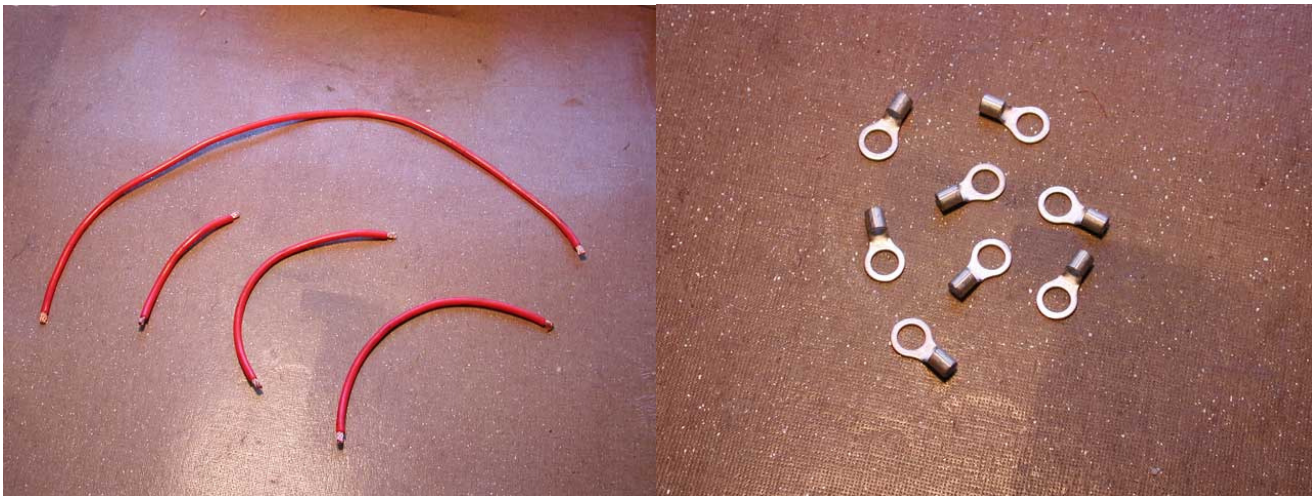


Ground Wire Update

I didn't have the funds at the time to get 4 gauge wire for this project, but I suggest using it if possible...

Supplies Needed:
Wire Cutters/Strippers
52" of 8 gauge wire
8 connectors for 8 gauge wire
10mm socket and ratchet
Pliers

First things first, cut the wires to go in the car. We'll need two lengths of about 10", one of 6", and one of 26".
Strip 1/4 to 1/2 an inch of each end of wire to fit the connectors:



Now we'll put the connectors on the wiring. I used 8 gauge ring connectors. Once the connectors are on, clamp them down using pliers. Most wire crimpers won't work for 8 gauge. When the connectors are on the wires nice and tight, we can go and replace the old wires. If you have a negative battery terminal that doesn't need a connector to add a wire, then only put a connector on one end of the 26" wire:



First thing we need to do is unhook the positive battery cable. This isn't 100% necessary, but we'll do it just to be safe. Once the battery is disconnected, we can remove the old wires. This is how the engine bay looks with the old grounds:



We'll start by replacing the ground at the back of the engine bay, near the throttle body. This is about what it should look like currently, the ground mounts to the firewall to the left of that silver box:



Use a 10mm socket to remove the screws that holds the ground wire in. One is on the firewall in the picture, the other is on the throttle body. Just follow the wire. Make sure you don't lose the screws, we can reuse them. Take one of the 10" sections of wire and screw it in to the firewall first, then screw the other end on to the throttle body where the old wire mounted:



Next wire connects to the valve cover and power steering pump, then to the body. The old ground here is one single wire, we're going to put two wires here:



We're using the 6" wire and the remaining 10" wire. The 6" wire will go from the valve cover bolt to the p/s pump mount. A 10mm socket will remove both of these screws. Remove all three screws for the ground wire, the middle screw will hold both of the new wires. Remove the old wire, and put the 6" wire on the valve cover screw and tighten it down. Take the 10" wire and tighten it down on the body where the old wire went. Now screw both wires down with the center screw. When you're done, it should look something like this:



There is no existing wire where we're putting the 3rd wire, so our mounting options are quite abundant. I went from a screw just to the left of the valve cover, near the distributor cap, directly to the negative battery terminal:



This one is easy, remove the empty bolt you're mounting it to, and then replace it with the ground wire underneath. Most of you will not have a negative terminal were no connector on the wire is needed, so we can just screw the new wire into the stock mount. I used the tensioner bolt on mine:



When you're all done, it should look like this:



Here are the old ground wires:

