



## Install Directions

### E34 M5 Engine to Chassis Ground Cable





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From all of the asses at Angry Ass, thank you for purchasing an Angry Ass E34 M5 engine to chassis ground cable!

Please read this entire installation manual prior to attempting to install or use the Angry Ass E34 M5 engine to chassis ground cable to ensure proper installation and safe use.

The Angry Ass E34 M5 engine to chassis ground cable should only be installed by persons skilled in vehicle component installation and performance. Angry Ass Limited shall not be held liable for any damage or personal injury (including direct, indirect, or consequential damage) sustained as a result of improper installation of the Angry Ass E34 M5 engine to chassis ground cable or its use and maintenance contrary to the instructions and warnings contained herein.

If you have any questions regarding the installation and/or proper use of the Angry Ass E34 M5 engine to chassis ground cable, or this manual, please contact Angry Ass via our official website at: [www.Angry-Ass.com](http://www.Angry-Ass.com).

All statements made are made in respect to the Angry Ass E34 M5 engine to chassis ground cable being used "as is". Any modifications to the Angry Ass E34 M5 engine to chassis ground cable or its improper installation, use or maintenance that is not in accordance with this installation manual, may result in severe damage to the electrical system and/or engine, chassis, as well as personal injury. The Angry Ass E34 M5 engine to chassis ground cable and consumption of refreshing beverages (alcoholic or otherwise) may only be used in accordance with relevant laws and regulations, including state and federal, where applicable. Angry Ass Limited reminds you to be responsible and stay safe!!

Thanks again for choosing Angry Ass!



## **PARTS LIST**

The following parts are contained in your kit:

1. 1X Loctite 243 capsule
2. 1X Fuchs Chemplex 825 dielectric grease capsule
3. 1X 2 AWG ground cable

## **TOOLS & SHOP SUPPLIES**

You will need to provide the following:

1. 10mm Socket
2. 13mm Socket
3. Ratchet with appropriately sized drive for your sockets
4. Breaker bar with appropriately sized drive for your sockets
5. 6"-12" Extension
6. Torque wrench with appropriately sized drive for 13mm socket
7. Multimeter
8. 2X Jack stands
9. Jack or vehicle lift
10. Wheel chocks
11. Torque wrench capable of 25Nm
12. Paper towel or shop rag
13. Degreaser
14. Refreshing beverage of choice



1. Equip yourself with a refreshing beverage. See Figure 1.



Figure 1

2. Unpack your Angry Ass E34 M5 engine to chassis ground cable and verify all components are accounted for.
3. Begin by immobilizing the vehicle to allow safe lifting of the front axle. Proper chalking of the rear axle as well ensuring the vehicle is in park (automatic) or in gear (manual) as well engaging the parking brake is essential.
4. Proceed to safely lift the vehicle, if using a jack install jack stands under vehicle in appropriate locations to support the vehicle during installation. If using a vehicle lift ensure that lift safety locks are engaged.



5. With vehicle safely lifted remove the engine shield. Use your ratchet with extension and 10mm socket to remove 4X plastic nuts and 1X self-tapping screw. See Figure 2 for circled positions of fasteners on removed engine shield.

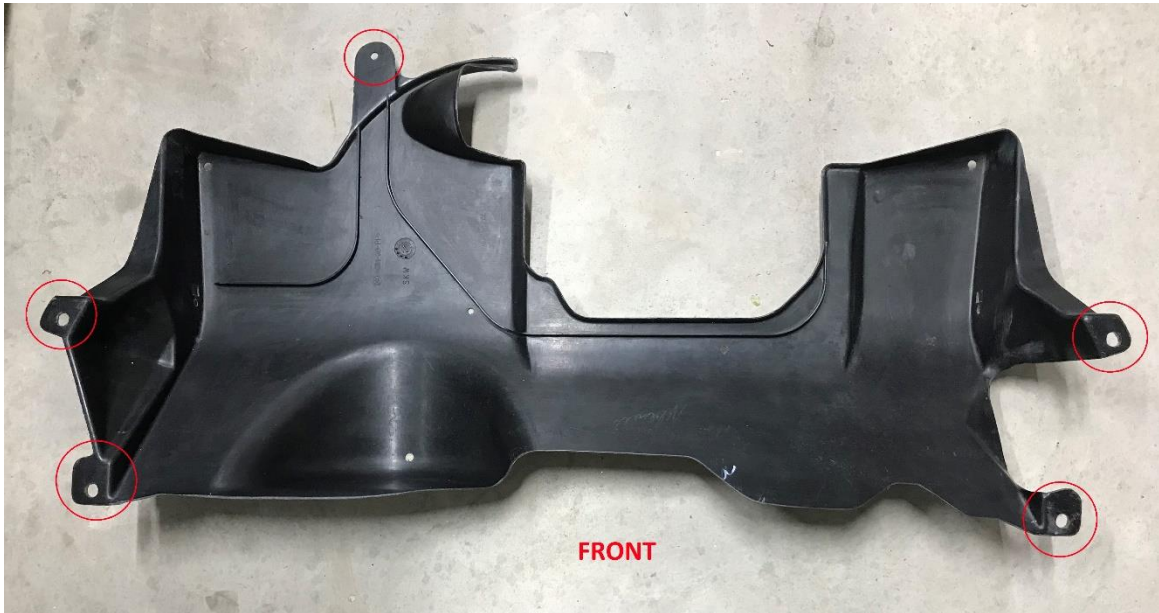


Figure 2

6. Have a drink, you deserve it.



7. Properly refreshed, locate the ground cable location on the passenger side (LHD) frame rail and its mount on the rear of the motor mount. See Figure 3 for locations, frame rail position is circled and motor mount position has arrow.



Figure 3

8. Loosen the OEM ground cable hardware with your 13mm socket and breaker bar, don't use ratchets to break things loose it makes us sad. Remove retaining hardware with your ratchet and remove OEM ground cable, noting its orientation and routing.



9. With the OEM ground cable removed use your shop rag and degreaser to thoroughly clean the mounting positions and hardware. **ATTENTION: It's critical that these positions are free of oil and dirt.**

10. Begin your installation by attaching the engine side (end without Angry Ass logo) of the ground cable to the engine mount arm position. Apply a small drop of Loctite 243 to the threads of the nut and hand tighten, note orientation of terminal and how it is located by retention ridges on motor mount, do not allow Loctite to get between lug and mount arm. See Figure 4.



Figure 4





11. Using your torque wrench and 13mm socket torque retention nut to 24 Nm ensuring the cable stays in position between the retention ridges.

12. Route cable along frame rail and to the chassis mounting position. See Figure 5.

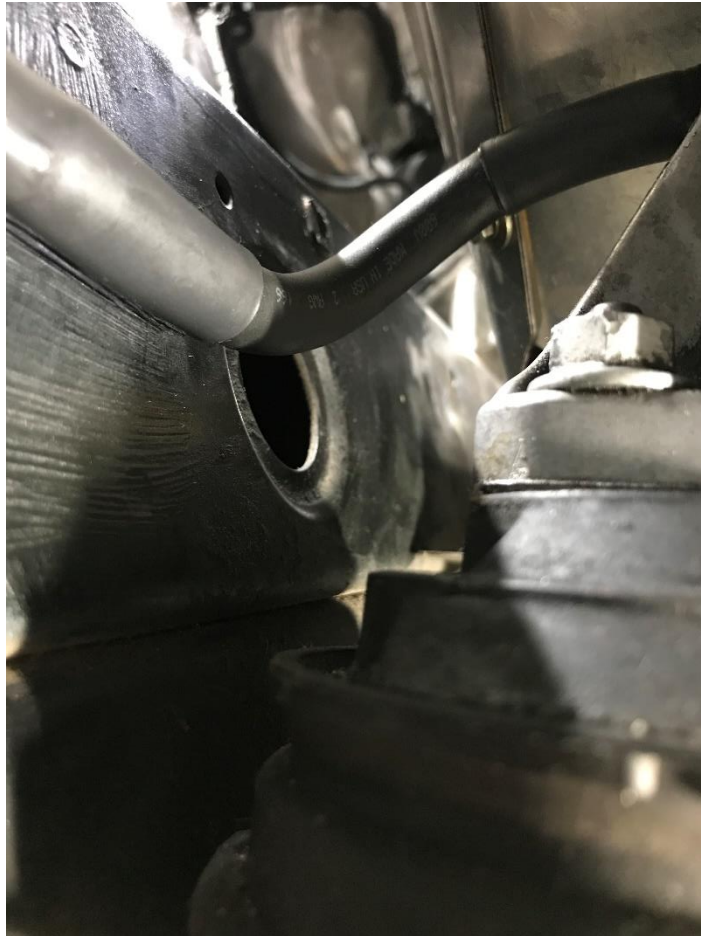


Figure 5

13. Apply a small drop of Loctite 243 to threads of nut and hand tighten, using your torque wrench and 13mm socket torque retention nut to 24 Nm.



14. With your multimeter perform a resistance check from the chassis mounting point to the oil pan make sure you have a good contact on both surfaces, see Figures 6 & 7.



Figure 6



Figure 7

15. On the oil pan it may be necessary to scratch the surface with your probe to get passed the oxidation layer. Record your resistance in the notes section of this manual for your records.



16. It's important to make sure there is clearance between the cable and the header heat shields, we recommend a minimum of 5mm. If you are having clearance issues it's easy to droop the cable.

17. With your cable properly torqued, continuity checked and resistance logged it's time to wrap things up and seal our contacts with the supplied dielectric grease. Using a rag or gloved finger apply dielectric grease to both contacts ensuring complete coverage of exposed metal.

18. Reinstall the engine shield and lower the car back to the ground.

19. If you need further assistance with anything at all please feel free to contact us at [info@angry-ass.com](mailto:info@angry-ass.com) . Finish your refreshing beverage, take pictures, and post to your favorite social media platform(s). Be sure to mention us at Angry Ass! And never mix drinking and driving, but please enjoy your hard work when you are fit to drive. Thanks again from all of us at Angry Ass!



## TROUBLE SHOOTING

<b>PROBLEM</b>	<b>POSSIBLE CAUSE</b>	<b>SOLUTION</b>
High resistance or lack of continuity	Dirty contact points	Clean points and retest
	Defective cable	Contact Angry Ass we'll send you a new unit at no cost
Thirsty	You ran out of beer	Get more beer



NOTES