



# BC400

# QUICK

# FACTS

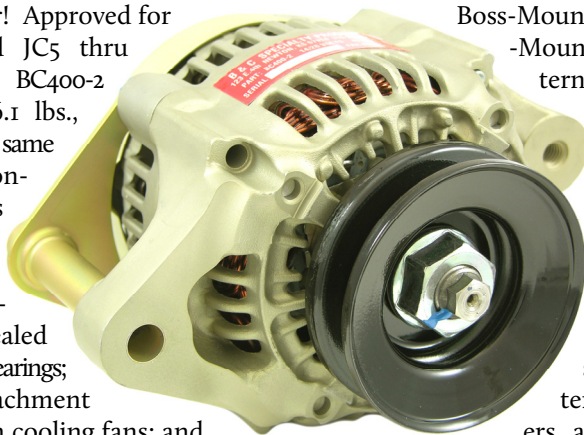
## STC'D ALTERNATOR FOR VINTAGE PIPER AIRCRAFT

Now you can replace your heavy, worn out generator or unreliable alternator with a dependable lightweight Alternator system — with NO expensive requirement to relocate your oil cooler! Approved for Lycoming-powered JC5 thru PA22 aircraft, the BC400-2 Alternator weighs 6.1 lbs., and features the same “no-compromises” construction that has been our hall-mark since 1980 — a precision-balanced rotor; sealed heavy-duty ball-bearings; three solid attachment points; two built-in cooling fans; and provision for aircraft-style, external regulation.

The BC201-1 Controller (Regulator) features solid-state construction, with “quiet” linear voltage regulation; integral over-

voltage protection; low-voltage sensing and warning; and field-adjustable charging voltage.

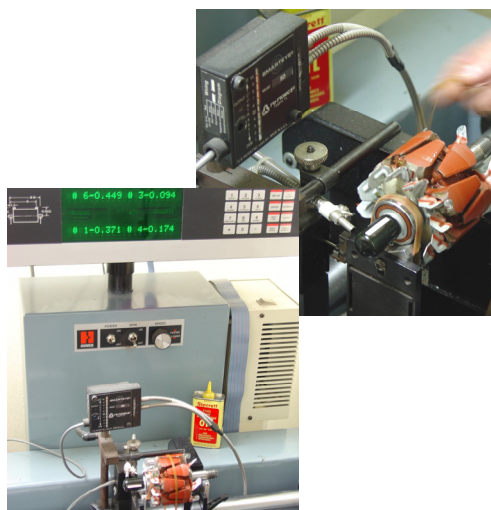
The BC400 installation kits include either Boss-Mount (Wide Deck) or Case-Mount (Narrow Deck) alternator brackets, attachment hardware, belt tension arm, high-performance belt, field connector assembly, and panel-mount warning light. An “electrical package” option supplies necessary wire and ring terminals, circuit breakers, and a Mil-Spec “OFF-ON” toggle switch (useful for early aircraft requiring an “upgrade” of existing electrical components). *Note: this approved installation is applicable to aircraft with previously-existing electrical systems only.*



## METICULOUS PREPARATION

Few alternators available for light aircraft today are manufactured with the same attention to quality that every BC400 receives. Here's just a few of the hidden, “extra” steps that go into every alternator:

- Precision dynamic balancing of each alternator rotor (to promote good bearing and bracket life);
- Preparation for use with an advanced, external voltage regulator (and solid-state over-voltage protection);
- Provision of a solid “Thru-Bolt” pivot point (to insure stable support); and
- Plated for Corrosion Protection



### FEATURES

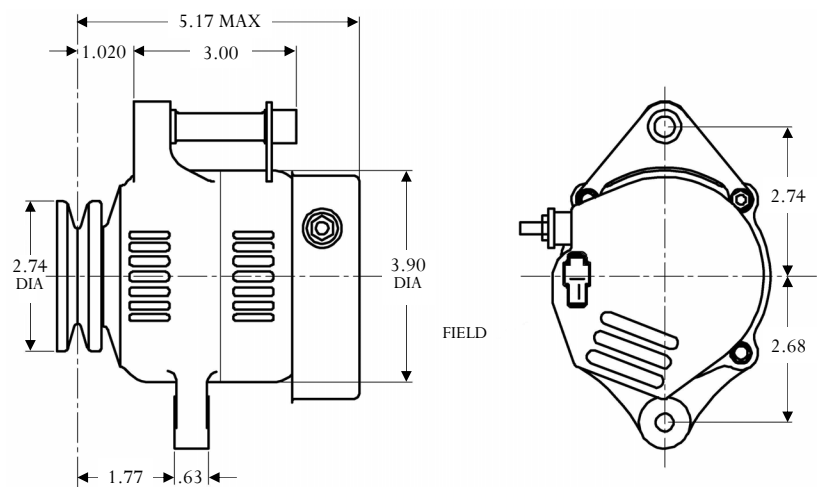
- Dynamically Balanced Rotor for Long Service Life
- Two Internal Cooling Fans
- Heavy Duty Sealed Ball Bearings
- Three Attachment Points, with a “Thru-Bolt”-type Pivot Arm
- Bracket Systems for Wide Deck (Boss) or Narrow Deck (Case) engines
- Linear (“Quiet”) External Regulation
- Over-Voltage Protection
- Field-Adjustable Charging Voltage
- Weight: 6.1 lbs.

**BANDC.COM**

### PRICING

BC400-2 and BC201-1 (STC/PMA), includes Installation Kit for Aircraft with No/Rear Oil Cooler	\$1095
BC400-2 and BC201-1 (STC/PMA), includes Installation Kit for Aircraft with Front Oil Cooler	\$1450
BC400 Electrical Package (optional)	\$415

BC400-2 DIMENSIONS & PERFORMANCE



PERFORMANCE DATA	
RPM	OUTPUT AMPS, 14v (COLD)
3000	30
3500	35
4000	39
4500	42
5000	44
5500	46
6000	48
7000	49
8000	50
9000	50
10000	50

THE BC201-I LINEAR CONTROLLER

It may look plain, but in our biased opinion the BC201-I Linear Controller is actually a remarkable little device.

More than a few of the regulators used in aviation have but one function — “regulating” alternator operation. Period. And sometimes they don’t even do that very well. Bus voltages can “drift” from the desired set-point without apparent explanation; and electrical noise (coming from old-fashioned, “switching” regulators) can find its way into intercom or



radio systems all too frequently. This is where the BC201-I really shines. Rather than a single function, it has three functions: linear voltage regulation, over-voltage protection, AND low-voltage

sensing, with a panel-mounted warning light. Moreover, it performs each of these tasks in a stable, “quiet” fashion (electrically-speaking). No more drifting bus voltages, and no more noise in your radios. Plus you can adjust the charging voltage of the BC201-I in the field to meet the manufacturer’s specifications for your battery (whether “flooded,” SLA/ VRSLA, or LiFePO) — a forward-thinking feature that’s not even available on many lesser regulators.

APPROVED MODELS LIST

AIRPLANE MAKE	AIRPLANE MODEL	SPEC. NO.	AIRPLANE MAKE	AIRPLANE MODEL	SPEC. NO.
Piper	J5C, AE-I, HE-1	A-725	Piper	PA-18A (Restricted), PA-18A “135” (Restricted), PA-18A “150” (Restricted)	AR-7
Piper	PA-11, PA-11S	A-691	Piper	PA-20, PA-20S, PA-20 “115”, PA-20S “115”, PA-20 “135”, PA-20S “135”	1A4
Piper	PA-12, PA-12S	A-780	Piper	PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160	1A6
Piper	PA-14	A-797			
Piper	PA-16, PA-16S	1A1			
Piper	PA-18, PA-18S, PA-18 “105” (Special), PA-18S “105” (Special), PA-18A, PA-18 “125” (Army L-21A), PA-18S “125”, PA-18AS “125”, PA-18A “135” (Army L-21B), PA-18A “135”, PA-18S “135”, PA-18AS “135”, PA-18 “150”, PA-18A “150”, PA-18S “150”, PA-18AS “150”, PA-19 (Army L-18C), PA-19S	1A2			