

S676-300F-03

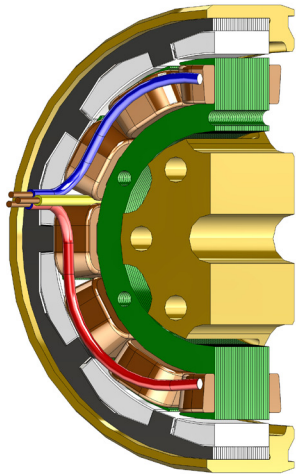
200 to 690 Watt Alternator

Featuring:

- 3 Phase brushless design
 - Designed for direct drive on engine crankshaft
 - NdFeB magnets
 - Humidity and moisture-resistant
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Specifications



Model number:	S676-300F-03
Alternator diameter:	76mm
Alternator thickness:	30mm
Alternator weight:	460g
Engines:	Direct mount to 3W-28i. Also fits many 12-50 cc engines
Rated power at 2500 RPM:	200W
Rated power at 7500 RPM:	690W
Standard wind type:	Three phase
No-load voltage constant:	10.5 VAC/1000 RPM (rms voltage, line to line)
Thermal: (Rotor)	Continuous Operation* 85°C Absolute Maximum* 120°C *Higher temperature available but maximum power will be reduced
Thermal: (Stator)	Continuous Operation 120°C Absolute Maximum 200°C
Options:	Special winding Modified shell machining

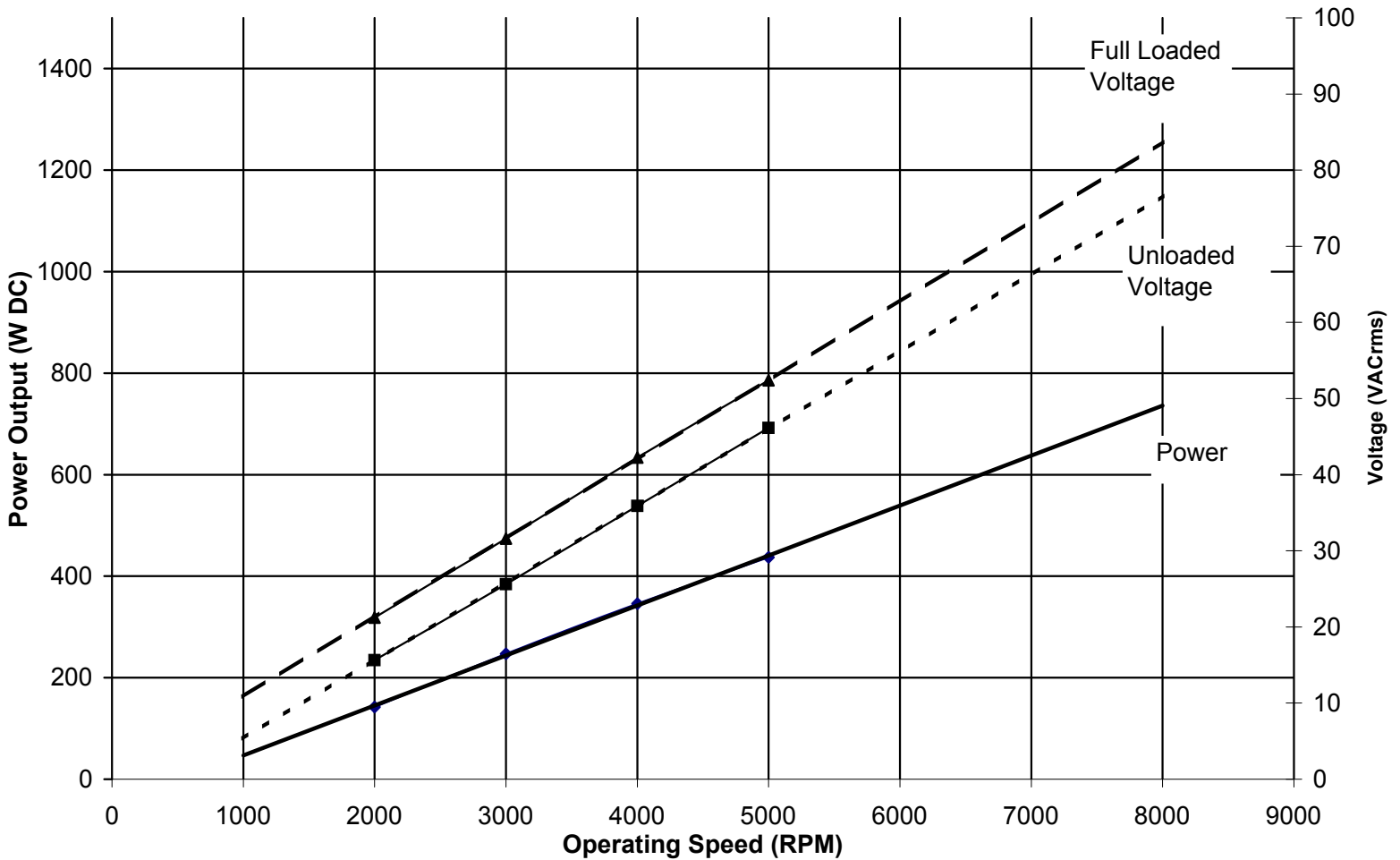
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Performance

Rated Power vs RPM S676-300F-03
(120C Max Stator Temp)



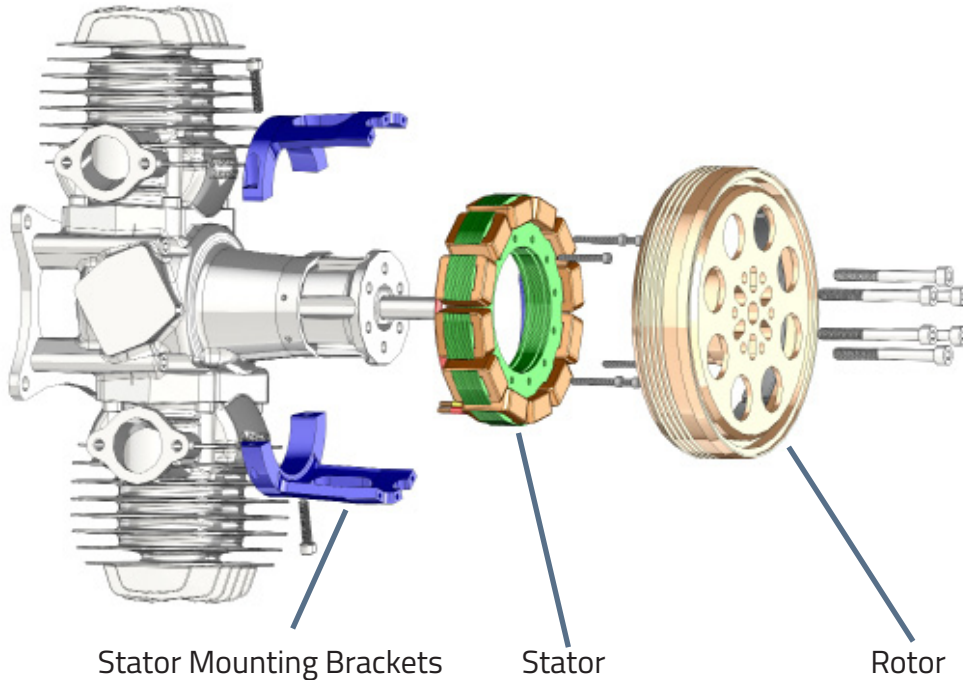
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Sullivan UV is a Baltimore, Maryland-based manufacturer of custom crafted starters, alternators and control hardware.

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Mounting



Sullivan Pancake Alternators are typically designed to be directly driven by the engine crankshaft. They consist of three main parts, Rotor, Stator, and the Stator Support Bracket. The Rotor and Stator are common for most installations, while the Stator Support Brackets are specific to each engine and alternator combination.

The **Rotor** is affixed directly to the crankshaft and is supported by the crankshaft bearings. Placement can be on the front shaft between the Propeller Hub and Propeller, or on the rear shaft when available. Other installation configurations can also be accommodated.

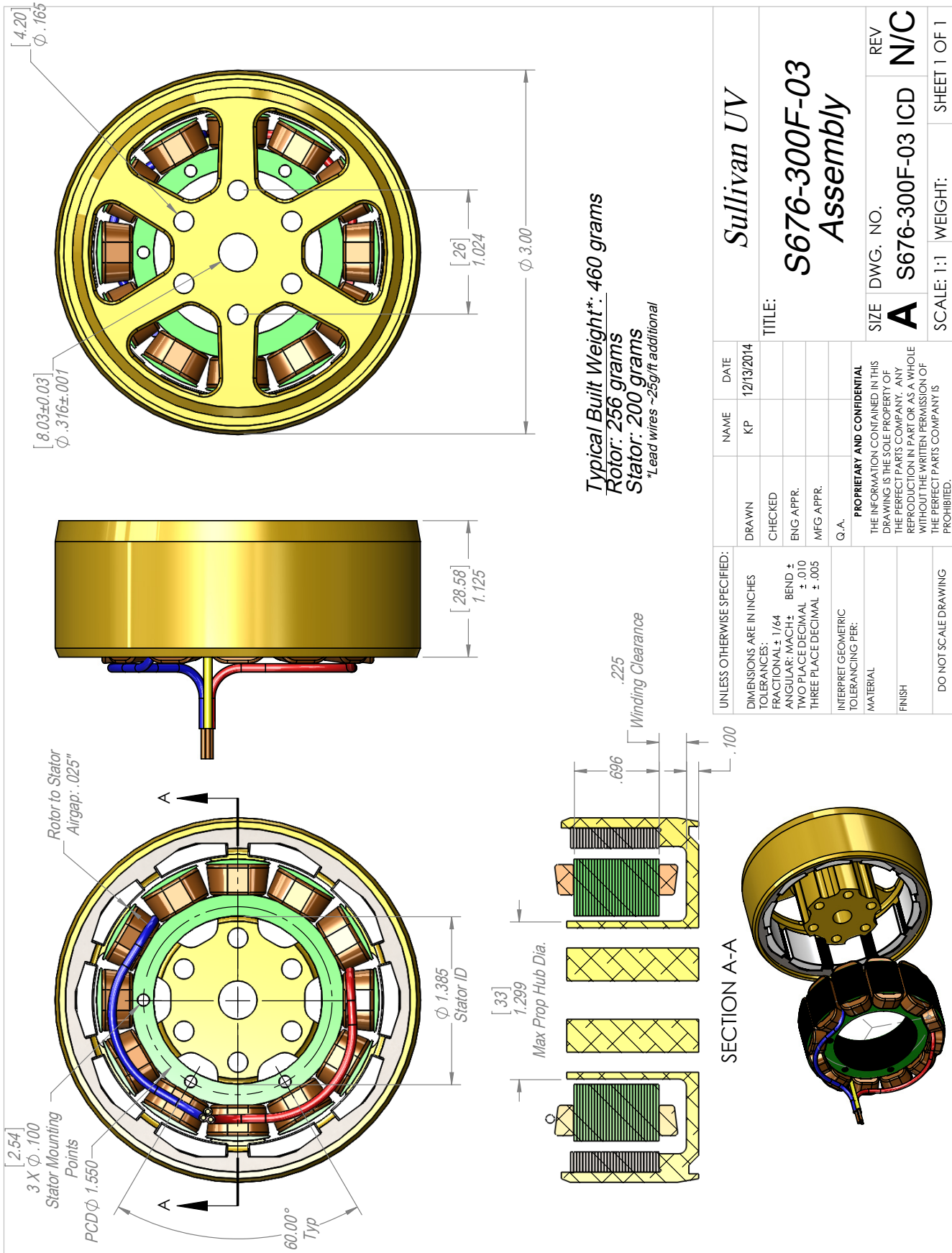
The **Stator** is mounted to the engine crankcase via the Stator Mounting Bracket. The Stator is held rigidly in place concentric to the Rotor, with the windings and magnets aligned axially. An optional thin section bearing can be included that provides the proper alignment between the Rotor and Stator if needed.

The **Stator Mounting Brackets** are typically CNC machined from Billet Aluminum. They attach to the engine by either clamping to existing features or bolting directly to the crankcase. In some cases it is necessary to drill and tap the crankcase to create mounting points. The Stator is then bolted to the Mounting Bracket to complete the installation. Installation guides can be downloaded at www.SullivanUV.com

For advanced systems, stator mounting features can be incorporated into the crankcase design which eliminate the need for the bearing and brackets. This approach saves considerable weight and cost but requires control over the engine manufacturing process. If this option is available please contact Sullivan Sales and Engineering, Sales@SullivanUV.com, to discuss the details.

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UNLESS OTHERWISE SPECIFIED:		NAME	DATE
DIMENSIONS ARE IN INCHES		KP	12/13/2014
TOLERANCES:			
FRACTIONAL: $\pm 1/64$			
ANGULAR: MACH: \pm BEND: \pm			
TWO PLACE DECIMAL: $\pm .010$			
THREE PLACE DECIMAL: $\pm .005$			
INTERPRET GEOMETRIC TOLERANCING PER:			
MATERIAL:			
FINISH:			
DO NOT SCALE DRAWING			
PROPRIETARY AND CONFIDENTIAL			
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF THE PERFECT PARTS COMPANY. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF THE PERFECT PARTS COMPANY IS PROHIBITED.			
Sullivan UV		TITLE:	
S676-300F-03 Assembly		S676-300F-03 ICD	
SIZE DWG. NO.		REV	
A S676-300F-03 ICD		N/C	
SCALE: 1:1		WEIGHT:	
		SHEET 1 OF 1	

1 2 3 4 5