

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT GROUNDS! TIP# 75-104

Grounding headlights, especially Halogen Headlight bulbs to the bucket necessitates the need to ground the bucket to the fender, which has to be grounded to the frame...the frame to the block...and the block to the battery. As you can see this is almost always an eventual problem. Your best bet is to ground the headlight bulb to the frame, directly, eliminating 5 or more possible trouble spots.

Halogen bulbs, because they draw so much juice, need to have a heavier ground, which means a better ground between each of those points, keeping in mind that just because your little multi-meter continuity tester sees continuity between all those points - doesn't mean that the high amperage bulb has a good ground. Continuity does not equal a good ground!

Electric fans draw buckets of juice. A separate ground wire to the central system location can keep you cool in more ways than one.

Horns are usually OK grounded to the steel body or frame.

Steering columns? They have a switch for the horn. It closes the circuit to ground to operate the horn relay. Bolting the column into the steel dash will usually work. Not always though, and it never works if the mounts are against fiberglass or in rubber. Grounding the horns themselves is important!

FYI on Horn Buttons: On Ford based columns, you have a 2 wire horn button, one of which, you ground. On GM based columns, you have 1 wire, and when you press the horn button in then grounds, completing the circuit and blowing the horn. (Many Mopar columns tend to be this way also)

The braided cables work good for grounding the block to the frame and body. Nothing should be overlooked. You can run too many fuses but never too many grounds!

Use the engine as the primary ground connection and attach the frame, central grounding terminal strip and steel body to the same stud if possible.

You should take advantage of any accessory with a separate ground lead. Rather than shove this under a mounting bolt, run it to the central grounding area.

All the painting and rust prevention, the gaskets, feder welt, new body mounts and effor put into keepinig parts from rubbing, rusting or scratching PREVENTS ele- cricity from flowing.

Ground the negative battery cable to the block. The steel of the frame is just as good you say? Let's say we consider Copper is the best conductor used in an automobile and we'll call that 100%. Brass is only 22%, and steel is only 12-16%! Quite a loss? Yes! If I told you that the starter was working on about 11 volts, you would fix it immediately.

Well, it's working on a lot less than you think, so fixing it now is better than on the side of the road.

Aluminum transmission and s can sometimes create electroly with dissimilar metals like br lugs. It is best to run the grou cast iron block.

If your air-conditioner and power windows are grounded to the body, you will need a heavy-duty ground from the body to the engine block rather than the frame.

A central grounding location makes troubleshooting great! Ron recommends using a product like his Grounding Terminal Strip, which is great for smaller items. The block has a heavy feed wire that is connected directly to the battery or mounting bolt on the block near the starter.

Any heavy amperage item should have a redundant, heavy ground. The size of the ground wire should be the size of the wire feeding it.