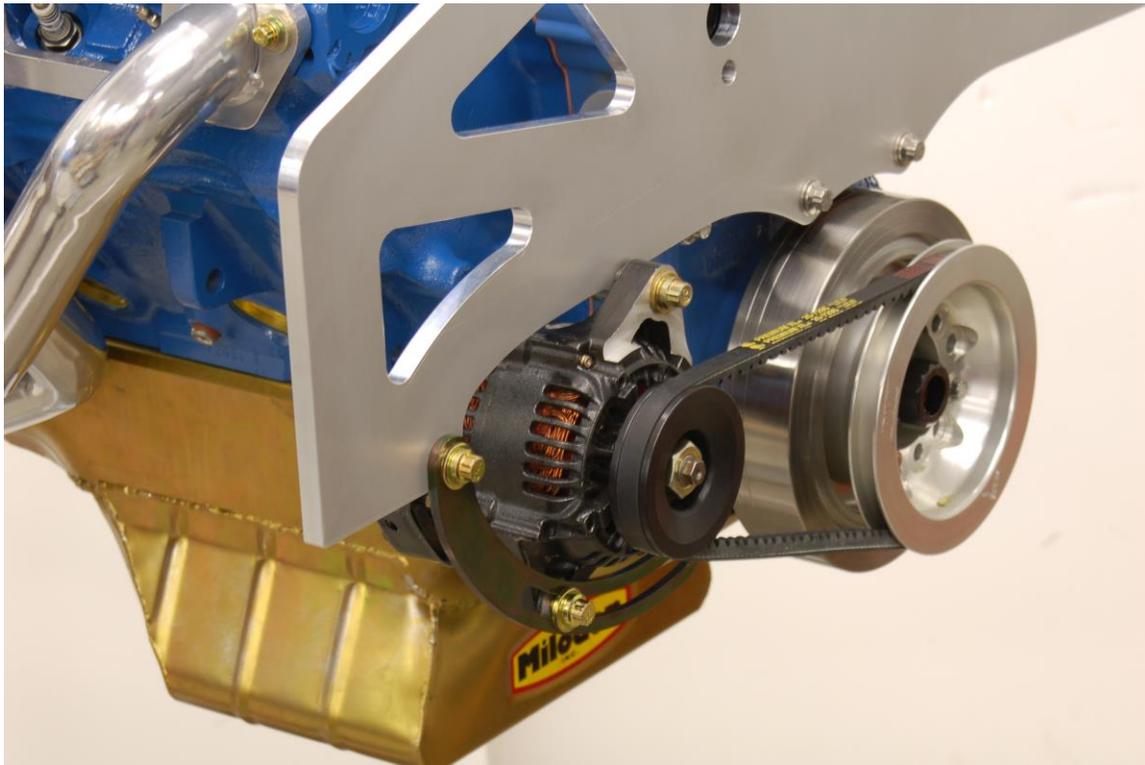


AR370 motorplate kit for SB with 8162 alternator



This kit contains the mounting brackets, spacers and bolts necessary to adapt a lightweight 8162 racing alternator from Powermaster to any SB motor using an AR Engineering AR361 motor plate. The kit contains the adjuster bracket and mounting hardware. This kit is designed to work with a stock type damper and the short BMCT060 pulley from Doty Manufacturing. The billet alternator pulley in the picture is AR Engineering part AR210.

Mount the kit as shown with the alternator hanging from the motor plate. The black washer fits between the alternator and the motor plate to provide the correct alignment. The short bolt fits in the adjuster slot, the long bolt is used to mount the alternator to the motor plate. The alternator belt used in the picture above is a NAPA 25-7295.

The Powermaster alternator has an internal regulator so you must remove the stock voltage regulator from operation and run a 12 volt ignition switched supply wire directly to the alternator. For best results, follow the wiring instructions that are included with the Powermaster alternator. More information, if needed, can be found at www.powermastermotorsports.com.

Mopar vehicles typically ran the charging output wire through the firewall to the ammeter and then back through the firewall to the battery. This long charging loop works okay when current flow is low, but a 50 amp alternator will melt the connections at the firewall

if full current draw is used for an extended length of time. Therefore, our recommendation is to reinforce the firewall connector by adding an additional charging wire that goes directly from the alternator to the battery stud on the starter relay. Adding this bypass charge wire will significantly reduce the chance of melting the firewall connections, but it will also cause the ammeter to stop working correctly.

Once the ammeter is bypassed it can no longer provide a correct reading since a portion of the current produced by the alternator will flow directly to the battery rather than through the ammeter. The best solution to this problem is to install a voltmeter. A voltmeter will provide an accurate representation of the charging circuit without needing to pass all of the charging current through the firewall connections. For those who wish to learn more about charging systems check out the excellent information posted at www.madelectrical.com.