

spark plug gap on a briggs and stratton

Spark plug gap on a Briggs and Stratton is a critical aspect of maintaining optimal engine performance for your outdoor power equipment. Whether you own a lawn mower, generator, or pressure washer, ensuring the correct spark plug gap can significantly influence starting ease, fuel efficiency, and engine longevity. Properly gapped spark plugs facilitate efficient combustion, reduce misfires, and extend the lifespan of your engine components. In this comprehensive guide, we will explore everything you need to know about spark plug gaps on Briggs and Stratton engines, including why they matter, how to check and adjust the gap, common issues, and maintenance tips.

Understanding the Importance of Spark Plug Gap on a Briggs and Stratton

What is a Spark Plug Gap?

The spark plug gap refers to the distance between the center electrode and the ground electrode of a spark plug. This small gap is where the electrical spark occurs to ignite the fuel-air mixture inside the engine's combustion chamber. The size of this gap influences the strength and consistency of the spark, impacting how well the engine runs.

Why Does Spark Plug Gap Matter?

- **Efficient Combustion:** Correct gap ensures a strong spark that ignites the fuel-air mixture effectively.
- **Engine Performance:** Properly gapped plugs contribute to smoother operation and better power output.
- **Fuel Economy:** Optimized combustion reduces wastage of fuel, saving you money.
- **Reduced Emissions:** Efficient burning results in fewer pollutants.
- **Longevity:** Proper spark plug gap minimizes engine strain and prolongs component life.

Standard Spark Plug Gap for Briggs and Stratton Engines

Typical Gap Specifications

Briggs and Stratton engines usually come with a recommended spark plug gap of 0.030 to 0.040 inches (0.76 to 1.02 mm). However, this can vary depending on the specific model and engine type.

How to Find Your Engine's Recommended Gap

- Check the Owner's Manual: Always consult your engine's manual for the precise gap setting.
- Look for Engine Model Number: Briggs and Stratton provides specifications based on engine model numbers.
- Manufacturer's Website: Access detailed technical data online.

Important Note

Using a spark plug with a gap outside the recommended range can cause starting problems, engine misfires, or damage to the spark plug and engine components.

How to Check and Adjust Spark Plug Gap on a Briggs and Stratton

Tools Needed

- Feeler Gauge or Spark Plug Gap Tool: For measuring the gap accurately.
- Pliers (if needed): To gently bend the ground electrode.
- Spark Plug Socket and Ratchet: To remove or install the spark plug.

Step-by-Step Guide

1. Remove the Spark Plug

- Turn off the engine and disconnect the spark plug wire.
- Use a spark plug socket and ratchet to unscrew the spark plug carefully.

2. Inspect the Spark Plug

- Examine for signs of wear, fouling, or damage.
- If the spark plug is worn or damaged, replace it rather than adjusting.

3. Measure the Gap

- Insert the feeler gauge into the gap.
- Check if the measurement matches the manufacturer's recommended gap.

4. Adjust the Gap if Necessary

- To increase the gap: Gently bend the ground electrode away from the center electrode using pliers.
- To decrease the gap: Carefully bend the ground electrode closer to the center electrode.
- Make small adjustments and re-measure until desired gap is achieved.

5. Reinstall the Spark Plug

- Thread the spark plug back into the engine by hand to prevent cross-threading.

- Tighten with the socket, but avoid over-tightening to prevent damage.

6. Reconnect the Spark Plug Wire

- Ensure it's securely attached.

7. Test the Engine

- Start the engine to verify proper operation.

Common Issues Caused by Incorrect Spark Plug Gaps

1. Too Narrow Gap

- Weak spark or misfire.
- Difficulty starting the engine.
- Poor fuel economy.
- Increased emissions.

2. Too Wide Gap

- Spark may not jump the larger gap.
- Engine misfires or runs rough.
- Reduced power output.
- Increased risk of spark plug fouling.

3. Worn or Damaged Spark Plugs

- Cracked insulators.
- Fouling with carbon or oil.
- Visible electrode wear.

Maintenance Tips for Spark Plugs on Briggs and Stratton Engines

Regular Inspection

- Check spark plugs every 25 hours of use or at least once a season.
- Look for signs of wear, fouling, or damage.

Proper Cleaning

- Use a wire brush to remove carbon deposits.
- Avoid using abrasive materials that could damage the porcelain insulator.

Correct Gapping

- Always verify the gap after cleaning or reinstalling spark plugs.

- Replace spark plugs if they are worn out or damaged.

Use the Right Spark Plug

- Always use the correct part number specified by Briggs and Stratton.
- Avoid using generic or incompatible spark plugs.

Additional Tips for Optimal Engine Performance

- Use High-Quality Fuel: Fresh fuel ensures better combustion.
- Change Spark Plugs Periodically: Typically every 100 hours of operation or seasonally.
- Keep the Engine Clean: Remove debris, grass, and dirt from around the engine.
- Check Other Components: Ensure air filters and fuel filters are clean for optimal performance.

Frequently Asked Questions (FAQs)

Q1: Can I run my Briggs and Stratton engine with a different spark plug gap?

A: It's best to adhere to the manufacturer's specifications. Using an incorrect gap can lead to engine issues.

Q2: How often should I check the spark plug gap?

A: Inspect the spark plug every 25 hours of use or at least once per mowing season.

Q3: What should I do if my engine is hard to start?

A: Check the spark plug gap, inspect the spark plug for wear, and ensure the spark plug is clean and functioning properly.

Q4: Is it better to replace or adjust a worn spark plug?

A: Usually, replacing a worn or damaged spark plug is recommended for reliable operation.

Conclusion

Maintaining the correct spark plug gap on your Briggs and Stratton engine is essential for ensuring optimal performance, fuel efficiency, and engine longevity. Regularly inspecting, cleaning, and adjusting the spark plug gap according to the manufacturer's specifications can prevent common engine

problems and extend the lifespan of your equipment. Whether you are a seasoned mechanic or a DIY enthusiast, understanding how to properly check and set the spark plug gap will help you keep your outdoor power equipment running smoothly season after season. Remember, safety first—always disconnect the spark plug wire before performing any maintenance to avoid accidental starting.

Frequently Asked Questions

What is the recommended spark plug gap for a Briggs and Stratton engine?

The recommended spark plug gap for most Briggs and Stratton engines typically ranges from 0.030 to 0.040 inches. Always check your specific engine's manual for the exact gap.

How do I check the spark plug gap on my Briggs and Stratton engine?

Use a feeler gauge to measure the gap between the center and side electrodes of the spark plug. Adjust the gap by gently bending the side electrode until it matches the recommended measurement.

Why is it important to set the correct spark plug gap on my Briggs and Stratton engine?

A proper gap ensures efficient spark generation, optimal combustion, and reliable engine performance. An incorrect gap can lead to starting issues, misfires, or reduced engine power.

Can I use a different spark plug with a different gap on my Briggs and Stratton engine?

It's best to use the recommended spark plug with the correct gap specified in your engine's manual. Using a different gap can affect engine performance and may cause damage.

How often should I check and adjust the spark plug gap on my Briggs and Stratton mower?

It's recommended to check the spark plug gap every 25 hours of operation or at least once per mowing season to ensure optimal performance.

What tools do I need to set the spark plug gap on my Briggs and Stratton engine?

You will need a spark plug socket or wrench, a feeler gauge, and optionally, pliers if you need to bend the electrode slightly to adjust the gap.

What are the signs of an incorrect spark plug gap in a Briggs and Stratton engine?

Signs include difficulty starting, engine misfires, poor acceleration, or reduced power. Checking and adjusting the gap often resolves these issues.

Is it better to replace or adjust the spark plug gap on my Briggs and Stratton engine?

If the spark plug is worn or damaged, replace it. Otherwise, adjusting the gap is a simple, cost-effective way to maintain engine performance.

Can I use a different type of spark plug with a different gap on my Briggs and Stratton engine?

Only use spark plugs recommended by Briggs and Stratton for your specific model. Different types or gaps can lead to improper ignition and engine damage.

Where can I find the correct spark plug gap for my Briggs and Stratton engine model?

Check your owner's manual or the spark plug packaging for the recommended gap. You can also visit Briggs and Stratton's official website or contact a dealer for guidance.

Additional Resources

Spark Plug Gap on a Briggs and Stratton: An In-Depth Guide for Optimal Engine Performance

When it comes to maintaining your Briggs and Stratton engine—whether on a lawnmower, generator, or other small engine equipment—understanding the importance of the spark plug gap is essential. The spark plug gap plays a crucial role in ensuring efficient combustion, reliable starting, and overall engine longevity. In this comprehensive review, we'll explore what the spark plug gap is, why it matters, how to check and set the gap correctly, and how it impacts your Briggs and Stratton engine's performance.

Understanding the Spark Plug and Its Role in Your Briggs and Stratton Engine

What Is a Spark Plug?

A spark plug is a small but vital component within an internal combustion engine. It serves as the ignition source that ignites the air-fuel mixture inside the engine's cylinders. The plug consists of a center electrode, a ground electrode, and an insulator, all housed within a metal shell that threads into the cylinder head.

In Briggs and Stratton engines, which are commonly found in lawnmowers, pressure washers, and generators, the spark plug's reliability directly influences the engine's start-up and run efficiency.

The Function of the Spark Plug Gap

The spark plug gap refers to the distance between the center electrode and the ground electrode. This small gap (measured in thousandths of an inch or millimeters) determines the electrical voltage needed to produce a spark across the gap.

The size of this gap affects:

- Spark strength: An optimal gap produces a strong, consistent spark.
- Ignition timing: Proper gap ensures the spark occurs at the right moment.
- Fuel combustion efficiency: Adequate spark quality leads to complete combustion.
- Engine starting and running: Proper gap reduces misfires, rough running, and starting issues.

The Importance of Correct Spark Plug Gap on Briggs and Stratton Engines

Maintaining the correct spark plug gap is critical for several reasons:

1. Optimized Combustion Efficiency

An ideal gap promotes a strong spark that ignites the air-fuel mixture effectively. If the gap is too small, the spark may be weak, leading to incomplete combustion. Conversely, if the gap is too large, the engine may

struggle to produce a spark, causing misfires.

2. Reliable Starting

A properly gapped spark plug ensures consistent ignition, reducing the number of pulls needed to start the engine. This is particularly important in cold weather or after prolonged storage.

3. Fuel Economy and Power Output

When the spark plug gap is correctly set, the engine burns fuel more completely, resulting in better fuel efficiency and more power.

4. Preventing Engine Damage

Incorrect gap sizes can cause misfires, which may lead to unburned fuel entering the exhaust, overheating, or damage to the spark plug electrodes over time.

5. Longevity of Spark Plug and Engine Components

Properly gapped spark plugs experience less electrical stress and wear, extending their service life and reducing maintenance costs.

Standard Spark Plug Gap Specifications for Briggs and Stratton Engines

Before adjusting or replacing a spark plug, consult the engine's owner manual for the manufacturer's recommended gap specifications. These typically range from 0.020 inches (0.5 mm) to 0.030 inches (0.75 mm), depending on the model and type of engine.

Common Briggs and Stratton spark plug gap ranges include:

- Small engines (e.g., lawnmowers, trimmers): 0.025–0.030 inches (0.6–0.75 mm)
- Large engines (e.g., pressure washers, generators): 0.030 inches (0.75 mm)

Always verify the exact specifications for your specific engine model to ensure optimal performance.

How to Check and Adjust the Spark Plug Gap on a Briggs and Stratton Engine

Proper gap measurement and adjustment are straightforward but require attention to detail.

Tools Needed

- Feeler gauge (correct size for your engine's specifications)
- Spark plug socket or wrench
- Clean cloth or wire brush (for cleaning electrodes)
- Owner's manual (for specifications)

Step-by-Step Procedure

1. Remove the Spark Plug

- Turn off the engine and disconnect the spark plug wire.
- Use a spark plug socket or wrench to carefully unscrew the spark plug.
- Inspect the plug for wear, fouling, or damage. Replace if necessary.

2. Clean the Spark Plug

- Use a wire brush or compressed air to remove carbon deposits.
- Ensure the electrodes are clean for accurate measurement.

3. Measure the Gap

- Insert the feeler gauge between the center and ground electrodes.
- Check if the gap matches the recommended specification.

4. Adjust the Gap

- If the gap is too small, gently bend the ground electrode away from the center electrode using a non-metallic clean tool or pliers (be cautious not to damage the electrode).
- If the gap is too large, carefully bend the ground electrode closer to the center electrode.
- Make incremental adjustments and re-measure until the correct gap is achieved.

5. Reinstall the Spark Plug

- Screw the spark plug back into the engine by hand to avoid cross-threading.
- Tighten with a wrench to the manufacturer's torque specification—generally around 15–20 ft-lb (20–27 Nm), but check your manual.

6. Reconnect the Spark Plug Wire

- Ensure the wire is securely attached to the spark plug.

Common Mistakes and Tips for Maintaining Spark Plug Gap

Mistakes to Avoid

- Over-bending electrodes: Excessive bending can damage the electrode or alter its shape, affecting performance.
- Using incorrect tools: Always use a proper feeler gauge for precise measurement.
- Ignoring signs of wear: Worn or fouled spark plugs should be replaced rather than just gapped.
- Not checking regularly: Spark plug gaps can change over time due to electrode wear and engine vibrations.

Tips for Best Results

- Always follow the manufacturer's recommended gap specifications.
- Check the spark plug gap at regular intervals, especially after cleaning or replacing the plug.
- Use high-quality spark plugs designed for Briggs and Stratton engines.
- Keep the spark plug and surrounding areas clean for reliable ignition.

Impact of Improper Spark Plug Gap on Engine Performance

Misadjusted spark plug gaps can have several adverse effects:

- Starting Difficulties: A too-wide gap may require multiple pulls, especially in cold weather.
- Engine Misfires or Rough Running: Weak or inconsistent sparks lead to incomplete combustion.
- Reduced Power and Performance: Improper combustion results in sluggish engine response.
- Increased Fuel Consumption: Incomplete combustion wastes fuel.
- Potential Engine Damage: Over time, misfiring can cause damage to pistons, valves, or other components.

Conclusion: Ensuring Peak Performance with Proper Spark Plug Gap on Briggs and Stratton

Maintaining the correct spark plug gap on your Briggs and Stratton engine is a simple yet vital aspect of routine maintenance that can significantly influence engine health and performance. By understanding the role of the spark plug gap, adhering to manufacturer specifications, and performing regular checks, you ensure your equipment starts reliably, runs smoothly, and lasts longer.

Remember, a well-gapped spark plug leads to efficient combustion, better fuel economy, and fewer headaches down the line. Whether you're a casual homeowner or a professional landscaper, taking the few minutes to check and adjust your spark plug gap is an investment in your engine's longevity and performance.

In summary:

- Always consult your engine's manual for the correct spark plug gap.
- Use proper tools like a feeler gauge for accurate measurement.
- Replace worn or fouled spark plugs promptly.
- Maintain a consistent maintenance schedule to ensure your Briggs and Stratton engine operates at peak efficiency.

By paying attention to this small but crucial detail, you can enjoy a healthier engine, improved performance, and fewer maintenance surprises.

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WINTERIZATION KIT, FUEL BURNING (6115-00-407-8314) DOD MODEL MEP006AWE,
 WINTERIZATION KIT, ELECTRIC (6115-00-455-7693) DOD M MEP006ALM, LOAD BANK KIT
 (6115-00-407-8322) DOD MODEL MEP006 013550 TM 5-6115-545-34 12 INTERMEDIATE (FIELD)
 (DIRECT AND GENERAL SUPPORT) AND DEPOT MAINTENANCE MANUAL FOR GENERATOR
 SET, DIESEL ENGINE DRIVEN, TAC SKID MTD., 60 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416
 VOLTS DOD MODELS MEP-006A, UTILITY CLASS, 50/60 HZ (FSN 6115-118-1243 MEP-105A,
 PRECISE CLASS, 50/60 HZ (6115-118-1252) AND MEP-115A, PRECISE CLASS, 400 HZ
 (6115-118-1253) {TO 35C2-3-444-2; NAVFAC P-8-626-34; TM 00038G-35} 015378 TM
 5-6115-323-14 10 GENERATOR GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULAR FRAME,
 1.5 KW, SI PHASE, AC, 120/240 V, 28 V, DC (LESS ENGINE) (DOD MODELS MEP-01 60 HZ (NSN
 6115-00-889-1446) AND (MODEL MEP-025A) 28 V DC (6115-00-017-8236) {TO 35C2-3-385-1}
 015380 TM 5-6115-332-24P 3 GENERATOR GASOLINE ENGINE: AIR COOLED, 5 KW, AC, 120/240
 V, SINGLE PHASE; 120/208 V, 3 PHASE, SKID MOUNTED, TUBULAR FRAME (LESS ENGINE) M
 DESIGN: 60 HZ (DOD MODEL MEP-017A) (NSN 6115-00-017-8240); 400 (DOD MODEL MEP-022A)
 (6115-00-017-8241) {TO 35C2-3-424-24} 020611 LO 5-6115-457-12 GENERATOR SET, DIESEL
 ENGINE DRIVEN; SKID MTD, 100 KW, 3 PHASE, 120/208 AND 240/416 V (DOD MODELS
 MEP-007A), UTILITY CLASS, 50/ (NSN 6115-00-133-9101); (MODEL MEP-106A) PRECISE CLASS,
 50/60 H (6115-00-133-9102) AND (MODEL MEP-116A), PRECISE CLASS, 400 HZ
 (6115-00-133-9103) 020612 LO 5-6115-458-12 GENERATOR SET, DIESEL ENGINE DRIVEN, SKID
 MTD, 200 KW, 3 PHASE, 4 WIRE, 120/208/416 VOLTS, DOD MODELS MEP-009A, UTILITY CLASS,
 50/60 HERTZ (NSN 6115-00-133-9104), MEP-108A, PRECISE CLASS, 50 HERTZ
 (6115-00-935-8729) {LO 07536A-12} 020614 LO 5-6115-465-12 GENERATOR SET, DIESEL ENGINE
 DRIVEN, TACTICAL, SKID MOUNTED, 30 3 PHASE, 4 WIRE, 120/206 AND 240/416 V (DOD MODEL
 MEP-055A), UT CLASS, 50/60 HZ (NSN 6115-00-118-1240); (MODEL MEP 104A), PRECI CLASS,
 50/60 HZ (6115-00-118-1247) AND (MODEL 114A) PRECISE CLA 400 HZ (6115-00-118-1248)
 025150 TM 5-6115-271-14 12 GENERATOR SET, GASOLINE ENGINE DRIVEN, S MTD, TUBULAR
 FRAME, 3 KW, 3 PHASE, AC, 120/208 AND 120/240 V, 2 DC (LESS ENGINE) DOD MODEL
 MEP-016A, 60 HZ (NSN 6115-00-017-823 MODEL MEP-016C 60 HZ (6115-00-143-3311) MODEL
 MEP-021A 400 HZ (6115-00-017-8238) MODEL MEP-021C 400 HZ (6115-01-175-7321) MODEL
 MEP-026A DC HZ (6115-00-017-8239) MODEL MEP-026C 28 V DC (6115-01-175-7320) {TO
 35C2-3-386-1; TM 05926A-14; NAVFAC P-8-6 025151 TM 5-6115-271-24P 3 GENERATOR SET,
 GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULA FRAME, 3 KW, 3 PHASE, AC; 120/208
 AND 120/240 VOLTS, 28 VDC (LE ENGINE) (DOD MODEL MEP-016A) 60 HERTZ (NSN
 6115-00-017-8237) (MEP-021A) 400 HERTZ (6115-00-017-8238) (MEP-026A) 28 VDC HERTZ
 (6115-00-017-8239) (MEP-016C) 60 HERTZ (6115-01-143-3311) (MEP- 400 HERTZ
 (6115-01-175-7321) (MEP-026C) 28 VDC HERTZ (6115-01-175-7320) {TO 35C2-3-386-4;
 SL-4-05926A} 032507 TM 5-6115-275-14 10 GENERATOR SET, GASOLINE ENGINE DRIVEN, SKID
 MOUNTED, TUBULAR FRAME, 10 KW, AC, 120/208V PHASE, AND 120/240V, SINGLE PHASE,
 LESS ENGINE: DOD MODELS MEP- HZ, (NSN 6115-00-889-1447) AND MEP-023A, 400 HZ
 (6115-00-926-08 {NAVFAC P-8-615-14; TO 35C2-3-452-1} (THIS ITEM IS INCLUDED ON EM 0086,
 EM 0088 & EM 0127) 032508 TM 5-6115-275-24P 5 GENERATOR, GASOLINE ENGINE DRIVEN,
 SKID MOUNTED, TUBULAR FRAME, 10 KW, AC, 120/208 V, 3 PHASE AND 120/240 V, SINGLE
 PHASE (LESS ENGINE); D MEP-018A, UTILITY CLASS, 60 HZ (NSN 6115-00-889-1447) AND MEP-0
 PRECISE CLASS, 400 HZ (6115-00-926-0843) {NAVFAC P8-615-24P; TO 35C2-3-452-4} (THIS ITEM
 IS INCLUDED ON EM 0086, EM 0088 & EM 0127) 032551 TM 5-6115-584-12 11 GENERATOR SET,
 DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 5 KW, 1 PHASE, 2 WIRE; 1 PHASE, 3 WIRE; 3
 PHASE, 4 WIRE, 120, 120/240 AND 120/208 V (DOD MODEL MEP-002A) UTILITY CLASS, 60 HZ
 (NSN 6115-00-465-1044) {NAVFAC P-8-622-12; TO 35C2-3-456-1; TM 05682C-12} 032640 TM
 5-6115-585-12 12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 10 KW, 1
 PHASE, 2 WIRE 1 PHASE, 3 WIRE AND 3 PHASE, 4 WIRE; 120, 120/240 AND 120/208 V (DOD
 MODEL MEP-003A) UTILITY CLASS, 60 HZ (NSN 6115-00-465-1030 AND (MODEL MEP-112A),

UTILITY CLASS, 400 HZ (6115-00-465-1027) {NAVFAC P-8-623-12; TO 35C2-3-455-1; TM-05684C/05685B-12} 032781 TM 5-6115-584-34 8 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MOUNTED, 5 KW, 1 PHASE, 2 WIRE, 1 PHASE, 3 WIRE, 3 PHASE, 120, 120/240 AND 120/208 V (DOD MODEL MEP-002A), UTILITY CLASS, (NSN 6115-00-465-1044) {NAVFAC P-8-622-34; TO 35C2-3-456-2; TM 0568C-34} 032936 TM 5-6115-329-14 4 GENERATOR SET GASOLINE ENGINE DRIVEN, 0.5 KW (LESS ENGINE) (DOD MODEL MEP-014 UTILITY CLASS, 60 HZ) (NSN 6115-00-923-4469), (DOD MODEL MEP-01 UTILITY CLASS, 400 HZ (6115-00-940-7862) AND (DOD MODEL MEP-024 UTILITY CLASS, 28 VDC (6115-00-940-7867) {TO 35C2-3-440-1} 033374 TM 5-6115-332-14 10 GENERATOR SET, TAC GASOLINE ENGINE: AIR COOLED, 5 KW, AC, 120/240 V, SINGLE PHASE, V, 3 PHASE, SKID MOUNTED, TUBULAR FRAME (LESS ENGINE) (MILITARY DOD MODEL MEP-017A), UTILITY, 60 HZ (NSN 6115-00-017-8240) AND MODEL MEP-022A), UTILITY, 400 HZ (6115-00-017-8241) {NAVFAC P-8-614-14; TO 35C2-3-424-1} 033750 TM 5-6115-585-34 9 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MOUNTED, 10 KW, 1 PHASE, 2 WIRE, 1 PHASE, 3 WIRE, 3 PHASE, 4 WIRE, 120, 120/240 AND 120/208 VOLTS (DOD MODEL MEP-003A), UT CLASS, 60 HZ (NSN 6115-00-465-1030) {NAVFAC P-8-623-12; TO 35C2-3-455-2; TM-05684C/05685B-34} 034072 TM 5-6115-585-24P 5 GENERATOR SET, DIESEL ENGINE DRIVEN, TA SKID MTD, 10 KW, 1 PHASE, 2 WIRE; 1 PHASE, 3 WIRE; 3 PHASE, 4 W 120, 120/240 AND 120/208 V (DOD MODELS 003A), UTILITY CLASS, 60 (NSN 6115-00-465-1030) AND (MODEL MEP-112A), UTILITY CLASS, 400 (6115-00-465-1027) {NAVFAC P-8-623-24P; TO 35C2-3-455-4; SL-4-05684C/06585B} 040180 TM 5-6115-584-12-HR 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 MTD, 5 KW, 1 WIRE; 1 PH, 3 WIRE; 3 PH, 4 WIRE, 120, 120/240 AND 120/208 V (D MEP-002A) UTILITY CLASS, 60 HZ (NSN 6115-00-465-1044) 040833 TM 5-6115-458-12-HR HAND RECEIPT MANUAL COVERING THE END ITEM/COMPONENTS OF END ITE BASIC ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION LIST (AA GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MOUNTED, 20 3 PHASE, 4 WIRE, 120/208 AND 240/416 V (DOD MODEL MEP-009A), UT CLASS, 50/60 HZ (NSN 6115-00-133-9104) AND (DOD MODEL MEP-108A) PRECISE CLASS, 50/60 HZ (6115-00-935-8729) 040843 TM 5-6115-593-34 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MTD, 500 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS DOD MODEL, MEP-029A, CLASS UTILITY, 50/60 HZ, (NSN 6115-01-030- DOD MODEL, MEP-029B, CLASS UTILITY, 50/60 HZ, (6115-01-318-6302 INCLUDING OPTIONAL KITS DOD MODEL, MEP-029AHK, HOUSING KIT, (6115-01-070-7550), DOD MODEL, MEP-029ACM, AUTOMATIC CONTROL MO (6115-01-275-7912) DOD MODEL, MEP-029ARC, REMOTE CONTROL MODULE (6110-01-070-7553) DOD MODEL, MEP-029ACC, REMOTE CONTROL CABLE, (6110-01-087-4127) {NAVFAC P-8 041070 TM 5-6115-593-12 GENERATOR SET, ENGINE DRIVEN, TACTICAL SKID MTD, 500 KW, 3 PHASE, 4 WIRE; 120/ 240/416 VOLTS DOD MODEL MEP-029A; CLASS UTILITY, HERTZ 50/60; (NSN 6115-01-030-6085); MEP-029B; UTILITY; 50/60; (6115-01-318- INCLUDING OPTIONAL KTS DOD MODELS MEP-029AHK; NOMENCLATURE HOUS (6115-01-070-7550) MEP-029ACM; AUTOMATIC CONTROL MODULE; (6115-01-275-7912); MEP-029ARC, REMOTE CONTROL MODULE, (6110-01-070-7553); MEP-029ACC, REMOTE CONTROL CABLE (6110-01-087-4127) {TO 35C2-3-463-1} 041338 LO 55-1730-229-12 POWER UNIT, AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU), WHEEL MOUNTED, SELF-PROPELLED, TOWABLE DOD MODEL-MEP-360A, CLASS-PRECISE, HERTZ-400, (NSN 1730-01-144-1897 042791 TM 5-6115-457-12-HR HAND RECEIPT MANUAL COVERING THE BASIC ISSUE ITEMS (BII) FOR GE SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MTD; 100 KW, 3 PHASE, 120/208 AND 240/416 V (DOD MODELS MEP007A), UTILITY CLASS, 50/6 (NSN 6115-00-133-9101), (MODEL MEP-106A), PRECISE CLASS, 50/60 (6115-00-133-9102) AND (MODEL MEP116A) PRECISE CLASS, 400 HZ (6115-00-133-9103) 043437 TM 5-6115-593-24P 1 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MOUNTED, 500 KW, 3 PHA 4 WIRE; 120/208 AND 240/416 VOLTS DOD MODEL MEP-029A UTILITY CL 50/60 HZ (NSN

6115-01-030-6085) MEP-029B UTILITY CLASS, 50/60 (6115-01-318-6302) INCLUDING OPTIONAL KITS DOD MODEL MEP-029AHK HOUSING KIT (6115-01-070-7550) MEP-029ACM AUTOMATIC CONTROL MOD (6115-01-275-7912) MEP-029ARC REMOTE CONTROL MODULE (6110-01-070-7553) MEP-029ACC REMOTE CONTROL CABLE (6110-01-087 {NAVFAC P-8-631-24P; TO 35C2-3-463-4} 044703 TM 5-6115-545-12-HR HAND RECEIPT MANUAL COVERING COMPONENTS OF END ITEM (COEI), BAS ITEMS (BII), AND ADDITIONAL AUTHORIZATION LIST (AAL) FOR GENERA DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 60 KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 V (DOD MODELS MEP-006A) UTILITY CLASS, 50/6 (NSN 6115-00-118-1243), (MODEL MEP-105A) PRECISE CLASS, 50/60 H (6115-00-118-1252) AND (MODEL MEP-115A) PRECISE CLASS, 400 HZ (6115-00-118-1253) 050998 TM 5-6115-600-12 8 GENERATOR DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 100 KW, 3 PHASE, 4 WIR 120/208 AND 240/416 V (DOD MODEL MEP-007B) CLASS UTILITY, 50/60 (NSN 6115-01-036-6374) INCLUDING OPTIONAL KITS, DOD MODEL MEP00 WINTERIZATION KIT, FUEL BURNING AND MEP007BWE WINTERIZATION KIT ELECTRIC 051007 TM 5-6115-600-24P 4 GENERATOR SET, DIESEL ENGINE DRIVEN, 100 KW, 3 PHASE, 4 WIRE, 120/208 AND VOLTS (DOD MODEL MEP-007B), UTILITY CLASS, 50/60 HZ (NSN 6115-01-036-6374) INCLUDING OPTIONAL KITS, DOD MODEL MEP007BWF, WINTERIZATION KIT, FUEL BURNING AND MEP007BWE WINTERIZATION KIT, ELECTRIC {TO 35C2-3-442-14; NAVFAC P-8-628-24P; SL-4-07464B} 057268 LO 5-6115-600-12 GENERATOR SET, DIESEL ENGINE DRIVEN; TACTICAL, SKID MTD, 100 KW PHASE, 4 WIRE; 120/208 AND 240/416 V (DOD MODEL MEP007B), CLASS UTILITY, 50/60 HZ (NSN 6115-01-036-6374) 057513 LO 5-6115-604-12 GENERATOR SET, DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE; SKID MT 750 KW, 3 PHASE, 4 WIRE; 2400/4160 AND 2200/3800 VOLTS (DOD MOD MEP208A) CLASS PRIME UTILITY, HZ 50/60 (NSN 6115-00-450-5881) {LI 6115-12/9} 060183 TM 5-6115-612-24P 6 GENERATOR SET, AVIATION, GAS TURBINE ENGINE DRIVEN, INTEGRA TRAILER MOUNTED, 10KW, 28 VOLTS MODEL MEP-362A, PRECISE, DC (NSN 6115-01-161-3992) {TM 6115-24P/1; AG-320B0-IPE-000; TO 35C2-3-471-4} 060188 TM 5-6115-612-34 4 GENERATOR SET, AVIATION, GAS TURBINE ENG DRIVEN, INTEGRAL TRAILER MOUNTED 10KW 28 VOLTS DOD MODEL MEP 36 PRECISE, DC, (NSN 6115-01-161-3992) {AG-320B0-MME-000; TM 6115- TO 35C2-3-471-2} 060645 LO 5-6115-612-12 AVIATION GENERATOR SET, GAS TURBINE, ENGINE DRIVEN, INTEGRAL TR MOUNTED, 10KW, 28 VOLTS DC DOD MODEL MEP 362A CLASS PRECISE (NSN 6115-01-161-3992) 060921 TM 55-1730-229-34 5 POWER UNIT, AVIATION, MULTI-OUTPUT GTED, ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU) WHEEL MOUNTED, SELF-PROPELLED, TOWA AC 400HZ, 3PH, 0.8 PF, 115/200V, 30 KW, DC 28VDC 700 AMPS, PNEUMATIC, 60 LBS/MIN. AT 40 PSIG, HYDRAULIC, 15 GPM AT 3300 PS DOD MODEL MEP-360A, CLASS PRECISE, 400 HERTZ, (NSN 1730-01-144- {AG 320A0-MME-000; TO 35C2-3-473-2; TM 1730-34/1} 060922 TM 55-1730-229-12 8 POWER UNIT, AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU) WHEEL MOUNTED, SELF-PROPELLED, TOWABLE, AC 400HZ, 3PH, 0.8 PF, 115/200V, 30 KW, DC 28 VDC 700 AMPS, PNEUMATIC 60 LBS/M AT 40 PSIG, HYDRAULIC 15 GPM AT 3300 PSIG, DOD MODEL MEP-360A, CLASS PRECISE, HERTZ 400, (NSN 1730-01-144-1897) {AG 320A0-OMM-000; TO 35C2-3-473-1; TM 1730-12/1} 061758 LO 5-6115-614-12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD. 200 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS MODEL MEP009B, UTILI 50/60 HERTZ, (NSN 6115-01-021-4096) 061772 LO 5-6115-622-12 GENERATOR SET, DIESEL ENGINE-DRIVEN, WHEEL MOUNTED 750-KW, 3-PH 4-WIRE, 2200/3800 AND 2400/4160 VOLTS CUMMINS ENGINE COMPANY IN MODEL KTA-2300G-2 DOD MODEL MEP-012A; CLASS UTILITY; HERTZ 062762 LO 5-6115-615-12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MOUNTED, 3 K MODEL 016B; CLASS UTILITY MODE 50/60 HZ (NSN 6115-01-150-4140); DOD MODEL MEP-021B; CLASS UTILITY; MODE 400 HZ (6115-01-151-812 DOD MODEL MEP-026B; CLASS UTILITY; MODE 28 VDC (6115-01-150-036 {LI 05926B/06509B-12/5; P-8-646-LO} 064310 TM 5-6115-626-14&P 2 POWER UNIT PU-406B/M (NSN 6115-00-394-9576) MEP-005A 30 KW 60 HZ GENERATOR SET M200A1 2-WHEEL4-TIRE, MODIFIED TRAILER 064390 TM 5-6115-632-14&P 5 POWER UNIT

PU-753/M (NSN 6115-00-033-1 MEP-003A 10 KW 60 HZ GENERATOR SET M116A2 2-WHEEL, 2-TIRE, MODI TRAILER 064392 TM 5-6115-629-14&P 3 POWER PLANT AN/AMJQ-12A (NSN 6115-00-257-1602) (2) MEP-006A 60HZ, GENERATOR SETS (2) M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAIL 064443 TM 5-6115-625-14&P 2 POWER UNIT PU-405A/M (NSN 6115-00-394-9577) MEP-004A 15 KW 60 HZ GENERATOR SET M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAILER (THIS ITEM IS INCLUDED ON EM 0086 & EM 0087) 064445 TM 5-6115-633-14&P 4 POWER PLANT AN/MJQ-18 (NSN 6115-00-033-1398) (2) MEP-003A 1 60 HZ GENERATOR SETS M103A3 2-WHEEL 1 1/2 TON MODIFIED TRAILER 064446 TM 5-6115-628-14&P 4 POWER PLANT AN/MJQ-15 (NSN 6115-00-400-7591) (2) MEP-113A 1 400 HZ GENERATOR SETS, (2) M200A1 2-WHEEL, 4-TIRE, MODIFIED TRA (THIS ITEM IS INCLUDED ON EM 0086) 064542 TM 5-6115-631-14&P 4 POWER PLANT AN/MJQ-16 (NSN 61 15-00-033-1395) (2) MEP-002A 5 KW 60 HZ GENERATOR SETS M103A3 2-WHEEL, 2-TIRE, MODIFIED TRAI 065071 TM 55-1730-229-24P 6 POWER AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDAULIC, PNEUMATIC (AG WHEEL MOUNTED, SELF-PROPELLED, TOWABLE AC 400 HZ, 3 PH, 0.8 PF, 115/200V, 30 KW DC 28 VDC 700 AMPS PNEUMATIC 60 LBS/MIN. AT 40 HYDRAULIC 15 GPM AT 3300 PSIG DOD MODEL MEP-360A, CLASS PRECISE 400 HERTZ (NSN 1730-01-144-1897) {TO 35C2-3-473-4; TM 1730-24P/ AG 320A0-IPB-000} 065603 TB 5-6115-593-24 WARRANTY PROGRAM FOR GENERATOR SET DOD MODEL MEP-029A HOUSING K DOD MODEL MEP-029AHK 066727 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 H 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} 071036 TB 9-6115-641-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A AND MEP-812A 071037 TB 9-6115-642-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 10 KW, 60 AND 400 HZ MEP-803A AND MEP-813A {SI 09247A/09248A-24} 071038 TB 9-6115-643-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 15 KW, 50/60 AND 400 HZ MEP-804A AND MEP-814A 071039 TB 9-6115-644-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A AND MEP-815A {SI 09249A/09246A-24} 071040 TB 9-6115-645-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806A AND MEP-816A {SI 09244A/09245A-24} 071541 TM 9-6115-464-12 2 GENERATOR SET, DIESEL 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 CLASS 400 HERTZ (6115-00-118-1244) INCLUDING OPTIONAL KITS DOD MODEL MEP-005-AWF WINTERIZATION KIT, FUEL BURNING (6115-00-463-9083) DOD MODEL MEP-005-AWE WINTERIZATION KIT, ELECTRIC (6115-00-463-9085) DOD MODEL MEP-004-ALM LOAD BANK KIT (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 35C2-3-446-14; TM 09249A/09246A-24P/3} 071613 TM 9-6115-641-24P GENERATOR SET, TACTICAL QUIET 5 KW, 60/400 HZ (NSN 6115-01-274-7387) (MEP-802A) (6115-01-274-7391) (MEP-812A) {TO 35C2-3-456-14} 071713 TM 9-6115-645-24 4 GENERATOR SET, SKID MOUNTED, 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-00620WITH 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-00620WITH 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)

spark plug gap on a briggs and stratton: Small Gasoline Engines Donald L. Ahrens, Forrest W. Bear, Harry Hoerner, 1992-06-01 This manual contains the latest in small engine technology including CDI solid-state ignition, automatic chokes, no choke carburetors, and fuel pump carburetor systems. Classroom and laboratory exercises are included. Special emphasis related to small engine overhaul and repair has been designed into all laboratory exercises to make your small engine instructional unit more complete. Procedures for ordering small engine parts for repair are covered throughout the manual. The appendix contains safety exam, parts order form, English/Metric equivalent charts, engine-matics and hydra-matics formulas, and engine overhaul worksheets.

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