

B & C ALTERNATORS

B & C LIGHTWEIGHT ALTERNATORS



MODEL L40 ALTERNATOR

The model L40 is a belt driven 40 amp 14 volt alternator system for Lycoming engines including alternator assembly, mounting hardware, and belt, ready to install. The alternator weighs 6.1 lbs. and measures 3.9" in diameter and 5.6" long. The model L40 alternator was specifically designed to meet the rigorous demands of today's weight sensitive homebuilt designs and has undergone extensive in-flight service testing. This system incorporates the latest state-of-the-art advances in solid state electronic power management as well as incorporating a factory new, modern lightweight alternator. Applicable to Lycoming 118 H.P. through the 300 H.P. engines. L40 Boss Mount P/N 07-06815

Note – On Models L40 & L60 Alternators, order as follows:

L40 Case Mount (Narrow Deck Bracket) P/N 07-06810

L40 requires voltage regulator – see below

**Model L40 and L60 alternators require external regulators – use:
P/N 07-06742 (LR3C) for 14V, P/N 07-06786 (LS1A) for 28V
LS1A converts alternator to 28V**



MODEL L60 ALTERNATOR

Model L60 is a belt-driven, 14 or 28 volt alternator system for wide deck (boss mount) 118HP through 300HP Lycoming engines. The kit includes a NEW alternator, steel mounting bracket, belt tensioning arm, belt and mounting hardware, ready to install.

Alternator with pulley installed weighs 8.5 Lbs. With 60 amps of output, the L6. Will provide sufficient power to operate electric heaters in the Eze type airplanes. Warning! It is unwise to use this (or any other high output alternator) unless true over voltage protection is also installed. The LR-3C linear regulator and alternator control system is recommended.

L60 Case Mount P/N 07-06820

L60 Boss Mount P/N 07-06785

L60 requires voltage regulator – see ABOVE

30 AMP GEAR DRIVEN ALTERNATOR WITH PMR3



A 30amp gear-drive alternator for the Continental Engines (C-75 through O-300). After many customer requests for a gear-drive alternator with higher output, B&C Specialty Products introduces the latest product, model BC433-H.

Wt: 4lbs.; size: 4"dia. X 3.7" installed length. Features a billet aluminum mounting flange and creates 30 amps at cruise RPM. Ships with matching regulator. Sold without the Continental drive gear assembly (customer supplied), and requires the latest revision of the Hub (P/N 07-01327) and Retainer (P/N 07-01328) B&C has a limited supply of used drive gear assemblies, available at additional cost. NOTE: BC433-H requires purchase of PM/OV Kit 505-1 which provides crucial over voltage protection. P/N 07-00771

ACCESSORIES

505-1 B&C 14V Over Voltage Protection ..P/N 07-00772

Generator Hub Coupling 653983 P/N 07-01327

Generator Attaching Retainer 653982 P/N 07-01328

PERMANENT MAGNET ALTERNATOR OVER VOLTAGE MODULE WITH NOISE FILTER



A must for the PM alternators. The PM/OV was designed to give over voltage protection to the permanent magnet alternator. The yellow light will annunciate if the alternator switch is left off, or if the crowbar over voltage protection has been tripped. The capacitor will filter some noise, and help enhance the

regulation.

14 VoltP/N 08-00658

28 VoltP/N 07-00708

MODEL LR3C LINEAR REGULATOR



More than a voltage regulator, LR3C is an alternator control system. Features (1) solid-state over-voltage protection, (2) a low-voltage warning system, (3) output short circuit protection and (4) a linear voltage

regulator, all housed in a single unit. This combination of features is normally available only as separately purchased and installed items. Originally designed for the Voyager, around-the-world aircraft, the LR3C represents the best that technology can offer in a single, cost effective package. The LR3C is all solid-state and compatible with 14 or 28V, aircraft or automotive alternators. Will not work if alternator has a built-in regulator. Size: 5.7"l x 3.1" w x 2.7" h; weight: 10oz. Supplied with low-voltage warning lamp assembly & complete installation instructions. Specify 14 or 28V. Alternators with built-in voltage regulators must be modified before installation with the LR3C. The optional LR3C temperature sensor adjusts bus voltage by sensing battery temperature. This feature is especially useful in areas of extreme climate temperature changes.

LR3C (14V)P/N 07-06742

LR3C (28V)P/N 07-06748

LR3C Battery Temp Sensor..P/N 07-06744

MODEL SD-8 ALTERNATOR & REGULATOR



The model SD-8 is a spline-driven, 14V alternator system for aircraft with an open vacuum pump drive pad. Features an ultra-reliable, brushless construction. A permanent magnet assembly supported on sealed ball bearings is spun around a fixed coil. With 8 amps of output, the model SD-8 is adequate for many VFR-day applications. The model SD-8 will power a solid state nav/com and transponder in addition to charging

a battery for engine starting. In production for over 10 years, hundreds of model SD-8 systems are flying. The model SD-8 is used by top aerobatic pilots around the world. Also used as backup power source on more sophisticated homebuilts. Wt.:3.7lbs. Pricing includes adjustable, solid state voltage regulator.P/N 07-06770

Over Voltage Kit 14V (required)P/N 08-00658

Over Voltage Kit 28V (required)P/N 07-00708

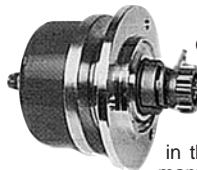
MODEL SD-20 ALTERNATOR



The SD-20 is a high-performance spline-driven alternator that mounts on a standard vacuum pump accessory pad. May be used either as a primary or a stand-by alternator for a rated output 20 amps @ 2500 alternator RPM. Constructed of all NEW materials (with absolutely NO "re-manufactured" content), the SD-20 is designed for durable service, with heavy-duty sealed ball-bearings, 2 cooling fans, a dynamically balanced rotor, and a special "shear section" designed into the drive coupling. The SD-20 is available for both 14 and 28 volt applications. and is externally-regulated. It may be appropriately matched with our LR3C, LS-1A, or SB1B Controllers (depending) on your application and electrical system configurations). Measuring 4.6" wide and 6" deep, and weighing only 5.75lbs., SD-20 will clear the tachometer cable and oil filter on stock Lycoming engines. P/N 07-06771

for over 10 years, hundreds of 200G systems are in service. With 12 amps of output the 200G will support a modest VFR-night system load. Wt 4.25 Lbs. Pricing includes an adjustable solid state voltage regulator. You supply a Continental generator drive gear assembly. Gear must be shipped by the factory to Aircraft Spruce for installation. P/N 07-06575

MODEL 200G ALTERNATOR



Gear-driven, 14V alternator system for aircraft powered with Continental C85-12 engines. Features ultra-reliable, brushless construction. Permanent magnet assembly supported on sealed ball bearings is spun around a fixed coil. Use in the prototype Vari-Eze. Has also seen service on many Cassuts, Vari-Ezes, Q-200s. etc. In production

for over 10 years, hundreds of 200G systems are in service. With 12 amps of output the 200G will support a modest VFR-night system load. Wt 4.25 Lbs. Pricing includes an adjustable solid state voltage regulator. You supply a Continental generator drive gear assembly. Gear must be shipped by the factory to Aircraft Spruce for installation. P/N 07-06575

New Drive gear.....P/N 07-06500

Over Voltage Kit 14V (required)P/N 08-00658

Over Voltage Kit 28V (required)P/N 07-00708

TURBO STAND-BY ALTERNATOR



The BPE-14 Turbo Alternator was designed to be installed on most classic, antique and homebuilt aircraft without an electrical system. This is a new design of the old Wind Generator, using the newest in technology techniques and materials. Particular effort was made to optimize the power output (6amp @ 85mph) with size (5" dia.) and

weight (5 lbs). STC'd for several aircraft, the unit contains the Turbo Alternator with a built-in regulator and installation kit. A battery is not needed but the Turbo will only produce current while flying. The basic BAE-14/28 Power Supply is a manually deployed, ram air driven, emergency supply for small aircraft. This unit is a true emergency back up unit and is capable of supplying electric power to drive a basic complement of flight-critical instruments. The Turbo Alternator remains stowed inside the airframe or wing until needed. By tugging on the single t-handle activator cable, a small gas cylinder spring pushes the storage door open and deploys the ram air turbine alternator into the slipstream. For the BPE-14, please specify aircraft model, paint color and voltage. For the BAE-14/28, please specify aircraft model, voltage, registration number and serial number. STC'd for C182, C210, C206, Bonanza, PA-28, Piper PA-32 & Mooney.

BPE-14 Turbo AlternatorP/N 10-00747

BAE-14/28 Auxillary Power SupplyP/N 10-00748