INSTRUCTIONS

ASSEMBLY PART NO. BA-8010

APPROVED ON AIRCRAFT MODELS: SEE FAA APPROVED APPLICABILITY LIST.

FAA APPROVAL DATA: STC-SA71GL LIST NO. 1
FAA-PMA SUPPLEMENT NO. 1

Your new polyurethane air filter element has been designed to provide maximum dust collecting efficiency, non-restrictive air flow, and economical element replacement, while maintaining a lightweight filter. The element has been treated with a distinctive treatment called a wetted agent and is approximately 98% efficient. The wetted agent is an accompaniment in the efficient capturing of dust. In addition, the element has received a fire retardant treatment. For the above reasons, replace the element each 100 hours of use, 12 months or when 50% covered with foreign material. DO NOT WASH AND REUSE.

INSTALLATION INSTRUCTIONS

Step 1. Remove existing filter assembly PN 0750114 and discard.

Step 2. Drill out the fasteners that held the original air filter in place.

Step 3. Bolt the frame onto the carburetor air box with 2 ea. MS35206-246 screws. Place PN BA-8007 washer plate over the place where the airlock fastener was removed and install 2 ea. AN365-832 nuts. Tighten until the neoprene gasket is approximately ½ compressed.

Step 4. Remove element BA-8005 from plastic bag. Install element into frame.

Step 5. Fasten grill PN BA-8001 onto frame with the 4 AN526-832-R6 screws.

Step 6. To replace future elements remove the grill with the 4 screws only.

Step 7. NOTE: After initial installation of filter assembly, fill out FAA form 337 for return to service. On future replacement of parts this form will not be required.

Servicing: Under normal conditions, replace filter element, PN BA-8005, after 100 hours use or 1 year intervals. Under severely dusty conditions, check daily and replace when element is 50% covered with foreign material. For Continued Airworthiness Instructions, see Form I-194.
United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA71GL

This Certificate issued to
BRACKETT AERO FILTERS, INC.
7052 Government Way
Kingman, Arizona 86401

certifies that the change in the type design for the following product with the limitations and
conditions therefore as specified herein meets the airworthiness requirements of Part 33 of the
Regulations.

Original Product Type Certificate Number: * See attached Approved Model List (AML)

Make: *(AML) No. SA71GL for list of approved aircraft

Model: *models and applicable airworthiness regulations.

Description of Type Design Change: Installation of air filters in accordance with AML No. SA71GL
dated April 17, 1995, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above aircraft
model(s) only. This approval should not be extended to aircraft of this model on which other previously
approved modifications are incorporated unless it is determined that the interrelationship between this
change and any of those other previously approved modifications will introduce no adverse effect upon
the airworthiness of that aircraft. A copy of this Certificate and FAA Approved Model List (AML) No.
SA71GL dated April 17, 1995, or later FAA approved revision must be maintained as part of the
permanent records for the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect
until surrendered, suspended, revoked or a termination date is otherwise established by the
Administrator of the Federal Aviation Administration.

Date of application: January 9, 1975

Date of issuance: February 21, 1975

Date reissued: March 3, 1983, June 20, 2000

Date amended: April 17, 1995

By direction of the Administrator

Manager, Tech. and Admin. Support Staff
Los Angeles Aircraft Certification Office

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2 (12-68) Page 1 of 2 This certificate may be transferred in accordance with FAR 21.47.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>AIR FILTER MODEL NUMBER</th>
<th>DRAWING NUMBER</th>
<th>REVISION &amp; DATE</th>
<th>AIRCRAFT MAKE</th>
<th>AIRCRAFT MODEL</th>
<th>ORIGINAL TYPE CERTIFICATE NUMBER</th>
<th>CERT. BASIS</th>
<th>AML AMENDMENT DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>BA-7810</td>
<td>BA-7810</td>
<td>A 1/20/86</td>
<td>Beech</td>
<td>95, B95, B95A, D95A</td>
<td>3A16</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*** END OF DATA ***</td>
</tr>
<tr>
<td>52</td>
<td>BA-8010</td>
<td>BA-8010</td>
<td>B 4/5/85</td>
<td>Cessna</td>
<td>180 (Landplane and Seaplane)</td>
<td>5A6</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*** END OF DATA ***</td>
</tr>
<tr>
<td>53</td>
<td>BA-8110</td>
<td>BA-8110</td>
<td>C 1/26/90</td>
<td>Bellanca</td>
<td>14-19-3A, 17-30</td>
<td>1A3</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>American Champion</td>
<td>Bellanca (Champion) (Aeronca)</td>
<td>A-759</td>
<td>CAR 4a</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>American Champion</td>
<td>7GCAA, 7GCBC, 7KCAB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>American Champion</td>
<td>Bellanca (Champion) 8KCAB, 8GCBC</td>
<td>A21CE</td>
<td>FAR 23</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cessna</td>
<td>180A/B/C/D/E/F/G/H/J/K</td>
<td>5A6</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cessna</td>
<td>182/A/B/C/D/E/F/G/H/J/K/L/M/N/P/Q/R</td>
<td>3A13</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cessna</td>
<td>185/A/B/C/D/E, A185E/F</td>
<td>3A24</td>
<td>CAR 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reims Aviation</td>
<td>(Cessna) F182P, F182Q</td>
<td>A42EU</td>
<td>CAR 3</td>
<td>7/12/95</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*** END OF DATA ***</td>
</tr>
</tbody>
</table>
INSPECTION INTERVALS: Pre-flight inspections, engine backfire inspection, 100 hour inspections, annual inspections, filter element replacements.

INSPECTION PROCEDURES

A. Pre-flight inspection: Per Pilots Operating Handbook, check filter assembly for security, damage or 50% contamination of element face. If found report to maintenance personnel prior to flight.

B. Engine start-up backfire inspection: Prior to flight, check the entire intake system for security or damage. If a fire was present, the downstream face of the foam element will show erosion. If any irregularities are found see Chart I and also refer to the Aircraft Maintenance Manual for the intake system.

C. At element replacement intervals: With the element removed, inspect the filter grill, filter frame, filter mountings and entire intake system for security, wear and any deformation. Note: On filter assemblies with gaskets, visually inspect inside and outside of frame for any signs of gasket looseness, movement or deterioration. If found refer to Chart I or the proper maintenance manual for your aircraft or component.

<table>
<thead>
<tr>
<th>PART</th>
<th>REPLACE</th>
<th>REWORK</th>
<th>INSTRUCTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRAME</td>
<td>X</td>
<td></td>
<td>COMPLETE NEW ASSEMBLY</td>
</tr>
<tr>
<td>GASKET</td>
<td>X</td>
<td></td>
<td>ON FILTER FRAME, REMOVE OLD NEOPRENE GASKET AND ALL TRACES OF ADHESIVE DOWN TO A CLEAN ANODIZED FRAME SURFACE. USE ADHESIVE 3M#847 OR DOW CORNING RTV-732. COAT ENTIRE MATING SURFACE (GASKET TO FRAME). APPLY ADHESIVE FOLLOWING MANUFACTURER'S LABEL DIRECTIONS. WHEN FRAME AND GASKET ARE PLACED TOGETHER, CLAMP OR WEIGHT DOWN AT .75 LB./SQ. IN. OF CONTACT AREA. ALLOW TO CURE 24 HOURS PRIOR TO INSTALLATION. PRIOR TO REINSTALLATION OF FILTER, CHECK AIRBOX MATING SURFACE FOR IRREGULARITIES. IF FOUND, CORRECT PER MANUFACTURER'S REQUIREMENTS. UPON REINSTALLATION CHECK THAT THE GASKET MAKES 100% CONTACT. THE GASKET SHOULD BE COMPRESSED 50% FOR OPTIMUM SEAL.</td>
</tr>
<tr>
<td>GRILL</td>
<td>X</td>
<td></td>
<td>REPLACE WITH NEW GRILL</td>
</tr>
<tr>
<td>HARDWARE</td>
<td>X</td>
<td></td>
<td>REPLACE UNSERVICEABLE WITH NEW</td>
</tr>
<tr>
<td>SCREEN</td>
<td></td>
<td></td>
<td>COMPLETE NEW ASSEMBLY</td>
</tr>
<tr>
<td>SCREEN/GASKET</td>
<td>X</td>
<td></td>
<td>COMPLETE NEW ASSEMBLY</td>
</tr>
<tr>
<td>ELEMENT</td>
<td>X</td>
<td></td>
<td>REPLACE ELEMENT</td>
</tr>
</tbody>
</table>

ASSEMBLIES USING SCREEN GASKETS PRE 1981; BA-4106, BA-5110 AND BA-8110

DATE: 3-16-94

CHART 1