FOR REFERENCE ONLY
REFER TO ENGINE MANUFACTURER'S
INSTRUCTIONS FOR INSTALLING DRIVE
COUPLING AND ALTERNATOR.

C28-150, C14-100

5MM AUX TERM.

3 NUTS SECURING COVER (GND)
(SEE NOTE 7 PG. 2)

SHIELD
ATTACH SCREWS

INSTALL STEEL SIDE TO NUT

DRIVE COUPLING

BMM OUTPUT

C28-150S, C14-100S

5MM AUX TERM.

3 NUTS SECURING COVER (GND)
(SEE NOTE 7 PG. 2)

SHIELD

INSTALL STEEL SIDE TO NUT

DRIVE COUPLING

BMM OUTPUT

MATERIAL TABLE

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>COTTER PIN DP38/0.071</td>
<td>N824665-302</td>
</tr>
<tr>
<td>2.</td>
<td>THRUST WASHER</td>
<td>TCM 630691</td>
</tr>
<tr>
<td>3.</td>
<td>SLOTTED HEX NUT</td>
<td>TCM 642389 OR HET 15-5060</td>
</tr>
<tr>
<td>4.</td>
<td>GASKET</td>
<td>TCM 653981 OR HET 15-5040</td>
</tr>
<tr>
<td>5.</td>
<td>WOODRUFF KEY</td>
<td>TCM 632437 OR HET X/0260</td>
</tr>
<tr>
<td>6.</td>
<td>REMOVED</td>
<td></td>
</tr>
</tbody>
</table>

C28-150S, C14-100S

5MM AUX TERM.

3 NUTS SECURING COVER (GND)
(SEE NOTE 7 PG. 2)

SHIELD
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DRIVE COUPLING

BMM OUTPUT

SOURCES

CMB 8/15/14

1) UPDATED TITLE BLOCK TO HET; 2) CHANGED LABEL "HARTZELL ENGINE TECHNOLOGIES LLC" WAS "PLANE POWER LTD"; REMOVED PHONE NUMBER

1411037 G 1) ON SHEET 3, CHANGED "INSTRUCTIONS FOR CONTINUED AIRWORTHINESS" TO "MAINTENANCE INSTRUCTIONS"

125300 H 1) REMOVED 15-5065 AND ITEM 6 FROM PAGE 1; 2) REMOVED LABEL TABLE; 3) UPDATED INSTRUCTIONS; 4) REVISED "SOURCES" IN MATERIAL TABLE
C28-150, C14-100, C28-150S, C14-100S
Installation Instructions

NOTE:
Reference applicable aircraft/engine maintenance manual and FAA AC43-13-1B for guidance on stand and methods and practices for electrical, mechanical, and structural work on the aircraft. Following all WARNINGS and CAUTIONS noted in the aircraft documentation related to the work being accomplished.

1. Gain access to the location where the work is being accomplished.

2. Label then remove wiring from the existing alternator. Remove the alternator.

3. Remove drive coupling and install it on the Plane Power alternator or install a new coupling of approved type per engine manufacturer’s instructions.

4. Install the alternator on the engine per engine manufacturer’s instructions.

5. Cut the ring lug off of the wire removed from the F or F1 terminal (Field) of the original alternator or generator. Connect the wire to EITHER white wire from the supplied 15-5050 Wire Harness/Plug using an M7928/5-4 environmental splice.

6. If a second Field wire (F2) was removed, connect it to the other white wire from the supplied 15-5050 Wire Harness/Plug using M7928/5-4 environmental splice.

7. If no separate Field wire (F2) was removed, connect the remaining white wire from the supplied 15-5050 Wire Harness/Plug to the elevated post (ground) on the rear of the alternator using an appropriate ring lug. If a separate Ground wire (- or GND) was removed from the original alternator, re-connect it to the elevated post (ground) on the rear of the alternator using an M7928/1-42 lug and torque 20-35 in-lbs.

8. Removed

9. If an Aux wire was removed from the original alternator (generators will not have one), connect it to Aux terminal of the alternator with an M7928/1-43 ring lug. Hold Aux post with a wrench and torque nut 20-35 in-lbs.
10. Place the ring lug of the "+" wire (large alternator output wire), and any other wire removed from the output (+) terminal of the original alternator on the M8 output bolt of the alternator. Torque the M8 nut to 45-50 in-lbs. If currently installed ring lug is not sized for M8 stud, remove existing lug and replace with an M7928/1-44 lug. Similarly modify all other existing wire attached to the “+” post of the original alternator or generator.

11. Removed

12. Start aircraft and check the alternator output for proper operation.

13. Recheck and inspect the entire installation. Complete FAA form 337, make appropriate log book entry, update the aircraft equipment list and revise weight and balance if necessary.

**NOTE:**

Electrical lug and splice sizes are given as a reference. Confirm on aircraft actual wire gauge and associated lug or splice before terminating wires.

**Instructions for Continued Airworthiness**

**Annual / 100 hour inspections:**

1. Inspect area between Engine Adapter and Front Housing for oil leaks. If leak is evident, return to manufacturer for repair.

**Five year or 1,000 hour intervals:**

1. Inspect area between Engine Adapter and Front Housing for oil leaks. If leak is evident, return to manufacturer for repair.

2. Remove alternator. Check bearings for abnormal roughness. Remove Brush Assembly and inspect brushes for excess wear. Replace Brush Assembly if brushes extend less than .250" from brush holder case.