

Electric Power Steering for your Traction

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Firstly, I must give credit to fellow member Peter Boyd from Mapleton for bringing this modification to our attention at the 2014 Cit-in at Rawson. Peter gave an address at the meeting and told us how this modification had been widely embraced in Europe, how to fit it and where to obtain the various components.

While listening to Peter it was decided that we, as a club should prepare a kit that was fully complied to supply to members instead of individuals modifying their vehicles and not always carrying it out in the correct manner. The other inducement was the pending changes in Victorian club registration rules that will cover modified vehicles. It is proposed that on your registration renewal certificate, the owner will need to sign whether any modifications have been carried out on their vehicles since the last renewal, failure to disclose modifications may lead to loss of insurance, registration and could lead to litigation if the modification can be linked to the cause of an accident that results in personal or property damage. Vic Roads will be calling for commercial Road Worthy Certificates for initial club registrations in the

future and anyone could tell that tractions did not have electric power steering when they left the factory in the 50's.

I volunteered to undertake the project and contacted a compliance engineer where we presented front axle weights for both 4 & 6 cylinder tractions and also front axle weights for the 2004 Holden Barina where we were sourcing the power steer unit from.

The engineer agreed that the steering unit would be O.K. to use after Warren Seidel and myself visited him, Warren supplied a section of the monocoque where the steering fits to show the engineer exactly where and how the unit is situated.

Since then considerable work has gone into designing a steering wheel adaptor and a connecting sleeve to fit the existing steering shaft, we are still to have the connecting sleeve approved, so we cannot give a firm price for the total kit at this stage but hope to have this information in the next magazine.

The steering unit is from a 2004 XC Holden Barina, you need to ensure that it has a non-tilting column, these sell from wreckers for \$150 - \$200.

The club will supply a kit that will include the steer wheel adaptor, steering column coupling, wiring kit, necessary grub screws, etc that are required for the job and a comprehensive electronic instruction manual that will not only tell you how to complete the task but also what to photograph in order to gain compliance, even the manual needs to be approved. We are hoping to keep the costs for this kit at no more than \$500.00. There needs to be some machining on the shortened steering shaft by your local engineering shop and the existing steering tube will need to be expanded on one end by an exhaust shop.

Compliance for Victorian registered cars will be through the engineer we have been dealing with, hence the need to provide photographs. Interstate members will be provided with a list of compliance engineers recommended by our engineer and I am certain compliance will be readily attained. The compliance cost I believe is \$500.00 per vehicle, you may think this expensive but the engineer supplies the certification, compliance plate and carries the insurance that your car is legal, less of course the compulsory 1/11 of that total comprising GST.

This modification does give the ability for a Big 6 owner to parallel park using one finger, the amount of assistance is controlled by a small rheostat which can be subtly mounted in easy reach of the driver, it is silent in operation and failsafe. In the event of a power failure, it reverts to standard manual steering effort.

Peter Boyd has his Family 9 equipped with it and accompanied us on the 80emeTraction run in October, I have fitted a Dutch Ezy Steer to my friend's 6H, which is nearing completion and Tim Waters from Tasmania has also fitted Ezy Steer to his Light 15.

The Ezy Steer unit from Holland costs in excess of \$2,000.00 landed and **does not meet compliance standards**, we hope for a little more than 50% of this cost our members can enjoy fully complied electric power steering on their Tractions.

At this stage I would like members to register their interest in the project with me or if they have any questions to please contact me, my home phone number is (03)58231397.

I have quite a few members on the list already as I did give a talk on the project during the 80 eme Traction rally, as well as other members who are aware of this project.

Another sideline discussed with the compliance engineer was the popular fitting of an ID engine and 4 speed gearbox, this he assured me was completely legal and required no certification at all as it used the original block, did not increase engine capacity or increase the total weight by more than 10% and used the original mounting points. I do hope to supply further information in the next issue.

Pictures below are of unit fitted in Peter Boyd's car. Thanks Peter.

