

2 wire alternator wiring

2 wire alternator wiring is a common and efficient method used in automotive electrical systems to connect the alternator to the vehicle's electrical network. This wiring setup simplifies the alternator installation process by reducing the number of connections required, making it a popular choice for many mechanics and car enthusiasts. Understanding the principles behind 2 wire alternator wiring is essential for ensuring proper charging system functionality and avoiding electrical issues. This article covers the basics of 2 wire alternator wiring, including its components, installation procedures, advantages, potential challenges, and troubleshooting tips. Whether upgrading an older vehicle or maintaining a modern car, mastering the 2 wire alternator wiring technique can enhance performance and reliability. The following sections provide a detailed guide and practical insights into this specific wiring configuration.

- Understanding 2 Wire Alternator Wiring
- Components of a 2 Wire Alternator System
- Step-by-Step 2 Wire Alternator Wiring Installation
- Advantages of Using 2 Wire Alternator Wiring
- Common Issues and Troubleshooting

Understanding 2 Wire Alternator Wiring

The 2 wire alternator wiring system is designed to streamline the electrical connections between the alternator and the vehicle's battery and electrical system. Unlike traditional multi-wire alternator setups, this configuration uses only two main wires to perform the essential functions of charging and voltage regulation. This simplified wiring harness is often found in internally regulated alternators, which have the voltage regulator integrated within the alternator housing.

In a standard 2 wire alternator wiring setup, one wire is responsible for carrying the output current from the alternator to the battery, while the other wire typically serves as a sensing or excitation wire. This configuration eliminates the need for an external voltage regulator and reduces the complexity of the wiring system.

Basic Wiring Diagram

Generally, the 2 wires in this system include:

- **Output Wire:** Connects the alternator's output terminal (usually labeled "B+") directly to the battery positive terminal or the main power distribution point.
- **Excitation/Sense Wire:** Provides the electrical signal that initiates the alternator's charging process and helps regulate voltage by sensing battery voltage levels.

These two connections are critical for the alternator's operation and must be correctly installed to ensure efficient charging and electrical system stability.

Components of a 2 Wire Alternator System

A 2 wire alternator system comprises several key components that work together to maintain the vehicle's electrical power and charge the battery efficiently. Understanding these components is vital for proper wiring and troubleshooting.

Alternator

The alternator in a 2 wire setup is usually an internally regulated unit, meaning the voltage regulator is built inside the alternator itself. This design simplifies wiring and reduces external components.

Battery

The battery stores electrical energy generated by the alternator and supplies power to the vehicle's electrical systems when the engine is off or under load conditions.

Wiring Harness

The wiring harness includes the two main wires connecting the alternator to the battery and electrical system. These wires must be of appropriate gauge to handle the current load safely.

Fuses and Circuit Protection

Proper circuit protection devices, such as fuses or circuit breakers, are essential to prevent damage to the alternator or wiring from short circuits or overloads.

Step-by-Step 2 Wire Alternator Wiring Installation

Installing a 2 wire alternator wiring system involves careful planning and execution to ensure safety and functionality. The following steps provide a detailed guide for proper installation.

Preparation

Before beginning the installation, gather all necessary tools and materials, including the alternator, wiring harness, connectors, fuses, and appropriate tools. Disconnect the vehicle battery to prevent accidental shorts or shocks during installation.

Step 1: Mount the Alternator

Securely mount the alternator in its designated location on the engine using the proper brackets and hardware. Ensure the alternator pulley aligns with the drive belt system to avoid belt wear or slippage.

Step 2: Connect the Output Wire

Attach the output wire from the alternator's "B+" terminal directly to the positive terminal of the battery or the vehicle's main power distribution bus. Use ring terminals and secure connections to prevent loosening due to engine vibrations.

Step 3: Connect the Excitation Wire

Connect the excitation or sense wire to the alternator's designated terminal, often labeled "S" or "L." This wire typically runs to the ignition switch or a switched 12V source to activate the alternator when the engine starts.

Step 4: Install Circuit Protection

Install a fuse or circuit breaker on the output wire near the battery to protect the alternator and wiring from electrical faults. The fuse rating should be appropriate for the alternator's maximum current output.

Step 5: Reconnect Battery and Test

Reconnect the battery terminals and start the engine. Use a multimeter to verify that the alternator is charging correctly by measuring the voltage

across the battery terminals. A properly functioning alternator should provide a voltage between 13.8 and 14.5 volts.

Advantages of Using 2 Wire Alternator Wiring

The 2 wire alternator wiring configuration offers several benefits that make it a preferred choice in many automotive applications. These advantages include simplicity, reliability, and ease of installation.

Simplified Installation

With only two wires to connect, the installation process is less complicated, reducing the chance of wiring errors and saving time during repairs or upgrades.

Reduced Maintenance

Fewer connections mean there are fewer points of failure, which can result in lower maintenance requirements and increased system reliability over time.

Compatibility with Internally Regulated Alternators

Since internally regulated alternators incorporate the voltage regulator inside the unit, external components and complex wiring harnesses are unnecessary, making the 2 wire setup ideal for these alternators.

Improved Electrical Efficiency

Direct wiring from the alternator output to the battery reduces voltage drops and enhances the overall efficiency of the charging system.

Common Issues and Troubleshooting

Despite its simplicity, the 2 wire alternator wiring system can encounter problems that affect vehicle performance and battery charging. Identifying and resolving these issues is critical to maintaining a healthy electrical system.

Loose or Corroded Connections

Corrosion or loose terminals can lead to poor electrical contact, resulting

in intermittent charging or failure. Regular inspection and cleaning of connections can prevent these issues.

Faulty Alternator or Wiring

A defective alternator or damaged wiring can cause insufficient charging or electrical system failure. Testing the alternator output and continuity of the wiring helps identify faulty components.

Incorrect Wiring Configuration

Improperly connected wires can lead to alternator malfunction or damage. Verifying the wiring connections against the manufacturer's specifications is essential during installation or troubleshooting.

Voltage Regulation Problems

Although the voltage regulator is internal in a 2 wire alternator, system voltage issues may still arise due to wiring faults or battery problems, requiring comprehensive diagnostic procedures.

1. Check battery voltage with engine off and running.
2. Inspect wiring harness for damage or loose connections.
3. Test alternator output using a multimeter or specialized tester.
4. Replace faulty components as necessary to restore proper function.

Frequently Asked Questions

What is a 2 wire alternator wiring system?

A 2 wire alternator wiring system is a simplified wiring setup for alternators that uses only two wires: one for the output (battery charging) and one for the alternator's internal voltage regulator sense or excitation, eliminating the need for an external voltage regulator or warning light circuit.

How do you connect a 2 wire alternator?

To connect a 2 wire alternator, connect the output terminal (usually marked

B+ or BAT) to the battery positive terminal through a fuse or fusible link, and connect the other wire (often labeled S or sense) to the alternator's internal regulator or to the battery positive terminal to provide excitation voltage.

Can a 2 wire alternator charge without a warning light?

Yes, a 2 wire alternator can charge without a warning light because it has an internal voltage regulator that does not rely on the dashboard warning lamp circuit for excitation, unlike older 3 wire systems.

What are the advantages of using a 2 wire alternator wiring setup?

The advantages of a 2 wire alternator wiring setup include easier installation, fewer wiring errors, no need for an external voltage regulator or dashboard warning light, and generally improved reliability due to fewer components.

Is a 2 wire alternator compatible with all vehicles?

No, a 2 wire alternator may not be compatible with all vehicles, especially older models that require a warning light for excitation. It is best suited for modern vehicles or custom installations where the dashboard warning light wiring can be bypassed.

What wire gauge should be used for 2 wire alternator wiring?

Typically, a 10 to 12 gauge wire is recommended for the battery output wire to handle the charging current safely, while the excitation or sense wire can be smaller, around 16 to 18 gauge, depending on the alternator manufacturer's specifications.

How do you troubleshoot a 2 wire alternator wiring issue?

To troubleshoot a 2 wire alternator wiring issue, check for proper battery voltage at the alternator output terminal, ensure the excitation wire is connected and providing voltage, inspect for loose or corroded connections, and verify the alternator is grounded properly. Using a multimeter to measure voltage and continuity can help identify problems.

Additional Resources

1. *Mastering 2 Wire Alternator Wiring: A Beginner's Guide*

This book offers a comprehensive introduction to 2 wire alternator systems, perfect for beginners. It explains the basics of alternator function and the specific wiring techniques needed for 2 wire setups. Step-by-step instructions and clear diagrams help readers understand installation and troubleshooting. Practical tips ensure readers can confidently work on their vehicle's electrical system.

2. *The Complete Manual of Alternator Wiring: Focus on 2 Wire Systems*

This manual delves deeply into alternator wiring with a special focus on 2 wire configurations. It covers the theory behind alternator operation, wiring schematics, and installation best practices. The book also includes troubleshooting guides for common problems encountered with 2 wire alternators. It is a valuable resource for mechanics and DIY enthusiasts alike.

3. *Automotive Electrical Systems: Understanding 2 Wire Alternator Wiring*

Designed for automotive students and hobbyists, this book breaks down the electrical system of vehicles with an emphasis on 2 wire alternators. It explains how the alternator integrates with the rest of the vehicle's electrical components. The book provides detailed wiring diagrams and safety tips for working on electrical systems. Readers will gain a solid foundation in diagnosing and repairing alternator wiring issues.

4. *Wiring Simplified: 2 Wire Alternator Edition*

This straightforward guide simplifies the process of wiring 2 wire alternators with easy-to-follow instructions. It highlights the differences between 2 wire and other alternator wiring setups, making it easier to understand. Ideal for DIYers, it includes practical advice for achieving reliable electrical connections. The book is filled with illustrations that clarify complex wiring concepts.

5. *Troubleshooting 2 Wire Alternator Wiring Problems*

Focused on diagnostics, this book helps readers identify and fix common issues with 2 wire alternator wiring. It covers symptoms of wiring faults, testing methods, and stepwise troubleshooting techniques. The guide also explains how to interpret multimeter readings and other diagnostic tools. It is an essential manual for anyone facing electrical challenges with their alternator.

6. *Customizing Your Ride: Upgrading to a 2 Wire Alternator*

This book is perfect for car enthusiasts looking to upgrade their vehicle's charging system to a 2 wire alternator. It details the advantages of 2 wire alternators and how to integrate them into various vehicle models. Installation instructions include wiring diagrams and tips for custom modifications. Readers will find advice on optimizing performance and ensuring compatibility.

7. *Practical Wiring Solutions for 2 Wire Alternators*

Offering practical solutions for common wiring dilemmas, this book is a hands-on resource for anyone working with 2 wire alternators. It focuses on improving electrical reliability and simplifying wiring layouts. The author shares professional techniques for neat and effective wiring installations. This guide is suitable for both hobbyists and professional mechanics.

8. *Electrical Systems Overhaul: 2 Wire Alternator Focus*

This detailed guide assists readers in completely overhauling their vehicle's electrical system with an emphasis on 2 wire alternator wiring. It covers the removal of old wiring, installation of new components, and ensuring optimal alternator performance. The book includes safety precautions and testing procedures to verify system integrity. It's an invaluable reference for comprehensive electrical upgrades.

9. *Understanding Alternators: The 2 Wire Wiring Approach*

A theoretical and practical exploration of alternator technology, this book centers on the 2 wire wiring method. It explains how alternators generate power and how wiring affects their operation. With clear explanations and diagrams, readers will understand the electrical principles involved. The book also covers maintenance tips to keep 2 wire alternators running efficiently.

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Vehicle) was introduced in 1983 to replace the ubiquitous M151 commonly called a Jeep. The HMMV will be replaced by the JLTV with the first fieldings beginning in 2019 for the US Military. This manual is a reprint of the official manual.

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TM 5-6115-640-14&P 2 POWER AN/MJQ-32 (NSN 6115-01-280-2300) AN/MJQ-33
 (6115-01-280-2301) (MEP-701A 3KW 60 HZ ACOUSTIC SUPPRESSION KIT GENERATOR SETS
 M116 2-WHEEL, 2-TIRE, 3/4-TON MODIFIED TRAILERS 066808 TM 5-6115-627-14&P 2 POWER
 PLANT AN/MJQ-10A (NSN 6115-00-394-9582); (2) MEP-005A 30 KW 60 HZ GEN SETS; (2) M200A1
 2-WHEEL, 4 TIRE MODIFIED TRAILERS 066809 TM 5-6115-630-14&P 4 POWER UNIT, PU-751/M
 (NSN 6115-00-033-1373) MEP-002A, 5 KW, 60 HZ GENERATOR SET M116A1 2-WHEEL, 2-TIRE,
 MODIFIED TRAILER 066824 TM 5-6115-465-10-HR 1 HAND RECEIPT MANUAL COVERING END
 ITEM/COMPONENTS OF END ITEM (C BASIC ISSUE ITEMS, (BII) AND ADDITIONAL
 AUTHORIZATION LIST (AAL GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID
 MOUNTED, 30K 4 WIRE, 120/208 AND 240/416 VOLTS - MEP-005A, UTILITY, 50/60 HE (NSN
 6115-00-118-1240); MEP-104A, PRECISE, 50/60 HERTZ, (6115-00-118-1247): MEP-114A, PRECISE,
 400 HERTZ, (6115-00-118- INCLUDING AUXILIARY EQUIPMENT MEP-005AWF WINTERIZATION
 KIT, FUE BURNING (6115-00-463-9083); MEP-005AWE, WINTERIZATION KIT, ELEC (6115-00
 067310 TM 9-6115-650-14&P 1 POWER PLAN AN/MJQ-25 (NSN 6115-01-153-7742) (2) MEP-112A
 10 KW 400 HZ GENE SETS M103A3 2-WHEEL, 2-TIRE, MODIFIED TRAILER 067311 TM
 9-6115-653-14&P 2 POWER UNIT PU-732/M (NSN 6115-00-260-3082) MEP-113A 15 KW 400 HZ
 GENERATOR SET M200 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067544 TM 9-6115-652-14&P 1
 POWER UNIT PU-760/M (NSN 6115-00-394-9581) MEP-114A 30 KW 400 HZ GENERATOR M200A1
 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067632 TM 9-6115-648-14&P POWER UNIT PU-650B/G
 (NSN 6115-00-258-1622) MEP-006A 60 KW 60 HZ GENERATOR M200A1 2-WHEEL, 4-TIRE,
 MODIFIED TRAILER 067744 TM 9-6115-646-14&P 1 POWER UNIT PU-495A/G, (NSN
 6115-00-394-9575) AND PU-495B/G, (6115-01-134-0 MEP-007A 100 KW, 60 HZ OR MEP-007B, 100
 KW, 60 HZ GENERATOR SET M353-2-WHEEL, 2-TIRE MODIFIED TRAILER 067746 TM
 9-6115-651-14&P POWER UNIT 707A/M (NSN 6115-00-394-9573) MEP-115A, 60 KW, 400 HZ
 GENERATOR M200A1, 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067879 TM 9-6115-647-14&P 1
 POWER UNIT PU-789/M (NSN 6115-01-208-9827) MEP-114A, 30 KW 400 HZ GENERATOR SET
 M353 2-WHEEL, 2-TIRE, MODIFIED TRAILER 069601 TM 9-6115-464-10-HR HAND RECEIPT
 MANUAL COVERING THE END ITEMS/COMPONENTS OF END IT (COEI), BASIC ISSUE ITEMS
 (BII), AND ADDITIONAL AUTHORIZATION L (AAL) FOR GENERATOR SET, DIESEL ENGINE
 DRIVEN, TACTICAL SKID MO 15 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS DOD
 MODEL MEP UTILITY CLASS, 50/60 HERTZ (NSN 6115-00-118-1241) DOD MODEL MEP PRECISE
 CLASS, 50/60 HERTZ (6115-00-118-1245) DOD MODEL MEP-113 PRECISE CLASS, 400 HERTZ
 (6115-00-118-1244) 069602 LO 9-6115-464-12 GENERATOR SET, DIESEL ENGINE DRIVEN,
 TACTICAL, SKID MTD, 15KW, 4 WIRE, 120/208 AND 240/416 VOLTS (DOD MODEL MEP 004A)
 (NSN 6115-00-118-1241); (DOD MODEL MEP 104A) (6115-00-118-1245) (DOD MODEL MEP-113A)
 (6115-00-118-1244) 069954 TM 9-6115-465-24P 2 GENERATOR SET, DIESEL ENGINE DRIVE
 TACTICAL SKID MTD. 30KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 V MODELS; MEP-005A,
 UTILITY, 50/60 HZ, (NSN 6115-00-118-1240), MEP-104A PRECISE, 50/60 HZ, (6115-00-118-1247),
 MEP-114A, PRECISE, 400 H (6115-00-118-1248), INCLUDING OPTIONAL KITS, DOD MODELS;
 MEP-00 WINTERIZATION KIT, FUEL BURNING, (6115-00-463-9083), MEP-005-AW
 WINTERIZATION KIT, ELECTRIC, (6115-00-463-9085), MEP-002-ALM, L BANK KIT,
 (6115-00-463-9088), MEP-005-AWM, WHEEL MOUNTING KIT, (6115-00-463-9094) {TO-35C2-3-
 070096 TM 9-6115-464-24P 1 GENERATOR S DIESEL ENGINE DRIVEN, TACTICAL SKID MTD.,
 15KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 VOLTS (DOD MODEL MEP-004A) UTILITY CLASS
 50/60 HERTZ (NSN 6115-00-118-1241) (DOD MODEL MEP-103A) PRECISE CLASS 50/60 HERTZ
 (6115-00-118-1245) (DOD MODEL MEP-113A) PRECI CLASS 400 HERTZ (6115-00-118-1244)
 INCLUDING OPTIONAL KITS (DOD MODEL MEP-005-AWF) WINTERIZATION KIT, FUEL BURNING
 (6115-00-463 (DOD MODEL MEP-005-AWE) WINTERIZATION KIT, ELECTRIC (6615-00-46 (DOD
 MODEL MEP-004-ALM) LOAD BANK KIT (6115-00-191-9201 071025 TM 9-6115-641-10 2
 GENERATOR SET SKID MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A (60 HZ)
 (NSN 6115-01-274-7387) MEP-812A (400 HZ) (6115-01-274-7391) {TO 35C2-3-456-11} 071026 TM

9-6115-642-10 2 GENERATOR SET SKID MOUNTED, TACTICAL QUIE 10 KW, 60 AND 400 HZ
 MEP-803A (60 HZ) (NSN 6115-01-275-5061) MEP-813A (400 HZ) (6115-01-274-7392) {TO
 35C2-3-455-11; TM 09247A/09248A-10/1} 071028 TM 9-6115-643-10 3 GENERATOR SET, SKID
 MOUNTED, TACTICAL QUI 15 KW, 50/60 AND 400 HZ MEP-804A (50/60 HZ) (NSN 6115-01-274-73
 MEP-814A (400 HZ) (6115-01-274-7393) {TO 35C2-3-445-21} 071029 TM 9-6115-644-10 2
 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A
 (50/60 HZ), (NSN 6115-01-274-7389) MEP-815A (400 HZ), (6115-01-274-7394) {TO 35C2-3-446-11;
 TM 09249A/09246A-10/1} 071030 TM 9-6115-645-10 2 GENERATOR SET, SKID MOUNTED,
 TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806A (50/60 HZ), (NSN 6115-01-274-7390)
 MEP-816A (400 HZ), (6115-01-274-7395) {TO 35C2-3-444-11; TM 09244A/09245A-10/1} 071031 LO
 9-6115-641-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ
 MEP-802A TACTICAL QUIET 60 HZ (NSN 6115-01-274-7387) MEP-812A TACTICAL QUIET 400 HZ
 (6115-01-274-7391) 071032 LO 9-6115-642-12 GENERATOR SET, SKID MOUNTED, TACTICAL
 QUIET 10 KW, 60 AND 400 HZ MEP-803A TACTICAL QUIET 60 HZ (NSN 6115-01-275-5061)
 MEP-813A TACTICAL QUIET 400 HZ (6115-01-274-7392) 071033 LO 9-6115-643-12 GENERATOR
 SET, SKID MOUNTED, TACTICAL QUIET 15 KW, 50/60/400 HZ MEP-804A TACTICAL QUIET 50/60
 HZ (NSN 6115-01-274-7388) MEP-814 TACTICAL QUIET 400 HZ (6115-01-274-7393) 071034 LO
 9-6115-644-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 40
 MEP-805A TACTICAL QUIET 50/60 HZ (NSN 6115-01-274-7389) MEP-815 TACTICAL QUIET 400
 HZ (6115-01-274-7394) {LI 09249A/09246A-12} 071035 LO 9-6115-645-12 GENERATOR SET, SKID
 MOUNTED, TACTICAL QUIET 60 KW, 50/60 AND 40 MEP-806A TACTICAL QUIET 50/60 HZ (NSN
 6115-01-274-7390) MEP-816 TACTICAL QUIET 400 HZ (6115-01-274-7395) {LI 09244A/09245A-12}
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 ENGINE DRIVEN, TACTICAL SKID MTD, 15 KW, 3 PHASE, 4 WIRE, 120/2 AND 240/416 VOLTS
 DOD MODEL MED-004A UTILITY CLASS 50/60 HERTZ (NSN 6115-00-118-1241) DOD MODEL
 MEP-103A PRECISE CLASS 50/60 HERTZ (6115-00-118-1245) DOD MODEL MEP-113A PRECISE
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 (6115-00-291 071604 TM 9-6115-645-24P GENERATOR SET, TACTICAL QUIET 60KW, 50/60/400
 HZ (NSN 6115-01-274-7390) (MEP-806A) (6115-01-274-7395) (MEP-816A) {TO 35C2-3-444-14; TM
 09244A/09245A-24P/3} 071605 TM 9-6115-642-24P GENERATOR SET, TACTICAL QUIET 10 KW,
 60/400 HZ (NSN 6115-01-275-5061) (MEP-803A) (6115-01-274-7392) (MEP-813A) {TO
 35C2-3-455-14; TM 09247A/09248A-24P/3} 071610 TM 9-6115-643-24P GENERATOR SET,
 TACTICAL QUIET 15KW, 50/60 - 400 HZ (NSN 6115-01-274-7388) (MEP-804A) (6115-01-274-7393)
 (MEP-814A) {TO 35C2-3-445-24} 071611 TM 9-6115-644-24P GENERATOR SET, TACTICAL QUIET
 30KW, 50/60-400 HZ (NSN 6115-01-274-7389) (MEP-805A) (6115-01-274-7394) (MEP-815A) {TO
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 TACTICAL QUIET 5 KW, 60/400 HZ (NSN 6115-01-274-7387) (MEP-802A) (6115-01-274-7391)
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 TACTICAL QUIET 60KW, 50/60 AND 400 HZ MEP-806A (50/60 HZ) (NSN 6115-01-274-7390)
 MEP-816A (400 HZ) (6115-01-274-7395) {TO 35C2-3-444-12; TM 09244A/09245A-24/2} 071748 TM
 9-6115-644-24 1 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ

MEP-805A (50/60 HZ) (NSN 6115-01-274-7389) MEP-815A (400 HZ) (6115-01-274-7394) {TO 35C2-3-446-12; TM 09249A/09246A-24/2} 071749 TM 9-6115-643-24 4 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 15 KW, 50/60 AND 400 HZ MEP-804A (50/60 HZ) (NSN 6115-01-274-7388) MEP-814A (400 HZ) (6115-01-274-7393) {TO 35C2-3-445-22} 071750 TM 9-6115-642-24 4 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 10 KW, 60 AND 400 HZ MEP-803A (60 HZ) (NSN 6115-01-275-5061) MEP-813A (400 HZ) (6115-01-274-7392) {TO 35C2-3-455-12; TM 09247A/09248A-24/2} 071751 TM 9-6115-641-24 3 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A (60 HZ) (NSN 6115-01-274-7387) MEP-812A (400 HZ) (6115-01-274-7391) {TO 35C2-3-456-12} 072239 TM 9-6115-464-34 1 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD., 15 KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 VOLTS DOD MODEL MEP-004A UTILITY CLASS 50/60 HERTZ (NSN 6115-00-118-1241) DOD MODEL MEP 103A PRECISE CLASS 50/60 HERTZ (6115-00-118-1245) DOD MODEL MEP-113A PRECISE CLASS 400 HERTZ (6115-00-118-1244) INCLUDING OPTIONAL KITS DOD MODEL MEP-005AWF WINTERIZATION KIT, FUEL BURNING (6115-00-463-9083) DOD MODEL MEP-005AWE WINTERIZAT KIT, ELECTRIC (6115-00-463-9085) DOD MODEL MEP-004ALM LOAD BANK KIT (6115-00-291-920 073744 TM 9-6115-604-24P 1 GENERATOR SET, DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE SKID MOUNTED, 750KW, 3 PHASE, 4 WIRE, 2400/4160, AND 2200/3800 VOLTS DOD MODEL MEP208A PRIME UTILITY CLASS 50/60 HERTS (NSN 6115-00-450-5881) DOD MODEL 80-1466 REMOTE CONTROL MODULE CLASS (6115-01-150-5284 DOD MODEL 80-7320 SITE REQUIREMENTS MODULE CLASS (6115-01-150-5 {NAVFAC P-8-633-24P} 074040 TM 9-6115-545-24P GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MTD., 60 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS, D MODELS MEP-006A, UTILITY CLASS, 50/60 H/Z, (NSN 6115-00-118-124 MEP-105A, PRECISE CLASS, 50/60 H/Z, (6115-00-118-1252), MEP-115 PRECISE CLASS, 400 H/Z (6115-00-118-1253); INCLUDING OPTIONAL K DOD MODELS MEP-006AWF, WINTERIZATION FUEL BURNING, (6115-00-407 MEP-006AWE, WINTERIZATION KIT, ELECTRIC, (6115-00-455-7693), ME LOAD BANK KIT, (6115-00-407-8322), AND MEP-006AWM, WHEEL MOUNTI (6115-00-463-9092) {TO 074212 TM 9-6115-604-12 GENERATOR SET, DIESEL DRIVEN, AIR TRANSPORTABLE SKID MTD., 750 KW, 3 PHASE, 4 WIRE, 24 AND 2200/3800 V (DOD MODEL MEP 208A) CLASS PRIME UTILITY, HZ 50 (NSN 6115-00-450-5881) {NAVFAC P-8-633-12} 074896 TM 9-6115-604-34 GENERATOR SET, DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE SKID MTD., 750 KW, 3 PHASE, 4 WIRE, 2400/4160 AND 2200/3800 VOLTS DOD MODEL MEP 208A PRIME UTILITY CLASS 50/60 HERTZ (NSN 6115-00-450-5881) {NAVFAC P-8-633-34} 075027 TM 9-6115-584-24P 1 GENERATOR SET, DIESEL E DRIVEN, TACTICAL SKID MTD 5 KW, 1 PHASE -2 WIRE, 1 PHASE -3 WIR 3 PHASE -4 WIRE, 120, 120/240 AND 120/208 VOLTS (DOD MODEL MEP- UTILITY CLASS, 60 HZ (NSN 6115-00-465-1044) {NAVFAC P-8-622-24P TO 35C2-3-456-4} 077581 TM 9-6115-673-13&P 2KW MILITARY TACTICAL GENERATOR SET 120 VAC, 60 HZ (NSN 6115-01-435-1565) (MEP-531A) (EIC: LKA) (NSN 6115-21-912-0393) (MECHRON) 28 VDC (NSN 6115-01-435-1567) (MEP-501A) (EIC: LKD) (NSN 6115-21-912-0392) (MECHRON) 078167 TM 9-6115-672-14 GENERATOR SET SKID MOUNTED TACTICAL QUIET 60KW, 50/60 AND 400 HZ, MEP-806B (50/60 HZ) (NSN 6115-01-462-0291) EIC: GGW, MEP-816B (400 HZ) (NSN 6115-01-462-0292) EIC: GGX 078443 TM 9-6115-639-13 1 3KW TACTICAL QUIET GENERATOR SET MEP 831A (60 HZ) (NSN 6115-01-285-3012) (EIC: VG6) MEP 832A (400 HZ) (NSN 6115-01-287-2431) (EIC: VN7) 078490 TM 9-6115-671-14 OPERATOR, UNIT, GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ, MEP-805B (50/60 HZ) (NSN 6115-01-461-9335) (EIC: GGU) MEP-815B (400 HZ) (6115-01-462-0290) (EIC: GGV) 078503 TM 9-6115-671-24P GENERATOR SET SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805B (50/60 HZ) (NSN 6115-01-461-9335) (EIC: GGU) MEP-815B (400 HZ) (NSN 6115-01-462-0290) (EIC: GGV) 078504 TM 9-6115-672-24P GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806B (50/60 HZ) (NSN 6115-01-462-0291) (EIC: GGW) MEP-816B (400 HZ) (NSN 6115-01-462-0292) (EIC: GGX) 078505 TB 9-6115-671-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET

30KW, 50/60 AND 400 HZ MEP-805B AND MEP-815B PROCURED UNDER CONTRACT DAAK01-96-D-00620 WITH MCII INC 078506 TB 9-6115-672-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 30KW, 50/60 AND 400 HZ MEP-806B AND MEP-816B PROCURED UNDER CONTRACT DAAK01-96-D-00620 WITH MCII INC 078523 TM 9-6115-664-13&P 5KW, 28VDC, AUXILIARY POWER UNIT (APU) MEP 952B NSN 6115-01-452-6513 (EIC: N/A) 078878 TM 9-6115-639-23P 3KW TACTICAL QUIET GENERATOR SET MEP 831A (60 HZ) (NSN 6115-01-285-3012) (EIC: VG6) MEP 832A (400 HZ) (NSN 6115-01-287-2431) (EIC: VN7) 079379 TB 9-6115-641-13 WINTERIZATION KIT (NSN 6115-01-476-8973) INSTALLED ON GENERATOR SET, SKID MOUNTED, TACTICAL QUIET, 5KW, 60 AND 400 HZ MEP-802A (600HZ) (6115-01-274-7387) MEP-812A (400HZ) (6115-01-274-7391) 079460 TB 9-6115-642-13 WINTERIZATION KIT (NSN 6115-01-477-0564) (EIC: N/A) INSTALLED ON GENERATOR KIT, SKID MOUNTED, TACTICAL QUIET, 10KW, 60 AND 400 HZ MEP-803A (60HZ) (6115-01-275-0561) MEP-813A (400HZ) (6115-01-274-7392) 079461 TB 9-6115-643-13 WINTERIZATION KIT (NSN 6115-477-0566) INSTALLED ON GENERATOR SET, SKID MOUNTED, TACTICAL QUIET, 15KW, 50/60 AND 400 HZ, MEP-804A (50/60HZ) (6115-01-274-7388) MEP-814A (400HZ) (6115-01-274-7393) 079462 TB 9-6115-644-13 WINTERIZATION KIT (NSN 6115-01-474-8354) (EIC:N/A) INSTALLED ON GENERATOR SET, SKID MOUNTED, 30KW, 50/60 AND 400 HZ MEP-805A (50/60HZ) (NSN 6115-01-274-7389) MEP-815A (400HZ) (NSN 611501-274-7394) 079463 TB 9-6115-645-13 WINTERIZATION KIT (NSN 6115-01-474-8344) (EIC: N/A) INSTALLED ON GENERATOR SET, SKID MOUNTED, TACTICAL QUIET, 60KW, 50/60 AND 400 HZ, MEP-806A (50/60HZ) (6115-01-274-7390) MEP-816A (400HZ) (6115-01-274-7395) 080214 TM 9-6115-670-14&P AUXILIARY POWER UNIT, 20KW, 120/240 VAC, 60 HZ, MODEL NO. MEP-903A(SICPS) NSN 6115-01-431-3062 MODEL NUMBER MEP-903B (JTACS) NSN 6115-01-431-3063 MODEL NO MEP-903C9WIN-T) NSN 6115-01-458-5329 (EIC: N/A)

2 wire alternator wiring: GM X-bodies Allen D. Bragdon, 1981

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2 wire alternator wiring: *Direct Support and General Support Maintenance for 2-1/2-ton, 6x6, M44A2 Series Trucks (multifuel)* , 1992

2 wire alternator wiring: Operator's, Organizational, Direct Support, and General Support Maintenance Manual (including Repair Parts Information and Supplemental Maintenance Instructions) , 1981

2 wire alternator wiring: Federal Role in Traffic Safety United States. Congress. Senate. Committee on Government Operations. Subcommittee on Executive Reorganization, 1965

2 wire alternator wiring: Organizational Maintenance Manual for Hull, Powerplant, Drive Controls, Tracks, Suspension and Associated Hardware , 1986

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