

Electric Power Steering Installation

Honda EG, EK, Integra DC2



Please read before you begin:

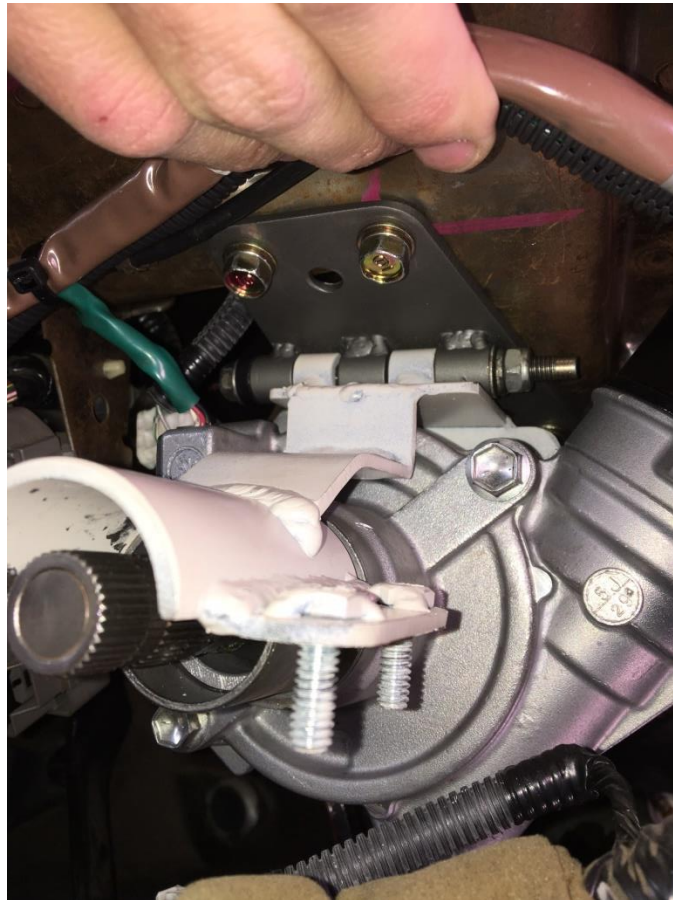
- Review the [BestPractices.PDF](#) at www.ePowerSteering.com under Installation. It is regularly updated. Other parts can be found at our online store at www.ePowerSteering.com.
- These instructions assume that one already has a basic mechanical understanding of the steering column assembly in the above mentioned vehicle and knows how to remove the column, including the combination switch assembly, covers and air bag.



- The picture above shows what is included and how the entire EPS System will arrive.
 1. Steering ECU
 2. Motor Assembly
 3. Lower Steering Shaft
 4. EPS Controller
 5. Power Harness
 6. Upper Column Assembly
- This kit has been re-designed to connect the **Steering ECU** directly to the battery. Run the **Power Harness** from the engine compartment through the firewall. Route it safely making sure that the wires will not be pinched or exposed. Don't plug into the **Steering ECU** until the steering column is mounted under the dash. Once the **Power Harness** is through the firewall, install the grey plug on to the **Power Harness**. Match colored wires and orientation of the **Power Harness** to connectors as the Electric Motor plug.

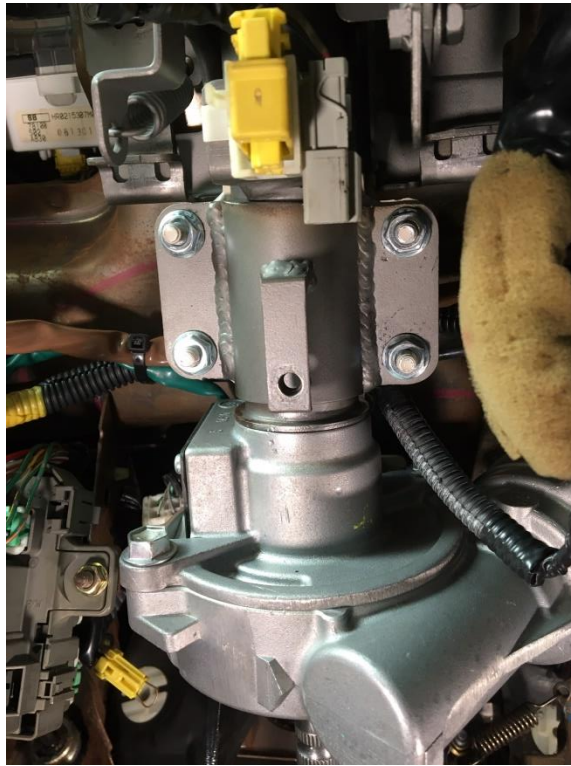


- Install the **Adjustment Knob** in a convenient place that can be reached while driving. See above for an example.

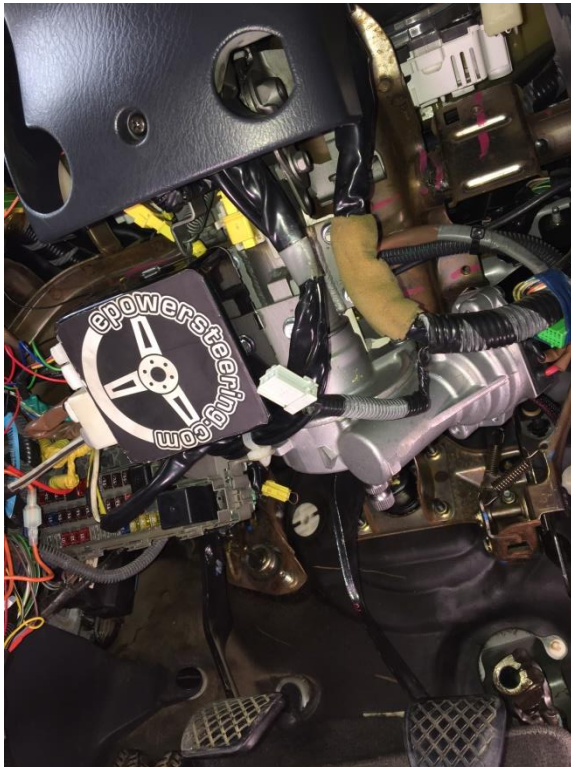


- Mount the **Motor Assembly** under the dash using the same bolts that the OEM steering column center support used. The hinged bracket is designed to be used for the EG, EK and DC2 vehicles. Keep the rear bolts loose until you have allowed clearance around the electric motor. Once the hinged bracket bolts are secured and the motor is cleared around the motor, you can then tighten the bolts behind the motor bracket.

- Rotate the **Upper Assembly's** steering shaft so that the set screw is aiming down. Remove the set screw. Slide the **Upper Column Assembly** onto the **Motor Assembly's** shaft and up through the (2) OEM steering column retaining bolts. Ensure that the hole for the set screw is between the gap on the steering shaft. Tighten the set screw. You may want to use Loctite or similar product. Using the (2) OEM steering column nuts, tighten the **Upper Column Assembly** into place.



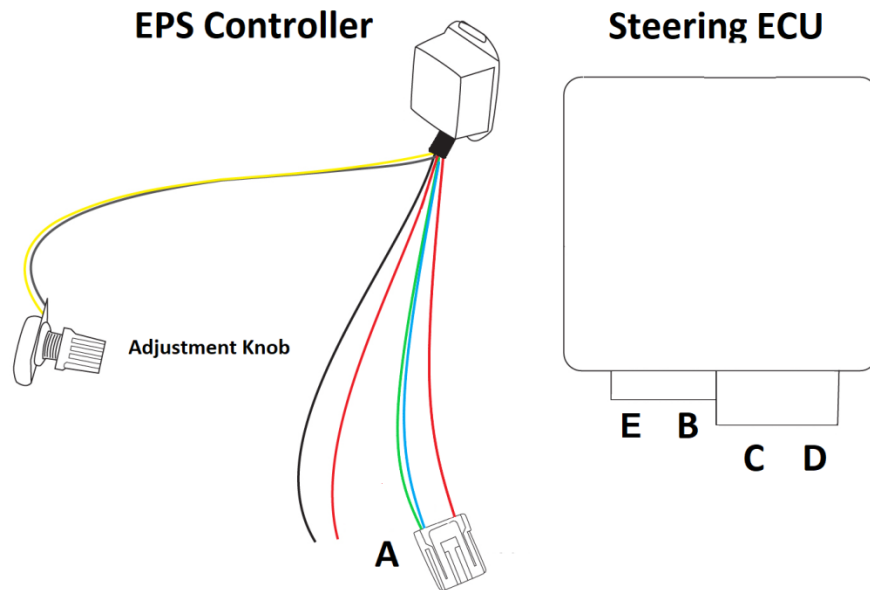
- Remove the **Steering ECU** from the other half of the round tube. Using the (4) Nylock M6 nuts, clamp the **Upper Column Assembly** to the **Motor Assembly**.



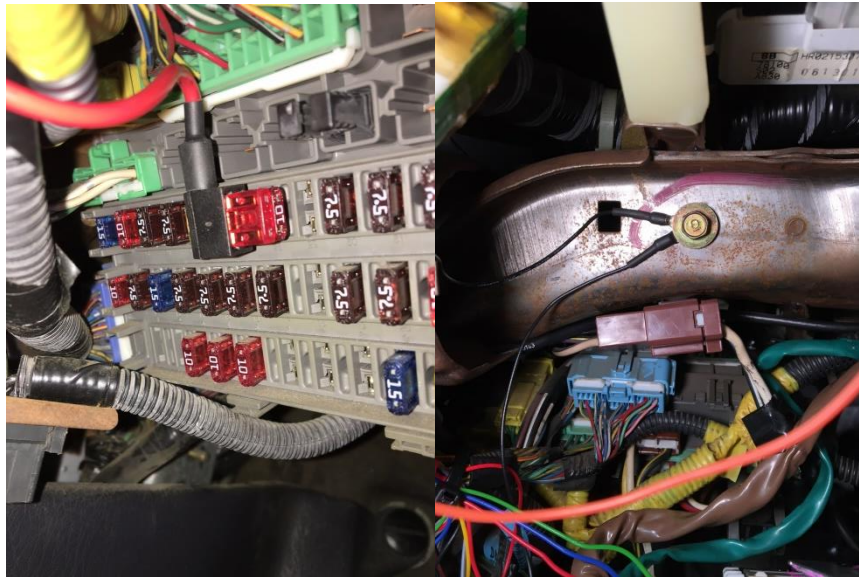
- Mount the **Steering ECU** back on the other half of the round tube.



- Attach the **Lower Steering Shaft**. First onto the OEM u-joint, then onto the **Steering Assembly**.



- The plug labeled '**A**' gets connected to the **Steering ECU** receptacle labeled '**B**'.
- The red wire with the fuse tap from the **EPS Controller** gets connected to an ignition switched 12V power supply. See the following pictures.
- The black wire from the **EPS Controller** gets connected to a ground point. See the following pictures.
- The small plug (sensor plug) from the Motor Assembly get connected to the receptacle labeled '**E**'.



- The receptacle labeled 'D' on the **Steering ECU** is where the power plug is connected.
- The receptacle labeled 'C' on the **Steering ECU** is where the plug from the electric motor is connected.
- Install the 60AMP fuse into the **Power Harness**.

Basic System Verification:

- Turn Adjustment Knob fully counterclockwise (left).
- Turn Ignition ON. You should hear the relay click on once.
- Turn the Adjustment Knob slowly clockwise. While you turn the Adjustment Knob you must wait for the **Steering ECU** to adjust the steering assistance level. The amount of assistance is not immediately felt. It may take a few seconds for the assistance to change.

Adjusting Steering Assistance:

- If you turn the Adjustment Knob fully counterclockwise (left) you will have minimal steering assistance.
- If you turn the Adjustment Knob fully clockwise (right) you will have the maximum steering assistance.
- Between these two points you have various intermediate steering assistance levels.
- There is no off.