

Electric Power Steering

Installation in the Pantera

by
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&
Alan Cameron

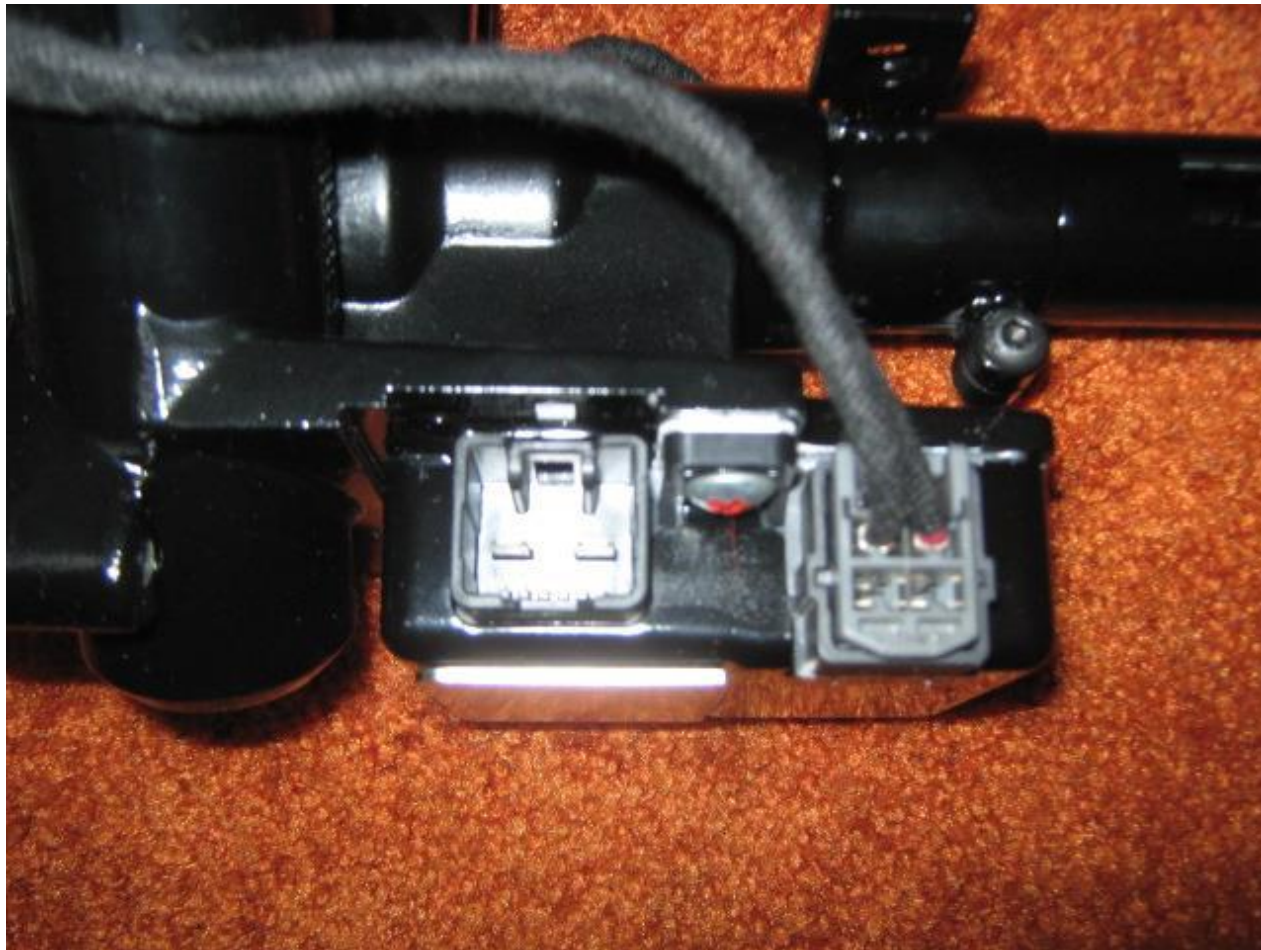
EZ Kit



Fuse Assembly



The Harness plugs into the computer.



Tape covers the Rheostat Knob that adjusts the control computer chip parameters.



Speed Control Sensor

(designed for the VDO right angle drive)



Early style Dash



Original Under Dash Mounts



The Steering Wheel is taken off by removing the Allen Headed Bolts.



All parts labeled placed in a baggy.



Hub Spacer Removed



Owner Removing the 4 bolts holding the Steering Column in place and Dropping the column.

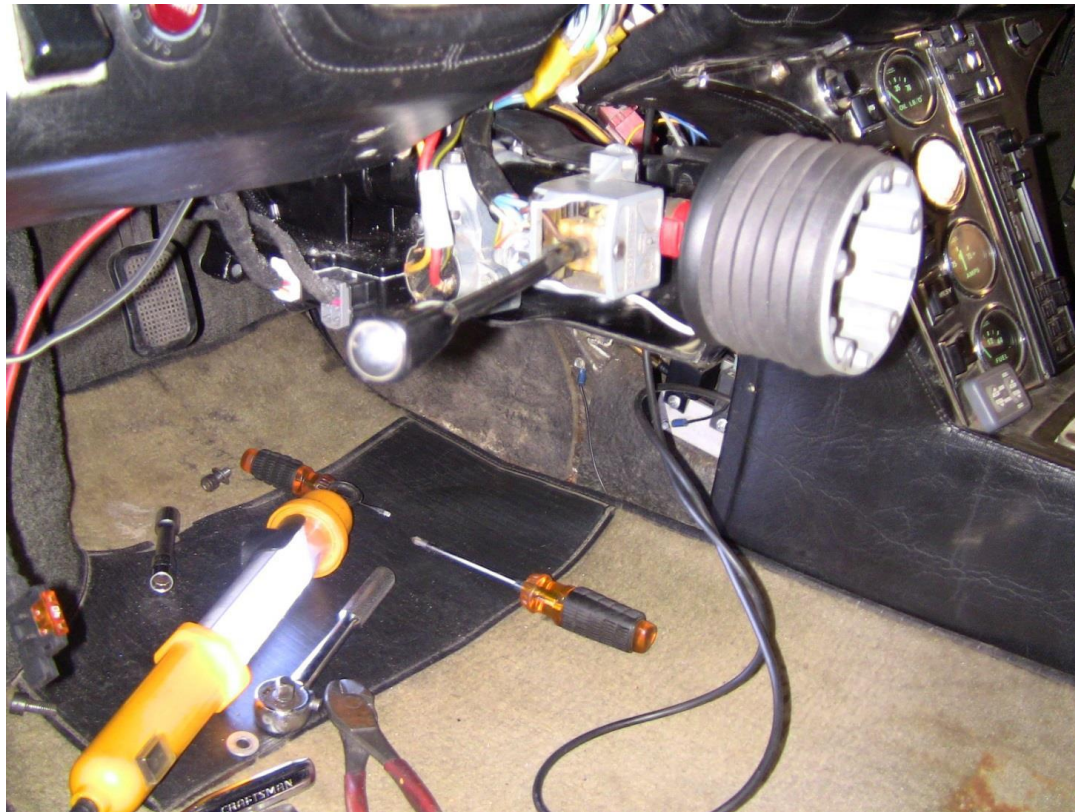


Led Lights make working under the dash much easier



Side View

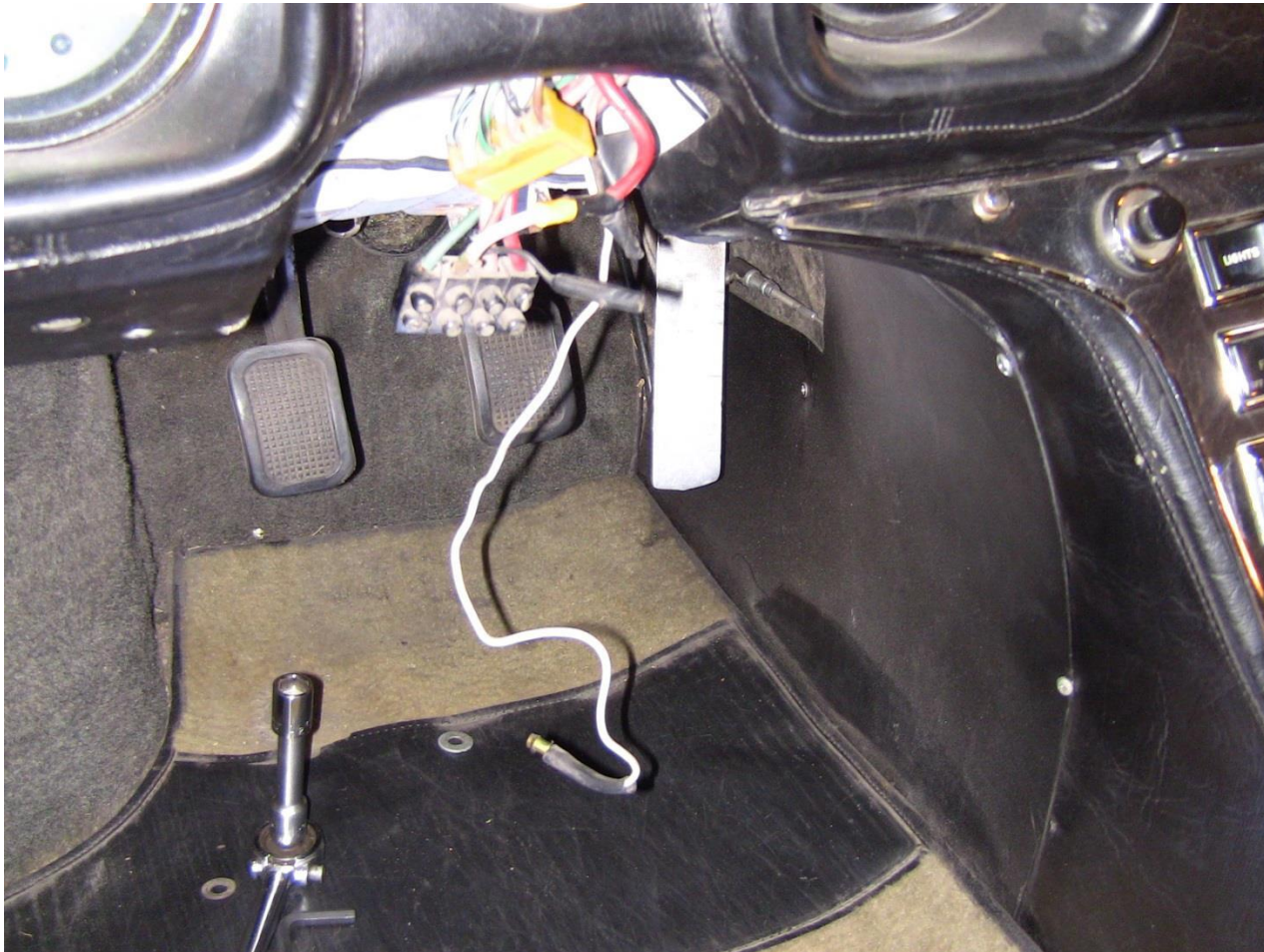
Dropping the column reveals the power wire connector.



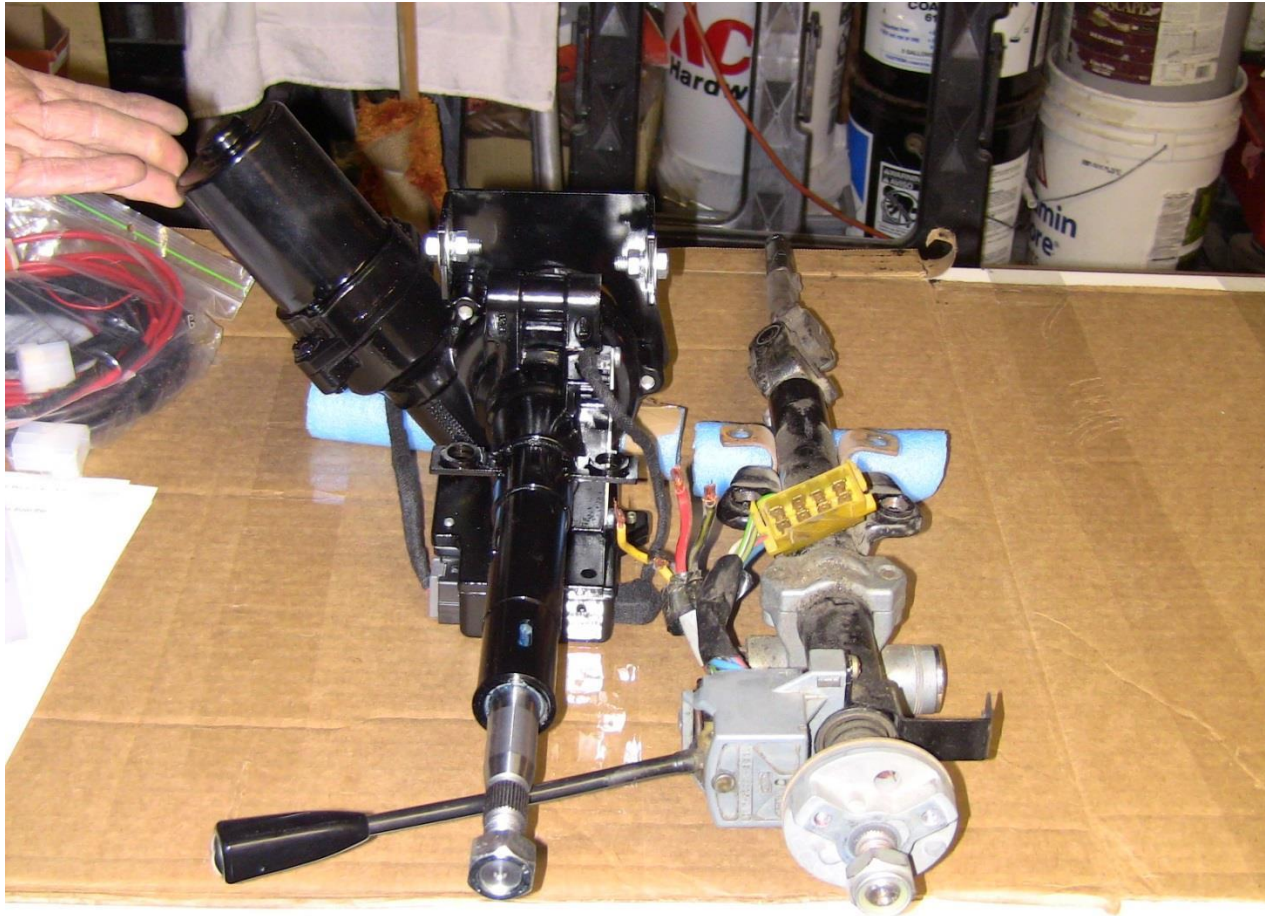
Main Power Harness to the Steering Wheel



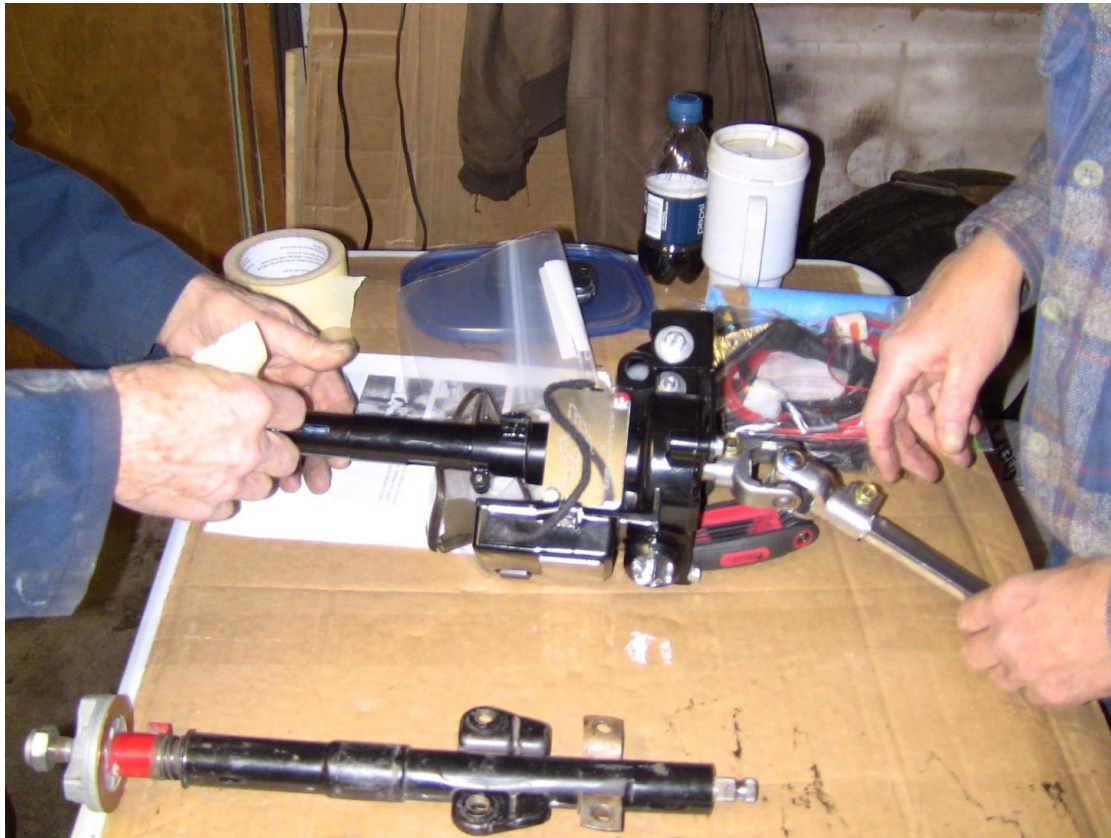
Loosening and removing the Power wires requires a small flat blade screwdriver.



New VS Old Steering Columns



Lock removal from the original column requires drilling out the break-off studs.



Collar with the lock slot is adjustable with an Allen wrench.



The original snap off bolts had an insert that protected the lock cap. Use caution when drilling out the bolts on a drill press not to damage the insert. (These were Not supplied by EZ.)
You can see the locking bar here that fits into the slot of the steering shaft.



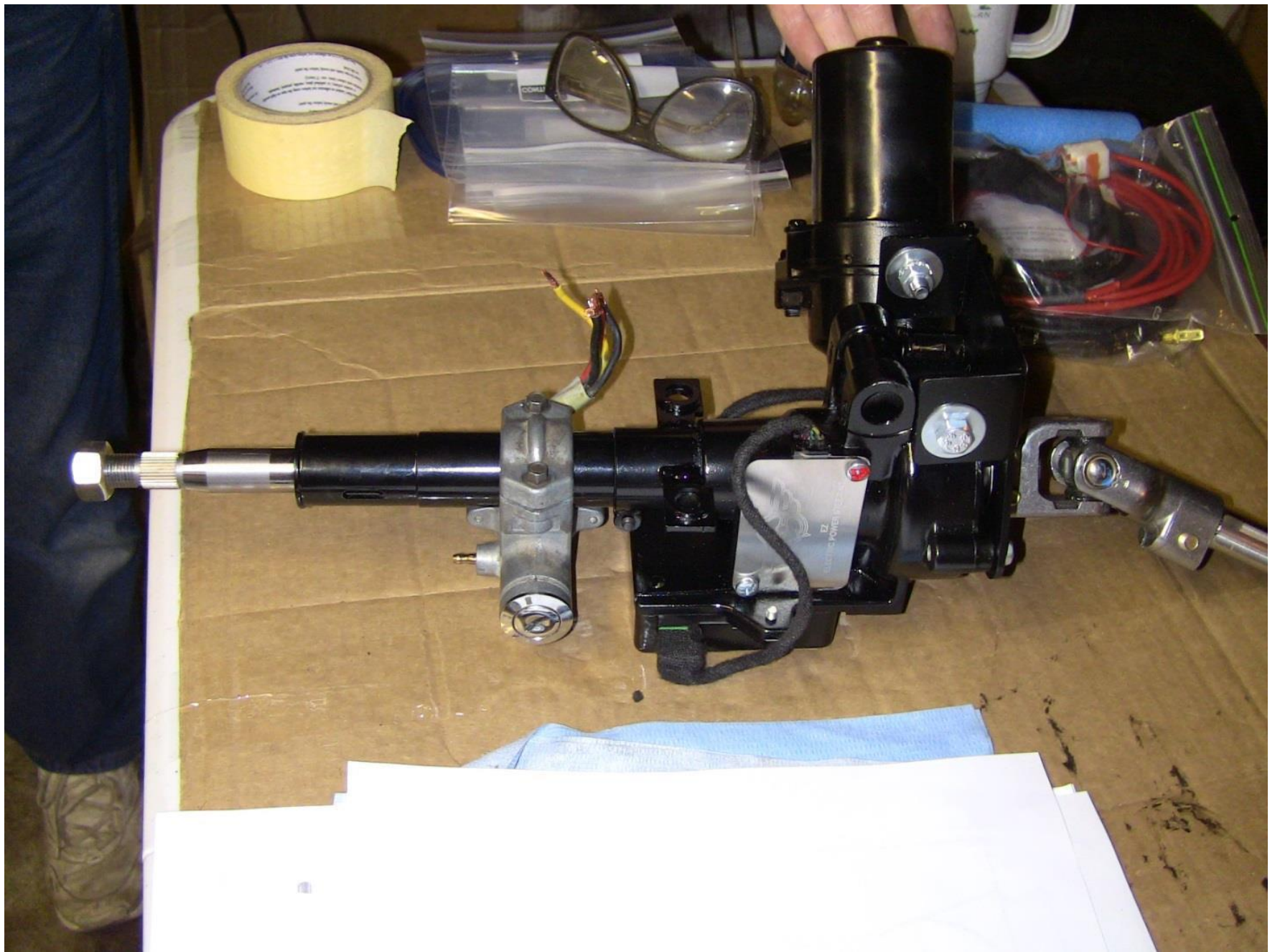


Slot in the column that the lock fits into.

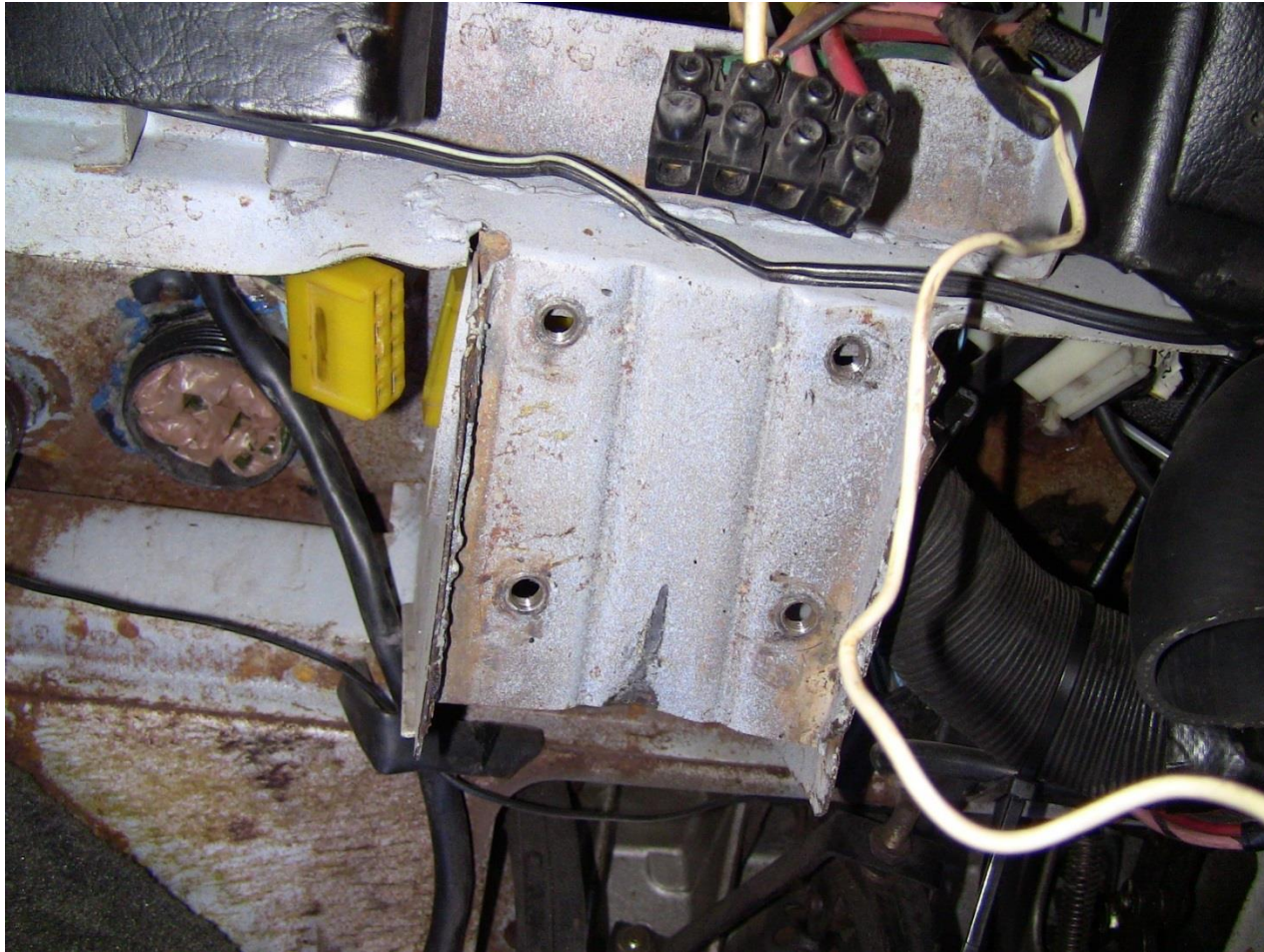


Lock bolted in place.





Underside of the dash column mounting plate.



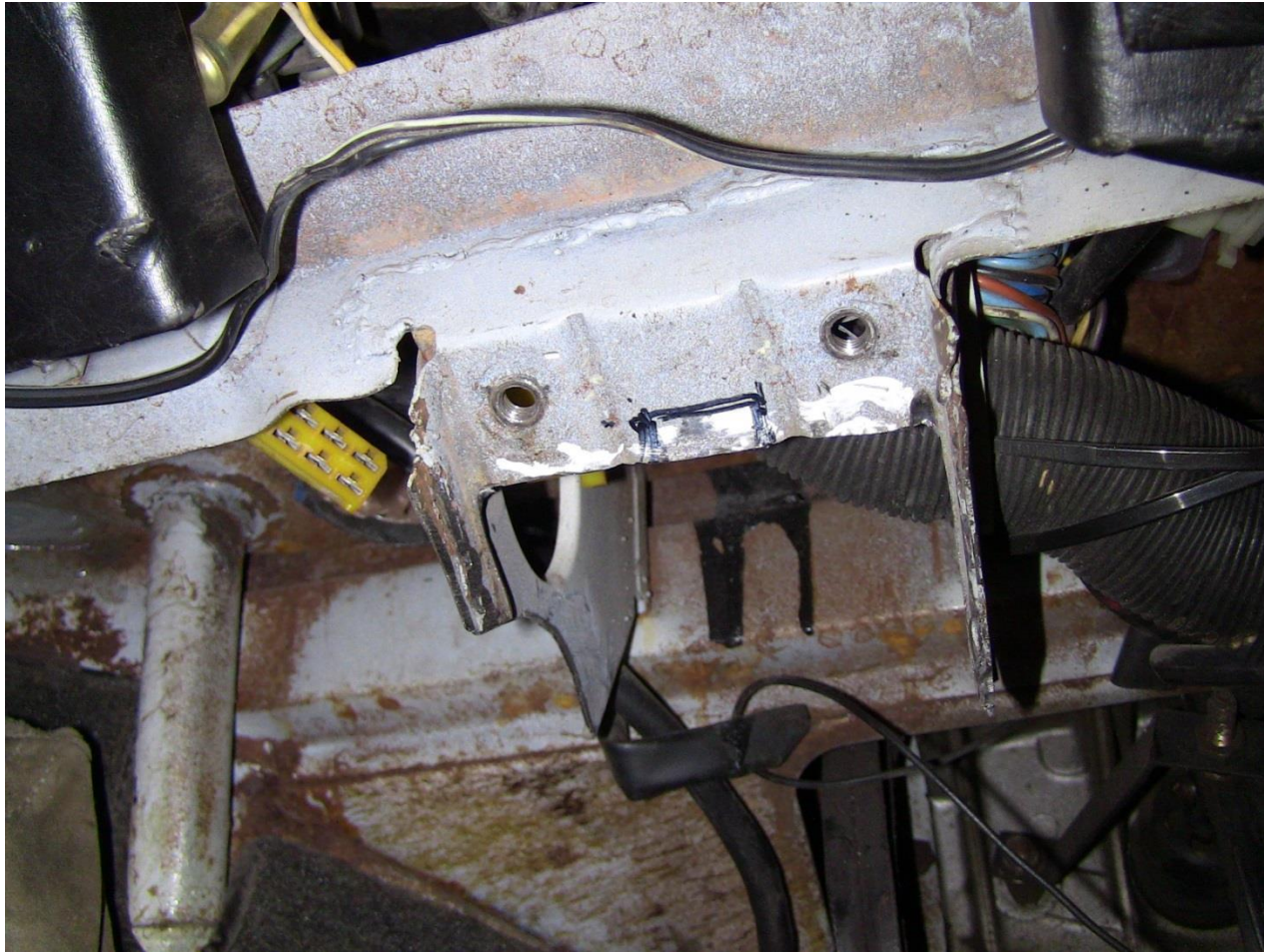
First cut

Owner cutting on mounting bracket.

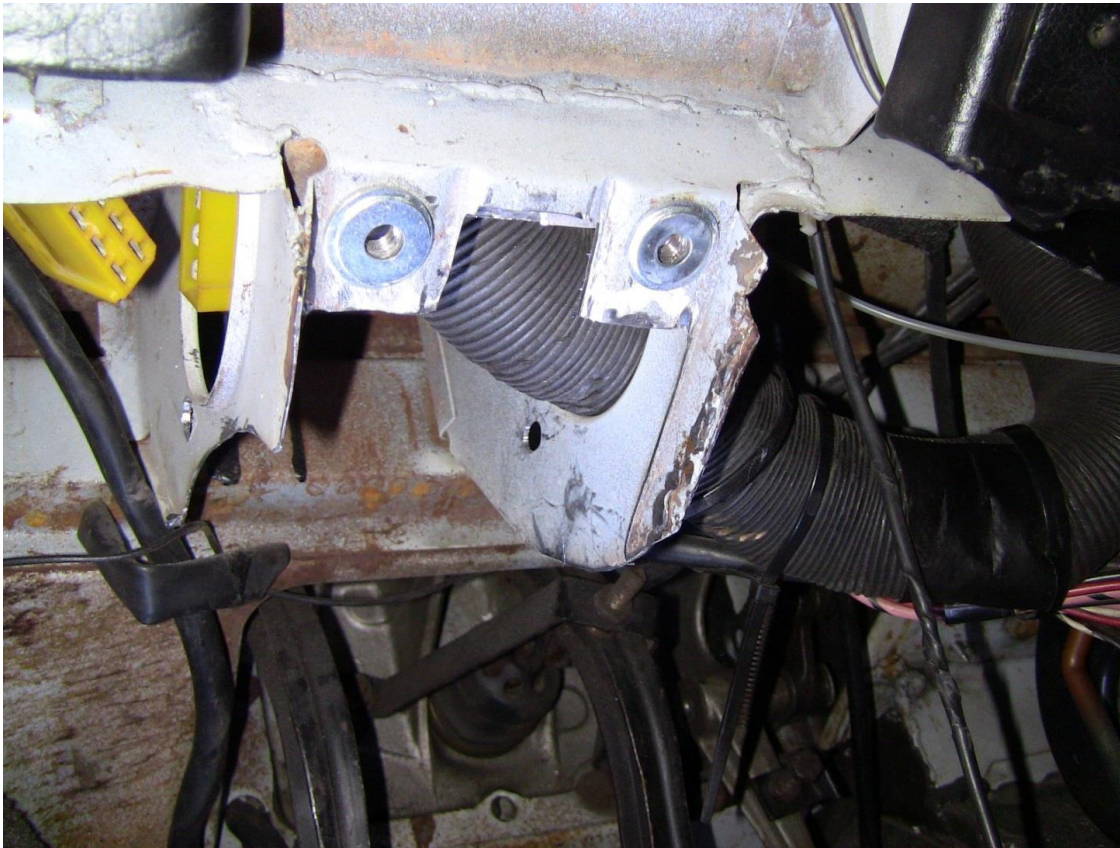




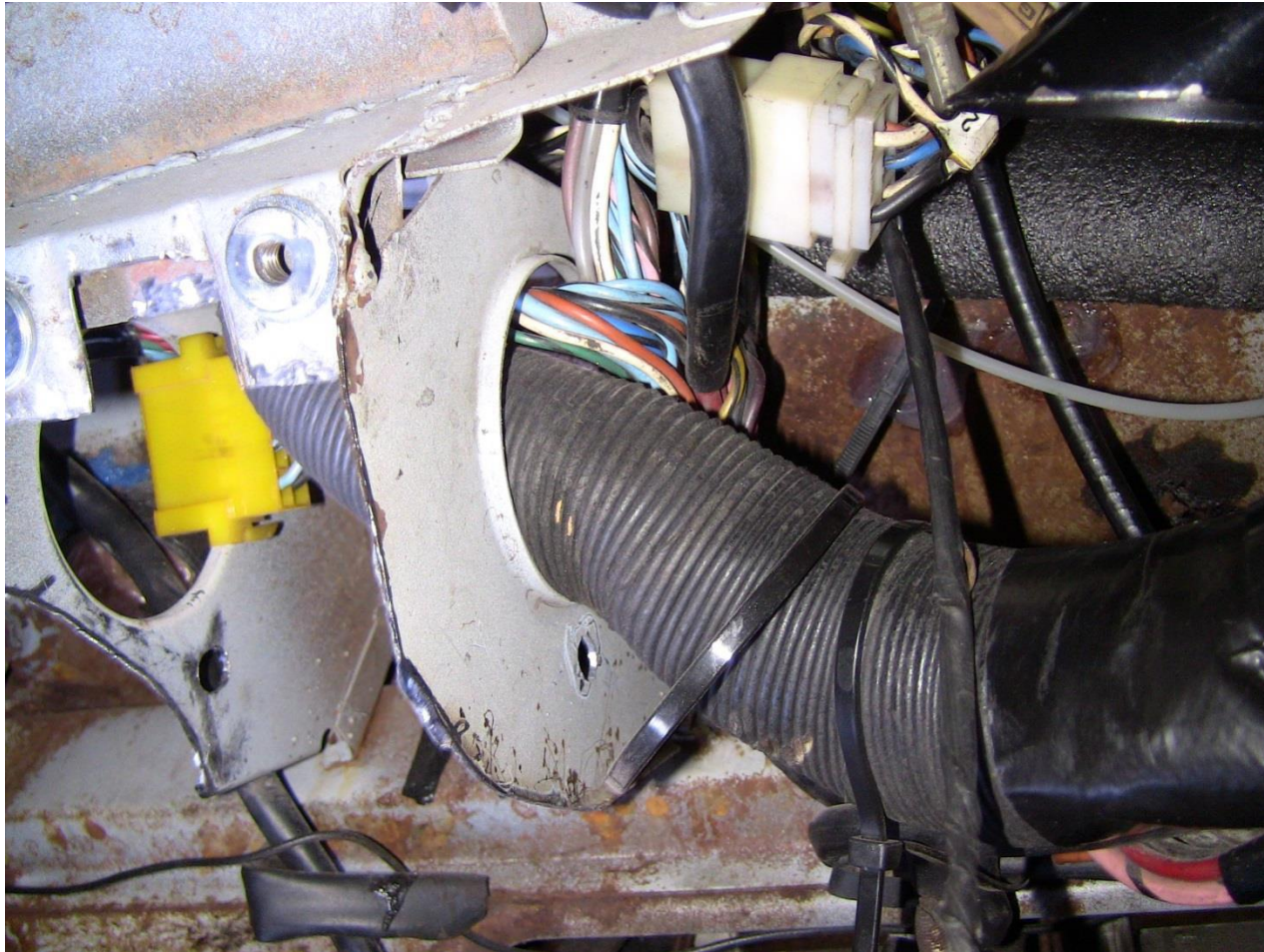
2nd cutting



Bolt holes are drilled with a right angle
Dremel. (3rd cutting trimmed the sides)
Side view



Air Hose is unchanged.





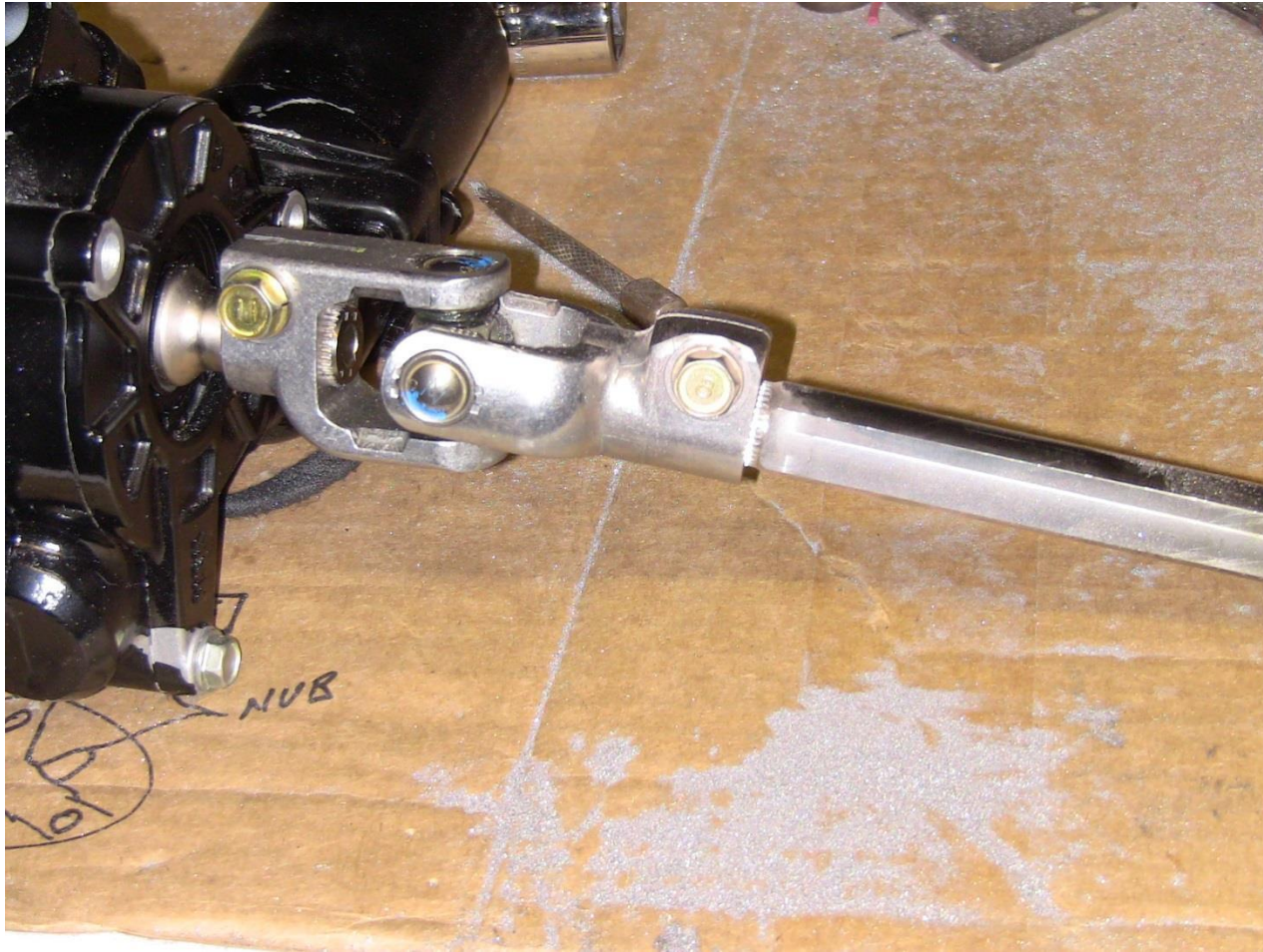
EZ Templates are for a car with the
Dash removed



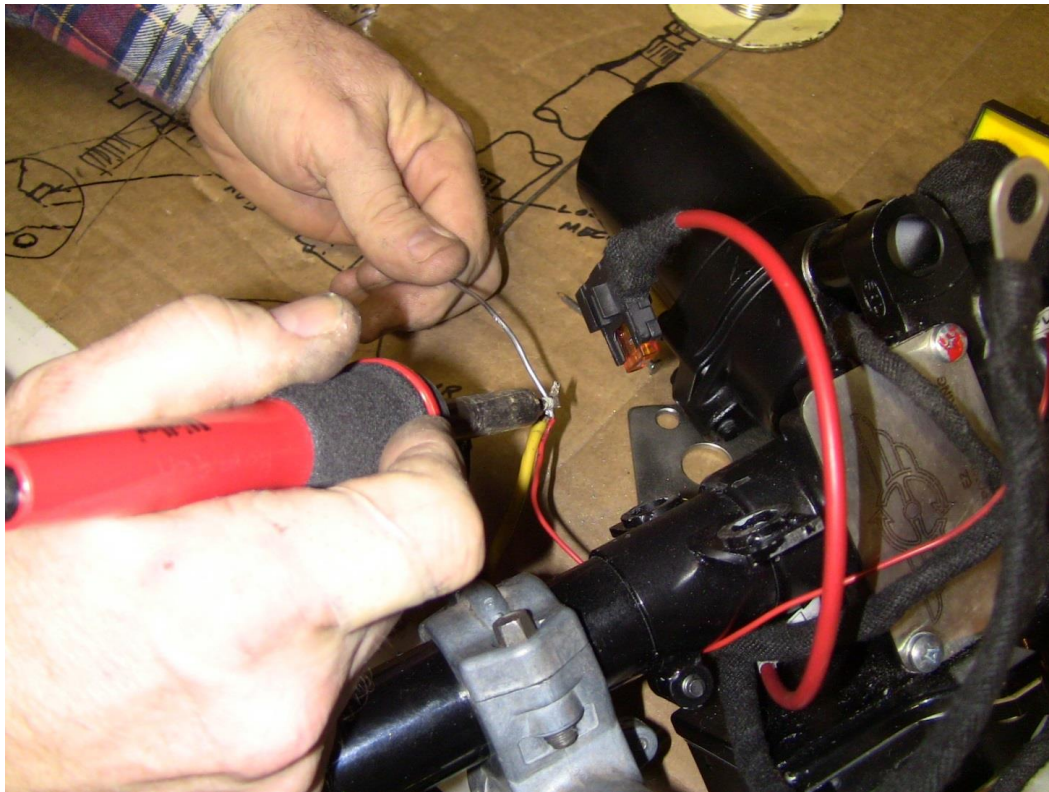
Trimming the Knuckle on the new unit



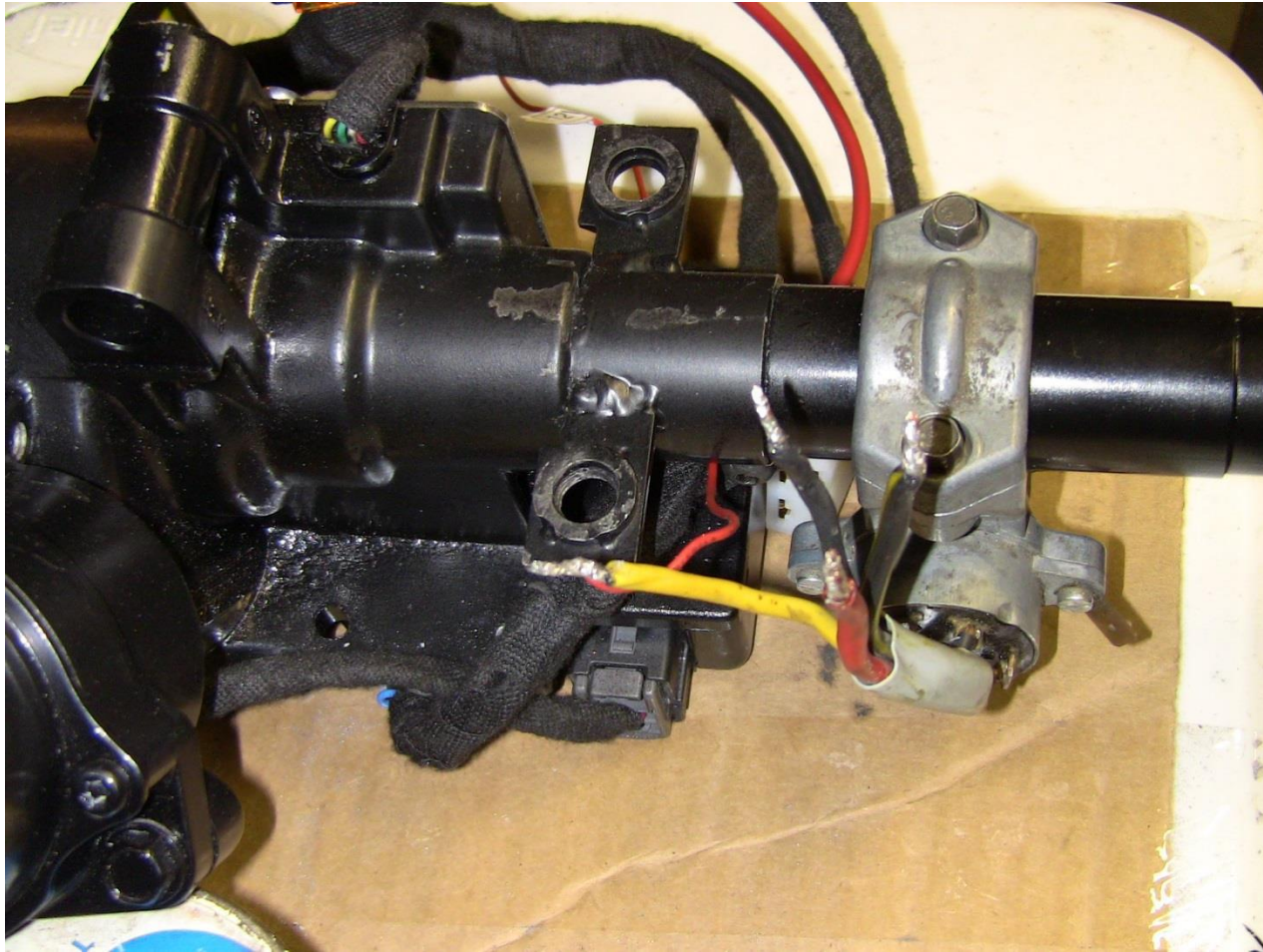
The Excess bump is not needed.



All Connecting wires are soldered and wire ends Tinned for strength.

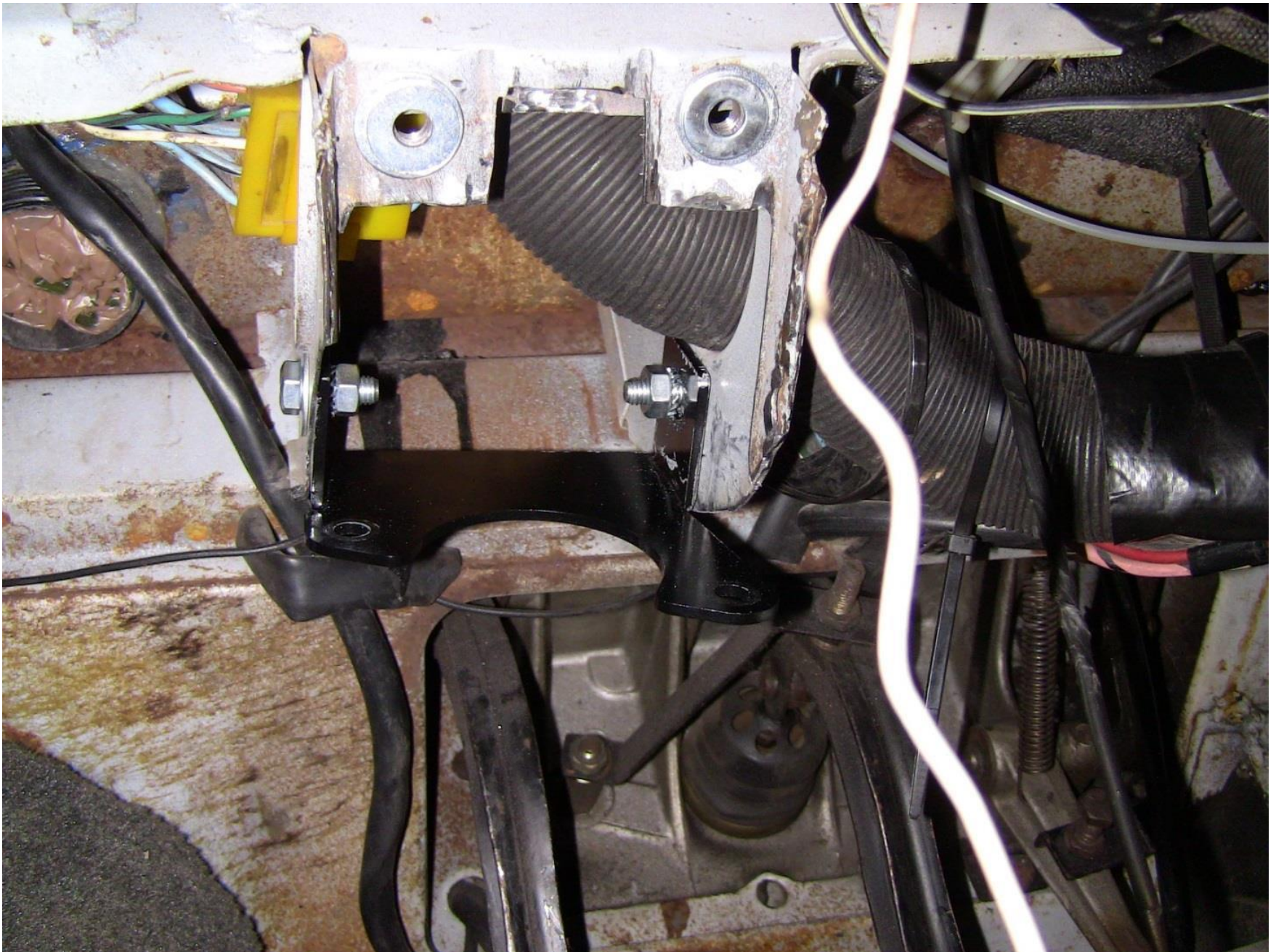


Wires ready for mounting in the connecting block.



Bracket test fit and Hole adjustment

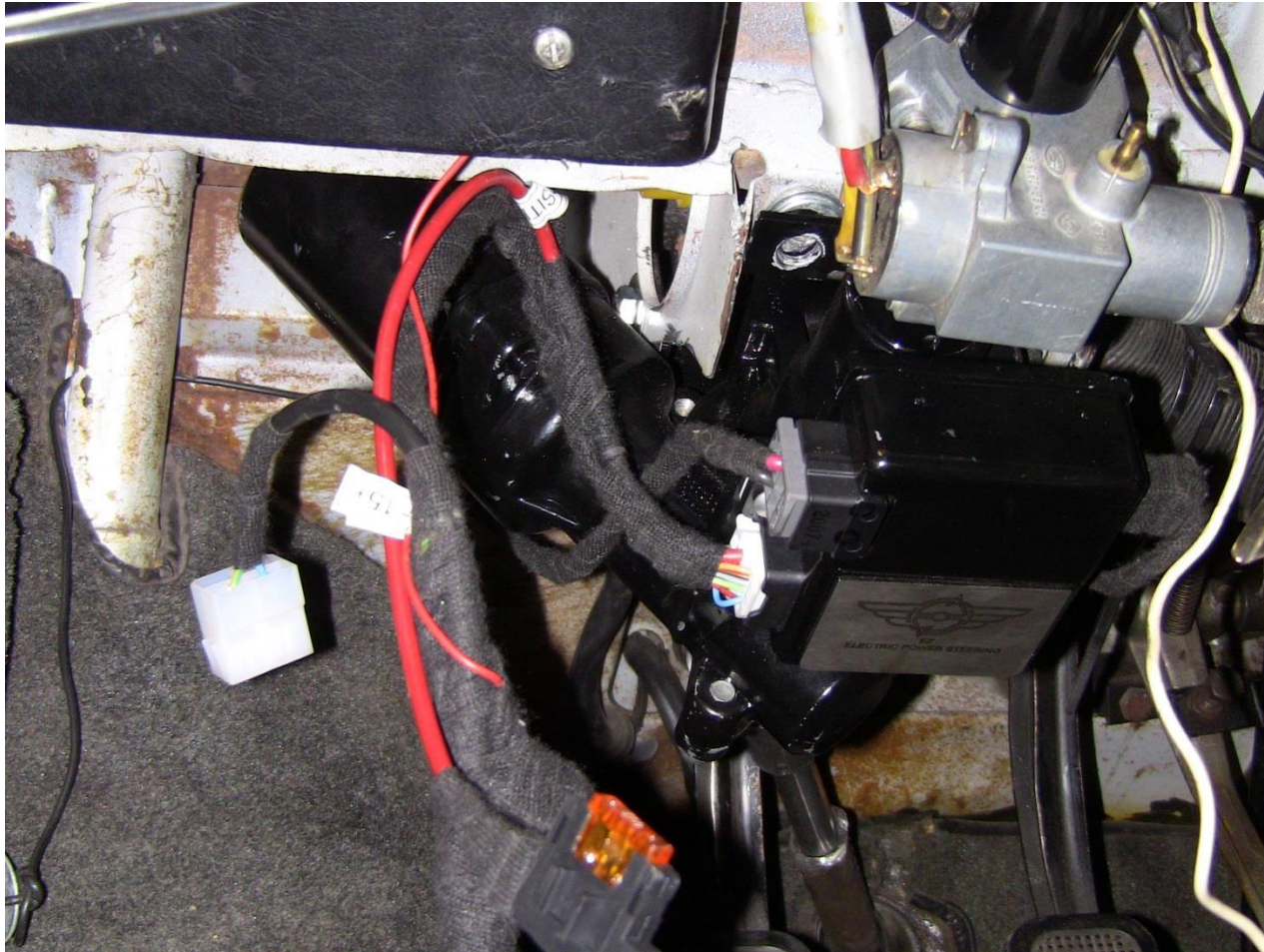




Test fit with the column.



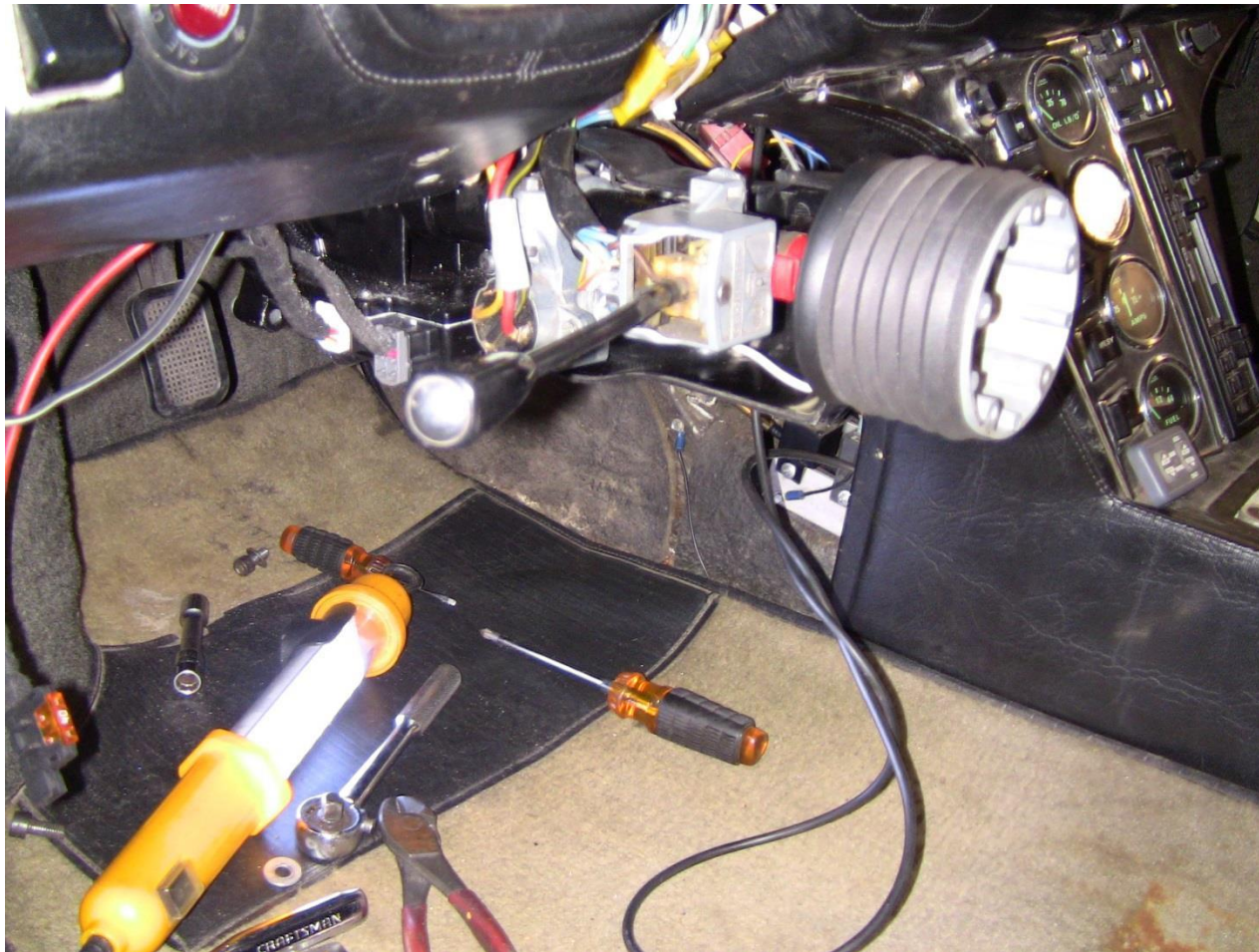
Test fit from the bottom.



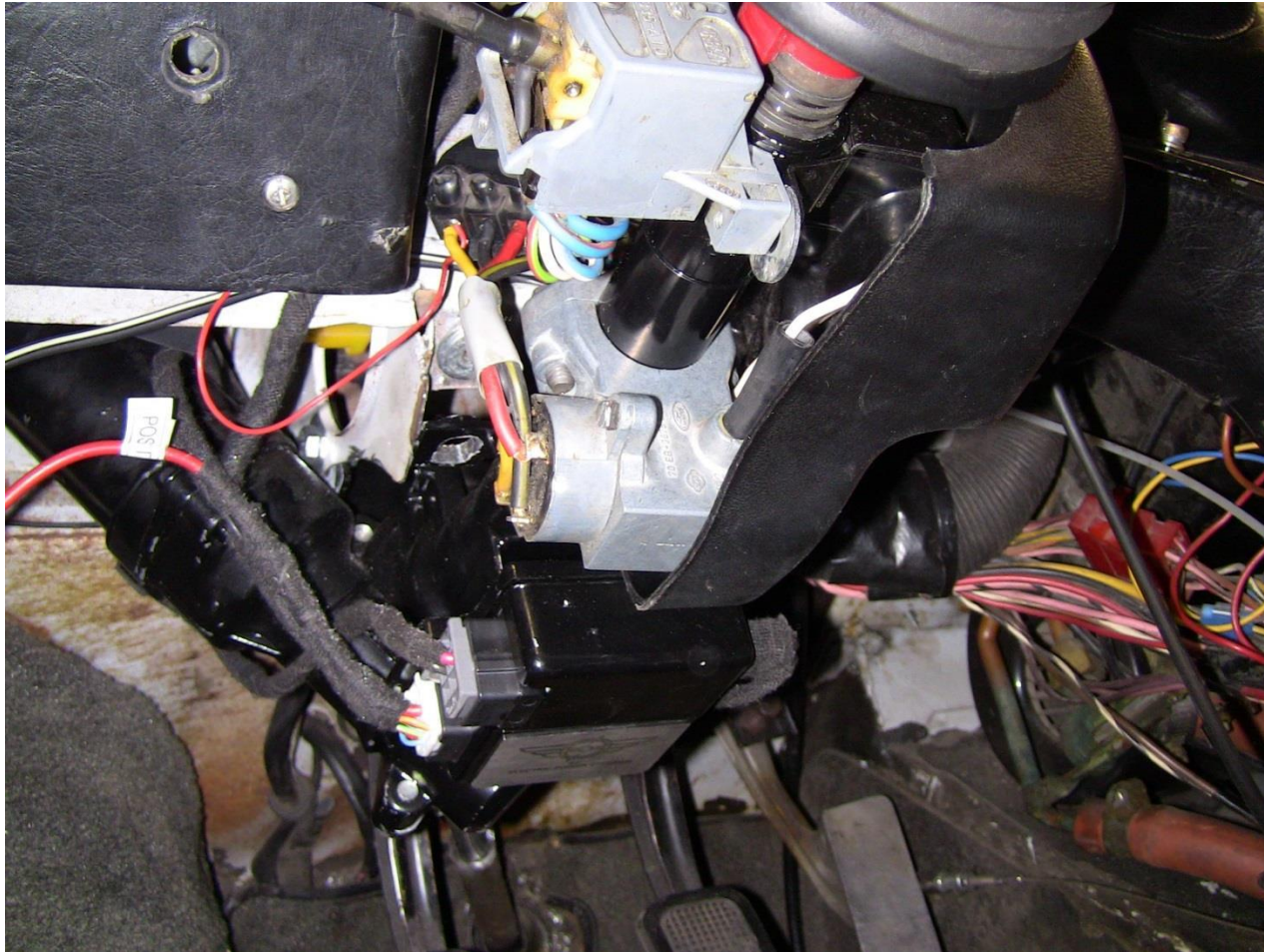
ASSEMBLING THE PIECES



Turn signal mounted.

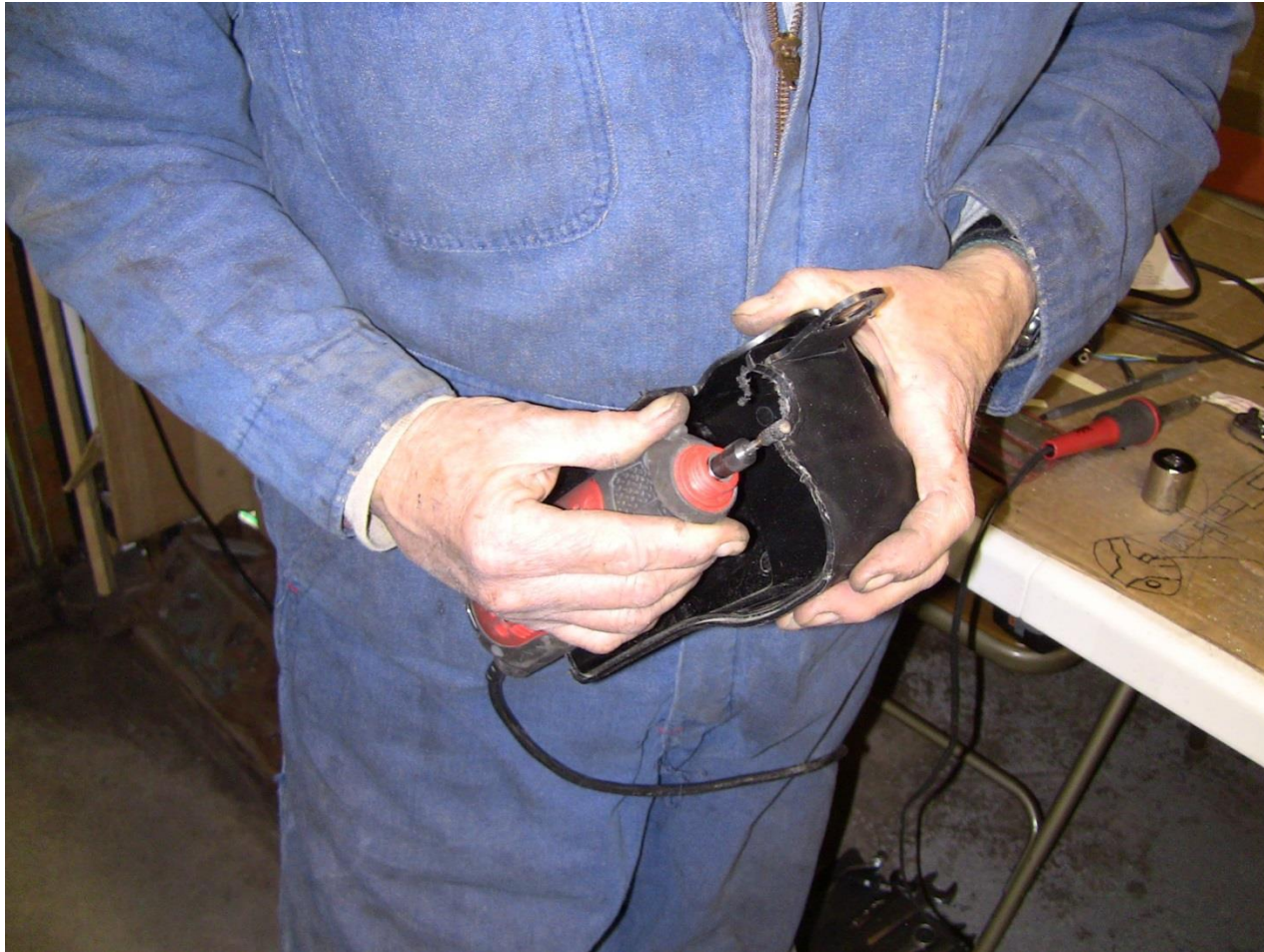


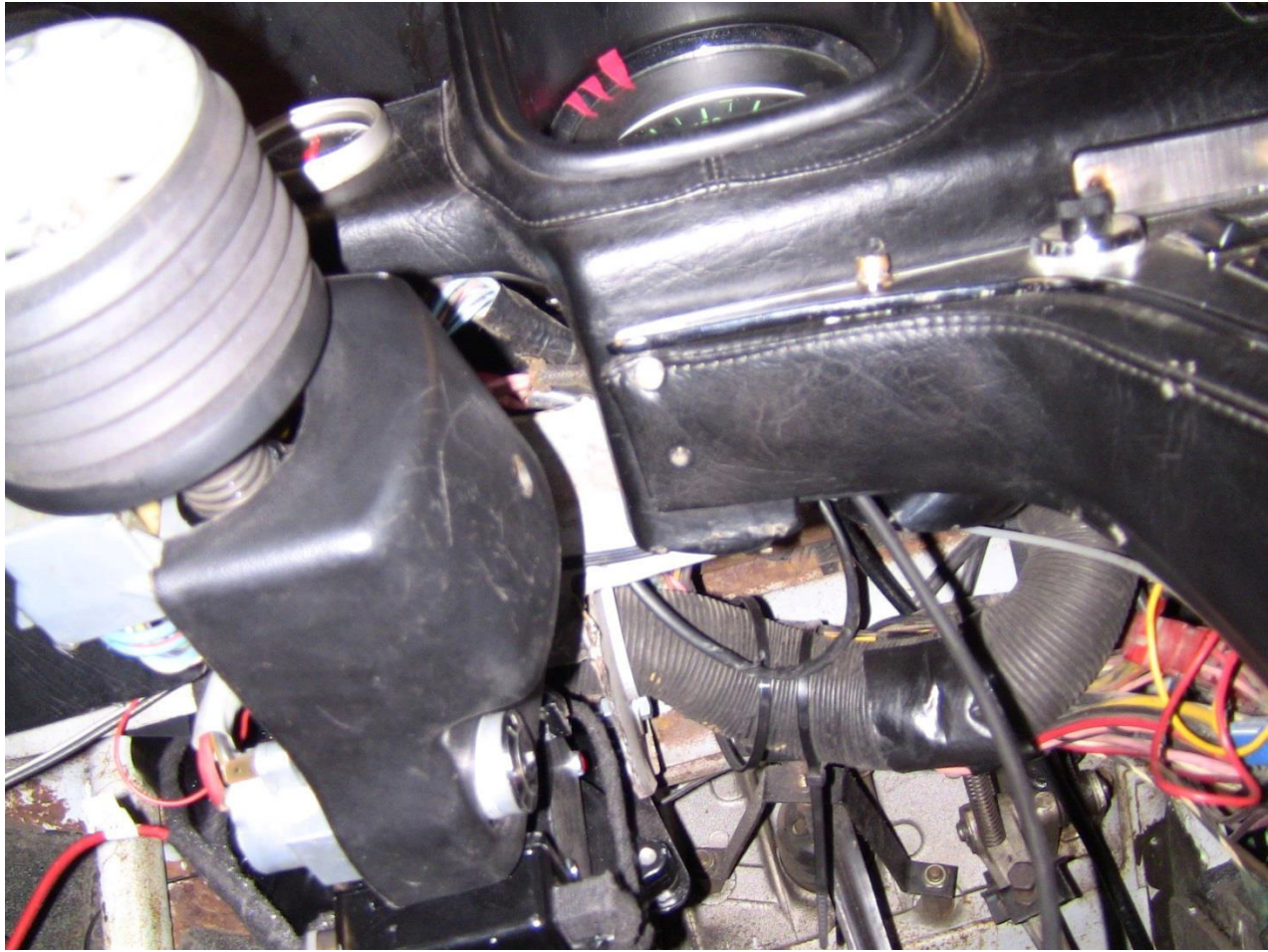
Cover shroud Test fit.



Cover shroud adjustment

Test fit 97





More adjustment of the shroud



Column is slightly larger and requires more plastic trimmed.

Getting the column to fit snug required removing more material from the dash.



Tab totally removed



Arch now added.



Almost Perfect- 157th time



Perfect – 500th time (Kidding)



Pedal Clearance



Speed sensor mounted to the ZF





Later modification to the Bracket for
easier bolting up- (side note- Could just weld the nut
on with a mig before spending time cutting)



A wrench will now hold the nut.





A simpler approach for the bracket.

Articles Notes & Updates

The EZ Power Steering units were purchased by the car owners themselves and Not the GLP Club. • We installed Allen's power steering the week prior to the Spring Fling and Not at the Spring Fling like it said in the Shade Tree article. We did however present a lengthy Powerpoint presentation at the Spring Fling Tech event. •

You can hardly feel any difference in the road feel of the car unless you are almost stopped and trying to turn. Parallel parking can be achieved with one finger on the wheel and there is absolutely no sound that can be heard from the steering assist motor. At the Great Lakes Spring Fling and Showcase quite a few club members drove Alan's car around the parking lot and were amazed at the ease of handling of the car at slow speeds.

All modifications were done with a jig saw, a dremel tool, right angel drill in 2 - 3 days in Allen's Garage . (However a plasma cutter would have cut the time to under an hour for the basic install.) We erred on the side of caution for the 1st install.

The Distributor of EZ Power Steering in the United States is American Powertrain. Their phone number is 931-646-4836. The contact person is Bill Van Auken.

The retail price for the EZ Power Steering kit for the Pantera is \$2700.00. (I don't know where the \$2200.00 price came from in the Shade Tree article.)

Alan and Joe made a group purchase and that is how they received the \$2500.00 per unit purchase price.

We have several Great Lakes Members interested in purchasing the EZ Power Steering.....If you are interested in participating in a group purchase please email me at GLPanteraClub@gmail.com

Gerry