

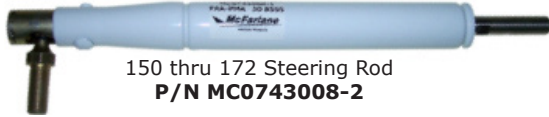
**Nose Wheel Steering Rods for Cessna Aircraft**

Tired of *soft* worn out steering rods with broken down springs?  
Replace them with our improved steering rods!

**Save Thousands \$\$\$**

**Cessna 150 thru 182D**

- Redesigned long life springs that will never weaken!
- Stainless steel tubes for improved corrosion resistance (MC0543022 Series)
- Hardened internal washer for greater durability
- Our springs will never fail!



150 thru 172 Steering Rod  
P/N MC0743008-2



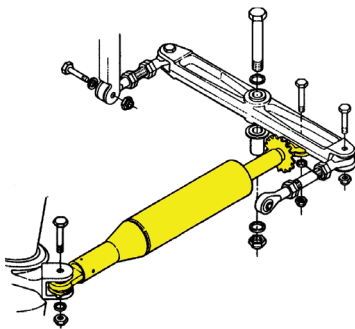
175 and early 182 Steering Rod  
P/N MC0543022-1

**Cessna 182E thru 182T**

- More durable and lasts longer than the OEM
- Save thousands \$\$\$
- More secure retention method
- Stronger and thicker washers
- Treated for anti-corrosion, primed, and painted



Later 182 Steering Rod  
P/N MC0760622-1

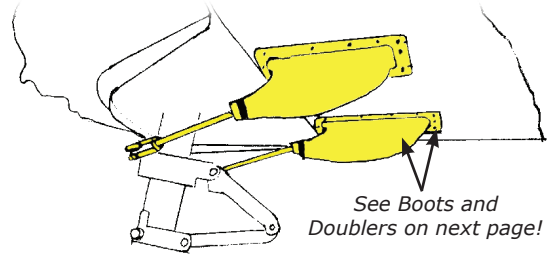


**Don't forget your Sprocket!**  
P/N MC0760630-1

Anodized to prevent corrosion and wear  
For Cessna 182E thru 182T



150 thru early 182 Steering Rod  
P/Ns MC0543022-1 and MC0743008-2



See Boots and Doublers on next page!

Model	Steering Rod		Rod End (2 per A/C)
	Left Hand	Right Hand	
150, 150A,B,C,D,E,F,G,H	MC0543022-3	MC0543022-4	S1107-3
150J,K,L,M	MC0543022-3	MC0543022-4	S1823-3
A150K,L,M	MC0543022-3	MC0543022-4	S1823-3
F150F,G,H	MC0543022-3	MC0543022-4	S1823-3
F150J,K,L,M, FA150K,L	MC0543022-3	MC0543022-4	S1823-3
FRA150L,M	MC0543022-3	MC0543022-4	S1823-3
152, A152, F152, FA152	MC0543022-3	MC0543022-4	S1823-3
172, 172A	MC0543022-1	MC0543022-2	S1107-3
172B,C	MC0743008-1	MC0743008-2	S1107-3
172D,E,F,G,H,I,K,L,M,N,P,Q	MC0543022-1	MC0543022-2	S1823-3
F172D,E,F,G,H,K,L,M,N,P	MC0543022-1	MC0543022-2	S1823-3
FP172	MC0543022-1	MC0543022-2	S1823-3
FR172E,F,G,H,J,K	MC0543022-1	MC0543022-2	S1823-3
P172	MC0543022-1	MC0543022-2	S1823-3
R172E,F,G,H,K 1	MC0543022-1	MC0543022-2	S1823-3
172R,S	MC0543022-1	MC0543022-2	S1823-3
175, 175A,B,C	MC0743008-1	MC0743008-2	S1107-3
177, 177A,B 1			S1823-3
182,182A,B,C,D	MC0743008-1	MC0743008-2	S1107-3
182E,F,G,H,J,K,L,M,N,P,Q,R,S,T F182P,Q, T182, T182T		MC0760622-1	MCMM3M12

1 Quantity of one Rod End required per aircraft.

**Replace your worn/rusty Rod Ends!**



P/N S1823-3



P/N S1107-3



P/N MCMM3M12

**Maintenance Tip:**

How do I know if my steering rods need to be replaced?

- One or both sides offer little or no spring resistance to steering input
- More than 1 1/8" of free travel is present in either steering rod
- The aircraft pulls to either side during taxiing
- Inconsistent steering or rudder rigging

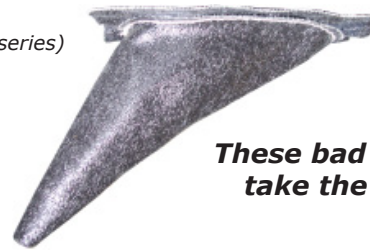
**Nose Wheel Steering Rod Boots for Cessna**

**P/N MC0413304-3 for 150 thru 152 series**

**P/N MC0543015-6 for 172, 175 and early 182 series** (see below for later 182 series)

Our Steering Rod Boots for Cessna 150 thru early 182 series are manufactured with a black Kevlar®/fiberglass blend fabric. The fatigue resistance of Kevlar is uniquely mated with the fire resistance of fiberglass. This is a super tough, high temperature fabric that will provide many years of outstanding performance.

- Keeps exhaust and carbon monoxide out of the cabin
- Protects the cabin in case of an engine fire



**These bad boys can take the abuse!**

**Doubler for Cessna Aircraft**

**McFarlane doubler for 150-152 aircraft is now FAA-PMA approved**

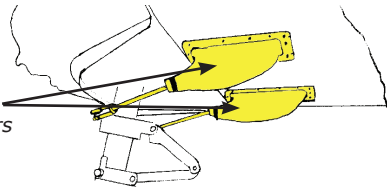
**P/N MC0413304-6**

Cheaper to replace than clean corrosion, prime, and paint the original! Doublers are alodined, primed, and painted to save installation time.



**Save \$\$\$**

**Now Offering Boot and Doubler Kits!**



Each kit contains:  
(2) boots, (2) doublers

**Steering Rod Boot for 182E thru 182T**

**10 times the life at half the price!**

**P/N MC0713666-1 for 182E thru 182T**

McFarlane has improved the design of both the boot and the retaining flange. The Cessna boot is prone to ripping and tears caused by fatigue and premature infrared heat related material break down. McFarlane has utilized a three ply material design incorporating both Kevlar and fiberglass, and a supple high temperature rubber coating. Kevlar and fiberglass work together to prevent wear, fatigue, and heat failures while offering 15 times the fire resistance of the original boot for extended fire protection at 2,000 degrees F.

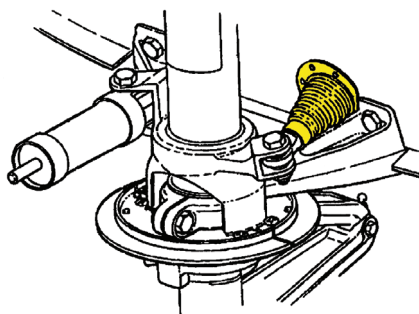
McFarlane has also upgraded the original aluminum flange to a stainless steel firewall material. The flange is included with the boot.

- Kevlar/Fiberglass composite for strength and fire protection
- Fire proof stainless steel flange
- Deeper convoluted design for better flexibility and longer life

**Don't Forget the Hose Clamp!**

**P/N MCS2357-2S**

Cessna failed to list the clamp in the parts catalog, therefore people tend to use a nylon cable tie which will easily melt away with an engine fire. Always use metal clamp P/N MCS2357-2S to attach the boot to the steering link.



Model	Boot (2 per A/C)	Doubler (2 per A/C)	Complete Kits
150, 150A,B,C,D,E,F,G,H	MC0413304-3	MC0413304-6	SRB-KT-1
150J,K,L,M	MC0413304-3	MC0413304-6	SRB-KT-1
A150K,L,M	MC0413304-3	MC0413304-6	SRB-KT-1
F150F,G,H	MC0413304-3	MC0413304-6	SRB-KT-1
F150J,K,L,M, FA150K,L	MC0413304-3	MC0413304-6	SRB-KT-1
FRA150L,M	MC0413304-3	MC0413304-6	SRB-KT-1
152, A152, F152, FA152	MC0413304-3	MC0413304-6	SRB-KT-1
172, 172A	MC0543015-6	0543026-1	SRB-KT-2
172B,C	MC0543015-6	0543026-1	SRB-KT-2
172D,E,F,G,H,I,K,L,M,N,P,Q	MC0543015-6	0543026-1	SRB-KT-2
F172D,E,F,G,H,K,L,M,N,P	MC0543015-6	0543026-1	SRB-KT-2
FP172	MC0543015-6	0543026-1	SRB-KT-2
FR172E,F,G,H,J,K	MC0543015-6	0543026-1	SRB-KT-2
P172	MC0543015-6	0543026-1	SRB-KT-2
R172E,F,G,H,K	MC0543015-6	0543026-1	SRB-KT-2
172R,S	MC0543015-6	0543026-1	SRB-KT-2
175, 175A,B,C	MC0543015-6	0543026-1	SRB-KT-2
182, 182A,B,C,D	MC0543015-6	0543026-1	SRB-KT-2
182E,F,G,H,J,K,L,M,N,P,Q,R,S,T	<b>New!</b> MC0713666-1	<b>New!</b> MCS2357-2S	N/A
F182P,Q, T182, T182T			

Each kit contains (2) boots and (2) doublers

**Maintenance Tip:**

Boot failure occurs from radiant heat off of the exhaust system and flexing with the steering system. Cessna original boots are manufactured with a fragile fiberglass base material and peroxide cured silicone that becomes stiff and brittle. This system offers poor resistance to flexing fatigue which causes premature boot failure. The 182 boot must be free from holes and leaks to prevent carbon monoxide from entering the cabin. It is normal for the exhaust system to leak exhaust at the component joints. Leaks in the firewall will allow exhaust and carbon monoxide to enter the cabin.



**2,000° Flame Test**

New original boot failed in 40 seconds

**McFarlane boot still intact for more after 15 minutes!**