

# B & C Specialty Products Inc

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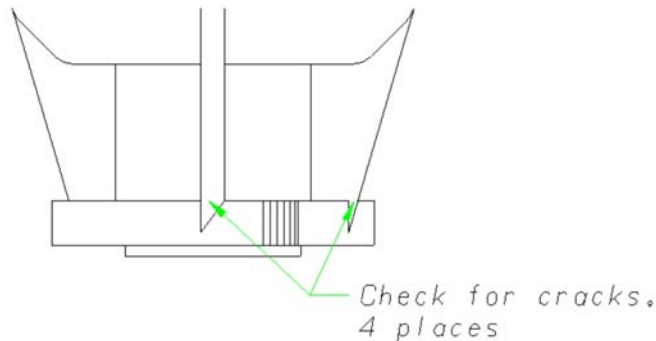
**Manufacturer of Lightweight Electrical Systems**

## **Instructions for Continued Airworthiness for B&C Specialty Products Model BC410 & BC425 Alternators**

The B&C Model BC410 or BC425 alternator requires no recurrent maintenance during its service life of 1700 hours. It is recommended that at 1700 hours or less time in service or during engine overhaul the alternator be returned to B&C Specialty Products for factory overhaul.

At each Annual or 100 hour inspection required by the FAA, make the following inspections:

1. Note during a normal run-up whether the alternator vibrates or is mechanically noisy. If so, suspect a bearing failure. Bearing failure may also be indicated by gray dust residue around the rear housing cooling slots. If bearing failure is suspected, return the alternator to the factory for repair or replacement.
2. Check the alternator externally for security of mounting. If oil is leaking around the alternator base, check the torque of the mounting bolts to be 70 In-Lbs. If there is still a leak, try replacing the gasket. Do not increase torque above 70 In-Lbs.
3. Clean the area around the mounting flanges and the casting webs between the mounting flanges and the alternator housing. Check for cracks in the webs as shown in the figure below.



Normal tooling parting lines should not be mistaken for cracks. Any alternator identified as having cracks in any of the four webs must be returned to the factory for repair or replacement.

4. Check for security of alternator wiring. Look for dark discoloration of the copper plated output stud and nut. If it is discolored or corroded, be suspicious of a poor terminal crimp on the output wire.

Disconnect the terminal and clean the output post and nut with a brass wire brush. Replace the crimp terminal by removing enough conductor length to obtain a clean, bright stripped conductor before crimping on a new ring terminal. Re-install the terminal on the output post using a lock washer and nut and torque the nut to 50 In-Lbs.

5. Perform the before takeoff test described under the "Normal Procedures" section of the Airplane Flight Manual Supplement. Alternately, the "Final Test" described in the installation drawing may be used for this test.

Failure due to broken wires or damaged connectors may be corrected in the field using repair procedures complying with the latest revision of AC43.13-xx. All other repairs are by replacement only.

**IF THESE UNITS ARE NOT BEING INSTALLED UNDER AN STC, THEY MUST BE  
ACCOMPANIED BY A ONE TIME FIELD APPROVAL FOR USE ON A TYPE  
CERTIFICATED AIRCRAFT**