

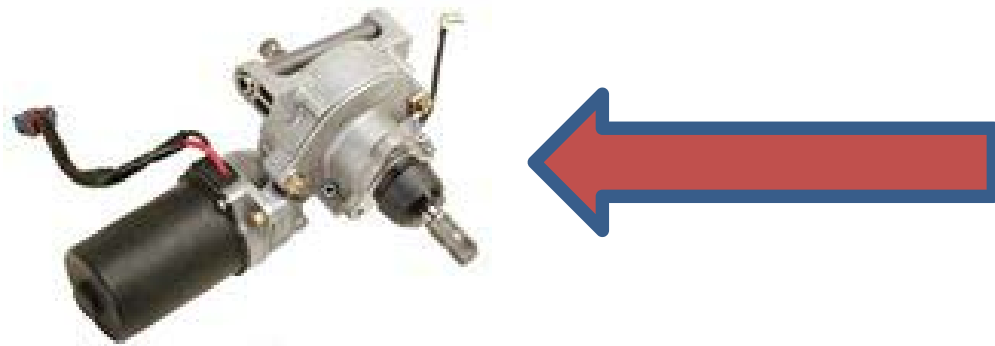


# Best Practices

- Do not use butt connectors when connecting the small 22 AWG wires. These wires carry signals not just voltage. Solder them and cover them with shrink tubing. You can use connectors like below. They are meant to have solder added after you crimp them together.



- Do not seal the ECU. The electronics will get hot and must be able to breathe.
- Plan out the location for the EPS unit. Ensure that the installation of the unit is in the correct position. 3 holes toward the steering wheel.



- Use steering collar or steering support bearing to prevent the plunging of the shaft onto the u-joints. You should not be able to pull or push the steering wheel through the steering support.
- The 10 AWG red wire to the ECU must be connected directly to the battery, not through a distribution panel.
- When mounting the potentiometer/adjustment knob to your panel, make sure you insulate it. Place a piece of rubber, or plastic washer over the post. If something metal touches the leads, it will shut off power to the system.
- Detach the electric motor from the base during installation. There are just (2) 12mm bolts holding it on. This will make the fabrication step easier. It will also prevent scratching the paint on the motor.