



Installing and Wiring the High-Output Alternator into your 928

Installation:

Your new High-Output Alternator comes with a custom welded mounting bracket.

These photographs show where/how to mount it.



An extra ground mount has been provided on the alternator.

It is recommended that you add a heavy gauge ground cable from this to a bolt on the chassis.



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Wiring:

Your new High-Output Alternator has a different wiring harness than your stock alternator.

Here is how to wire it in:

Connect the large reddish wire from the back of your old alternator to the Yellow wire provided on the back of your new alternator.

Connect the small blue wire from the back of your old alternator to the small green wire of the new alternator.

If you have one more wire left coming from the 928 wiring harness, just fold it over the tape it down with electrical tape. It is unused in this application.

An extra ground post has been provided on your new alternator, as shown in the photos on the previous page. We cannot rely that the alternator will get a good ground to the engine through the bolts it swings on, so this post is provided so you can connect a large ground wire directly from alternator case to chassis. One of the motor mount bolts on the chassis side is a common choice.

Check the engine ground strap. It is located on the right side of the engine, by the right motor mount. It goes from engine to chassis. Make sure it is not badly corroded, and there is no corrosion under the attachment points.

The first time you start the car with the new alternator, you may have to rev the engine to get the alternator to initially excite and start charging. This is normal. Once the fields are magnetized and excited, this should no longer be necessary unless you park your car for an extended period of time (like all winter). Just repeat this process if necessary at that time.

If your battery is more than 1 year old, it is recommended that you replace it at the same time as your alternator. Batteries and alternators live and die as a team—and if the old battery resists a charge because the old alternator was bad, it may make the new alternator work harder than it needs to overcome that resistance. Replace it.