# Electric Power Steering Installation
Universal / Straight Kits

Please read before you begin:

o   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.

o   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.

o   Install the EPS Controller in a convenient place where you can reach while driving. If you want, you can cut the Adjustment Knob shaft to the desired length, the shaft is made of plastic.
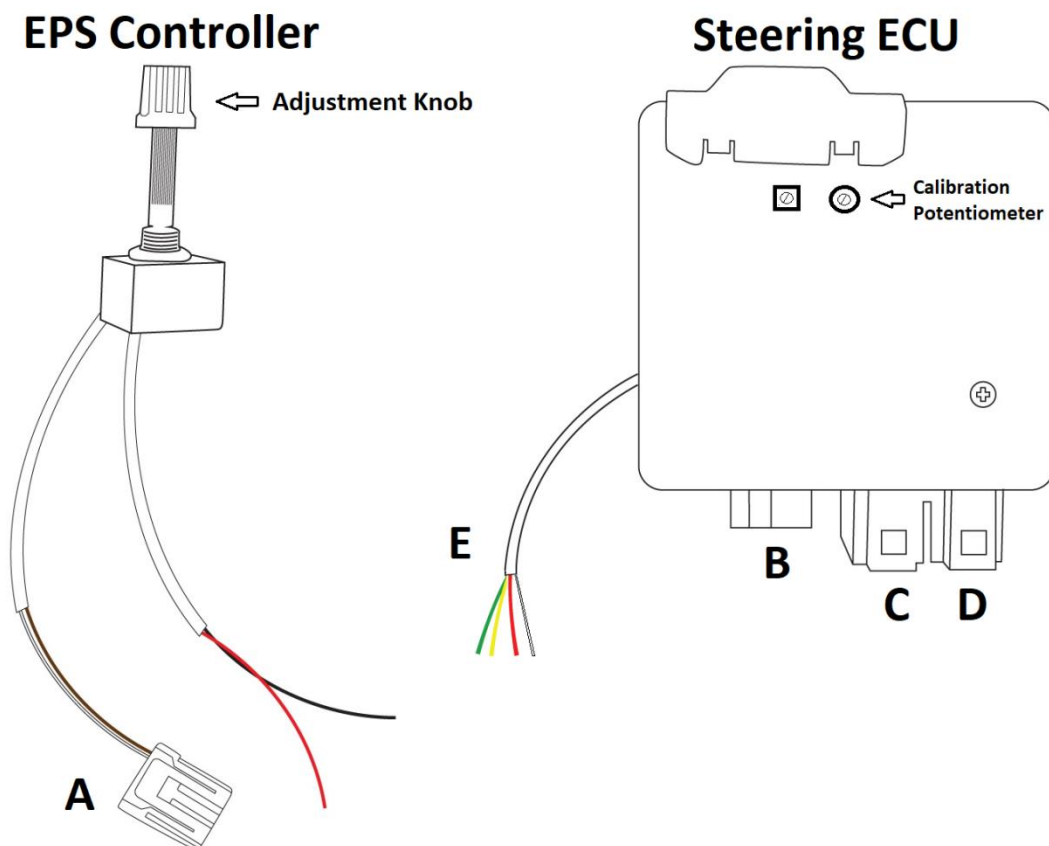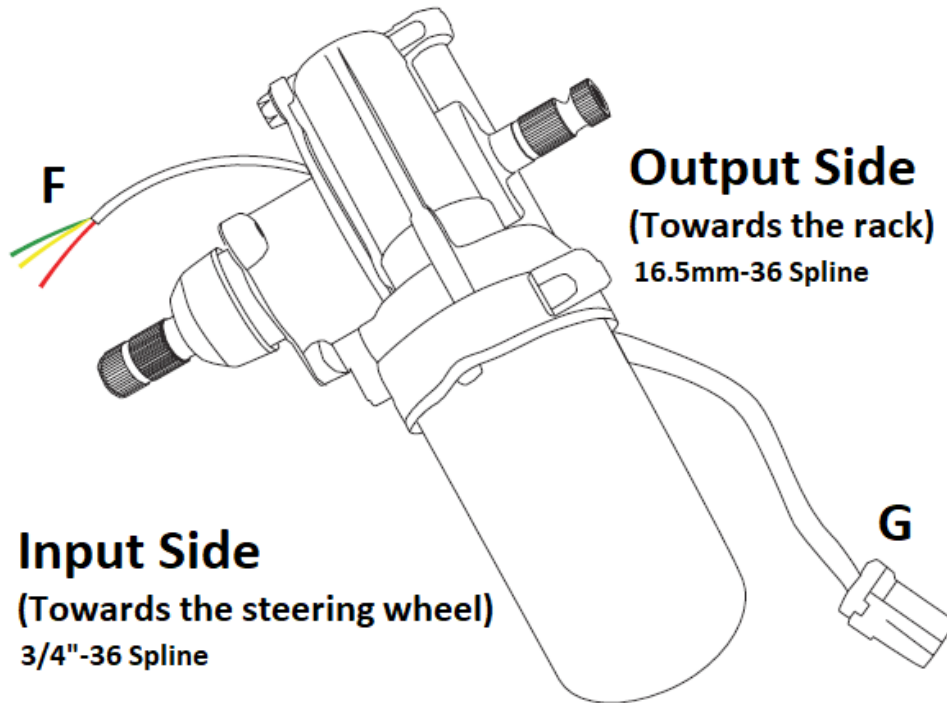

o   The plug labeled '**A**' with a brown and white wire gets connected to the Steering ECU receptacle labeled '**B**'.

o   The red wire going out of the EPS Controller gets connected to an ignition switched 12V power supply.

o   The black wire going out of the EPS Controller gets connected to a ground point. Closest chassis ground is recommended.

o   The receptacle labeled '**C**' on the Steering ECU is where you connect the included black Power Plug. The red wire should be connected to the positive side of a 12V battery. Use the included fuse holder and 60 AMP fuse between the battery and
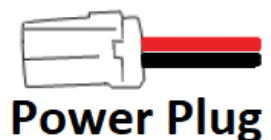
Power Plug. The black wire should be connected to the battery ground. **** not chassis ground **** We recommend that for these two connections you should use a 10AWG wire or larger.

o The receptacle labeled 'D' on the Steering ECU is where the Blue Plug labeled 'G' from the electric motor is connected. These wires can be extended if needed.

o The 4 wires 'E' and 'F' need to be soldered together. These wires can be extended if needed.

F

Output Side
(Towards the rack)
16.5mm-36 Spline

Input Side
(Towards the steering wheel)
3/4"-36 Spline

G

Basic System Verification:

o Turn Adjustment Knob fully counterclockwise (left).
o Turn Ignition ON. You should hear the relay click on once.
o Wait about 10 seconds. You should hear the relay click off. You will have no steering assistance.
o 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.
o Then turn the Adjustment Knob further to the right. This will increase the assistance. Test to verify.

Adjusting Steering Assistance:

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

Additional Information:

o 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.
o 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.
o 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.