



123 East 4th Street, P.O. Box "B", Newton KS 67114-0894  
Telephone (316) 283-8000 · Fax (316) 283-7400

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**Instructions for Continued Airworthiness  
for  
B&C Specialty Products L-40 Alternator**

The B&C L-40 alternator requires no recurrent maintenance during its service life of 2200 hours. It is recommended that at 2200 hours or less time in service or during engine overhaul the alternator be returned to B&C Specialty Products for factory overhaul.

**Inspection:**

1. After the first 25 hours of operation after installation, check belt tension according to one of the methods described in Lycoming Service Instruction 1129C (or latest revision). As a minimum, the following procedure should be followed:
  - A. Hold and secure propeller so as to prevent engine rotation;
  - B. Apply torque wrench to alternator pulley nut until belt slips;
  - C. Belt slip should not be observed below 12-14 ft.-lbs. for a new belt, or 8-10 ft.-lbs. for a used belt (viz. one that has been installed previously and run on an engine).
2. At each Annual or 100 hour inspection check the alternator externally for security of mounting and wiring.
3. At each Annual or 100 hour inspection check the operation of the charging system, perform a normal engine run-up, adding and removing electrical loads while monitoring the ammeter or bus voltmeter. Ascertain that the alternator maintains the aircraft electrical bus at the approximate regulator set point as loads are added and removed (at high loads, cruise RPM may be required).

4. At each Annual or 100 hour inspection check the alternator drive belt condition and tension. The belt should not be cracked or frayed. Perform test outlined in item 1 (above) to determine if belt tension is sufficient.
5. At each Annual or 100 hour inspection check the alternator bearings. Release the belt tension. Check for radial and axial alternator shaft play and for smooth rotation. Reject an alternator that has rough rotation or shaft play. Re-tension the belt according to one of the procedures outlined in item 1 (above).

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 factory service or replacement only.

**IF THIS UNIT IS TO BE INSTALLED ON A TYPE-CERTIFICATED AIRCRAFT  
IT MUST BE ACCOMPANIED BY AN STC OR BY A ONE-TIME FIELD APPROVAL**