

In 1970 I was inflicted with a life-threatening injury to my neck although recovered, but after a long journey I was told by my sixties the injury would return to haunt me, and boy has it, so why am I saying this.-----

Power steering!

For some time I have been struggling to drive my TR to the point where I was ready to give it away, but I recalled a story of a bloke in Queensland who had a stroke all down his left side which benched his TR3. But not to be out done, he had a power steering unit designed and fitted along with an automatic transmission. Yes [he kept the original parts] but hey! he kept the car, so I decided to do some home work.

EZ Electric Power Steering in Amsterdam make conversion power steering units for most cars especially old ones. http://www.ezpowersteering.nl/25/170/EZ_ELECTRIC_POWER_STEERING.html
And they have a distributor in Sydney, Cummins Classic Cars. So starts the research.

I was cautious at first but having communicated with Europe and the Cummins people I was convinced. They gave me access to photographs of two TRs done with the system which looks and seemed perfect.

The unit fits under the dash between the fire wall and the steering wheel, you simply undo the steering column at the connection into the rubber bush in the engine bay pull out the steering wheel assembly and slot in the new section that incorporates the electric motor, like for like. The new steering column section uses the same mounts and there is no cutting, drilling or re-structuring to accommodate it. No leg room is lost and you cannot see it, open the bonnet and you would have no idea. A microprocessor comes with the package and is fixed to the body creating an earth and a wire to power. That's it, no relays or mucking about, and of course indicators and O/D switches are mounted straight back.

Now the unit: fully electric and pretty much the same as the power steering in all modern cars. If there is a failure or power outage you simply revert to normal steering, there is no chance of catastrophic failure. Driving at low speed it's very light, but the processor weighs up the steering to make it heavier the faster you drive, exactly as a new car does.

There is no maintenance and no interference to the steering rack or the steering column. No pulleys, hydraulics, oil lines, zilch.

To get this organised order the unit with Cummins. It comes to your address for you to install or as in my case I had it done by INTERMAQUE in Collingwood, about four hours work.

I have kept the original steering column section for the next holder of the car to put it back in due course. In the meantime, nobody would realise it is there, nothing to see in the cabin and the fire wall connection under the bonnet connects directly into the steering column shaft.

Driving is somewhat different at zero speed. It's fantastic going through the gears and changing lanes. Punishing a round-about produces a little twitch, understeer dominates, but my car always has done this. Does any of this concern me—nope!

Now the sad part: \$3.5k. Gee you say that's a lot. Well many of us spend that much on upgraded IRS kits, so is it really so much when the alternative is the car doesn't get driven or even disposed of? I guess it's not the sort of modification you might consider as being something nice to do, but in my case, it means keeping the TR for a bit longer. Of course I have kept the old gear, so nothing is lost

For those of us struggling with pointing a TR in the right direction this is worth having a look at.

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Fig 1: Original steering column



Fig 2: New steering column



Fig 3: Note "TR4" on the compliance plate



Fig 4: New one fitted



Fig 5: Original removed section



Fig 6: New connection to front section



Fig 7: Interior showing no change

