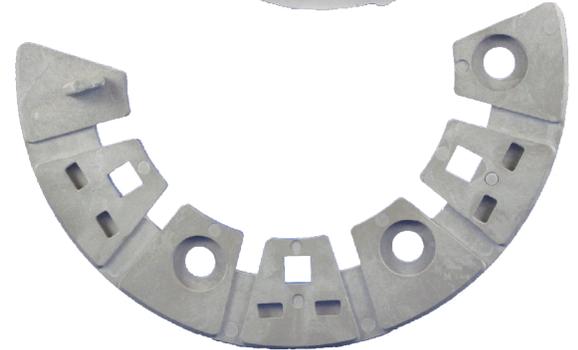


# 50DN STATOR INSULATOR

**PART NUMBER**  
**BCAI501484**



**A single piece insulator with the following features:**

1. Keeps the stator leads stationary
2. Prevents leads from grounding against the rectifier housing
3. Universal design can be used in both large and small hole design
4. Time savings: No more lead tying or welding
5. Heavy duty construction, material made to operate in extreme heat temperatures
6. Available for immediate shipment!

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# BCAI501484 INSTALLATION INSTRUCTIONS

1. B&C Truck Electric has made every effort to make this insulator a “drop in” as much as possible. The first thing to do is to identify which design of the 10471611 rectifier housing you are going to be using. There are at least 4 different versions, with the fins varying in width, height and spacing. Also some have different guide holes from the various different molds.
2. The insulator is designed to sit down flush onto the rectifier housing. If you are using the rectifier version without the hole that matches the insulator guide tab, the insulator guide tab must be removed. This can be accomplished by cutting the insulator guide off, or using a pair of pliers to remove the guide tab. Make sure you end up with a smooth surface on the insulator.
3. The 3 large holes on the insulator fit over the diode bosses, (which can vary in positioning degrees), with the insulator flange pointing upwards towards the drive end direction. Completing this check, move on to checking the insulator to stator fit and alignment.
4. Begin by inserting the 3 stator studs through the square holes on the insulator, pulling up on the studs and aligning the shoulder on the studs to seat fully. The insulator flange will be pointing down towards the stator.
5. Align the insulator into the proper position. Examine the locations of the hair pins and bridges, making sure there is clearance for the insulator to properly seat.
6. If hairpins or bridges need to be adjusted for additional clearance for the insulator to sit freely on top of the stator windings; small adjustments of wire positioning can be made carefully. Using a prying instrument, positioning against the stator shell for leverage, gently apply pressure against the hairpin or bridge in the desired direction. Make sure that you are not over bending, creating weak points or cracks, scarring insulation, or allowing hairpins to come together touching each other, while making these minor adjustments.
7. Now that it is close you can install the rectifier housing by placing it over the stator and pulling the stator studs up through the holes. Install the inside rectifier stator stud insulators. (Using whatever combination is required, depending on small hole or large holes in the rectifier housing,) and install the stator nuts tightening them by hand. Positioning the insulator, stator and rectifier housing into the correct alignment, begin installing the outside stator frame retaining bolts.
8. With the outside retaining bolts started, slowly tighten equally in a star pattern. tightening them down slowly allows you to observe and make adjustments to the alignment of the stator leads and stator insulator. Make sure that the stator studs are down all the way and do not “pop” back up. Torque inside stator nuts and outside retaining bolts to the proper specification.
9. Turn over or upside down and re-inspect all stator, stator insulator alignments