

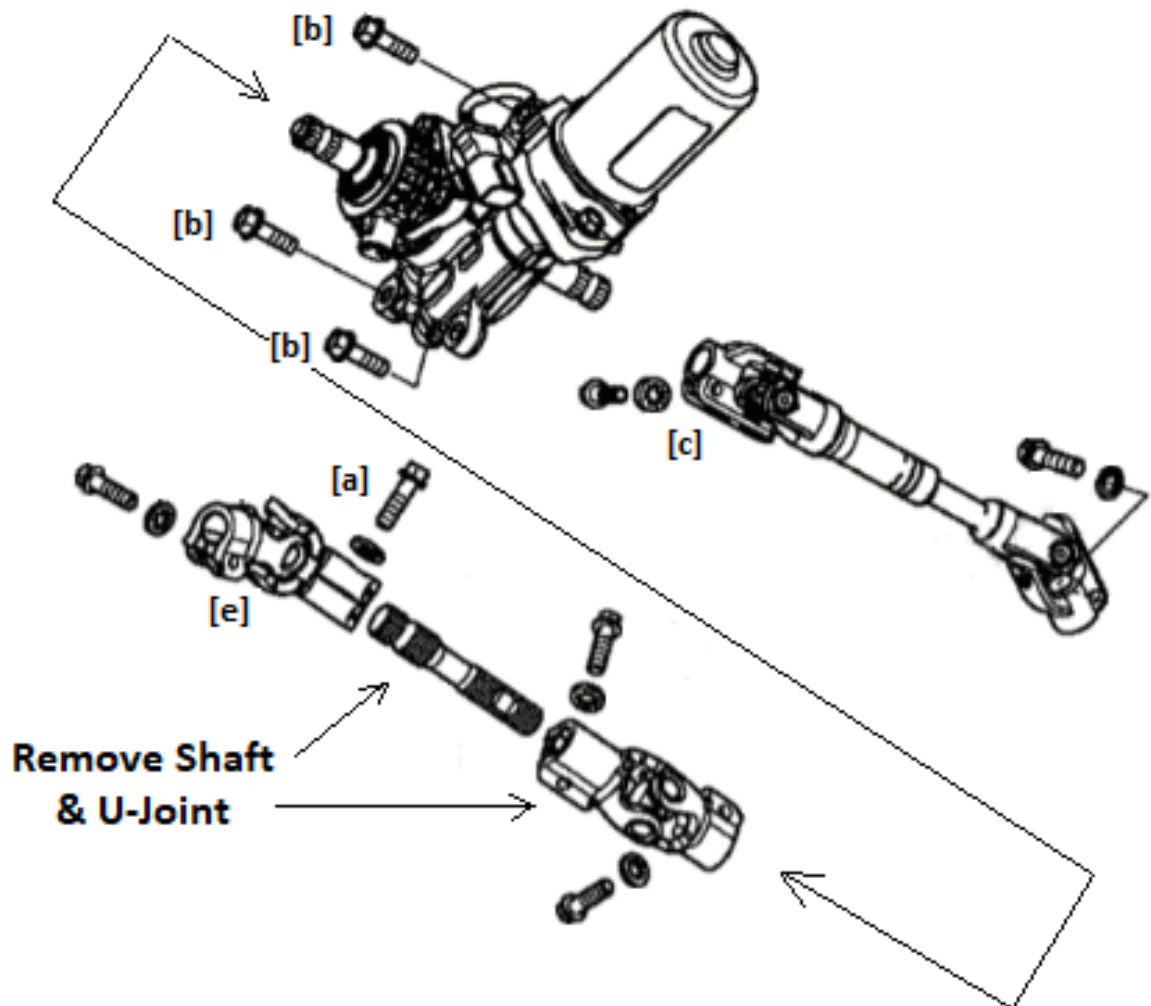
Electric Power Steering Installation

Honda Talon Kit



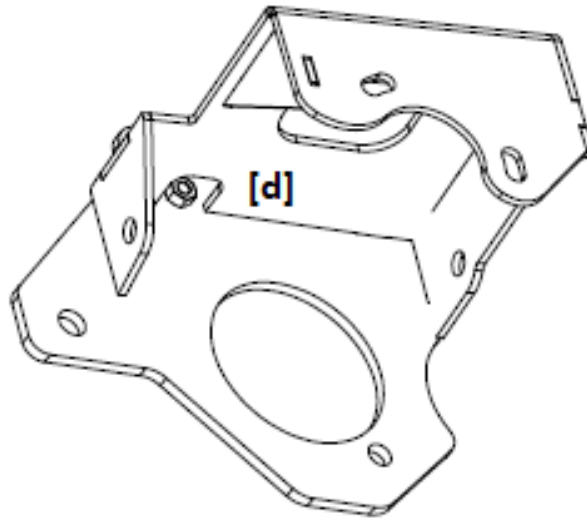
Please read before you begin:

- Review the [BestPractices.PDF](#) at www.ePowerSteering.com under Installation Resources. It is regularly updated. You can also find other parts at our online store at www.ePowerSteering.com.
- We have created an installation video. You can find it on our YouTube channel: ePowerSteering.
- Locate and connect the additional positive wire (Red) in the battery box to the positive terminal on the battery. It will be tucked away behind some other wires. It will have blue tape covering the end.
- For the next few steps, refer to the below diagram. The parts are noted by these - [].

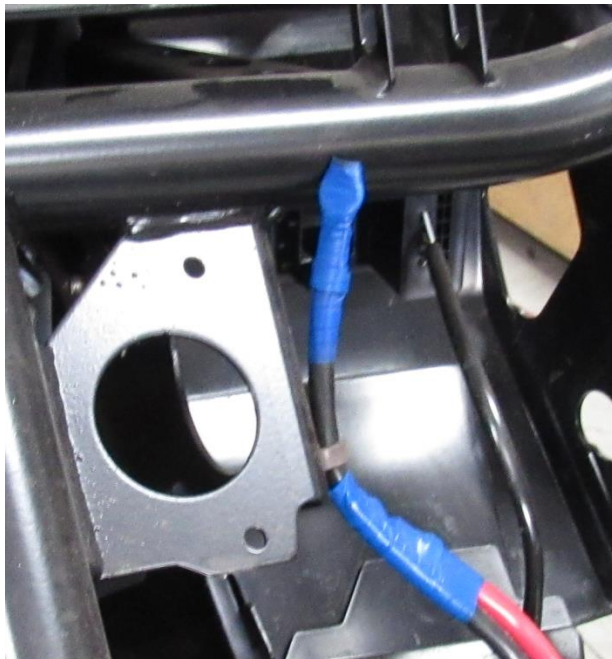


- Remove the bolt [a] from the lower side of the top u-joint [e]. Loosen the bolt on the steering shock. Remove the 2 side bolts on the steering column sub-assembly.
- Remove the 3 bolts [b] that hold the Honda steering unit to the chassis.
- Disconnect the upper u-joint [c] from the bottom of the Honda steering unit.
- Remove the Honda steering unit.

- Install the lower ePowerSteering steering shaft on the lower side of the ePowerSteering unit. Ensure to lock the set screw in place.
- Mount the ePowerSteering unit onto the Honda Chassis in the same location. Use (2) of the Honda bracket bolts [b] and the (1) provided M6x1.00X25mm bolt to secure the bracket into place. The provided bolt goes through the bottom side of the chassis and locks into place with the nut welded [d] onto the ePowerSteering bracket. See below.



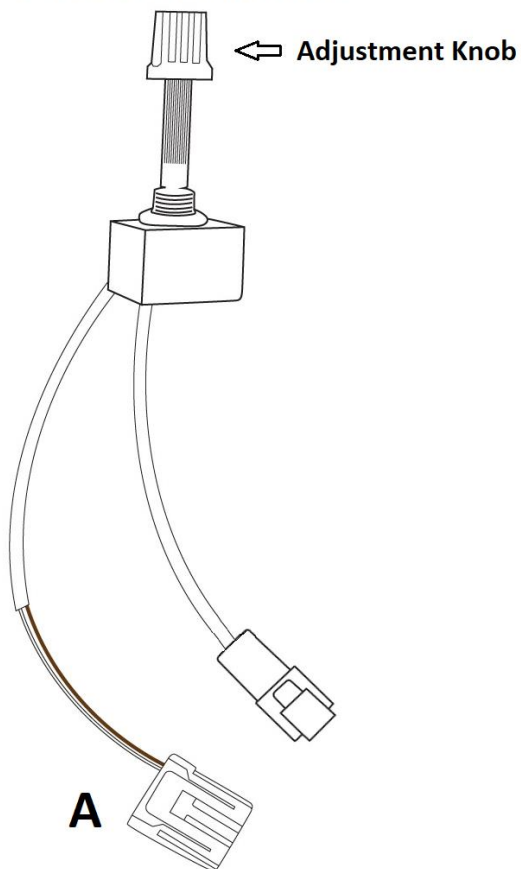
- Reconnect the lower Honda u-joint [c] to the lower ePowerSteering shaft.
- Install the upper ePowerSteering shaft between the Honda u-joint [e] and the upper side of the steering unit. Ensure to lock the set screw in place.
- Reconnect the Honda upper steering assembly. (Listen to this section of the installation video).
- Install the side bolts and tighten the steering shock bolt.
- Install power and ground terminal studs to the location below. Use 2 of the existing holes. Drill 1 more hole for each stud's mounting feet.



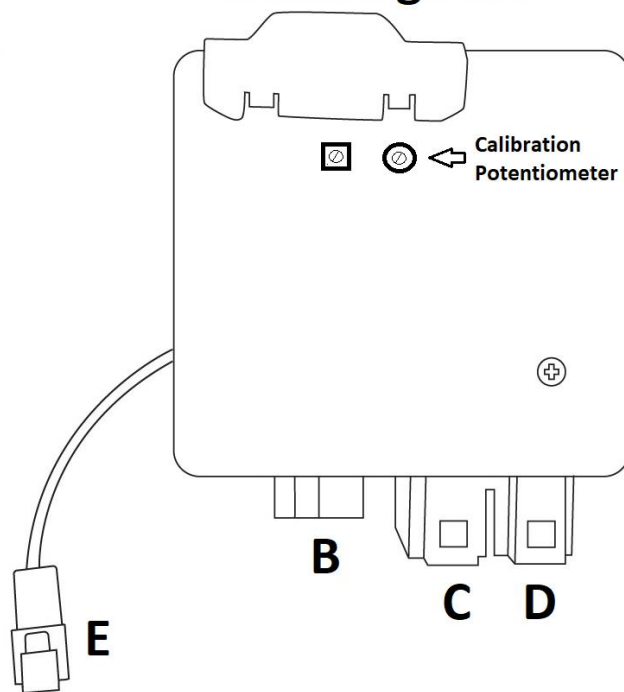
- Install the ECU mount onto the center of the horizontal chassis tube under the most forward part of the dash using the included hose clamps. See below.



EPS Controller

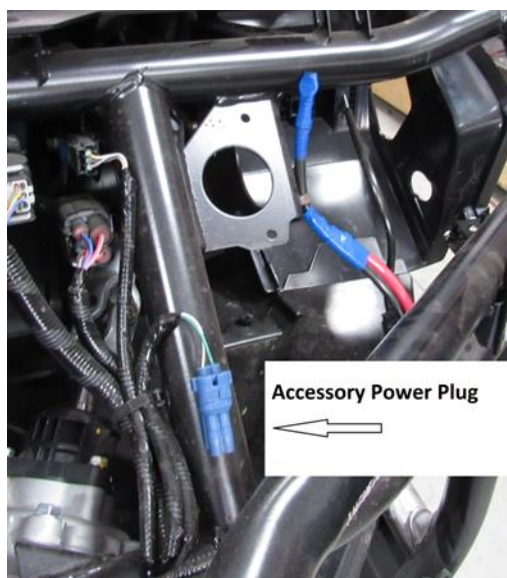


Steering ECU

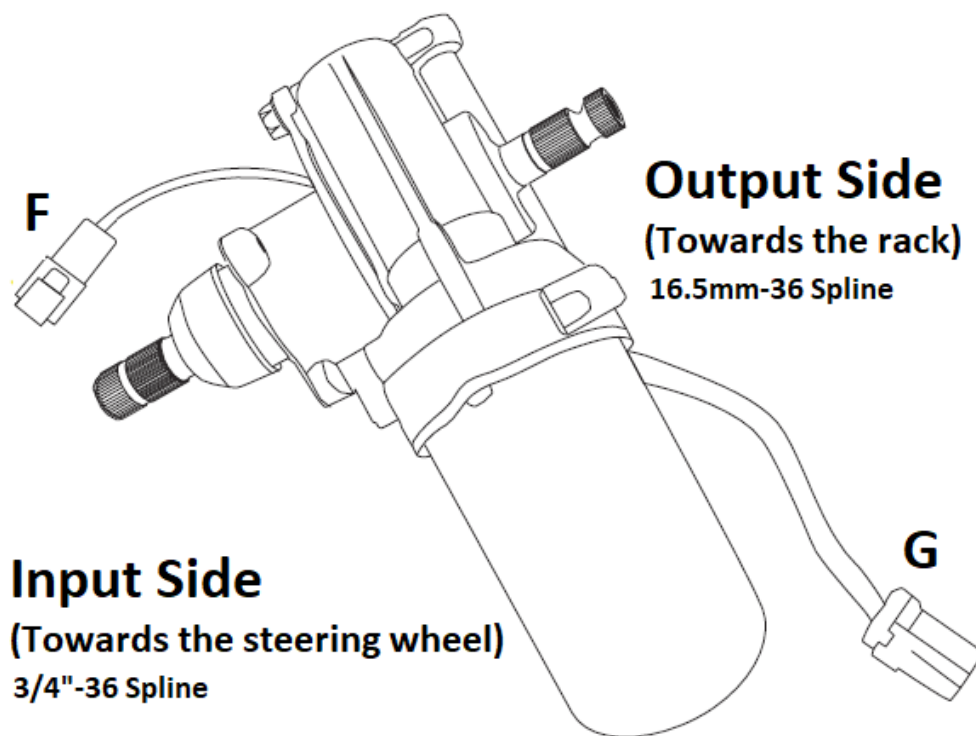


- Install the EPS Controller in a convenient place where you can reach while driving. Cut the adjustment knob shaft to the desired length, the shaft is made of plastic.
- The plug labeled 'A' with a brown and white wire gets connected to the Steering ECU receptacle labeled 'B'.

- Remove the dummy female plug end and discard. See below. Connect the EPS Controller power connection to the Honda accessory power plug. See below.



- The receptacle labeled 'C' on the steering ECU is where you connect the power harness.
- The receptacle labeled 'D' on the steering ECU is where the blue plug labeled 'G' from the electric motor is connected.
- Connect the 4 wire plugs 'E' and 'F' together. Ensure that the pins in the female connector don't get bent while connecting them. Ensure that the plugs are securely connected. Use the enclosed **DTM Mounting Clip** to secure the plug to your chassis.



Basic System Verification:

- Turn Adjustment Knob fully counterclockwise (left).
- Turn Ignition ON. You should hear the relay click on once.
- Wait about 10 seconds. You should hear the relay click off. You will have no steering assistance.
- Start turning the Adjustment Knob slowly clockwise (right) until you hear the relay click on again. This is the point where you start having steering assistance, but at the minimum. Test to verify.
- Then turn the Adjustment Knob further to the right. This will increase the assistance. Test to verify.

Adjusting Steering Assistance:

- If you turn the Adjustment Knob fully counterclockwise (left) you will have no 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.

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.
- 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. There is a very slight delay.
- 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.