

Minimize Contaminants Maximize Airflow

Tempest AeroGuard™ induction air filters
from the brand you trust for quality and innovation

Greater media surface area
provides maximum airflow for
longer service intervals.

Greater than 99% of
contaminants larger than
5 microns are filtered out.



Reuseable and washable
synthetic (non-paper) media
maximizes airflow and filters
contaminants more effectively.

Screen design prevents
fragmented media from being
ingested, improving safety,
complying with FAR23.1107(b).

Synthetic (non-paper) media means no need to
comply with AD84.26.02

TEMPEST
excellence

visit www.tempestplus.com for most recent installation eligibility

| Tempest® Part Number | Airframe OEM P/N | Donaldson P/N | Bracket P/N | Aircraft Model |
|---|--|----------------------|----------------|---|
| AERONCA | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | (Army L-3F) 65-CA, S-65-CA |
| AIRCOUPE – SEE UNIVAIR | | | | |
| ALEXANDRIA AIRCRAFT – SEE BELLANCA | | | | |
| AMERICAN CHAMPION | | | | |
| AA10-6150 | P10-4145 | P10-6150 | BA-8110 | 7ECA (1974 and Newer), 7GCAA (1974 and Newer), 7GCBC (1974 and Newer) , 7KCAB (1974 and Newer), 8KCAB, 8GCBC |
| AA10-7150 | | P10-7150 | BA-4106 | (Army L-16A) 7BCM, (Army L-16B) 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA (O-200-A), 7FC, 7JC, 7KC |
| AMERICAN GENERAL | | | | |
| AA10-7150 | 13203 | P10-7150 | BA-4106 | AA-1, AA-1A-C, AA-5 |
| AA8994656 | 8994656, 5500015-501 | | BA-120 | AA-5B, GA-7 |
| AUGUSTAIR | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | 2150A |
| AVIAT | | | | |
| AA10-7150 | 81630, 81631 | P10-7150 | BA-4106 | A-1 |
| BEECHCRAFT (TEXTRON AVIATION) | | | | |
| AA10-5304 | 35-380035-1, 35-380035-5 | P10-5304 | BA-7210 | 35-C33A, E33A, F33A (CE-290 Thru CE-792), F33C (CJ-26 thru CJ-148), G33, S35 (D-7672 and up), V35, V35A, V35B (D-9069 thru D-10151), V35TC (D-9069 Thru D-10151), 36, A36 (E-1 Thru E184) |
| AA12-4439 | 50-389070-23 | P12-4439 | N/A | 58P, 58TC |
| AA12-7996 | 121128-2, AM101120FP | P12-7996 | BA-6210-1 | 95-C55, 95-C55A, D55, D55A, E55, E55A, 58 |
| AA12-8167 | 96-389005-1 | P12-8167 | BA-7710 | E55, E55A, 58 |
| AA13-0374 | 49-921210, 13917 | P13-0374 | BA-7110 | 35-33, 35-B33, 35-C33, E33, F33, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35 |
| AA13-7627 | 35-380035-7 | P13-7627 | BA-7210 | F33A (CE-793 and up), F33C (CJ-149 and up), V35B (D-10152 and up), V35TC (D-10152 and up), A36 (E-1305 Thru E3635), A36TC, B36TC |
| AA617058 | 169-380011 | P617058 | BA-104 | 19A, 23, A23, A23A, A23-19, A23-24, B23 |
| BELLANCA (ALEXANDRIA AIRCRAFT) | | | | |
| AA10-6150 | | P10-6150 | BA-8110 | 14-19-3A, 17-30 |
| AA617058 | AF-2, BA-104, 6485710, CA161PL | P617058 | BA-104 | 17-30A |
| B-N GROUP | | | | |
| AA617058 | AF-2, BA-104, 638873, 6485710, CA161PL | P617058 | BA-104 | BN-2, BN-2A, BN-2A-2, -3, -6, -8, -9, -20, -21, -27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK III, BN2A MK III-2, BN2A MK III-3 |
| CESSNA (TEXTRON AVIATION) | | | | |
| AA198290 | CA3717 | P198290 | N/A | 182S (80001 Thru 80244 if SB-98-71-02 is complied with), 182S (80245 Thru 80944) |
| AA198281 | CA3559 | P198281 | BA-5810 | 172S, 172R |
| AA10-6150 | 0750038-4 | P10-6150 | BA-8110 | 180A-H, J-K, 182, 182A-H, 182J-N, 182P-R, 182T, T182T, 185, 185A-E, A185E, A185F, F182P-Q |
| AA10-7150 | C-294510-0201 | P10-7150 | BA-4106 | 120, 140, 140A, 150, 150A-H, J-M, A150K-M, F150G-H, J-M, FA150K-L, 152, A152, F152, FA152 |
| AA10-7172 | C-294510-0301 | P10-7172 | BA-5110 | 170, 170A-B, 172, 172A-G, I, K-N, P, Q, 172F (USAF T-41A), 172H, (USAF T-41A), F172D-H, K-N, P |
| AA11-0172 | C-294510-0601 | P11-0172, AM107635FP | BA-5710 | 177, 177A-B, RG |
| AA13-1367 | C-294510-0901 | P13-1367 | BA-2510 | R182, T182, TR182 |

| Tempest® Part Number | Airframe OEM P/N | Donaldson P/N | Bracket P/N | Aircraft Model |
|---|---|------------------|----------------|---|
| CIRRUS AIRCRAFT | | | | |
| AA198290 | 31077-002 | P198290 | N/A | SR20 (2339 and up) |
| AA27166-001 | 27166-001 | P616824 | N/A | SR22T |
| DIAMOND AIRCRAFT | | | | |
| AA10-7172 | BA5110 | P10-7172 | BA-5110 | DA 40 F |
| GRUMMAN/TIGER – SEE AMERICAN GENERAL | | | | |
| LUSCOMBE | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | 8, 8A-F, T-8F |
| MAULE | | | | |
| AA10-7172 | P12-6491 | P10-7172 | BA-5110 | M-4, M-4C, S, T, M-4-180C, S, T, M-4-220, M-4-220C, S, T, M-5-180C, M-5-210C, TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, MX-7-160, MX-7-180 |
| MOONEY | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | M10 |
| AA10-7172 | 13219 | P10-7172 | BA-5110 | M-18C, M20, M20A-D, G |
| PIPER | | | | |
| AA10-3210 | 17775-02 | | BA-3210 | PA-24-250 (24-103 Thru 24-1476) |
| AA10-6590 | 460-817, 560-747 | P10-6590 | BA-100 | PA-31, PA-31-300, PA-31-325, PA-31-350, PA-32RT-300T |
| AA10-7150 | P12-0494, 560-772 | P10-7150 | BA-4106 | J3, J3C-65, J3C-65S, J4A, J4A-S, J4E (Army L-4E), J5A (Army L-4F), J5A-80, PA-11, PA-11S, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-18S, PA-18 "125" (Army L-21A), PA-18S "125", PA-18AS "125", PA-18 "135" (Army L-21B), PA-18S "135", PA-18AS "135", PA-18 "150", PA-18A "150", PA-18S "150", PA-18A (Restricted), PA-18A "135" (Restricted), PA-18A "150" (Restricted), PA-19 (Army L-18C), PA-20, PA-20 "115", PA-20 "135", PA-22, PA-38-112 |
| AA15-1936 | 561-020, PS60007-3 | P15-1936 | | PA-32R-301, PA-32R-301T (3257001 and up), PA-32-301XTC, PA-46-310P, PA-46-350P |
| AA5103-001 | 454-118 | | | PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150" |
| AA617053 | PS60007-1, 460-630, 89309, CA144PL, AFP-1, 638876 | P617053 | BA-105 | PA-28R-180, 200, 201, PA-28RT-201, 201T, PA-30, PA-34-200, PA-39, PA-44-180 |
| AA617058 | PS60007-2, 460-632, 89308, CA161PL, AFP-2, 638873, 601-819 | P617058 | BA-104 | PA-23-235, -250, PA-24, PA-24-250, -260, PA-28-140, -150, -160, -180, -181, PA-28-201T, -235, PA-28R-201T, PA-28RT-201T, PA-32-260, -300, -301, -301FT, PA-32R-300, PA-32RT-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-34-200T, -220T, PA-36-285, -300, -375 |
| AA617774 | 460-629, 32198-00, CA162, BA-115, 6487894 | P617774 | BA-115 | PA-23-250, PA-E23-250, PA-32-300 |
| SWIFT (GLOBE) | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | GC-1A-B |
| TAYLORCRAFT | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | BC-65, BCS-65, BC12-65 (Army L-2H), BCS12-65, BC12-D1, BCS12-D1, BC12D-85, BCS12D-85, BC12D-4-85, BCS12D-4-85, BF-65, BFS-65, (Army L-2K) BF12-65, 19, F19, F21, F22, F22A-C, (Army L-2, L-2C) DC-65 (Army L-2A, -2B, -2M) DCO-65 |
| TOP CUB (CUB CRAFTERS) | | | | |
| AA5103-001 | VP5103-001 | | | CC18-180, CC18-180A |
| UNIVAIR/AIRCOUPE | | | | |
| AA10-7150 | | P10-7150 | BA-4106 | A-2, A2-A, F-1, F-1A |
| VAN'S (*Experimental Aircraft) | | | | |
| AA10-3260 | E-3260 | | | *Van's Aircraft Using Filtered Airbox FAB-320-1 |
| AA10-3450 | E-3450 | | | *Van's Aircraft Using Filtered Airbox FAB-360/540 |
| VARGA – SEE AUGUSTAIR | | | | |

INSTALLATION INSTRUCTIONS

1. Inspect the filter and airframe sealing surfaces to ensure they are clean and free of debris or contaminants.
2. Install the filter. Please note: the filter must be mounted properly and securely in order to avoid air leaks. Always install the air filter with the airflow arrow pointing in the correct direction of airflow.
3. **Do Not** apply oil to the filter - it is not necessary and WILL clog the filter, rendering it unserviceable.

PREFLIGHT INSPECTION

For filters that are visible from outside the aircraft, such as Cessna 150s and 172s for example, inspect the air filter during the preflight inspection to assure that it is not occluded by foreign material, leaves, etc.

CLEANING

The following cleaning guidelines are for the engine induction air filters only. NO ATTEMPT TO CLEAN INSTRUMENT AIR FILTERS SHOULD BE MADE. REPLACE THEM IF THEY ARE DIRTY OR SUSPECT.

Tempest® induction air filters can be cleaned using either compressed air or a mixture of water and detergent. Tempest® recommends use of compressed air when only dry dust is present in the filter. When oil, cleaning solvent, carbon or other contaminants are present, we recommend a detergent and water cleaning.

Compressed Air Cleaning for Dusty Filters

1. Use compressed air at 45 psi or less to blow dust from the filter element. Keep the nozzle at least 1 inch away from the filter to avoid damage to the filter media.
2. Blow the air through the filter backwards - in the opposite direction of normal air flow - see the airflow arrow on the filter label.
3. Continue blowing air through the filter until no evidence of dust or other contaminants are being actively removed.

Detergent & Water Cleaning

CAUTION - DO NOT USE a pressure washer to clean the filter. Use water from a spigot or hose at approximately 40 psi or less.

1. To soften and remove large contaminants, use a hose and spray nozzle to spray water through the filter backwards - in the opposite direction of normal airflow - see the airflow arrow on the filter label. Keep the nozzle at least 4 inches from the filter to prevent damage to the media.
2. In a clean container, mix 1/2 to 1 ounce of general-purpose detergent such as dish washing liquid per gallon of water.
3. Place the filter in the solution to soak for at least 15 minutes (agitating periodically) or until contaminants can be sprayed off satisfactorily as described in Step 1. If the filter cannot be cleaned satisfactorily after an hour or two of soaking - replace it.
4. Spray the filter until no signs of detergent (bubbles) remain. At this point, you can spray water through the filter in either direction to ensure the detergent is thoroughly removed.

CLEANING (CONT.)

Detergent & Water Cleaning (Cont.)

5. Allow the filter to dry. Use compressed air (below 45psi) or a fan to speed drying time. A hair dryer, oven or other source of heated air may also be used, but the temperature of the air must be 160° F or lower. Don't put a concentrated heat source such as a light bulb or space heater close enough to the filter to exceed 160°F at the filter's surface.

Note: Air Filters should not be washed with hard solvents such as, but not limited to, MEK, toluene, acetone or oily solvents.

INSPECTION

1. When the filter is dry, hold a bright light behind the filter. Inspect thoroughly by looking 'through' it towards the light to identify holes, rips, tears or visual damage to the media.
2. Inspect the filter for physical damage paying special attention to the gasket (if used) and sealing surfaces for damage, cracks, tears or missing material that may prevent satisfactory sealing to the airframe.
3. Ensure all fasteners and cross pins (where used) are present.
4. Inspect the filter box for loose parts, adhesive debonding dents or crack, and the fasteners for airworthiness condition.

Replace damaged filters. **Do not** attempt to repair them.

Do not install a damaged filter.

STORAGE

Keep filters stored in a clean environment away from dust and dirt, and where they are protected from physical damage.

SERVICING/REPLACEMENT SCHEDULE

Induction air filters should be replaced after 5 cleanings or 500 flight hours, whichever comes first. They should also be inspected during preflight (where possible), and at 100 hour and annual inspections, or more often if airplane is operated in harsh conditions.

An indication of an excessively dirty induction air filter is that normal high manifold pressure cannot be achieved with the engine running at full power. In general, in a normally aspirated engine, when a 1 to 1.5-inch drop in manifold pressure is caused by the air filter, the filter is considered to be excessively 'dirty' and should be cleaned or replaced. Clean the air filter during each 100 hour and annual inspections, or whenever needed. Replace damaged air filters when found at any time.