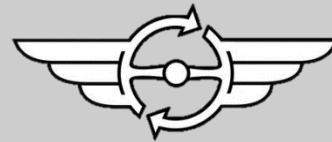


EZ ELECTRIC POWER STEERING

INSTALLATION GUIDE

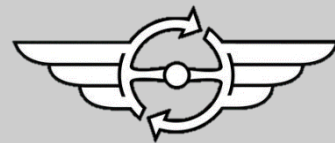
FERRARI 512 TR





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THE PRODUCT

Thank you for choosing an EZ ELECTRIC POWER STEERING product for its quality, it's performance, type approval and its straightforward assembly. Since 2006 we have been manufacturing complete steering columns with integrated electrical assistance. All columns are tailor made for each type of car and we have over 200 different types in stock. For more information about our products (power steering systems and replica steering wheels) or to place an order, visit our website

www.ezpowersteering.com or send an e-mail to info@ezpowersteering.nl. If you have any questions of a technical nature please contact workshop@ezpowersteering.nl.

Version C1.1

Date 13-01-2022

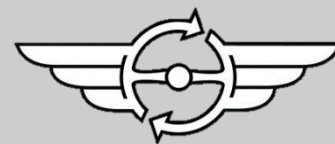
This installation manual must be read very carefully to avoid mistakes.

Check if all parts are present in the kit using the picture in the manual.

Compare the EZ Power Steering Column with the original column. Examine if the sizes are similar.

If you do not have the skills or tools to carry out the installation, then have a professional fit the kit for you.

EZ Power Steering cannot be held accountable for a faulty installation or damages to the kit or vehicle.



OVERVIEW OF THE KIT



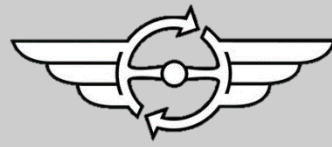
EZ-FTR-1. EZ Power steering complete set + Output adapter

EZ-FTR-2. EZ unit

EZ-FTR-3. Input shaft

EZ-FTR-4. Wire harness with controller

EZ-FTR-5. ECU



INSTALLATION

Step 1.

Check the tire pressure and take the car for a test drive. Check the original steering system for any faults. As long as everything is functioning correctly, continue with the conversion.

Step 2.

Locate an ignition-switched 12V plus wire and label it. This is needed to control the EZ unit (see step 15). Disconnect battery earth. Align the steering system to its center position and mark this position on the steering shaft at the firewall.

Step 3.

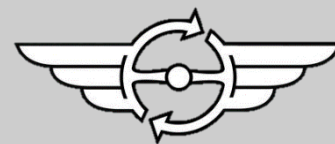
Remove the bolt from the upper U-joint in the steering column.

Step 4.

Remove the bolt from the steering shaft at the firewall.

Step 5.

Remove the steering shaft with the upper U-joint.



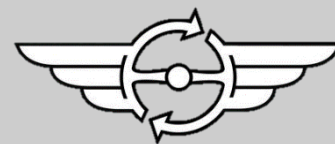
Step 6.

Install the EZ adapter at the original steering shaft in the car.



Step 7.

Check that the EZ adapter is pushed far enough onto the steering shaft. Install the bolt afterwards (do not tighten it yet).



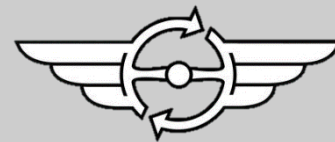
Step 8.

Install the two upper brackets on the original mounting points. Do not tighten them yet.



Step 9.

Install the EZ unit on the previous installed adapter. Do not tighten the bolt yet.



Step 9a.

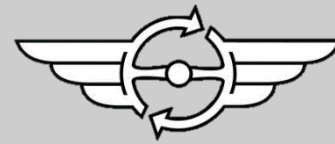
Install the EZ unit in the upper brackets using the supplied bolts, nuts, and washers.



Step 10.

Install the EZ input shaft. If needed, loosen the nut so that the shaft length can be adjusted - this makes for an easier installation. Check the alignment from the red dots on the shaft prior to installation.

Watch the steering wheel position during installation.

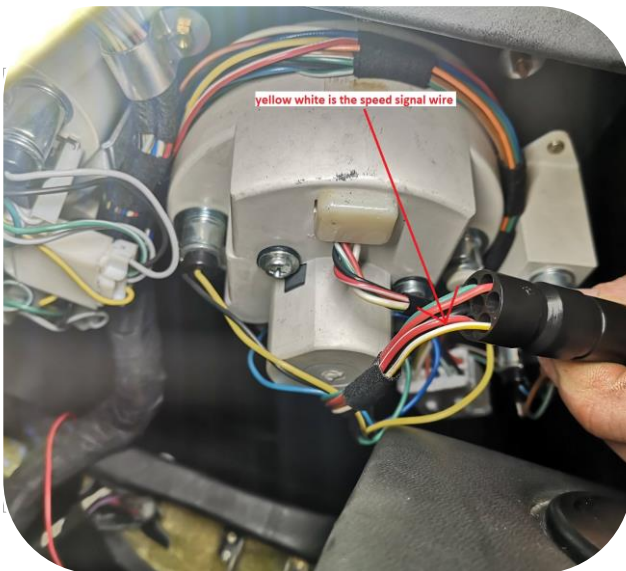


Step 11.

Now it is time to tighten ALL bolts and nuts from the adapter, brackets, and input shaft. Once all of these have been tightened, tighten the nut onto the input shaft.

Step 12.

Locate a suitable location for the ECU and install it. Then, connect the EZ harness to the ECU.



Step 13.

Connect the red/black wire from the EZ harness with the yellow/white wire from the car. This is the speed-signal from the car, it's fitted at the back of the speedometer.

Step 14.

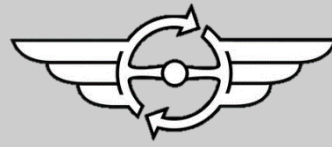
Connect the thick red wire (30+) through the fuse-holder direct with the battery plus.

Step 15.

Connect the thin red wire with an ignition switched plus (see step 2).

Step 16.

Connect the black wire (31-) with a suitable earth point.



Step 17.

Reconnect the battery earth. Once the ignition is switched on, a clicking noise should be audible from the ECU. This means that the system is operational. Check this, as well as the function of the steering column switches.

Step 18.

Check that the steering turns freely and that the steering lock is functioning correctly. Then, take the car for a test drive and recheck all systems.