



BC700

QUICK FACTS

THE ORIGINAL 90-DEGREE OIL FILTER ADAPTER

Why settle for an imitation when you can depend on the original? First introduced in 1996, the B&C Oil Filter Adapter for Lycoming engines is 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 stock tach cable and the 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 hoses or leak-prone fittings to purchase (or replace), nor is there a need to reinforce the firewall to support the oil filter mounting bracket. Best of all, it weighs only 2.25 lbs. (with the CH48108-1 filter). Available in both STC/PMA (O-235 through IO-720 series) and Homebuilt versions, every BC700 includes an installation kit with mounting hardware, gasket, and a Champion 48108-1 filter.

For challenging installations, three sizes of spacers — all precision CNC machined from solid billet aluminum and all STC/PMA — are also available at additional cost, accommodating a wide range of aircraft.

VERN-A-WHAT?

Many Lycoming engines use a device called a “thermostatic control valve” — also popularly known as a “Vern-a-Therm” — to divert engine oil through an oil cooler once it reaches a temperature of 80°C. When installing the BC700 on an engine equipped with a “Vern-a-Therm”, this control valve is retained and relocated to the Oil Filter Adapter for continued use.



Not every engine is equipped with a Vern-a-Therm, however. Some early Lycoming engines — most notably, the O-290, O-235, and a few O-320's — were not originally equipped with oil coolers (or a “Vern-a-Therm,” for that matter). In these cases, installation of the BC700-series Oil Filter Adapter will require a special plug (P/N: AN909B16) to fill the opening reserved for this device. With the plug in place, installation of the BC700 may proceed as normal.



FEATURES

- Precision CNC machined billet aluminum (NOT a casting)
- No Hoses
- No Fittings
- Weight: 2.25 lbs. with CH48108-1 filter
- Available with 3 sizes of CNC machined billet aluminum spacers
- STC/PMA: O-235 to IO-720

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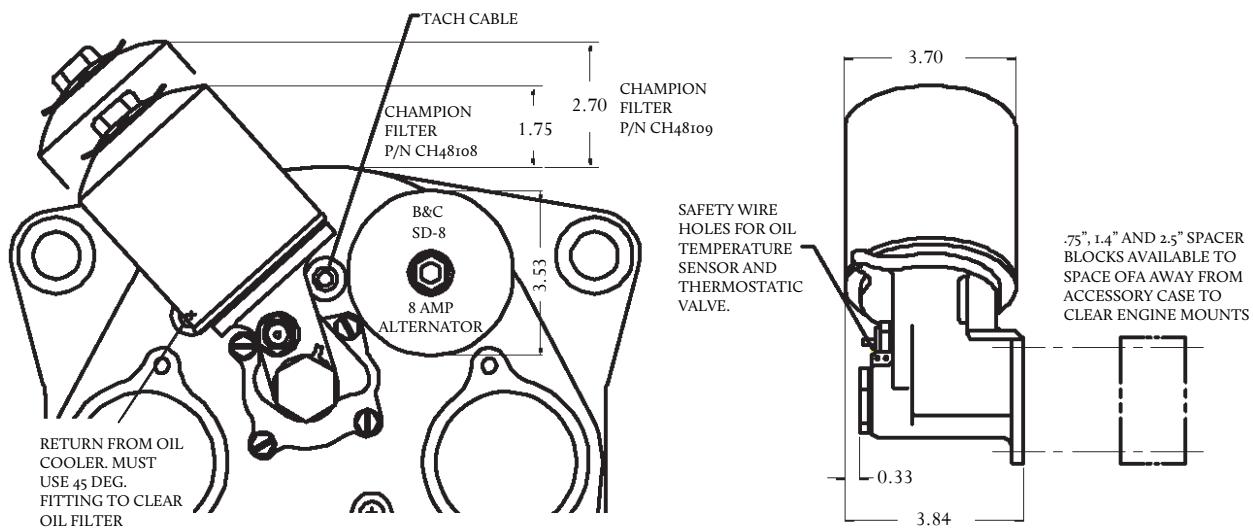
PRICING

BC700-I (STC/PMA)	\$450
BC700-H (Homebuilt)	\$395
BC702-I (STC/PMA)	\$450
BC702-H (Homebuilt)	\$395
BC708-I (STC/PMA)	\$450
BC708-H (Homebuilt)	\$395

ALSO OF INTEREST

.75" Spacer	\$50
1.4" Spacer	\$55
2.5" Spacer	\$65
700-304 Temperature Sender Adapter	\$15
AN909B16 Plug	\$39

BC700 DIMENSIONS



GETTING TO KNOW YOUR OIL TEMPERATURE SENDER

Every modern Lycoming engine — from the O-235 forward — utilizes an oil temperature probe (or “sender”) to provide cockpit instrumentation with basic engine oil temperature information. This device is retained and used on the BC700-series Oil Filter Adapter.

Since two different types of oil temperature senders have been utilized over the years, a hassle-free installation depends on correctly identifying the type used on your engine. The most common (and more recent) style of sender is an electrical device that threads into the oil



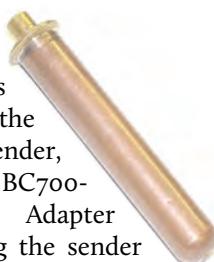
screen casting. It is identifiable by the wire (often wrapped in anti-abrasion sleeving) that connects it to the aircraft instrumentation. In contrast, the type of

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sender employed on many early engines uses a Freon-filled tube to measure engine oil temperature. This style of sender is recognizable by its unique shape, the “B-nut” that secures it, and the

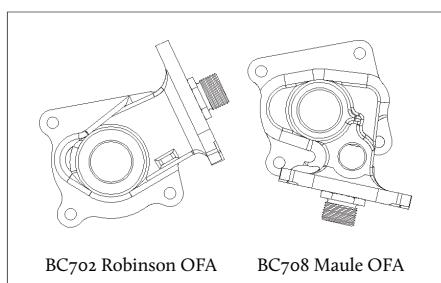
small copper tube that emerges from it.

On those engines equipped with the electrical-style sender, installation of the BC700-series Oil Filter Adapter involves repositioning the sender to the OFA. For engines with a tube-type sender, an adapter fitting (P/N: 700-304) will be required — if it is not already present — to correctly reposition the sender on the OFA. Sender functionality is unchanged, and installation may then proceed as normal. *Note: BC700-series OFA's are designed to accept tube-type senders measuring up to 2.5" in length.*



OFA's FOR ROBINSON R22/R44 AND MAULE STL AIRCRAFT

B&C Specialty Products is pleased to offer two additional variations of our Oil Filter Adapter designed specifically for the Robinson R22 and R44 (2002 and after), and Maule STL aircraft. Each of these have a unique geometry that accommodates the Robinson and Maule airframes, while featuring the same quality construction found on the



BC700. The BC702, designed for Robinson R22 and R44, orients the oil filter at the 2:30 position. The BC708, developed for the Maule, orients the filter at the 6:30 position, and typically requires a 2.5" spacer for clearance. Both models are available in STC/PMA and Homebuilt versions, and are suited to a wide variety of Lycoming engines.