

EZ Electric Power Steering

Installation in the Pantera

with

Dash Removed

by Gerry Romack

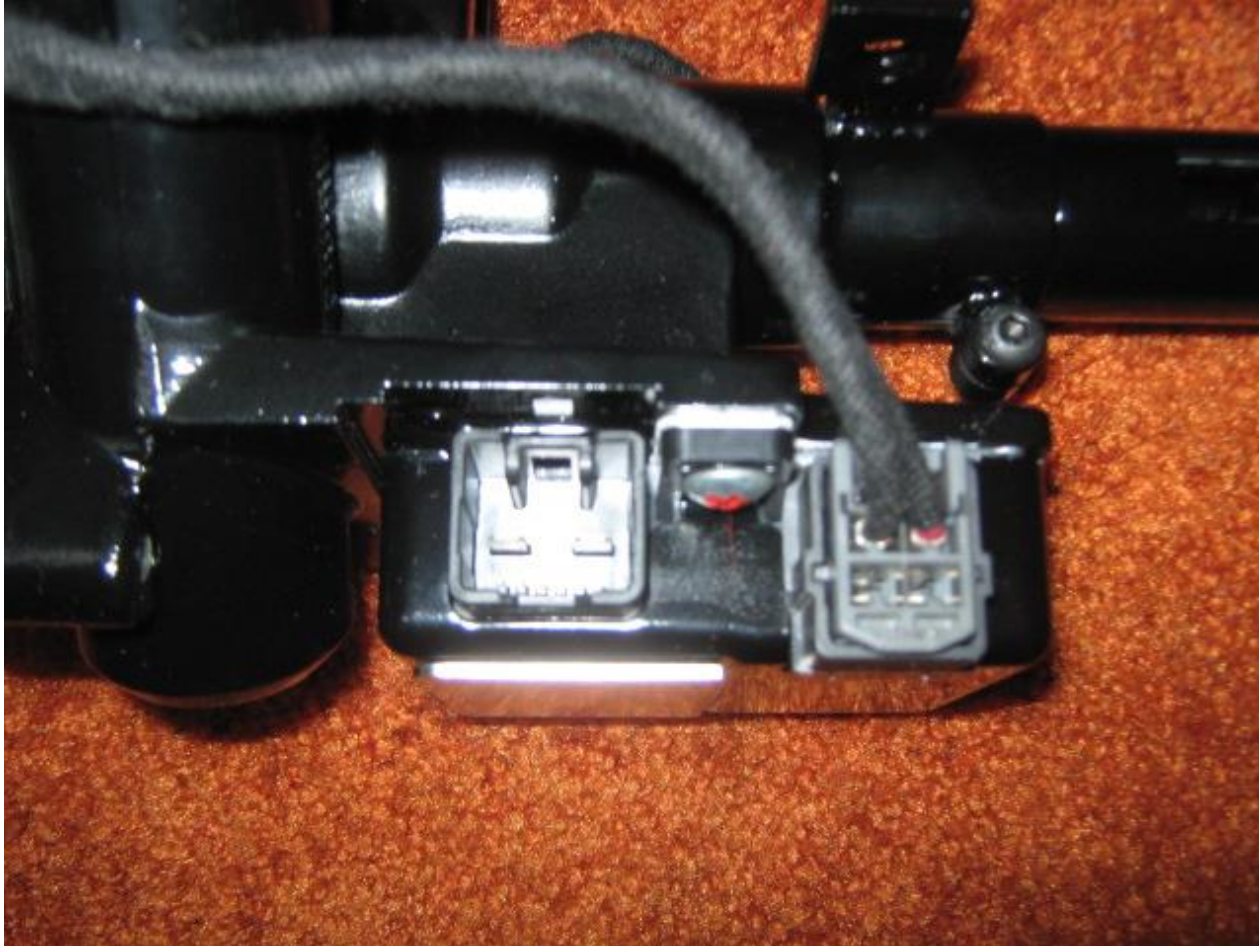
EZ Kit



Fuse Assembly



Harness plug in to the computer



Tape covers the Rheostat Knob before the controller computer chip.



Speed Control Sensor

(designed for the VDO right angle drive)



Disconnect Battery Begin Removing Seats & Console – 10:00 AM



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



Hub Spacer Removed – 22mm socket
Remove the 2 screws in the shroud and
bag the screws (left is different than the right)



Main Power Harness to the Steering Wheel
Remove the main power connector with a flat
blade screwdriver



Remove the 4 bolts holding the Steering Column in place.

Label the 4 power wires



Begin Removing Dash – 10:20 AM



10:40 AM

2 Bolts on Right & 1 bolt in Console

2 Bolts on Left & 1 Bolt on Console

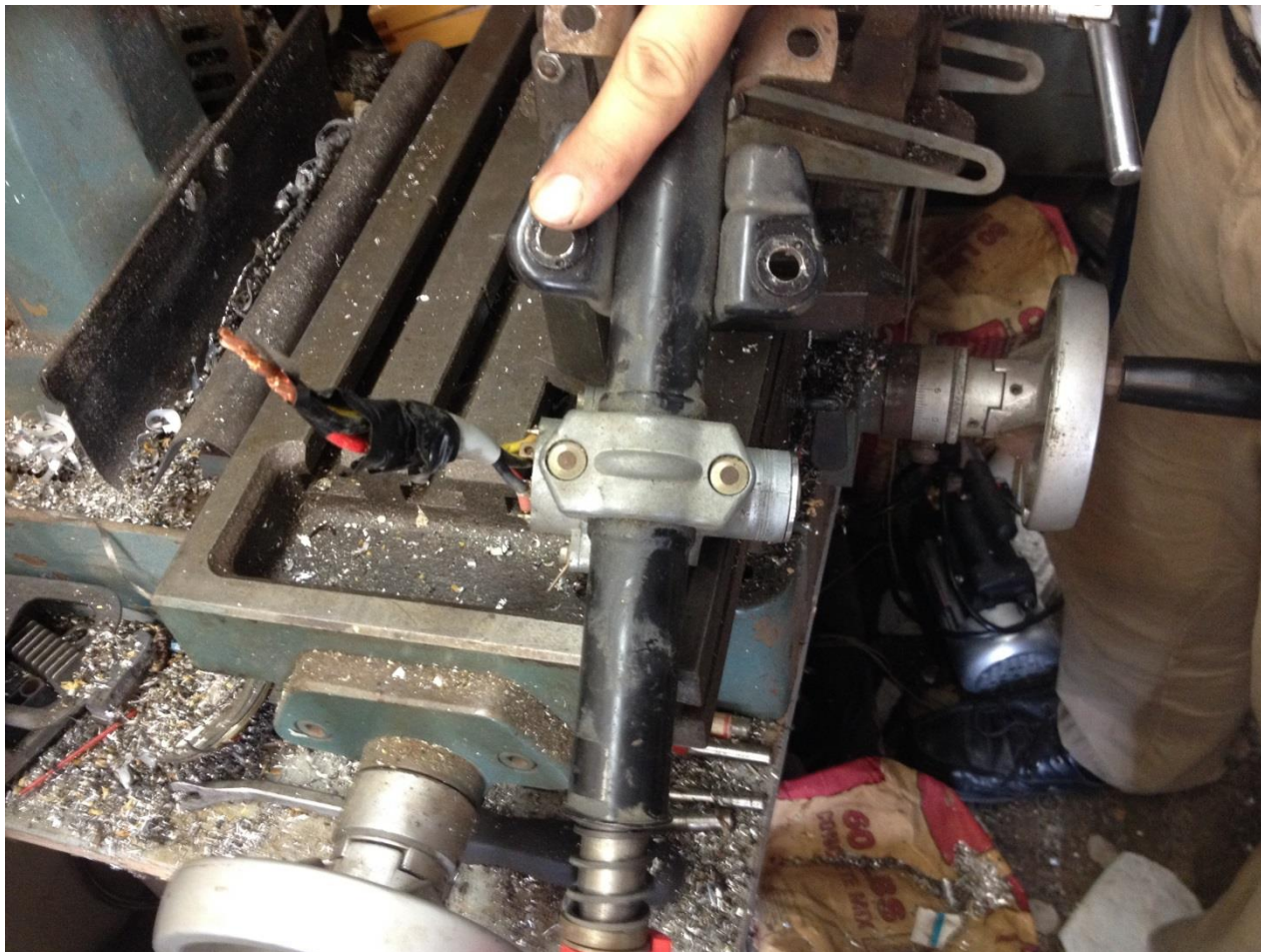
Unplug wiring- label & Mark **Everything**



Comparing the New & Original Steering Columns
The Allen Wrench allows us to align the locking slot the same as the original.



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

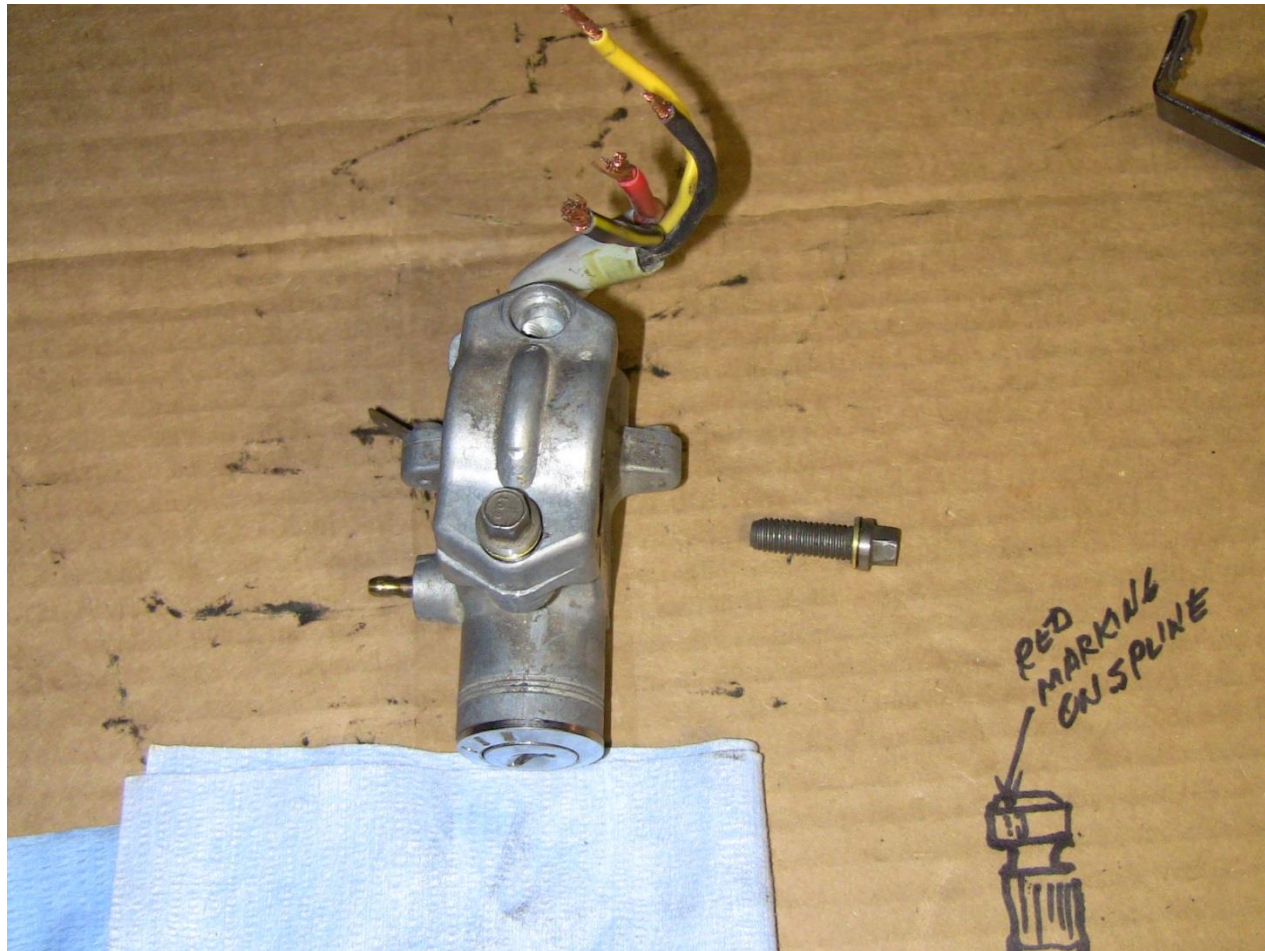


Drilling out the breakoff studs. 11:30AM
Secret fluid for drilling hardened bolts-RED CAN

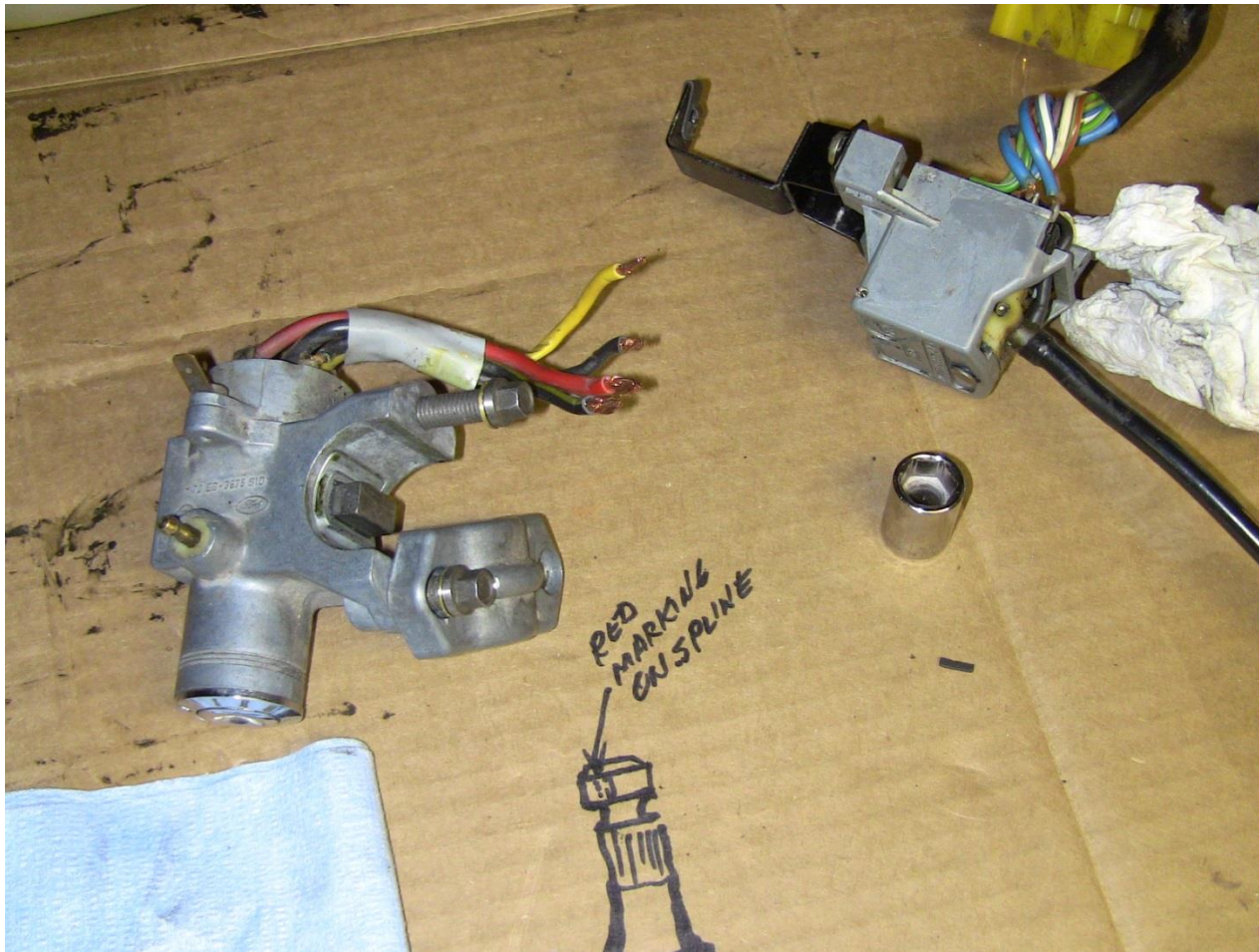


The original snap off bolts had an insert that protected the lock cap.

Use caution when drilling out the bolts on a drill press not to damage the insert.



You can see the locking bar here that fits into the slot of the steering shaft.





RED
MARKING
ON SPLINE



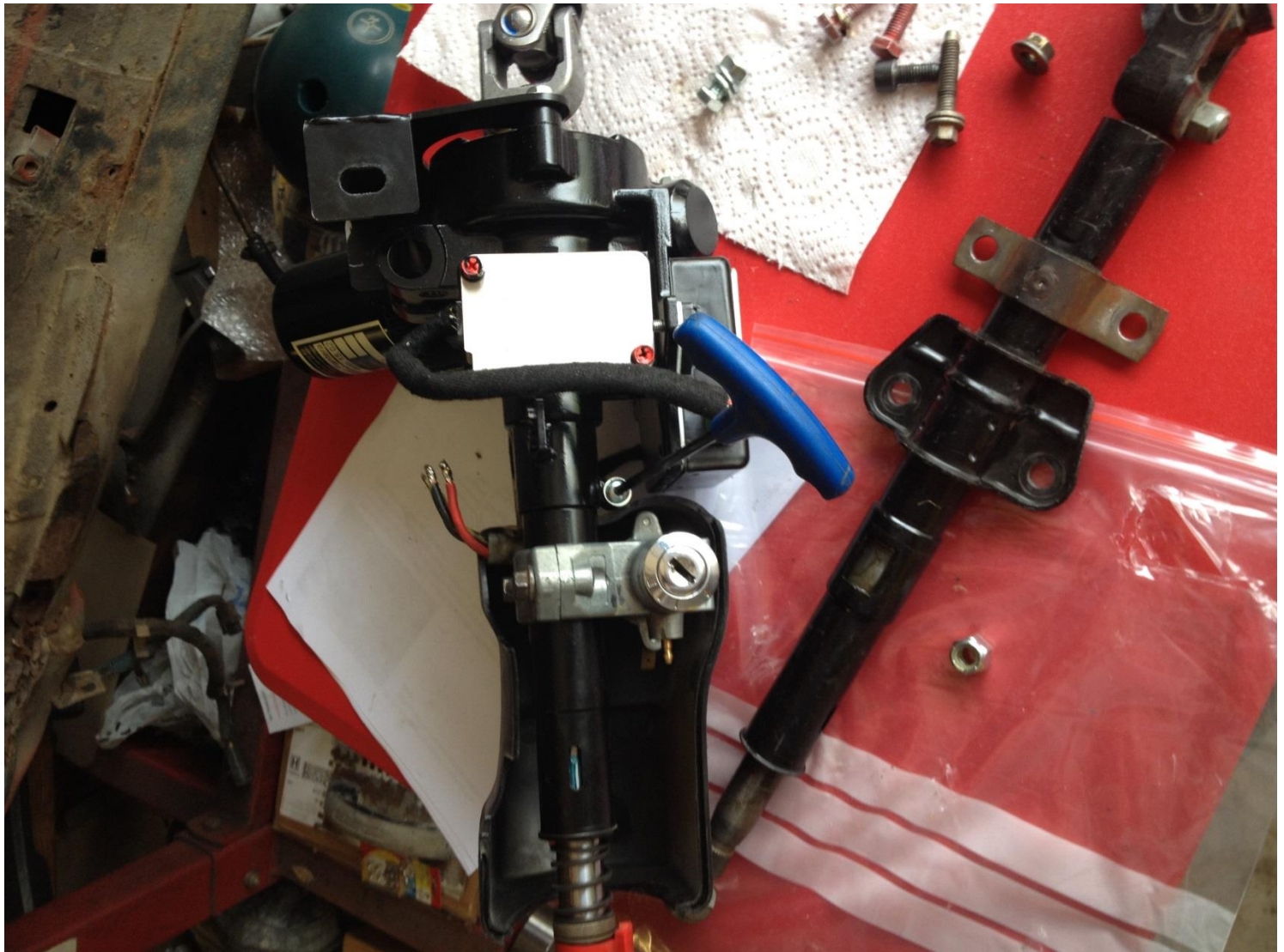
Slot in the column that the lock fits into on the bottom. 1:30 PM



Transfer everything to the new column



Adjust the lock slot to align with the shroud.



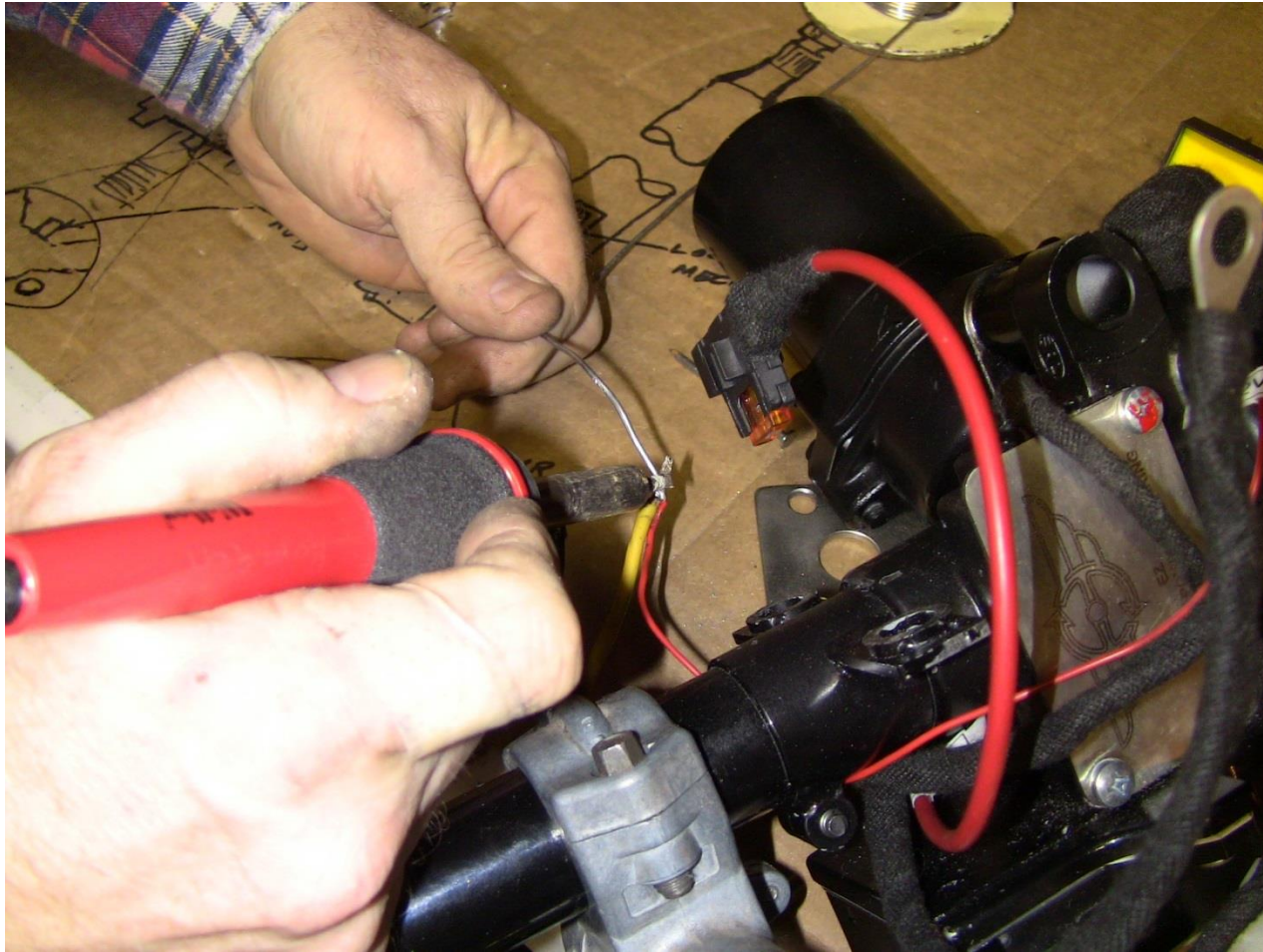
Ignition Lock bolted in Place. Turn signal bracket has a tab for the slot that is showing.



Trim the Knuckle on the new unit



All Connecting wires should be soldered and wire ends Tinned.



Don't forget the Clips



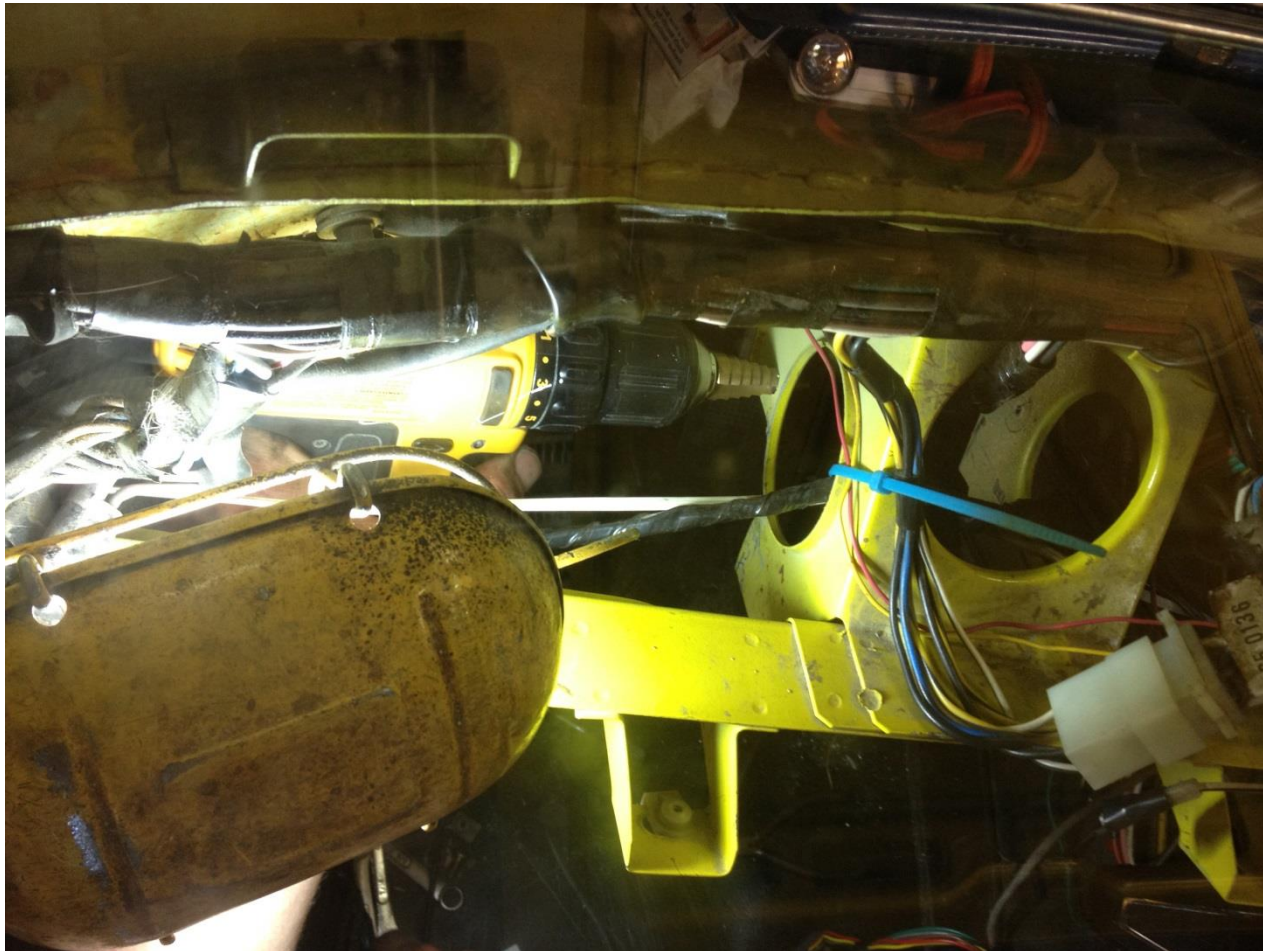
Underside of the dash column mounting plate. 3:30 PM



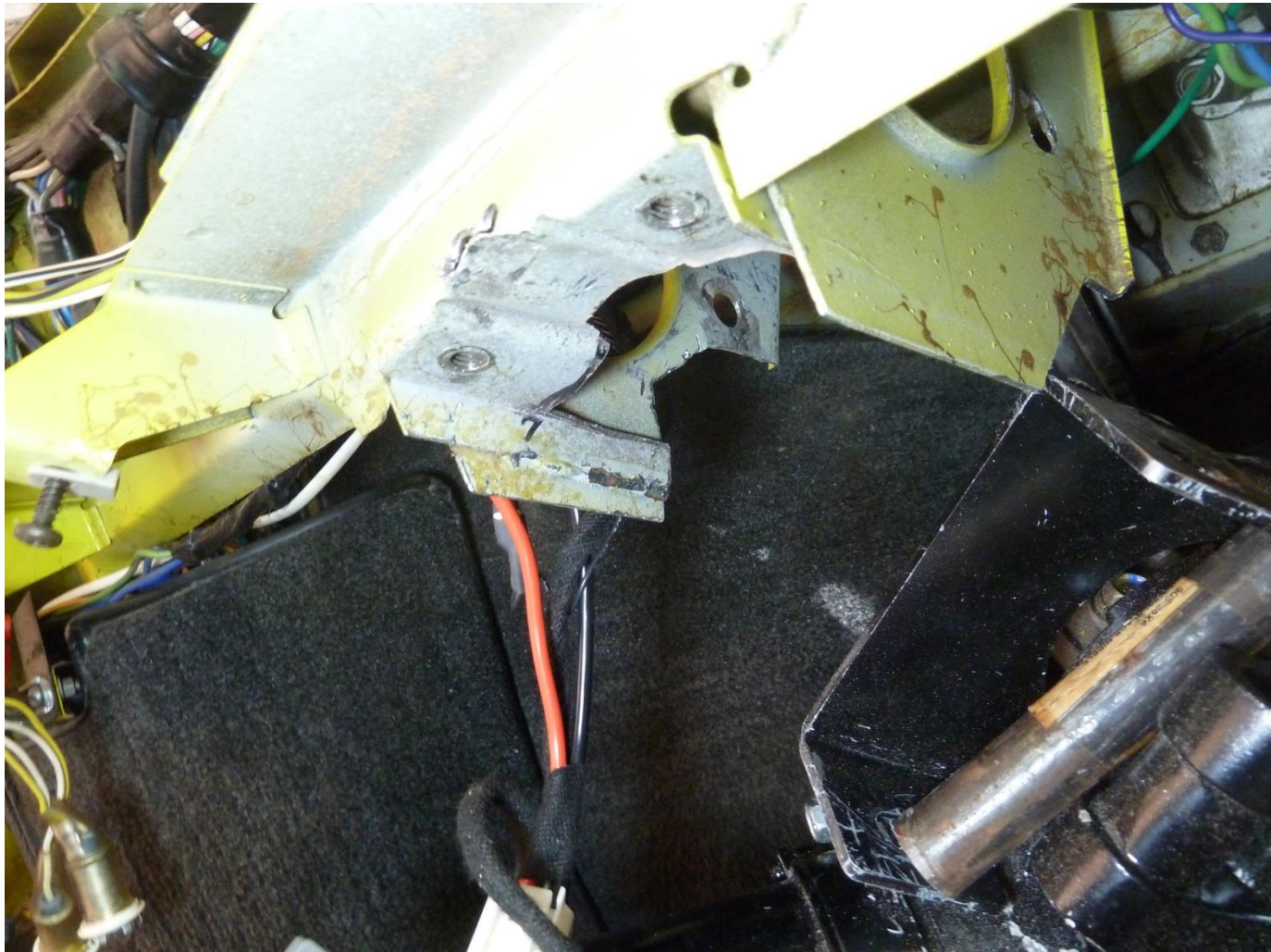
Cutting the Sides after marking the template lines with a magic marker.



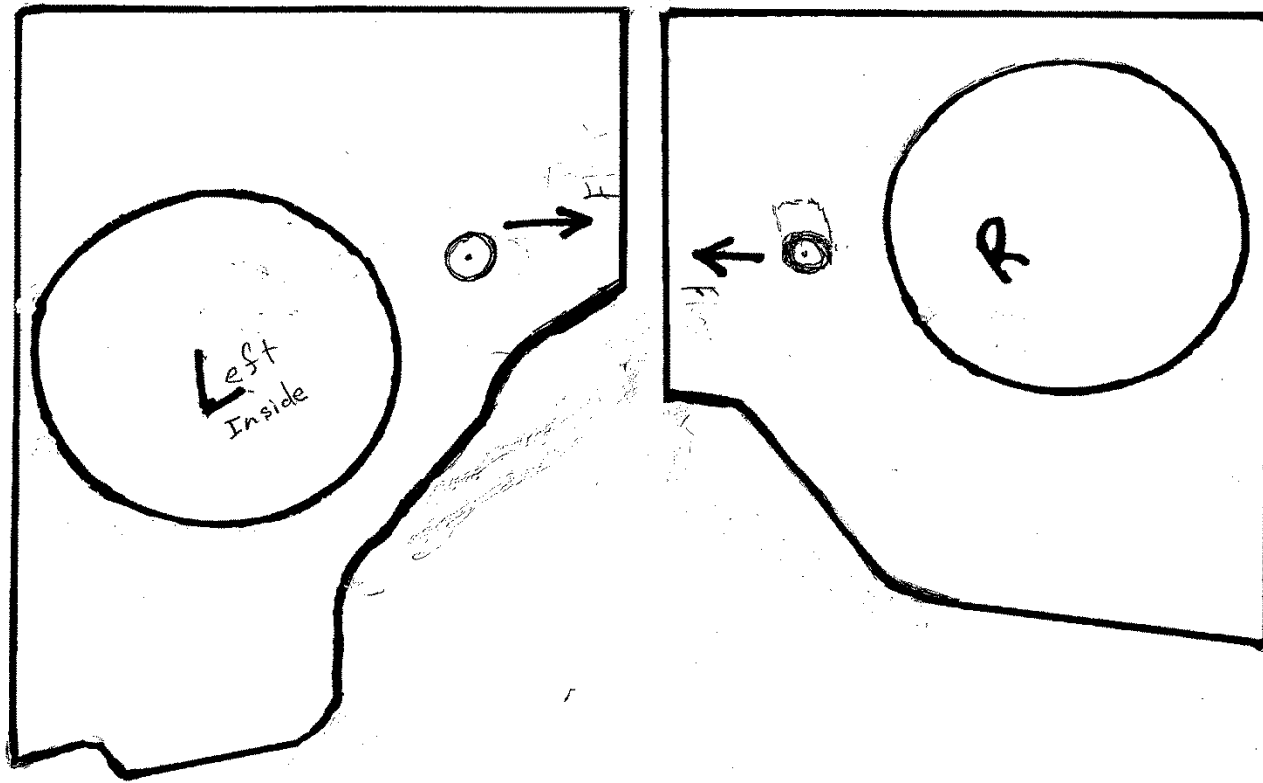
**Bolt holes are drilled with a step bit after drilling a pilot hole checking for alignment.
Looking down through the glass.**



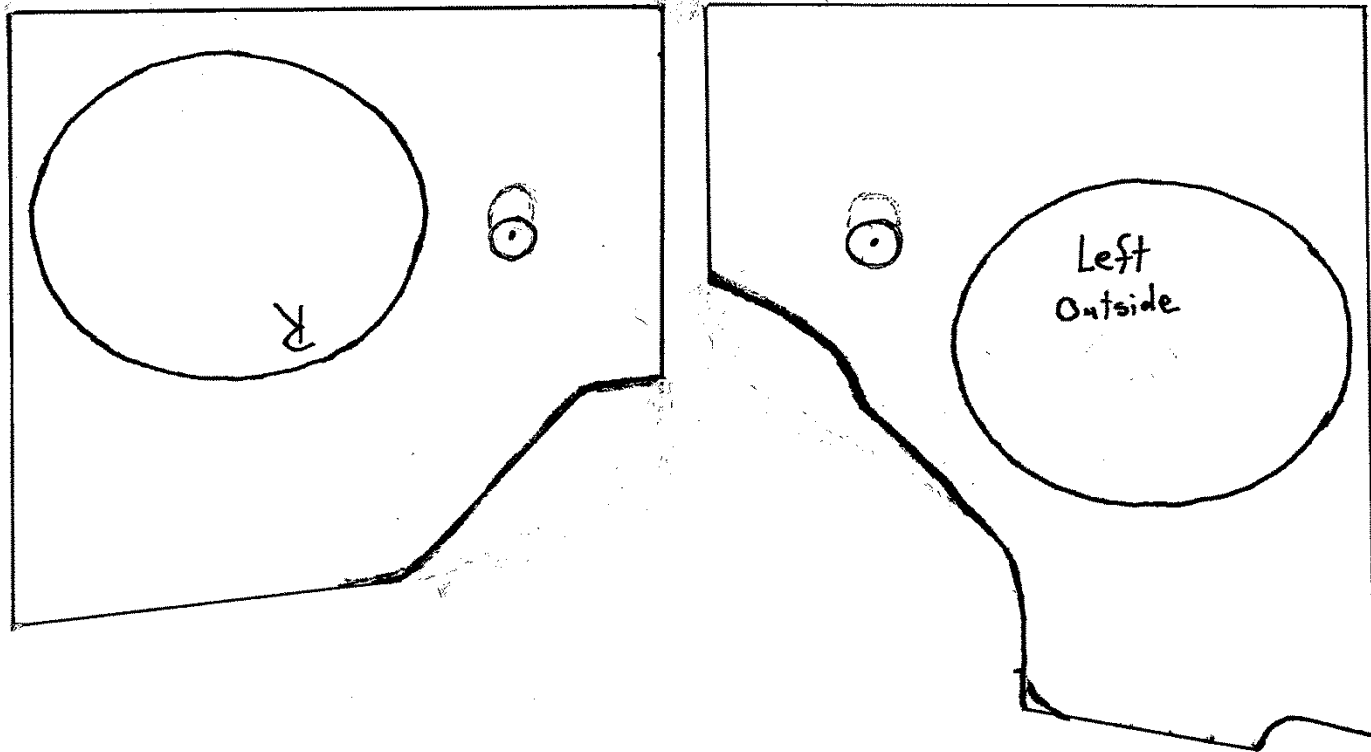
**Bottom plate was cut out with an air
jigsaw.** Right Side view (measure from the holes)



Inside Box Template



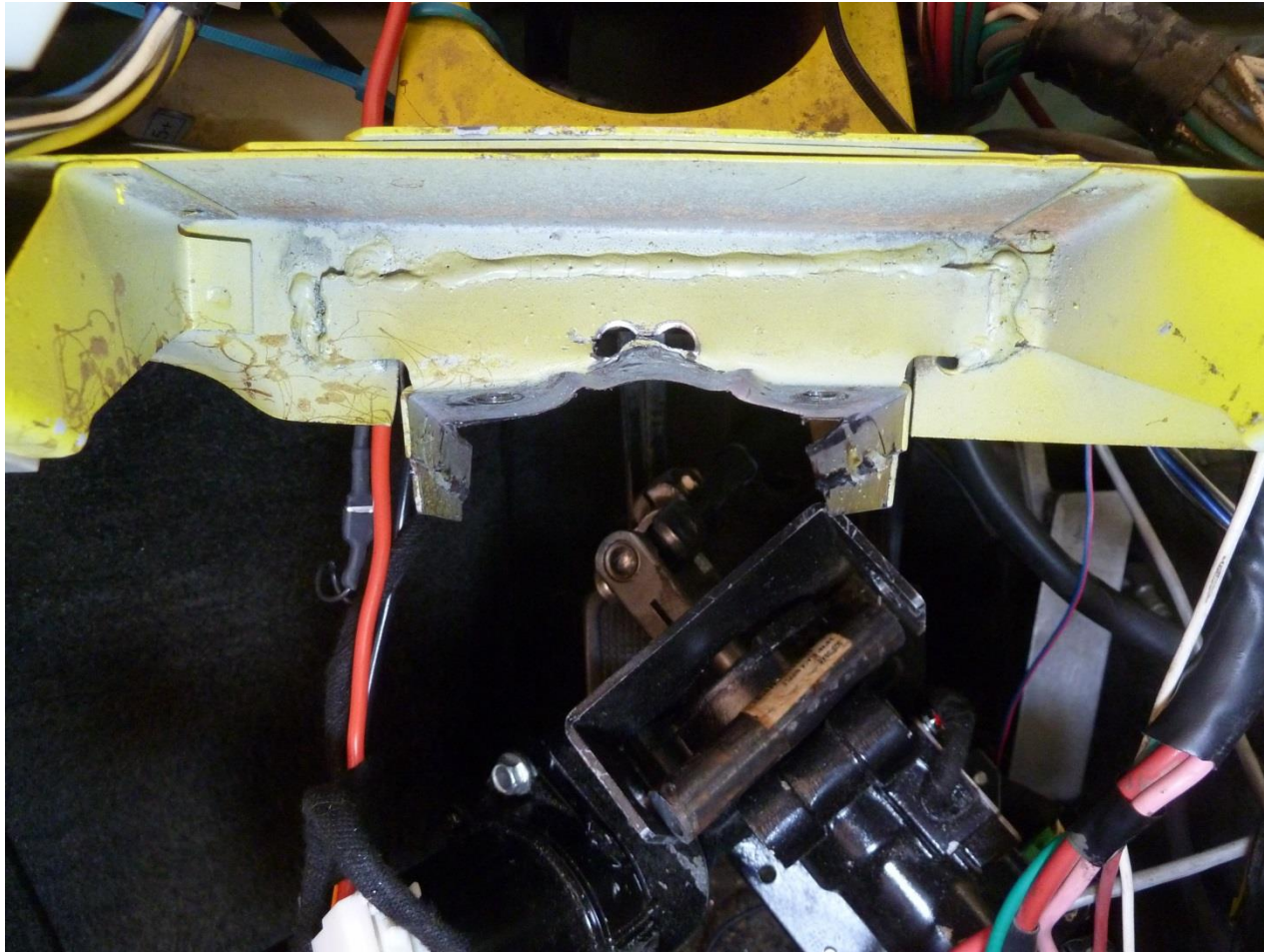
Outside Box Template



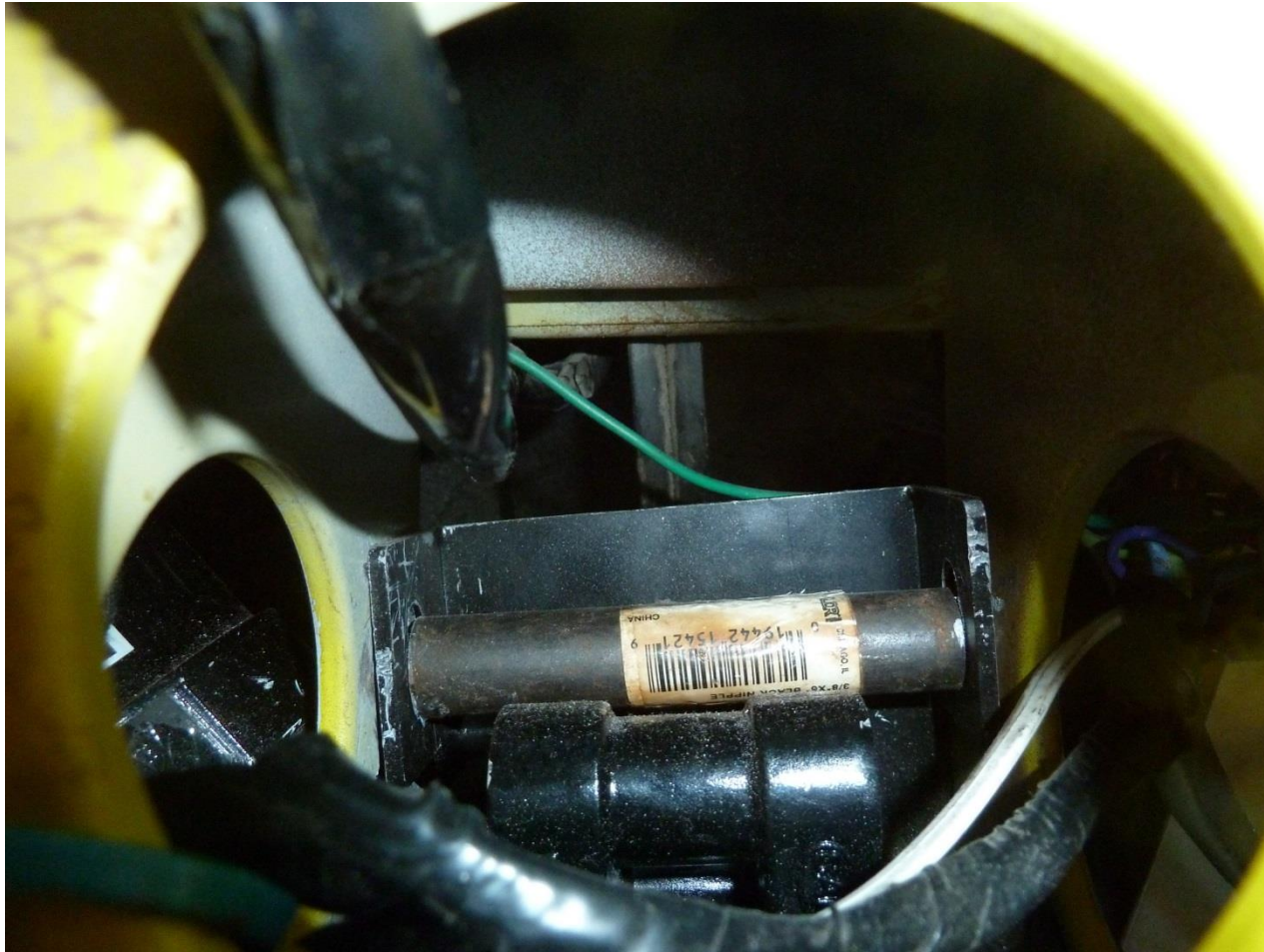
Box Cut out - Left Side - 3:40 PM



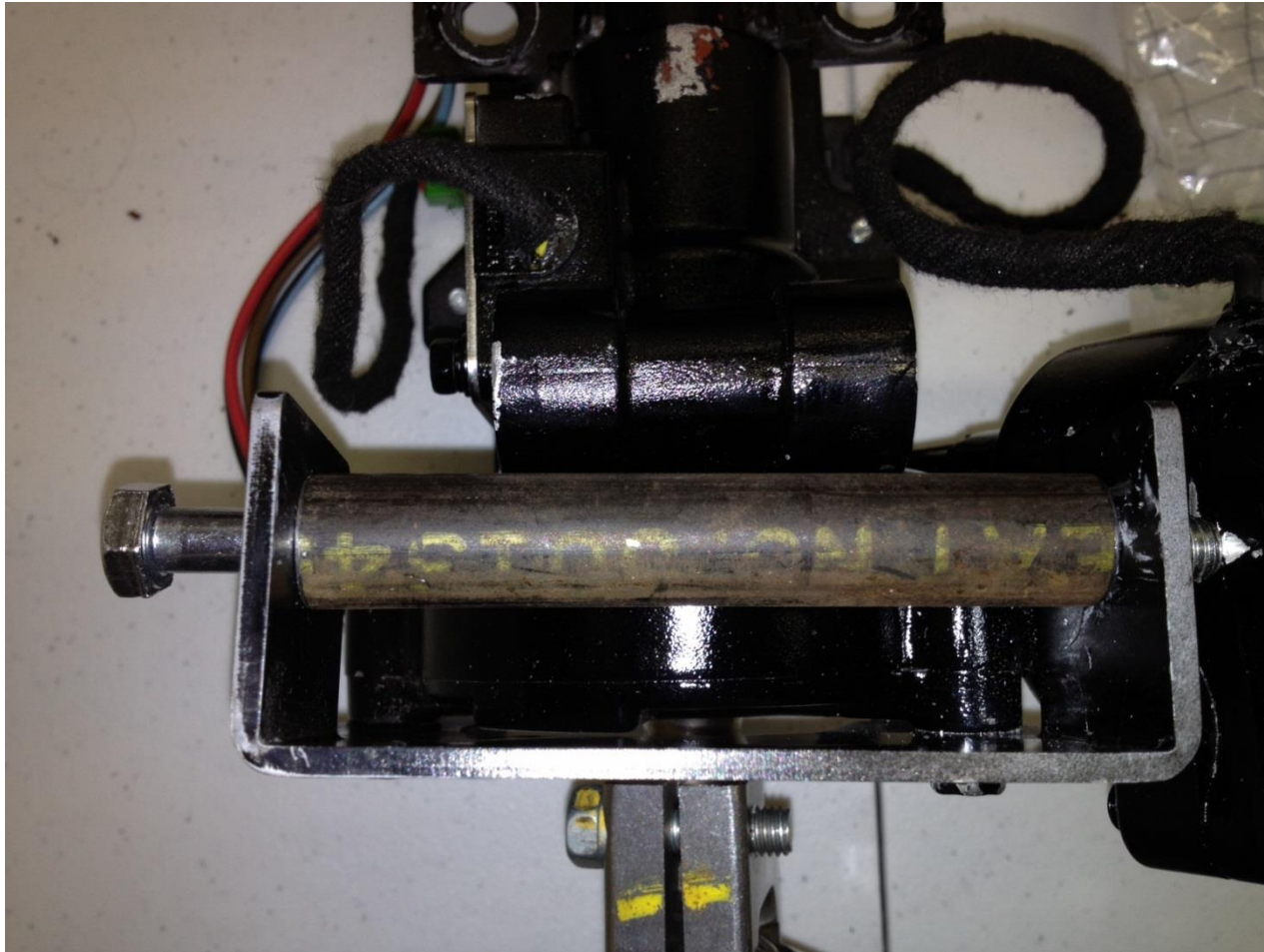
Box Rounded by drilling 2 holes..Cutting between them with air jigsaw. Pipe & Hammer to contour the top section up.



Steel pipe cut to fit the box.



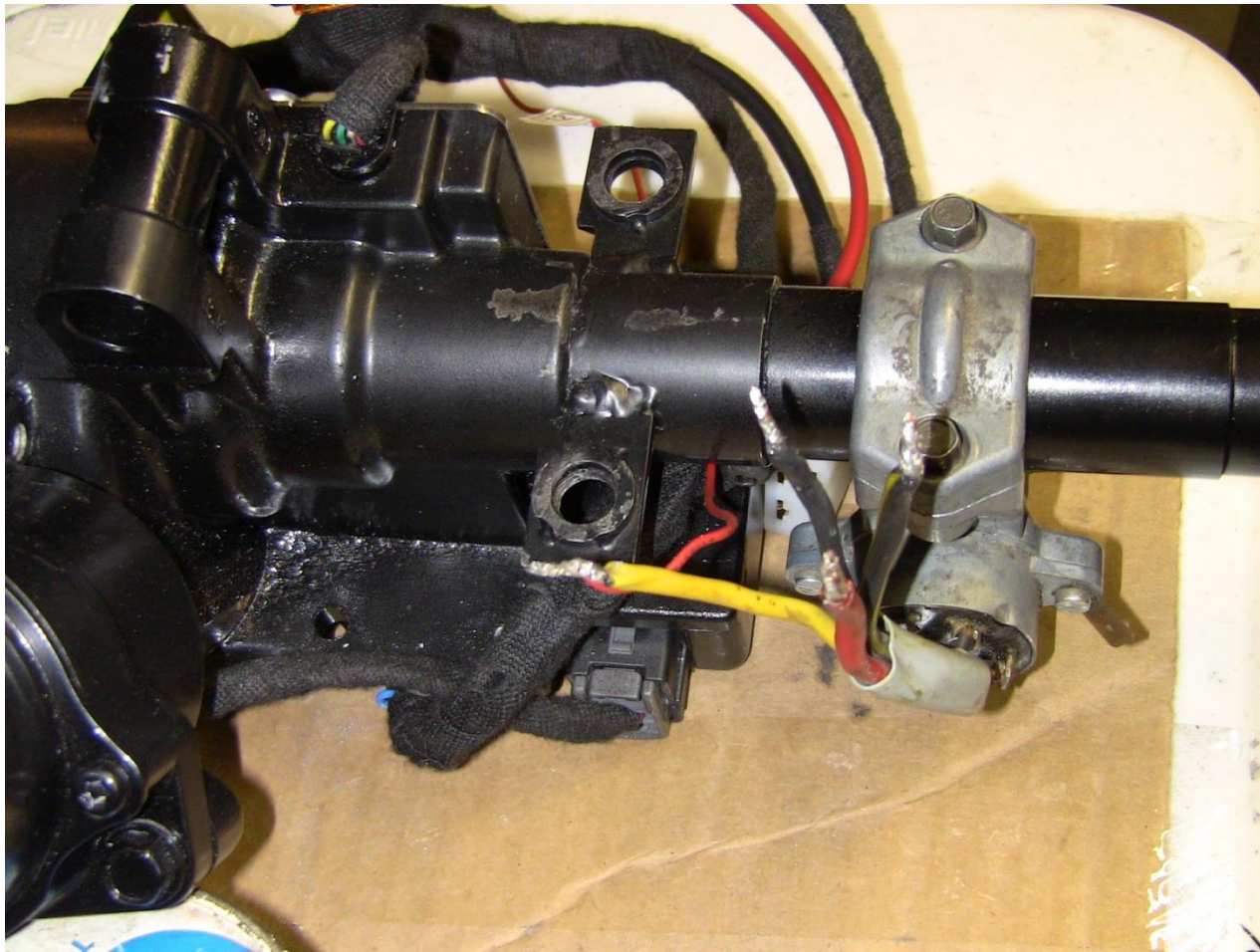
Top view



Steel pipe cut $3 \frac{9}{16}$ inches long



Tinned Wires ready for mounting in the connecting block.



Shroud Test Fit 1



Use a hose clamp to get the exact circumference



Measure 1st



Cover shroud Test fit 2.



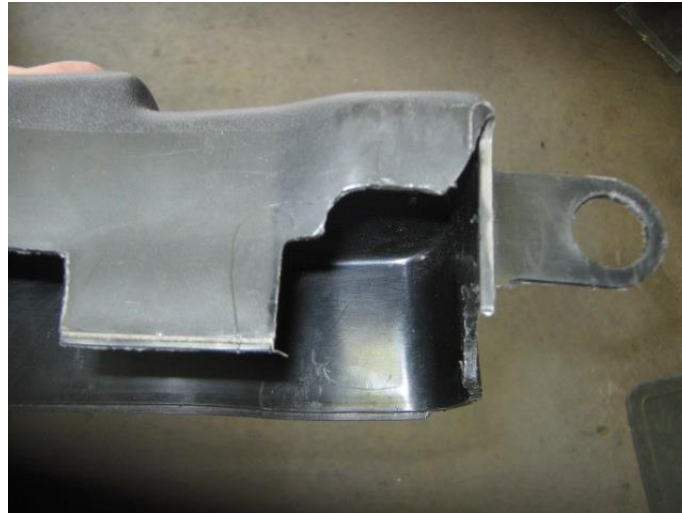
Left side looking at Steering Motor



Side view



More adjustment of the shroud



Column is slightly larger and requires more plastic trimmed.



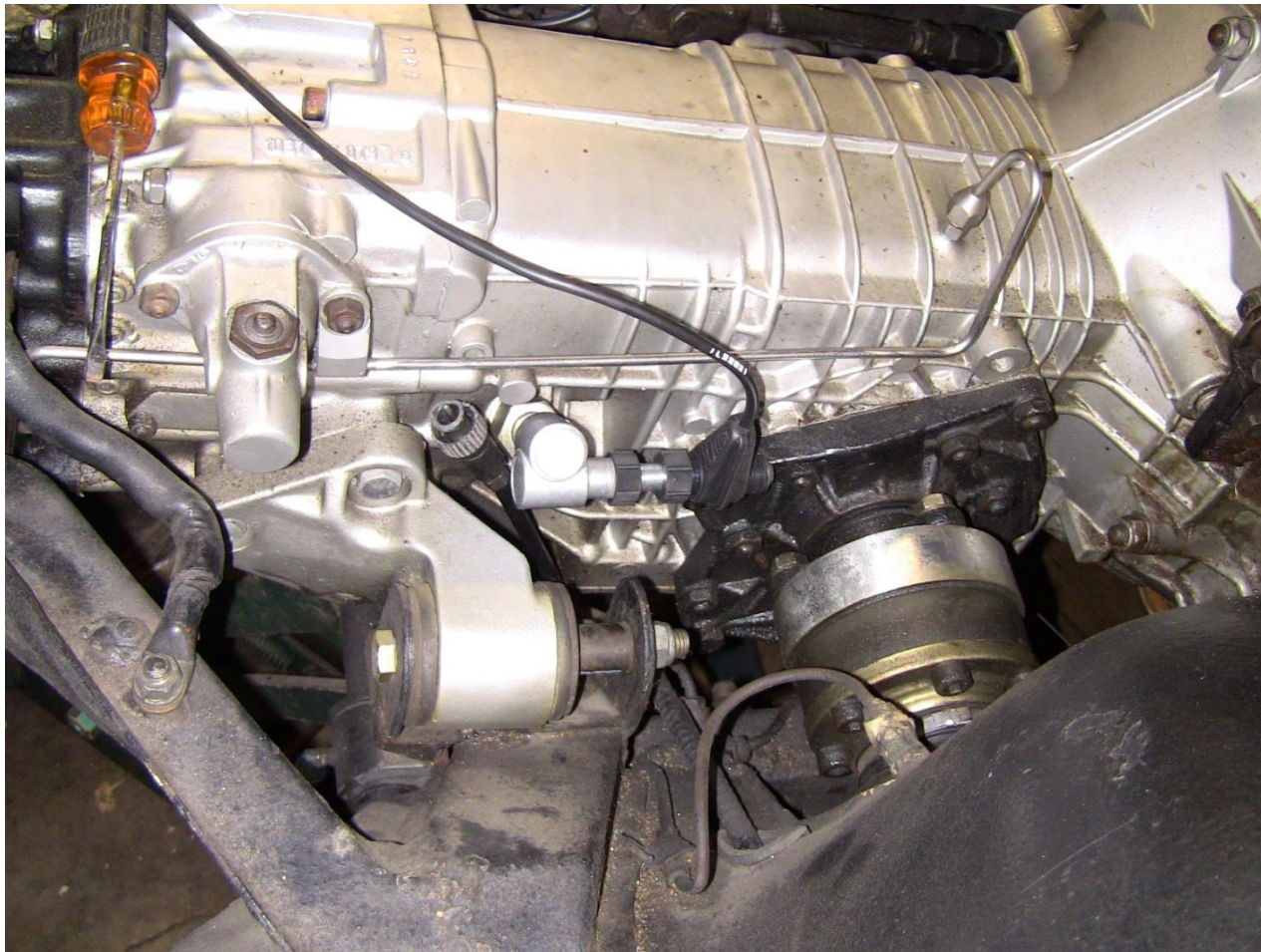
Pedal Clearance



Refresh the ground under the dash! It Corrodes & comes loose.



Speed sensor from EZ is for those that have a mechanical speedometer.





Speed Sensor #HE22CS-16 for ZF - \$154.00

16 pulse per rev. Same as Autometer 5 inch Electronic Speedometer.
The EZ Power steering uses 4 pulses per rev. and can use the SPD output from the back of the Autometer unit if a 4 pulse unit is supplied.

Roger at Milwaukee Speedometer Shop 414-463-6660

Can supply either.



The EZ power steering unit has functioned flawlessly in Alan Cameron's and Joe Russo's car. There is No difference in the road feel and handling of the car except you can turn and park with one hand easily. 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.

American Powertrain in Cookeville, Tennessee. 34667 is the US Distributer for the EZ Power steering for a Pantera. Jay Hempstead is the product sales representative and can be reached at 931-646-4836 . The current cost of the Pantera specific unit is \$2795.00 each. If you purchase more than one unit they can be flexible with the price and shipping.

Speed Sensitive

Assist is reduced at speed for great road feel without the sloppy feel of hydraulic power steering

Modern

Electric steering assist is replacing hydraulic assist on many high end modern cars and trucks.

Easy Installation

Model specific columns replace existing columns and look 100% stock

Computer Controlled

For optimal efficiency & performance.

Quick Response

Never hesitates, cavitates or irritates

Proven Reliability

Many years of durable performance in MG's, Lambos, Jags, Aston Martins and other high end cars.

Clean

No pumps, belts, hoses, fluid or other messy stuff.

Safe

Because we drive a full column with a worm gear a complete electrical failure only results in manual steering until you fix the issue.

Ultimate Air Conditioning

