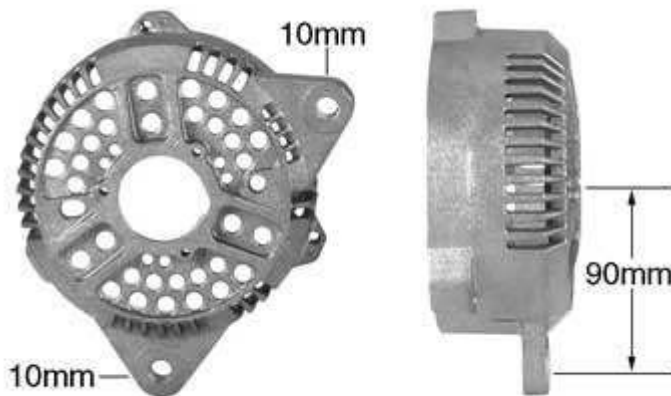


# Ford 3G Alternator for the 1985 through 1995 32V Porsche 928

## Technical Details

The following alternator fits in the stock 32v 928 alternator position with no modifications to the 928 required:

- Ford/Motorcraft 3G 130Amp: 1995-1997 Ford Contour 4 cylinder or 1994-1995 Ford Taurus 3.0L
- Part #'s for finding high output versions:
  - 3G Alternator with a Lester 7774 case
  - AC Delco 334-2260
  - Ford 94BB-10300-AE or 94BB-10300-AF or 94BB-10300-AH
- Case type: Lester 7774 (also a 7769 or 7789)
  - Mounting ear clocking is "10:00"
  - Case diameter: 148mm ("Large" case)
  - Mounting ear hole diameter: 10mm
  - Mounting ear hole center to case center: 90mm
- Pulley: 6 rib



### **Data on stock 928 alternator configurations:**

Drive pulley diameter:

- 1985 through 1989: 5.17" (131.5mm) and part # 928-102-139-11
- 1990 and 1991 S4 (automatics) and all GTS' (1992 and on): 5.48" (139mm) and part #: 928-102-139-12

Alternator pulley diameter: 48.8mm (6 rib pulley)

Engine redline:

- S4: 6,600
- GT: 6,800

### **Data on 3G alternators:**

Alternator pulley diameters:

- 1995-1997 Ford Contour 4 Cylinder: 57mm and part # GP711 (8 rib pulley, don't use)
- 1994-1995 Ford Mustang (any engine): 54mm and part # GP712 (6 rib pulley)
- 1997 Ford Mustang 3.8L V6: 66mm and part # GP685 (6 rib pulley)
- Powermaster 115: 49mm (6 rib pulley)

Maximum 3G alternator RPM:

- Sustained: 15,000
- Momentary: 16,000

### **To determine how fast the alternator will spin:**

Alternator RPM = Engine RPM x Drive Pulley Diameter / Alternator Pulley Diameter

There are aftermarket under/over drive pulleys available for the 3G alternators that will enable you to achieve your desired idle and redline alternator RPM.

Select a drive pulley and alternator pulley combination that will spin the alternator as fast as possible at idle, without spinning it too fast at engine redline.

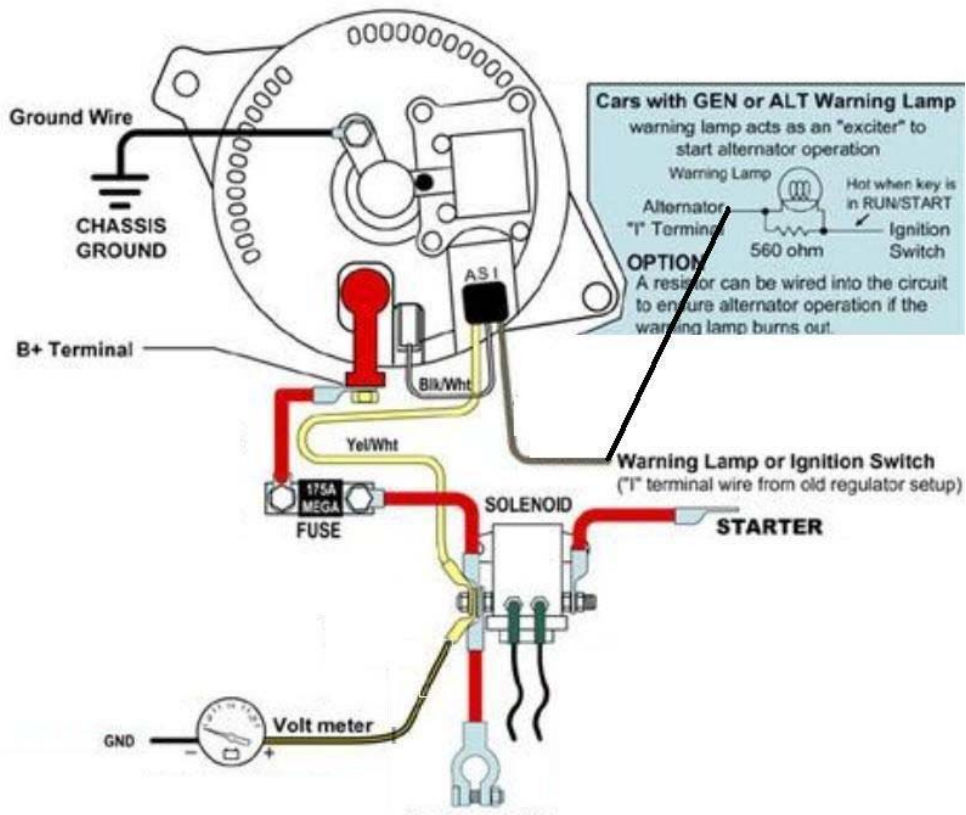
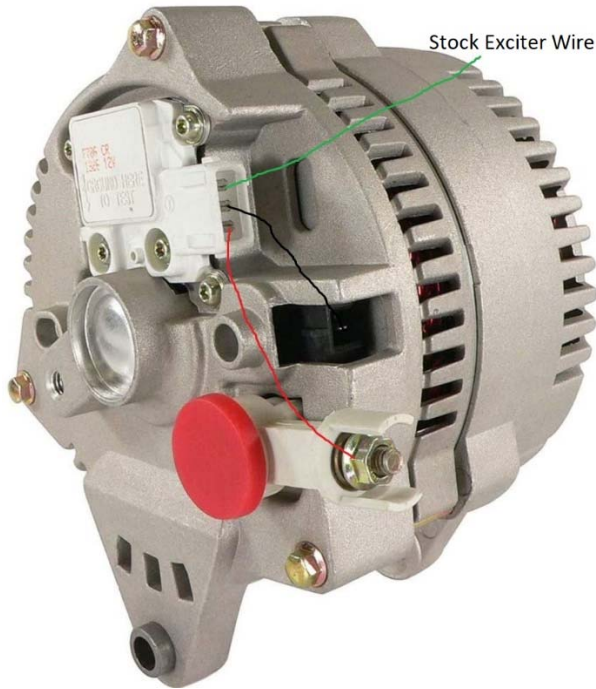
### **Mounting differences between the 928 stock alternator and the 3G alternator:**

- The 3G alternator pulley is 3mm recessed compared to the 928 alternator pulley and should be shimmed outward by placing shims between the pulley and the alternator.
- The lower mounting ear on the 3G alternator is 3mm further outward than the 928 alternator. The belt tensioner arm should be shimmed outward by placing shims or washers between the engine block and the tensioner.
- The rear upper mounting ear on the 3G alternator is not threaded and has a protruding centering stud/bushing. A nut/washer/lock-washer combination must be added to the stock upper mounting bolt, and washers added around the 3G's protruding bushing to properly clamp the mounting ear.

### **Additional parts required:**

- Replace the Load Response Control (LRC) regulator with one of these non-LRC regulators:
  - Any regulator that fits a 1997 Ford F150 V8
  - Part # F794 (or F794HD for the heavy duty version)
  - Part # VR455
- Pigtail adapter for alternator (Motorcraft WPT119)
- Stator connector for alternator (Motorcraft WPT1129)
- Ring terminal and butt connectors to install the new pigtail adaptor and stator connector.
- 3mm spacing washer/shims behind the alternator pulley (M16 washer worked for me, but measure yours to be sure). You will likely need to remove the lock washer in order to get enough thread engagement. If so, use red Loctite (high strength/temperature thread locker).
- Nut, lock washer and flat washer for end of stock top long mounting bolt (M10)
- 2x 9/16" or 5/8" flat washers to go around the centering bushing on the back of the alternator.
- 3mm spacing washers between engine block and alternator tension arm (2x 3/8" flat washers worked for me, but measure yours to be sure).
- 34" 6 rib belt (which is slightly longer than stock size of 33.78"):
  - Continental 4060340
  - or
  - Gates 340J6

Connections (these are not images of the actual 3G alternator; the mounting ears are different):



Parts diagram:

## for Ford 3G Series IR/IF Alternators

