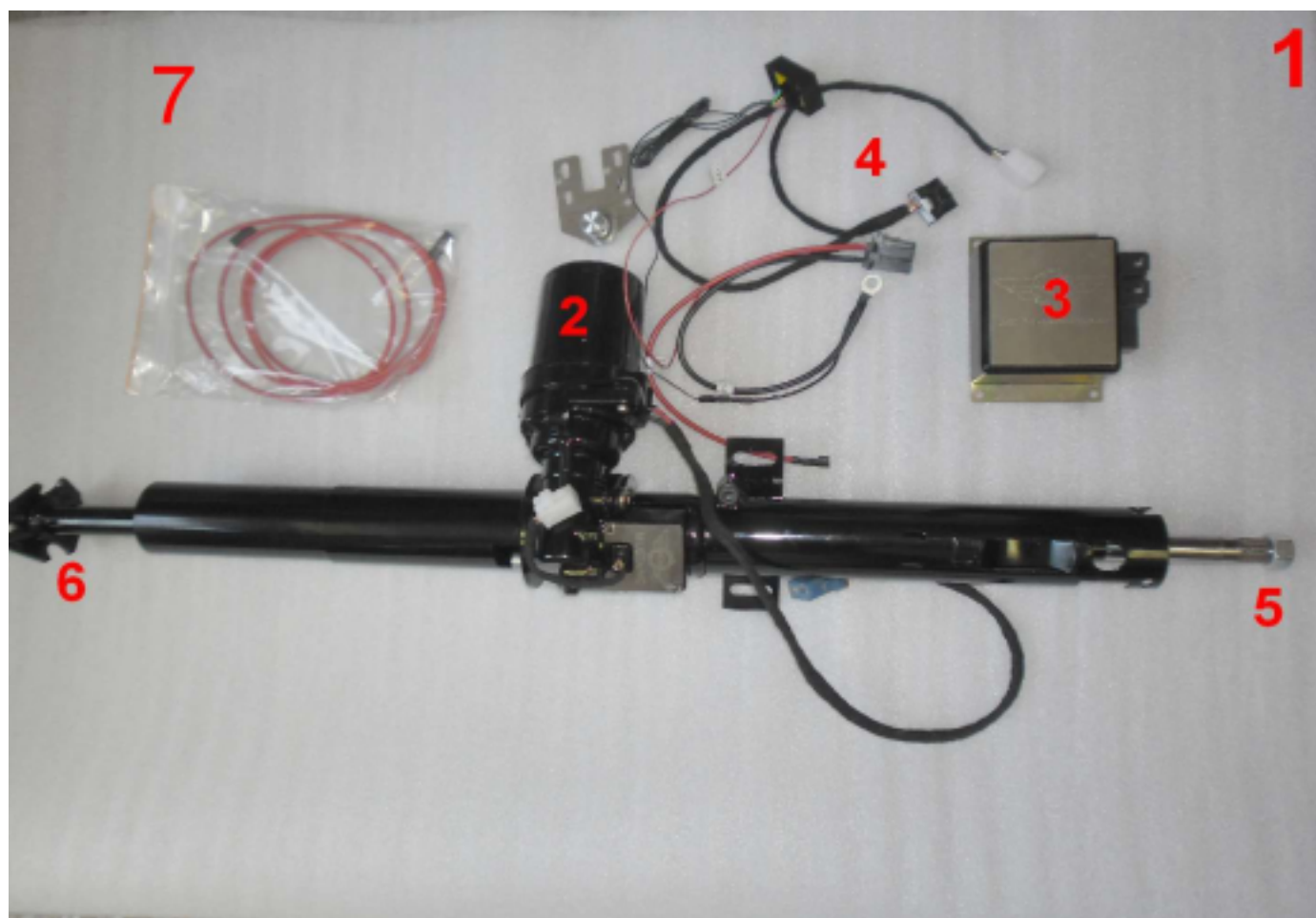


EZ POWERSTEERING



INSTALLATION MANUAL
FORD MUSTANG
1967-1969

CONTENTS



EZ-FMUST-1. EZ Powersteering, complete set

EZ-FMUST-2. Servomotor

EZ-FMUST-3. ECU

EZ-FMUST-4. Wire harness (Speed sensor is optional).

EZ-FMUST-5. Input shaft

EZ-FMUST-6. Output shaft

1. Take the car for a testdrive and check the original steering system together with all steering column switches, horn circuit, etc. If all ok, continue with the conversion.



2. Disconnect the earth cable from the battery and align the steering system to it's center position and mark this position!



3. Disconnect steering coupling.



4. Remove steering wheel.

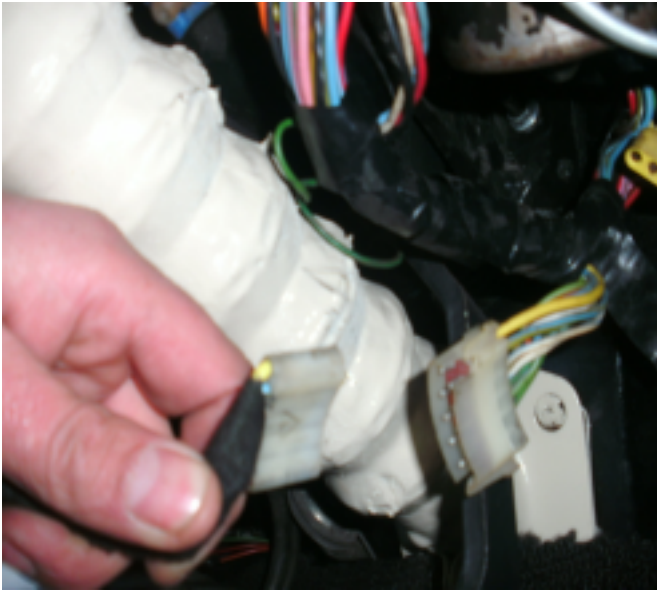


5. Remove lever from indicator light switch (it is threaded, it can be unscrewed).

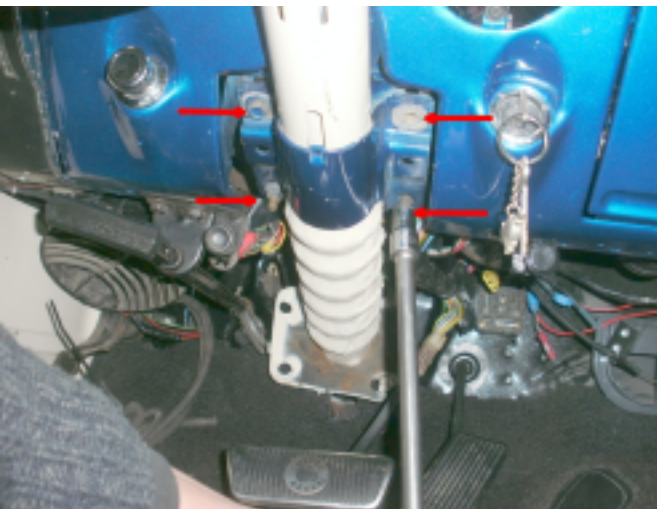


6. Remove steering column mounting plate against firewall.

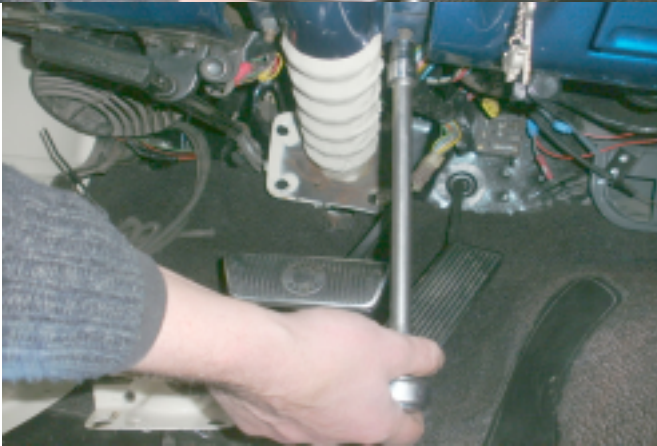




7. Disconnect connector from indicator light switch.



8. Remove mounting bolts from steering column and remove column.





9. Remove the indicator light switch from the steering column.

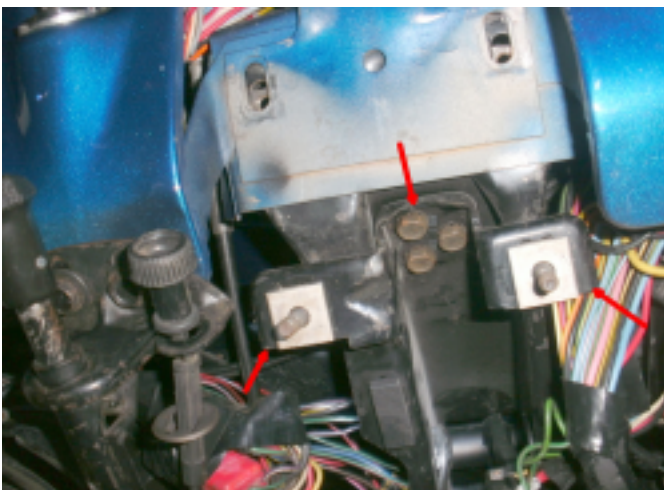


10. Remove snap ring, steering shaft and bearing.



11. Remove the "head" from the steering column.

11a. the lower bolt which is removed with the screwdriver is no longer used. The lower part will be held in place by the upper part.



12. Remove the bracket still fitted inside the car, This is mounted with 3 bolts.



13. The original rubber gasket must be fitted to the EZpowersteering column (be sure that the original mounting clamp has been fitted prior to the fitment of the gasket).

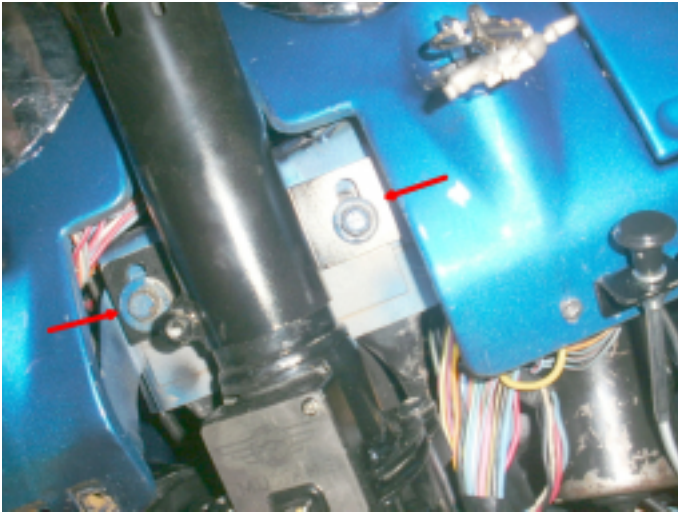


14. Slightly loosen the allen bolt (see red arrow), so you are able to turn the unit against the mounting flange.

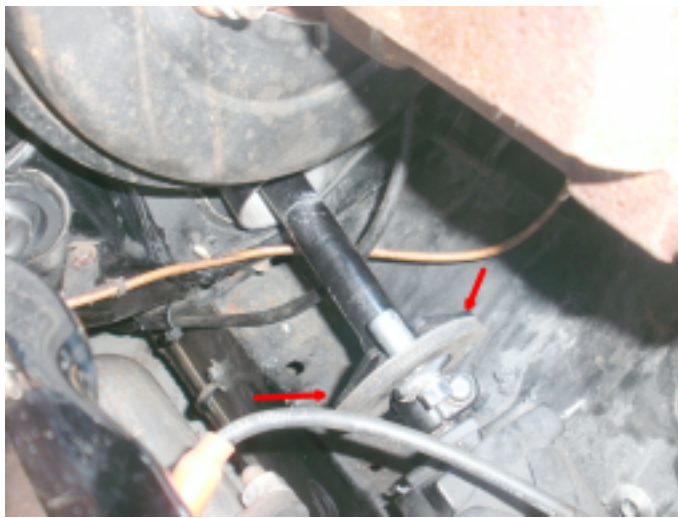


15. Install powersteering unit through the firewall.





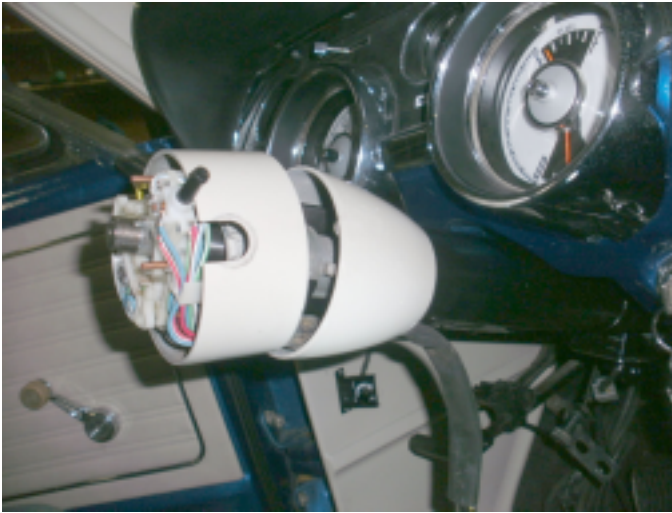
16. Mount the 2 installation bolts from the steering column (do not tighten them).



17. Refit steering coupling.



18. Fit the mounting plate against the firewall (do not tighten the bolts).



19. Refit "head" of the steering column.

19a. Like mentioned at point 11, the installation screw from the lower part is no longer needed. The top of the head will be installed and held into place due the slots at the steering column. The lower part will be held in place by the top of the head.



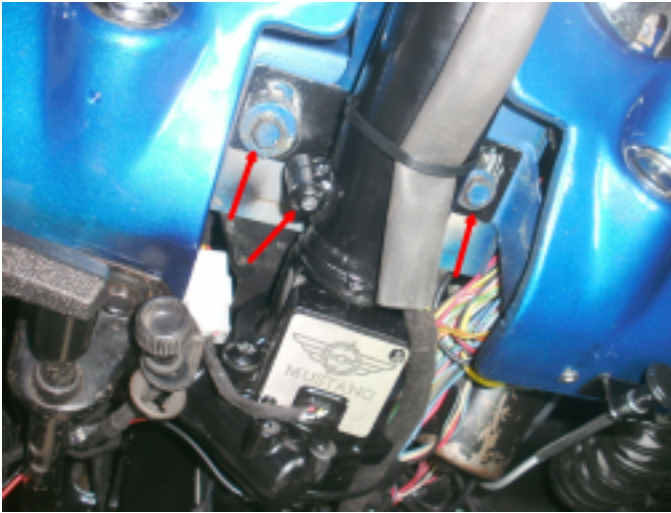
20. Fit bearing, snap ring and indicator light switch.

NOTE: when no snapping groove is available, there is no need to install the snapping. With the EZ unit it has no need to fit it, the bearing will be hold in place by the indicator switch.





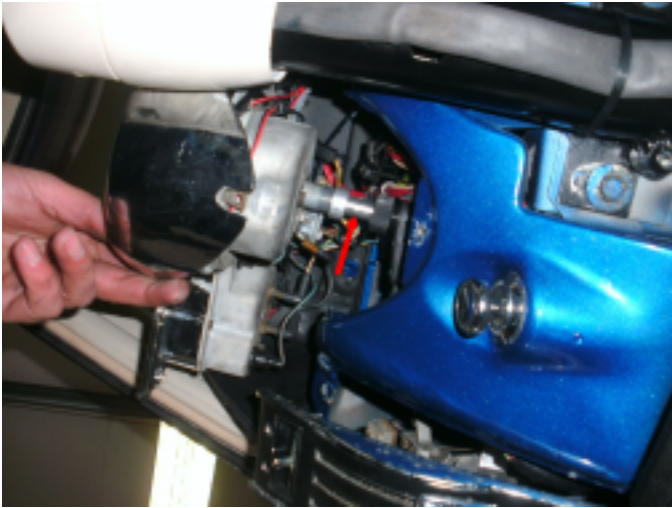
21. Temporarily install the steering wheel to measure the clearance between the steering wheel and the "head".



22. Once clearance measurement has been done, Tighten the 2 installation bolts and allen bolt. Remove the steering wheel to gain more working space.



23. Tighten the installation bolts from the mounting plate against the firewall.



24. OPTIONAL: there is the option to make the powersteering speed sensitive. In that case an speedsensor must be installed between the speedo and the cable. The lead from the sensor can be connected at the EZ harness by a connector.

25. Finish the harness installation, by connecting the thick red wire (30+) directly to the batterie + through the fuse holder. The thin red wire (15+) must be connected to a ignition switched 12V plus wire. The earth (black 31 -) wire must be connected to a suitable earth point. The speed sensor can be connected to the harness

26. Refit the steering wheel and reconnect the batterie earth cable.

27. You should hear a click from the ECU when the ignition is switched on. The system is now operational. Check the system and also check the horn and steering column switches.

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

