



## My 45 minute 3.4 DOHC alternator repair- Write Up

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Obsessed W-Body Freak

☆☆☆☆☆

Joined: 02 Apr 2003

Location: Toledo, Oh

Posted: Thu Jun 09, 2005 2:40 pm Post subject: My 45 minute 3.4 DOHC alternator repair- Write Up

[quote](#)

Ok, since everyone thinks this is such a PITA to do, and they take it to the shops, I'll just show you the ease way to get it done. Assuming none of your bolts are rusted and siezed, and nothing breaks while undoing stuff, this should only take you anywhere from 40 minutes to 1 hour tops. So, here it go's.

- 1: Disconnect negative battery terminal.
- 2: Remove passenger side wheel, jack up car, and place on jackstands.
- 3: Loosen the belt tensioner and remove the belt.
- 4: Place jack underneath the cradle, and jack it up so the jack is touching the cradle.
- 5: Remove the front subframe bolt (notice the rust, this was a michigan car its whole life)



- 6: Remove the rear subframe bolt (again rusty)



7: Lower the jack slowly. As you can see in the picture, the passenger side of the cradle is solely resting on the jack itself.



8: Remove the CV Joint heat shield. On the 91-93 engines, you may not need to do this, due to the size difference in the alternators.

9: Undo the tie rod and swing it off to the side. On the 91-93 engines, you may not need to do this, due to the size difference in the alternators.

10: Disconnect the electrical connections from the alternator. You can see in this picture that the tie rod has been swung off to the side, and the electrical connections have been disconnected.



11: Remove the alternator mounting bolts.

After removing these bolts, it is pretty self explanatory. It will drop right down and pretty much slide right out. I suggest putting some dielectric grease on your electrical connections, and putting regular grease on your subframe bolts to keep them from seizing up.

**HokemBokem wrote:**

But Easton doesnt want to date no bitch right now.

'05 W-body Meet Info!!!

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Last edited by slick94prix on Thu Jun 09, 2005 3:37 pm; edited 1 time in total

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Joined: 03 Oct 2003  
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Posted: Thu Jun 09, 2005 2:42 pm Post subject:

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<-----makes thread a sticky

thanks for the write up Chris

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**Canada**

W-Body Enthusiast



Joined: 22 Apr 2004  
Location: Ames, Iowa

Posted: Thu Jun 09, 2005 6:44 pm Post subject:



I would use anti-sieze instead of grease.

Other than that....thats how I do them.



- 1997 Ford Cobra 4.6L DOHC/5 speed
- 1996 Chevrolet Beretta 3400/4T60-E
- 1996 Pontiac Grand Am 3100/4T60-E
- 1991 Grand Prix SE 3.4L DOHC/5 speed



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**slick94prix**

Obsessed W-Body Freak



Joined: 02 Apr 2003  
Location: Toledo, Oh

Posted: Thu Jun 09, 2005 11:36 pm Post subject:



**Canada wrote:**

I would use anti-sieze instead of grease.

Other than that....thats how I do them.

I had to use what I had available at the time, or else I would have used anti-sieze.

**HokemBokem wrote:**

But Easton doesnt want to date no bitch right now.

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