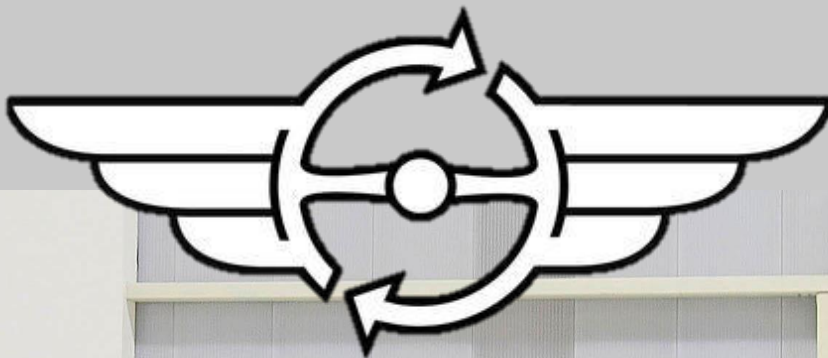
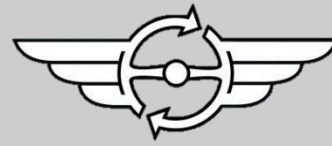


EZ ELECTRIC POWER STEERING INSTALLATION GUIDE

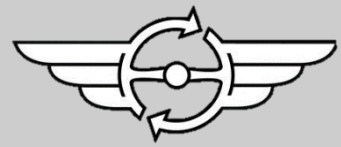
JAGUAR E-TYPE SERIES II (1969-1971)





CONTENTS

1. THE PRODUCT _____	3
2. OVERVIEW OF THE KIT _____	4
3. INSTALLATION _____	5



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

Version C1

Date 28/3/19

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.

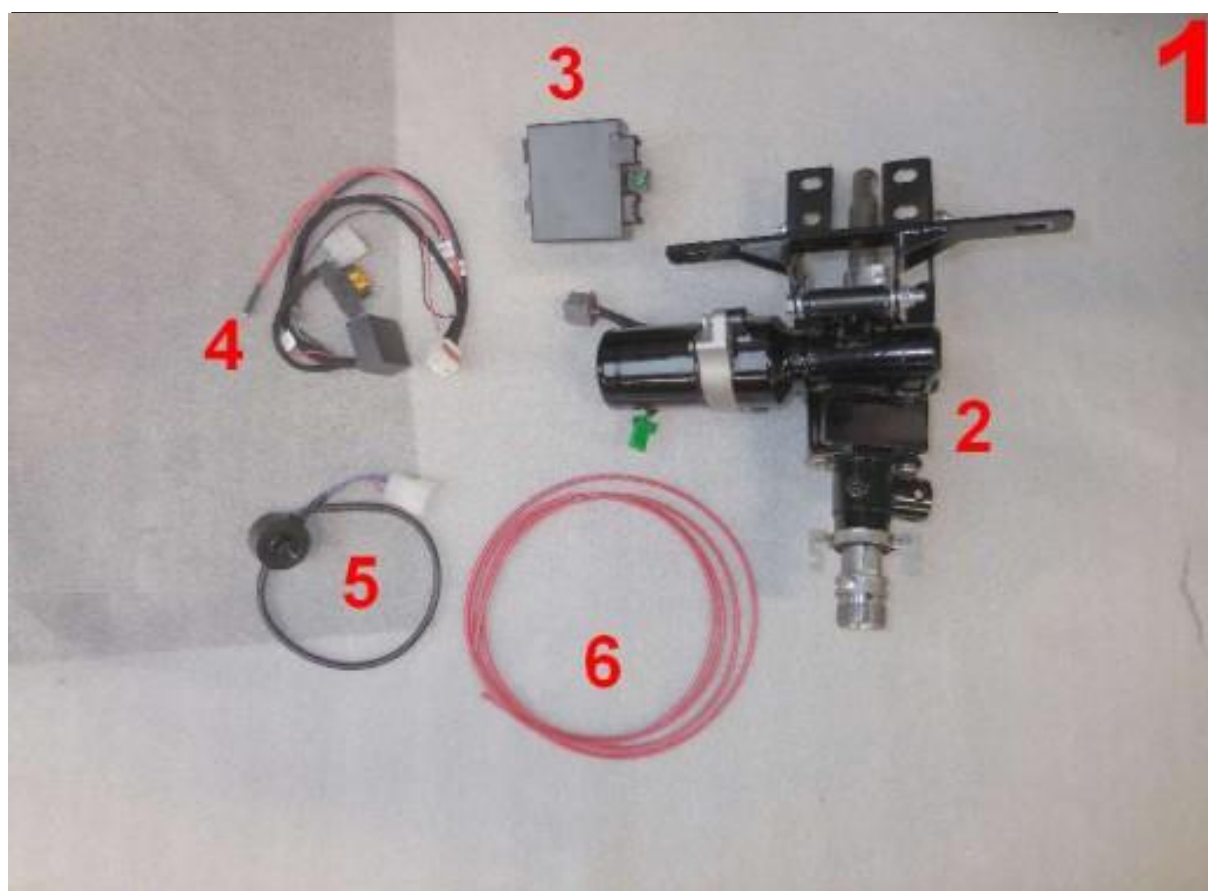
Compare the EZ Power Steering Column with the original column. Examine if the sizes are similar.

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

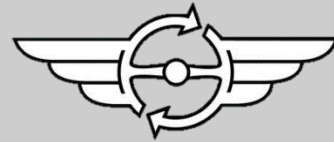
EZ Power Steering cannot be held accountable for a faulty installation or damages to the kit or vehicle.



OVERVIEW OF THE KIT



- EZ-JAGES2-1. Complete kit
- EZ-JAGES2-2. EZ unit
- EZ-JAGES2-3. ECU
- EZ-JAGES2-4. 6mm² electric wire
- EZ-JAGES2-5. Speed sensor
- EZ-JAGES2-6. Wire harness



INSTALLATION

Step 1.

Take the car for a test drive and check the original steering system for defects. If everything is functioning correctly, continue with the conversion.

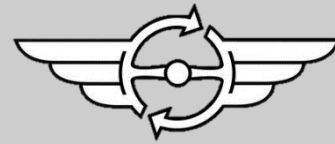
Step 2.

Find an ignition switched 12v plus and label this wire. This is needed to control the EZ unit (see step 18). Disconnect battery earth afterwards. Align the steering system to its center position.



Step 3.

Remove the steering wheel.



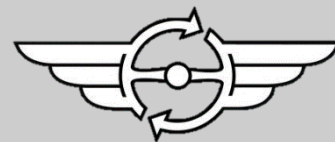
Step 4.

Remove the indicator switch from the original steering column.



Step 5.

Remove the ignition lock from the original steering column.



Step 6.

Remove the upper part of the dash.



Step 7.

Remove the mounting bolt from the lower U-joint.



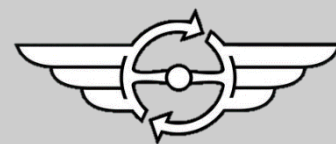
Step 8.

Remove the 4 mounting bolts from the upper mounting bracket underneath the dash.



Step 9.

Remove the complete steering column, with the bracket, from the car. The U-joint stays in the car.



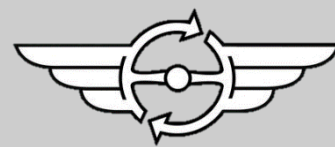
Step 10.

Remove the electric motor from the EZ unit and install the unit in the car. Slide it into the U-joint first. Do not tighten the bolts yet.



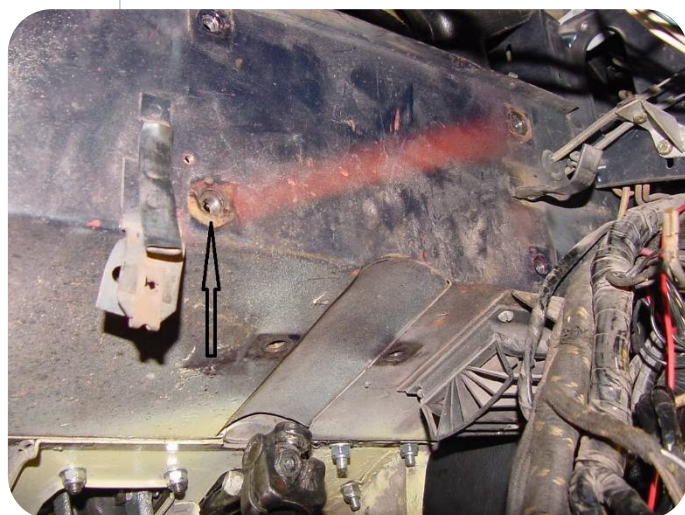
Step 11.

The upper mounting bolts are reachable through the top, now that the upper dash has been removed. When the column is located/aligned correctly, tighten ALL mounting bolts, including the U-joint and output shaft.



Step 12.

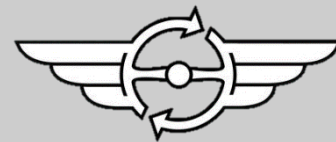
Mount the EZ ECU in the car. For the left hand drive cars this is possible on the original bracket like in the picture.





Step 13.

Install the electric motor back on the EZ unit.



Step 14.

Install the indicator and ignition switches on the EZ unit.

Step 15.

Reinstall the steering wheel.

Step 16.

Connect the EZ harness with the ECU.

Step 17.

Connect the following wires:

- Connect the thick red wire (30+) through the fuse holder directly with the battery plus.
- Connect the thin red wire (15+) with an ignition switched plus (step 2).
- Connect the black earth cable (31-) with a suitable earth point
- Connect the speed sensor with the F7 harness

Step 18.

Reconnect the battery earth. Once the ignition has been switched on, there should be a noticeable click from the ECU. This means that the system is functioning correctly. The system turns off with a short delay, noticeable by the same clicking noise after the ignition is turned off.

Step 19.

Reinstall the upper section from the dashboard. Check the function from the steering column switches and then take the car for a test drive and recheck all systems.