

# EZ ELECTRIC POWER STEERING



## Installation Manual

Datsun Z series

# Contents



1: Complete set

2: Input shaft

3: Output shaft

4: ECU

5: Electric cable

6: Wirting loom

1. Take the car for a test drive and check the original steering system with steering column switches for faults. If all OK continue with the conversion.
2. Align the front wheels to their center position. Mark this position at the steering box. Also watch the alignment from the universal joints, mark them against each other. Locate a ignition switched feed wire and label this. This is needed to control the EZ unit on/off. (see point 17). Disconnect battery earth afterwards.



3. Remove the steering wheel, to get access to the steernut, the horn button needs to be removed.



4. Remove, steering column covers.



5. Disconnect the connectors from the steering column switches





6. Remove bolt from the steering shaft/ U-joint in the engine bay.



7. Remove, the 4 bolts from the flange at the firewall.



8. Remove the upper bolts from the steering column and remove the column from the car.



9. Remove the ignition lock, switches and brackets (see point 9a en 9b). from the original column. Install them to the EZ column



9a. Removal from mounting bracket (240Z only)



9b. Removal of mounting bracket (260-280Z only).



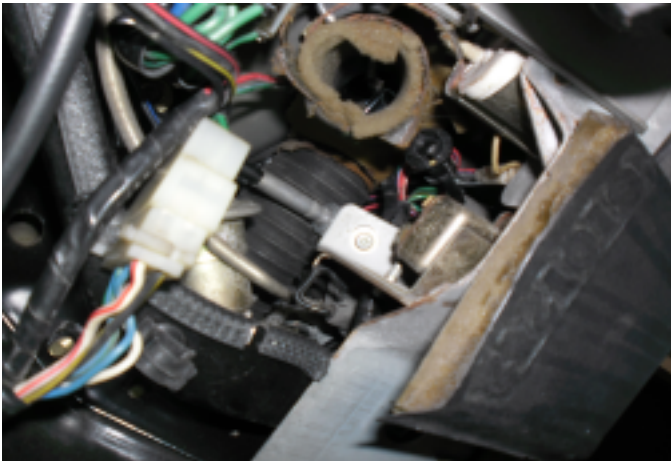


10. Install the flange on the EZ unit together with the output shaft & U-joint

NOTE: Watch the alignment from the U-joint compared to the steering lock, Use the original column for comparison



11. Measure the total length from the original column, be sure that the EZ unit has the same length, the can be adjusted by tapping the output shaft further on the unit



12. Install the speed sensor behind the speedometer. This is a tight fit!



13. Install the EZ ecu on the LH side and connect the electric harness to the ECU.



14. Connect the thick red wire (30+) through the fuse holder directly with the battery +
15. Connect the thin red wire (15+) to an ignition switched feed. This can be taken of the ignition lock (blue/red wire). Be sure to check if this is an ignition switched plus (see point 2).
16. Connect the black wire (31-) to a suitable earth point.
17. Connect the speed sensor to the EZ harness. Be sure that the wires (red, black, blue) correspond into the connectors.



18. Install the EZ unit into the car. Watch the alignment from the Universal joints. See point 2. Do not tighten the bolt from the Universal joint yet.



19. Tighten all the bolts from the EZ unit. First the 4 bolts from the flange below, then the 2 upper mounting bolts.



20. Loosen the pinch bolt on the input side of the EZ unit. Now turn the unit into it's correct position and retighten the pinch bolt again. Also connect . the electric connectors from the steering column.



21. Once the EZ unit is fitted correctly, install the mounting bolt from the Universal joint in the engine bay.

22. Refit the steering column covers.

23. Refit the steering wheel, double check if the contact ring from the horn touches the steering wheel.

24. Reconnect the battery earth, after turning on the ignition a click from the EZ ecu should be noticeable. The system is now operational, check this. The system turns off with a delayment, noticeable at the click noticeable a couple of seconds after the ignition has been switched off. Also check the function from the steering column switches.

25. Take the car for a test drive and recheck all systems.

