



TR6 Earthing (Ground) Points



Battery Ground Cable:



The Battery Ground Cable connects to both the Body Tub and the engine block.

Make sure all connections are free of corrosion and tight.

Ensure there is bare metal under the Body Tub point.



Front Harness Ground Point:



The Front Ground Point is bused to the following:

- Headlights
- Side Marker lights
- Turn Signal & Parking Lights
- Horns
- Steering Column

The front lights are all connected with bullet/Sleeve connectors.

Cabin Ground Point:



The Cabin Ground Point enters the cabin through the bulkhead and is bused to the following:

- Windscreen Washer Motor
 - Small Gauge Illumination lamps
 - Tach and Speedo ground eyelets
 - Hazard Lights Indicator
 - Key Illumination Lamp
 - Windscreen Wiper Motor
 - Hazard Relay 69 - very early 72
 - Transmission Tunnel lamp 69 - 72
 - Fuel Gauge Sender
 - Taillight Frames
- Late models also include connections to the Voltmeter, Heater Controls Light Bar, Hazard & Wiper Switch Dash Markers, Footwell Illumination Switch, the EGR Service Module on 75 & 76 models and the License Plate Lamps.

Multi Wire Splices:



In several areas throughout the wiring harness, a number of black ground wires are spliced together such as this and covered with heat shrink tubing. An incoming and outgoing (except at the end) wire make up the bus line while the other wires branch off to the different components.

The bus also passes through the Multi Pin Connector on the left of the driver's footwell on the way to the rear of the car.

Steering Column Horn Button Grounds

Steering Rack:



The wire drops down from the front harness running along the LH wheel arch.

Some models may have two wires with the second wire bused to another component.

Flexible Coupling Bonding Jumper Strap:



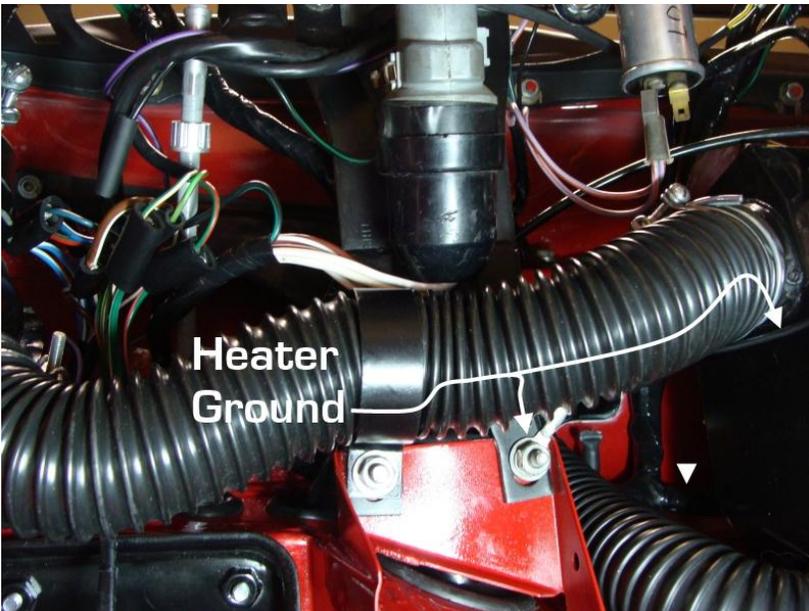
The jumper strap bonds the lower steering column to the upper column.



The strap routes through the hole in the flexible coupling.

Make sure each end is connected to the other column.

Heater Motor Ground Point:

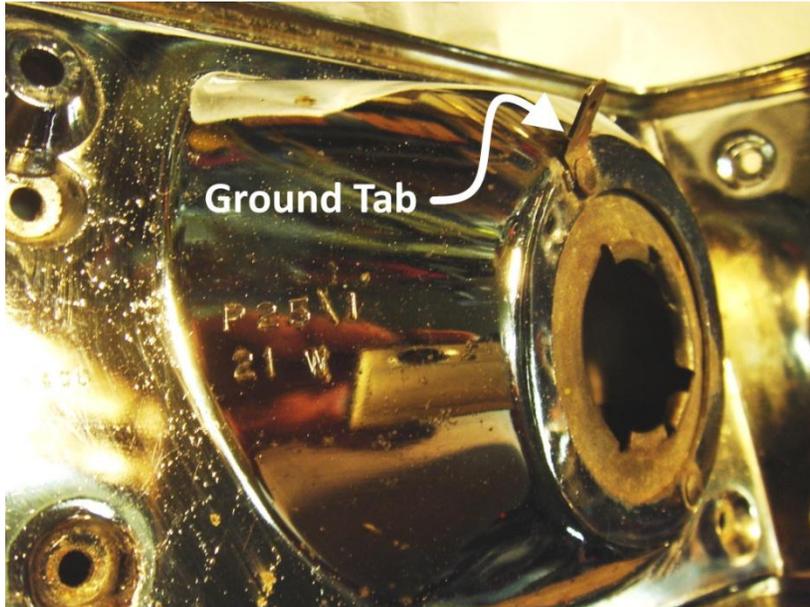


Early car heater motors have two white wires with one of them exiting the heater case as the ground wire along with the low and high speed wires.

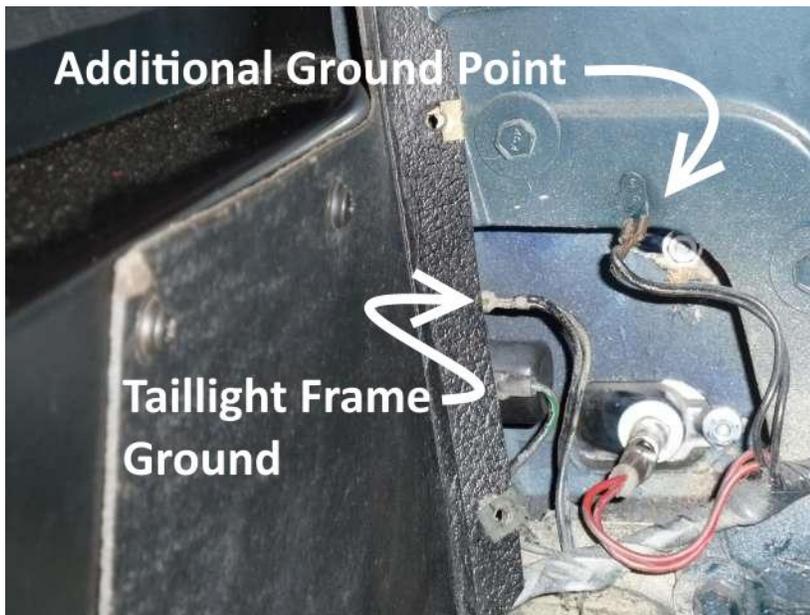
The white ground wire connects to a black wire with a bullet/sleeve connector and attaches to one of the bolts for the steering column forward clamp

Later cars may have a different color ground wire.

Taillight Frames:



A black ground wire from the rear harness attaches to the ground tab at the turn signal bulb reflector of each taillight frame.



Later model cars may have an additional ground point for the rear harness by the left hand taillights.

Hope this helps,
Jim Herter