

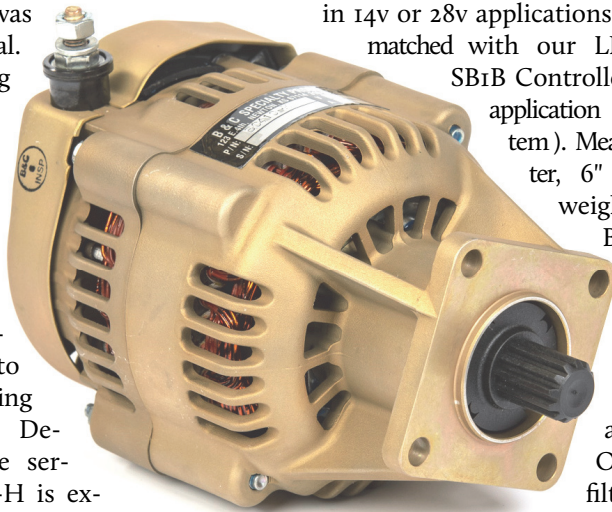


BC410-H

QUICK FACTS

TRIED AND PROVEN INNOVATION

When we first developed our high-performance spline-driven alternator back in 1995, we knew it was something special. It still is. Mounting on a standard vacuum pump accessory pad, the BC410-H may be used either as a Primary or Standby Alternator, providing a nominal output of 20 to 30 amps, depending on engine RPM. Designed for reliable service, every BC410-H is externally-controlled, and features heavy-duty sealed ball-bearings, two internal cooling fans, precision dynamically bal-



anced rotor, and a “shear section” drive coupling. The BC410-H Alternator can be used in 14v or 28v applications, and is appropriately matched with our LR3D-14, LS1B, or SB1B Controllers (depending on application and electrical system). Measuring 4.6” in diameter, 6” in length, and weighing 5.75 lbs., a BC410-H will clear the stock mechanical tach cable, as well as the B&C 90-degree oil filter adapter, or the OEM horizontal oil filter adapter found on many engines. An STC/PMA version is also available for Bonanza, PA32, and Cessna 210 aircraft.

FEATURES

- Precision dynamically balanced rotor for long service life
- Externally regulated
- Two internal cooling fans
- Heavy-duty sealed ball-bearings
- “Shear section” drive coupling
- 14 volt or 28 volt
- Weight: 5.75 lbs.

BANDC.COM

DETAILS MAKE THE DIFFERENCE

Attention to details can often separate a superior product from one that is so-so, or even inferior. Innovative design can be undone in a single moment by slipshod materials or careless manufacturing.

Details — even the small, unseen ones — make a big difference over time.

The attention to details in our BC410-H Alternator underscores our commitment to quality. Consider our precision-balanced rotors, for example. This center rotating mass is dynamically balanced using our computerized, two-plane balancing machine; each receives the sustained attention of a specially-trained technician. Truth be told, it takes time to accomplish a precision balance, and requires costly equipment. Few customers ever “see” it. But it’s a detail

proves its worth over time in the form of long term reliability.

Then there is the unseen “shear section” drive coupling in every BC410-H. This feature protects the engine by “uncoupling” the alternator from the drive gear — in a predictable, benign manner — if the alternator becomes damaged. While unlikely, such an event reveals the forward-thinking design behind the BC410-H. It’s one “detail” that offers a crucial safeguard for YOUR engine!

Quality and reliability — subtle, yet unmistakably present in every B&C. Both begin with careful attention to details. And that is anything but trivial to us.



PRICING

BC410-H Alternator, 20 to 30 Amps (Homebuilt) \$705

ALSO OF INTEREST

BC425-H Alternator, 20 to 30 Amps (Homebuilt) \$705

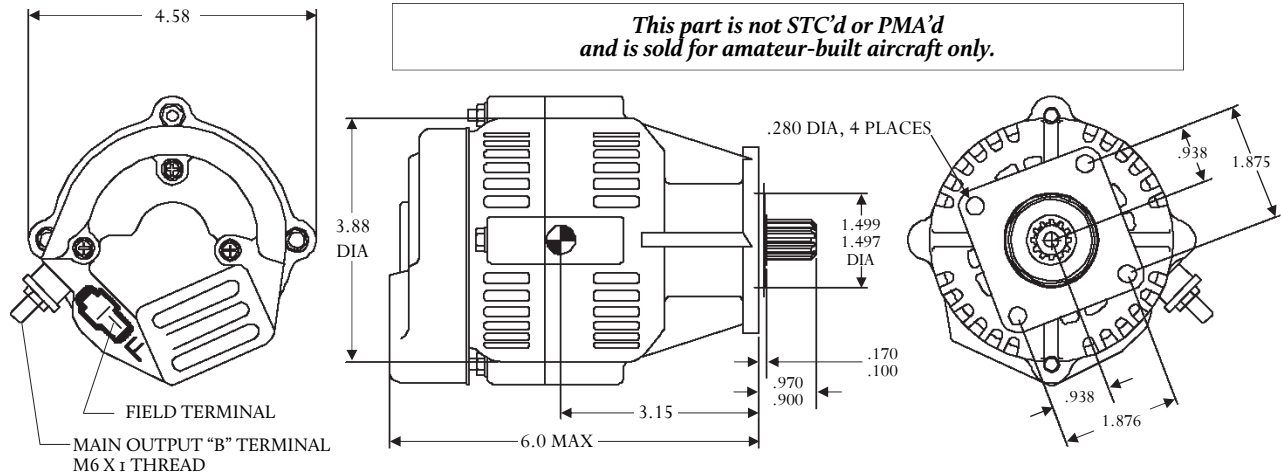
LR3D-14 Controller, 14v (Homebuilt) \$245

LS1B Controller, 28v (Homebuilt) \$245

SB1B-14 Controller, 14v, for use w/ Stand-by Alternators (Homebuilt) \$245

SB1B-28 Controller, 28v, for use w/ Stand-by Alternators (Homebuilt) \$245

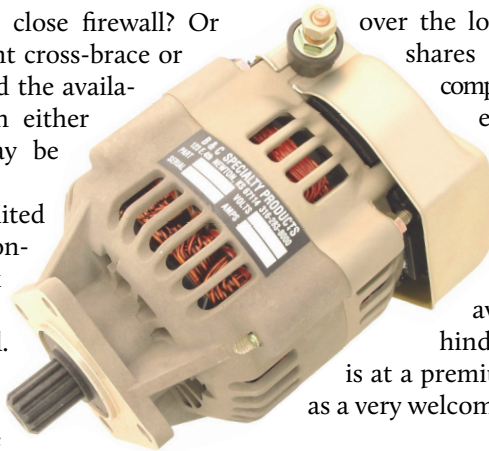
BC410-H DIMENSIONS



THE BC425-H: MADE FOR TIGHT SPACES

Have an unusually close firewall? Or maybe a engine mount cross-brace or induction tube behind the available accessory pad? In either case, a BC425-H may be just what you need.

The BC425-H is suited for airframes using Continental or Rotax 912/914 engines where space is limited. Like the BC410-H, the BC425-H is built for reliable service



over the long-haul (in fact, it shares most of the same components). The difference is in overall length: where the BC410-H is 6.0" long, the BC425-H measures 5.375" long. And if the available space behind your accessory pad is at a premium, that may come as a very welcome 5/8" difference!

Alternator RPM	ALTERNATOR OUTPUT	
	At 14.4v (Hot)	At 28.8v (Hot)
2000	15	—
2500	24	4
3000	29	12
3500	32	20
4000	34	26
4500	35	31
5000	36	33
5500	37	35
6000	38	38
7000	39	41
8000	40	43

APPLICATION NOTES: LYCOMING, CONTINENTAL, ROTAX ENGINES

The BC410-H and BC425-H Alternators are designed to fit AND20000-spec pads found on Lycoming, Continental, and (some) Rotax engines. Since alternator model suitability will vary according to engine type, the following should be considered —

Lycoming engines. The BC410-H Alternator will fit on either the vacuum pump accessory pad, or the hydraulic pump pad (using a special adapter), while also clearing the tach cable and stock oil filter

adapter. *The BC425-H Alternator will NOT fit due to interference with the tach cable boss.* Eligible pads on these engines turn at a ratio of 1.3 to 1 of engine RPM.

Continental engines. The BC410-H and BC425-H Alternators will fit O/IO-470, IO-520, and IO-550 engines with an available accessory pad. Use of the shorter BC425-H is recommended where airframe clearance is an issue. Eligible pads on these engines turn at a ratio of 1.5 to 1 of engine RPM.

Rotax 912 & 914 engines. Both the BC410-H and BC425-H will fit these engines on an available vacuum pump accessory pad. It should be confirmed in advance, however, that the engine in question has been equipped with the necessary vacuum pump drive gear (some may not). Eligible pads on Rotax engines turn at a ratio of .54 to 1 of engine RPM.

