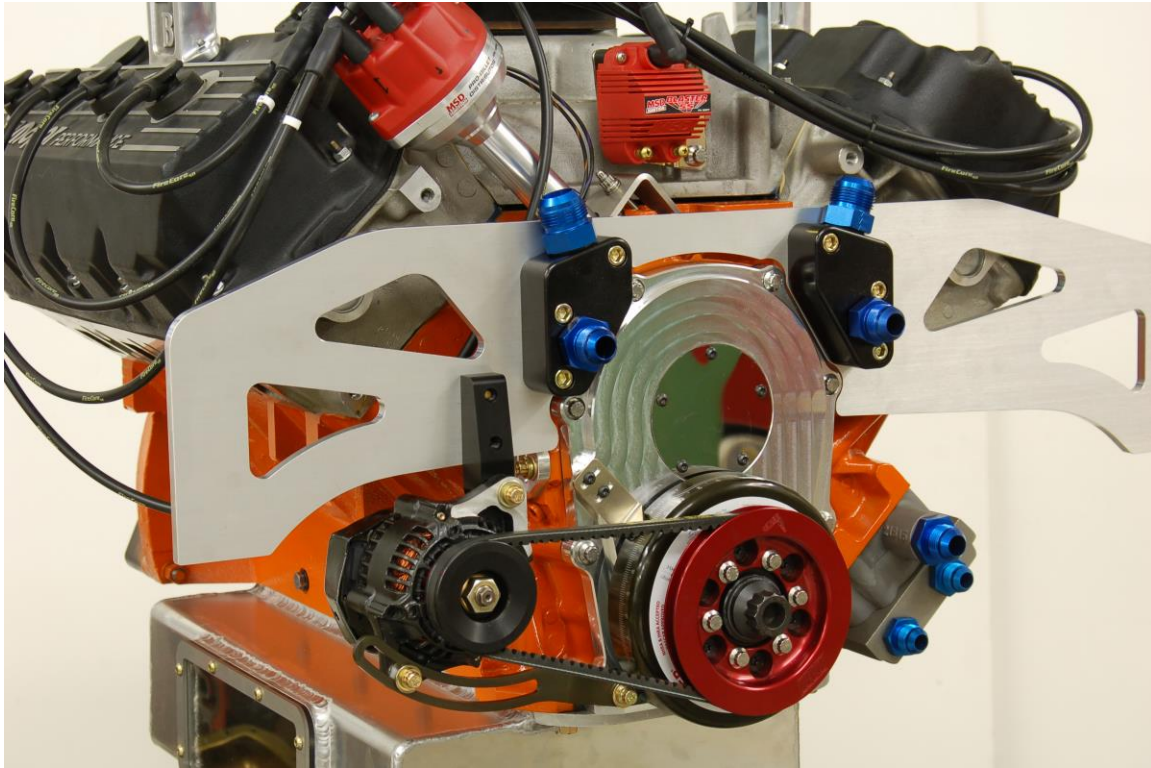


AR207 motorplate kit for 8162/8172 alternator



This kit contains the mounting brackets, spacers and bolts necessary to adapt a lightweight racing alternator from Powermaster (model number 8162 or 8172) to any B, RB or Hemi motor using an AR Engineering motor plate. The kit contains an aluminum mount and hardware as well as the adjuster bracket. This kit is designed to work with the AR Engineering billet timing chain cover, an ATI 917127E damper and the short BMCT050 pulley from Doty Manufacturing. Other combinations of parts can be made to work by adding spacers, or by making modifications to the brackets. The billet alternator pulley in the picture is part number AR210 from AR Engineering.

Mount the kit as shown with the alternator hanging from the bracket. The bracket is installed on the motor plate after drilling out the mounting holes in the motor plate. The motor plate is predrilled on the back side for the two mounting holes but they need to be finish drilled using an 11/32 drill. The short aluminum spacer fits between the adjuster bracket and the timing chain cover. Hardware is included for both the 8162 and 8172 adjuster. The 8172 uses an 8mm adjuster bolt while the 8162 uses the 3/8-16 bolt. The alternator should clear a stock K-frame in most Mopar vehicles.

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 can melt the connections at the firewall if full current draw is used for an extended length of time. One option is to reduce the load on the firewall connector by adding a shunt wire which goes directly from the alternator to the battery stud on the starter relay. Adding a shunt wire will significantly reduce the chance of melting the firewall connections, but it will also cause the ammeter to stop working correctly.

Once full current to the ammeter is bypassed it can no longer provide a correct reading. A portion of the current produced by the alternator will flow directly to the battery rather than through the ammeter so the ammeter will not show all of the current flow. One possible 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.