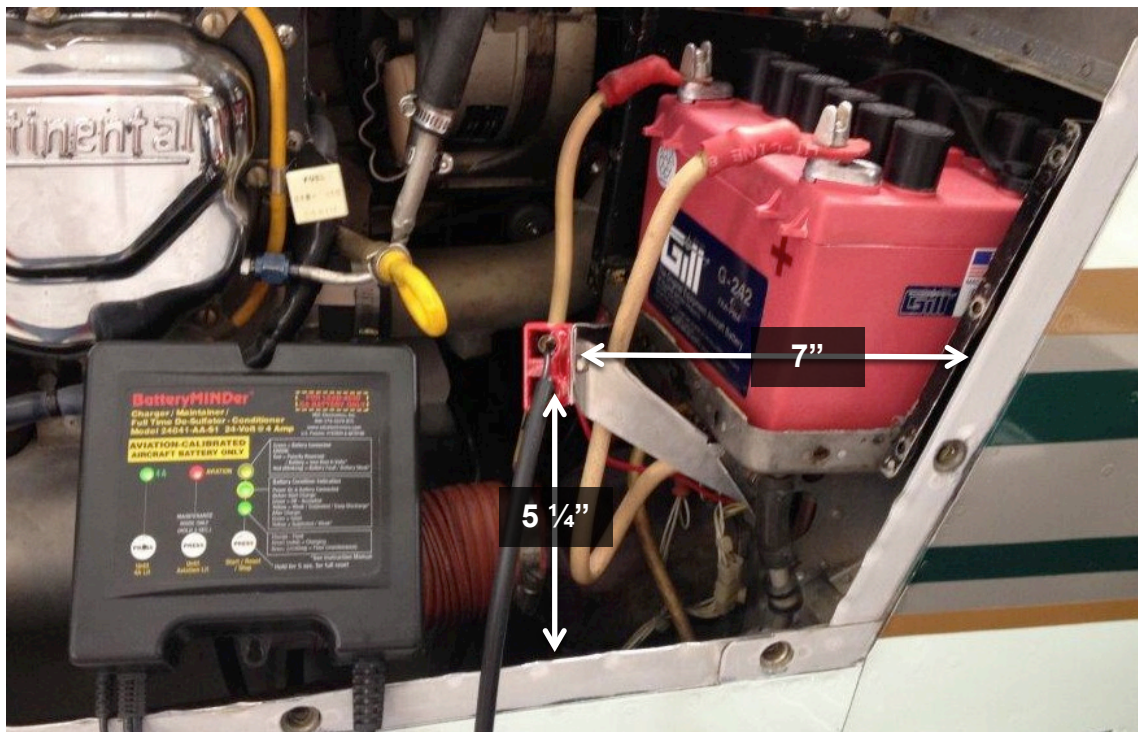


Cessna C210 Centurion Installation Example Enhanced Flight Model BM-AIK Airframe Interface Kit for **BatteryMINDER**® Maintenance Charger

This installation example supplements the instructions for installing the BM-AIK1 or BM-AIK2 charger harness kit. Please read the instructions with the kit completely before referring to this example. The kit instructions call for connecting to the battery relay and an airframe ground, instead of directly to the battery. The relay and an existing airframe ground are readily accessible in the Centurion. The door on the LH side for checking oil level and the fuel drain provides a convenient place to locate the charger plug. The exact configuration of your aircraft may vary from this example and require changes from these instructions.

- 1) Remove upper engine cowl. Battery box located on the left side of the firewall. Remove the battery.
- 2) Remove the negative battery cable where attached to the battery box base, and remove the positive battery cable where it attaches to the solenoid.
- 3) Fabricate negative battery lead using black wire and ring terminal supplied in kit. Combine the harness negative wire with the negative battery cable and re-attach to the battery box ground.
- 4) Fabricate positive lead using supplied fuse holder. Cut wire to 6", slide into protective sheath, and install ring terminal. Install positive terminal lead and fuse wire to solenoid.
- 5) Terminate the other end of the positive and negative leads by soldering the SB50 plug contacts to the wire, then insert the contacts into the plug, observing polarity.
- 6) Fabricate a bracket as shown below so that it holds the plug assembly 5 ¼" up & 7" forward from cowl edge, 3" to the right side of the oil dipstick.





- 7) Re-install the battery and cables.
- 8) Test electrical connections at the SB50 to confirm proper polarity.
- 9) Connect the BatteryMINDER and observe green light indicator to verify proper operation.



- 10) Perform cockpit electrical system test for normal operation.
- 11) Make appropriate entry in airframe maintenance logbook to document installation and return to service.

Thanks to Dave Bennett for contributing the above photos from his installation on his 1977 210.