

EZ POWERSTEERING



INSTALLATION MANUAL JAGUAR XK 150

Contents



EZ-XK150-1. Complete set

EZ-XK150-2. Servo motor

EZ-XK150-3. Wire harness

EZ-XK150-4. Electric cable 6mm²

EZ-XK150-5. ECU

EZ-XK150-6. Speed sensor

EZ-XK150-7. Contact ring.

EZ-XK150-8. Output shaft

EZ-XK150-9. Input shaft.

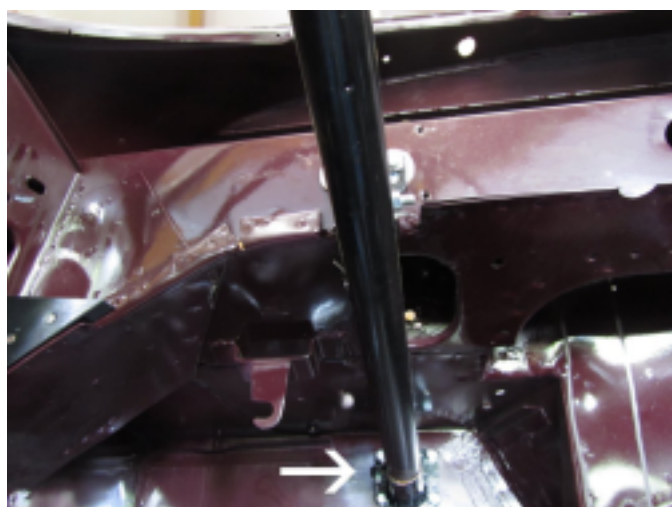
EZ -XK150-10. Washers + bolt M8x25

1. Check tyre pressure and take the car for a testdrive, check the original steering system for defects, if all OK continue with the conversion.
2. Remove the panels underneath the dashboard, the chrome molding can be removed after this.
3. Locate an ignition switched (12V) plus and label this wire. This is needed to control the EZ unit (see point 20). Allign the steering system to its center position and mark this position.

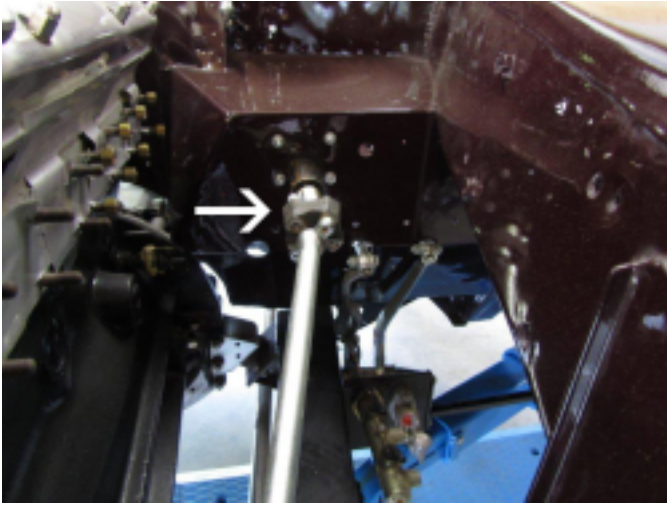


4. Remove the 3 allen bolts to remove the hornbutton, also disconnect the horn wire. Remove the indicator switch with cover. The indicator reset can be removed also.

Remove locking pin and undo the nut from the steering wheel adjustment. The steering wheel can be pulled out the steering column. watch out for the 2 conical rings. V



5. Remove the bolts from the clamp onto the firewall, also disconnect the horn wire.



6. Remove the installation bolt from the steering shaft coupling in the engine compartment.



7. Remove the upper installation bolt from the column and remove the complete column from the car.



8. To get enough clearance for the EZ unit some excessive material underneath the dashboard needs to be removed. When the EZ unit is installed the servo motor can be placed in there.

See photo and use it to determine where to cut.

It is recommended to use an isolation mat to finish the newly made opening.

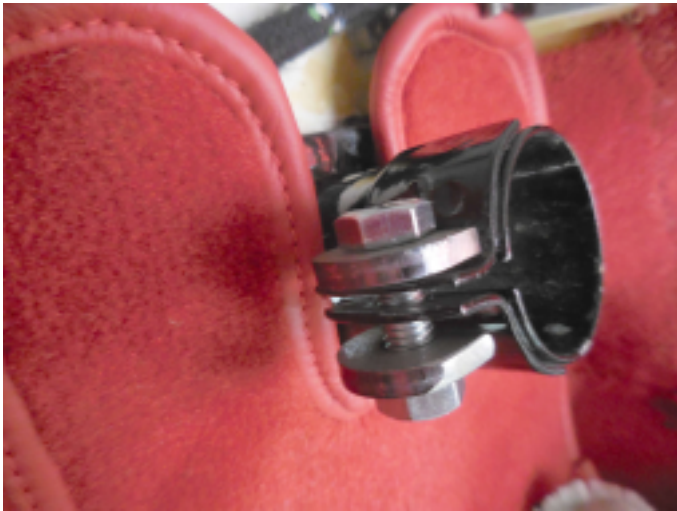




9. For the second cut, again use the foto to determine where to cut and cut out the excessive material.



10. Install the EZ unit, slide the output shaft into the steering shaft coupling, then install the upper installation bolt, do not fully tighten it yet!



11. Install the washers with bolt (8x25) at the clamp at the firewal. When the EZ unit is in the correct position tighten this bolt together with the U-joint bolt. Now tighten the upper installation bolt from the EZ unit

12. Install the steering shaft with locking screw (use lock tite) and rubber ring, install the indicator switch with reset and adjust it if needed.
13. Install the steering wheel (do not forget the 2 conical rings). Connect the horn button with the EZ unit. (be sure that there is enough lenght to be able to adjust the steering wheel).
14. Install the ECU underneath the dashboard and install the EZ harness with the ECU.
15. When there is chosen for the speed sensor option, install it at the speedometer. If the potentiometer is selected, locate a a suitable location for tit and install it.
16. Connect the original horn wire with the contact ring from the EZ unit.
17. Connect the thick red wire through the fuseholder directly with the battery plus.
18. Connect the thin red wire (15+) with an ignition switched plus (see point 2).
19. Connect the balcer wire (31-) with an suitable earth point. V
20. Connect the earth cable with the battery minus.
21. Install the panels underneath the dashboard together with the chrome molding.
22. After the ignition has been switched on there is a click noticable from the ECU. The sytem is now operational. The sytem turn off with a delayment, noticeable at the click noticable a couple of seconds after the ignition has been switched off.

23. Take the car for a testdrive and check all systems, if needed adjust the steering wheel position.

