

EZ POWERSTEERING



Installation manual
FORD MUSTANG
1964-1967

Contents



EZ-FMUST-1. EZ Powersteering, complete set

EZ-FMUST-2. ECU.

EZ-FMUST-3. Electric wire 6mm²

EZ-FMUST-4. Wire harness + controller

EZ-FMUST-5. Drilling block.

EZ-FMUST-6. Torque wrench. .

EZ-FMUST-7. Manual.

EZ-FMUST-8. Output tube.

EZ-FMUST-9. Input tube

1. Take the car for a test driven and check the original steering system for faults. When everything is OK continue with the conversion.
2. Locate an ignition switched 12V feed and label this (see point 18). Disconnect the battery earth afterwards



3. Remove the horn button and the steering wheel.



4. Unscrew the lever from the indicator switch.

Remove the 3 screws from the indicator switch, also remove the 2 installation bolts from the switch holder/cover at the top of the steering column.



5. Disconnect the connectors from the steering column.



6. Remove the upper installation bolts from the steering column.



7. Remove the installation bolts from the parkbrake bracket.

The original column can now be removed.

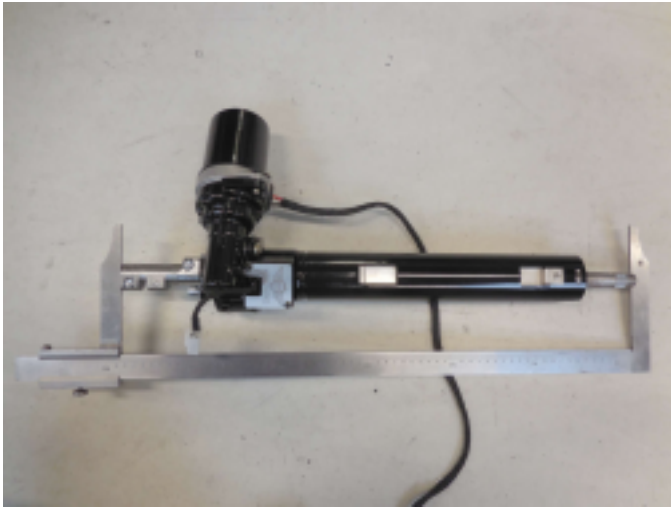


8. Remove the indicator switch from the original column and install it onto the EZ unit.

NOTE: to make the removal from the wires easier it's advisable to bend the guidance from the wires (see photo).



Do not forget to slide the lower part over the EZ column prior to the installation from the switch and wiring.

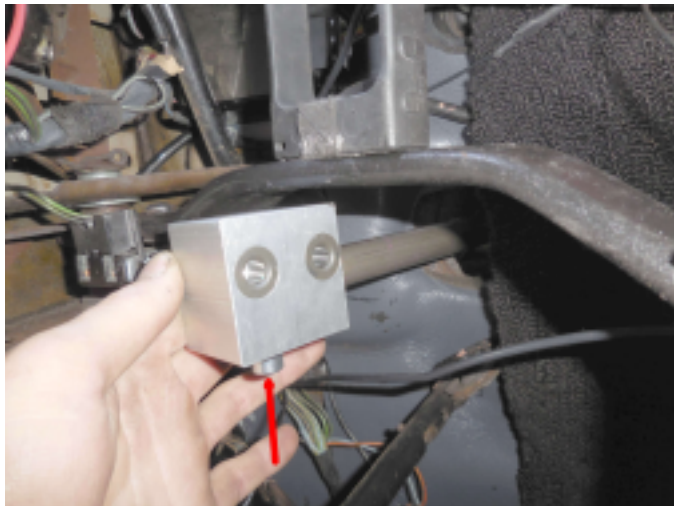


9. To determine how much there must be cut from the original steering shaft. Measure the EZ column. Measure the total length, minus the inner depth from the coupler. This is the total length which needs to be cut. Note this value.



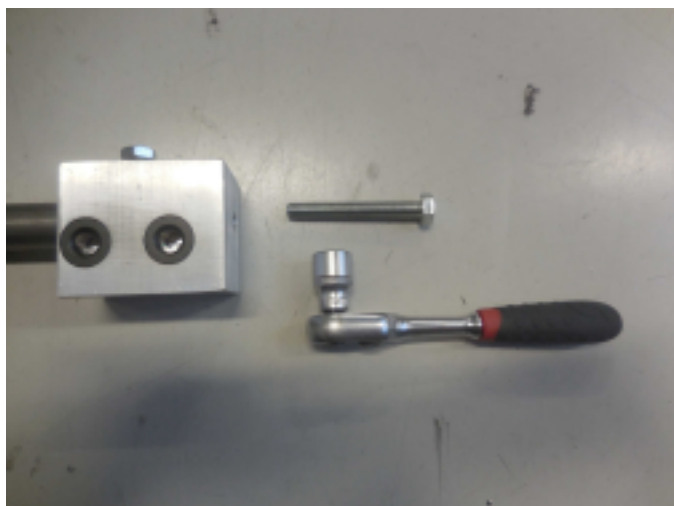
10. Measure this distance back from the top of the original steering shaft. Mark this and cut the shaft. Be sure that there will be a straight cut.

Note: Use some tape to mark the cutting line, this can also be used as a guideline during cutting.

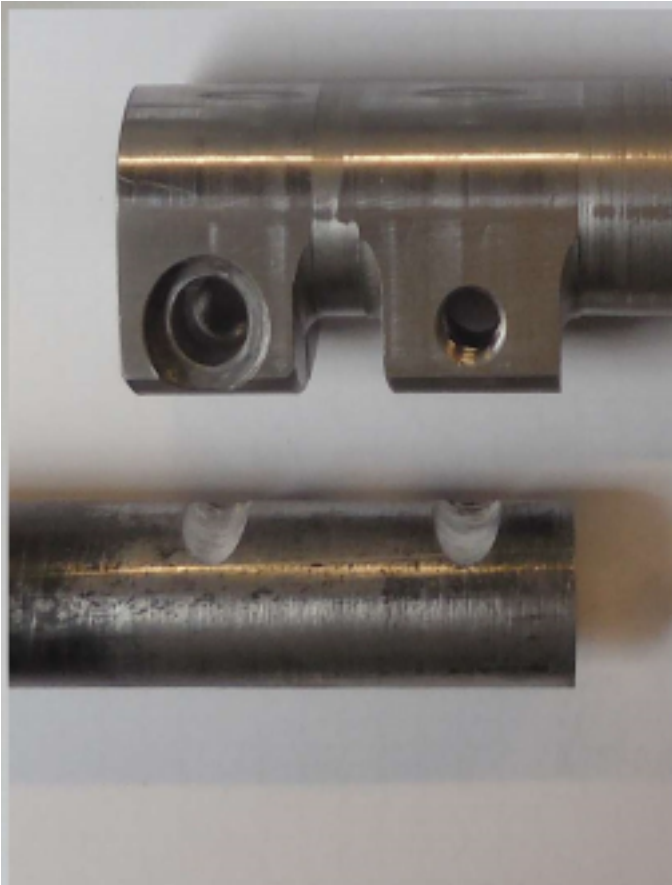


11. Slide the drilling tool over the remaining original steering shaft. Lock the tool with the bolt (red arrow). Now you can use the supplied 8.5mm drill to drill the recesses in the steering shaft.

NOTE: ensure that the steering system is fully steered to the left, this prevents unwanted rotation from the steering shaft while drilling.



- 11a. To remove the drilling tool from the shaft, there is thread tapped at the back of the tool, Use a long M8 bolt to push the tool of the shaft.



12. These recesses are needed to give enough clearance for the clamping bolts from the clamp.



13. Clean/decrease the shaft after drilling and check if the clamp can be fitted over the original steering shaft, see if the recesses are located OK to install the bolts. If all OK continue with the conversion.



14. Install both bolts and tighten them with 35NM / 26 FOOT/POUND. Do not forget the washers underneath these bolts!

Remove the output tube from the EZ unit and slide it over the original shaft with clamp.



15. Install the EZ unit into the car and tighten it. The bolt from the clamp/adaptor can be tightened through an opening in the output tube.

The original upper bracket can be reused, hand tighten this (see point 22).

Connect the original steering column connectors.



16. Locate a suitable location for the EZ ECU and install it. Connect the EZ wire harness with the ECU afterwards.

17. Connect the thick red wire (30+) through the fuseholder directly to the battery plus.
18. Connect the thin red wire (15+) with an ignition switched 12V plus (see point 2).
19. Connect the black wire (31-) with an suitable earth point.
20. Locate a suitable location for the potentiometer and install it.
21. Reinstall the parkbrake bracket.
22. Install the steering wheel with hornbutton onto the EZ column. Check the clearance between the steering wheel and column, if needed adjust it. Tighten the upper bracket afterwards (see point 15).
23. Reconnect battery earth.
24. After the ignition has been switched on there is a click noticeable from the ECU. The system is now operational. Check this. After the ignition has been switched off the system turn off with a delayment, this is noticeable by the click a couple seconds after the ignition has been switched off.
28. Take the car for a testdrive and check the steering system for functioning OK. Check the steering wheel position, adjust if needed. Be sure the indicator switch is functioning OK.

