

Electric Power Steering Installation

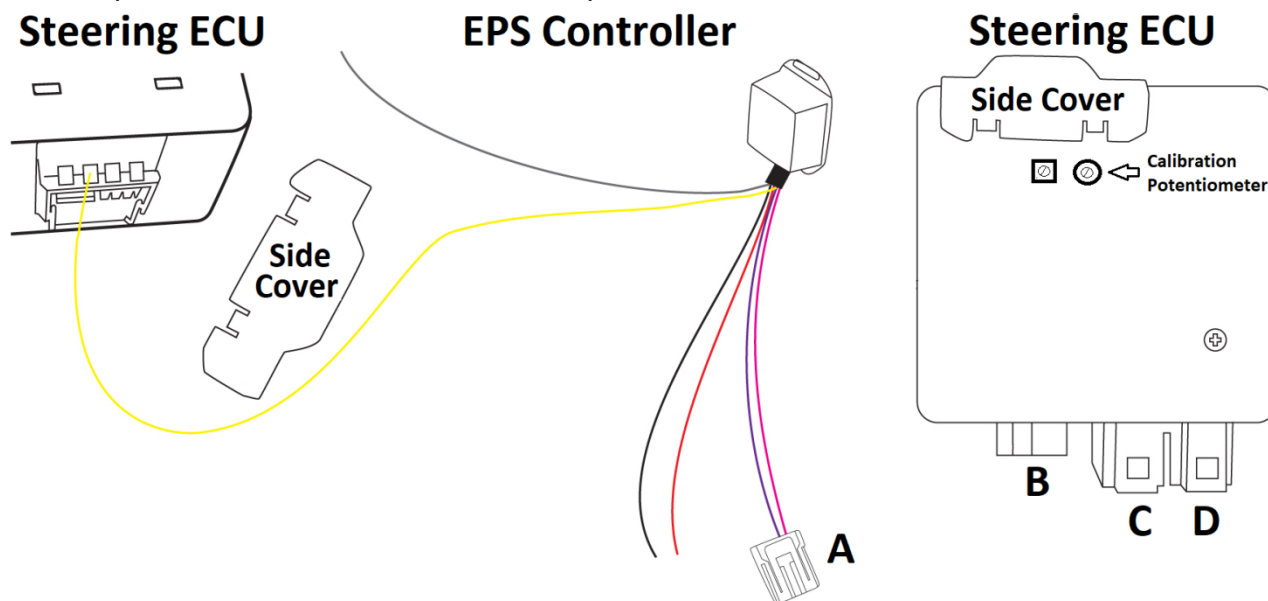
Automatic EPS Controller

2002-07 Saturn Vue / 2005-06 Chevrolet Equinox



Please read before you begin:

- Review the [BestPractices.PDF](#) at www.ePowerSteering.com under Installation. It is regularly updated. You can also find other parts at our online store at www.ePowerSteering.com/purchase.
- We highly recommend that you mount the Steering ECU where it can be protected from the weather, but do not totally enclose it in a box. Mount it directly to bare metal to act as a heat sink.



- The plug labeled 'A' with a pink and purple wire gets connected to the Steering ECU receptacle labeled 'B'.
- The red wire going out of the EPS Controller gets connected to an ignition switched 12V power supply.
- The black wire going out of the EPS Controller gets connected to a ground point. Closest chassis ground is recommended.
- There is a yellow wire going out of the EPS Controller. You must connect it to the torque sensor. First unscrew the small screw that secures the cover plate. Then remove the cover plate. You will now see the torque sensor connections. There are 4 connections. Solder the yellow wire from the EPS Controller to the second connection of the torque sensor (counting left to right) as seen in photo above.
- The receptacle labeled 'C' on the Steering ECU is where you connect the black power plug. The red wire should be connected to the positive side of a 12V battery. The use of a 50 or 60 AMP fuse is recommended between the battery and power plug. The black wire should be connected to a ground. We recommend that for these two connections you should use a 10AWG wire or larger.
- The receptacle labeled 'D' on the Steering ECU is where the blue plug from the electric motor is connected.

Assistance Settings:

With this new Automatic EPS Controller, you don't need to adjust the steering assistance level. It will adjust by itself depending on the force you apply on the steering wheel. However, we have three different set ups available for you. You must choose one of them, depending on your car and your driver preferences. We recommend you to start with the Default Mode. Then, after driving your car if you wish to have more or less steering assistance, you should try a different Mode.

- **Default Mode:** Gray wire disconnected. Isolate the end of the wire.
- **Less Assistance Mode:** Connect the gray wire directly to ground.
- **More Assistance Mode:** Connect the gray wire to a 100K Resistor and then connect the resistor to ground.

Additional Information:

- When you turn the ignition ON, you will hear the relay on the Steering ECU click on. One single click. If you hear it double click, there is something incorrectly installed or not functioning properly.
- The steering can feel slightly softer to turn left than right (or the opposite). There is a Calibration Potentiometer on the Steering ECU to adjust this. It is accessible under the round hole in the Steering ECU cover. You may need to peel back the cover sticker to gain access. It is EXTREMELY sensitive. Make very small adjustments if you feel that the calibration is off.