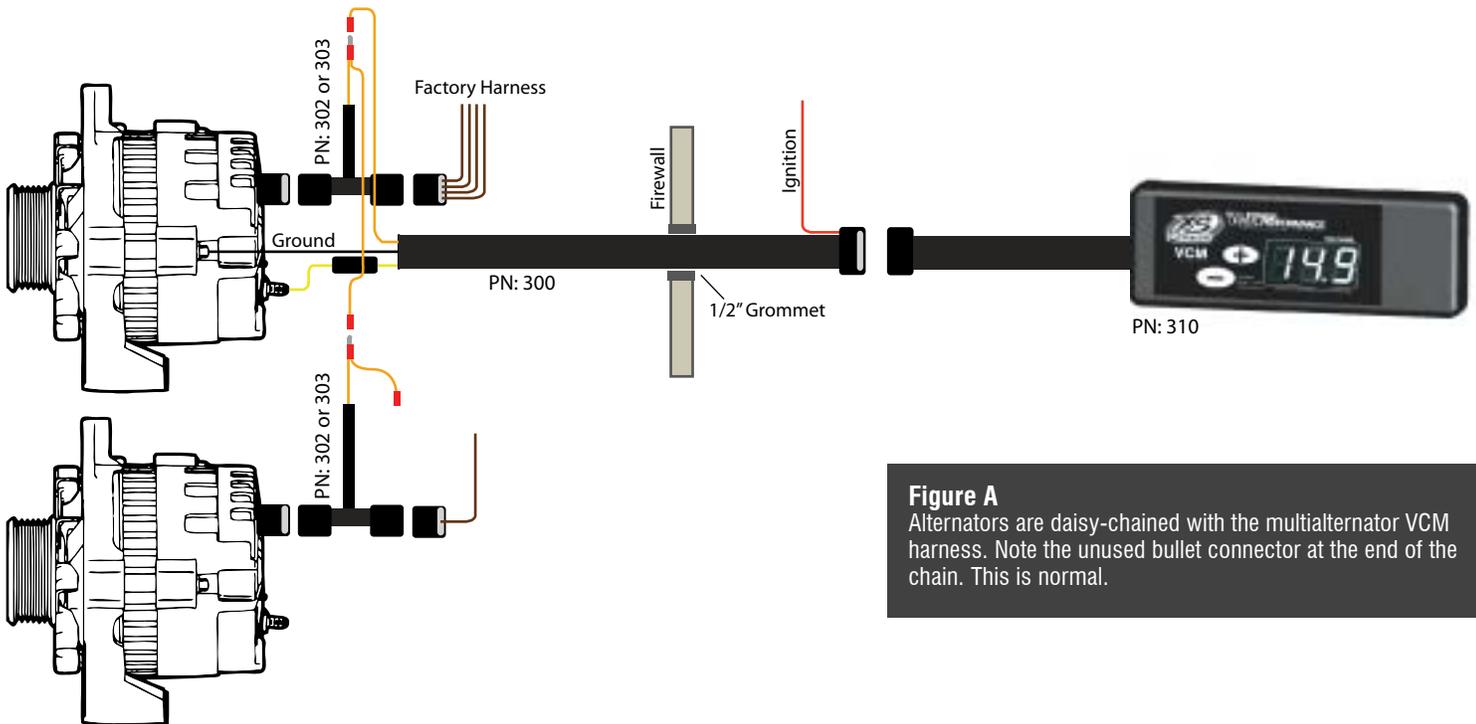


# REAL POWER UNREAL PERFORMANCE



**Figure A**  
Alternators are daisy-chained with the multialternator VCM harness. Note the unused bullet connector at the end of the chain. This is normal.

### Single Voltage Systems

The part number 300 is the master harness and is intended to be used with multiple secondary harnesses as part numbers 302 and 303.

You will need a secondary harness for each alternator on your vehicle. Each harness should be chained together with the red bullet connectors on the orange wires. There will be an unused bullet connector at the end of the chain of secondary harnesses. (See Figure A)

These multi-alternator harnesses are intended to be used with alternators that were previously installed and functional.

Remove each alternator harness plug from each alternator. Plug each alternator harness into a secondary harness and then plug each harness into each alternator.

If you are installing the multiple alternators at the same time as the VCM, make sure all alternators are fully installed and functional before adding the VCM.

### Dual Voltage Systems

Some applications may have one alternator powering the vehicles standard 12V electrical system and a second alternator powering a 14V or 16V system for added electronics like amplifiers. Each VCM will only be able to control one electrical system. If the VCM is used on a second voltage system, additional wiring is required. The red and yellow wires on the VCM must be connected to the same voltage system. If used on a 14 or 16 volt the red wire cannot be connected to the fuse box of the

12V system. A relay must be used to switch the red wire from the fuse box but power if from the higher voltage system. (See Figure B)

### Common relays available at car audio and auto parts stores:

- Advanced Auto Parts:  
Part # A-715
- NAPA auto parts:  
Part # MPE AR272SB

**Figure B**

