

Revolutionary system is compact and easy!



The Double Alternator

The Double Alternator is a revolutionary new vehicle alternator and corresponding electrical system that can be used in single and dual battery vehicle systems using the same space and existing mounting hardware. This innovation has all the benefits of a dual alternator system without any of the disadvantages and is designed for use on planes, trucks, race cars, boats, heavy equipment, military, farm equipment, transit buses, and virtually any vehicle with a motor run by an electrical system. The design of this high output Double Alternator is lightweight, durable, cost effective and has the potential to revolutionize the way vehicle owners and operators think about dual alternator systems.

Ron Heidebrink is offering his newly patented (7291933) technology through several products he offers for sale, foremost of which is the Double Alternator. We recently conducted a short interview with Ron:

Military Vehicles Magazine (MVM): Thanks, Ron, for taking time to talk with us. Tell us about Double Alternator. How is different than the dual charging alternator found on some current military vehicles like the FMTV, LMTV, and HMMWV?

Ron Heidebrink (RH): Double alternator is two complete alternators in the same housing using a few common parts: The

(ABOVE) The Double Alternator is suited for use in single or dual battery systems and in systems that provide cross feed capability between dual electrical power circuits. In dual battery systems, the Double Alternator is capable of replacing existing production of motor-charging engines. An example of this would be replacing a 90-amp alternator and a 500-amp, single battery system with a Double Alternator that provides two 250-amp batteries and two 45-amp alternators using the same space as the existing system, and capable of control via voltage regulators, whether internal or external or one of each.

front and rear housings with the bearings and a longer shaft to spin the internal parts. The double alternator only gains about 3.5 inches in length.

It allows two true voltages out and at different amperages or watts. It also allows redundant charging or maintaining of the electrical system. It can double the amperage/watts output.

MVM: Why it is better than stock equipment?

RH: It is a second source of electrical power if a regulator-rectifier-rotor coil should fail. Alternators are electrical and mechanical and have to work anytime the engine is running. Alternators have a service life of about 150,000 miles on a V8 and only 120,000 on a 4 cylinder car. Mileage, of course, will vary. Construction or off-road is by the Hobbs meter or actual time the

engine is running.

MVM: How does an owner install it?

RH: The installation is easy in most cases. The Double Alternator is a direct replacement on the MTV and many other Military Vehicles.

We send all parts and can be exchanged in one to two hours. Our replacement bolts and bracket are stronger than the original mounting.

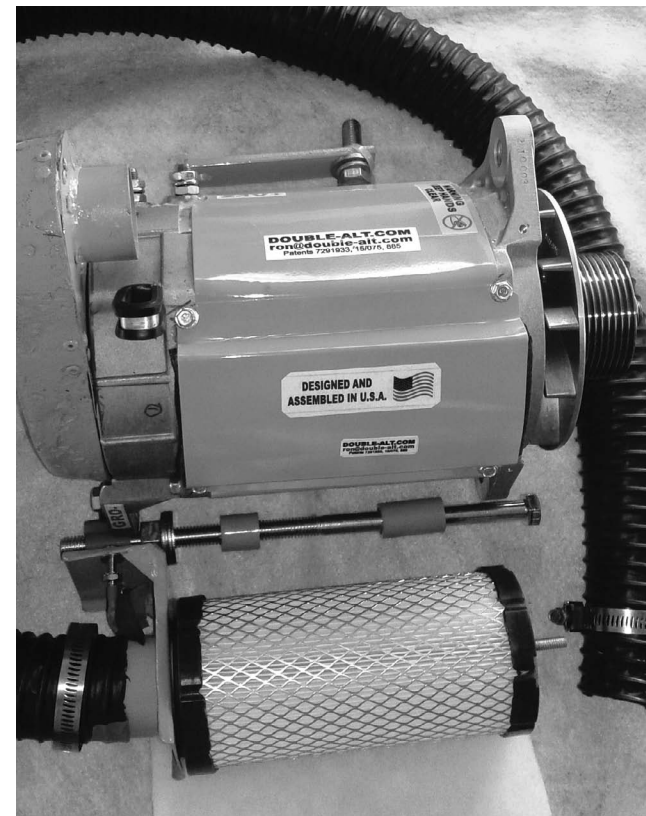
MVM: How is it different from stock equipment?

RH: The original military alternator we are replacing has 12 and 24-volt output terminals. The alternator itself is actually only a 24 volt output unit. It produces 2,800 watts (or they say it does). The secondary voltage of 12 volts is produced from the 24 volts passing through SCR's or diodes.

Two problems with this: If the 24-volt stops working, you loose the 12 volt too. Any amperage/watts used on the 12-volt side takes away the total watts available on the 24-volt side. Through this voltage conversion, there is additional loss of power and additional heat created.

Our Double Alternator Patent (# 7291933) has two independent assemblies. If connected to batteries correctly, they do not interfere with each other. If the 24-volt should fail, the 12-volt still works.

I have also have a Patent (# 9793779) that improves the circulation of air through the alternator. Our optional cool air flow kit pulls cooler outside air through the alternator and extends the service of the alternator.



Double Alternators with remote cool air filter kit allows up to 100 degree Fahrenheit cooler air to circulate.

If you are using only one voltage, our alternator doubles the amperage/watts output and give you a redundant or backup electrical system. More improvements can be seen on our website, www.Double-Alt.com.

MVM: Can the Double Alternator be used on any military vehicle that is currently wired for 24 volts? What modifications are necessary to use the double alternator in most 24-volt military vehicles found in private ownership?

RH: Yes. We have some replacement 12-or 24-volt alternators for a variety of vehicles. Many owners like changing to a true dual voltage alternator. If they only have 24-volt systems, they can not use optional equipment that are 12-volt only. This can be items like special lighting, cell phone chargers, radio/cd players, electric heaters, electric brake controllers and more.

All of our alternators are sold with the patented air flow technology.

MVM: How much time does a swap take? Are any special tools required?

RH: It really is easy in most cases. On the M-Series with a Cat 6-cylinder, the only item to address is the old top mounting bracket. It needs to be carefully examined for cracks. I recommend replacing it or a weld to beef it up, plus drill it out to 1/2 inch for the larger bolt we supply.

All necessary hardware comes with our replacement alternator, and we provide instructions with pictures. I would estimate a

The Military Alternator Alternative

Comparison:	Niehoff Brand Model N1506-1	Double Alternator Model 2J or 2P
À Popular model	Yes	Yes
14/28 volt output	Yes	Yes
Amperage total output	100	215 or 245
Internal Regulators	No	Yes
1 wire or 3 wire hookup	No	Yes
Patent #9793779 Air Flow	No	Yes
Heavy duty Mounting Bolts	No	Yes
Directional Fan	No	Yes
Easy to rebuild?	No	Yes
Brushes 400% larger	No*	Yes
Remote Air Filter	No	Yes
Custom voltage/amperage outputs	No	Yes
Aircraft quality parts	No	Yes
Release from Military to purchase	Yes	No
Steel Billet Pulley	No	Yes
Weight in Pounds	53	31
Repair cost, regulator.	\$584	\$89
Cost New	\$3,687	\$1,195
Time to ship	22 weeks	3 days
Warranty	90 days	2 years

* Brushless alternators are slow to start, have less amperage available and much heavier. Expect less power from brushless alternators with hotter air flow through it. Air can be 80-100 f. hotter in competitors, versus our Double Alternator models using the remote air filter kit.

** A core charge of \$200 or send to us the old Niehoff alternator and regulator. You can keep old alternator if you are trying to maintain original when you sell vehicle.



Double-Alternator mounted on a Cat engine as used in the MTV, LMTV, M1078, and many M-Series vehicles.

replacement to take from 1 to 2 hours.

It is important to address the old top bracket before you start, however. Then, simply bolt on the engine mounting and add spacers to align any belts. Hookup is as simple as connecting the 2 separate, clearly marked battery leads. Connect the smaller lead off the old regulator (24-volt lead from dash switch) and attach the heavy ground wire on the alternator. No special tools required. Just follow the instructions.

MVM: Can the Double Alternator charge two totally separate battery banks? What other benefits does it offer?

RH: Yes, 12- and 24-volt separate sets. You never want to

connect a center tap on a battery bank, though. It can cause early battery failure.

For the same reason, you should not replace just one battery in a set of batteries. They need to be a matched set and of the same manufacture date.

MVM: What about repairs? Are parts available for the Double Alternator?

RH: We can repair any of our built alternators. We manufacture housing and carry all replacement parts.

We sell regulators for \$89 a pair compared to the \$350 to \$580 competition model.

We recommend you do not open our alternators, though, because it takes special tools to assemble it. ⚙

About Double Alternator: Hello, my name is Ron Heidebrink. I am a military veteran who retired early with 28 years in Telephone Communications at Cincinnati Bell Telephone Company. I was Quality Control Inspector over the business and residence installations in the field. This was a result of my continued education at AT&T, Bell System, Western Electric, New York Telephone, and the University of Cincinnati. I am an airplane pilot and land developer. I try to think and plan ahead. I am currently building alternators for experimental aircraft and other heavy duty applications. Learn more by visiting www.Double-Alt.com or emailing sales@double-alt.com.



Billy's M151 Military Carburetors



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Rebuilt BETTER than new: M-151 Jeep Carburetors Zenith & Bendix side draught carbs for 4-cyl Jeep engines!!!

These carburetors are ready to go, checked and adjusted to run without the inherent flat spot/hesitation normally found over the years on Jeep engines. All carburetors are set for optimum performance at 100 ft. above sea level. They are also all set here at 2 1/2 to 3 turns on the air/fuel mixture screw and should maintain a steady 16-17 in. hg of vacuum on a new to low mileage Jeep engine with good valve adjustment and timing.

Rebuild kit and parts used are OEM for these carbs.

*** All carbs carry a money-back guarantee. Call for pricing & details.**

BE SURE TO WATCH MY BEFORE & AFTER VIDEO OF AN M151 MUTT JEEP CARBURETOR REBUILD ON WWW.YOUTUBE.COM



RE-MANUFACTURED M-151 CARBURETOR