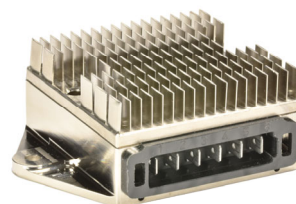
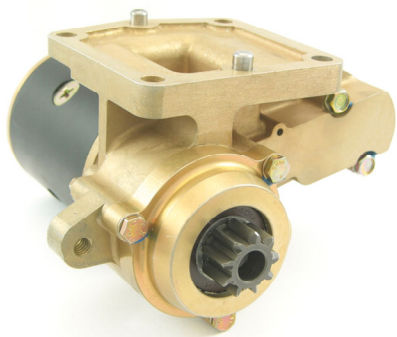




2023 CATALOG



YOUR SOURCE FOR QUALITY SINCE 1980

www.BANDC.com



Dear Friends and Customers,

Often dreams and flying go hand in hand. So many of us have and live out the dream of flying. Well, I achieved one of my dreams this year, and frankly, I am a little embarrassed about it.

You see, I am a third generation pilot. My grandfather was a 747 captain for TWA. My father was a pilot and started an aviation company, which I now run. And despite the fact that I have been a pilot since college, I did not own a plane or fly regularly. Secretly, I've always been a little ashamed of this.

Ashamed until now, that is. This year I was able to purchase a Super Decathlon and my long held dream of owning an airplane came true. The experience caught me a bit by surprise. As the ferry pilot touched down, I shed a tear of joy. At long last, my dream — after lots of hard work and patience — finally came true.

I've been making the most of it, too: getting my tailwheel endorsement, learning aerobatics, taking my kids on cross country adventures and slipping in flights over the lunch hour. It's been an amazing six months.

But as I reflect on achieving this dream, the best parts are those that I can share with others. Whether it's taking a kid on their first airplane ride, doing a loop with a friend or allowing trusted pilots to fly my airplane, the greatest thing is giving it away and spreading the joy.

And this idea animates what we are all about at B&C: helping you achieve your dreams of flight. Whenever you need us, we will be here for you.

Sincerely,

Nathan Bainbridge
President

B&C*cultivating people***OUR VALUES:****Humility | Respect**

we think of others before ourselves, we treat others how we want to be treated

Honesty | Trust

the truth builds trust;
we trust our team, customers and partners

Courage

we confront and slay our dragons

Tenacious Pursuit of Excellence

we do our best, every day; we expect challenges and are determined to overcome them

Team Growth

we ourselves grow best when we grow together;
we grow together, succeed together, and share with others

Lean Value Creation

delivering value to our customers, team and partners through elimination of the 8 wastes

Improvement on Purpose

continuous improvement because we can always be better

Ordering Information

Orders and Inquiries: We are available to take your call Monday through Friday from 9:00am to 4:30pm Central time. Phone orders placed by 1:00pm for in-stock, off-the-shelf items typically ship the same day. If you prefer, you may also order securely on-line at BandC.com. There is no "minimum order."

Shipping: We can ship via UPS, FedEx, and United States Postal Service "Priority" or "Express" mail.

Returns: Provided the item is in new, uninstalled and/or unopened condition, a refund will be given on merchandise returned within 90 days. No refund will be given on custom-made items (such as: SBL, BBS, cables, and any other made-to-order items), special order items, or items returned beyond 90 days from the invoice date.

All returns are subject to a 20% restocking fee, to help recover the cost of processing the return.

Refunds generally appear on your credit card statement in 1-2 billing periods, and take the form of a credit back to the same card used to make the original purchase. A receipt will be mailed to you to confirm your refund.

INDEX

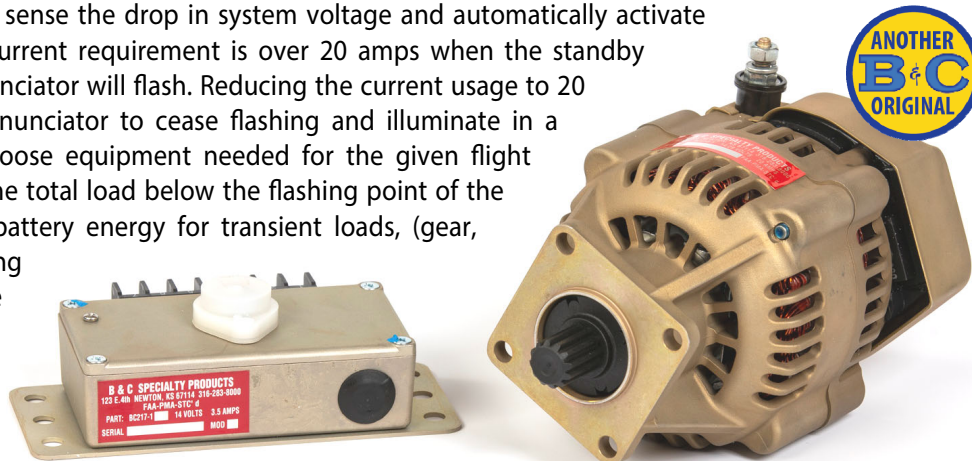
Standby Alternator Systems	4
Primary Alternator Systems	5
Alternators	
Wound Field	6
Permanent Magnet	9
Alternator Controllers (Regulators)	10
Starters	
For Lycoming Engines	12
For Continental Engines	13
Spin-On Oil Filter Adapters	14
Inverted Oil Pickup Pads	14
Electrical Supplies	
Alternator Supplies	15
RG400, BNC & TNC Connectors	16
Circuit Breakers	17
Fuses & Fuse Blocks	18
E-bus, Headset/Mic, & D-sub	20
Switches, Toggle	21
Switches, Push-Button	22
Contactors	22
Grounding Supplies	23
Tefzel Wire & Heatshrink	24
Wire Terminals	25
Tools	26

STANDBY ALTERNATOR SYSTEMS

BC410 STANDBY ALTERNATOR SYSTEM (BONANZA & PA-32)

Reliable Standby Electrical Power for the Bonanza

The B&C Standby Alternator system continues to earn the acclaim of Bonanza owners around the world for its ease of operation and dependability. STC/PMA approved for installation on the J35 (1958 model) through the present-production A36, this system provides 20 amps of power to support continued flight in the event of primary alternator failure. Once activated, it operates in the background, automatically signaling its operation to the pilot through a panel-mounted annunciator light (which also doubles as a standby alternator load monitor). If the primary alternator fails in flight, the controller will sense the drop in system voltage and automatically activate the standby alternator. If the current requirement is over 20 amps when the standby alternator is activated, the annunciator will flash. Reducing the current usage to 20 amps or less will cause the annunciator to cease flashing and illuminate in a steady state. The pilot may choose equipment needed for the given flight conditions by simply keeping the total load below the flashing point of the annunciator. This will reserve battery energy for transient loads, (gear, flaps, landing lights, etc.) during approach. Loads may be beyond the flashing point of the annunciator for up to five (5) minutes without damaging the standby alternator.



BC410 SYSTEM-BONANZA (STC/PMA)
INCLUDES ALTERNATOR, CONTROLLER, AND
INSTALLATION KIT (14V OR 28V)

\$3325 EL PANEL—NEW, EXCHANGE ('84 & ON A36/B36TC) \$675
EL PANEL—NEW, EXCHANGE ('72-83 A36; '70-'94 F33A) \$575
A/C CASTING MODIFICATION (STC/PMA) \$245

Enhance Your PA-32 with Standby Electrical Power

Owners of Piper PA32, Cherokee Six, Lance and Saratoga aircraft can also enjoy the peace-of-mind of an STC/PMA standby electrical system — all with superior reliability and ease-of-use. The B&C Standby Alternator system for Piper aircraft follows our proven systems used on thousands of Beech Bonanzas, Mooney Ovation, and Cessna 210's. In operation, the system functions in the "background" until needed, constantly monitoring your aircraft's electrical system voltage. If the primary alternator fails in flight, the controller will sense the drop in system voltage and automatically energize the Standby Alternator, providing 20 amps of power to support continued flight.

BC410 SYSTEM-PA32 (STC/PMA)
INCLUDES ALTERNATOR, CONTROLLER, AND INSTALLATION KIT (CALL FOR 28V SYSTEM AVAILABILITY)

\$3305

BC425 STANDBY ALTERNATOR SYSTEM (CESSNA 210)

Improve your safety of flight with a reliable BC425 Standby Alternator system from B&C Specialty Products. Proven performance on Beech Bonanzas, Piper PA-32's, and Mooney Ovations since 1995 — the perfect replacement for the OEM standby generator on your 210. Featuring an intuitive, pilot-friendly annunciation system, the BC425 senses primary alternator failure in flight, and automatically energizes the standby alternator to provide 20 amps of power to maintain the aircraft bus and essential systems. STC/PMA approved for Cessna 210L, 210M, 210N, T210L, T210M, T210N, and P210N.



BC425 SYSTEM-CESSNA 210 (STC/PMA) \$3495
INCLUDES ALTERNATOR, CONTROLLER, AND
INSTALLATION KIT (28V ONLY)

PRIMARY ALTERNATOR SYSTEMS

BC400 ALTERNATOR SYSTEM (PIPER J5C THRU PA-22)

Now you can replace your heavy, worn out generator or unreliable alternator with a dependable lightweight Alternator system — with NO expensive requirement to relocate your oil cooler! Approved for Lycoming-powered JC5 thru PA22 aircraft in both the “Standard” and “Restricted” categories, the BC400-2 Alternator weighs 6.1 lbs., and features the same “no-compromises” design and construction that has been our hallmark since 1980 — a precision-balanced rotor; sealed heavy-duty ball-bearings; three solid attachment points; two built-in cooling fans; and provision for aircraft-style, external regulation.

The BC201-1 Controller (Regulator) features solid-state construction, with “quiet” linear voltage regulation; integral over-voltage protection; low-voltage sensing and warning; and field-adjustable charging voltage.

The BC400 installation kits include a Boss (Wide Deck) or Case (Narrow Deck) alternator mounting bracket, attachment hardware, belt tension arm, high-performance belt, field connector assembly, and panel-mount warning light. An optional “electrical package” adds necessary wire and ring terminals, circuit breakers, and a Mil-Spec “OFF-ON” toggle switch (useful for early aircraft requiring an “upgrade” of existing electrical components). *Note: this approved installation is applicable to aircraft with previously-existing electrical systems only.*



BC400-2 ALTERNATOR & BC201-1 REGULATOR (STC/PMA), FOR AIRCRAFT WITH NO/REAR OIL COOLER	\$925
<i>INCLUDES INSTALLATION KIT 400-500-1 (BOSS), 400-500-2 (CASE, B&C STARTER), OR 400-500-3 (CASE, OTHER STARTER)</i>	
BC400-2 ALTERNATOR & BC201-1 REGULATOR (STC/PMA), FOR AIRCRAFT WITH FRONT OIL COOLER	\$1250
<i>INCLUDES INSTALLATION KIT 400-500-4 (BOSS), 400-500-5 (CASE, B&C STARTER), OR 400-500-6 (CASE, OTHER STARTER)</i>	
BC400 ELECTRICAL PACKAGE (STC/PMA), INCLUDES INSTALLATION KIT 400-500-EP (OPTIONAL)	\$355

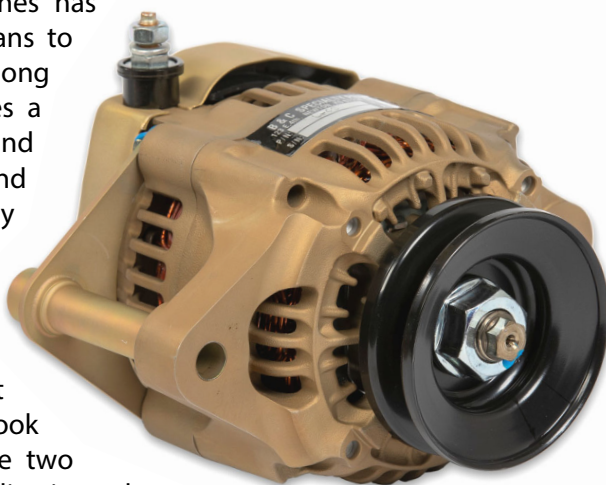
APPROVED MODELS

AIRPLANE MAKE	AIRPLANE MODEL	SPEC.	AIRPLANE MAKE	AIRPLANE MODEL	SPEC.
Piper	J5C, AE-1, HE-1	A-725	Piper	PA-18, PA-18S, PA-18 “105” (Special), PA-18S “105” (Special), PA-18A, PA-18 “125” (Army L-21A), PA-18S “125”, PA-18AS “125”, PA-18A “135” (Army L-21B), PA-18A “135”, PA-18S “135”, PA-18AS “135”, PA-18 “150”, PA-18A “150”, PA-18S “150”, PA-18AS “150”, PA-19 (Army L-18C), PA-19S	1A2
Piper	PA-11, PA-11S	A-691	Piper	PA-18A (Restricted), PA-18A “135” (Restricted), PA-18A	AR-7
Piper	PA-12, PA-12S	A-780	Piper	PA-20, PA-20S, PA-20 “115”, PA-20S “115”, PA-20 “135”, PA-20S “135”	1A4
Piper	PA-14	A-797	Piper	PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160	1A6
Piper	PA-16, PA-16S	1A1			

ALTERNATORS

L-40 ALTERNATOR

Our L-40 Alternator remains the “gold standard” among lightweight alternators, with a proven record of exceptional reliability. An ideal power source for aircraft requiring ample electrical output with modest weight, this belt-driven alternator for Lycoming engines has sealed heavy-duty ball-bearings and built-in cooling fans to insure trouble-free service — and the best value for the long term. As with every B&C Alternator, the L-40 features a dynamically-balanced rotor to promote good bearing and bracket life — a hidden, extra step that you just won’t find on the Brand X competitor. Not only that, we uniquely configure each alternator for use with a sophisticated, aircraft-style external voltage regulator with Over-Voltage protection (such as our LR3D-14 or LS1B), instead of utilizing an internal regulator better suited for automobiles. And we integrate a third attachment point in the L-40’s frame to insure solid, stable support (look closely — many of the Brand X alternators only have two attachment points). Suitable for 14 volt and 28 volt applications, the L-40 Alternator includes your choice of Boss (typically Wide Deck) or Case (typically Narrow Deck) mounting brackets, pre-wired field connector assembly, belt tension arm, high-performance belt, and mounting hardware. Weight: 6.1 lbs.



L-40 ALTERNATOR, 40 AMPS, W/ BOSS MOUNT OR CASE MOUNT BRACKET KIT (HOMEBUILT)

\$485

B&C Alternator and Regulator Selection Guide (Homebuilt Aircraft)



ALTERNATOR	14V	28V	APPLICATION NOTES
L-40	LR3D-14	LS1B	Primary Alternator, Lycoming engine
LX60	LR3D-14	LS1B	Primary Alternator, Lycoming engine
BC410-H	SB1B-14	SB1B-28	Standby Alternator (single bus, single battery)
	OR LR3D-14	OR LS1B	Primary/Auxiliary Alternator (single bus, typ. VPX)
BC425-H	SB1B-14	SB1B-28	Standby Alternator (single bus, single battery)
	OR LR3D-14	OR LS1B	Primary/Auxiliary Alternator (single bus, typ. VPX)
BC462-H	SB1B-14	SB1B-28	Standby Alternator (single bus, single battery)
	OR LR3D-14	OR LS1B	Primary/Auxiliary Alternator (single bus, typ. VPX)

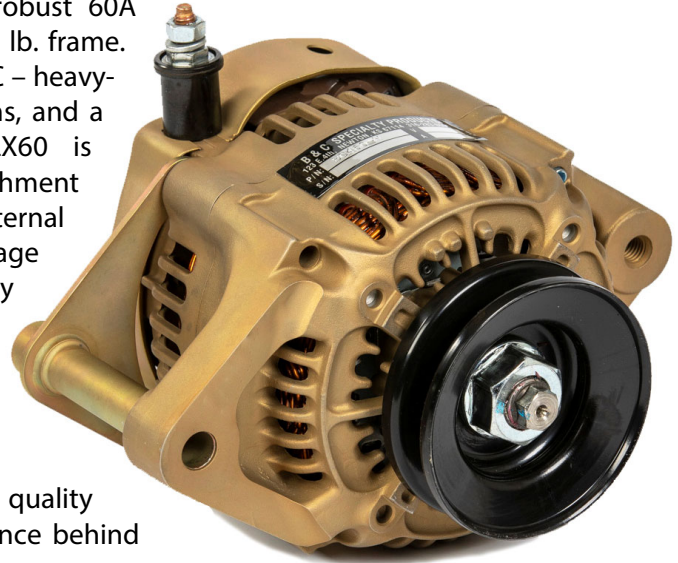
APPLICATION NOTE: select the LR3D-28 Regulator for use with 28V OEM (non-B&C) alternators ONLY.

ALTERNATORS

LX60 ALTERNATOR

An unshakable commitment to excellence and an unchanging focus on providing genuine value — those are the roots of our new LX60 Alternator. Built on the reliability of our acclaimed L-60 and the superior efficiency of our BC460-H, the LX60 combines robust 60A output and unmatched durability in a compact 7.1 lb. frame. With the features that you would expect from a B&C — heavy-duty sealed ball bearings, two internal cooling fans, and a precision dynamically-balanced rotor — the LX60 is produced to exacting tolerances, with three attachment points for stable mounting, and configured for external aircraft-style alternator control with over-voltage protection and low-voltage warning. Fully compatible with our LR3D-14 or LS1B Controllers, the LX60 includes mounting brackets for Lycoming engines, attachment hardware, belt tension arm, high-performance belt, and a pre-wired field connector assembly.

So what do you get when you add eXceptional quality and eXtraordinary value? The formula for eXcellence behind every LX60.



LX60 ALTERNATOR, 60 AMPS, W/ BOSS MOUNT OR CASE MOUNT BRACKET KIT (HOMEBUILT)

\$685

Wondering about the difference between Boss mount and Case mount brackets? See our illustrated guide at: www.BandC.com/boss-case.

BC410-H ALTERNATOR

The BC410-H is the original high-performance spline-driven alternator (with 10,000+ units in the field). It mounts on a standard vacuum pump accessory pad, and may be used either as a Primary or a Stand-by alternator for a nominal output of 20 to 30 amps, depending on engine cruise RPM. Designed for many hours of durable service, this alternator features heavy-duty sealed ball-bearings, two cooling fans, a dynamically balanced rotor, and a special "shear section" drive coupling. Available for both 14 volt and 28 volt applications, the BC410-H is externally-regulated, and may be appropriately matched with our LR3D-14, LS1B, or SB1B Controllers (depending on your application and electrical system configuration). Measures 4.6" wide and 6" deep, with clearance for a stock tach cable and oil filter on Lycoming engines. Weight: 5.75 lbs.

The closely related BC425-H may be installed on Continental and some Rotax engines, and measures 4.6" wide, 5.375" deep. Weight: 5.72 lbs.



BC410-H SPLINE-DRIVEN ALTERNATOR, 20 TO 30 AMPS (HOMEBUILT)

\$705

ALSO AVAILABLE—

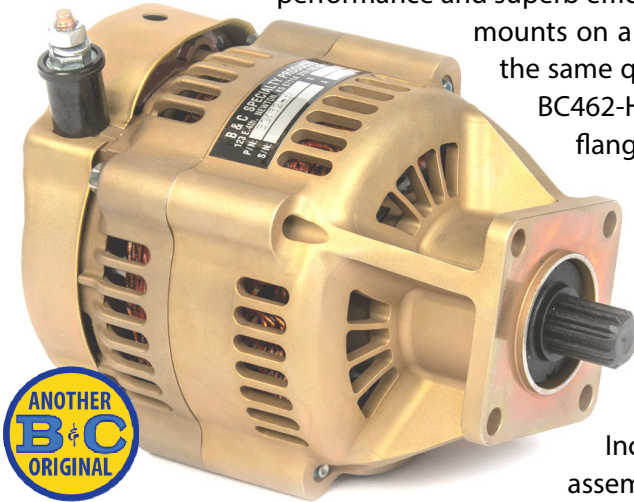
BC425-H SPLINE-DRIVEN ALTERNATOR, 20 TO 30 AMPS (HOMEBUILT)

\$705

ALTERNATORS

BC462-H ALTERNATOR

Introducing the new high-performance spline-driven alternator from the company that pioneered the spline-driven alternator over 20 years ago! The BC462-H continues our tradition of innovation, offering robust performance and superb efficiency. Rated at a nominal 35 to 45 amps @ cruise RPM, it mounts on a standard AND20000-spec accessory pad, and is built to the same quality standards you've come to expect from B&C. Every BC462-H features a CNC machined billet aluminum mounting flange for superior durability. Inside you'll find heavy-duty sealed ball bearings, two internal cooling fans, a precision dynamically-balanced rotor (a B&C quality essential), and a special "shear section" drive coupling. Suited for 14 volt or 28 volt applications, the BC462-H is designed for aircraft-style external control, and may be installed as either a Primary or a Standby Alternator using one of our Alternator Controllers/Regulators. Includes mounting gasket and a pre-wired field connector assembly. Weight: 6.75 lbs.



BC462-H SPLINE-DRIVEN ALTERNATOR, 35 TO 45 AMPS (HOMEBUILT)

\$885

ALSO AVAILABLE—

BC462-3H SPLINE-DRIVEN ALTERNATOR, 35 TO 45 AMPS (HOMEBUILT)

\$885

DRIVE EXTENSION KITS FOR BC410-H AND BC462-3H ALTERNATORS (RV-8 & RV-10)

Our Drive Extension Kits are specifically designed to facilitate the installation of our BC410-H or BC462-3H Alternators on Lycoming engines where the BC700-H Oil Filter Adapter (OFA) is also installed using a 1.4" spacer. The dynafocal engine mounts of many RV's equipped with O/IO-360, IO-390, and O/IO-540 engines requires the OFA to be spaced aft so that the oil filter will clear the top engine mount tube; this requires the adjacent Alternator to be spaced aft, also. These special kits include the necessary components to achieve the required spacing.



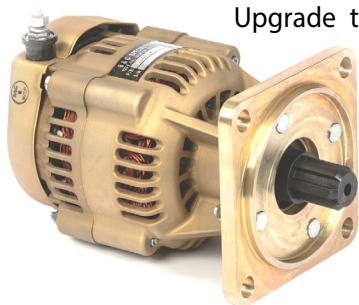
FK710-.75 DRIVE EXTENSION FOR BC410-H, .75" (HOMEBUILT)

\$625

FK710-1.25 DRIVE EXTENSION FOR BC462-3H, 1.25" (HOMEBUILT)

\$285

ALTERNATORS FOR SUKHOI AND LOM



Upgrade the charging system on your M14P or LOM engine using one of our modern, lightweight Alternators, with available outputs ranging from 10 to 35 Amps. The BC412-H Alternator for M14P engines (35A) features a wound-field design, CNC machined billet aluminum mounting flange, and "shear section" drive coupling. The similar BC413-H (30A) contains the same features, but with a unique drive spline suited to LOM engines. And the BC414-H (10A) is a compact, lightweight permanent magnet Alternator for the LOM. All are designed for external control, and are appropriately matched with one of our standard Regulators (14V or 28V).

BC412-H (SK35) FOR M14P, 35 AMPS

\$925

BC414-H (LOM10) FOR LOM, 10 AMPS

\$855

BC413-H (LOM30) FOR LOM, 30 AMPS

\$1035

ALTERNATORS

BC433-H 30 AMP ALTERNATOR FOR THE CONTINENTAL ENGINES (C-75 THROUGH O-300)

The BC433-H sets a new standard for lightweight, high-performance gear-drive alternators for Continental engines. Weighing only 4.4 lbs., and measuring 4" in diameter and 3.7" in installed length, the BC433-H alternator features a precision CNC machined billet aluminum mounting flange, integral cooling, heavy-duty sealed ball bearings, and an innovative (and efficient) three-phase design. Provides 30 amps at cruise RPM. Includes a matching three-phase Regulator (14v) and PM/OV kit designed to provide over-voltage protection for aircraft electrical systems.

Note: the BC433-H is sold without the Continental drive gear, which is customer supplied. The latest revision of the Hub (P/N 653983) and Retainer (P/N 653982) is required. Gear installation must be performed by B&C Specialty Products.



BC433-H ALTERNATOR, 30 AMPS, WITH REGULATOR & PM/OV KIT (HOMEBUILT, LESS GEAR)

\$915

200G 12 AMP ALTERNATOR FOR THE CONTINENTAL ENGINES (C-75 THROUGH O-300)

First introduced by B&C Specialty Products in 1980, the 200G has provided reliable service for thousands of customers. This gear-driven alternator for the Continental engines provides 12.8 amps @ 4500 alternator RPM, while weighing only 3.4 lbs. — a savings of 8 lbs. over the OEM generator. Features a permanent magnet design, with heavy-duty sealed ball bearings for long life, and a mating flange machined from solid billet aluminum for superior strength. Includes a matching 14V regulator with provision for over-voltage protection. *Note: this alternator is sold without the Continental drive gear assembly, which is customer supplied. Gear installation must be performed by B&C Specialty Products.*



200G ALTERNATOR, 12 AMPS, WITH REGULATOR (HOMEBUILT, LESS GEAR)

\$720

For more information on the Continental drive gear components needed for the 200G or BC433-H, see: www.BandC.com/drive-gear.

SD-8 ALTERNATOR

The original spline-driven Alternator — and still the first choice of aerobatic performers and weight-conscious builders and pilots around the globe. A design with proven durability in rugged environments, the SD-8 weighs in at just 2.9 lbs., and provides a rated output of 8 amps @ 3500 alternator RPM. Intended to be mounted and driven on the vacuum pump accessory pad, on a hydraulic pump pad using a special Lycoming adapter, or on our VAC2 (BC704-H and BC706-H) inverted oil pickup pad. Features a billet aluminum mounting flange, sealed ball-bearings, and a "shear section" drive coupling. Includes a matching 14V regulator with provision for over-voltage protection.



SD-8 ALTERNATOR, 8 AMPS, WITH REGULATOR (HOMEBUILT)

\$725

ALTERNATOR CONTROLLERS/REGULATORS

LR3D LINEAR CONTROLLER

More than just another regulator, the LR3D is a field-adjustable Alternator Controller that combines three essential devices in one, making it a cost-effective alternative for any aircraft electrical system while also improving safety of flight. First, the LR3D functions as a linear ("quiet") voltage regulator, generating no audio or radio noise. Second, it safeguards your electrical system with solid-state "crowbar" over-voltage protection circuitry. And third, it functions as a low-voltage monitoring and warning system. The LR3D also features field-adjustable charging voltage, for flexible use with "flooded," SLA/VRSLA, or LiFePO batteries. Includes a panel-mounted warning light.



Application Note for 28V installations: the LR3D-28 should be paired with 28V OEM (non-B&C) alternators ONLY; the LS1B (below) should be selected for B&C Alternators installed in a 28V electrical system.

LR3D-14 ALTERNATOR CONTROLLER, 14V (HOMEBUILT) \$245 **LR-INSTALL INSTALLATION KIT, 14V/28V (HOMEBUILT) \$87**
LR3D-28 ALTERNATOR CONTROLLER, 28V (HOMEBUILT) \$245

LS1B LINEAR CONTROLLER

The LS1B Controller has been specifically designed for 28V electrical systems with B&C wound-field alternators, such as the LX60, L-40, BC462-H, BC410-H, BC425-H, and BC412-H. Like the LR3D (above), it offers linear voltage regulation, over-voltage protection, low-voltage monitoring and warning, and field-adjustable charging voltage. The LS1B may be mounted on the cabin side of the firewall.



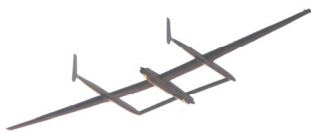
LS1B ALTERNATOR CONTROLLER, 28V (HOMEBUILT) \$245

SB1B STANDBY ALTERNATOR CONTROLLERS

The SB1B provides Standby Alternator control for our BC410-H, BC425-H, or BC462-H Alternators in a single bus, single battery electrical system. Electrically "quiet", the SB1B may be mounted on the cabin side of the firewall, and features solid-state OV protection, status-indication output, and field-adjustable charging voltage.



SB1B-14 STANDBY ALTERNATOR CONTROLLER, 14V (HOMEBUILT) \$245
SB1B-28 STANDBY ALTERNATOR CONTROLLER, 28V (HOMEBUILT) \$245



On-Board Two History-Making Flights

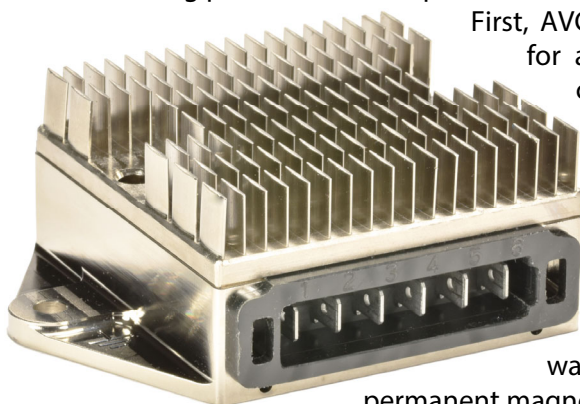


B&C is honored to have supplied Alternators and Regulators for both the Voyager round-the-world flight in 1986 — and for the White Knight high-altitude aircraft, which carried SpaceShip One aloft for its flights into outer space in 2004. These history-making projects required mission-critical reliability, and rock-solid performance. We are proud to have been associated with them — and we salute the pilots, engineers, and visionaries that made each of these remarkable achievements possible!

ALTERNATOR CONTROLLERS/REGULATORS

AVC1 REGULATOR

The AVC1 Advanced Voltage Controller brings permanent magnet Alternators into the digital age. Featuring a MOSFET-based regulator design with microprocessor-controlled Over-Voltage protection and Charging System Fault/Low-Voltage warning output, the AVC1 combines three capabilities in a single compact enclosure, making possible a clean, space-efficient installation.



First, AVC1 voltage regulation is solid-state, and purpose-designed for aviation, with field-adjustable charging voltage to ensure compatibility with a variety of battery types (i.e. “flooded,” SLA/VRSLA, or LiFePO). Second, Over-Voltage protection is provided by our all-new Dynamic OV Protection circuitry — a B&C exclusive — that intelligently safeguards your aircraft electrical system. And third, warning indication is provided by our Charging System Fault and user-selectable Low-Voltage warning output — another B&C exclusive — compatible with LED or incandescent warning lights or with EFIS displays. Intended for single-phase

permanent magnet Alternators rated up to 20A, the AVC1 is an superb choice for Experimental and LSA aircraft. Four installation kits are available, ranging from basic kits with high-quality wire terminals (suitable for retrofit from OEM regulators) to a color-coded wire harness kit with mating plug.

XB100-2 AVC1 ADVANCED VOLTAGE CONTROLLER, 14V (HOMEBUILT)

\$325

XB101-2 AVC1 ADVANCED VOLTAGE CONTROLLER, 28V (HOMEBUILT)

\$325

AVAILABLE INSTALLATION KITS —

FK514-1 TERMINAL KIT, B-CRIMP

\$5

FK514-2 PRE-WIRED TERMINAL KIT

\$15

FK514-3 DELUXE PRE-WIRED TERMINAL KIT W/ PLUG

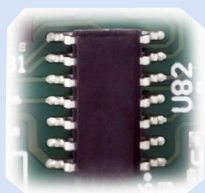
\$29

FK514-4 TERMINAL KIT, PIDG-CRIMP

\$5

ADVANCED FEATURES AND CAPABILITY

“Dynamic” Over-Voltage Protection



We’ve been making Voltage Regulators with integrated Over-Voltage (OV) protection for nearly 30 years. Experience teaches that not every OV event is the same; each can have its own unique features in terms of duration and magnitude. Dynamic OV protection uses a range of stepped voltage and duration limits to enable the AVC1 to distinguish between a transient OV event (low risk) and a sustained OV event (high risk). As a result, annoying “nuisance trips” that increase pilot workload are minimized — but OV protection that safeguards pilot, passengers, and aircraft systems remains uncompromised.

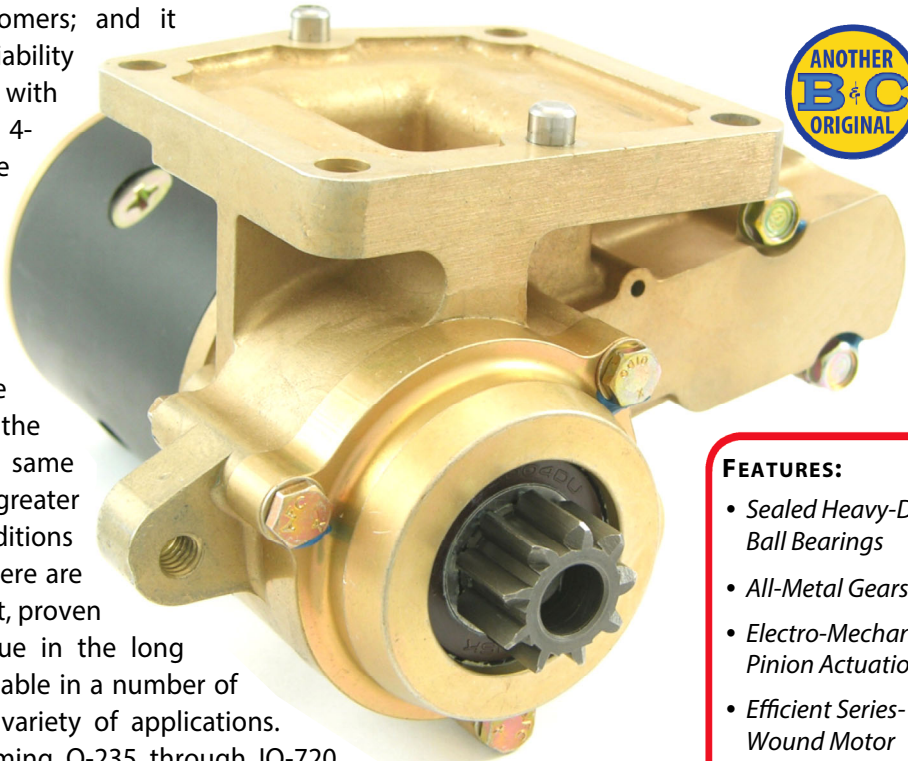
Microprocessor-Controlled Warning Output

Permanent magnet alternators in aviation have lacked a sophisticated, one-box solution combining alternator control with protection and indication features — at least, until the AVC1. Both Charging-System Fault (CSF) and Low-Voltage (LV) warning output are controlled by an advanced microprocessor in the AVC1, with annunciation via a user-supplied warning indicator; or disabled to permit warning via an EFIS display. LV warning output may be configured to provide notification at different voltage thresholds depending on the battery type. This ensures that you are kept well-informed of the status of your charging system; thus providing essential awareness that enhances your safety of flight.

THE B&C STARTER FOR LYCOMING ENGINES

BC315 STARTER

The original lightweight Starter — imitated, but never equaled. First introduced in 1986, the B&C Starter for Lycoming engines has provided dependable service for thousands of satisfied customers; and it remains the benchmark of reliability and genuine value. Compared with the Prestolite-type starter for 4- and 6-cylinder engines, the B&C Starter will save 7 lbs. (or 24 lbs. for the OEM starter for 8-cylinder engines!) — not to mention that it has greater torque and eliminates the troublesome Bendix drive. Compared with the current OEM starter for the same engines, it provides greater durability in challenging conditions and superior quality. While there are cheaper starters on the market, proven reliability offers a better value in the long term. The B&C Starter is available in a number of configurations to fit a wide variety of applications. STC/PMA approved on Lycoming O-235 through IO-720 engines. All feature the same uncompromised value and unmatched reliability upon which B&C has built its reputation. Ask anyone who has one and they'll tell you: nothing else measures up to a B&C.



FEATURES:

- Sealed Heavy-Duty Ball Bearings
- All-Metal Gears
- Electro-Mechanical Pinion Actuation
- Efficient Series-Wound Motor
- Self-Contained Gear
- Weight: 10.2 lbs.

BC315-100-1 (STC/PMA) \$825
BC315-100-2 (STC/PMA) \$825
BC315-100-3 (STC/PMA) \$895

BC315-100-4 (STC/PMA) \$895
BC315-100-6 (STC/PMA) \$925
BC315-100-8 (STC/PMA) \$925

APPLICATION GUIDE

We are proud to offer the B&C Starter for Lycoming engines in numerous different configurations. All feature the same "No Compromises" design and construction that has made the B&C Starter the benchmark of long-term reliability and genuine value since 1980.

VOLTAGE	RING GEAR TEETH	DIAMETRAL PITCH (DP)	ENGINE ROTATION	B&C MODEL NUMBER
12	122	10/12	Standard	BC315-100-1
12	149	12/14	Standard	BC315-100-2
24	122	10/12	Standard	BC315-100-3
24	149	12/14	Standard	BC315-100-4
12	149	12/14	Counter	BC315-100-6
24	149	12/14	Counter	BC315-100-8

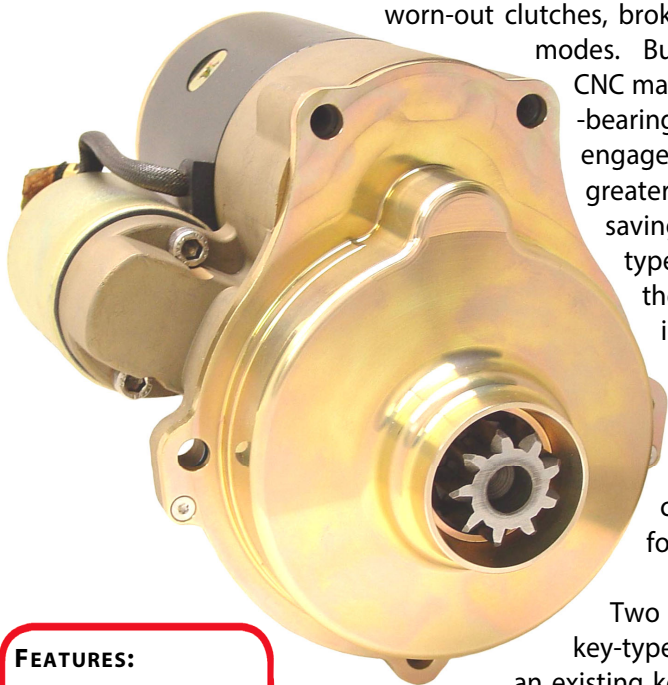
THE B&C STARTER FOR CONTINENTAL ENGINES

BC320 STARTER

With an innovative, patented design, the B&C Starter for Continental engines (C-75, C-85, C-90, C-145-2, O-200, IO-240-A/-B, O-300-A/-B/-C, and GO-300-A/-B/-C) solves all the problems that other starter designs have had — worn-out clutches, broken pinions, nagging oil leaks, and catastrophic failure modes. Built for reliable service, the BC320 features a precision CNC machined billet aluminum end bell, heavy-duty sealed ball bearings, all-steel gears, electro-mechanical pinion engagement, and an efficient series-wound motor. Provides greater starting torque for Continental engines, all while saving 4.3 to 5.2 lbs. over the OEM key-type and pull-cable type starters (respectively). Since its introduction in 1994, the B&C Starter for Continental engines has established an impressive service record as the **ONLY** starter design on the market that has provided reliable, long-term service for these engines. Many engine shops and flight schools use this Starter exclusively, in fact, due to its proven reliability and long service life. STC/PMA for certificated aircraft, this Starter makes a superb choice for Homebuilt aircraft, also.

FEATURES:

- Sealed Heavy-Duty Ball Bearings
- All-Metal Gears
- Electro-Mechanical Pinion Actuation
- Efficient Series-Wound Motor
- Self-Contained Gear
- Weight: 10.3 lbs.



Two installation kits are available: one to replace an existing key-type starter, the other for an existing pull-type starter. For an existing key-type starter, select kit 501-1 and remove the needle bearing from the engine case (Figure 1 below). To aid in removing this bearing, Needle Bearing Removal Tool Kit 501-2 may be purchased (limited availability) and returned when finished for a \$100 refund. If you are replacing an existing pull-type starter, select kit 501-3 and cut off the 9/16" steel shaft installed in the engine case (Figure 2 below).

BC320-1 (STC/PMA)

FOR COUNTER-ROTATING (-2) OR 24V (-3) VERSIONS OF THE ABOVE

501-1 INSTALLATION KIT, EXISTING KEY-TYPE

501-2 TOOL KIT, NEEDLE BEARING REMOVAL

501-3 INSTALLATION KIT, EXISTING PULL-TYPE

\$1095

\$1275

\$41

CALL

\$129

APPLICATION GUIDE

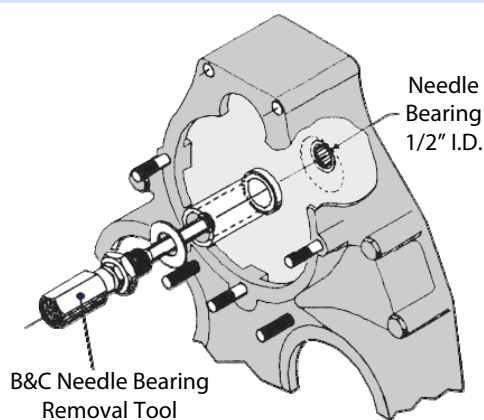


FIGURE 1

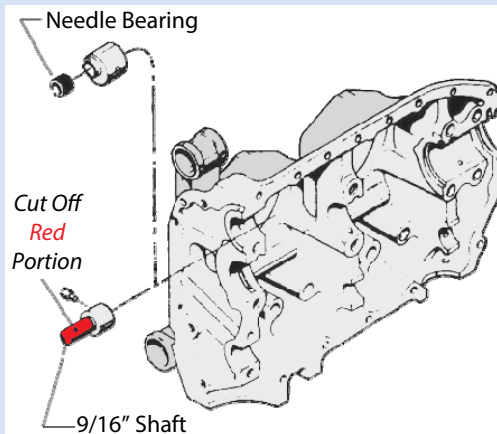


FIGURE 2

OIL SYSTEM PARTS (LYCOMING ENGINES)

THE ORIGINAL 90-DEGREE OIL FILTER ADAPTER

Why settle for an imitation when you can depend on the original? Since its introduction in 1996, the B&C Oil Filter Adapter for Lycoming engines has been precision CNC machined from a solid billet of aluminum — superior in strength to cheaper castings, and without the natural voids inherent in the casting process. Widely used in the demanding world of aerobatic aircraft, the B&C Oil Filter Adapter mounts directly on the accessory case, replacing the OEM oil screen, the horizontal-mount oil-filter adapter, or other “remote” oil filtration systems. Its uniquely-angled geometry clears the tach cable and oil cooler return line, while also negotiating the limited space between the engine and firewall found on many airframes. And unlike a firewall-mounted “remote” oil filtration system, there are no complicated hoses and leak-prone fittings to purchase (or replace), nor is there a need to reinforce the firewall. Fits most Lycoming O-235 through IO-720 engines. Includes mounting hardware, gasket, and Champion 48108-1 filter. Weighs 2.25 lbs. (with the filter).

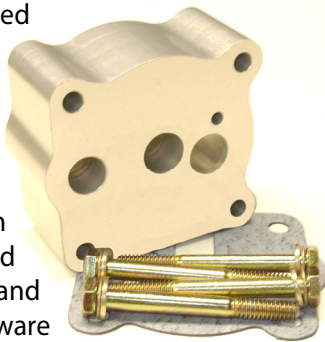
BC700-1 SPIN-ON OIL FILTER ADAPTER (STC/PMA)
BC700-H SPIN-ON OIL FILTER ADAPTER (HOMEBUILT)

\$530
\$470



OIL FILTER ADAPTER SPACERS

Our spacer kits may be used to resolve interferences with engine mounts or oil cooler lines when installing the BC700. Available for certified and Experimental aircraft, each spacer is CNC machined from billet aluminum, and includes mounting hardware and an additional mounting gasket.



FK502-.75 SPACER KIT, .75" **\$70**
FK502-1.4 SPACER KIT, 1.4" **\$80**
FK502-2.5 SPACER KIT, 2.5" **\$90**

OIL FILTER ADAPTER ACCESSORIES

For engines that do not use a thermostatic control valve (aka “Vern-a-Therm”) to divert oil to an oil cooler, an AN909B16 plug will be needed to fill the Vern-a-Therm opening in the BC700.



For engines with a tube-style oil temperature sender, the 700-304 adapter may be used to transfer the sending unit to the BC700 (especially helpful if the existing adapter fitting is damaged, or non-removable).



AN909B16 PLUG, VERN-A-THERM OPENING **\$47**
700-304 M/F TEMPERATURE SENDER ADAPTER **\$24**

THE ORIGINAL VAC-2 INVERTED OIL PICKUP

The innovative VAC-2 provides a direct replacement for the Lycoming vacuum pump adaptor. Precision CNC machined from solid billet aluminum, its unique design offers both a standard vacuum pump pad adaptor AND provision for inverted oil pickup. The vacuum pump pad is often used for one of our spline-driven alternators, such as the SD8 or BC410-H. The VAC-2 permits better engine lubrication and reduced prop surges compared to oil systems using a firewall-mounted “T”-fitting. Ships complete with integral oil seal, gasket, and MS20822-10D 90° fitting. Just install a standard Lycoming vacuum pump gear and thrust washer (not included), and the VAC-2 is ready to mount.



BC704-H VAC-2 INVERTED OIL PICKUP, 4-CYLINDER LYCOMING (HOMEBUILT) **\$275**
BC706-H VAC-2 INVERTED OIL PICKUP, 6-CYLINDER LYCOMING (HOMEBUILT) **\$295**

ELECTRICAL SUPPLIES

OVER/UNDER-VOLTAGE SENSORS



The BC207 OV/LV Sensor is a useful upgrade for Experimental aircraft lacking over-voltage (OV) or low-voltage (LV) warning capability. Compact and completely solid-state, this device provides a visual alert via a panel-mounted warning light (included). OV conditions are indicated with a flashing light when bus voltage is greater than 15.5V (or 31.0V in a 28V system), while LV conditions are indicated with a steady light at less than 12.5V (or 25.0V in a 28V system). A miniature press-to-test switch is also included to permit testing of the OV indication function during pre-flight or condition inspection.

BC207-1 OVER-VOLTAGE/LOW-VOLTAGE SENSOR, 14V (HOMEBUILT)

\$95.00/EA

BC207-2 OVER-VOLTAGE/LOW-VOLTAGE SENSOR, 28V (HOMEBUILT)

\$95.00/EA

ELECTROLYTIC FILTER CAPACITORS



Helpful for improving power quality and reducing the electrical “ripple” introduced into the bus by permanent magnet — and *some* wound-field — alternators. Robust design, with extended cathode for enhanced cooling and long life. Supplied with 10-32 terminal hardware. Rated 10,000uF @ 50VDC (S8007-1) or 22,000uF @ 40VDC (S8007-3).

S8007-1 FILTER CAPACITOR

\$39.00/EA

ALSO AVAILABLE—

S8007-3 FILTER CAPACITOR

\$68.00/EA

PANEL-MOUNT WARNING LAMPS

Our incandescent warning lights use a replaceable “midget flange” lamp with tinted lens. Panel mounting requires a .465” hole; electrical connections via solder terminals. Useful as part of an annunciation circuit indicating starter-engagement, alternator-failure, canopy ajar, and low oil-pressure. Includes mounting hardware.



S888-1-(X) PANEL-MOUNT WARNING LAMP (SPECIFY LENS COLOR), 14V

\$17.00/EA

S888-2-(X) PANEL-MOUNT WARNING LAMP (SPECIFY LENS COLOR), 28V

\$17.00/EA








Colors: Red (-2), Yellow (-4), Green (-5), and Blue (-6).

Introducing our Experimental Builder Tool!

Sometimes the choices are overwhelming — we understand! That’s why we’ve taken the best available fit information on our products, and created a convenient online tool to help you find what you need.

Try it out on our website at: bandc.com/experimental-product-finder-tool

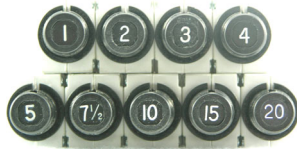
ELECTRICAL SUPPLIES

<p>TED TRANSPONDER ANTENNA</p>  <p>If you need a well-crafted transponder antenna at a reasonable cost, look no further. This antenna measures 3.0938" long, and installs in a .505" mounting hole. BNC female coaxial connection. Features Teflon dielectric and antenna support, with hex nut, internal-tooth lockwasher, and gasket.</p> <p>ANT-1 TED TRANSPONDER ANTENNA \$33.00/EA</p>	<p>RG400 COAXIAL CABLE ★MIL-SPEC★</p>  <p>Excellent quality cable for your \$\$\$ radio gear. Performance equals solid center-conductor RG-142, but with a stranded center-conductor AND a Teflon dielectric layer with two outer layers of silver-plated copper braid. Connectors sold separately. Qualified to MIL-C-17/128-RG400.</p> <p>RG-400 COAXIAL CABLE \$4.00/FT</p>
<p>BNC MALE CONNECTOR ★MIL-SPEC★</p>  <p>Genuine AMP mil-spec BNC male connector for RG-400 coax. Dual-crimp connection, featuring a silver-plated brass coupling, gold-plated brass center contact, and Teflon dielectric material. Qualified to MIL-C-39012/16. Superior quality.</p> <p>S605CM-A BNC MALE CONNECTOR \$14.50/EA</p>	<p>BNC FEMALE CONNECTOR ★MIL-SPEC★</p>  <p>This mil-spec BNC female connector from Amphenol is useful wherever you need a "maintenance friendly" coax run. Features a dual-crimp design, with silver-plated brass coupling, gold-plated phosphorus bronze center contact, and Teflon dielectric.</p> <p>S605CF-A BNC FEMALE CONNECTOR \$49.00/EA</p>
<p>BNC BULKHEAD FEMALE CONNECTOR ★MIL-SPEC★</p>  <p>AMP mil-spec BNC bulkhead-mounted female connector for RG-400 coax. Dual-crimp connection design, with a nickel-plated brass coupling, gold-plated copper center contact, and a Teflon dielectric. Qualified to MIL-C-39012/19.</p> <p>S605BF-A BNC BULKHD FEMALE CONNECTOR \$8.50/EA</p>	<p>BNC RIGHT ANGLE ADAPTER</p>  <p>A unique and useful item, suitable for use with RG-400. This right-angle "adapter" features BNC male and BNC female ends, permitting sharp 90-degree cable turns from radio gear and other devices where space is limited. <i>Note: this item is not a crimp-on connector.</i></p> <p>S605RA BNC RIGHT ANGLE ADAPTER \$7.90/EA</p>
<p>TNC MALE CONNECTOR ★MIL-SPEC★</p>  <p>After numerous customer requests, we are pleased to offer this Amphenol mil-spec TNC Male connector for RG-400. Features a threaded coupling for increased mating stability, with a silver-plated brass body, gold-plated beryllium copper contact, and Teflon dielectric. Dual-crimp design. Qualified to MIL-PRF-39012/26.</p> <p>S607CM-A TNC MALE CONNECTOR \$25.50/EA</p>	<p>TNC RIGHT ANGLE CONNECTOR ★MIL-SPEC★</p>  <p>Essentially a "ruggedized" BNC with weatherproof seal, this mil-spec Amphenol right-angle TNC connector has a threaded coupling, silver-plated brass body, gold-plated beryllium copper contact, and Teflon dielectric. For RG-400 coax using solder connection. Qualified MIL-PRF-39012/30.</p> <p>S607RC-A TNC RIGHT ANGLE CONNECTOR \$39.00/EA</p>

ELECTRICAL SUPPLIES

CIRCUIT BREAKERS, 1A THROUGH 25A

These 7277-series Klixon® circuit breakers are compact and reliable. Body measures .750" (H) x .562" (W) x 1.400" (D). Connects via screw terminals (supplied). Ships with mounting hardware.



CB-(XX) CIRCUIT BREAKER (SPECIFY SIZE) \$29.00/EA
Sizes available (in Amps): 1, 2, 3, 4, 5, 7.5, 10, 15, 20, and 25.

CIRCUIT BREAKERS, 30A

This mid-range circuit breaker from Klixon® offers a good value, combining modest footprint and quality construction. Features a conventional pull-type barrel, and measures 1.094" (H) x .750" (W) x 1.809" (D). Connects via screw terminals (supplied). Includes mounting hardware.



CB30 CIRCUIT BREAKER (30 AMP) \$68.00/EA

CIRCUIT BREAKERS, 40A AND 50A

If you need larger amperage circuit breakers, these well-made devices from Mechanical-Products are good candidates. Both breakers measure 1.094" (H) x .750" (W) x 1.860" (D), and connect via screw terminals (supplied). Includes mounting hardware.



CB40 CIRCUIT BREAKER (40 AMP) \$153.00/EA
CB50 CIRCUIT BREAKER (50 AMP) \$170.00/EA

FUSIBLE LINK KITS

Everything you'll need to build your own fusible links to protect low-power (less than 10A) aircraft systems. Each kit includes 2 feet of fiberglass sleeving, 4 insulated butt splices, and enough Tefzel® wire to make four 6" fusible links.



FLK-1 FUSIBLE LINK KIT, 24-20 AWG \$11.00/EA
FLK-2 FUSIBLE LINK KIT, 20-16 AWG \$11.00/EA

ANL CURRENT LIMITERS, 40A THROUGH 130A

These muscular relatives of slow-acting fuses offer an effective, economical alternative to large-amperage circuit breakers for alternator B-lead wiring, providing excellent protection against hard electrical faults, and less susceptibility to "nuisance" tripping. Capable of withstanding loads approximately 80% BEYOND their rated capacity for an indefinite period of time. Features a silver-plated copper element, and a special mica viewing window. Installs using an ANL mounting base (below). Note: these devices are sized 1:1 against the alternator's rated output — 40 Amp alternator = 40 Amp limiter.



C905-(XX) CURRENT LIMITER (SPECIFY SIZE) \$18.00/EA
Sizes available (in Amps): 35, 40, 60, 80, 100, 130.

STANDARD ANL CURRENT LIMITER BASE

This thermoplastic base secures our ANL Current Limiters (above) in place, with electrical connections using .31" studs. Features countersunk #10 mounting holes 1" apart. Ships with lock nuts and flat washers. Rated at 120v maximum. Max. torque: 120 inch-lbs.



C903-1 CURRENT LIMITER BASE, STANDARD \$27.00/EA

COVERED ANL CURRENT LIMITER BASE

This COVERED base for ANL Current Limiters (above) has breakouts for multi-directional wire access, with .31" electrical connections, and countersunk #10 mounting holes. Includes nuts and flat washers. Rated at 48v maximum. Max. torque: 110 inch-lbs.



C903-2 CURRENT LIMITER BASE, COVERED \$31.00/EA

ELECTRICAL SUPPLIES

Circuit Protection Options for B&C Alternators & Regulators

ALT/REG	CB	ANL	MIDI	ATC	NOTES
L-40	50A	40A	40A	—	Output Circuit
LX60	70A	60A	60A	—	Output Circuit
BC410-H/BC425-H	40A	40A	40A	—	Output Circuit
BC462-H	60A	60A	60A	—	Output Circuit
BC433-H	30A, 2A	35A*	30A	2A	Output Circuit (30A), Control (2A)
200G	15A, 2A	—	23A*	15A, 2A	Output Circuit (15A), Control (2A)
SD-8	10A, 2A	—	23A*	10A, 2A	Output Circuit (10A), Control (2A)
LR3D-14/-28	5A, 2A	—	—	5A, 2A	Control (5A), Sense (2A)
LS1B	5A, 2A	—	—	5A, 2A	Control (5A), Sense (2A)
SB1B-14/-28	5A, 2A	—	—	5A, 2A	Control (5A), Sense (2A)
AVC1	5A, 2A	—	—	5A, 2A	Control (5A), Indication (2A)

* Smallest value available for this circuit protective device category.

MIDI BOLT-DOWN FUSES, 23A THROUGH 70A

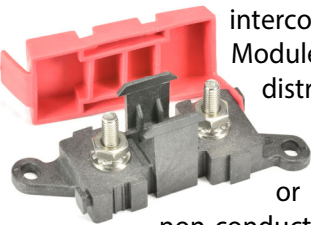


These compact slow-acting fuses handle higher currents than typical ATC-style fuses, and offer excellent protection against hard electrical faults. Designed to secure in place using a special holder or base (see S8041-1 below), each MIDI fuse features tinned copper terminal ends, clear identification of the amperage value, and a convenient transparent viewing window (except 23A size). Measures 1.61" (L) x 0.47" (W) x 0.32" (H) overall. Rated to 32V D.C.

S8040-23B, MIDI BOLT-DOWN FUSE, 23A	\$4.50/EA
S8040-30C, MIDI BOLT-DOWN FUSE, 30A	\$4.50/EA
S8040-40C, MIDI BOLT-DOWN FUSE, 40A	\$4.50/EA
S8040-50C, MIDI BOLT-DOWN FUSE, 50A	\$4.50/EA
S8040-60C, MIDI BOLT-DOWN FUSE, 60A	\$4.50/EA
S8040-70C, MIDI BOLT-DOWN FUSE, 70A	\$4.50/EA

BOLT-DOWN FUSE BASE & INPUT MODULES

The modular Base Module mounts the MIDI Bolt-Down Fuses in place, while the Input Module permits efficient interconnection of two or more Base Modules to create a power distribution assembly. Both modules feature electrical connections via #10 (base) or .31" (input) stainless studs, a non-conductive cover, and #8 mounting holes. Measures 3.11" (L) x 0.87" (W) x 1.22" (H) overall.



S8041-1 BOLT-DOWN FUSE BASE MODULE	\$11.00/EA
S8041-2 BOLT-DOWN FUSE INPUT MODULE	\$11.00/EA

BOLT-DOWN FUSE BUSBAR SEGMENTS



These pre-sized, tinned copper busbar segments may be used with our Bolt-down Fuse Bases and Input Modules to create a customizable power distribution assembly.

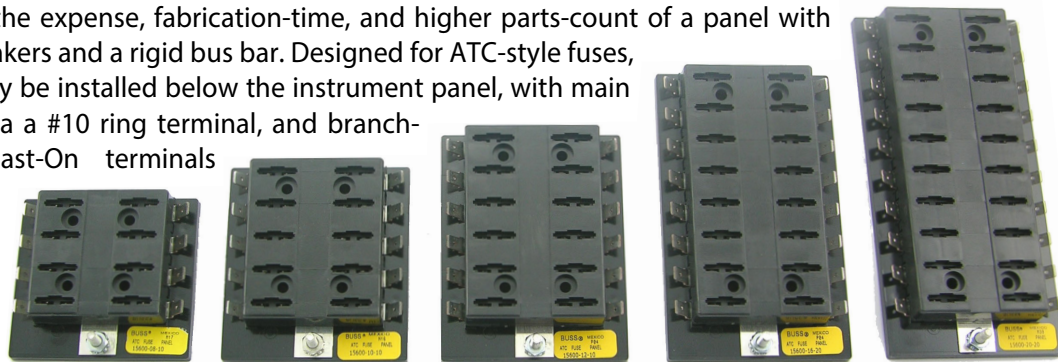
S8042-2 BUSBAR SEGMENT, 2-PLACE	\$6.00/EA
S8042-3 BUSBAR SEGMENT, 3-PLACE	\$7.00/EA
S8042-4 BUSBAR SEGMENT, 4-PLACE	\$9.00/EA
S8042-5 BUSBAR SEGMENT, 5-PLACE	\$11.00/EA

ELECTRICAL SUPPLIES

FUSE HOLDERS, 6-POSITION THROUGH 20-POSITION

These fuse blocks offer a low-cost, space-saving solution for power distribution circuit protection, without the expense, fabrication-time, and higher parts-count of a panel with miniature circuit breakers and a rigid bus bar. Designed for ATC-style fuses, these fuse blocks may be installed below the instrument panel, with main power connection via a #10 ring terminal, and branch-circuits by .25" Fast-On terminals (customer supplied).

Note: we recommend power distribution of no more than 15A continuous per slot, AND no more than 60A TOTAL continuous per fuse block.



FH-6 ATC FUSEBLOCK, 6-SLOT	\$19.00/EA	FH-12 ATC FUSEBLOCK, 12-SLOT	\$29.00/EA
FH-8 ATC FUSEBLOCK, 8-SLOT	\$21.00/EA	FH-16 ATC FUSEBLOCK, 16-SLOT	\$35.00/EA
FH-10 ATC FUSEBLOCK, 10-SLOT	\$23.00/EA	FH-20 ATC FUSEBLOCK, 20-SLOT	\$39.00/EA

FUSES (ATC-STYLE)



These fuses fit our Fuse Blocks & In-Line Fuse Holder. Color-coded for easy identification.

S889-1, 1-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-2, 2-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-3, 3-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-4, 4-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-5, 5-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-7.5, 7.5-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-10, 10-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-15, 15-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-20, 20-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-25, 25-AMP PLUG-IN FUSE	\$3.75/PKG 5
S889-30, 30-AMP PLUG-IN FUSE	\$3.75/PKG 5



S889-KIT ATC FUSE KIT (WITH STORAGE CASE & TOOL)

Contains **110 ATC-style fuses** (10 each of our standard 1 amp through 30 amp fuses) and **ATC fuse extraction tool**, all in a handy storage case. An \$86.50 value! **\$55.00**

FUSES, ILLUMINATED (ATC-STYLE)

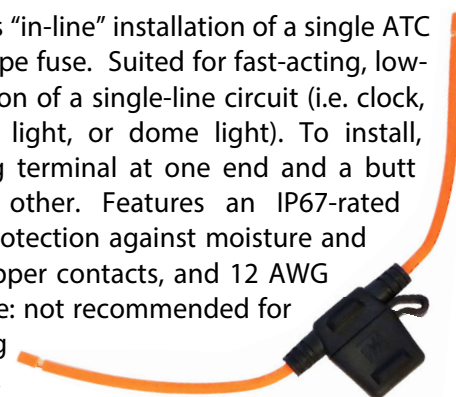
Identify blown fuses in a snap with our illuminated fuses. Designed to fit ATC-style Fuse Blocks or In-Line Fuse Holders, these light up with a bright LED when blown. Color-coded. Sold in packages of 5.



S889-3L, 3-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-5L, 5-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-7.5L, 7.5-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-10L, 10-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-15L, 15-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-20L, 20-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-25L, 25-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5
S889-30L, 30-AMP ATC FUSE, ILLUMINATED	\$7.00/PKG 5

FUSE HOLDER, IN-LINE (ATC-STYLE)

The IFH-2 allows "in-line" installation of a single ATC or ATO blade-type fuse. Suited for fast-acting, low-current protection of a single-line circuit (i.e. clock, panel indicator light, or dome light). To install, crimp on a ring terminal at one end and a butt splice on the other. Features an IP67-rated enclosure for protection against moisture and dust, tinned-copper contacts, and 12 AWG wire leads. Note: not recommended for loads exceeding 20A continuous.

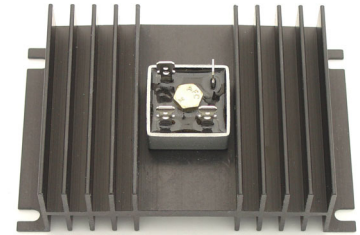


IFH-2 IN-LINE FUSE HOLDER, ATC-STYLE	\$9.00/EA
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ELECTRICAL SUPPLIES

ESSENTIAL/E-BUS DIODES

This is the diode bridge rectifier recommended for use as an Essential Bus (or E-Bus) normal feed diode in several AeroElectric Connection power-distribution diagrams. The basic D-25 features convenient single hole mounting, .25" Fast-On tab wiring, and requires no electrical insulation of its mounting surface. The larger 221-200 and 221-201 add a heatsink for electrical systems requiring greater heat-dissipation capacity: the 8 watt unit is capable of handling up to 15A maximum; and the 15 watt device up to 25A maximum.



D-25 ESSENTIAL BUS DIODE	\$5.75/EA
221-200 ESSENTIAL BUS DIODE W/ HEATSINK, 8 WATT	\$19.00/EA
221-201 ESSENTIAL BUS DIODE W/ HEATSINK, 15 WATT	\$21.00/EA

STEREO HEADSET/MIC JACKS AND WASHERS



Standard .250" I.D. headset and .206" I.D. microphone jacks used in aircraft radio and intercom systems. Nickel-plated copper alloy bushing. Mounts in a .3750" hole. Supplied with hex nut and flat washer. If your airplane is metal, be sure to isolate these jacks from airframe ground by means of our extruded insulating washers (1 pair per jack).

S606H HEADSET JACK, STEREO	\$5.75/EA
S606M MIC JACK, STEREO	\$8.25/EA
S892 INSULATING WASHER SET (1 PAIR)	\$3.00/EA

D-SUB PINS AND SOCKETS ★ MIL-SPEC ★

Quality matters . . . regardless of the size of the part. That's why we insist on genuine AMP mil-spec components for our D-sub Pins and Sockets, with gold over nickel plating — they simply don't come any better. Conforms to MIL-C-24308/MIL-C-39029.



S604P D-SUB PIN	\$1.00/EA
S604P50 D-SUB PIN, 50 PKG. (.90/EA)	\$45.00/PKG
S604P100 D-SUB PIN, 100 PKG. (.85/EA)	\$85.00/PKG
S604S D-SUB SOCKET	\$1.30/EA
S604S50 D-SUB SOCKET, 50 PKG. (1.24/EA)	\$62.00/PKG
S604S100 D-SUB SOCKET, 100 PKG. (1.20/EA)	\$120.00/PKG

D-SUB CONNECTORS (PLUGS & RECEPTACLES, WITH BACKSHELLS)

If your project requires D-sub pins or sockets, you'll also need these connector "bodies" to complete the job. **Supplied with an appropriate backshell and hardware** — almost everything you'll need except pins or sockets.

S8013-9-F D-SUB, 9 POSITION, RECEPTACLE	\$2.25/EA
S8013-9-M D-SUB, 9 POSITION, PLUG	\$2.25/EA
S8013-15-F D-SUB, 15 POSITION, RECEPTACLE	\$2.50/EA
S8013-15-M D-SUB, 15 POSITION, PLUG	\$2.50/EA
S8013-25-F D-SUB, 25 POSITION, RECEPTACLE	\$2.75/EA
S8013-25-M D-SUB, 25 POSITION, PLUG	\$2.75/EA
S8013-37-F D-SUB, 37 POSITION, RECEPTACLE	\$4.00/EA
S8013-37-M D-SUB, 37 POSITION, PLUG	\$4.00/EA
S8013-HEX D-SUB, STAND-OFF, FEMALE, HEX	\$0.75/PR



**See our RCT-3 D-sub crimp tool on page 26, and
DSE-1 D-sub Insertion/Extraction tool on page 27.**

ELECTRICAL SUPPLIES

TOGGLE SWITCHES

Our S700-series toggle switches feature full-sized, brass (nickel plate) bat-handle actuators and bushings. Available in single-pole or double-pole configurations, these switches mount in .4688" holes, with electrical connections using .25" Fast-On terminals. Rated 15A VAC maximum. Single pole switch bodies (behind the panel) measure 1.134"H x .634"W x 1.018"D; double-pole bodies measure 1.308"H x .750"W x .887"D (except S700-2-11, which measures 1.308"H x 1.090"W x .887"D). **Note: every S700-series switch we sell comes with two hex nuts, internal-tooth lockwasher, and a keyway (tabbed) anti-rotation washer.**

SINGLE POLE

S700-1-1 SINGLE POLE ON-OFF-ON SWITCH	\$5.50/EA
S700-1-2 SINGLE POLE OFF-ON SWITCH	\$5.50/EA
S700-1-3 SINGLE POLE ON-ON SWITCH	\$5.50/EA
S700-1-4 SINGLE POLE (ON)-OFF-(ON) SWITCH	\$9.50/EA
S700-1-5 SINGLE POLE ON-OFF-(ON) SWITCH	\$9.50/EA
S700-1-8 SINGLE POLE (ON)-ON	\$9.50/EA

DOUBLE POLE

S700-2-1 DOUBLE POLE ON-OFF-ON SWITCH	\$8.50/EA
S700-2-2 DOUBLE POLE OFF-ON SWITCH	\$8.50/EA
S700-2-3 DOUBLE POLE ON-ON SWITCH	\$8.50/EA
S700-2-5 DOUBLE POLE (ON)-OFF-ON SWITCH	\$18.00/EA
S700-2-7 DOUBLE POLE (ON)-OFF-(ON) SWITCH	\$18.00/EA
S700-2-10 DOUBLE POLE ON-ON-ON SWITCH	\$23.00/EA
S700-2-11 DOUBLE POLE ON-ON-OFF SWITCH	\$23.00/EA
S700-2-50 DOUBLE POLE (ON)-ON-ON SWITCH	\$23.00/EA
S700-2-51 DOUBLE POLE (ON)-ON-OFF SWITCH	\$23.00/EA

*The () above indicates a spring-loaded, momentary action in the position(s) noted.

Also Available ★ MIL-SPEC ★

The **MS35058-22** switch is a heavy-duty, Single Pole OFF-ON toggle switch suited for loads of up to 20A. Robust construction, featuring a silicon bat-handle seal and silver-plated copper contacts. Switch body measures 1.130"h x .624"w x 1.040"d. Mounts in a .4650" hole, with electrical connections via 6-32 screw terminals. Conforms to MIL-S-83731. "Lusterless finish" (per the Mil-spec). **\$25.00/EA**

S700-SERIES TOGGLE SWITCH FACE NUTS



If you want to "fancy up" your panel, try our special toggle switch face nuts. Face nuts available in nickel plate and deluxe flat black. Replacement hex nuts for switches (nickel plate) are also available—just in case you've had one develop "legs" during your project!

S700DFN FACE NUT, DELUXE (BLACK)	\$1.75/EA
S700FN FACE NUT, STANDARD (NICKEL)	\$0.55/EA
S700HN HEX NUT (NICKEL)	\$0.55/EA

S700-SERIES TOGGLE SWITCH WASHERS



These special washers keep your toggle switch secure once installed. We add these to every toggle switch we sell. The thin internal tooth lock-washer is suited for the forward-face of the instrument panel; the keyway tab washer can be on either side, but needs a small .125" hole for the anti-rotation tab.


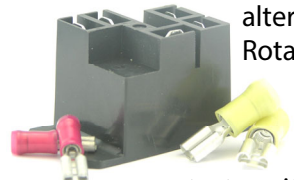


S700LW LOCKWASHER, INTERNAL TOOTH	\$0.55/EA
S700KW KEYWAY TAB WASHER	\$0.55/EA

Need Fast-On or ring terminals? See page 25.
Need a crimping tool or wire stripper? See pages 26-27.

ELECTRICAL SUPPLIES

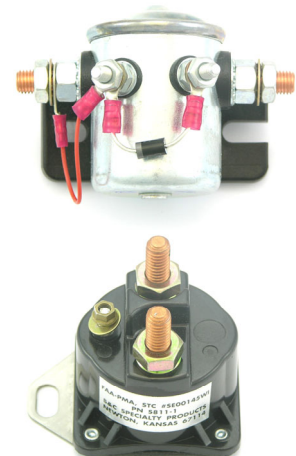
MINIATURE PUSH-BUTTON SWITCHES	STARTER PUSH-BUTTON SWITCH
<p>Need an "itty-bitty" push-button switch? They don't get much smaller than these two. Useful for a stick- or yolk-mounted press-to-talk switch, or other applications needing space-saving momentary control. The S708-1 has gold-plated silver internal contacts; mounts in a .1719" hole. The S708-2 features gold-over-nickel brass internal contacts; mounts in a .2656" hole. Both switches include appropriate mounting hardware. Connection via solder terminals.</p>  <p>S708-1 SUB-MINIATURE PUSH BUTTON (SPST) \$8.50/EA S708-2 MINIATURE PUSH BUTTON (SPST) \$8.50/EA</p>	<p>This push-button switch is perfect for systems where toggle switches replace the OFF-L-R-BOTH-START rotary key-switch. Supplied by B&C with a matching deep-guard bezel to reduce the possibility of inadvertent operation. Features a positive-feel action, with zinc mounting bushing, silver-plated brass internal contacts, and silver-plated copper terminals. Mounts in a .462" hole. Solder connection.</p>  <p>S895-1 STARTER PUSH-BUTTON, W/ GUARD \$24.00/EA</p>

PRESSURE SWITCH (SPDT)	RELAYS
<p>At last — a reliable pressure switch at a reasonable price. This switch has a dual-circuit configuration (NO/NC), and features gold-plated silver-alloy internal contacts, 1/8-27 NPT connection and 8-32 x 1/4 screw terminals (hardware included). Factory set-point is at 4 PSI — suitable for use with a Hobbs meter, oil pressure warning light, or other similar device.</p>  <p>S8012 PRESSURE SWITCH (SPDT) \$75.00/EA</p>	<p>These 12v and 24v compact relays are suited for use with OV protection circuits in permanent-magnet alternator systems (i.e. B&C, Rotax, Jabiru). Also useful for motor control in flap and trim systems. All three feature silver-alloy internal contacts, with an expected life of up to 100,000 cycles. Supplied with wire terminals.</p>  <p>S704-1 20A SPDT SEALED RELAY (12V) \$14.00/EA S704-2 20A SPDT SEALED RELAY (24V) \$12.00/EA S8009-1 40A SPDT SEALED RELAY (12V) \$14.00/EA</p>

CONTACTORS

These devices are suitable for a range of applications in experimental aircraft. The S701-1 and S701-2 contactors may be used where continuous-duty operation is required (i.e. as a battery master contactor; ground power contactor; alternator disconnect contactor; or hydraulic landing gear system contactor). Each is supplied with spike suppression diode(s). The S702-1 and S811-1 are intermittent-duty devices, for use as starter contactors. Both feature built-in spike suppression diodes, and are capable of powering a "Starter Engaged" warning light in the instrument panel. The S811-1 has been specially selected for use with the B&C Starters, and carries a PMA.

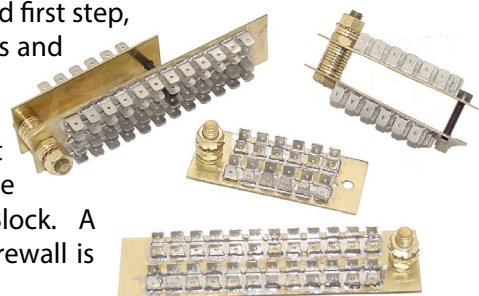
S701-1, 4-TERMINAL, CONTINUOUS DUTY CONTACTOR, 12V	\$41.00/EA
S701-2, 4-TERMINAL, PREWIRED CROSS-FEED CONTACTOR, 12V	\$41.00/EA
S702-1, INTERMITTENT DUTY STARTER CONTACTOR, 12V	\$45.00/EA
S811-1, B&C STARTER CONTACTOR, 12V	\$71.00/EA



ELECTRICAL SUPPLIES

GROUNDING BLOCKS

If you're really intent on herding electrons in an orderly manner — and keeping them that way — being deliberate about the design of your grounding system is a smart investment of your time and resources. A centralized grounding system using one of our Ground Blocks is a good first step, and can help maintain order by discouraging pesky electrical gremlins and ground-loops. These are hand-made from .04" flat brass stock, with 24 or 48 Fast-On tabs soldered into place. Ships with installation hardware (shown) to accommodate any thickness of firewall. Most projects will require a single 24-point Ground Block on the cockpit side of the firewall; "loaded" electrical systems may need the 48-point Block. A "firewall ground kit" providing ground points on both sides of the firewall is also available in two sizes for composite aircraft.



GB24, 24-TAB GROUND BLOCK **\$39.00/EA**
GB48, 48-TAB GROUND BLOCK **\$55.00/EA**

GB24/24, FIREWALL GROUND BLOCK KIT **\$79.00/EA**
GB24/48, FIREWALL GROUND BLOCK KIT **\$87.00/EA**

BRAIDED BONDING STRAP (BBS)



The best way to establish an appropriate electrical pathway for starter/alternator currents to the airframe. Constructed of two layers of woven, tinned copper wire, and high quality ring terminals, our Braided Bonding Straps are electrically equivalent to 2AWG wire, though more flexible. Fabricated to your specifications — minimum length is 4", maximum length for \$20.00 is 15" ... add \$1/inch over 15".

BRAIDING BONDING STRAP (BUILT TO ORDER, SPECIFY: TERMINAL-LENGTH-TERMINAL) **\$22.00/EA**

SUPER-FLEX BATTERY LEAD (SBL)



These are a close "cousin" to our Braided Bonding Straps. Electrically equivalent to 4AWG wire, but with the copper wire wrapped in an unusually flexible and durable neoprene jacket. "Super-Flex" Leads are far more "installer-friendly" than conventional battery leads — ideal for tight spaces in your airplane. Available with BLACK or RED jacket. Max length for \$21.00 is 15" ... add \$1/inch over 15".

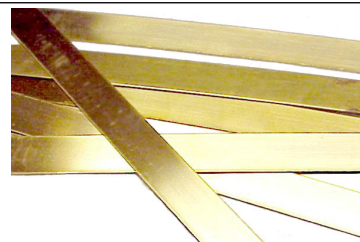
SUPER-FLEX BATTERY LEAD, (BUILT TO ORDER, SPECIFY: TERMINAL-LENGTH-TERMINAL; BLACK OR RED) **\$23.00/EA**

BBS and SBL Ordering Info

Indicate center-to-center length, and specify size of ring terminals needed in 1/16" increments. Terminal sizes available are -3 (3/16"), -4 (1/4"), -5 (5/16") and -6 (3/8"). Example: "BBS 4-12-5" = 12" Bonding Strap, with 1/4" & 5/16" ring terminals.

BUS SUPPLIES AND BATTERY CHARGER

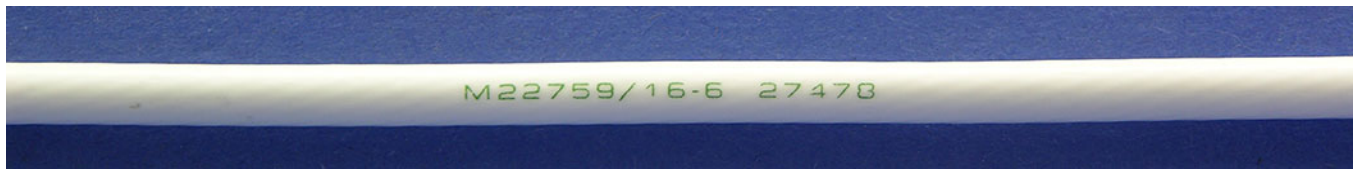
MS25171-1S TERMINAL INSULATION BOOT (FITS 0.16" DIA. WIRE) **\$2.50/EA**
MS25171-2S TERMINAL INSULATION BOOT (FITS 0.31" DIA. WIRE) **\$3.00/EA**
BUS BAR STOCK .025" X .50" X 12" BRASS **\$2.00/EA**
S8024-2.25-10 WASHER, INTERNAL TOOTH, #6 **\$1.00/PKG 10**
S8024-2.50-10 WASHER, INTERNAL TOOTH, #8 **\$1.50/PKG 10**
SC-1200A-CA CHARGER, 12/6/3 AMP (W/ AUTO CHARGE-FLOAT) **\$45.00/EA**




Need a Circuit Breaker or Bolt-Down Fuse ? See pages 18-19.
Need a Toggle Switch? See page 21.

ELECTRICAL SUPPLIES

WIRE, TEFLON® (CONFORMS TO MIL-W-22759/16) ★MIL-SPEC★



Tefzel® insulated wire (M22759/16) constructed with a stranded, tinned copper conductor and extruded ETFE insulation (part of the Teflon® family of fluoropolymer resins). Voltage rated to 600V and temperature rated @ -55° C to 150° C, with excellent resistance to abrasion and chemicals, and low fume toxicity.

M22759/16-2-9 2AWG WHITE	\$9.00/FT	M22759/16-18-0 18AWG BLACK	\$0.55/FT
M22759/16-4-9 4AWG WHITE	\$7.00/FT	M22759/16-18-2 18AWG RED	\$0.55/FT
M22759/16-6-9 6AWG WHITE	\$5.00/FT	M22759/16-18-9 18AWG WHITE	\$0.55/FT
M22759/16-8-9 8AWG WHITE	\$3.75/FT	M22759/16-20-0 20AWG BLACK	\$0.45/FT
M22759/16-10-9 10AWG WHITE	\$2.25/FT	M22759/16-20-2 20AWG RED	\$0.45/FT
M22759/16-12-0 12AWG BLACK	\$1.50/FT	M22759/16-20-9 20AWG WHITE	\$0.45/FT
M22759/16-12-2 12AWG RED	\$1.50/FT	M22759/16-22-0 22AWG BLACK	\$0.45/FT
M22759/16-12-9 12AWG WHITE	\$1.50/FT	M22759/16-22-2 22AWG RED	\$0.45/FT
M22759/16-14-0 14AWG BLACK	\$0.90/FT	M22759/16-22-9 22AWG WHITE	\$0.45/FT
M22759/16-14-2 14AWG RED	\$0.90/FT	M22759/16-24-0 24AWG BLACK	\$0.45/FT
M22759/16-14-9 14 AWG WHITE	\$0.90/FT	M22759/16-24-2 24AWG RED	\$0.45/FT
M22759/16-16-0 16AWG BLACK	\$0.55/FT	M22759/16-24-9 24AWG WHITE	\$0.45/FT
M22759/16-16-2 16AWG RED	\$0.55/FT	<i>By-the-foot wire (6 to 24 AWG) is available on a spool, at your request. Cost is \$2.00/per spool.</i> 	
M22759/16-16-9 16AWG WHITE	\$0.55/FT		

WIRE, SHIELDED TEFLON® (CONFORMS TO MIL-DTL-27500) ★MIL-SPEC★

Tefzel® insulated wire, with stranded tinned copper conductor(s) per MIL-W-22759/18, wrapped in a braided tinned copper shield and an extruded ETFE jacket. Voltage rated to 600V. Temperature rated -55° C to 150° C.

S906-1-18 18AWG SINGLE	\$1.00/FT
S906-1-20 20AWG SINGLE	\$0.85/FT
S906-1-22 22AWG SINGLE	\$1.00/FT
S906-2-22 22AWG DUO	\$2.25/FT
S906-3-22 22AWG TRIO	\$3.75/FT
S906-4-22 22AWG QUAD	\$5.50/FT



Wiring Supplies, Heatshrink (Conforms to MIL-DTL-23053/5, Class 2) ★MIL-SPEC★



S816CKIT CLEAR HEATSHRINK KIT, WITH STORAGE CASE

Contains 32 ft. of clear heatshrink: 16 *continuous* ft. of 3/32" and 5 *continuous* ft. each of 1/8", 3/16", 1/4", and 3/8." **\$25.50/EA**

Made from irradiated polyolefin. Useful for sealing and insulating wire connections, strain relief, and wire identification. Highly flexible and thermally stable, with superior resistance to chemicals, solvents, and abrasion. Features a 2:1 shrink ratio for a preferable "recovered wall thickness" vs. 4:1 ratio thin-wall heatshrink. Rated at 600V @ 125°C. Operating temperature range of -55°C to +135°C.

S816C112 3/32" CLEAR HEATSHRINK	\$0.60/FT
S816C212 1/8" CLEAR HEATSHRINK	\$0.70/FT
S816C312 3/16" CLEAR HEATSHRINK	\$0.80/FT
S816C412 1/4" CLEAR HEATSHRINK	\$0.90/FT
S816C612 3/8" CLEAR HEATSHRINK	\$1.00/FT

ELECTRICAL SUPPLIES

FASTON TERMINALS, KNIFE AND BUTT SPLICES —
NYLON PREINSULATED (GENUINE AMP)

RFO11-10 , 18-22 AWG, .11" FASTON	\$5.00/PKG 10
RFO18-10 , 18-22 AWG, .1875" FASTON	\$5.00/PKG 10
RFO25-50 , 18-22 AWG, .25" FASTON	\$25.00/PKG 50
BFO18-10 , 14-16 AWG, .1875" FASTON	\$5.00/PKG 10
BFO25-50 , 14-16 AWG, .25" FASTON	\$25.00/PKG 50
YFO25-10 , 10-12 AWG, .25" FASTON	\$9.50/PKG 10
S890RK-10 , 22-18 AWG, KNIFE SPLICES	\$9.50/PKG 10
S890BK-10 , 14-16 AWG, KNIFE SPLICES	\$9.50/PKG 10
S891RB-10 , 22-18 AWG, BUTT SPLICES	\$9.50/PKG 10
S891BB-10 , 14-16 AWG, BUTT SPLICES	\$9.45/PKG 10
S891YB-10 , 10-12 AWG, BUTT SPLICES	\$14.00/PKG 10

575
PIECES!ITK-1 INSULATED TERMINAL KIT (WITH
STORAGE CASE)

Our most commonly-requested sizes of **Genuine AMP** pre-insulated wire terminals in one kit — **a \$368.00 value!** Includes 24 AWG to 10 AWG FastOn and Ring terminals, Butt splices, and convenient storage case. **\$175.00/EA**

INSULATED RING TERMINALS — NYLON PREINSULATED (GENUINE AMP)

S814R6-10 , 18-22AWG, #6	\$5.45/PKG 10
S814R8-10 , 18-22AWG, #8	\$5.45/PKG 10
S814R10-10 , 18-22AWG, #10	\$5.45/PKG 10
S814R25-10 , 18-22AWG, .25"	\$5.45/PKG 10
S814R31-10 , 18-22AWG, .31"	\$5.45/PKG 10
S814R38-10 , 18-22AWG, .38"	\$5.45/PKG 10
S814B6-10 , 14-16AWG, #6	\$5.45/PKG 10
S814B8-10 , 14-16AWG, #8	\$5.45/PKG 10
S814B10-10 , 14-16AWG, #10	\$5.45/PKG 10



S814B25-10 , 14-16AWG, .25"	\$5.45/PKG 10
S814B31-10 , 14-16AWG, .31"	\$5.45/PKG 10
S814B38-10 , 14-16AWG, .38"	\$5.45/PKG 10
S814Y10 , 10-12AWG, #10	\$0.75/EA
S814Y416 , 10-12AWG, .25"	\$0.75/EA
S814Y516 , 10-12AWG, .31"	\$0.75/EA
S814Y6 , 10-12AWG, #6	\$0.75/EA
S814Y616 , 10-12AWG, .38"	\$0.75/EA
S814Y8 , 10-12AWG, #8	\$0.75/EA

UNINSULATED RING TERMINALS — BRAZED SEAM, WITH DOUBLE-WALL HEATSHRINK (GENUINE AMP)

S812-2-3 2AWG RING, .1875"	\$2.20/EA
S812-2-4 2AWG RING, .25"	\$2.20/EA
S812-2-5 2AWG RING, .32"	\$2.20/EA
S812-2-6 2AWG RING, .38"	\$2.20/EA
S812-4-3 4AWG RING, .1875"	\$1.65/EA
S812-4-4 4AWG RING, .25"	\$1.65/EA
S812-4-5 4AWG RING, .31"	\$1.65/EA
S812-4-6 4AWG RING, .38"	\$1.65/EA



S812-4-7 4AWG RING, .4375"	\$1.65/EA
S812-6-3 6AWG RING, .1875"	\$1.40/EA
S812-6-4 6AWG RING, .25"	\$1.40/EA
S812-6-5 6AWG RING, .31"	\$1.40/EA
S812-6-6 6AWG RING, .38"	\$1.40/EA
S812-8-3 8AWG RING, .1875"	\$1.10/EA
S812-8-4 8AWG RING, .25"	\$1.10/EA
S812-8-5 8AWG RING, .31"	\$1.10/EA

Which Size Terminals Do I Need?

Here's a list of the type(s) and size(s) of terminals used on many of the devices found in this catalog —





- B&C Controllers/Voltage Regulators (LR3D-14, LR3D-28, LS1B, SB1B-14, & SB1B-28): #6 Ring
- B&C Starters (BC315 and BC320): .31 Ring
- B&C Alternators, B-lead (L-40, LX60, BC462-H, BC410-H): .25 Ring
- Bolt-Down Fuse Base & Input Modules: #10 Ring (Base), .31 Ring (Input)
- Circuit Breakers: #6 (CB1 - CB30) or #8 Ring (CB40-CB50)
- Contactors: .31 Ring, #10 Ring
- Current Limiter Bases: .31 Ring
- Fuse Holders: .25 Fast-On, #10 Ring
- Grounding Blocks: .25 Fast-On, .31 Ring
- S700-series Switches: .25 Fast-On



TOOLS

Ratcheting & Non-Ratcheting Crimpers

Our crimp tools have been selected for durability and solid results, all while minding the budget. The RCT-series ratcheting crimpers permit efficient one-handed operation. The BCT-series have a non-ratcheting, precise crimping action, and the ICT crimper has the sturdiness needed to crimp non-insulated terminal “lugs”.

	RCT-1 PIDG-Style The RCT-1 crimps Fast-On and ring terminals, as well as insulated butt & knife splices. Features 3 crimping “pockets” for 18-22 AWG (red), 14-16 AWG (blue), and 10-12 AWG (yellow) terminals. \$47.00/EA.		RCT-2 BNC Connector The RCT-2 makes possible professional installation of commercial and Mil-Spec BNC coax connectors on RG-400 and RG-58. \$47.00/EA.
	RCT-3 D-Sub Pin/Socket The RCT-3 yields excellent results on standard D-sub pins or sockets, with a superb 4-way crimping mechanism. May also be adjusted for high-density pins and sockets. \$63.00/EA.		RCT-4 Open Barrel The RCT-4 for open barrel contacts combines ratcheting action with precise, consistent crimps for 10-20 AWG B-type conductors. \$54.00/EA.
	BCT-1 B-Crimp The BCT-1 for open-barrel type terminals has separate pockets for non-ratcheting crimping of 16-20 AWG & 22-30 AWG insulation, and 16-18 AWG, 20-22 AWG, & 24-30 AWG B-type conductors. \$41.00/EA.		BCT-2 B-Crimp The BCT-2 for open-barrel type terminals has separate pockets for non-ratcheting crimping of 14-18 AWG & 20-24 AWG insulation, and 14-16 AWG, 18-20 AWG, & 22-24 AWG B-type conductors. \$39.00/EA.
<div> The Right Tool for the Job Our Tech Support staff is really a pretty intrepid bunch, but one thing that makes them wince is hearing of a wire terminal that was installed by “mashing” it with a common pair of pliers. That’s painful to hear, since there are affordable tools to be had. Good tools don’t need to cost a mint to do a reliable job — they just need to be right for the task. </div>			ICT-1 Uninsulated The ICT-1 Impact Crimp Tool is a fast and efficient way to crimp uninsulated terminals. Just use a 2 lb. hammer and strike the top of the ram — and the job is done. Crimps 8AWG thru 4/0AWG. \$68.00/EA.

TOOLS

Wire Stripper, Vacuum Pump Wrench, and Other Tools

	<p>45-097 Stripmaster®</p> <p>The Ideal Stripmaster® 45-097 features a die-cast frame, precision knife-type blades, and a smooth spring-action motion. This is the tool of choice in our shop for work with Tefzel® wire. \$69.00/EA.</p>		<p>Wire Stop & Blades</p> <p>Outfit your 45-097 Stripmaster® with the L-5270 Adjustable Wire Stop for repetitive stripping operations. \$21.00/EA.</p> <p>L-4994 or L-4421 Replacement Blades. \$31.00/EA.</p>
	<p>AVPW716 Wrench</p> <p>This wrench fits into the tight areas between the vacuum pump (or pad-driven alternator) and other nearby accessories, making installation & removal less difficult. Use with any 1/4" drive extension. \$53.00/EA.</p>		<p>DMM-2 Multimeter</p> <p>This digital meter measures DC and AC voltage, DC current, Resistance, Diode, Transistor and Continuity Test. 3-1/2 digit, 7 segment LCD display with back light. Powered by a 9V battery. \$29.00/EA.</p>
	<p>DSE-1 Insertion/Extraction</p> <p>The DSE-1 D-Sub Insertion/Extraction tool (M81969/1-02) is designed to install and extract standard D-Sub pins and sockets from DB-type connector bodies. USA-made. \$5.75/EA.</p>		<p>ATC Fuse Extraction</p> <p>If your fingers are just too big to grasp a seated ATC-type fuse, the S889-TOOL makes a handy addition to your tool box. Suitable for both standard and illuminated ATC fuses. \$4.00/EA.</p>

The AeroElectric Connection, 12th Edition



The essential reference for home-builders. More than once we've had someone tell us, "If only I had read this book *before* I started trying to wire my airplane!" Written by Bob Nuckolls, *The AeroElectric Connection* offers a wealth of information on the theory and practice of aircraft electrical systems. Topics addressed include:

- ◆ DC FUNDAMENTALS
- ◆ ENGINE-DRIVEN POWER SOURCES
- ◆ VOLTAGE REGULATORS
- ◆ GROUNDING
- ◆ OVER-VOLTAGE PROTECTION
- ◆ WIRE SELECTION AND INSTALLATION
- ◆ WIRE TERMINATION AND CONNECTORS
- ◆ CIRCUIT PROTECTION
- ◆ SWITCHES, RELAYS AND CONTACTORS
- ◆ POWER DISTRIBUTION DIAGRAMS

Accessible to novice and experienced builders alike. If you want to wire your aircraft — and want to do it safely — this is THE book you need.

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