

Peregrine Alternator

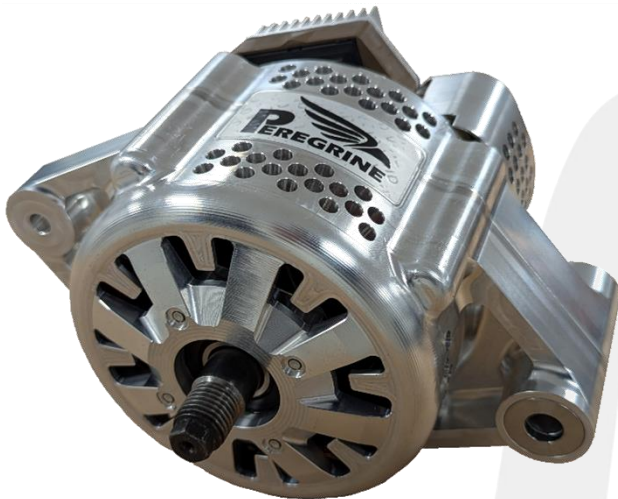
B-Body – High Output

Also available in Medium & Low Output



Peregrine Alternator

The Peregrine Alternator is designed and hand-made for optimised performance in demanding motorsport applications. Each component has been optimised to achieve the highest level of performance over a harsh set of operation conditions.



Alternator Feature Highlights

- Lightweight <3.3kg
- High output hand wound stator
- Pinned stator for harsh environments
- Upgraded brush springs for vibration resistance
- Upgraded bearings for high operating speed
- Upgraded high current strapped rectifier
- Rectifier heatsink for optimum output
- 14V potted regulator
- Integrated fans
- Anti-vibration supports for stator power connection
- Stainless steel chassis mounting bushes

Mechanical Specifications

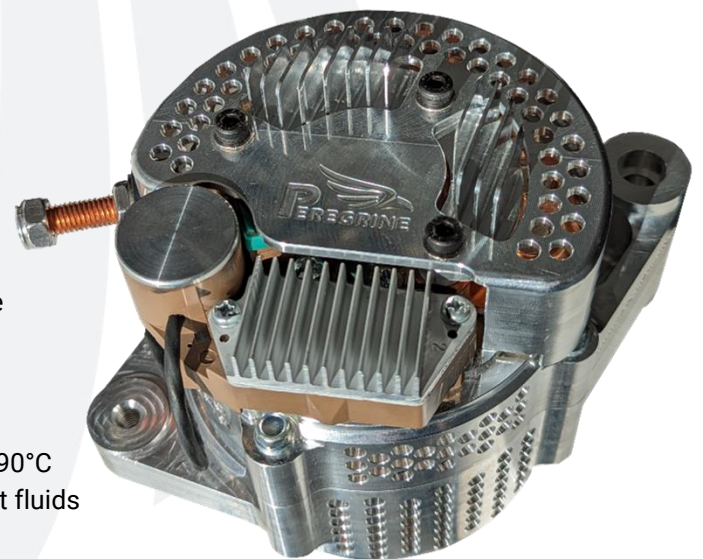
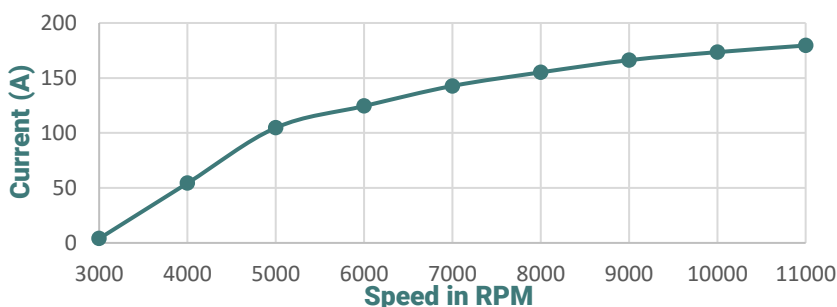
Body Material:	6082 Billet Aluminium
Maximum Speed:	18,000 RPM
Rotation:	Clockwise
Connection:	Flying Lead, M8 B+ Terminal
Cable Insulation:	Raychem DR25
Weight:	<3,300g
Service Life:	Application dependant, please contact customer support for more details

Environmental Specifications

Temperature:	Continuous ambient -30°C to 90°C
Ingress Protection:	Splash resistant to motorsport fluids

Electrical Specifications

Output Voltage:	13.5 VDC
Nominal Output:	170 A (10,000 RPM, 25°C, 13.5 VDC)
Cut-in Speed:	3,200 RPM



Speed (RPM)	Output (A)
3000	4
4000	54
5000	105
6000	124
7000	143
8000	155
9000	166
10000	173
11000	179

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Connection Details

M8 Stud:

- 15mm Length
- Self-locking nut included

Flying Lead:

- 3 x 22 AWG Conductors, Red, Green, White
- Raychem DR25 sheath, diameter 3mm nominal, 500mm minimum cable length.
- Shipped with end of cable and conductors stripped

Connection	Signal
Flying Lead – Red	Sense
Flying Lead – Green	Ignition
Flying Lead – White	Lamp
M8 Stud	B+ (Battery Positive)
Body	Ground (Vehicle Ground)

Additional Information

Signals:

- **Sense** is used by the alternator's regulator to accurately measure the vehicle battery voltage so the charging voltage is accurately controlled considering voltage drop in the B+ charge cables. Sense should be connected directly and as close to the vehicle battery as possible.
- **Ignition** energises the alternator to allow it to produce charging current. It should be connected to the vehicle ignition circuit (positive voltage) when in use and disconnected when the vehicle is not in use to stop it draining the battery.
- **Lamp** can be used to drive the vehicle's battery/charging lamp to warn if the charging system is not working. Lamp should be connected to the negative side of the battery lamp, it will conduct current when the battery is not charging (illuminating the lamp), it will not conduct when the battery is charging (extinguishing the lamp).
- **B+** is the main charging output of the alternator supplying positive voltage for battery charging. Use a large cable to connect B+ directly to the vehicle loads and battery. The cable gauge should be selected to ensure it can safely support the maximum output current of the alternator without risk of fire.
- **Alternator Body** is the main ground of the alternator. The currents for charging, ignition, and sense will return here. Ensure it is well connected to the vehicle ground and there is a good path to the battery negative terminal i.e. if there are any insulating mounts/dampers these are bridged with electrical bonding connections.

Chassis Style: 2" Single Foot, 6" Frame Size (Denso, Delco, Volvo, Cummins, Perkins OEM)

Chassis Dimensions: 58mm Foot, 153mm frame hole spacing

Ordering Information

Part Number: ALT-BBDY-HIGH-001