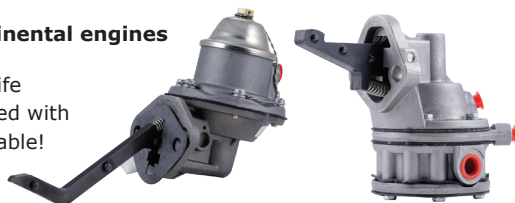


**Fuel Pumps**

FAA-PMA for Lycoming or Continental engines

- Save \$\$\$
- High quality and long service life
- Fuel Pumps for aircraft equipped with RAJAY turbochargers are available!



For full aircraft eligibility, enter your aircraft model on our website. Scan this code for direct access!

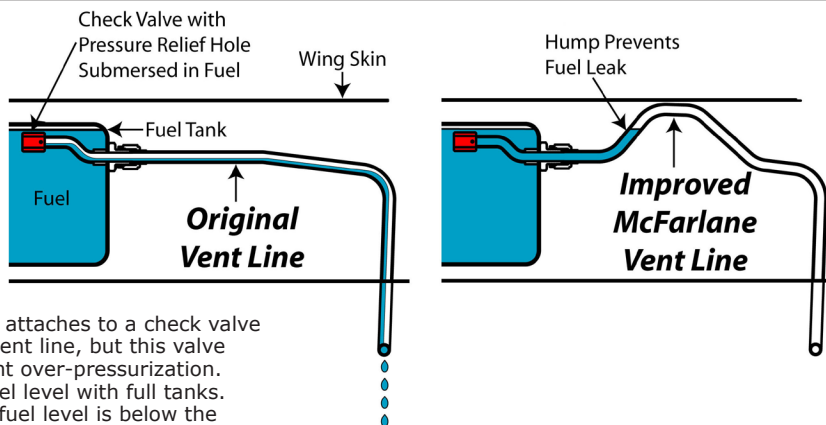


.../products/category/firewall-forward-pneumatic-system/

**Fuel Vent Lines for Cessna Aircraft**

**Stops fuel waste!**

- Stops asphalt damage and environmental damage
- Extends useful range
- Pays for itself quickly with the price of fuel!
- Adds value to your airplane
- FAA-PMA direct replacement, no STC or 337 form needed



The fuel vent line on most Cessna single engine aircraft attaches to a check valve inside the tank to prevent fuel from flowing out of the vent line, but this valve has a weep hole that allows some fuel to pass to prevent over-pressurization. Unfortunately, this weep hole is much lower than the fuel level with full tanks. Fuel will continuously leak out of the vent line until the fuel level is below the weep hole. With the original vent line, you cannot fill the tanks without wasting a lot of fuel.

The Cessna legacy aircraft also have a tank interconnect vent line that allows fuel from both tanks to leak out of the vent. When parked on an unlevel surface, the fuel loss from these aircraft can be many gallons.

McFarlane has solved these problems with a redesigned vent line featuring a unique hump that extends above the top of the tank. Some fuel can still escape through the weep hole and out the vent to prevent over-pressurization. However, once the pressure is relieved, the tanks will remain full.

**Convenient Kits and Components**

Kits containing a new connection hose (where required), P/N MCS1495-8 and rubber grommet, P/N MS35489-14 are also available where applicable. Just add a "K" suffix to the part numbers listed below. Rubber tubing sold by the foot is available by ordering P/N R221485.



**Installation Tip:**

Access to loosen or tighten the vent line in most of the Cessna aircraft is very tight because the tube flare nut ("B" nut) sits partway in the wing rib. However, with the correct wrench, you can loosen the nut from the underwing inspection holes without removing the top tank access skin. The fitting in the tank has indexing flats and won't normally rotate while the tube flare nut is being loosened and re-tightened for the new line. Use caution in starting the nut as the Cessna tank fitting is a welded assembly with soft aluminum. Be sure not to cross-thread or over tighten the nut as you can easily strip the threads on this fitting.

Aircraft Model	Serial Number	Standard Range Tanks		Extended Range Tanks	
		Left	Right	Left	Right
150, 150A	All	MC0400311-119 <b>3 2</b>		MC0400311-121 <b>3 2</b>	
150B,C,D,E,F,G,H,J,K,L,M,F150F,G,H,J,K,L,M	All	MC0400311-119		MC0400311-121	
A150K,L,M, FA150K,L,M, FRA150L,M	All	MC0400311-120			
152, F152	All	MC0400311-119		MC0400311-121	
A152, FA152	All	MC0400311-120			
172, 172A,B,C	All	MC0523559-8 <b>3 2</b>			
172D,E,F,G,H,I		MC0523559-8			
172K,L,M <b>1</b>	17257162 thru 17260805	MC0523559-8		MC0523559-6	
172M <b>1</b> ,N	17260806 thru 17274009	MC0523559-12		MC0523559-11	
172P	All	MC0523559-12 MC0523098-1 Integral Cell		MC0523559-11	
172Q	All	MC0523559-11 MC0523098-1 Integral Cell			
172RG	All	MC0523098-1			
F172D,E,F,G,H <b>1</b>	F172-0001 thru F172-0561	MC0523559-8			
F172H <b>1</b> ,K,L	F172-0560 thru F17200904	MC0523559-8		MC0523559-6	
F172M <b>1</b>	F17200905 thru F17201234	MC0523559-12			
F172M <b>1</b> ,N	F17201235 thru F17202254	MC0523559-12		MC0523559-11	

Eligibility continued on next page

Fuel Vent Lines for Cessna Aircraft continued from previous page



Aircraft Model	Serial Number	Standard Range Tanks		Extended Range Tanks	
		Left	Right	Left	Right
FP172	All	MC0523559-6			
FR172J,K	All	MC0523559-11 MC0523098-1 Integral Cell			
P172D	All	MC0523559-6			
R172K	All	MC0523559-11 MC0523098-1 Integral Cell			
175, 175A,B,C		MC0523559-6 <sup>3</sup> 2			
180 <sup>1</sup>	32488 thru 32661	MC0716122 Only for use with Service Kit SK180-6			
180A,B,C,D	All	MC0716127-1			
180E,F	All	MC0716127-1	MC0716127-2 <sup>4</sup>	MC1200106-51	MC1200106-52
180G,H,J,K <sup>1</sup>	18051313 thru 18053000	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52
180K <sup>1</sup>	18053001 thru 18053203	MC1200106-266	MC1200106-267		
182	All	MC0716122			
182A,B,C,D	All	MC0716127-1			
182E,F,G,H,J, K,L,M,N,P,Q <sup>1</sup>	18253599 thru 18266590	MC0716127-1		MC1200106-51	
182Q <sup>1</sup> ,R,S,T	18266591 thru 18299999	MC1200106-266	MC1200106-267		
F182P,Q <sup>1</sup>	F18200001 thru F18200094	MC0716127-1		MC1200106-51	
F182Q <sup>1</sup>	F18200095 thru F18200169	MC1200106-266	MC1200106-267		
FR182 <sup>1</sup>	FR18200001 thru FR18200020	MC0716127-1		MC1200106-51	
FR182 <sup>1</sup>	FR18200021 thru FR18200070	MC1200106-266	MC1200106-267		
R182 <sup>1</sup>	R18200001 thru R18200583	MC0716127-1		MC1200106-51	
R182 <sup>1</sup> ,TR182 <sup>1</sup>	R18200584 thru R18202041	MC1200106-266	MC1200106-267		
T182,T182T	All	MC1200106-266	MC1200106-267		
185, 185A,B,C,D,E, A185E,A185F <sup>1</sup>	185-0001 thru 18503683	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52
A185F <sup>1</sup>	18503684 thru 18504448	MC1200106-266	MC1200106-267		
210-5 (205), 210-5A (205A)	All	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52
206,P206, P206A,B,C, D,E, TP206A,B,C,D,E TU206A,B,C,D,E,F,G U206, A,B,C,D,E,F,G	All	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52
206H,T206H	All	MC1200106-266	MC1200106-267		
207,207A,T207,T207A	All	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52
210,210A,B,C,D,E,F T210F	All	MC0716127-1	MC0716127-2	MC1200106-51	MC1200106-52

<sup>1</sup> Partial model eligibility

<sup>2</sup> These aircraft originally used ¼" vent lines, however they may be upgraded to a ⅜" vent line with installation of P/N 0523552-2 vent assembly per the applicable IPC. The indicated McFarlane vent lines are only eligible for use with the upgraded vent assembly.

<sup>3</sup> Only for use with Cessna vent assembly 0523552-2

<sup>4</sup> Not used with 0726001-16 RH Standard Fuel Tank

Fuel Injection/Hydraulic/Oxygen Line Union Cone

P/N AN800C2-MOD

Improved Design! These braze-on 316 stainless fittings are an improvement over AN800C2 fittings commonly used on 1/8" stainless steel fuel injection, hydraulic and oxygen lines.

Improvements include:

- Witness hole to assure complete braze penetration
- Closer tolerance ID (0.131" - 0.133") to assure compatibility with close tolerance MIL-T-8504/ASTM A632 stainless steel tubing. The precision ID provides ideal clearance for proper braze penetration.



**Note:** Although similar, these parts are not manufactured/certified to AN800 specs. Fittings certified to AN800 are available upon request.