

EZ POWERSTEERING



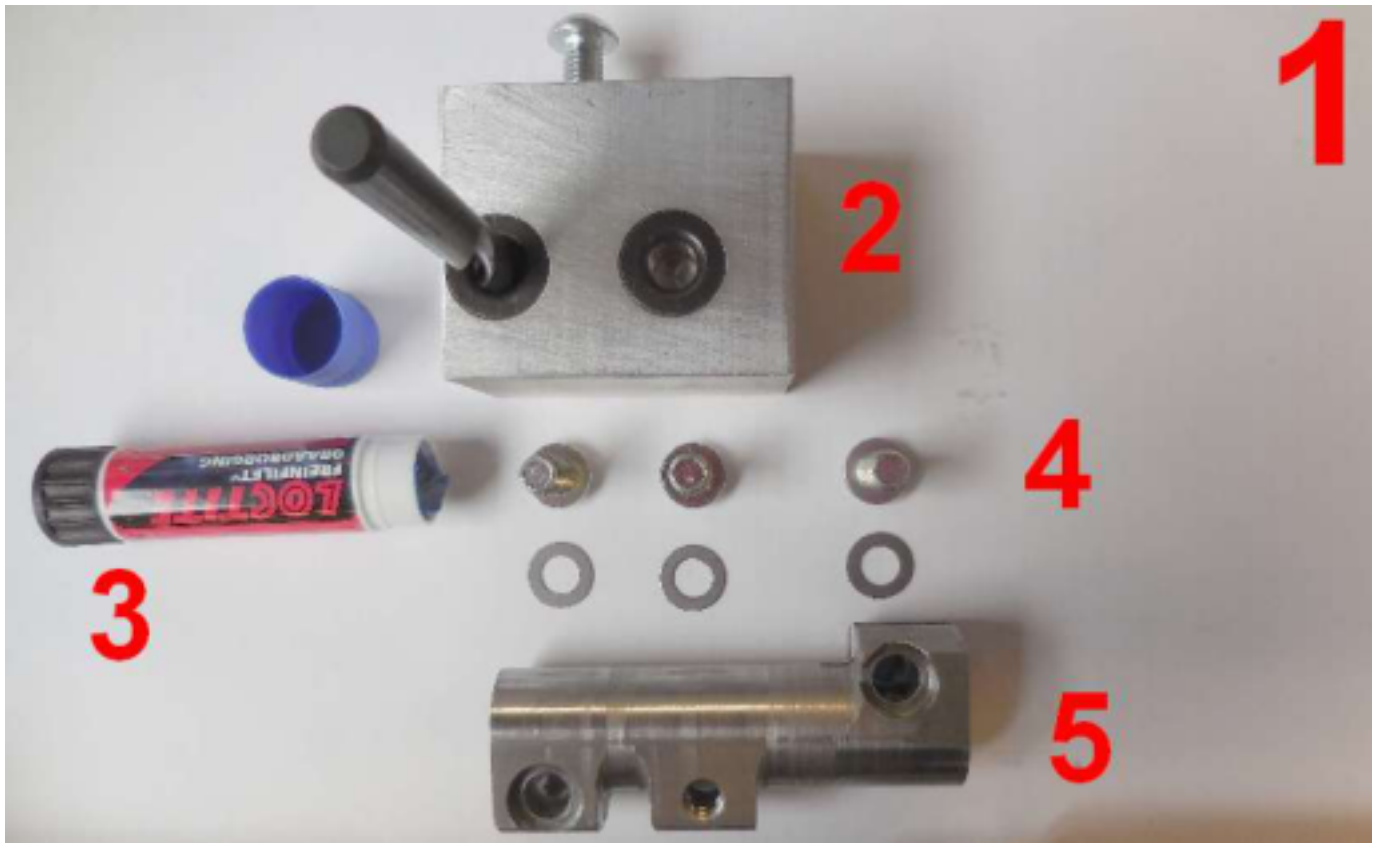
Installation manual
CHEVROLET CORVETTE C1

09-11-2015

Contents



1. EZ Powersteering, complete set
2. EZ unit
3. ECU
4. Wire harness
5. Input shaft
6. Output shaft
7. Output tube



1. Complete clamp set.
2. Drilling block with drill.
3. Loctite
4. Bolts + washer.
5. Clamp adapter.

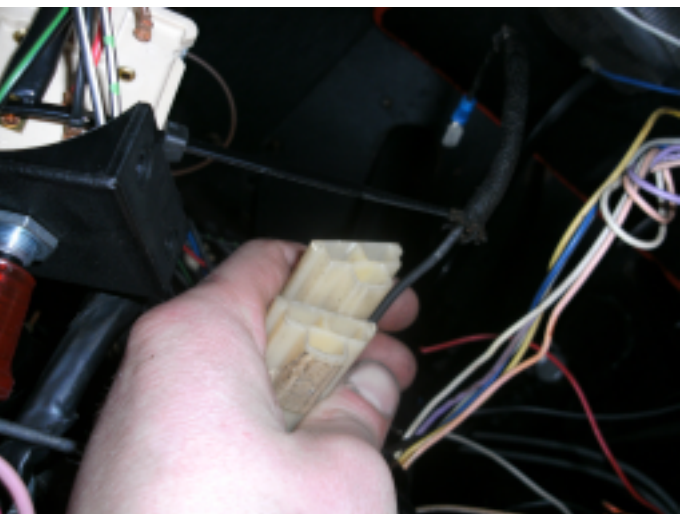
1. Take the car for a testdrive and check the original steering system for defects, when all OK continue with the conversion.
2. Locate an ignition switched 12v plus and label this wire. This is needed to control the EZ unit (see point 25). Align the steering system to its center position. Disconnect the battery earth.



3. Remove the steering wheel with horn contact.



4. Remove the cover underneath the column.



5. Disconnect the connectors from the original steering column.



6. Remove spring & washer behind the steering wheel.



7. Remove the indicator stalk, this can be unscrewed from the switch.

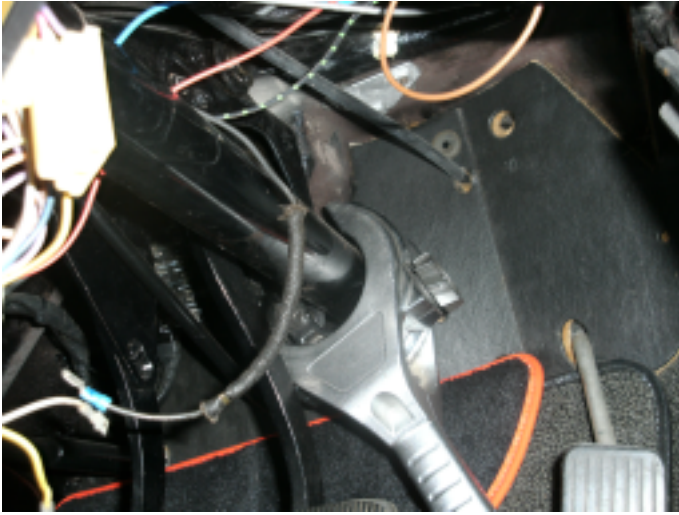


8. Remove the cover, after the screw(s) has been removed the cover can be removed.

Measure the distance, to see how much the steering shaft sticks out the steering column, note this length.



9. Remove the bracket from the steering column underneath the dash



10. Cut the original steering tube, use the EZ unit to determine where to cut.

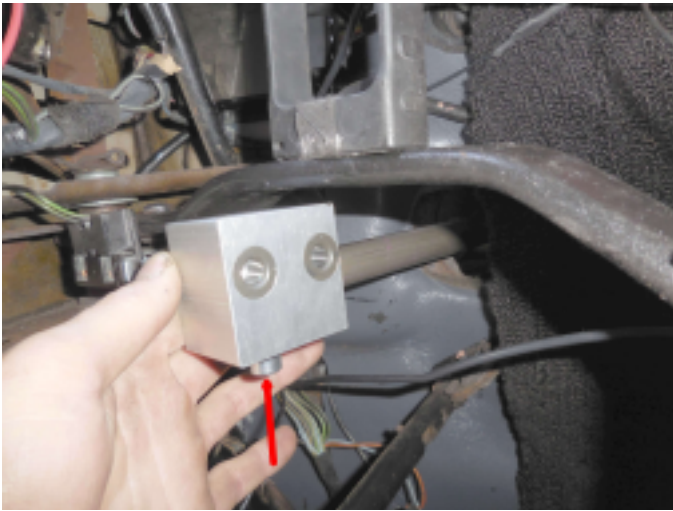


11. Measure the total length from the EZ steering shaft with installed clamp adapter. This value minus the inner depth from the clamp adapter (52mm) is the right length to cut from the steering shaft.



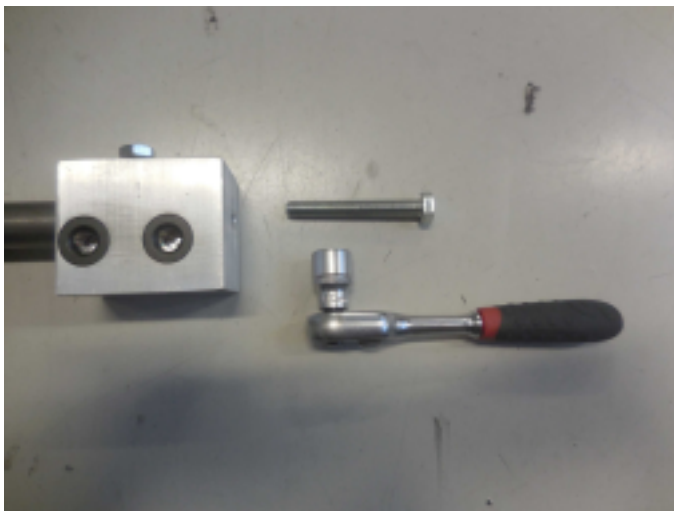
12. Measure the distance back from the top of the original steering shaft. Be sure that you have a straight cut.

NOTE: to get a straight cut it can be usefull to wrap a piece of tape around the shaft and use it as guideline while cutting.

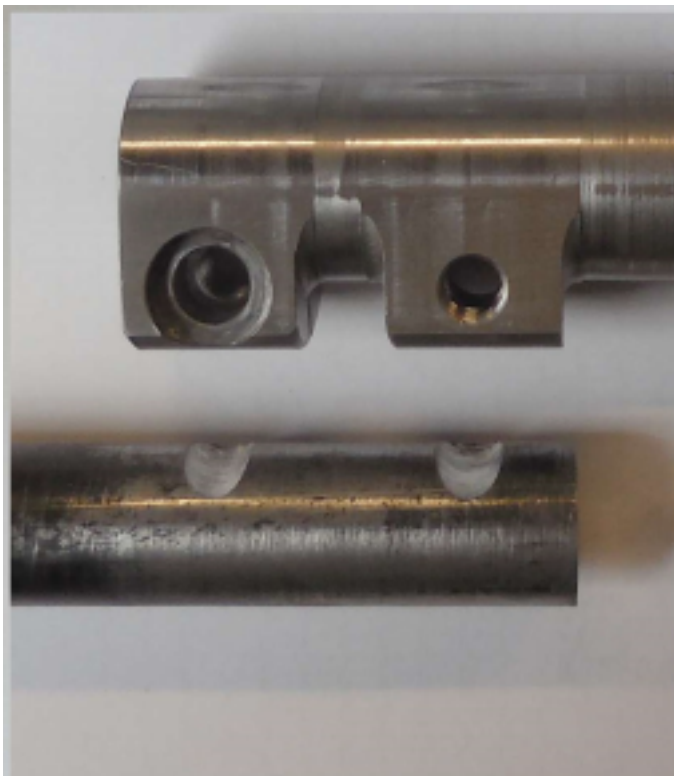


13. Slide the drilling block over the original steering shaft and use the bolt to lock it into place. Now use the supplied 8.5mm drill to create the notches into the shaft.

TIP: Get the steering system to its max position to prevent the shaft from turning during drilling.



13a. For easy removal from the drilling tool, there is a hole with thread on the back on the tool, when using a long M8 bolt the tool can be pressed off the original shaft easily.



14. These notches are needed to give the bolts enough clearance, so that an good installation is ensured.



15. Deburr and clean the shaft after drilling. Check if the clamp adapter does fit OK and if the notches line up with the clamp



16. Now install the clamp adapter onto the steering shaft. Tighten the bolts with 35NM (25.8 Lbf-Ft). Do not forget to install the supplied washer under the bolts. Now slide the output tube over the clamp onto the earlier cut original steering tube

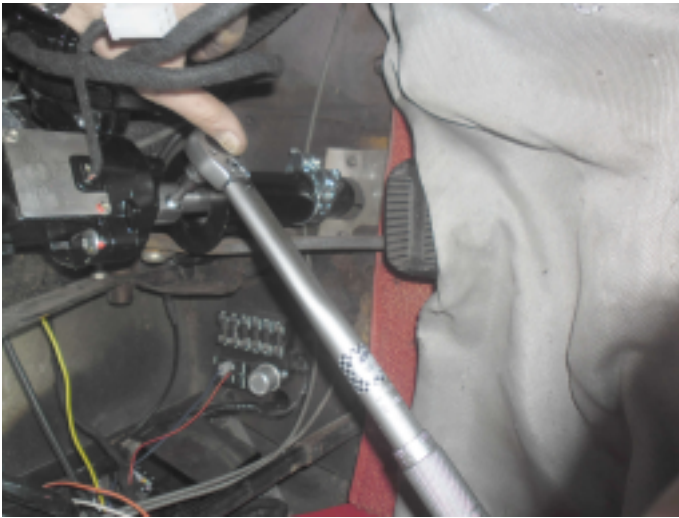


17. The earlier cut original steering tube, needs to be shortened. So that it can be installed onto the EZ unit. Use the EZ unit to determine the right length.

Tip: be sure that the length from point 8 corresponds.



18. Install the EZ unit into the car.
Install it onto the adapter first.



19. Once the column is positioned and aligned OK (do not forget the upper bracket) tighten the last bolt from the clamp adapter with 35NM (25.8 Lbf-Ft), do not forget the washer underneath his bolt.



20. Install the output tube onto the EZ unit and tighten the bolts/clamp.

21. Locate a suitable location for the ECU and install it.

22. Reconnect the original connectors from the steering column.

23. Install the indicator switch cover and stalk onto the steering column.

24. Install the cover underneath the column.

25. Connect the thin red wire (15+) with an ignition switched feed (see point 2).

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

27. Connect the black earth wire (31-) with a suitable earth point.
28. Locate a suitable location for the potentiometer and install it.
29. Install ring, washer and steering wheel onto the EZ unit. Do not forget the horn contact pin.
30. Connect the battery earth.
31. When the ignition has been switched on there is a click noticeable from the ECU, the system is now operational, check this. The system turns off with a delayment, this is noticeable by the click after a couple of seconds. this is normal.
32. Take the car for testdrive and recheck all systems.

