

**Our motto: If it's goofy, you know it's a ground. You must have at least one on every electrical item, either through mounting methods or direct wires.**

Grounding directly to some battery terminals could allow corrosion to build up on small wires which is more critical than just the heavy starter cable.

New car manufacturers are adding grounds everywhere because they have learned that it's necessary. The effort and attention given to ground wires (in new cars) have dramatically decreased warranty work. We think there's a lesson here.

Typical battery locations require grounding the battery to the engine block and then a back up 'rear' ground to the frame near the battery.

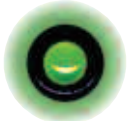


Shiny paint is worse than rust. You don't mind removing rust to get a good connection, so don't worry about scratching the paint to bare metal. Screw or bolt a direct ground to ensure that you have one. Without it, nothing works. The ground pictured above is useless. Grounding kits also work exceptionally well.

The headlight switch has an interior light switch built into it. If the switch isn't grounded, that part of the switch can't work. RON FRANCIS WIRING includes this ground wire. Trouble shooting calls have dropped significantly with this improvement.

**Indicator lights:** Ever have a high beam indicator glow a little even when on the low beams?

- 98% of the time: wires are reversed in the sealed beam socket
- 2% of the time: bad ground - usually on a headlight
- An LED indicator needs VERY LITTLE voltage to glow

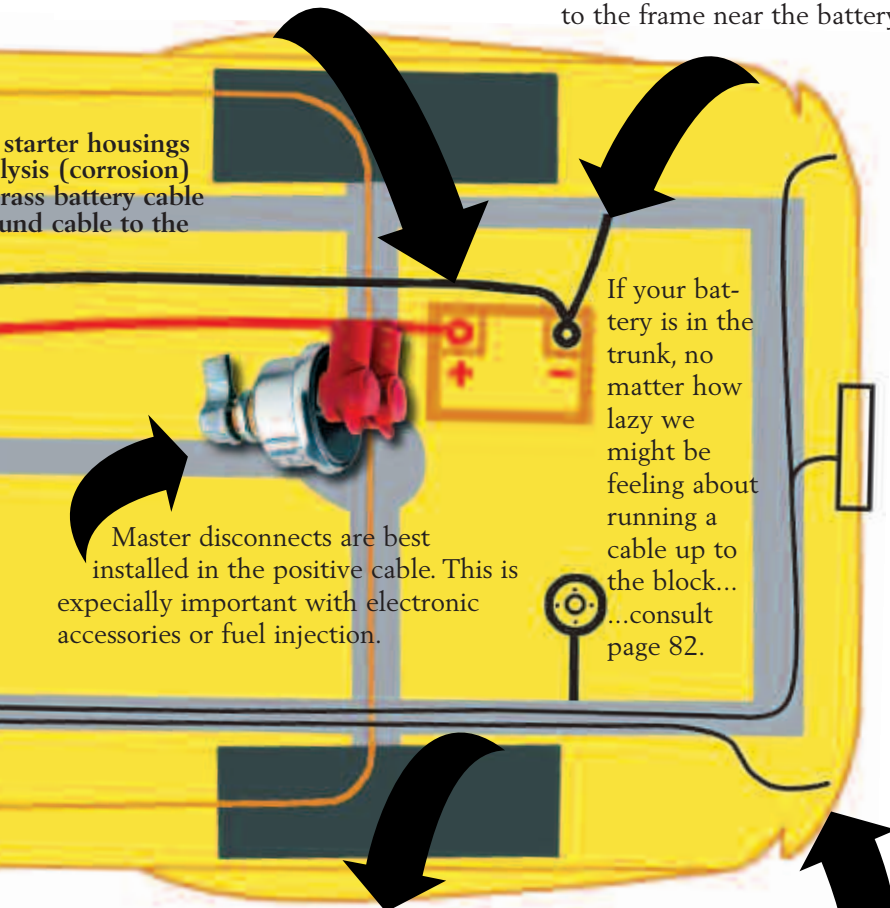


Gauges always need a ground except ammeters and hopefully I talked you out of that a long time ago. Still using one? Call Ron...

Wiper switches: often work off a ground also in newer 1960 to '70's stuff

In conclusion, I think the overlying theme here is obvious.

1. If it's goofy, it's a ground
2. Everything needs a ground
3. You can never run too many grounds
4. Steel will rust and fiberglass won't conduct so check your grounds regularly
5. Ground battery to block, block to frame, block to body!



Electric fuel pumps & gas senders are usually easiest grounded to the frame - but - a separate ground to the 'central ground system' is better.

What about the items mentioned above. If they have a GOOD ground, great! They might already be working. Did you clean the metal bare? Yes, rust is actually better than paint. You don't mind scratching the rust off but you hesitate to clean off the paint? Must do...! Dielectric grease works!

How about a taillight that doesn't seem as bright as the other? Replaced the bulb and it didn't fix it? Bulbs are either good or bad. No 'half bright'.

If you are having trouble with one taillight or brake light, the other is not affected unless it has a bad ground. Do you have a turnsignal that flashes faster on one side than the other? There you have it...