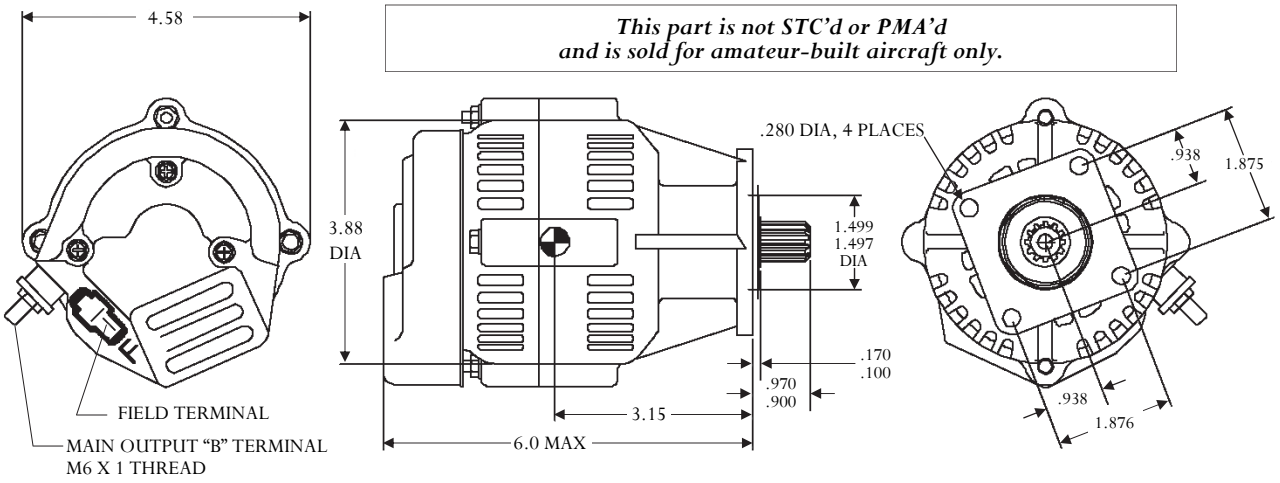
BC410-H Dimensions

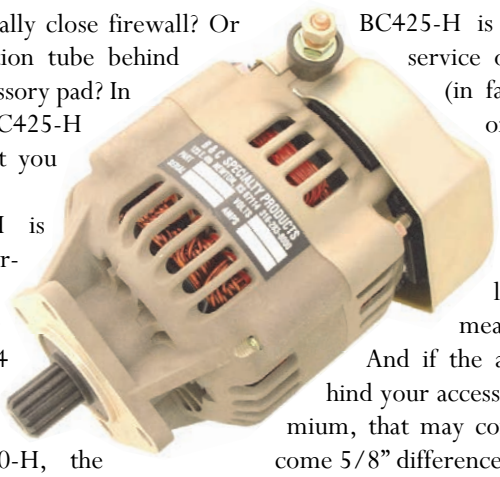


This part is not STC'd or PMA'd and is sold for amateur-built aircraft only.

The BC425-H: Made for Tight Spaces

Have an unusually close firewall? Or maybe an 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 Output	
Alternator RPM	At 14.4v (Hot)	At 28.8v (Hot)
2000	15	0
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 on AND20000-spec pads found on Lycoming, Continental, and 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. Both the BC410-H and BC425-H Alternators will fit engines with an available accessory pad. Use of the 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.