Grounding 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.

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

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!

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.

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)

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.

All the painting and rust prevention, the gaskets, feder welt, new body mounts and effort put into keeping parts from rubbing, rusting or scratching PREVENTS electricity from flowing.