



# 200G QUICK FACTS

## EFFICIENCY AND RELIABILITY

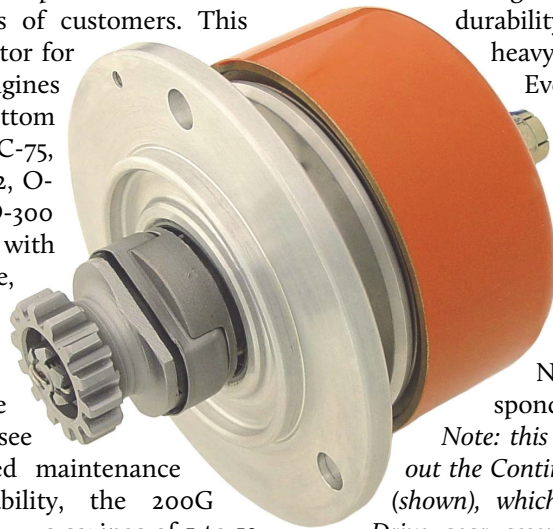
First introduced by B&C Specialty Products in 1980, the 200G has provided reliable service for thousands of customers. This gear-driven alternator for the Continental engines mounts on the bottom accessory pad on C-75, C-85, C-90, C-145-2, O-200, IO-240, and O-300 engines equipped with a -12 accessory case, and is rated at 12.8 amps @ 4500 alternator RPM. With a unique "brushless" design (see below) for reduced maintenance and superb reliability, the 200G weighs only 3.4 lbs. — a savings of 5 to 12 lbs. over the OEM generators — and fea-

tures a precision CNC machined billet aluminum mounting flange for strength and durability, and two sealed heavy-duty ball-bearings.

Every 200G includes a matching 14V regulator and PM/OV Filter Kit. Well-suited for a variety of 14V homebuilt aircraft, the 200G may be used in day-VFR operations to power a starter, Nav/Com, and transponder.

*Note: this Alternator is sold without the Continental drive gear assembly (shown), which is customer supplied.*

*Drive gear assemblies must be sent to B&C for inspection, cleaning, and installation.*



### FEATURES

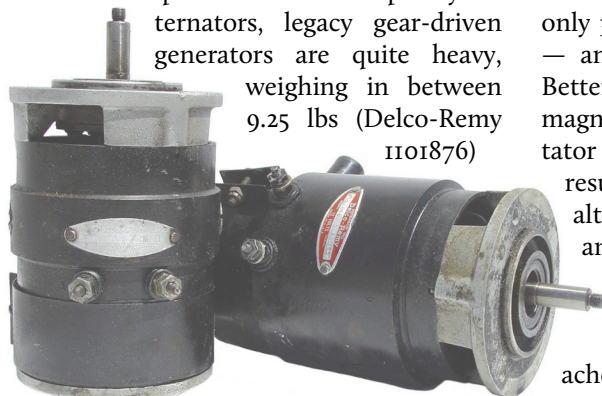
- Permanent magnet design — no brushes or slip-rings
- Precision 3-D machined billet aluminum mounting flange
- Two heavy-duty sealed ball bearings
- Includes matching Regulator and PM/OV Over-Voltage Protection kit
- Exceptional reliability
- Small size: 3.53" (diameter) and 3.80" (deep)
- Weighs only 3.4 lbs.

**BANDC.COM**

## ELIMINATE BRUSHES, REDUCE WEIGHT

One very effective way of decreasing weight and reducing recurring maintenance issues on your Continental engine is to replace the OEM gear-driven generator with a modern, lightweight alternator.

When compared with contemporary alternators, legacy gear-driven generators are quite heavy, weighing in between 9.25 lbs (Delco-Remy 1101876)



and 15.4 lbs (Delco-Remy 1101898). In addition to sheer weight, these units also have the disadvantage of requiring frequent maintenance — often due to worn brushes or commutators.

In contrast, the 200G Alternator weighs only 3.4 lbs. — a significant weight savings — and occupies much less space overall. Better yet, it has a proven permanent-magnet design that uses neither a commutator or brushes that wear over time. As a result, the 200G represents an excellent alternative to legacy OEM generators — and even newer "Brand X" alternator replacements — offering simple, reliable efficiency without the bulk and recurring maintenance headaches.

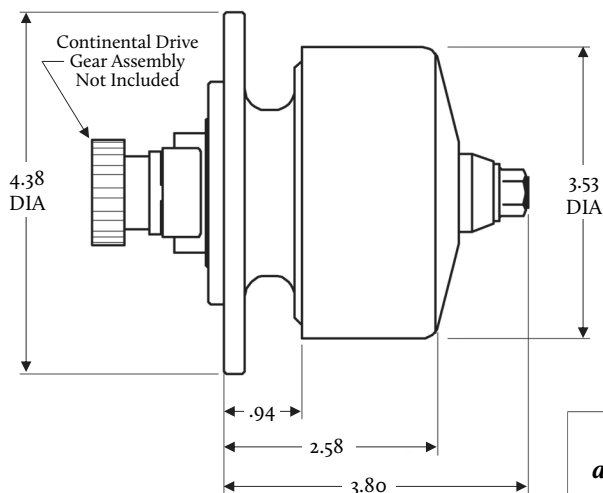
### PRICING

200G Alternator, with Regulator and PM/OV Kit, 14v (Homebuilt), less Generator Drive Gear Assembly	\$655
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### ALSO OF INTEREST

504-1 PM/OV Filter Kit, 14v (Homebuilt), if purchased separately	\$92
PMR1C-14 Regulator, 14v (Homebuilt), if purchased separately	\$88

## 200G DIMENSIONS AND SPECIFICATIONS



Alternator RPM	Output AMPS
4500	12.8
4000	11.4
3500	9.7
3000	7.4
2500	4.3
2000	1.6

Alternator RPM = 2X Engine RPM

***This part is not STC'd or PMA'd and is sold for amateur-built aircraft only.***

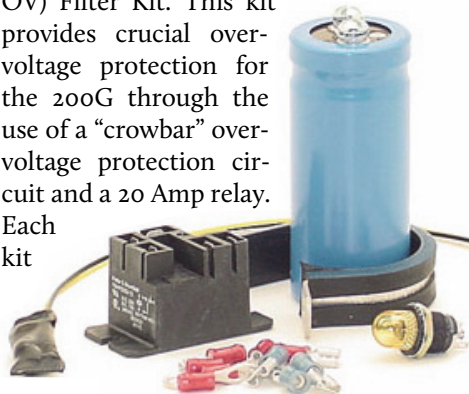
## THINKING AHEAD WITH SAFETY OF FLIGHT IN MIND\*

An in-flight emergency such as an over-voltage event is something that many people would rather not think about. Like being struck by lightning, few actually experience it — but those who do tend to remember it vividly.

As with any other rare but grave possibility, it is always wise to find ways of protecting yourself — and your aircraft — against an OV “lightning strike.” Careful system planning and implementation are of key importance.

It is for this reason that every 200G Alternator is accompanied by our 504-1

Permanent Magnet/Over-Voltage (PM/OV) Filter Kit. This kit provides crucial over-voltage protection for the 200G through the use of a “crowbar” over-voltage protection circuit and a 20 Amp relay. Each kit



also contains a clear-yellow warning light that will illuminate — providing valuable visual indication — if the OV protection circuit has been “tripped” (or when the alternator switch has been left off), as well as a filter capacitor to reduce radio noise and enhance regulation.

Why all the fuss?

Simple. Active prevention is better than waiting for problems. And since forward-thinking really begins on the ground, when the pressure is off, it's also key to enhancing your safety of flight.

## APPLICATION NOTES: THE CONTINENTAL DRIVE GEAR ASSEMBLY

The Continental drive gear assembly has been a durable accessory drive solution when installed correctly. Given the way this assembly interfaces with the Continental engine, care is still advisable.

First, we caution against the use of non-Continental Motors components. These have become available in recent years, often at attractive prices; however their durability remains to be proven over time. Second, physical condition of the components (if previously in service) should be carefully considered. Trouble-free use of the assembly hinges on this.

When removing a drive gear assembly from an old generator, avoid nicking or scratching the small diameter of the Hub — this is an oil-sealing surface with tight tolerances. Since there are several versions of the Hub in circulation, be certain also to confirm that the inside diameter (or I.D.) of the Hub measures .50” (per the OEM part); no other I.D. will work. Similarly, the overall thickness of the Gear (including the sides or tangs) must measure 1.20”.

Again, no other dimension will work. Please call us if you have any questions.

