



SD-8

QUICK FACTS

SUPERB PERFORMANCE, SMALL PACKAGE

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 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 precision CNC machined billet aluminum mounting flange, two heavy-duty ball-



bearings, and a special “shear section” drive coupling. The SD-8 is available with either an external 14V regulator and PM/OV kit to provide over-voltage protection; or an upgrade to our AVC1 Regulator with integral OV protection and LV warning output. Also includes appropriate mounting hardware and gasket. The SD-8 Alternator is intended for homebuilt aircraft, and is typically used in day-VFR operations with modest electrical requirements (i.e. a starter, Nav/Com, and transponder); or as a budget-friendly standby Alternator.

FEATURES

- Permanent Magnet design — no brushes or slip-rings
- Precision CNC machined billet aluminum mounting flange
- Two heavy-duty sealed ball-bearings
- “Shear Section” drive coupling
- Complies with AND20000 pad specifications
- Weight: 2.9 lbs.

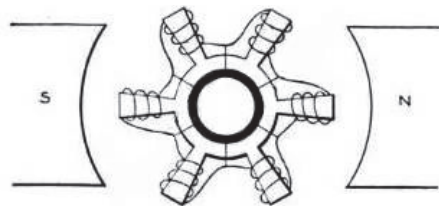
BANDC.COM

THE ANATOMY OF A “DYNAMO”

$$\text{Kinetic Energy} = \frac{Wv^2}{2g}$$

The SD-8 Alternator from B&C Specialty Products is technically a “Dynamo” — a modern-day relative of the device created by pioneering physicist Michael Faraday.

In essence, a dynamo converts mechanical energy into electrical energy. It does this by developing — or “inducing” — an electrical current in response to motion within a



magnetic field. In the case of our SD-8, this magnetic field is provided by a series of permanent magnets that have been secured inside the perimeter of a cup-shaped housing. As this magnetic housing rotates around a fixed wire core, the result is alter-

nating current (AC). Once regulated for maximum usefulness with a rectifier-type regulator that converts — or “rectifies” — the AC into direct current (DC), this output is suitable for powering aircraft radios, lights, or other devices, and for recharging a lead-acid battery.

A dynamo-type device such as the SD-8 has several rather distinct advantages. Most notable is its sheer simplicity, with neither brushes or slip-rings to wear over time or require maintenance. Similarly, since they contain fewer parts, dynamos are remarkably lightweight, offering an excellent (and very favorable) power to weight ratio.

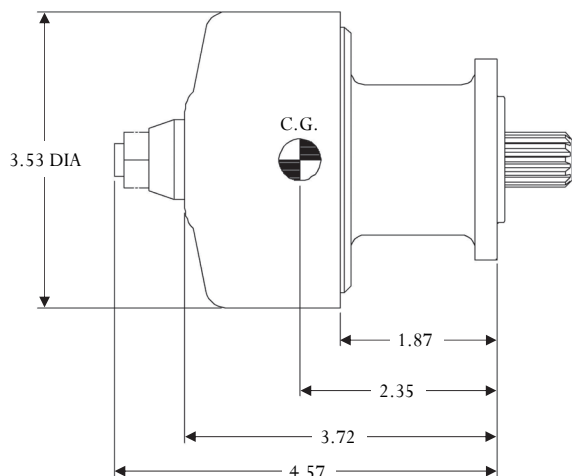
PRICING

SD-8 Alternator, with standard Regulator & PM/OV Kit, 14V (Homebuilt)	\$695
SD-8WH Alternator, with standard Regulator & PM/OV Kit, 14V, Weep-hole option (Homebuilt)	\$695

ALSO OF INTEREST

SD-8 Alternator, with upgrade to AVC1 Regulator, 14V (Homebuilt)	\$835
--	-------

SD-8 DIMENSIONS AND SPECIFICATIONS



Alternator RPM	Output AMPS
5000	10.7
4500	10.2
4000	9.4
3500	8.4
3000	6.8
2500	4.7
2000	2.3

At 13.8 Volts

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

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.

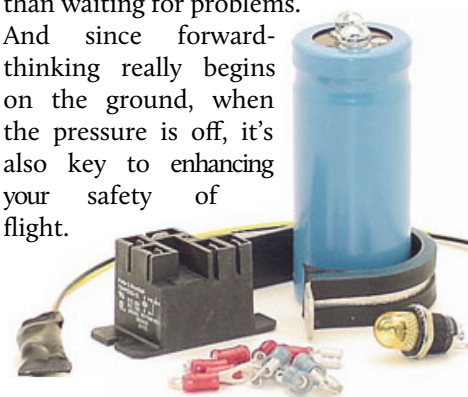
As with any other rare but grave possibility, it is always wise to find ways of protecting yourself — and your aircraft — against an OV “lightning strike.” Careful system planning and implementation are of key importance.

It is for this reason that even the standard SD-8 Alternator is accompanied by a

Permanent Magnet/Over-Voltage (PM/OV) protection kit. This kit provides crucial over-voltage protection for the SD-8 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: LYCOMING AND CONTINENTAL ENGINES

The SD-8 Alternator is designed for AND20000-spec pads, such as those typically found on Lycoming and Continental engines.

General. The SD-8 is mechanically driven via a spline; as a result Alternator RPM (and output) is closely tied to engine RPM. The chart at the right may be used to determine Alternator RPM for your particular application.

Lycoming. The preferred mounting location is the Vacuum Pump Accessory pad. Alternately, the Hydraulic Pump pad

may be used on some engines, with a special Lycoming adapter assembly; or

Engine and Mounting Location	Ratio: Pad RPM to Engine RPM
Lycoming Vacuum Pump Pad	1.3 to 1
Continental O-200 Vacuum Pump Pad	1.0 to 1
Continental O-470, IO-520, & IO-550 Accessory Pad	1.5 to 1

the B&C VAC2 Inverted Oil Pickup Pad may be used if the aircraft is equipped with an inverted oil system.

Continental. The O-200 engine has a Vacuum Pump Accessory pad located on the front of the engine (underneath side). Since the SD-8 “hangs” upside down in this installation, a special variation with “weep holes” (P/N: SD-8WH) is advised to permit condensation to escape. For O-470, IO-520 & IO-550 engines, the SD-8 is mounted on a rear Accessory Drive in the standard (horizontal) orientation.