



PFS-LE-PMCF-182

This kit is the exhaust system for Cessna 182 aircraft. It includes all parts required to install the exhaust system, and the ID Tag. The default kit includes one-piece polished tailpipes.

Ceramic

This chooses ceramic one-piece tailpipes. It converts 80120 and 80090 to 80120-CER and 80090-CER.

Seaplanes West

Select this if the customer has a Seaplanes West Engine Mount. This changes the 90010 (formerly the ARTUBE) to 90011 (formerly the ARTUBE-S). The 90010 is normally mounted on right side, the 90011 is mounted on the left side header. The Seaplanes West configuration can also work with a standard engine mount, but the standard engine mount will not work with the Seaplanes West engine mount.

No Carb or Alt Air

If the customer has a fuel injected engine and does not need Alternate Air heat, select this option. Otherwise, it will provide the customer with 40" of SCAT 10 and 60182 (Carb Heat Assembly). Some conversions on C182 aircraft with Fuel Injected engines may require carb / alt air. Example: The Texas Skyways IO conversion does not need Carb or Alt Air, but Air Plains does require it. Sales needs to confirm the customer configuration. Easiest way: If aircraft is a conversion and has carb heat then it still needs it with the PMCF.

Quick Off

If cowling cannot be dropped down 2.5 inches and aft by approximately 2.5 inches, and the customer wants polished tailpipes, select this option. This is commonly needed for aircraft that have floats or ski landing gear. This removes the polished one-piece tailpipes and replaces it with the two-piece polished tailpipes. The parts this includes are 70182L, 70182R, 80182, two more 10762 and 8260. Do not select this option if you want a "Quick off Ceramic."

Quick Off Ceramic

If cowling cannot be dropped down and aft by approximately 2.5 inches, and the customer wants ceramic tailpipes, select this option. This removes the polished one-piece tailpipes and replaces it with the two-piece ceramic tailpipes. The parts this includes are 70182L, 70182R, 80182, two more 10762 and 8260. Do not select this option if you want a "Quick off" polished.

Katmai (Quick Off polished unless Quick Off Ceramic selected)

This is for aircraft with Kenai or King Katmai conversions. This replaces the 31182 with 31182-K. Default configuration is quick off with polished tips. If the customer wants ceramic, you must select both this option and Quick off Ceramic.

**1961 or earlier C182**

This is for C182 aircraft that are 1961 or earlier (called a “-E” kit). Due to the confined space between the engine mount and cowling, different tailpipes, collector assembly, and muffler are used for this configuration. The 31182 and 32182 collector assemblies are replaced with 31180-E and 32180-E respectively, these collector assemblies are much shorter than their counterparts bringing the collector and muffler assembly closer to the engine mount. The one-piece tailpipes 80090 and 80120 are replaced with their polished one-piece tailpipe counterparts 80090-E and 80120-E. The muffler 41820 is replaced with a 41820-E which uses a slightly different shroud (P/N: 52182-E) that dives away from the upper cross brace engine mount. This option also removes the PMCF-182P-Doubler as it does not apply for this configuration and a doubler must be fashioned by the installer.

- NOTE (1): This option must be clicked in addition to any other options (1956 Forward Cowling Heater Inlets, 1956-1961 Quick Off, 1956-1961 Quick Off Ceramic, or 1956-1961 One Piece Tailpipe Ceramic)
- NOTE (2): Different model years of C182s between 1956-1961 have either left-hand tailpipe outlets or right-hand tailpipe outlets, this does not matter for fitment of the kit as the left- and right-hand tailpipes are optimized for their respective sides.

IO-550

Select this configuration if the aircraft has an IO-550 engine. This gives the customer two 7023 pin clamps to be affixed to the center riser with a 10362 Hardware pack (two hardware packs are included one for each clamp).

1956-1958 Forward Cowling Heater Inlets

This is for C182 aircraft made in 1956-1958 which still have forward cowling inlets and have not been converted to later style front right baffle cold air source. This option should be clicked in addition to “1961 or earlier C182” which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C182s. Aircraft with the forward cowling inlets are also given a doubler for the left-hand inlet (P/N: 61180) and a heat flange for the right-hand inlet (P/N: 60180) which is used as the cabin heat inlet. This option also adds the 10769 hardware pack for connecting the heat flange to the cowling.

1956-1961 Quick Off

This is for C182 aircraft made in 1956-1961 where the customer is unable to move the cowling down 2.5 inches and aft 2.5 inches or wants polished quick off tailpipes. This option should be clicked in addition to “1961 or earlier C182” which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C182s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with the early model quick off intermediate tubes, 70182L-E and 70182R-E and the associated polished tailpipes 80182. It also adds the clamps and hardware needed for the quick off tailpipes, P/N 10762 and P/N 7051, respectively.

1956-1961 Quick Off Ceramic

This is for C182 aircraft made in 1956-1961 where the customer is unable to move the cowling down 2.5 inches and aft 2.5 inches or wants ceramic quick off tailpipes. This option should be clicked in addition to “1961 or earlier C182” which adds the muffler, tailpipes, and



Kit Options

collector assemblies for the early model (1956-1961) C182s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with the early model quick off intermediate tubes, 70182L-E and 70182R-E and the associated ceramic tailpipes 80182-CER. It also adds the clamps and hardware needed for the quick off tailpipes, P/N 10762 and P/N 7051, respectively.

1956-1961 One Piece Tailpipe Ceramic

This is for C182 aircraft made in 1956-1961 where the customer can move the cowling down 2.5 inches and aft 2.5 inches and wants ceramic one-piece tailpipes. This option should be clicked in addition to "1961 or earlier C182" which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C182s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with 80120-ECER and 80090-ECER, left- and right-hand early model one-piece ceramic tailpipes, respectively.



PFS-LE-PMCF-180/185

This kit is the exhaust system for Cessna 180 and 185 aircraft. It includes all parts required to install the exhaust system, and the ID Tag. The default kit includes one-piece polished tailpipes and is for the C180 aircraft.

C185

Select this configuration if the aircraft is a C185. This gives the customer a 32185 assembly (a taller assembly to get around the engine mount on the right side) and a 31180 for the left side (this is the shortest assembly and is necessary to provide sufficient cowling clearance on the left side). Gives the customer two 7023 pin clamps to be affixed to the center riser.

Ceramic

This chooses ceramic one-piece tailpipes. It converts 80120 and 80090 to 80120-CER and 80090-CER.

Seaplanes West

Select this if the customer has a Seaplanes West Engine Mount. This changes the 90010 (formerly the ARTUBE) to 90011 (formerly the ARTUBE-S). The 90010 is normally mounted on right side, the 90011 is mounted on the left side header.

No Carb or Alt Air

If the customer has a fuel injected engine and does not need Alternate Air heat, select this option. Otherwise, it will provide the customer with 40" of SCAT 10 and 60182 (Carb Heat Assembly). Note: C185 after 1965 with IO-520 do not need carb/alt air, but earlier than 1965 DO NEED CARB HEAT. Some conversions may need carb heat - .

Example: Texas Skyways IO conversion does not require carb / alt air, but Air Plains does require it. Sales needs to confirm the customer's configuration. Easiest way: If aircraft is a conversion and has carb heat then it still needs it with the PMCF.

Quick Off

If cowling cannot be dropped down and aft by approximately three inches, and the customer wants polished tailpipes, select this option. This removes the polished one-piece tailpipes and replaces it with the two-piece polished tailpipes. The parts this includes are 70182L, 70182R, 80182, two more 10762 and 8260. Do not select this option if you want a "Quick off Ceramic."

Quick Off Ceramic

If cowling cannot be dropped down and aft by approximately three inches, and the customer wants ceramic tailpipes, select this option. This removes the polished one-piece tailpipes and replaces it with the two-piece ceramic tailpipes. The parts this includes are 70182L, 70182R, 80182, two more 10762 and 8260. Do not select this option if you want a "Quick off" polished.

**C180 w/IO-550**

Select this configuration if the aircraft is a C180 and has an IO-550 engine. This gives the customer two 7023 pin clamps to be affixed to the center riser with a 10362 Hardware pack (two hardware packs are included one for each clamp).

C180 1961 or Earlier

This is for C180 aircraft that are 1961 or earlier (called a “-E” kit). Due to the confined space between the engine mount and cowling, different tailpipes, collector assembly, and muffler are used for this configuration. The 31182 and 32182 collector assemblies are replaced with 31180-E and 32180-E respectively, these collector assemblies are much shorter than their counterparts bringing the collector and muffler assembly closer to the engine mount. The one-piece tailpipes 80090 and 80120 are replaced with their polished one-piece tailpipe counterparts 80090-E and 80120-E. The muffler 41820 is replaced with a 41820-E which uses a slightly different shroud (P/N: 52182-E) that dives away from the engine mount. This option also removes the PMCF-180-Doubler as it does not apply for this configuration and a doubler must be fashioned by the installer.

- NOTE (1): This option must be clicked in addition to any other options (C180 1956 Forward Cowling Heater Inlets, C180 1956-1961 Quick Off, C180 1956-1961 Quick Off Ceramic, or C180 1956-1961 One Piece Tailpipe Ceramic)
- NOTE (2): Different model years of C180s between 1956-1961 have either left-hand tailpipe outlets or right-hand tailpipe outlets, this does not matter for fitment of the kit as the left- and right-hand tailpipes are optimized for their respective sides.

C180 1956-1958 Forward Cowling Heater Inlets

This is for C180 aircraft made in 1956-1958 which still have forward cowling inlets and have not been converted to later style front right baffle cold air source. This option should be clicked in addition to “C180 1961 or earlier” which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C180s. Aircraft with the forward cowling inlets are also given a doubler for the left-hand inlet (P/N: 61180) and a heat flange for the right-hand inlet (P/N: 60180) which is used as the cabin heat inlet. This option also adds the 10769 hardware pack for connecting the heat flange to the cowling.

C180 1956-1961 Quick Off

This is for C180 aircraft made in 1956-1961 where the customer is unable to move the cowling down 2.5 inches and aft 2.5 inches or wants polished quick off tailpipes. This option should be clicked in addition to “C180 1961 or earlier” which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C180s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with the early model quick off intermediate tubes, 70182L-E and 70182R-E and the associated polished tailpipes 80182. It also adds the clamps and hardware needed for the quick off tailpipes, P/N 10762 and P/N 7051, respectively.

C180 1956-1961 Quick Off Ceramic

This is for C180 aircraft made in 1956-1961 where the customer is unable to move the cowling down 2.5 inches and aft 2.5 inches or wants ceramic quick off tailpipes. This option should be clicked in addition to “C180 1961 or earlier” which adds the muffler,



Kit Options

tailpipes, and collector assemblies for the early model (1956-1961) C180s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with the early model quick off intermediate tubes, 70182L-E and 70182R-E and the associated ceramic tailpipes 80182-CER. It also adds the clamps and hardware needed for the quick off tailpipes, P/N 10762 and P/N 7051, respectively.

C180 1956-1961 One Piece Tailpipe Ceramic

This is for C180 aircraft made in 1956-1961 where the customer can move the cowling down 2.5 inches and aft 2.5 inches and wants ceramic one-piece tailpipes. This option should be clicked in addition to "C180 1961 or earlier" which adds the muffler, tailpipes, and collector assemblies for the early model (1956-1961) C180s. It replaces the one-piece early model left and right-hand tailpipes (80120-E and 80090-E) with 80120-ECER and 80090-ECER, left- and right-hand early model one-piece ceramic tailpipes, respectively.