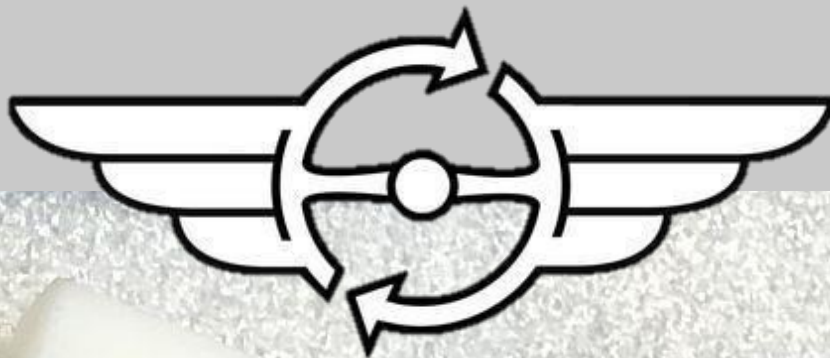


# EZ ELECTRIC POWER STEERING

## INSTALLATION INSTRUCTIONS SPEED SENSOR

VERSION 1.0 – JAN 2024





## THE PRODUCT

Thank you for choosing an EZ ELECTRIC POWER STEERING system for its quality, certification and easy assembly. Since 2006 we produce complete steering columns with integrated power steering. All columns are tailor-made for each type of car and we already have 200 types in stock! For more information about our products (power steering systems and replica steering wheels) or to place an order, please visit our website [www.ezpowersteering.nl](http://www.ezpowersteering.nl) or send an e-mail to [info@ezpowersteering.nl](mailto:info@ezpowersteering.nl). If you have any questions about the installation, please contact us at [workshop@ezpowersteering.nl](mailto:workshop@ezpowersteering.nl).

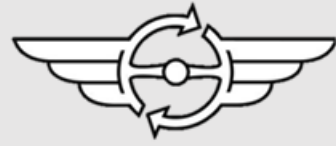
Version C1.0

Date 24-01-2024

*This manual should be read carefully to avoid errors. Check whether all parts of the set are present. This can be done on the basis of the picture in this manual.*

*If you do not have the skills or tools to perform the installation, have it performed by a professional. EZ POWER STEERING cannot be held liable for incorrect installation or self-inflicted damage.*

*If you think that any changes are needed in this manual, we would like to receive your pictures and comments. With your feedback we can improve our manuals!*



### Speed sensor.

It is possible to convert an EZ-kit that uses a potentiometer (simulated speed signal) to a real speed signal. However, this does not always provide better driving characteristics (steering feedback).

When an EZ-kit standard is fitted with a potentiometer, then this has been a well-considered choice by us. The choice of potentiometer may have been made because of driving characteristics, but sometimes also because a speed sensor does not always fit or is difficult to mount. (see FAQ)

A real speed signal can be obtained by an electronic speed signal that can be taken from the speedometer or by mounting a speed sensor/pulsifier/transducer.



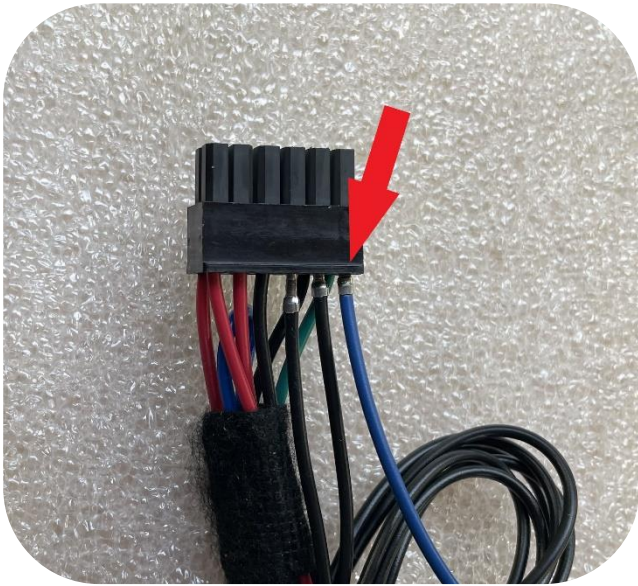
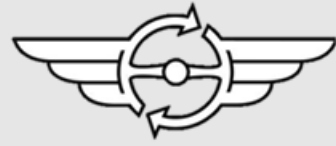
#### Step 1.

The speed sensors that we used have the following color combinations in the connector.

- - Red - Positive
- - Black - Minus
- - Blue – Speed signal







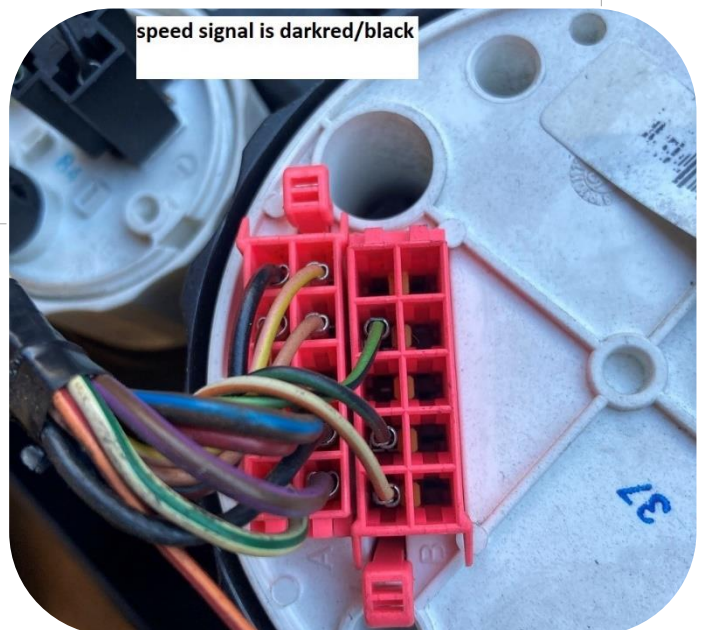
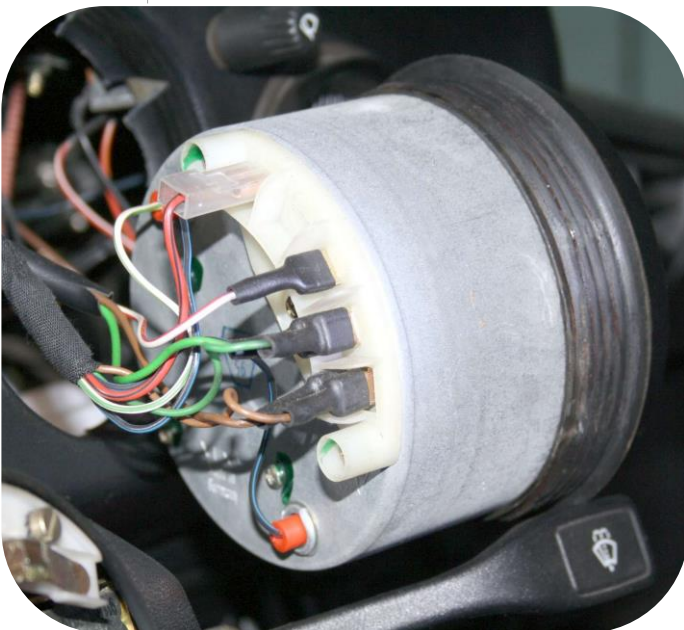
### Step 2.

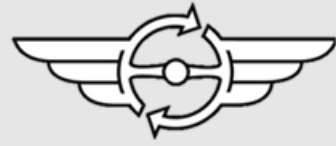
The ECU supplied with the EZ-kit kit always has a blue connection. Remove the blue wire from the controller side.

### Step 3.

A vehicle's electronic speed signal is usually found at the back of the counter clock and can have different colors. Refer to the car manufacturer's original electrical diagram to find the correct wire for the electronic speed signal.

Connect the previous removed blue wire from the controller side to an electronic speed signal from the vehicle or pulse emitter.





### NOTE 1.

There are 2 types of speed sensors with each a different color combinations for the speed sensor. If you have the “old type” (blue, brown and green/yellow) speed sensor, please use the green/yellow wire in the connector to connect the newly installed blue wire.

Speed sensor “old type” (plastic)

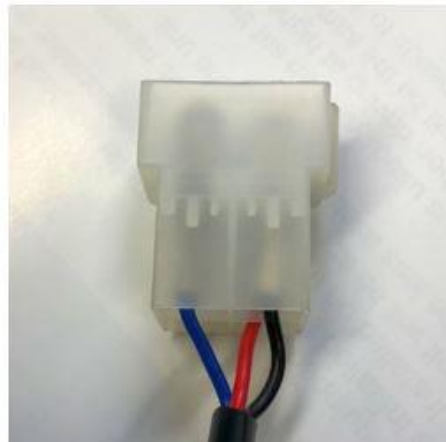


Positive:	Brown
Minus:	Blue
Signal:	Yellow/Green

Speed sensor “new type” (aluminum)



Positive:	Red
Minus:	Black
Signal:	Blue



### NOTE 2.

When you convert the wiring harness from a potentiometer to speed sensor, the connector for the speed sensor is obviously missing. You have to provide your own ground and power supply for the speed sensor. The switched power supply can be taken from the ignition switch and must be fused with a 5 Amp fuse.

We always supply the speed sensor of the Hall type/principle, keep this in mind when you buy your own speed sensor elsewhere! Ideal is a speed sensor that gives 4 pulses per revolution.