



CHRYSLER UPGRADE INSTRUCTIONS

Model # 8-37529, 8-47529, 8-57529, 8-37539, 8-47539, & 8-57539

GENERAL INSTRUCTIONS

This alternator upgrade is designed to give early model Chrysler owners a high amp option to Mopar early style alternators. This upgrade works on applications where the Mopar style unit uses a spacer between the ears on the saddle mounting foot.

The aluminum spacer supplied should be installed between the engine head and the large 2" mounting ear on the new alternator. Install the original bolt through the stock triangular bracket, the alternator mount, the supplied spacer, and then into the engine head.

140 amp unit- After installation, the alternator's fan may slightly contact the factory bracket when turned. If this is the case, remove material from the side of the bracket using a grinder or belt sander.

200 amp unit- This unit should bolt on with no bracket modification. The threaded bushing in the outside mounting ear of the alternator should be rotated with a wrench until it offers the greatest possible clearance between the alternator fan and the factory bracket. This should be done prior to tightening the threaded alternator mount.

INSTALLATION INSTRUCTIONS

1. Disconnect the negative cable from the battery.
2. Remove the wiring from the original alternator.
3. Remove the belts, the mounting bolts, and the alternator.
4. Install the Powermaster alternator using the long bolt that was removed from the original alternator for the main mount, and the supplied bolt for the threaded alternator mount.
5. Reinstall the belts and tighten all bolts.
 - The original belts can be used if they are not worn and are of correct length to allow proper belt tension.
 - If the belts are worn, too long, or too short, they should be replaced with the proper belts for the application.
6. Install the charge wire from the alternator to the battery and make all connections.
 - This is a “one wire” alternator, so the battery charge wire is the only connection required for operation.
 - Powermaster recommends the battery charge wire be upgraded to an 8 AWG wire for the 140 amp unit and a 6 AWG wire for the 200 amp unit. Inline ammeters must also be upgraded to handle the alternators rated power if they are to be used (Powermaster recommends that ammeters be replaced with a voltmeter).
7. Reconnect the negative battery cable. Before starting the engine, make sure the battery is fully charged (12.5V or higher). Do not use the alternator to charge a battery that is severely discharged.
8. Start the engine. Accelerate the engine to a fast idle and check the voltage using a hand held digital voltmeter.
 - Voltage at the alternator should read 14.0-14.5 with the meter’s positive probe on the gold charge post and the negative probe on a bare metal or chrome position on the alternator’s case.Voltage measured at the battery should yield a reading that is within 0.4 of the alternator’s voltage. Measure the battery’s voltage with the meter’s probes on the positive and negative posts. If the difference is greater than 0.4 of a volt, check to see if the charge wire and ground path to the battery are adequate.