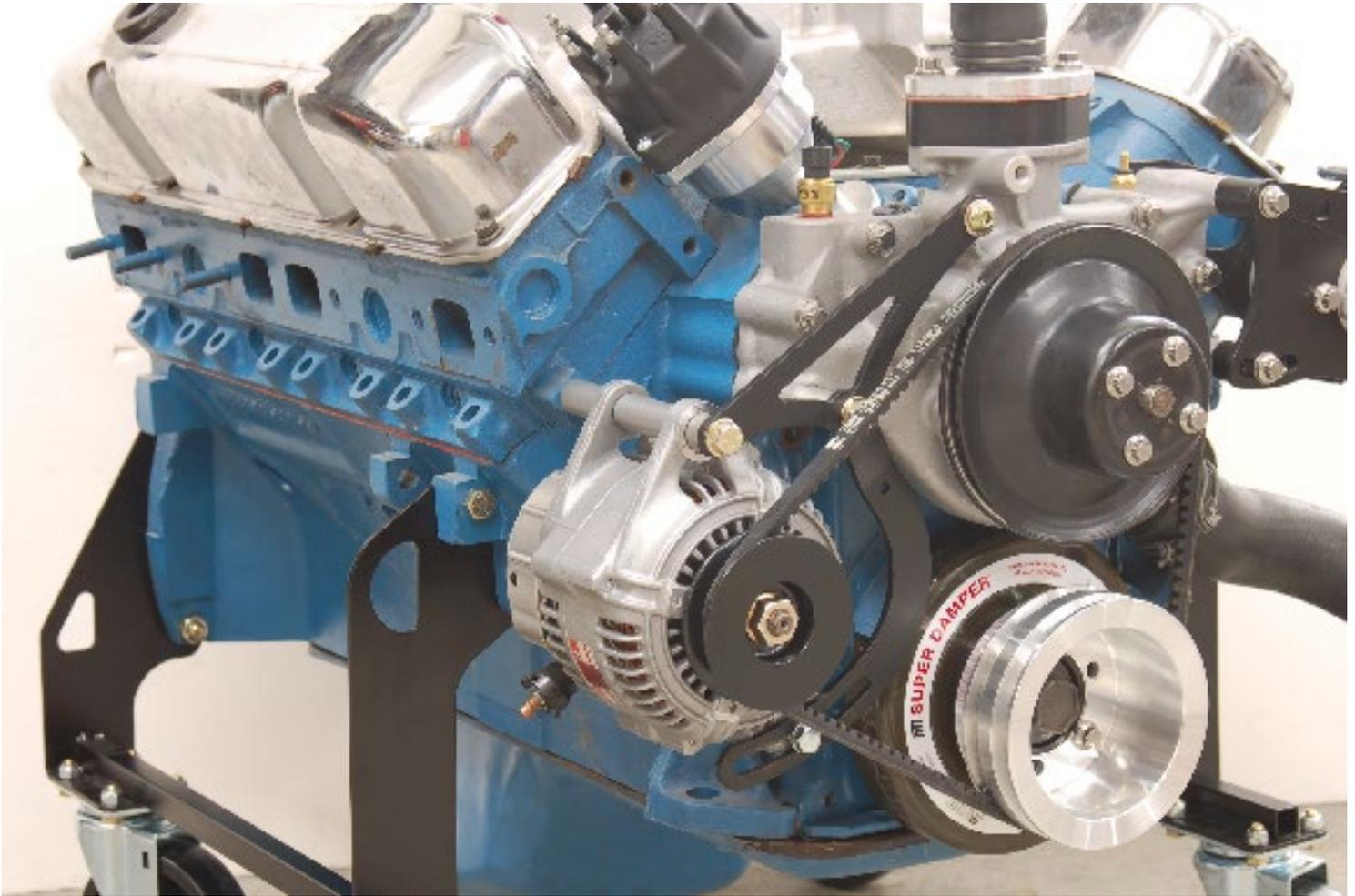


AR442 Low Mount 90A Alternator Kit



This kit contains the mounting brackets, spacers, and bolts necessary to adapt a Toyota Land Cruiser 90-amp Denso alternator to any B or RB block Chrysler motor. This kit works with a standard water pump pulley (non-AC) shown in the picture. The crankshaft pulley needs to be a matching single groove or double groove.

The Toyota alternator that fits this application can be purchased as Denso part 210-0177 or Toyota part number 27060-61100. The AR016 pigtail from AR Engineering can be used to connect the alternator to the factory wiring harness.

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 between the alternator ears with the short spacer in front of the alternator and the medium length spacer behind the alternator ears. The 1.110-inch spacer fits between the water pump housing and the adjuster 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.

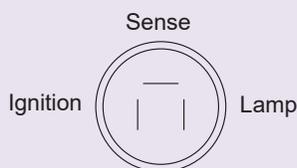
Mopar vehicles typically ran the charging output wire through the firewall to the ammeter and then back through the firewall to the battery. This long charging loop works okay when current flow is low, but a 60 amp alternator can melt the connections at the firewall if full current draw is used for an 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

Wiring schematic when using AR016 pigtail harness

Socket on the back of the Denso alternator



Plug Code 280

