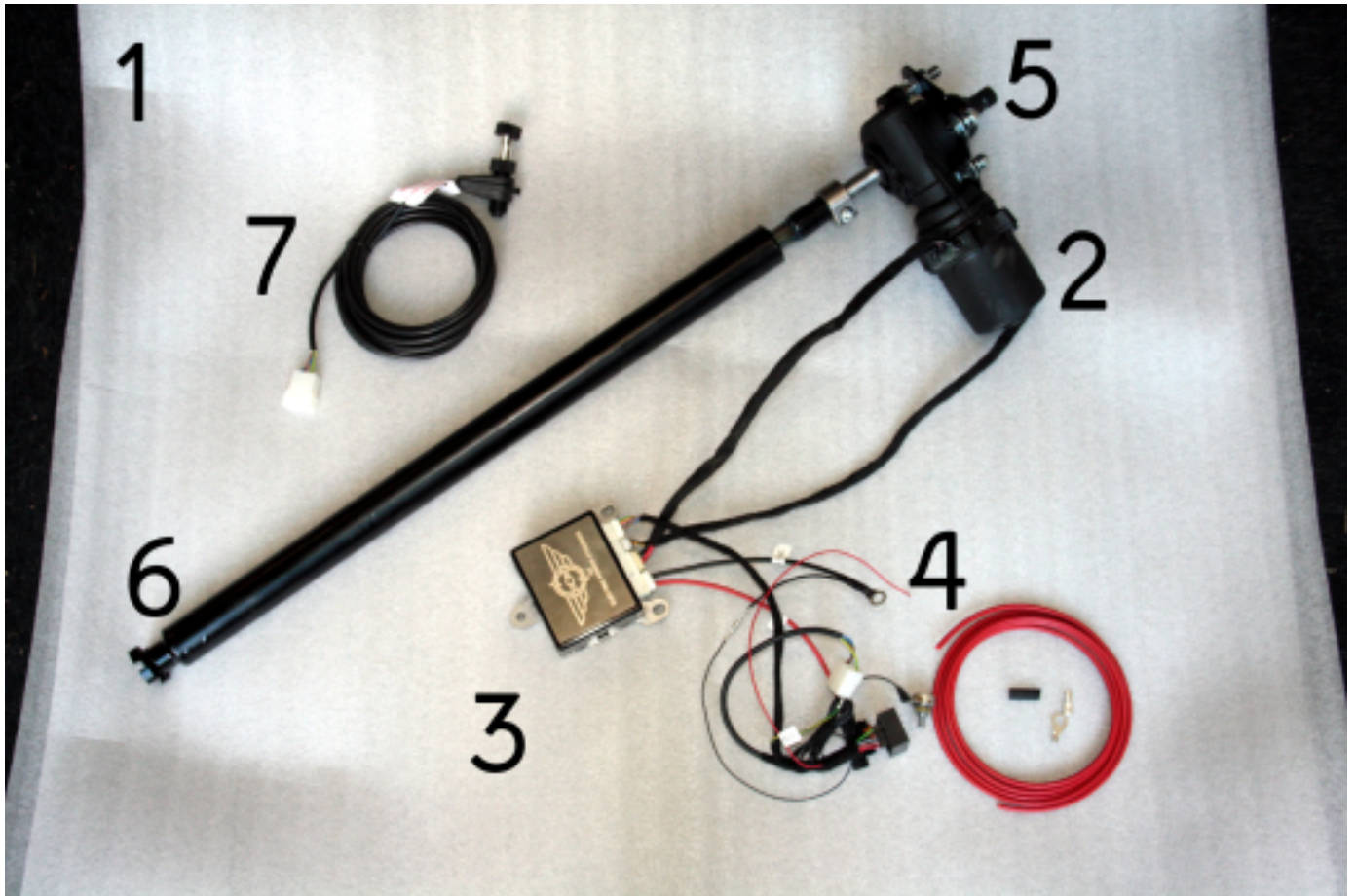


## INSTALLATION MANUAL FERRARI DAYTONA 365 GTB/4, 365 GTS/4

Version 1.1

04-01-2012

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EZ-FDAYT-1. EZ Powersteering, complete set

EZ-FDAYT-2. Electric motor

EZ-FDAYT-3. Computer

EZ-FDAYT-4. Cable set with controller

EZ-FDAYT-5. Input shaft

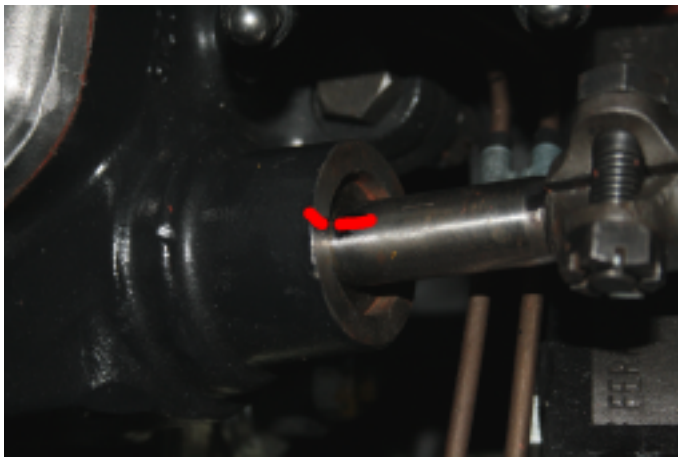
EZ-FDAYT-6. Output shaft

EZ-FDAYT-7. Adapter speedometer cable

1. Take the car for a testdrive and check the original steering system for faults. Is all OK, continue with the conversion.



2. Remove the battery negative lead. Place the front wheels in a straight position.



3. Mark the straight ahead position on the steering box. Also watch the alignment from the universal joints, they should be lined up. Sometimes they are not lined up OK, prior the conversion. Be sure to check/correct this.



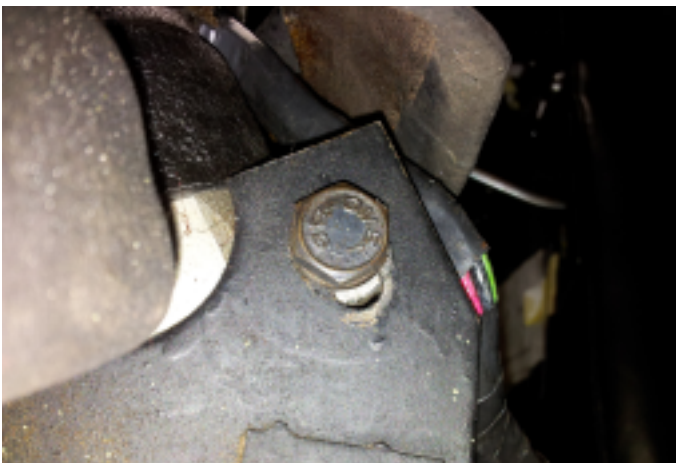
4. In the engine bay, release the steering tube by cutting the securing wire and unscrewing 4 Allen bolts (4 mm). Use tape on the universal joint in the engine bay to prevent it from falling apart.



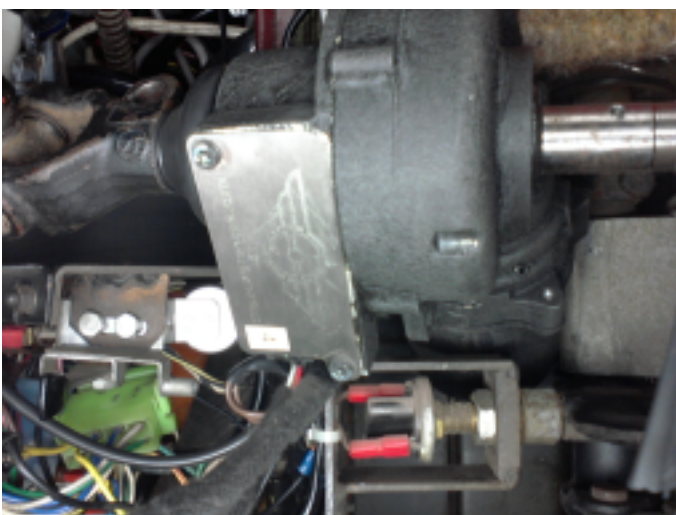
5. Unscrew the bolt in the universal joint under the dashboard. Remove the split pin. Remove the steering tube. The rubber sleeve that was on the steering tube should be refitted in the bulkhead.



6. In the pedal box, extra room should be cut away for the EZ Powersteering electric motor. Use the template supplied with this manual. Tighten the bolts in the universal joint in the engine bay.



7. Slacken the 2 bolts in the steering column height adjuster. It can now move freely, making the installation of the electric motor easier.



8. Mount the electric motor by moving it upwards behind the brake light switch first.

9. Slide the electric motor input shaft in the steering wheel side universal joint. Install the bolt in the universal joint without tightening it.

10. Check the straight ahead position on the steering box and the steering wheel.



11. Slide the output shaft over the electric motor's splines.

12. Check if the electric motor fits under the dashboard, that it is mounted clear of the pedal box and that the shaft can turn without obstruction.

13. Install the two nuts (M10) on the electric motor's threads.



14. Slide the mounting bracket over the electric motor's threads. Fit the bracket with two nuts and washers and adjust it. Use a marker to mark the holes on the metal that is behind the mounting bracket, and drill these holes with a 9 mm drill.



15. Fit 2 bolts (M8) from behind in the mounting bracket holes. Fit nuts with washers on the bolts' threads.

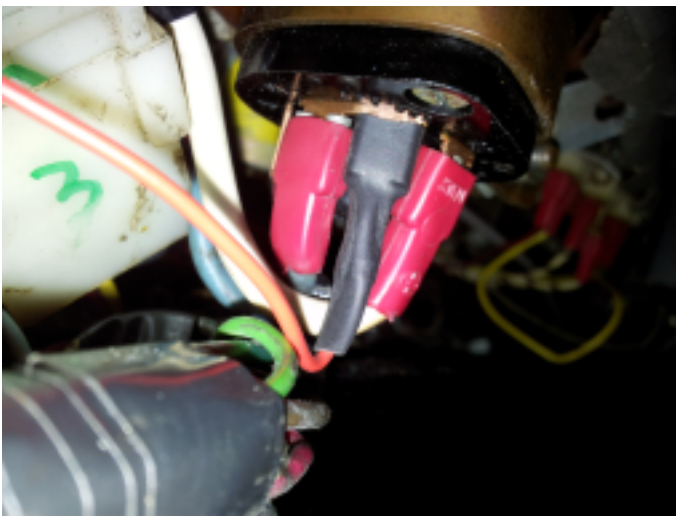
16. Tighten the bolts in the universal joint and in the steering wheel height adjuster. Use new wire to secure the bolts on the universal joint at the steering box. Fit a new split pin on the bolt in the universal joint under the dashboard.



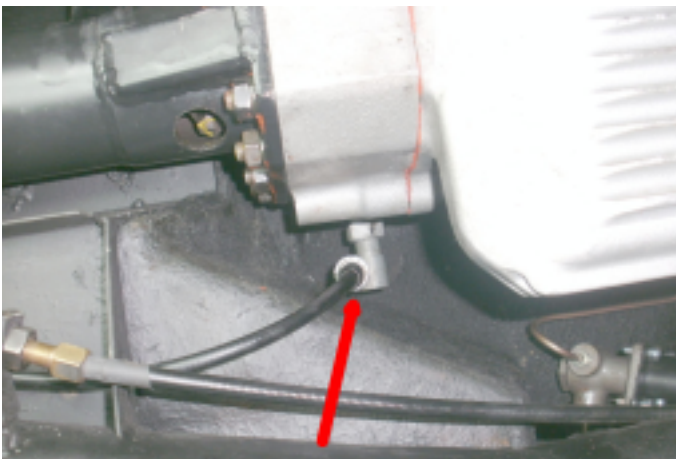
17. Mount the computer with its mounting bracket on the front of the pedal box.

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

19. Connect the black wire (31-) to a suitable earthpoint.



20. Connect the thin red wire (15+) to an ignition switched feed. You can use the 15+ connector at ignition switch. Check if this connection is switched on by the ignition first.



21. The speedometer signal is taken from a cable that runs from the transmission. Mount the adapter between the transmission and the speedometer cable. Use tie-wraps to run the lead along with the existing ones back to the car, and take the lead to the EZ Powersteering computer.

22. Fit a connector (supplied) to the speedometer signal lead. Use the EZ Powersteering cables to fit the leads correctly.

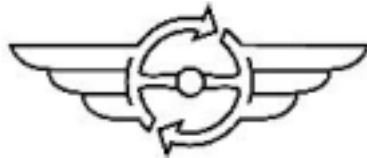
-green-yellow = signal

-brown = positive

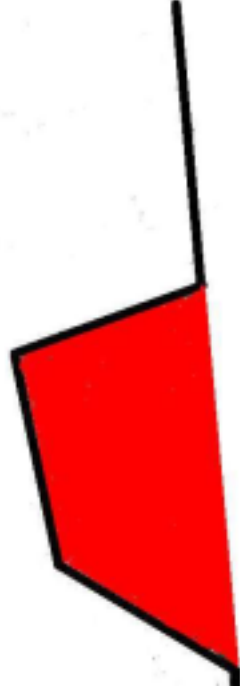
-blue = negative

23. Switch on the ignition. A click should be noticeable from the EZ ecu. the system is now operational. Check this.

24. Take a test drive. Check if the EZ powersteering unit functions OK. Check if the support from the EZ unit decreases as speed increases. If all OK..... enjoy!



RH side pedalbox



Front pedalbox  
(if necessary)

