

EPS Installation Directions



Before you begin:

- Read all of the instructions.
- We highly recommend that you install the Steering ECU where it can be protected from the weather, but do not totally enclose it in a box. It needs air flow to keep it cool.
- Install the adjustment knob in a convenient place where you can reach while driving.

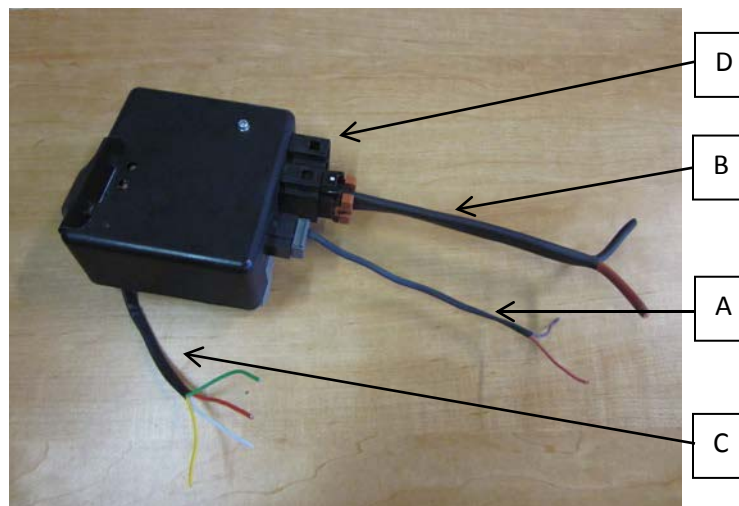
Controller Box



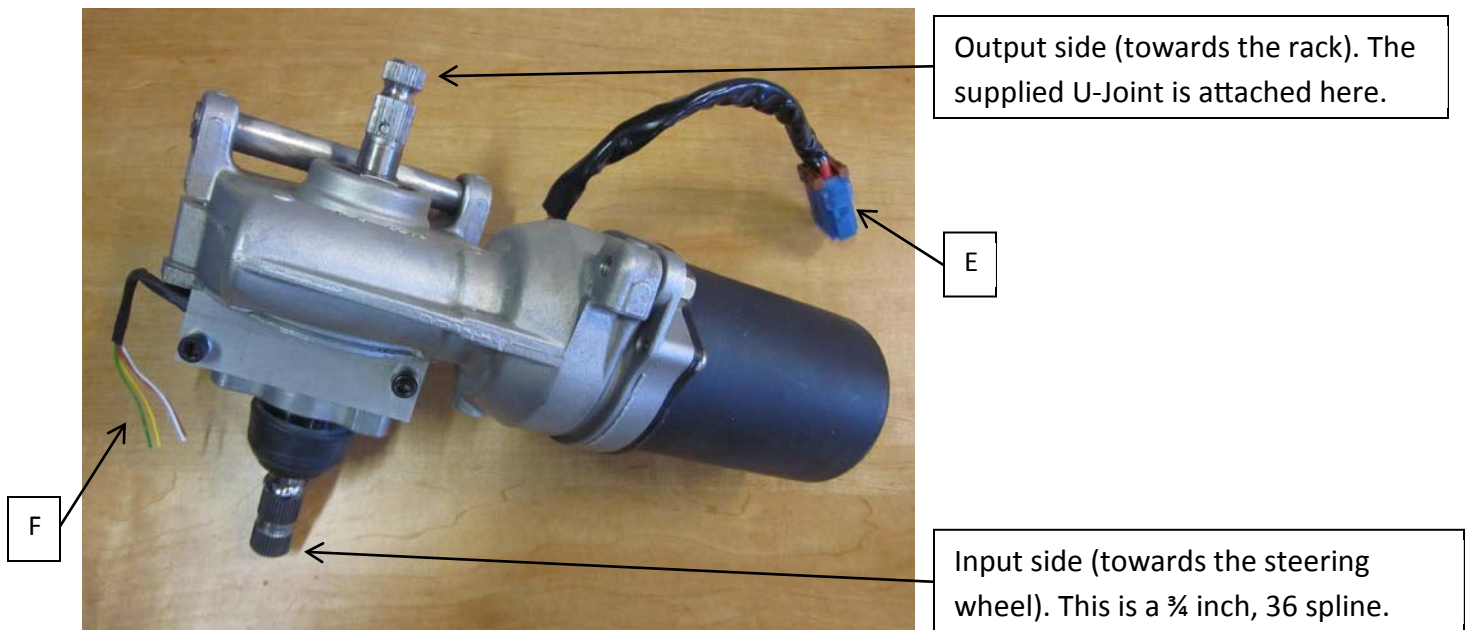
Adjustment Knob



Steering ECU



- There is a **purple** wire going out of the controller box. This gets connected to the **purple** wire on plug “A” on the Steering ECU. See above.
- There is a **pink** wire going out of the controller box. This gets connected to the **pink** wire on plug “A” on the Steering ECU. See above.
- The plug labeled with “B” on the Steering ECU is where you must connect the power. The **red** wire must be connected the positive side of a 12 Volt battery. The **black** wire must connect to an earth or ground point. You can connect it to the battery ground or to the chassis.
**** Attention** – for these two connections you should use a heavy gauge wire. A fuse holder is contained in this kit. Install this between the **red** wire of the plug “B” and the battery. You must connect the **red** wire directly to the battery, not through a distribution panel.
- The plug labeled with “D” on the Steering ECU is where the plug from the electric motor is connected. Depending on how far you relocate the Steering ECU from the electric motor you may need to cut and extend the wires.
- There is a **red** wire going out of the controller box. You must connect it to a +12 Volt ignition switched supply.
**** Attention** – this **red** wire must be connected to an ignition switched supply and not a permanent supply.
- There is a **black** wire going out of the controller box. You must connect it to an earth or ground point close to your steering column and ECU.
- Connect the **yellow** wire from the adjustment knob to the **yellow** wire from the controller box. Connect the **gray** wire from the adjustment knob to the **gray** wire from the controller box. You can cut the adjusting knob shaft to the desired length, install the knob and tighten the screw.



- The plug labeled “E” on the Steering Motor is connected to the plug labeled with “D” on the Steering ECU.
- The 4 wires labeled “F” on the Steering Unit get connected to the 4 wires on the Steering ECU labeled with “C”.

How to adjust steering assistance level?

- 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 a relay clicking no matter the position of the knob. You will always hear the relay. Then, if the knob is fully left, after about 8 seconds you will hear the relay click OFF. Then, if you turn the knob to the right, you will hear the relay click ON. Then, if you turn the knob fully left and wait some seconds you will hear the relay click OFF.
- While you turn the knob, you must wait for the ECU to adjust the steering assistance level. It is not an immediate process. It takes a few seconds between adjustments.
- The steering can feel slightly softer to turn left than right (or the opposite). The potentiometer under the round hole on the Steering ECU is used to adjust this. It is EXTREMELY sensitive. Make very small adjustments if you feel that the calibration is off.

What you need to know about the system to know that you set it up correctly:

- Turn knob fully left.
- Turn Ignition ON.
- Wait 10 seconds. You will have no steering assistance.
- Start turning the knob slowly to the right until you hear the relay clicking. This is the point where you start having steering assistance, but very low assistance.
- Then if you desire more steering assistance, turn the knob to the right until you have the desired steering assistance.