



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. Designed to be mounted and driven via the vacuum pump accessory pad; a hydraulic pump pad (using a special Lycoming adapter); or our very own 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. Each SD-8 is supplied with a matching external 14V regulator with provision for Over-Voltage protection, as well as appropriate mounting hardware and gasket. Intended for Home-built or Experimental aircraft, the SD-8 may be used in day-VFR operations with modest electrical requirements (i.e. a starter, Nav/Com, and transponder); or as a budget-friendly power source for a remarkably lightweight standby Alternator system.

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.

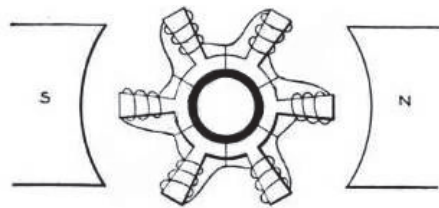
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THE ANATOMY OF A “DYNAMO”

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

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-

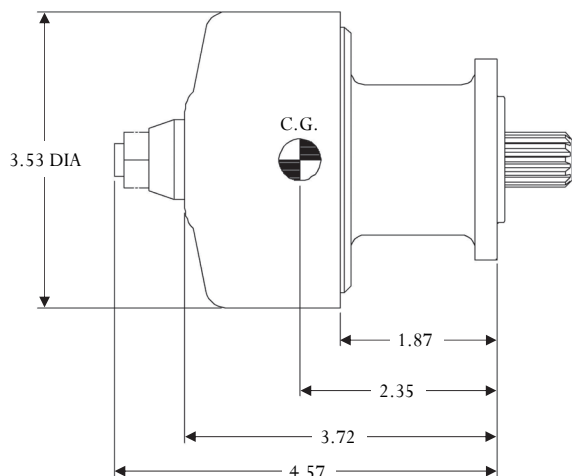
nating current (AC). Once regulated for maximum usefulness with a rectifier-type regulator that converts — or “rectifies” — the AC into direct current (DC), this output is suitable for powering aircraft radios, lights, or other devices, and for recharging a lead-acid battery.

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 external Voltage Regulator, 14V (Homebuilt)	\$725
SD-8WH Alternator, with external Voltage Regulator, 14V, Weep-hole option (Homebuilt)	\$725

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

A PROACTIVE APPROACH TO SAFETY OF FLIGHT

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 SD-8 Alternator is accompanied by an external

Voltage Regulator with provision for active Over-Voltage protection. This system functions in the background during alternator operation, providing a crucial safeguard against OV events — quickly and automatically.

Each Alternator system also contains a clear-yellow warning light that will illuminate if the OV protection circuit actuates — supplying a valuable visual indication. And to enhance overall power quality (and provide filtering against radio noise), an electrolytic filter capacitor is supplied with the SD-8, as well.

So why all the fuss? Simple. Proactive prevention and careful system planning are far better than waiting for problems to appear. And since thinking ahead 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.