

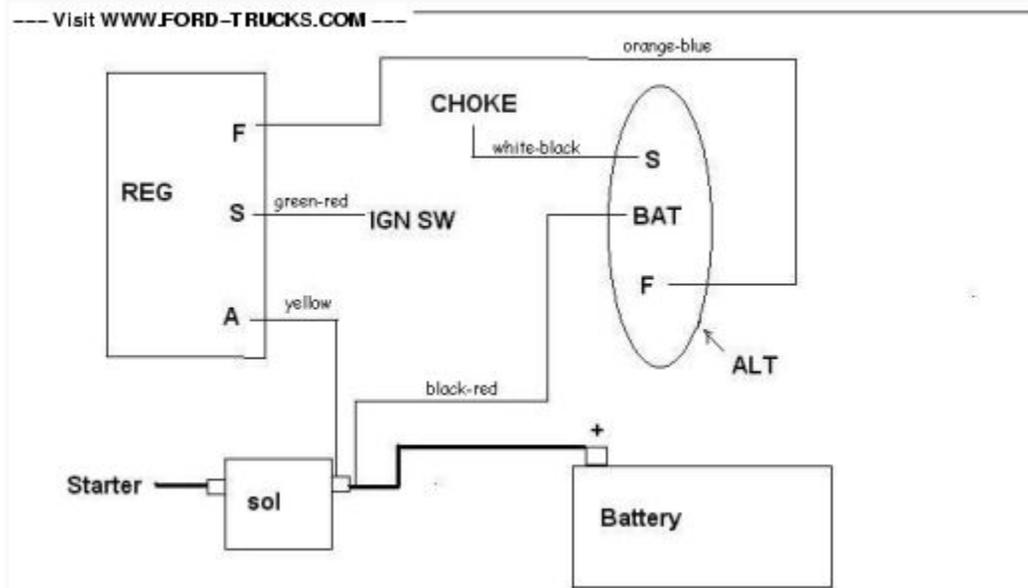
View Original Thread: [Wiring a 2 alternator system](#)

Violjohn78

Hello, i would like if it's possible ot wire a 2nd alternator into my trucks electrical system. I have the external regulator setup. Reason for a 2nd is ai have a perfectly good spare alternator and would like the extra power but without having to buy a 100 amp alt. My questions are i'd figured that it would need to be in parallel with the system so that voltage is 14. i'm not sure if this configuration would take out my voltage regulator or if there are things that i need to consider.

Franklin2

Just mount the second alternator, and wire it into the system with it's own seperate regulator. Here's a diagram. Mounting and running the belts is going to be the biggest headache.



cje07

[QUOTE=Violjohn78]Hello, i would like if it's possible ot wire a 2nd alternator into my trucks electrical system. I have the external regulator setup. Reason for a 2nd is ai have a perfectly good spare alternator and would like the extra power but without having to buy a 100 amp alt. My questions are i'd figured that it would need to be in parallel with the system so that voltage is 14. i'm not sure if this configuration would take out my voltage regulator or if there are things that i need to consider.[/QUOTE]

I just did a 3G (130amp) alternator upgrade over the weekend. Very easy! Cost was minimal:

Boneyard 3G alt from 95 Taurus = \$25
PA **Performance** plug = \$18
Wire loom (optional) = \$4
175amp fuse and fuse block = \$15
4 **gauge** wiring = \$8
Pulley spacer (serp to v-belt) = .37
Total = \$ 70.37

Violjohn78

I don't see mounting being an issue. as my air pump will be going somewhere else (doesn't function..just dead space so got a bracket, and a belt to use) Now is it possible since i have an external regulator to just run this alt in parallel with the existing circuit? I mean my whole thing is when the one alt that's in there maxed i want this 2nd one to take whatever additional load. I mean as far as wiring goes parallel will keep my voltage the same and additional Amps are available but

1. Not sure if 1 external regulator (mounted on firewall) will be able to function properly.
2. if it really would end up giving me the additional amps that i want.

Franklin2

I would not use one regulator for two alternators.

mino54

hi, if you need extra electrical power a better option will be a second battery, alternator output does not necessarily mean you can run a winch without or with a death battery, you will be disappointed.
i dont mean to bust your bubble but alternator output is only for runing the accesories and charging the battery

p.s. try to start a car with no battery using the alternator output ,or if you have a winch in your truck try to run it with the battery disconnected.

best of luck

Violjohn78

I don't need a 2nd battery, this is for listening to my stereo while the vehicle is running. Don't have other accessories. I have about 500W's RMS running in my truck. With lights on, fan running, and stereo at loud but not deafening level i want my truck to be able to still charge teh battery at idle. No bursting of bubble because I know what I want to do and what's required, more amps. 2 Alternators will do that or a higher output alternator. If I have 2 batteries and same 60A alternator I'm drawing more power than my alternator can output i'll just end up having 2 drained batteries in "twice" the time.

Well I'm off doing the 2 alt system anyway, I got a 3g alternator in the boneyard today for 20 bucks..will just rewire my own harness with proper **gauge** wiring (found all the info i need) and fuse properly. Will prob get another one (like 4-5 tauruses (or tauri)) in the yard) do do an upgrade in my Escort but a little more research and some test fitting if the thing will even fit.

Violjohn78

so cje07, what size **engine** did you grab that alternator from 3.8 or 3.0 i grabbed 3.8 looks like the mounting tabs on what i got are larger than the ones on my existing alt. Did you have to do any modifications to get the alt to fit?

cje07

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VIOL-

Researched for ya...all of these vehicles had the 3G 130amp alternator:

- (1994-95) Ford Mustang 5.0L
- (1994-00) Ford Mustang 3.8L
- (1994-97) Ford Thunderbird, Mercury Cougar 3.8L
- (1990-95) Ford Taurus, Mercury Sable 3.8L
- (1993-99) Ford Taurus, Mercury Sable 3.0L
- (1995-98) Ford Windstar 3.8L & 3.0L
- (1991-94) Lincoln Continental 3.8L
- (1992-97) Ford F Series Pickup
- (1992-96) Ford E Series Van

What did you have for a truck(year, model)? For my 86 I was surprised to learn that is was a direct bolt up. No need to trim the alternator bracket like a billon articles suggested. The upper bolt was tight at first, but with a little love with the hammer it made it's way through...no I did not damage the threads. I took my time wiring and soldering everything, took me about 3 hrs. That my whole tray of sockets fell off the bench and wenting rolling everywhere.

Let me know if you have any questions. By the way, I scanned the PA **Performance** directions (also available on the website) for doing a 3G swap. Check it out in the Misc./Electrical section of this site.

Violjohn78

i guess what i'm concerned with is that i may have gotten the wrong one. I know online they mentioned that there were 2 bolt patterns one 6 inches apart and another 7 inches..and at least in the mustangs that they wouldn't fit. I got this from a 90's taurus with the 3.8. Has a serpentine belt **pulley** but i'm going to switch that out. I'll have to dig out my spare 1G and compare the 2. Well I can always go out to the boneyard again and get another one. Now that i have a list of vehicles to look at. Most fo the trucks have had their engines pulled. But cars, and vans seem to retain their engines. Saw a few windstars too. Hmm..

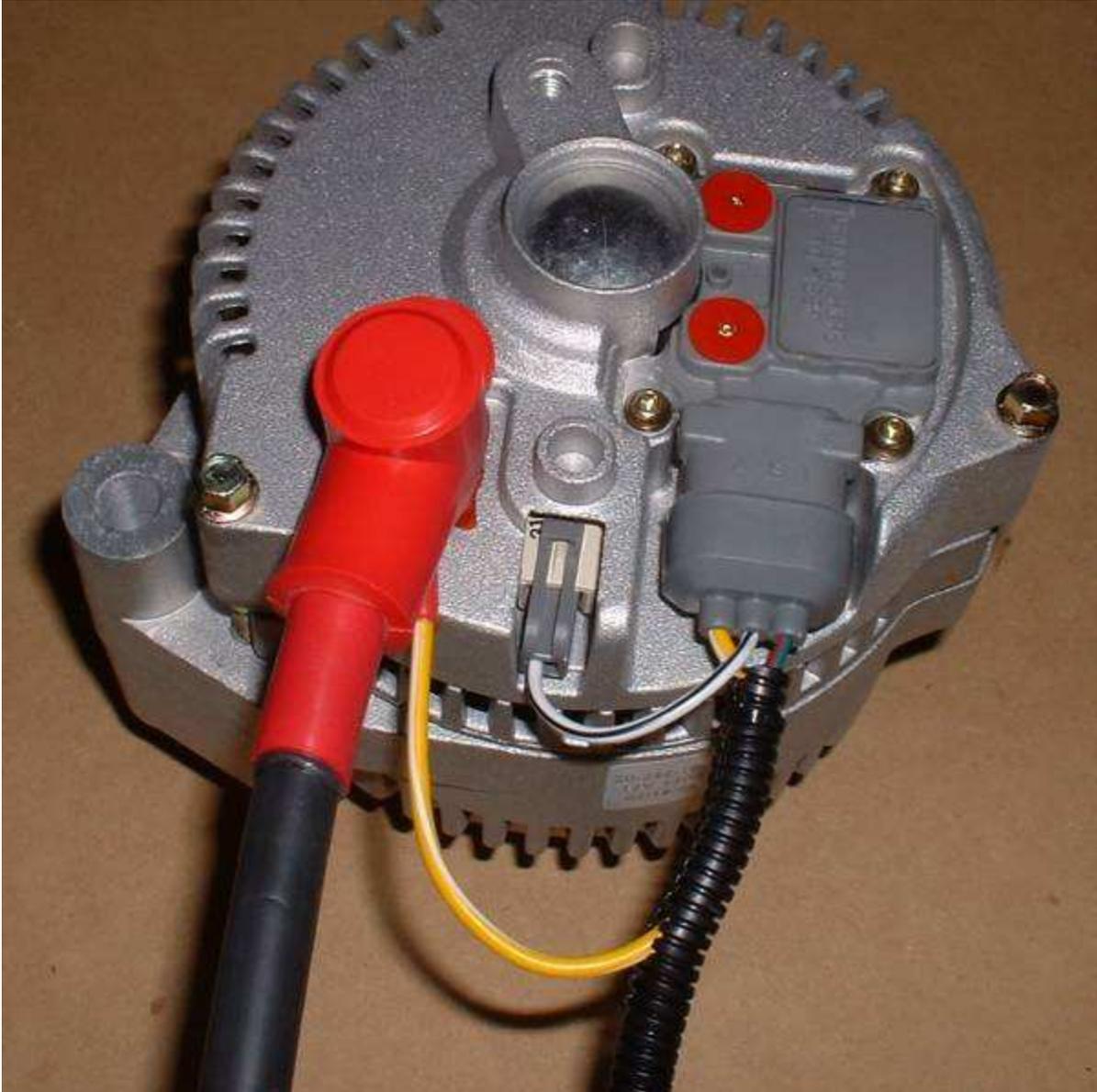
cje07

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Be carefull there was a 95amp 3G, it's ok, but not high-power
Most of the 130amp 3G's will crank out 140-160amps.
there are about 6 different mounting styles. 2 are good:
The first picture shown will fit the early Serp belt trucks and older V-belt trucks

3G





The second picture shown will only fit the V-belt trucks well. you can force it to fit the early serp belt systems, but it's not pretty.

The 3rd picture came stock on the later serp-belt trucks. However most were 95amps stock.

3G



3G



130A

148mm

Never have heard anything about the 6"/7" issue. On the back of the 3G there is a silver disk/plate, is the AMP rating listed on there? The one that I pulled did not have it..worn off. I would think that if you pulled it from one of the above listed vehicles you should be alright. How do you tell if it is a 95amp or 130amp??

Small Case Frame OD: 135mm - 5.3in (95 amp)
Large Case Frame OD: 148mm - 5.8in (130 amp)

Large Case is 1/2" larger OD than the Small case

Hopes this helps.

Violjohn78

The 2nd one with the vbelt is the same size pattern as the one I grabbed..but has serpentine buti'm gonna switch that over. GOod thing I have a vbelt truck then :-) Helps a lot actually. I didn't look on the back of the alt, but i'll take a peek at it tomorrow.

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If you have to swap out the pulley, make sure you buy the 18 **gauge** machine bushing (3/4" inch inner diamter and 1 1/4" outer diameter)



Let me know if you have anymore questions!

Violjohn78

Thanks, where did you get your machine bushing? Basically since it was out of a taurus with serp belt, will have to swap out the serp **pulley** for the vbelt off my old alt.

cje07

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Any hardware store should have it (Ace, Menards, Home Depot) = 37 cents.
