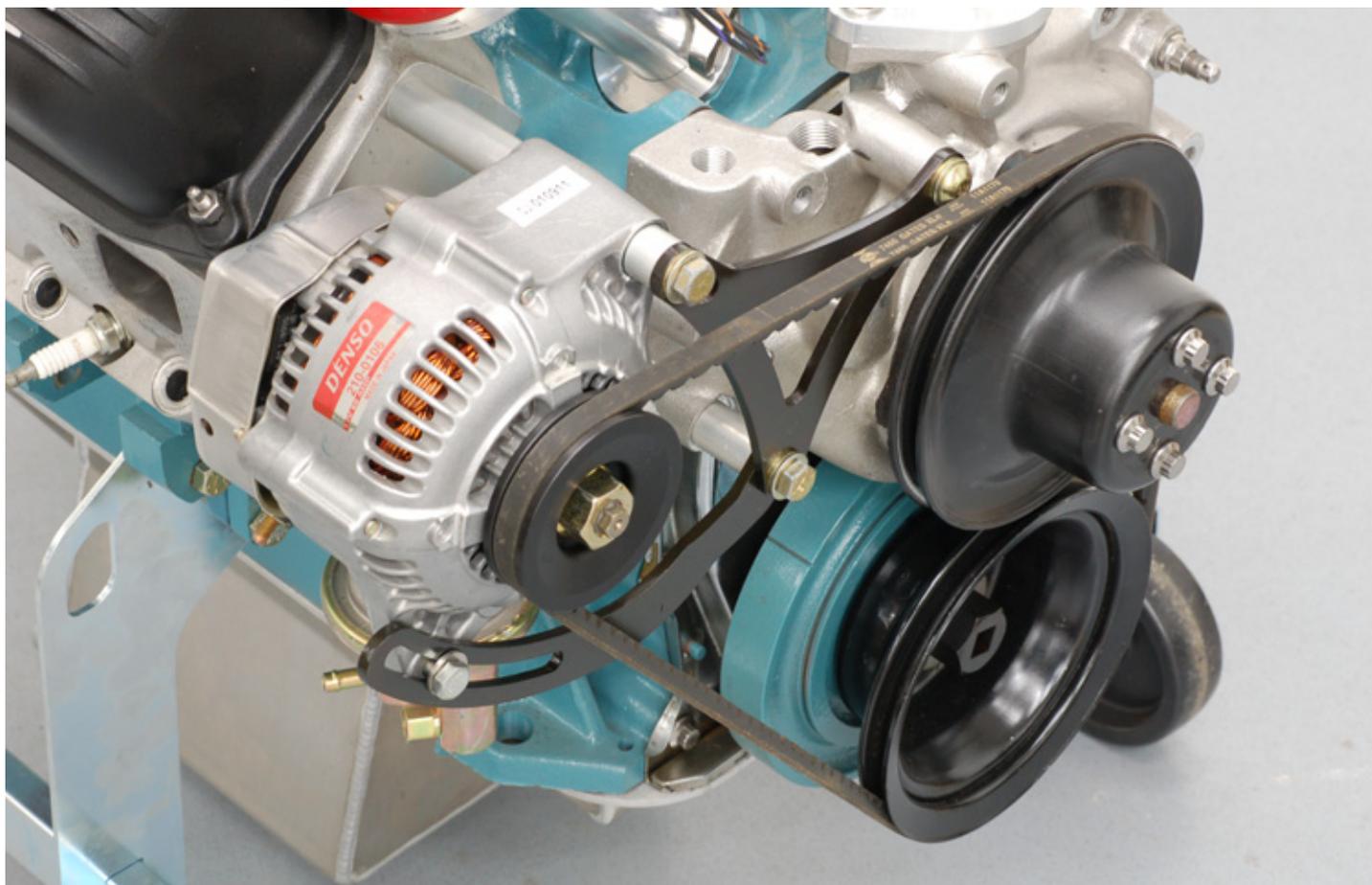


AR019 Denso Alternator to Big Block Kit



This kit contains the mounting brackets, spacers and bolts necessary to adapt a lightweight Denso alternator from a Toyota 4Runner (1985 to 1991 with L4 engine) to any B or RB block Chrysler motor. The kit contains three aluminum spacers, as well as upper and lower mounting brackets and three mounting bolts. This kit works with any pulley set that has the deep water pump pulley (non-AC) shown in the picture. The lower pulley should be either the single groove or the double groove if you have power steering. A fan belt such as Gates #7460 will work with stock size pulleys on a 440.

The Toyota alternator that fits this application can be purchased as Bosch remanufactured part number AL218X. This number cross references over to Denso 210-0106 and 210-0107 as well as to OEM Toyota numbers 27060-35060 and 270060-35061. Harness AR016 from AR Engineering can be used to simplify the connection to the factory wiring harness. A billet aluminum alternator pulley is available for the Denso alternator from AR Engineering. Part number for the aluminum pulley is AR211.

Mount the kit as shown with the alternator hanging from the 6.0-inch bolt. The 4.25-inch bolt goes through the water pump housing. The long spacer mounts behind the alternator with the short spacer in front of the alternator. The lower adjuster fits between the medium length spacer and the alternator bracket. The triangular mounting bracket only fits one way.

The Toyota alternator is internally regulated so you must remove the original external voltage regulator. Connect an ignition switched 12 volt wire directly to the terminal marked IG on the back of the alternator. The terminal marked S for sense needs to be connected to a good 12 volt reference source such as the stud on the starter relay. The third terminal marked L for lamp is for the dash indicator light. This lamp connection typically isn't used on a Mopar.

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 60 amp alternator can melt the connections at the firewall if full current draw is used for an extended length of time. One option is to shunt 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 will 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

