

# PLANE POWER CONVERSION KITS

## BELT DRIVEN GENERATOR CONVERSIONS

Aircraft Parts & Development	Plane-Power
Intermountain (Callair) A, A-2, A-4, A-5, A-5T, A-9, A-9B	SAL12-70
<b>Alexandria Aircraft, L.L.C.</b>	
Bellanca 14-19-2, 14-19-3, 14-19-3A	SAL12-70C
<b>Cessna Aircraft Co.</b>	
180, 180A, 180B, 180C, 180D, 180E, 180F, 180G,	SAL12-70C
182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H,	SAL12-70C
185, 185A, 185B, 185C, 185D	SAL12-70C
210, 210A, 210-5 (205), 210-5A (205A)	SAL12-70C
206, P206	SAL12-70C
Cessna 310, 310A, 310B, 310C*, 310D*, 310E*, 310F*, 310G, 310H, 310J, 310K *10-9006 kit may be required for installation. View installation instructions online for further information	TAL24-70C
<b>Fred Garcia</b>	
Camair 480	ITAL24-70C
ES 2003 Corporation (Piper)	
Piper PA-12, PA-12S	SAL12-70
<b>Hawker Beechcraft Co.</b>	
Beech H35, J35, K35, M35, N35, P35, 35-33, 35-A33, 35-B33, 35-C33	SAL12-70C
23	SAL12-70
Beech Baron 95-55, 95-A55, 95-B55, 95-B55A	ITAL24-70C
Beech Travelair 95, B95, B95A, D95A, E95	ITAL24-70
<b>Helio Aircraft, LLC</b>	
Helio H-250	SAL12-70
Helio 500	ITAL12-70
<b>KWAD Co.</b>	
Super-V	ITAL12-70
<b>Latinoamerican De Aviacion</b>	
Piper PA-25, PA-25-235, PA-35-260	SAL12-70
<b>Lockheed Aircraft Corp.</b>	
402-2	SAL12-70C
<b>Mooney Airplane Company</b>	
M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G	SAL12-70
<b>Piper Aircraft, Inc.</b>	
Piper PA-16, PA-16S	SAL12-70
Piper PA-18, PA-18S, PA-18 "105" (SPECIAL), PA-18S	SAL12-70
PIPER PA-18A, PA-18 "125" (Army L-21A), PA18S "125", PA-18AS "125", PA-18 "135" (Army L-21B), PA18A "135", PA-18S "135", PA-18AS "135", PA-18 "150", PA-18A "150", PA18S "150", PA-18AS "150", PA-19 (Army L-18C), PA-20, PA-20S, PA-20 "135", PA-22, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160 (When modified with FAA Approved rear mounted oil cooler)	SAL12-70
Piper PA-20 "115", PA-20S "115"	SAL12-70
Piper PA-22-108	SAL12-70
Piper PA-24, PA-24-250, PA-24-260, PA-24-400	SAL12-70
Piper PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28S-160, PA-28S-180	SAL12-70
Piper PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250	ITAL12-70
Piper PA-30	ITAL12-70
<b>Prop-Jets Inc.</b>	
Meyers 200, 200A, 200B, 200C, 200D	SAL12-70C
<b>Raytheon Aircraft Co.</b>	
35, A35, B35, C35, D35, E35, F35, G35, 35R, modified by STC conversion to O-470 or IO-470 engine.	SAL12-70C
<b>Revo, Inc.</b>	
Colonial C1, Colonial C2, Lake LA-4, LA-4A, LA-4P	SAL12-70
<b>Sierra Hotel Aero, Inc.</b>	
Navion D, E, F, G, H, and Navion (L-17A), Navion A (L-17-B & L-17C), B modified by STC conversion to O-470 or IO-470	SAL12-70C
<b>Twin Commander Aircraft Corporation</b>	
500A	TAL24-70C
500, 500-B, 500-U	TAL24-70

## GEAR DRIVEN GENERATOR CONVERSIONS

Ad Aerospace	Plane-Power
T-211	ER14-50
<b>Aerodifusion</b>	
D-1190S	ER14-50
<b>Aeromca (Burl A. Rogers)</b>	
15AC, S15AC	ER14-50
<b>Aircraft Parts &amp; Development</b>	
A-3	ER14-50
<b>All American</b>	
10A	ER14-50
<b>American Champion</b>	
402, 7EC, 7ECA, 7FC, 7JC, S7EC	ER14-50
<b>Hawker Beechcraft</b>	
35, 35R, 45 (YT-34), A35, B35, C35*, D35*, E35*, F35*, G35*, (*When equipped with E225-8 Engine)	ER14-50
<b>Cessna</b>	
120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H	ER14-50
<b>Commonwealth Aircraft</b>	
185	ER14-50
<b>Edward Scott Kerns</b>	
Trojan A-2	ER14-50
<b>FA 2001</b>	
J5A ( Army L-4F ) ( when equipped with C75-12 Engine)	ER14-50
<b>Swift Museum Foundation</b>	
GC-1A, GC-1B	ER14-50
<b>Goodyear</b>	
GA-22A	ER14-50
<b>Helio Aircraft</b>	
15A (when equipped with C145-2 Engine)	ER14-50
<b>Avion Jodel</b>	
150, D-1190, DR-1050	ER14-50
<b>The Don Luscombe Aviation History Foundation</b>	
8E, 8F, T-8F	ER14-50
<b>Maule Aircraft Company</b>	
BEE DEE M-4, M-4, M-4C, M-14S, M4T	ER14-50
<b>Thomas H. McClish</b>	
B85C	ER14-50
<b>Micco Aircraft Company</b>	
MAG-125C, MC-145	ER14-50
<b>S.O.C.A.T.A</b>	
(Ralley) Series 100S, Rallye Series MS 880B, Rallye Series	ER14-50
<b>Navion</b>	
(Army L-4), (Army L-17B and L-17C)	ER14-50
<b>Piper</b>	
J3C-35* (Army L-4), L-4A*, L-4B ( Navy NE-1* ), L-4H*, L-4J* ( Navy NE-2* ), J3C-65S*, -4A**, J4E* (Army L-4E), PA-18, PA-19, PA-18S***, PA-19S*** (When equipped with (*C75-12)(**C85-12)(***C90-12F)Engine)	ER14-50
<b>Quartz Mountain Aerospace</b>	
11A	ER14-50
<b>Superior</b>	
(Culver) V, (Culver) V-2	ER14-50
<b>Taylorcraft Aviation</b>	
BC-12D-4-85, BCS12D-4-85	ER14-50
<b>Univair Aircraft</b>	
(Alon) A-2, (Alon) A-2A, (Forney) F-1, (Forney) F-1A, (Mooney) M10, ERCo 415-C*, ERCo 415-CD*, ERCo 415-D, ERCo E, ERCo G, (*When equipped with C75-12, C75-12F, C85-12 or C85-12F Engine)	ER14-50

## PLANE-POWER LIGHTWEIGHT STC GENERATOR TO ALTERNATOR CONVERSIONS



**BELT DRIVEN** - Plane-Power Belt Driven Generator to Alternator Conversion Kits include hardware and brackets to replace your existing generator and regulator. Plane-Power STC Belt Driven Generator Conversion Kits allow for increasing the size of the output wire and circuit breaker to allow for a maximum of 70 amps of output. All Plane-Power alternators feature dual internal fans specially designed for aircraft engine rotation to maximize cooling. Models available for both 12 and 24 volt as well as for both Lycoming and Continental installations.

Model	Output	Voltage	Part No.	Price	Model	Output	Voltage	Part No.	Price
SAL12-70	70 (max)	12	07-01301	.	TAL24-70	70 (max)	24	07-01304	.
SAL12-70C	70 (max)	12	07-01299	.	TAL24-70C	70 (max)	24	07-01303	.
TAL12-70	70 (max)	12	07-01302	.					

**GEAR DRIVEN** - Plane-Power Gear Driven Generator to Alternator Conversion Kits replace your existing generator with an alternator which will provide higher output at lower rpm and allow for increasing the size of the output wire and circuit breaker to allow for a maximum of 50 amps of output. The ER14-50 will require the use of the existing late style continental gear, the Plane-Power ER14-GR or for E-Series Engines the gear support kit 'G-Pack' which will use the existing gear from the replaced generator. The ER14-50 weighs 6.9 lbs and comes with a pre-wired enable plug, 50 amp gear driven alternator, alternator inoperative lamp, Seals and R1224B Power-Flex voltage regulator.

Model	Output	Voltage	Part No.	Price
ER14-50	50 (max)	12	07-01321	.



## PLANE-POWER ALTERNATOR VOLTAGE REGULATORS



R1224

Plane-Power Power-Flex Voltage Regulators are FAA-PMA Approved solid-state voltage regulators with over-voltage protection, field short (over current) protection, and reverse battery protection. Plane-Power Power-Flex voltage regulators also support precision load sharing for twin applications and an alternator inoperative lamp. Power-Flex voltage regulators are designed to be setup in the field for 12 or 24 volt operation by a simple placement of the two internal jumpers. For smaller mounting placement on the R1224, installation aid 12-1021 may be used. Installation Aid 12-1021 available separately.



R1224B

Model	Description	Voltage	PN	Price
R1224	Replaces many Ford, Electrodelta, Prestolite, Interav, Wico, and FVR voltage regulators.	12 or 24	07-01305	.
R1224B	Replaces voltage regulators on twin Cessnas, Beechcraft, and Vulcanair.	12 or 24	07-01306	.

