

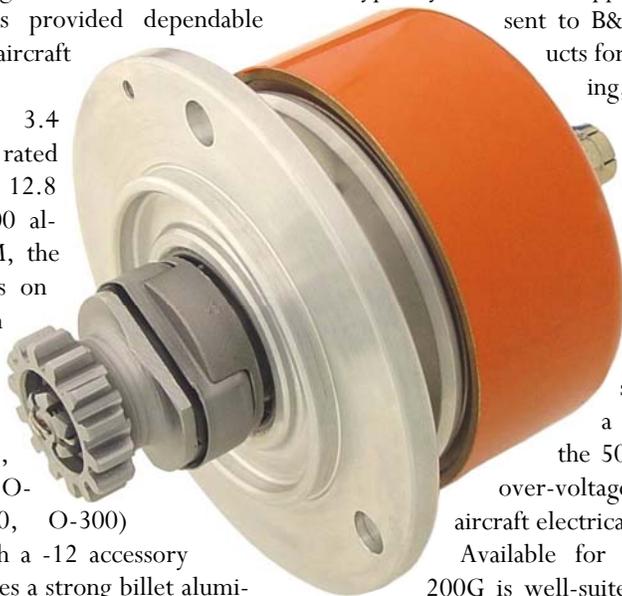
B&C SPECIALTY PRODUCTS



EFFICIENCY AND RELIABILITY

The gear-driven 200G Alternator combines the advantages of a remarkably compact, lightweight alternator, with construction that has provided dependable service in aircraft worldwide.

Weighing 3.4 lbs., with a rated output of 12.8 amps @ 4500 alternator RPM, the 200G mounts on the bottom accessory pad on Continental engines (C-75, C-85, C-90, O-200, IO-240, O-300) equipped with a -12 accessory case. It features a strong billet aluminum mounting flange, and two sealed heavy-duty ball-bearings.



The 200G Alternator is sold without the Continental drive gear assembly—this is typically customer supplied and must be sent to B&C Specialty Products for inspection, cleaning, and installation.

Every 200G ships with a PMR1C-14 regulator, and a 504-1 PM/OV Kit. The PMR1C features a rectifier bridge, adjustable solid-state circuitry, and a built-in heat sink; the 504-1 provides vital over-voltage protection for aircraft electrical systems.

Available for 14v aircraft, the 200G is well-suited for use in day-VFR operations to power a starter, Nav/Com, and transponder.

ELIMINATE BRUSHES, REDUCE WEIGHT

One 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, the OEM gear-driven generators are rather



heavy, weighing 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 weighs only 3.4 lbs.—a savings of roughly 6 to 12 lbs.—and occupies much less space overall. Its proven permanent-magnet design uses neither a commutator or brushes that wear over time. As a result, the 200G represents an excellent alternative to the OEM generators, offering reliable efficiency without the bulk and recurring maintenance headaches.

FEATURES:

- Permanent magnet design — no brushes or slip-rings
- 3-D machined billet aluminum mounting flange
- Two sealed ball bearings
- Ships with a matching regulator and over-voltage protection kit
- Exceptional reliability
- Small size — measures 3.53" in diameter and 3.80" deep
- Weighs only 3.4 lbs.

PRICING

200G Alternator, with Regulator (Homebuilt), less Generator Drive Gear	\$475
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ALSO OF INTEREST

504-1 PM/OV Filter Kit, 14v (Homebuilt), if purchased separately	\$65
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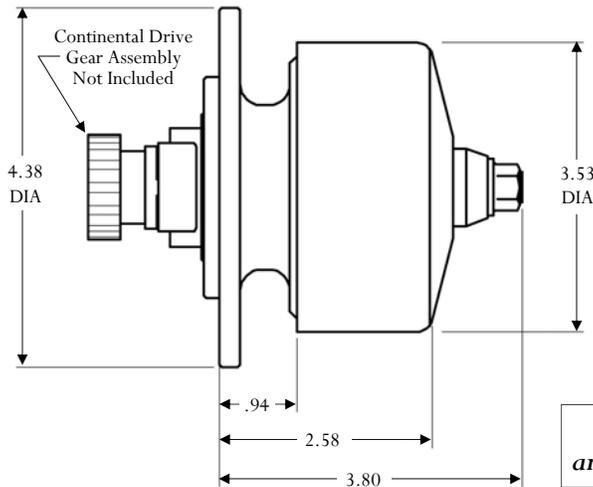
PMR1C-14 Regulator, 14v (Homebuilt), if purchased separately	\$65
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Used Continental Drive Gear Assembly (<i>Limited availability</i>)	Call
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SEE PAGE 2 FOR:

- 200G Dimensions and Specifications
- Thinking Ahead with Safety of Flight in Mind
- Application Notes: The Continental Drive Gear Assembly

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 if the OV protection circuit has been “tripped” (or when the alternator switch has been left off), and a filter capacitor to reduce radio noise and enhance regulation.

Why all the fuss?

Simple. Active prevention is better than unexpected 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.

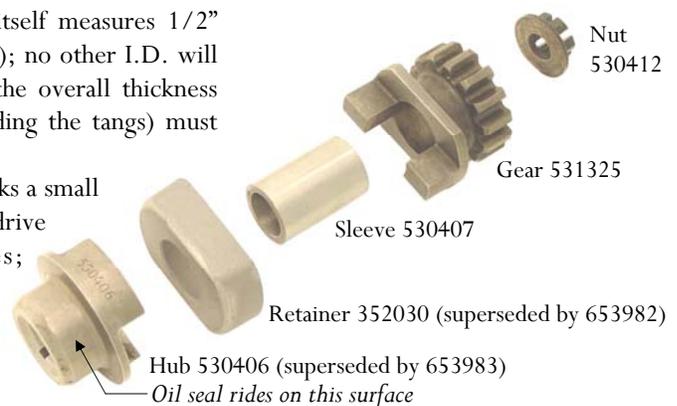
APPLICATION NOTES: THE CONTINENTAL DRIVE GEAR ASSEMBLY

Trouble-free use of the Continental drive gear assembly generally requires attention to two issues.

First, when removing the drive gear assembly from the old generator, special care should be used to avoid nicking or scratching the small diameter of the Hub—this is an oil-sealing surface with tight tolerances. Second, since there are several versions of the Hub in circulation, it is essential to confirm that the inside diameter (or

I.D.) of the Hub itself measures 1/2” (per the OEM part); no other I.D. will work. Similarly, the overall thickness of the Gear (including the tangs) must be 1.2”.

B&C usually stocks a small supply of used drive gear assemblies; these are available at additional cost. Please call for availability.



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*Adapted from **Quick Facts**, Volume 1, Number 5, pg. 2.