

Selkirk Aviation Inc.

3377 W. Industrial Loop PHONE: 208-664-9589 FAX: 208-665-9597 WEBSITE: www.selkirk-aviation.com

Coeur d'Alene, ID 83815

Prices effective: January 2019

FAA approved composite cowlings STC No. SA01644SE

Differences in Cowlings for Categories, 1, 2, 3, and 4

Category 1 Cessna 182 1956 to 1958 No cowl flaps
\$7140.00 Lip, Lower Cowl and Add small scoop

Category 2 Cessna 180 1953 to 1955 Big air induction
\$8058.00 2 cowl flaps

Category 3 Cessna 180 1956 to 1959 Small scoop
\$8058.00 2 cowl flaps

Category 4
Cessna 182 1959 to 1961 Filter box and 2 small Cowl flaps
\$9075.00 Cessna 180 1960 to 1981
\$9275.00 Cessna 185 1961 to 1985 (Includes Boost Pump Air Inlet)

(Category 4 will also work with some adjustments on early Cessna 180 and 1956 to 1958 Cessna 182)

SA384250 RH and SA384260 LH Light housings \$179.00 each extra

Individual pieces for sale also.

SA382230	Tunnel Air Intake	\$355.00	Category 2 1953-1955 C180
SA382241	Support, Cowl Flap	\$249.00	Category 2 & 3 1953-1959 C180
SA382500	Flap Assembly, Left	\$709.00	Category 2 & 3 1953-1959 C180
SA382600	Flap Assembly, Right	\$709.00	Category 2 & 3 1953-1959 C180
SA383230	Nose Scoop Air Intake	\$497.00	Category 3 1956-1959 C180
SA323235	Box, Air Intake	\$497.00	Category 1 1956-1958 C182 and Category 3 1956-1959 C180
SA381120-1	Bare door, oil filler with Hartwell latch and hinge	\$214.00	Categories 1, 2, and 3
SA384270	Filter box speed fairing	\$230.00	Category 4
SA384272	Speed exhaust fairing	\$281.00	Category 4
SA384274	Air Scoop assembly components and parts	\$306.00	Category 4
SA384278	Adapter air box-early	\$281.00	Category 4
SA384280	Adapter air box-late	\$255.00	Category 4
SA384230	Air filter box	\$485.00	Category 4
SA384250	RH Light housing	\$179.00	Category 4
SA384260	LH Light housing	\$179.00	Category 4

**No cowl flaps are available for individual sale for Category 4 late model as Selkirk design is different than factory design.

* All cowlings are designed without separate upper and lower nose bowls.

Cowling fasteners: Selkirk will supply camlocs to attach upper to lower cowlings.

You supply hardware to attach cowlings to aircraft. There are 3 choices for categories 1-3: 1. Mini camlocs. 2. Machine screws/nutplates. 3. Original sheet metal and tinnermans. Category 4 must use factory camlocs.

*Oil inspection door on pilot side-same as later model

* Oil fill door on top.

*Negligible weight difference from metal cowling.

*Must buy top and bottom cowling.

For hardware contact Skybolt at 1-352-326-0001 or www.skybolt.com

Aircraft Spruce camloc fasteners at 1-877-477-7823.

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