

- Frame and all exterior part cut from solid tempered 6061-T6 aircraft grade aluminum
- Waterproof drag system, using 8 carbon fiber and stainless washers
- Precision CNC machined bronze alloy drive gear and stainless alloy pinion gear
- Heavy duty dual rotor clutches and 14 high grade stainless steel bearings
- “V” rail technology slider system for full cranking power at any position of the rotor
- Floating spool shaft feature supported by two bearings, for frictionless rotor rotation
- Dual bail springs, one in each arm, this feature eliminates any need for a rotor brake
- 17-4PH-H1150 grade aircraft stainless is used for the spool shaft, slider and “V” rail
- Water resistant body with seals and o-rings at all possibly water entry points
- Switchable for either right hand or left hand use

	Gear Ratio	Line Capacity PE line (No. -m)		Line Capacity PE line dia. (mm - m)		Line take up per Crank (inch/cm)	Weight (oz/gr)	BB	Max Drag Power (lb/kg)
BMJ-60	4.7	4-356	5-283	0.33-356	0.37-283	33/84	25/710	14+2	57/26
BMC-60	5.8	6-236	7-205	0.40-236	0.43-205	41/104			
BMJ-70	4.7	6-350	7-297	0.40-350	0.43-297	39/99	26/740	14+2	66/30
BMC-70	5.8	8-260	10-208	0.47-260	0.52-208	46/117			
BMJ-80	4.7	7-415	8-355	0.43-415	0.47-355	47/120	28/795	14+2	70/32
BMC-80	5.8	10-290	12-242	0.52-290	0.57-242	57/145			