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Power Steering Kit

Installation Instruction

- The circuit breaker should be in the positive feed line from the 12V battery to the solenoid
- The Power Steering solenoid should be activated by the ignition switch.
- The fluid reservoir must be mounted higher than the pump.
- The 3/8" pressure fitting must be crimped to the vehicles original pressure hose. This can be done at some auto parts stores or most industrial hose and hydraulic shops.
- The operating pressure can be adjusted via a 3/4" nut under the 5/8" ring return fitting. A 1/4 turn makes a substantial difference. The best way to setup the adjustment is by installing the unit and slowly backing the pressure off until the steering becomes hard on the dry pavement (while standing still), then turn back 1/8 of a turn. This will give the lowest possible current draw while maintaining sufficient pressure.
- The low brush switch can be used to turn on a small warning light. These are the small Red and Black wires coming out of the pump with the main power wires. They are "NO" (Normally Open) and Close when the brushes need replacement.
- The pump can be run at 5V at speeds over 35mph or shut off. This will reduce the power consumption but requires some electronics to accomplish.
- Minimum output pressure, 711 psi.
- Minimum voltage: 3Vdc in low load duty
- Continuous draw: 12 Amps @ 12 volts
- Examples: Above 40 mph in its stock configuration amps measured on a vehicle with a front axle load of 1675lbs. when stopped on dry pavement. Turning the steering wheel not to lock, 25amps. Lock, 55 amps. Turning while driving above 10mph, 15amps.
- By adjusting the pressure relief setting lower, the lock amps may be brought down on smaller vehicles.