

EZ POWERSTEERING



INSTALLATION MANUAL
JAGUAR XK 140

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EZ-XK140-1. EZ Power Steering, complete set

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EZ-XK140-7. Collet

1. Take a test drive with the car. Check the indicator switch, the horn and the main beam switch. Check if the steering wheel self-centers. Check if the steering does not show any defects. If everything functions correct, proceed with the conversion.
2. Find an ignition switched plus and mark this. This is necessary to turn on the EZ unit. Put the front wheels in a centre position and disconnect the negative cable from the battery.



3. Remove the retaining grub screw from the steering shaft. Subsequently the steering wheel can be removed. Please note, the horn wire must be cut!



4. Remove the nut from the taper pin of the universal joint. Use a hammer with a drift to remove the pin itself.



5. Remove the cover at the bottom of the dashboard.

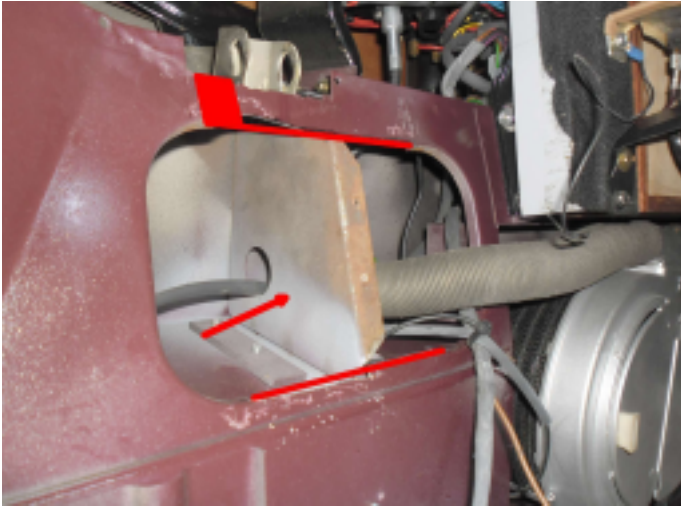
6. The steering column is mounted behind the dashboard and the firewall. Demount the retaining screws and remove the original steering column from the car.



7. To gain space for the EZ unit, it is necessary to remove excessive material. Use the template, to decide where to cut.

NOTE: this manual is for a LHD car, normally a RHD car is the mirror image from a LHD. In case from a RHD, double check with the EZ unit to decide where to cut.





8. After this, the middle piece can be adapted. Use the supplied template again to decide where to cut.



9. Use the template to cut the last piece of excessive material. It is recommended to paint the cut edges and then fit rubber edging over sides of the metal.





10. Mount the speed sensor between the speedometer and cable.



11a. Compare the original steering column with the EZ unit. A difference in length can be up to 17.5mm, this is within original Jaguar specs.



11b. See photo, at an XK140 OTS the upper mounting point is relocated compared to an coupe version. An adapter is supplied to solve this. Slide this over the EZ unit, use the original column for the right location.





12. Mount the EZ unit in the car. The mounting points from the EZ unit are fitted with clamp bolts. As a result, it is possible to turn the column in the right position. Do not forget to fasten the clamps again together with the remaining mounting bolts!



13. Fit the taper pin in the lower universal joint and fasten it! NOTE: the pin is conical, make sure it is mounted right!



14. Connect the original horn wire to the spring contact at the side of the EZ unit.



15. Find an appropriate place for the ECU and connect the wiring loom to the ECU.



16. Mount the steering wheel and connect the horn-switch with the horn wire of the EZ unit. Subsequently, mount the horn switch.

NOTE: Make sure that the collet is mounted in the right way (see picture), and don't forget the retaining grubscrew! Also watch the length of the horn wire, with regards the adjustability of the steering wheel!

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

18. Connect the thin red wire (15 -) to an ignition switched plus (see point 2).

19. Connect the black wire (31 -) to a suitable ground (negative) point.

20. Connect the speed sensor with the EZ wiring harness, make sure that the colors of the harness and sensor (brown, blue, yellow / green) are corresponding with each other.

21. Connect the ground cable to the battery -

22. When the ignition is switched on, the computer will let you hear a click. The power steering should work. After turning off the ignition will take about 3 seconds before a click is heard from the ECU. After this, the system is off. Check this.

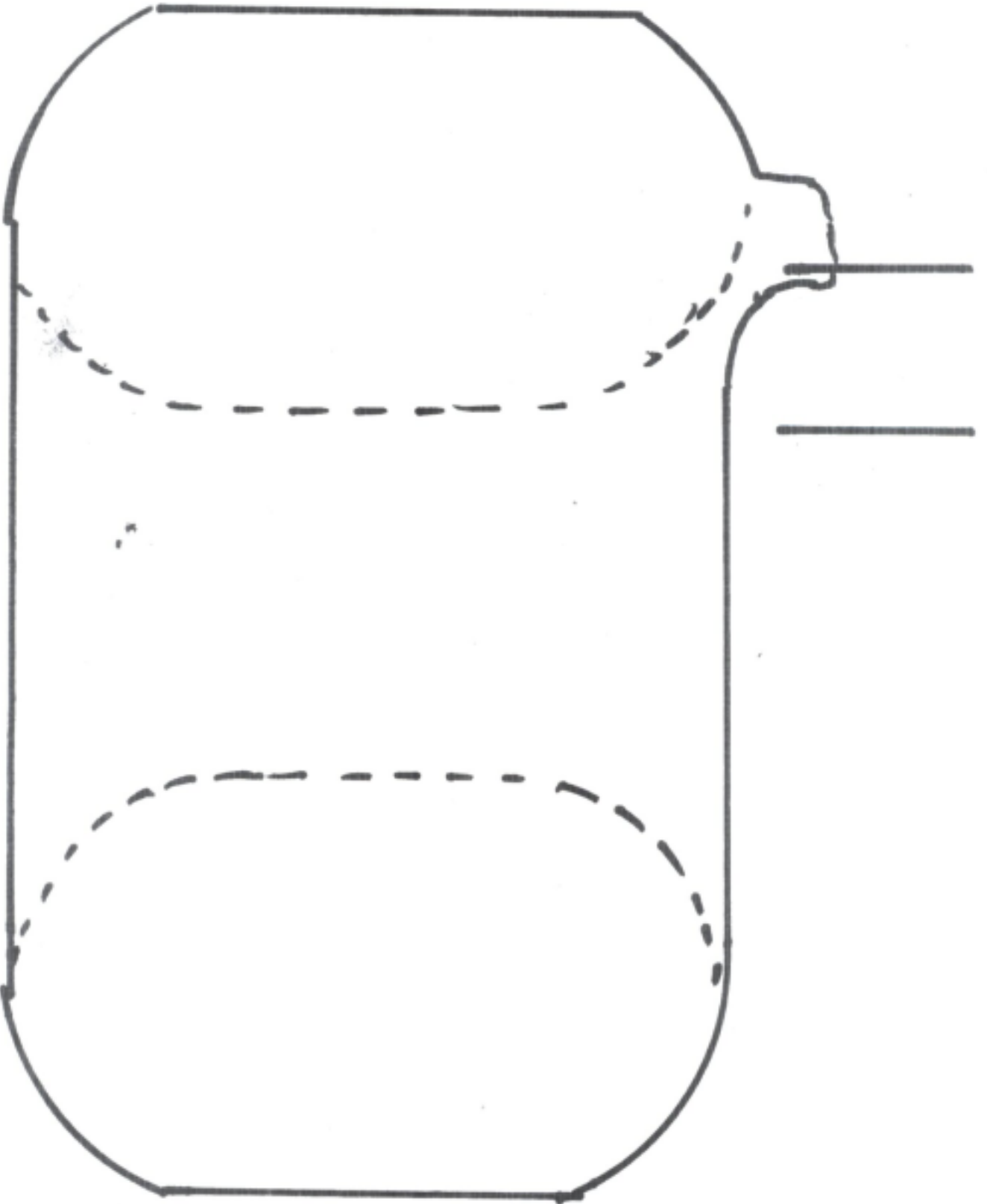


23. Install the cover under the dashboard and adjust if necessary.

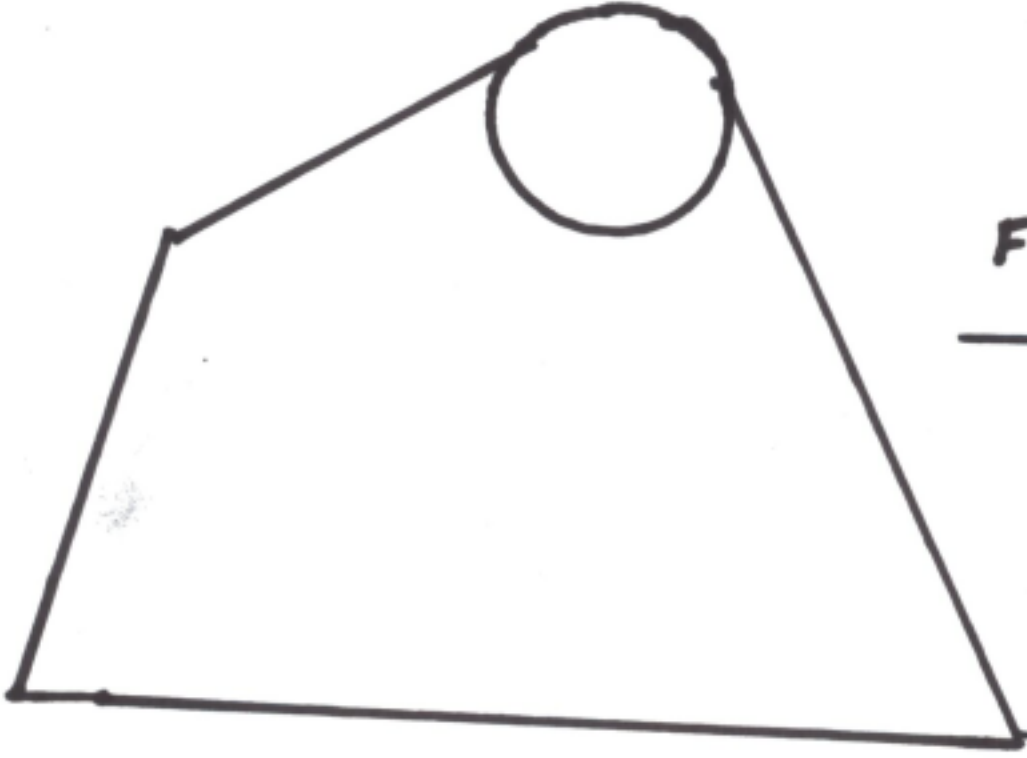
24. Take a test drive with the car and check if the power steering works.



1.



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FRONT



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