

B & C Specialty Products Inc

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INSTALLATION FOR 200G or BC433 ALTERNATORS

1. Trickle charge the battery. Make sure the magnetos are turned off.
2. Remove the cowling and alternator or cover plate for the alternator accessory drive pad.
3. Remove the old gasket material without damaging the machined surfaces.
4. Check the castle nut cotter pin on the 200G or BC433 drive gear assembly for proper installation to make sure everything is secure.
5. Check the gear inside the accessory case for broken or missing teeth or excessive wear.
6. Install the gasket using Permatex Hylomar HPF sealer (No. 25249) on both sides.
7. Place the alternator over it's three mounting studs. The washers must be installed and the nuts started before seating the alternator on the mounting surface. Turn the orange alternator housing back and forth slightly to insure proper gear tooth engagement. Using 3/8" wrench, snug up all three nuts being careful not to damage threads on the tach drive. Torque all three nuts to 110-150 in-lbs.
8. Make the sure mags are off. Turn the propeller and verify that the orange alternator housing turns.
9. The orange housing rotates with the propeller and must clear all other items. Tie back all wiring, hoses, tubes, cables, etc. Make sure none of the preceding come in contact with the orange alternator housing. Keep in mind that items in the engine compartment move with relation to one another, so make sure there is adequate clearance!
10. Determine a location for the regulator where it will receive cool air. Mount the regulator.
11. Install and wire the PM/OV kit to provide filtering and over-voltage protection per drawing 504-500 (for the 200G) or 505-500 (for the BC433).
12. Complete the alternator and regulator wiring per furnished wiring diagram.

**This part is not STC'd and is sold
for use in amateur built aircraft only.**