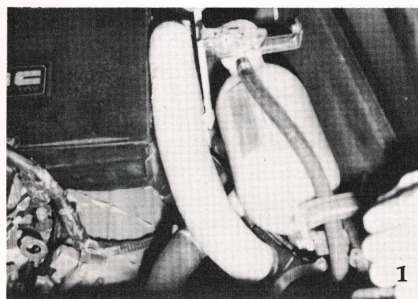


## DeLorean Ground Connections

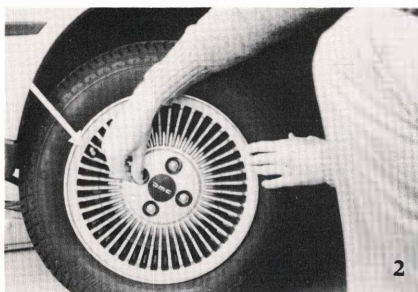
By Robin McNeill, Contributing Editor

Is your DeLorean troubled by a seemingly weak alternator? Do the headlights dim when the cooling fans are on? If the headlights are on, does the volt meter drop towards the 8 volt mark at a stop light?

If these symptoms sound familiar you might want to check the ground connection from the front of your vehicle to the battery located in the rear.

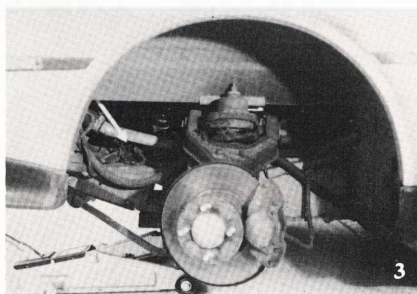


1. First lift the hood and check the battery ground connection to the frame. To find, see the arrow in photo 1. Use a 11 mm socket and be sure the connection is tight. While you are looking under the hood it would also be advisable to check the area where the corrugated air intake pipe passes near the aluminum coolant pipe. If those two pipes are touching, the corrugated pipe is probably slowly cutting through the coolant pipe. You can prevent this from happening by putting an ordinary steel hose clamp around the coolant pipe to protect it.



2. Next check the ground wire for the electrical components in the front of the car. It is located near the front left wheel. Jack up the car and remove the wheel. Be sure to set the parking brake and block the rear wheels. When you remove the front

wheel, mark the stud nearest the tire stem, so that the wheel can be returned to its original position (photo 2). This will retain the wheel balance.



3. Now you can see the bolt that the entire front end of the vehicle is grounded through (photo 3). The cause of a poor connection at this point is that the epoxy coating, which covers the entire steel frame, was not ground from beneath this bolt at the time of assembly. Before proceeding any further you might want to check this connection with an ohm meter. (photo 4) The resistance on this vehicle was 5 OHMS.



4. To correct this problem, remove the bolt, and push the radiator support bracket aside, and use a wire brush to remove the road grime from the bolt and frame (photo 5).

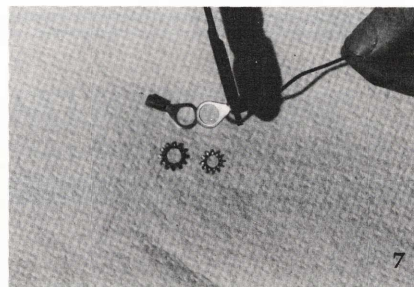


5. Next grind or chip the epoxy from the dimple in which the bolt is seated (photo 6). This will ensure a good

connection. To do this job, we used a Demoto type tool, but any method of removing the epoxy coating from the frame at this point is acceptable.



6. It is not unusual to discover that some of the wires which are grounded do not have connectors! If you find this condition, you should definitely correct this oversight by using an electrical connector available at hardware and auto stores. You should also buy some star washers (photo 7).



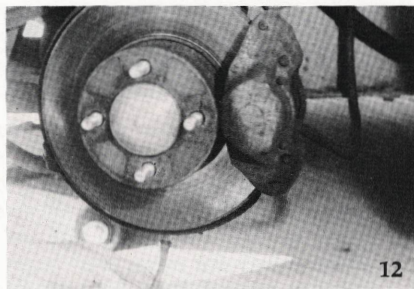
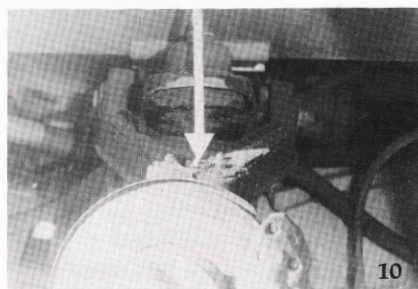
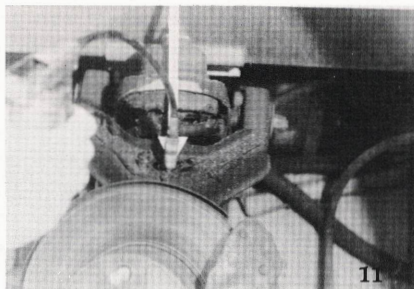
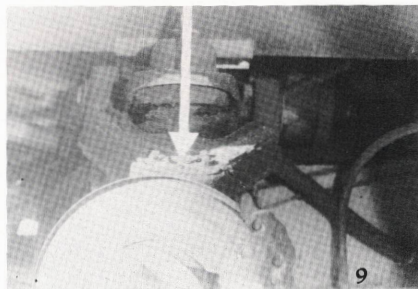
7. When re-installing the ground bolt be sure to remember that a good physical connection is a good electrical connection. Install the star washer and the ground wire beneath the radiator mounting bracket (photo 8).



When we performed this repair on the DeLorean pictured the dashboard voltmeter indicated that the electrical system was putting out 12 volts with the air conditioner on and the engine at

*Continued on page 26*

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an idle. Prior to the ground wire repair, only 9-10 volts were shown on the meter.

While we were working on the car we decided to do a lube job. The DeLorean is especially easy to lube, having only four lube points. Photo 9 shows upper left nipple lube in its hard to find location. By the way, you may need a lube gun with a flex hose, as shown. Before attempting to lubricate the ball joint, it is necessary to wipe the lube point off (photo 10). Connect the lube gun (photo 11) and give the joint 3 or 4 good pumps of grease. The other lube joint is located below the top one and may be accessed by reaching beneath the wheel (photo 12). Once you know where the lube points are, it is unnecessary to remove the wheel to perform this maintenance procedure. The ball joints should be lubricated every 4,000 miles. □

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