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3G Alternator - Installation

Installation of the 3G alternator can be accomplished with standard hand tools, however access to a dremel may be required to perform the bracket modification.

Begin by **disconnecting the negative battery cable**. Remove the serpentine belt using an 18mm socket on the tensioner nut. Remove the stock alternator. **It's very important to remove the negative battery cable and move it out of the way, because it's so very easy to accidentally ground the power connection. One small spark could take out a diode.**

The 3g alternator has a slightly larger housing, which may require clearancing the stock mounting bracket. You can take a dremel with bit, drill with sand roll or even a hacksaw to take out the area, without removing the bracket from the car. The image shows how much to remove. (SEE PICTURE #2)

Peel back the electrical tape on the factory power output connector (rectangular connector/plug), cut the three wires (2 black/orange stripe and 1 white) 1 inch from the plug. (SEE PICTURE #3)

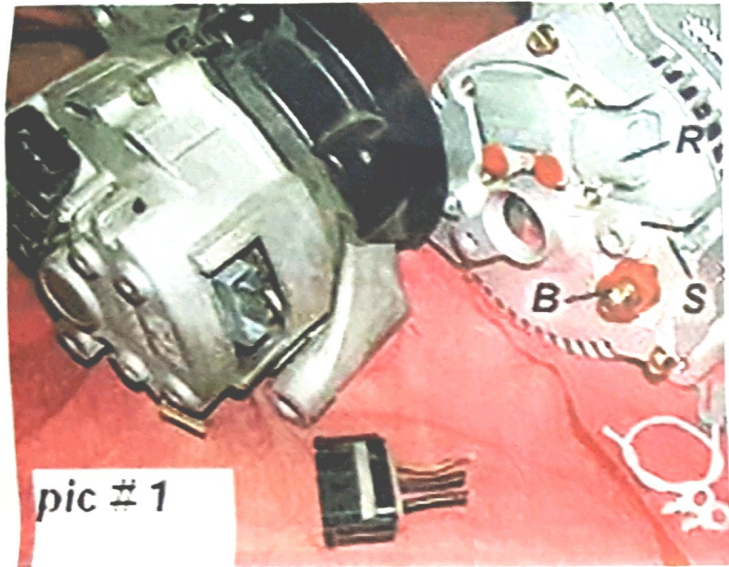
The power connector/plug we cut off is no longer needed, but the wires are. We'll attach a yellow ring terminal (supplied) to each of the black w/ orange striped wires. The white wire from the cut power plug we'll connect to the supplied stator connector (gray plug/white wire supplied in kit), using the supplied blue butt connector.

Again, make sure the negative battery cable is disconnected and moved aside... The next step is to route the 4-ga power cable. The cleanest method is along/in front of the radiator support. Attach one end (short end) of the cable to the battery side of the starter relay (SEE PICTURE #5). The fuse holder is best placed under the battery tray, as it fits nicely there. Then route the 4-ga wire in front of the radiator support, to come out on the passenger side, then to the alternator.

Attach the connector (D shaped plug) and stator connector (white wire/gray plug) to their respective sockets. (SEE PICTURE #6) The two factory power wires (black with orange stripe) and the supplied 4-ga power wire all connect to the power terminal post on the back of the alternator (SEE PICTURE #6) Do not over tighten the power terminal post nut, as serious damage to the alternator can result.

Bolt the alternator in place, reinstall the serpentine belt and reconnect the negative battery cable. Start engine and check voltage. With engine running and all accessories off, the voltage should read between 13.X and 14.X volts, depending on model of regulator and it's set voltage point.

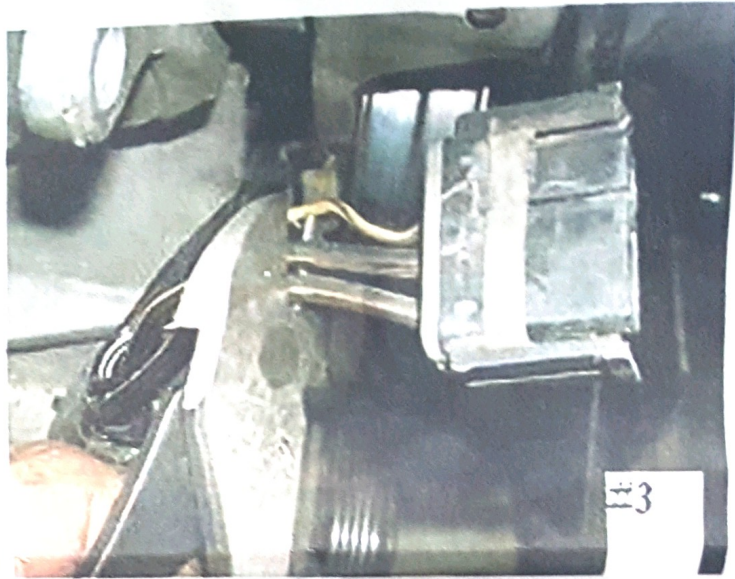
<https://pcds-media.com/130-amp-alternator-upgrade/>



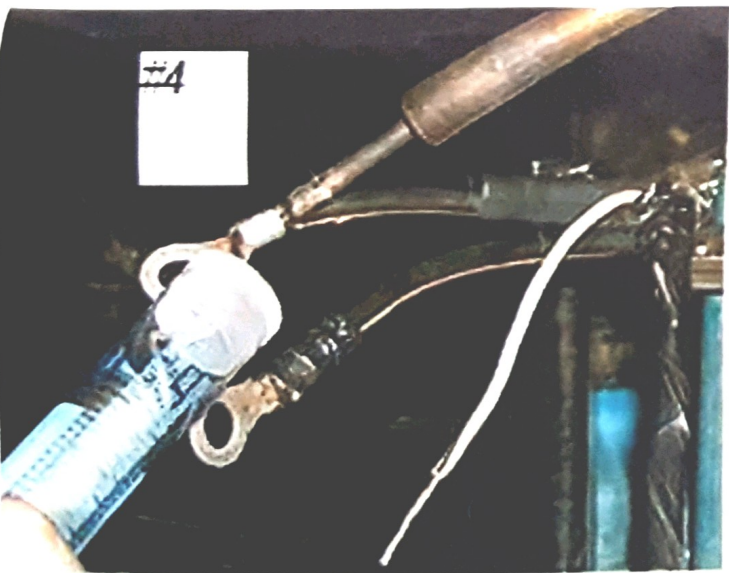
pic # 1



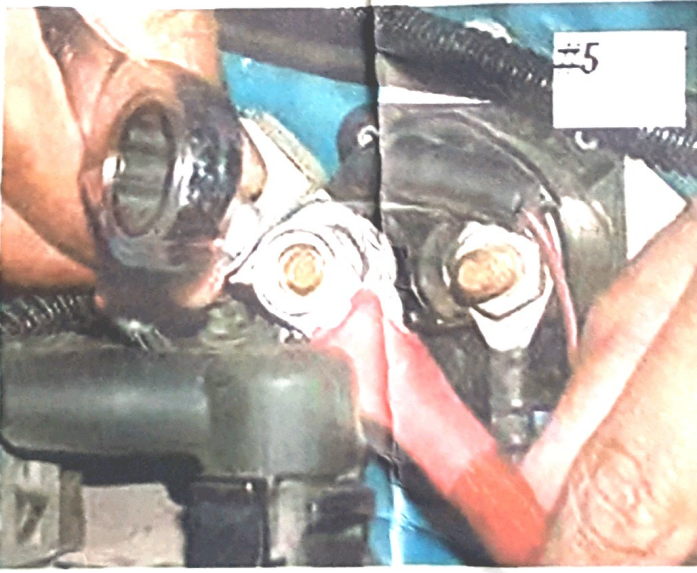
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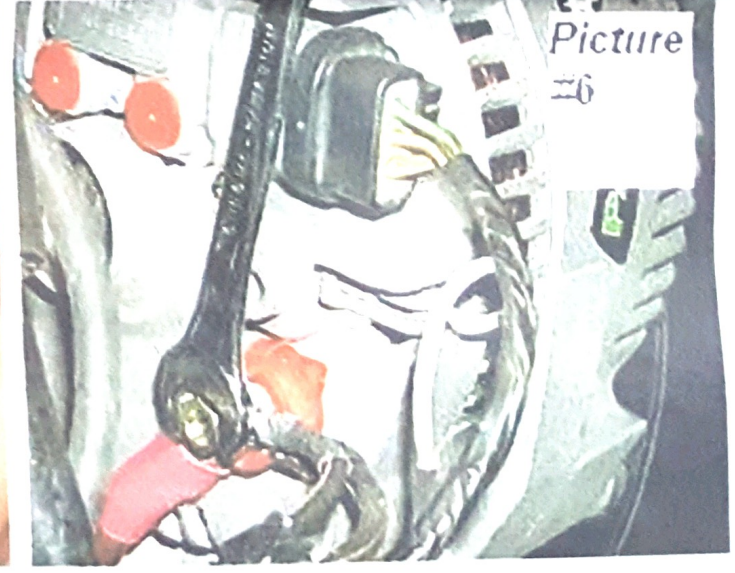
#3



#4



#5



Picture #6