

PRELUDE

— ENGINEERING LLC —

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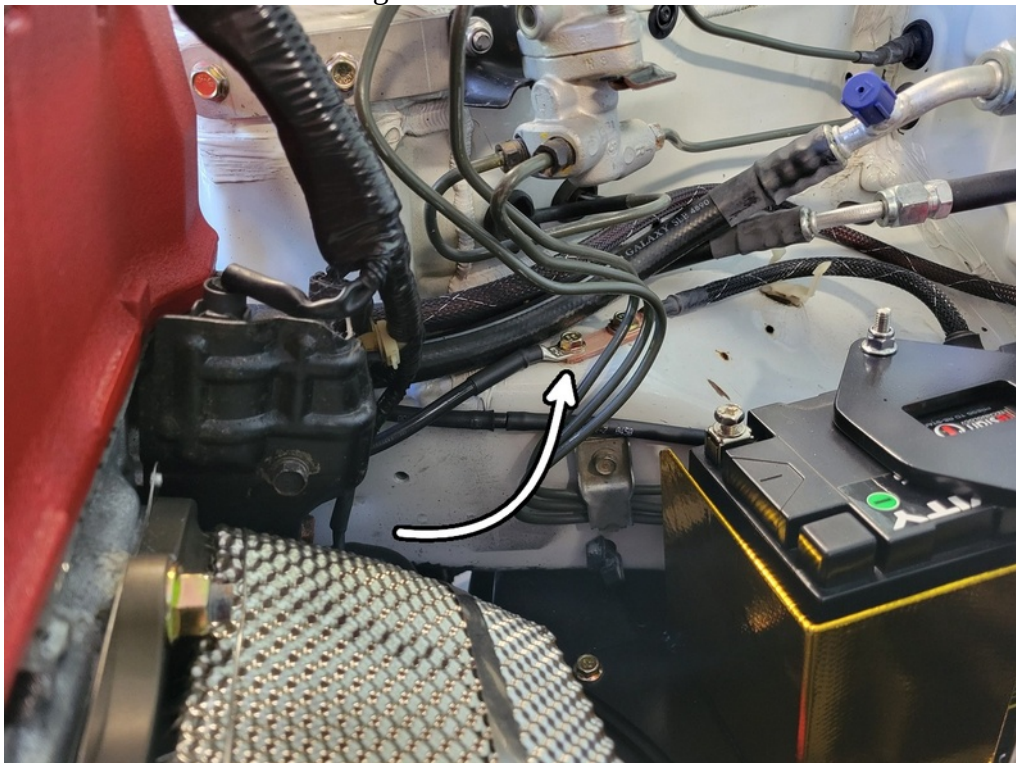
K-Series Swap Ground Wires



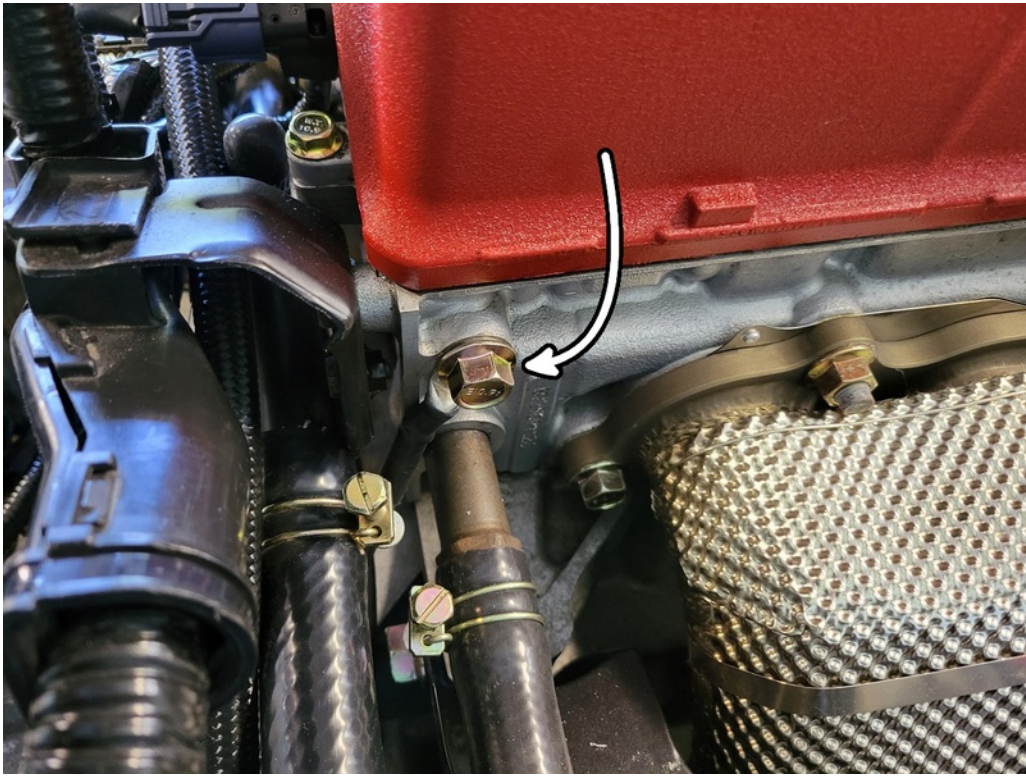
The big end of the shortest wire (~15") goes to the unused threaded hole on the post mount. This hole is typically rusted inside so it might be a good idea to run a M10x1.25 tap or thread chaser through the hole:



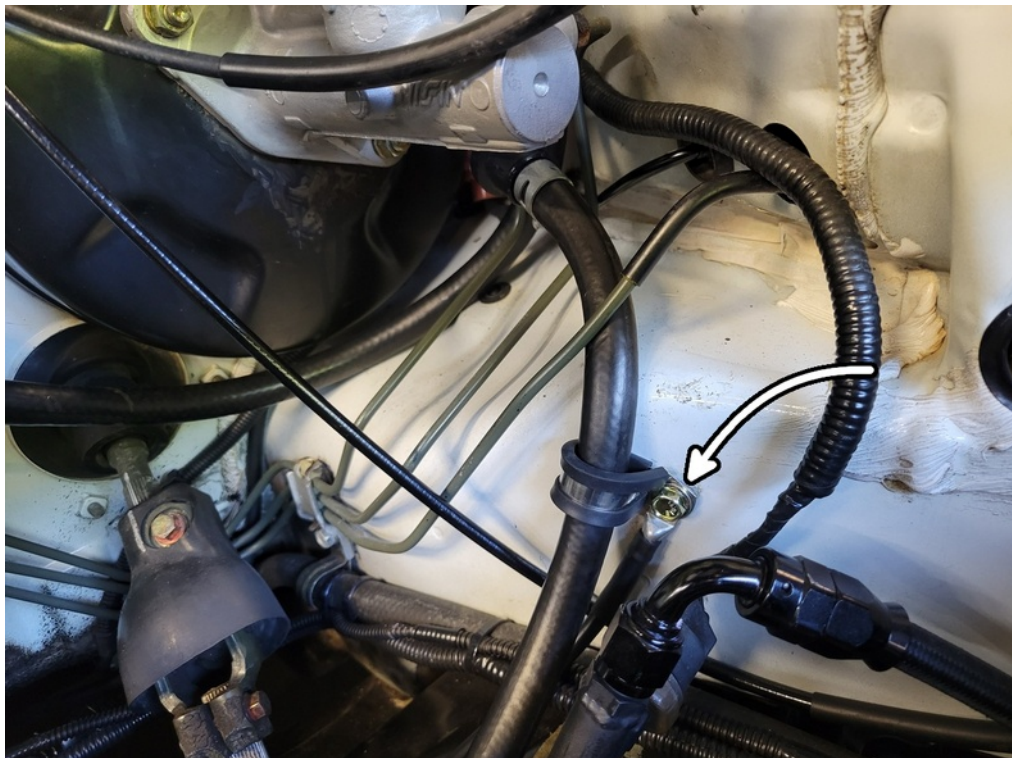
The other end goes to this hole on the chassis here:



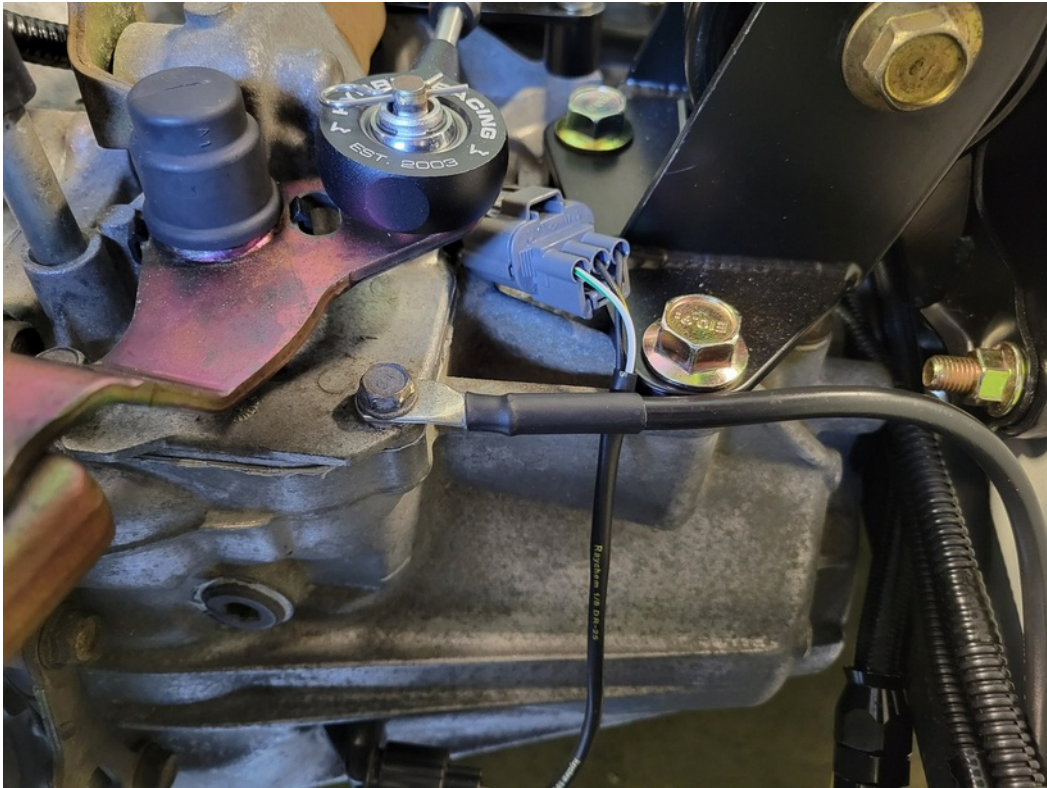
The longest cable (~22") goes to the left rear of the head:



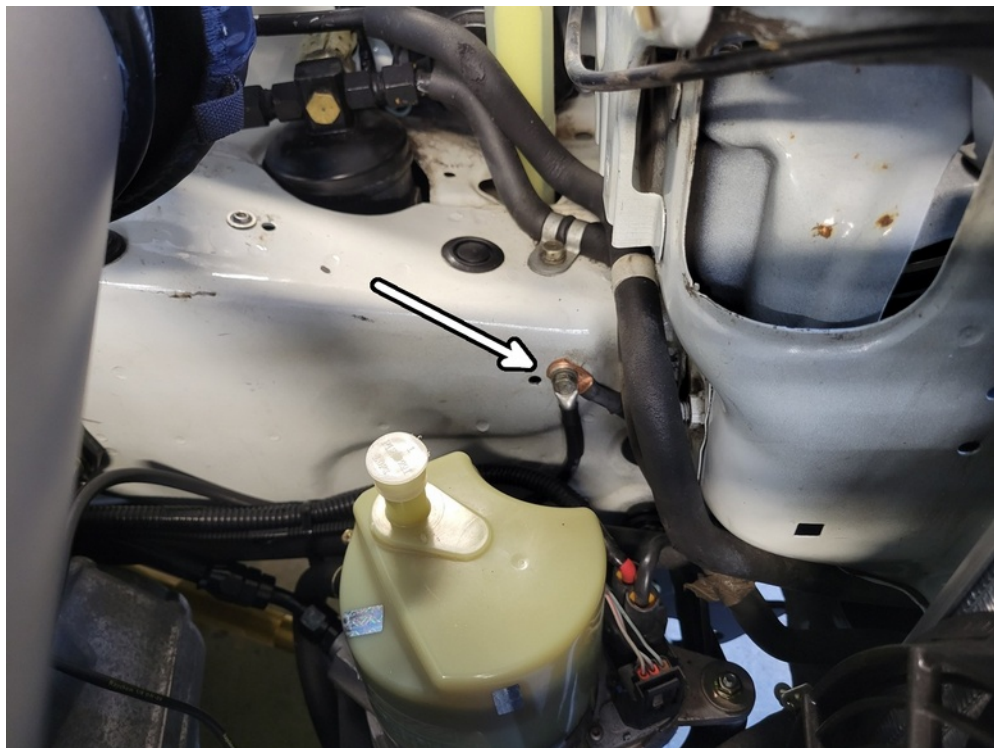
The other end goes to this hole, roughly under the brake master cylinder:



The last cable (19") attaches to the transmission at one of the shift selector bolts, or at the front lift point bracket (some have a dedicated hole for the ground there):



The other end goes to this hole:



Additional Grounding Tips:

When attaching the ground to a painted surface you can achieve a better connection by using a razor or sandpaper to remove all the paint directly around the threaded hole:



After that coat the exposed metal with dielectric grease before attaching the new cable, to keep moisture out and stop any future corrosion:



Engine Harness Ground Info:

The main engine harness/ECU ground attaches to the intake manifold or nearby (depends on which car you sourced the harness from).

This is a critical ground! The car won't run if it's disconnected and could have any number of issues if the connection is weak. So you should give extra care to this one. We recommend attaching it directly to the side of the head if possible. If the head is painted you should also scrape the paint off so it gets the best possible connection.

Any of these three bolts are a good location for it:

