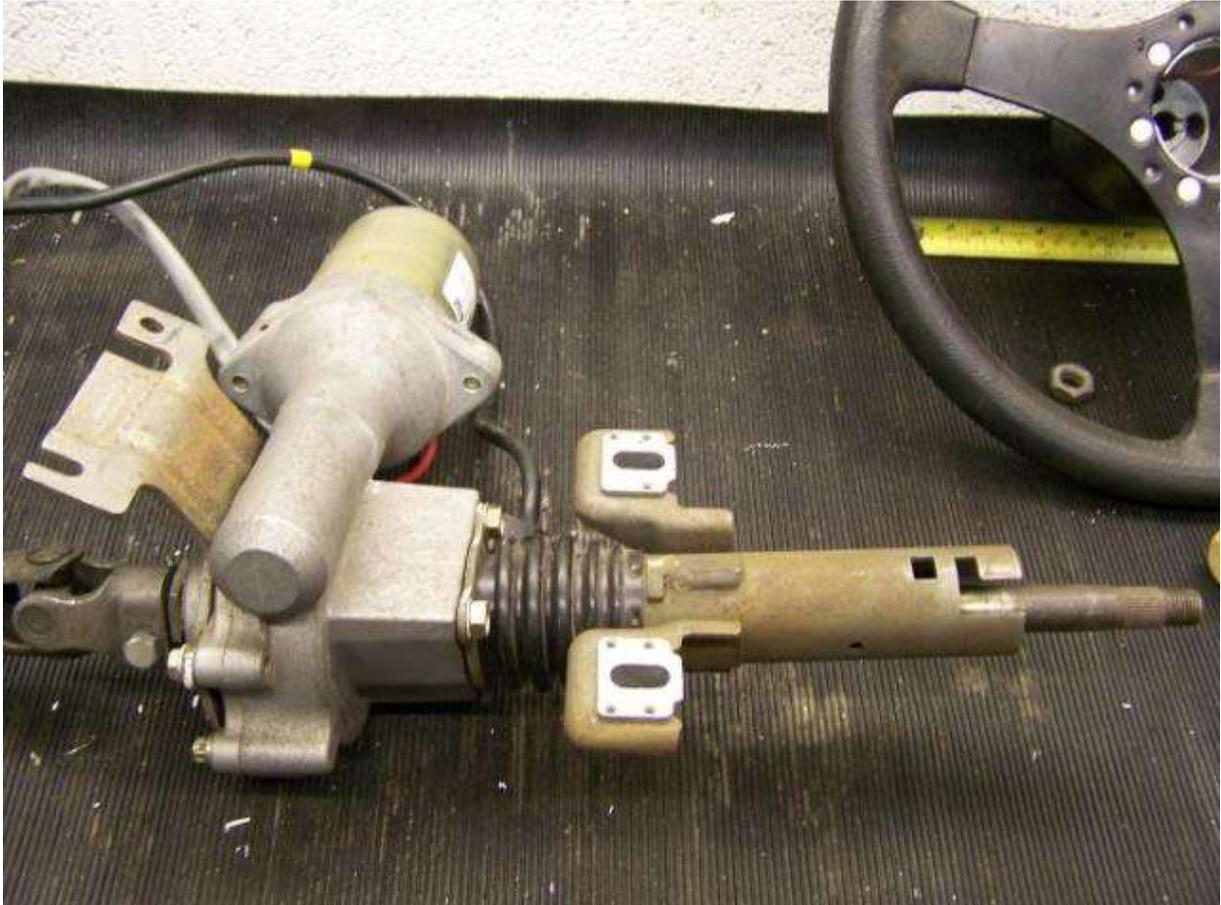


Read more: <http://retrorides.proboards.com/thread/74470#ixzz2fcSH2zas>
Corsa b column 34106995



Remove the outer collapsible top part of the corsa bit



You are left with



Don't hit the end of the spline as I did or the spline end will come off



will be putting a blob of weld on mine to hold the 2 parts together as the top part with the manta bit added will not collapse now anyway, the reference for the amount to stick out is 85mm for the top part



Take your manta column and remove the inside part

What I was trying to do was keep the columns the same length so the inner part was my reference point



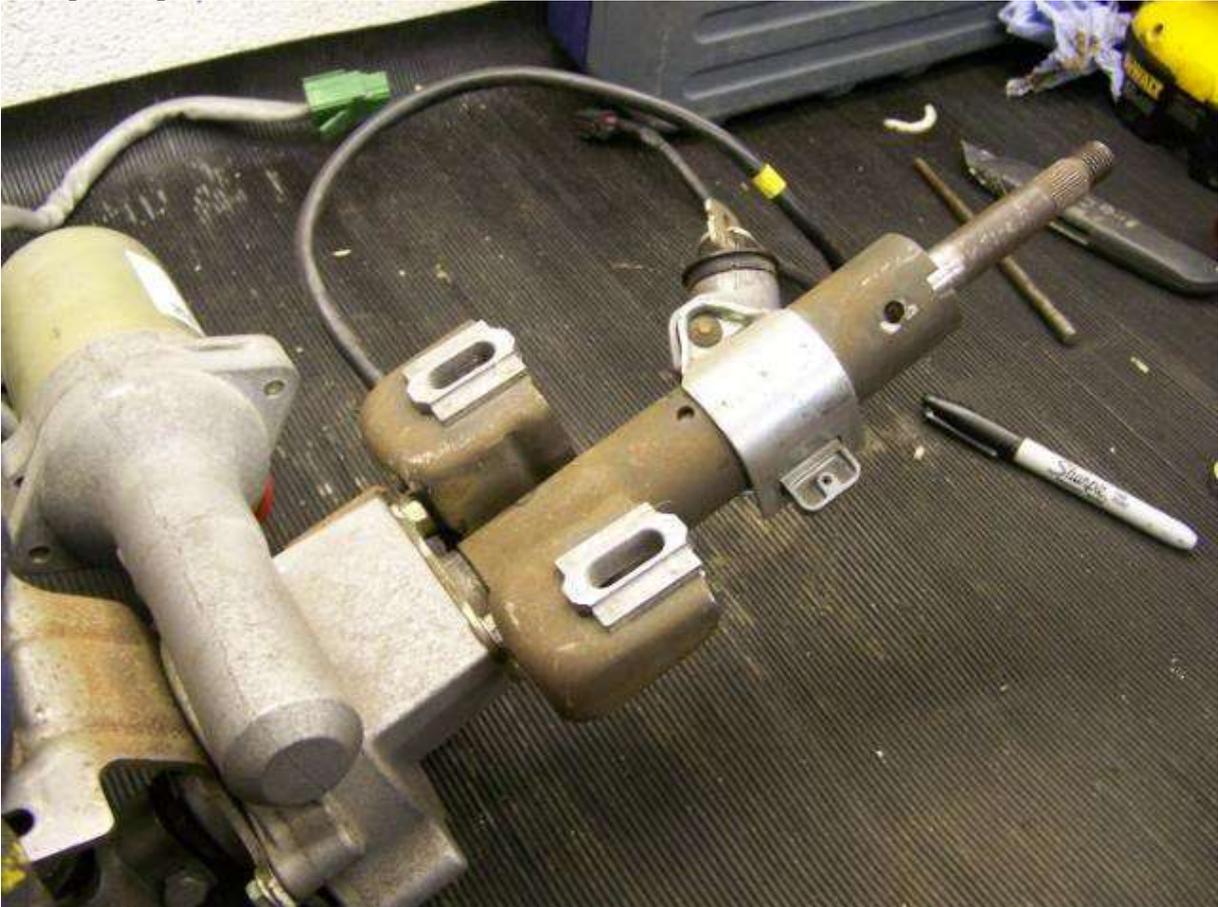
Take the outside of the manta column and chop it into 3 pieces



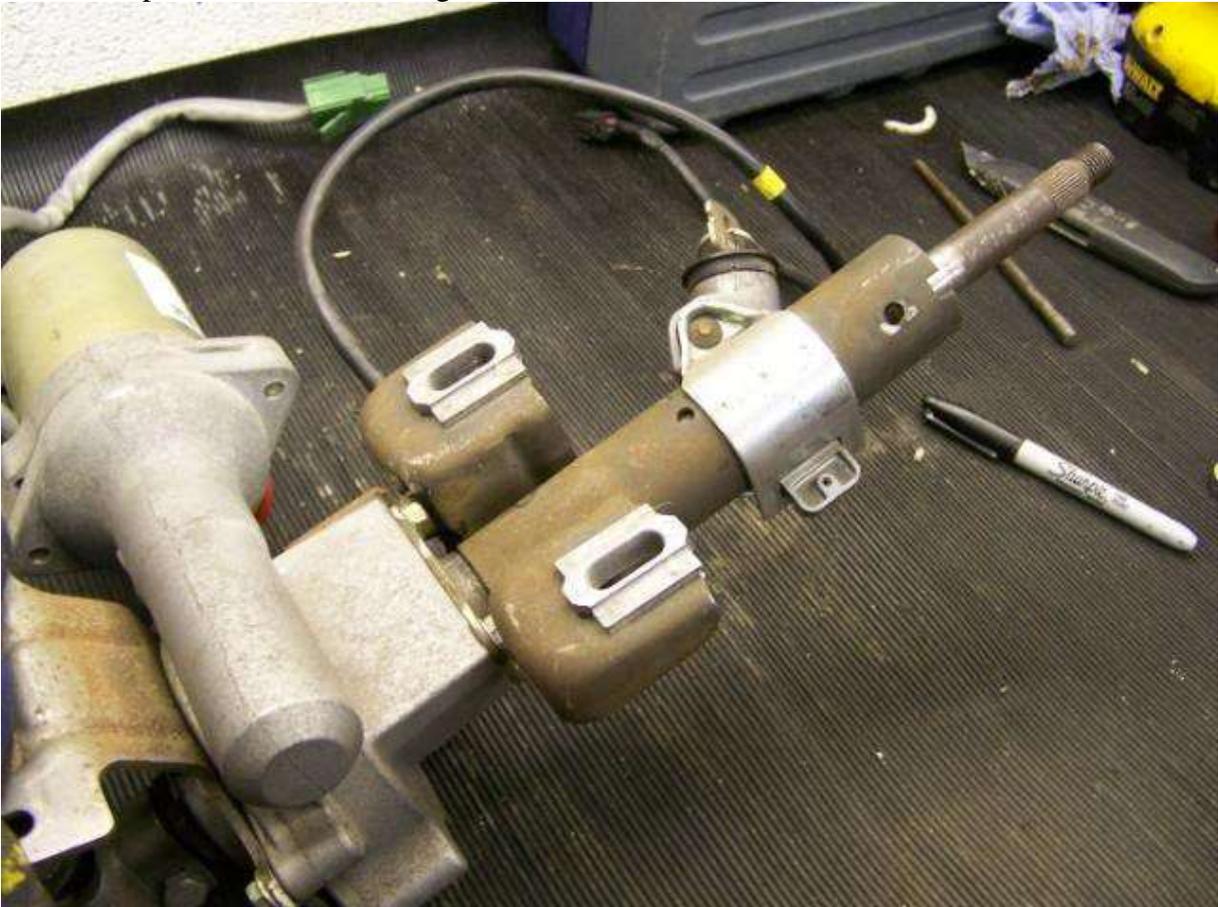
You want the top outer part to be 180mm



That part slips over the inner of the corsa bit



These two parts will be welded together



Make room to get at the bolt



This will now take the manta multi switchgear and wheel in the same place as a standard car



Bottom part of the column Take the inner shaft from the manta and split it then cut the bottom part down to 315mm



Shove that into the corsa UJ, it's a tight fit but this part if you leave unwelded will collapse in a front ender



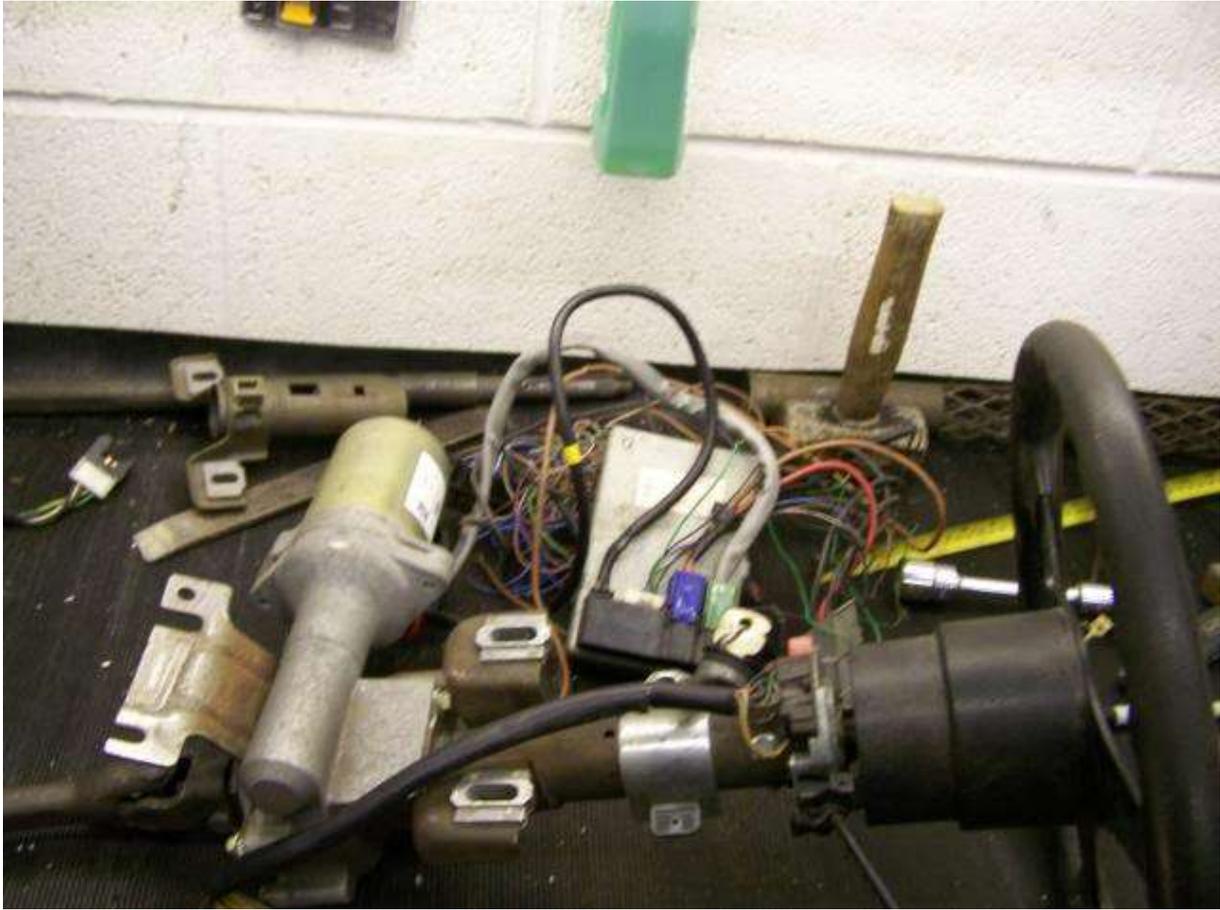
Take the bottom part of the outer of the manta column and bolt it to the floor, mine hasn't got a bearing in as it will be blasted and a new one fitted



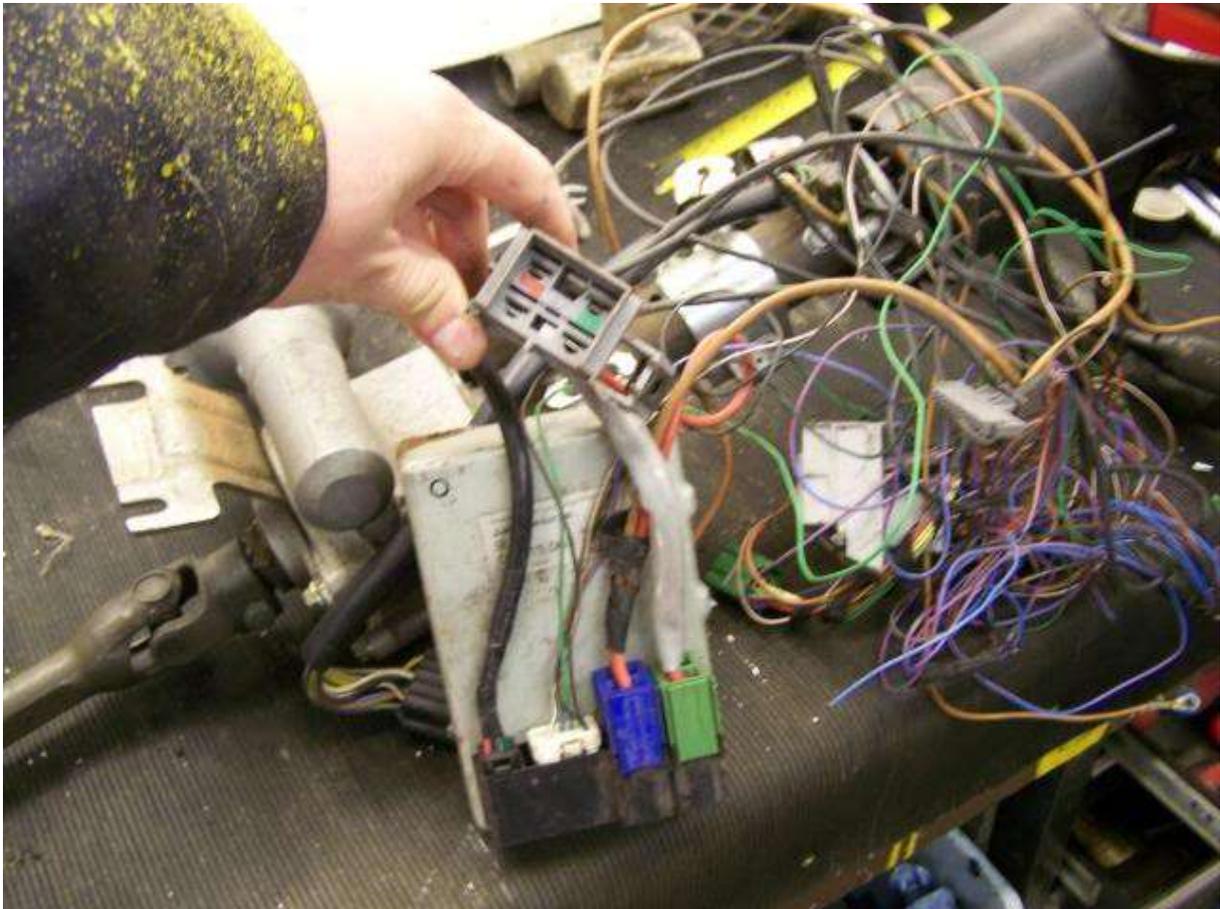
Column will now bolt into place as the original

???? foto's waren van de webside verdwenen ????

I'll be getting a control unit to replicate the singals for the ecu from ebay, this one is around 40 quid and looks good



I got the column myself so removed lots of wiring and got the fuseholder that was standard in the car



Random reference pics now







#####

I've been making and selling these over on the Opel Manta Owners Club forum for the last several months with good response, and thought I'd start offering them on here aswell.

This kit uses a Corsa B electric steering column and combines it with a Manta steering column. Once done it all mounts into the Manta and is 95% invisible tucked behind the dashboard. The original switch gear, ignition, cowling and steering wheel are retained. Installed it looks like this

Read more: <http://retrorides.proboards.com/thread/143697#ixzz2fccs79pq>



The bottom of the motor just sticks bellow the lower dash, but this can only be seen if you bend down to look for it. Without the dash in it sits here



The lower dash needs a small amount cutting from the drivers side, and the passenger side needs a reinforcing web trimming down to make room for it. Other than that 2 holes need drilling for the extra rear mount on the column and 6 wires need connecting.

The kit comes with a modified column and rebuilt lower bearing, you will need to swap your switch gear, ignition barrel and steering wheel from your old column (a nut and 4 bolts) It also has a controller box and adjuster so you can vary the amount of assistance the column gives (I've tried 4 different makes of controllers and the one I use gives the most adjustment and best feel)

These power steering conversion kits have proven very popular so I have sourced a few more corsa columns and have converted them into complete kits.

So i have 3 kits for sale and will be making more as i get more parts



With this kit you get a modified corsa/manta column ready to fit to your car including a speed controller (required to make the column work).

Its built to take all the standard manta switchgear, steering wheel and the original manta cowling will even still fit. This is to keep the standard look of the car.



The mounting brackets have been made so the column motor tucks up behind the dashboard towards the passenger side so there is no need for major work to fit it. All that required is the drivers lower dash needs a small piece trimming out and the passenger lower dash needs a reinforcing web trimming back from the rear of it. You can just see the lower part of the column sticking bellow the dash, but this is not visable when driving or when stood next to the car looking in.

Apart from that there are 6 wires to connect and 2 holes to drill for the extra rear mount. You will also need to swap across your switchgear and ignition barrel from your current column (only 4 bolts)

The speed controller comes with an adjustable dial to set the amount of assistance to match your needs and the car setup. On a standard manta with 195 tyres and a normal rack i have the adjuster set to around 1/3rd and can turn from lock to lock with the palm of my hand (just like a modern car) yet the steering still feels responsive and doesn't get too light at motorway speeds.

If you're running a quickrack or 400 sized wheels (or both) there is plenty of adjustment to lighten the steering a little more

For a complete column with controller the price is £210 plus £15 delivery to mainland UK or you can collect from Harrogate N, Yorks

If you send me your old manta column in exchange i'll take £20 off the price

I can also supply a wiring kit for £10

(this includes all the required terminals, heatshrink, 50amp fuse and inline holder, and length of 50amp power wire)

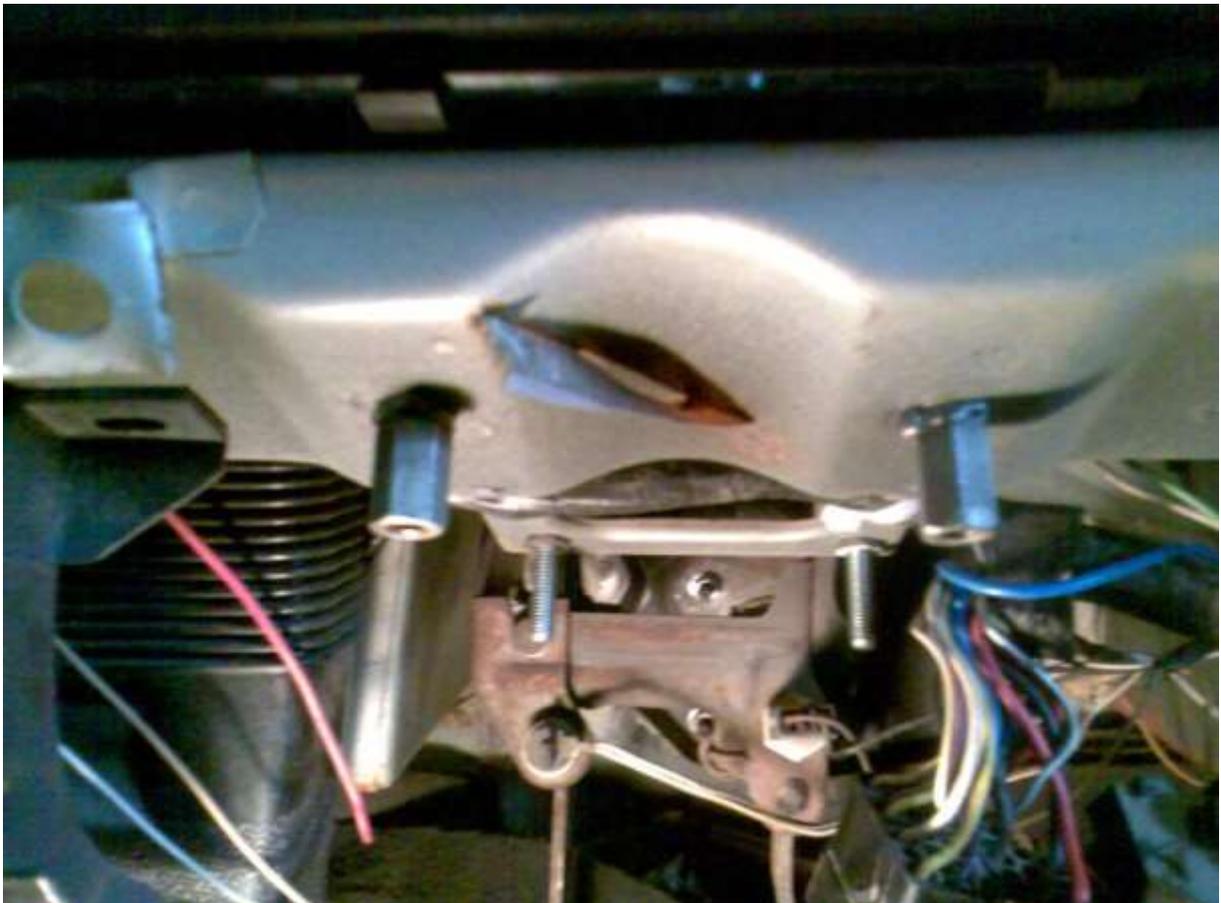
Plus i make mounts for the steering ECU that allows it to be mounted bellow the washer tray for £10





#####

Firstly, you need to modify the mounts to which you will be bolting the column. The normal Manta bracket can be modified by fitting a spacer of 20mm to which the Corsa column can be bolted.



The rear of the Corsa column which houses the motor part of the column also needs to be fixed to the Manta. Thankfully Opel were kind enough to fit a panel above the steering column which is just right for the job. The bracket on the Corsa column needs to be bent like below and then 2 new holes drilled to line up with the Manta panel.





I then fitted 2 bolts to the Manta panel to mount the bracket to.



I used shallow nuts to hold the bolts in place as the bracket needs to be fairly close to the panel for alignment purposes. This should have the column in place now. You then need to cut the bottom off the Manta steering column like so...



The piece that bolts to the bulk head needs to have a nylon spacer 40mm long inserted into it to keep the column straight in it. The cut end of the column fits into the Corsa column and the other end bolts to the Manta rack. There might need to be some adjustment made to get it all lining up right. I still need to adjust mine a bit but it works fine.

As for the wiring side of things, the sensitivity adjuster comes with a very easy to understand diagram (just match the colours) and the Corsa control unit needs a 50A fused supply from the battery. Use flexible 16sq cable for this. The large brown cable on the controller is your earth and that can be bolted to one of the brackets under the Manta dash.

The controller itself fits nicely up to the right of the column behind the dash.

The column should look something like this when bolted up..



The bottom piece of the dash will need to be cut to allow the gearbox part of the Corsa column fit through but it can't really be seen. The fuse box will also have to be repositioned slightly. This takes time and plenty of patience. Hopefully this will be of some use to someone else on here. I'm sure I left loads of important stuff out but I'll remember when people start asking questions

<http://homepage.ntlworld.com/mantasport/mantasport/pages/corsa-eps.htm>

The corsa B column shares the upper splines of the manta, and also the 3/4" DD lower which makes it very simple to fit to the Opel Manta. You need to chop up the existing manta column and combine parts of it with the Corsa B column to make a retro fit powersteering column for the manta. Take a standard corsa B epas column



Remove the ecu and lower link



Then remove the lower bracket 3 x 10mm bolts



Remove the upper mount 3 x 12mm bolts



Split the upper mount into 3 pieces



Take a manta column, remove the inner and choptop and bottom off



Split the inner column into 2 pieces



Chop the lower column



Take the corsa lower joint



Then split it into 2 pieces



These are the pieces you need



The corsa link u/j wants cleaning up and the holes drilling out to weld later



The corsa top shaft has a rough weld



that needs smoothing to allow the manta bearing to fit



Then the 2 pieces need adjusting for length and a tack weld to hold them



Upper mounts welded and new lower mount piece welded on



This is what you end up with



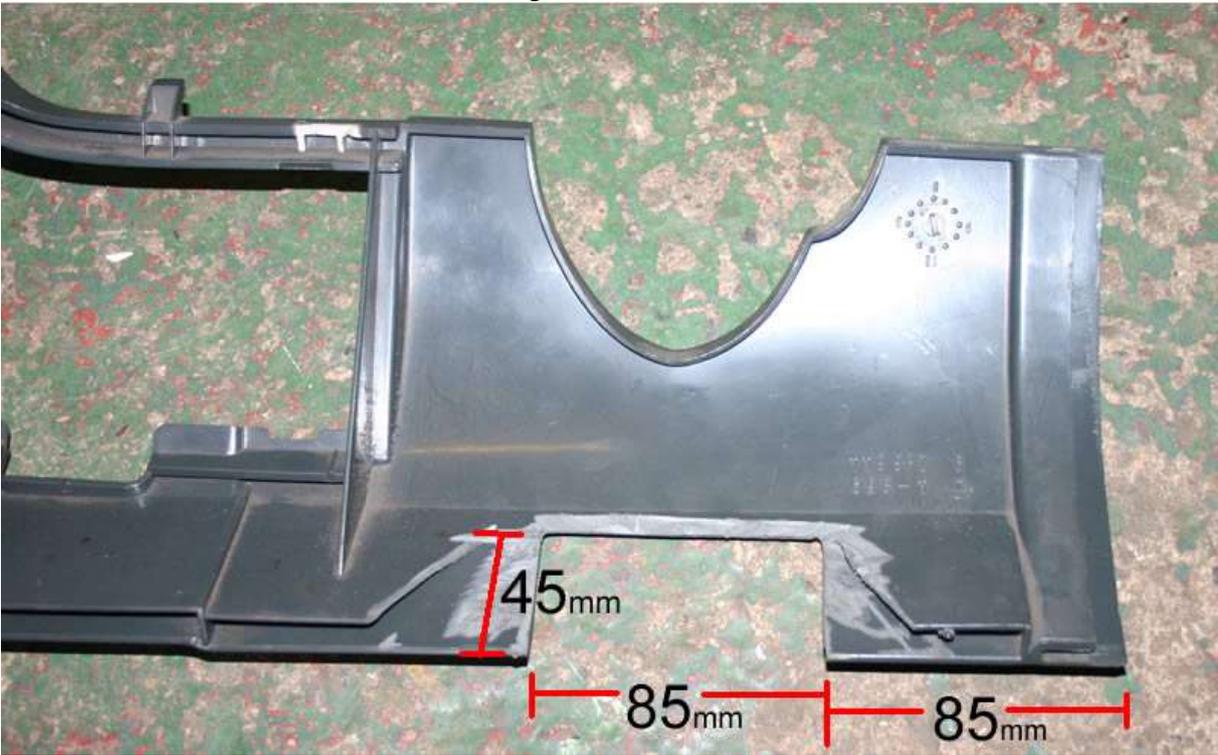
This is how the column sits in the manta



The NS dash lower needs a web trimming back



The OS lower dash needs a hole trimming



All fitted with all the trim back in place



Custom bracket to hold the ECU



ECU mounted and wired up

