

I. Model F337E (Cont'd)

Diameter: not over 76 in., not under 75 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 11.7° low, 79.0° feathered.

(d) (Rear) McCauley D2AF34C302/L76CTA-0
 Diameter: not over 76 in., not under 75 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 10.8° low, 79.0° feathered.

(e) (Front) McCauley D2AF34C306/78 CAA-0
 Diameter: not over 78 in., not under 76.5 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 11° low, 82° feathered.

(f) (Rear) McCauley D2AF34C307/L78CBA-2
 Diameter: not over 76 in., not under 74.5 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 11° low, 80° feathered.

(g) (Front) woodward hydraulic governor 210443

(h) (Rear) Woodward hydraulic governor 210443

(i) (Front) McCauley hydraulic governor CF 310D1/T1 or
 CF 310 D2/T1

(j) (Rear) McCauley hydraulic governor CF 310D1/T1 or
 CF 310 D2/T1

(k) (Front) Cessna spinner 1557303 (includes support and
 bulkhead assembly)

(l) (Rear) Cessna spinner 1457306 (includes support and
 bulkhead assembly).

*	Airspeed limits (CAS)	Never exceed Maximum structural cruising Flaps extended Maneuvering Landing gear extension	225 m.p.h. (195 knots) 190 m.p.h. (165 knots) 120 m.p.h. (104 knots) 155 m.p.h. (135 knots) 160 m.p.h. (139 knots)
	C.G. range (landing gear extended)	(+137.4) to (+143.0) at 4440 lb. (+134.5) to (+143.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.	
	Empty weight C.G. range	None	
*	Maximum weight	4440 lb. takeoff and flight: 4400 lb. landing	
	Number of seats	4 - 6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); 1 or 2 at +162.0 to +168.0)	
	Maximum baggage	365 lb. (reference weight and balance for additional information)	
	Fuel capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on undrainable fuel	

I. Model F337E (cont'd)

Oil capacity	10 qt. - front (+43.0) (7 qt. usable) (See NOTE 6)		
	10 qt. - rear (+207.5) (7 qt. usable)		
	See NOTE 1 for data on undrainable oil.		
Control surface movements	Wing Flaps		
	Inboard		Down 25° +1, -2°
	Outboard		Down 25° +1, -2°
	Ailerons	Up 21° ± 2°	Down 14° 30' ± 2°
	Elevator	Up 26° ± 1°	Down 15° ± 1°
	Elevator tab	Up 15° ± 1°	Down 15° ± 1°
	Rudder		
	Measured parallel to		
	O.O.W.L.	Inboard 15° + 0°, -2°	Outboard 22° ± 2°
	Measured perpendicularly		
	to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°
Serial Nos. eligible	Model F337E: F3370001 through F3370024		

II. Model FT337E, 4 - 6 PCLM (Normal Category), Approved March 24, 1970
Model FT337E, 4 - 6 PCLM (Normal Category), Approved April 28, 1971

Engines	(Front) Continental TSIO-360-A (Rear) Continental TSIO-360-A
* Fuel	100/130 minimum grade aviation gasoline
* Engine limits	For all operations, 2800 r.p.m. (210 b.hp.) 32 in. Hg MP (Critical altitude to 20,000 ft. in standard atmosphere)
Propeller and propeller limits	1. McCauley constant speed full-feathering propeller installation <ol style="list-style-type: none"> (a) (Front) McCauley D2AF34C91/76C-0 Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 12.7° low, 79.0° feathered. (b) (Rear) McCauley D2AF34C61/L76C Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.8° low, 79.0° feathered. (c) (Front) McCauley D2AF34C304/76CTA-0 Diameter: not over 76 in., not under 75 in. No further reduction permitted Pitch setting at 30 in. station: 12.7° low, 79.0° feathered. (d) (Rear) McCauley D2AF34C302/L76CTA-0 Diameter: not over 76 in., not under 75 in. No further reduction permitted Pitch setting at 30 in. station: 11.8° low, 79.0° feathered. (e) (Front) Woodward hydraulic governor 210443 (f) (Rear) Woodward hydraulic governor 210443 (g) (Front) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1 (h) (Rear) McCauley hydraulic governor CF310D1-T1 or CF 310 D2/T1 (i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly) (j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).

II. Model FT337E, and Model FT337F (cont'd)

* Airspeed limits (CAS)	Never exceed Maximum structural cruising Flaps extended Maneuvering Landing gear extension	228 m.p.h. (198 knots) 190 m.p.h. (165 knots) 120 m.p.h. (104 knots) 155 m.p.h. (135 knots) 160 m.p.h. (139 knots)
C.G. range (landing gear extended)	(+134.5) to (+142.0) at 3837 lb. or less. (+138.3) to (+142.0) at 4630 lb. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.	
Empty weight C.G. range	None	
* Maximum weight	4630 lb. takeoff and flight 4400 lb. landing	
Number of seats	4 - 6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); 1 or 2 at +162.0 to +168.0)	
Maximum baggage	365 lb. (reference weight and balance for additional information)	
Fuel capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on undrainable fuel	
Oil capacity	11 qt. - front (+43.0) (7 qt. usable) (See NOTE 6) 11 qt. - rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.	
Control surface movements	Wing Flaps Inboard Outboard Ailerons Elevator Elevator tab Rudder Measured parallel to O.O.W.L. Measured perpendicular to hinge line	Down 25° +1°, -2° Down 25° +1°, -2° Up 21° ± 2° Up 26° ± 1° Up 15° ± 1° Inboard 15° + 0°, -2° Outboard 22° ± 2° Inboard 17° + 0°, -2° Outboard 25° ± 2°
Serial Nos. eligible	Model FT337E: FT3370001 through FT370024 Model FT337F: FT3370025 through FT3370055	

III. Model F337F, 4 - 6 PCLM (Normal Category), Approved April 28, 1971

Engines	(Front) Continental IO-360-C (Rear) Continental IO-360-C
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)
* Engine limits	For all operations, 2800 r.p.m. (210 b.hp.)
Propeller and propeller limits	1. McCauley constant speed full-feathering propeller installation (a) (Front) McCauley D2AF34C59/76C Diameter: not over 76 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.7° low, 79.0° feathered.

III. Model F337F (cont'd)

- (b) (Rear) McCauley D2AF34C61/L76C
Diameter: not over 76 in., not under 74.5 in.
No further reduction permitted
Pitch setting at 30 in. station:
10.8° low, 79.0° feathered.
- (c) (Front) McCauley D2AF34C301/76CTA-0
Diameter: not over 76 in., not under 75 in.
No further reduction permitted
Pitch setting at 30 in. station:
11.7° low, 79.0° feathered.
- (d) (Rear) McCauley D2AF34C302/L76CTA-0
Diameter: not over 76 in., not under 75 in.
No further reduction permitted
Pitch setting at 30 in. station:
10.8° low, 79.0° feathered.
- (e) (Front) McCauley D2AF34C306/78 CAA-0
Diameter: not over 78 in., not under 76.5 in.
No further reduction permitted
Pitch setting at 30 in. station:
11° low, 82° feathered.
- (f) (Rear) McCauley D2AF34C307/L78CBA-2
Diameter: not over 76 in., not under 74.5 in.
No further reduction permitted
Pitch setting at 30 in. station:
11° low, 80° feathered.
- (g) (Front) Woodward hydraulic governor 210443
- (h) (Rear) Woodward hydraulic governor 210443
- (i) (Front) McCauley hydraulic governor CF310D1-T1
- (j) (Rear) McCauley hydraulic governor CF310D1-T1
- (k) (Front) Cessna spinner 557303 (includes support and bulkhead assembly)
- (l) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).

* Airspeed limits (CAS)	Never exceed	228 m.p.h. (198 knots)
	Maximum structural cruising	190 m.p.h. (165 knots)
	Flaps extended	120 m.p.h. (104 knots)
	Maneuvering	155 m.p.h. (135 knots)
	Landing gear extension	160 m.p.h. (139 knots)
C.G. range (Landing gear extended)	(+140.0) to (+143.0) at 4630 lb.	
	(+137.3) to (+143.0) at 4400 lb.	
	(+134.5) to (+143.0) at 3837 lb. or less.	
	Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.	
Empty weight C.G. range	None	
* Maximum weight	4630 lb. takeoff and flight: 4400 lb. landing	

III. Model F337F (cont'd)

Number of seats	4 - 6 (2 at +98.0 to +109.0); (2 at +133.0 to +142.0); (1 or 2 at +162.0 to +168.0)																																														
Maximum baggage	365 lb. (reference weight and balance for additional information)																																														
Fuel capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150) See NOTE 1 for data on unusable fuel																																														
Oil capacity	10 qt. - front (+43.0) (7 qt. usable) (See NOTE 6) 10 qt. - rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.																																														
Control surface movements	<table border="0"> <tr> <td colspan="4">Wing Flaps</td> </tr> <tr> <td>Inboard</td> <td></td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td>Outboard</td> <td></td> <td></td> <td>Down 25° +1°, -2°</td> </tr> <tr> <td>Ailerons</td> <td>Up</td> <td>21° ± 2°</td> <td>Down 14° 30' ± 2°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>26° ± 1°</td> <td>Down 15° ± 1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up</td> <td>15° ± 1°</td> <td>Down 15° ± 1°</td> </tr> <tr> <td colspan="4">Rudder</td> </tr> <tr> <td colspan="4">Measured parallel to</td> </tr> <tr> <td>O.O.W.L.</td> <td>Inboard</td> <td>15° + 0°, -2°</td> <td>Outboard 22° ± 2°</td> </tr> <tr> <td colspan="4">Measured perpendicularly</td> </tr> <tr> <td></td> <td>to hinge line</td> <td>Inboard 17° + 0°, -2°</td> <td>Outboard 25° ± 2°</td> </tr> </table>			Wing Flaps				Inboard			Down 25° +1°, -2°	Outboard			Down 25° +1°, -2°	Ailerons	Up	21° ± 2°	Down 14° 30' ± 2°	Elevator	Up	26° ± 1°	Down 15° ± 1°	Elevator tab	Up	15° ± 1°	Down 15° ± 1°	Rudder				Measured parallel to				O.O.W.L.	Inboard	15° + 0°, -2°	Outboard 22° ± 2°	Measured perpendicularly					to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°
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Serial Nos. eligible	Model F337F: F3370025 through F3370045 (1971 Model) F3370046 through F3370055 (1972 Model)																																														

IV. Model F337G, 4 - 6 PCLM (Normal Category), Approved May 11, 1973

Engine	(Front) Continental IO-360-G (Rear) Continental IO-360-G
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)
* Engine limits	For all operations, 2800 r.p.m. (210 b.hp.)
Propeller and propeller limits	<ol style="list-style-type: none"> 1. McCauley constant speed, full-feathering propeller installations <ol style="list-style-type: none"> (a) S/NF3370056 through F3370080 (Front) McCauley D2AF34C306/78 CAA-0 Diameter: not over 78 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: 11° low, 82° feathered. (b) S/N F3370080 and up (Front) McCauley D2AF34C310/90DEA-12 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: 9.9° low, 82.0° feathered. (c) (Rear) McCauley D2AF34C307/L78 CBA-2 Diameter: not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch setting at 30 in. station: 11° low, 80° feathered. (d) (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1

IV. Model F337G (cont'd)

	(e) (Rear) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1
	(f) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
	(g) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).
* Airspeed limits (CAS)	S/N F3370056 through F3370076
	Never exceed 228 m.p.h. (198 knots)
	Maximum structural cruising 190 m.p.h. (165 knots)
	Flaps extended 125 m.p.h. (108 knots)
	Maneuvering 155 m.p.h. (135 knots)
	Landing gear extension 160 m.p.h. (139 knots)
Airspeed limits (IAS) (See NOTE 7)	S/N F3370077 and up
	Never exceed 200 KIAS
	Maximum structural cruising 168 KIAS
	Flaps extended 110 KIAS
	Maneuvering 137 KIAS
	Landing gear extension 140 KIAS
C.G. range (landing gear extended)	(+140.0) to (+143.0) at 4630 lb. (+137.3) to (+143.0) at 4400 lb. (+134.5) to (+143.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.
Empty weight C.G. range	None
* Maximum weight	4630 lb. takeoff and flight: 4400 lb. landing
Number of seats	4 - 6 (2 at +98.0 to +109.0); (2 at +140.0); (1 or 2 at +170.0)
Maximum baggage	365 lb. (See weight and balance for landing instructions) Maximum baggage with restraining net - 160 lb.
Fuel capacity	S/N F3370056 through F3370076 92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. ea. at +150.0) See NOTE 1 for data on unusable fuel.
	S/N F3370077 and up: 90.6 gal. (88 gal. usable) (2 tanks 45.3 gal. ea. at +149.0) See NOTE 1 for data on unusable fuel.
Oil capacity	S/N F3370056 through F3370063: 10 qt. - Front (+43.0) (7 qt. usable) 10 qt. - Rear (+207.5) (7 qt. usable) See NOTE 1 for data on undrainable oil.
	S/N F3370064 and up: 8 qt.-Front (+43.0) (5 qt. usable) 8 qt.-Rear (+207.5) (5 qt. usable) See NOTE 1 for data on undrainable oil.

IV. Model F337G (cont'd)

Control surface movements

Wing Flaps			
Inboard		Down	25° +1°, -2°
Outboard		Down	25° +1°, -2°
Ailerons	Up	21° ± 2°	Down 14° 30' ± 2°
Elevator	Up	26° ± 1°	Down 15° ± 1°
Elevator tab	Up	15° ± 1°	Down 15° ± 1°
Rudder			
Measured parallel to			
O.O.W.L.	Inboard	15° + 0°, -2°	Outboard 22° ± 2°
Measured perpendicularly			
to hinge line	Inboard	17° + 0°, -2°	Outboard 25° ± 2°

Serial Nos. eligible

1973 Model: F3370056 through F3370063
1974 Model: F3370064 through F3370071
1975 Model: F3370072 through F3370076
1976 Model: F3370077 through F3370079
1977 Model: F3370080 through F3370084

V. Model FT337GP, 4 - 5 PCLM (Normal Category), Approved June 22, 1973

Engine	(Front) Continental TSIO-360-C (Rear) Continental TSIO-360-C
* Fuel	100/130 minimum grade aviation gasoline (See NOTE 5)
* Engine limits	For all operations, 2800 r.p.m. (225 b.hp.) 37 in. Hg.MP
Propeller and propeller limits	1. McCauley constant speed, full feathering propeller installation (a) S/N FP3370001 through FP3370017 (Front) McCauley D2AF34C303/78CAA-0 Diameter: not over 78 in., not under 76 in. No further reduction permitted Pitch setting at 30 in. station: 12.5° low, 82.0 feathered. (b) S/N FP3370018 and up (Front) McCauley D2AF34 C308/90 DEA-12 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch setting at 30 in. station: 11.3° low, 82.3° feathered. (c) (Rear) McCauley D2AF34C305/L78CBA-2 Diameter: not over 76 in., not under 74 in. No further reduction permitted Pitch setting at 30 in. station: 12.5° low, 80.0° feathered. (d) S/N FP3370001 through FP3370008 (Front) McCauley hydraulic governor CF310 D1/T1 or CF310 D2/T1 S/N FP3370009 through FP3370017 (Front) McCauley hydraulic governor CFS310 D3/T1 S/N FP3370018 and up (Front) McCauley hydraulic governor DCFS310 D4/T5

V. Model FT337GP (cont'd)

	(e)	S/N FP3370001 through FP3370008 (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
		S/N FP3370009 through FP3370022 (Rear) McCauley hydraulic governor DCFS310 D3/T1
		S/N FP3370023 and up (Rear) McCauley hydraulic governor DCFS 310 D8/T1
	(f)	(Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
	(g)	(Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)
* Airspeed limits (CAS)		S/N FP3370001 through FP3370015
		Never exceed 230 m.p.h. (200 knots)
		Maximum structural cruising 190 m.p.h. (165 knots)
		Flaps extended 125 m.p.h. (108 knots)
		Maneuvering 155 m.p.h. (135 knots)
		Landing gear extension 160 m.p.h. (139 knots)
Airspeed limits (IAS) (See NOTE 7 on use of IAS)		S/N FP3370016 and up
		Never exceed 205 KIAS
		Maximum structural cruising 169 KIAS
		Flaps extended 110 KIAS
		Maneuvering 139 KIAS
		Landing gear extension 140 KIAS
C.G. range (landing gear extended)		S/N FP3370001 through FP3370015
		(+138.6) to (+142.0) at 4700 lb.
		(+134.5) to (+142.0) at 3837 lb. or less.
		Straight line variation between points given.
		Landing gear retraction moment is +3318 in.-lb.
		S/N FP3370016 and up
		(+137.7) to (+142.0) at 4700 lb.
		(+134.5) to (+142.0) at 3837 lb. or less
		Straight line variation between points given.
		Landing gear retraction moment is 3318 in.lb.
Empty weight C.G. range		None
Maximum weight		4700 lb. takeoff and flight: 4465 lb. landing
Number of seats		S/N FP3370001 through FP3370015
		4 - 5 (2 at +98.0 to +109.0); (2 at +140.0); (1 optional at +170.0)
		S/N FP3370016 through FP3370022
		4-5 (2 at +98.0 to +109.0); (2 at +140.0 to +158.0); (1 optional at +170.0)
Maximum baggage		365 lb. (reference weight and balance for additional information)

V. **Model FT337GP** (cont'd)

Fuel capacity

S/N FP3370001 through FP3370013
 125 gal. (123 gal. usable) (2 tanks 62.5 gal. ea. at +150.0)
 See NOTE 1 for data on unusable fuel

S/N FP3370014 and up
 150.6 gal. (148 gal. usable) (2 tanks, 75.3 gal. ea. at +150.0)
 See NOTE 1 for data on unusable fuel

Oil capacity

S/N FP3370001 through FP337008
 11 qt. - front (+44.5) (7 qt. usable) (See NOTE 6)
 11 qt. - rear (+205.9) (7 qt. usable) (See NOTE 6)
 See NOTE 1 for data on undrainable oil.

S/N FP3370009 and up
 9 qt. Front (+44.5) (5 qt. usable)
 9 qt. Rear (+205.9) (5 qt. usable)
 See NOTE 1 for data on undrainable oil

Control surface movements

Wing Flaps			
Inboard		Down	25° +1°, -2°
Outboard		Down	25° +1°, -2°
Ailerons	Up	21° ± 2°	Down 14° 30' ± 2°
Elevator	Up	26° ± 1°	Down 15° ± 1°
Elevator tab	Up	15° ± 1°	Down 15° ± 1°
Rudder			
	Measured parallel to		
	O.O.W.L.	Inboard	15° + 0°, -2°
		Outboard	22° ± 2°
	Measured perpendicularly		
	to hinge line	Inboard	17° + 0°, -2°
		Outboard	25° ± 2°

Serial Nos. eligible

1973 Model: FP3370001 through FP3370008
 1974 Model: FP3370009 through FP3370013
 1975 Model: FP3370014 and FP3370015
 1976 Model: FP3370016 and FP3370017
 1977 Model: FP3370018 and FP3370022

VI. **Model F337H, 4-6 PCLM (Normal Category), Approved May 22, 1978**

Engine

(Front) Continental IO-360-G
 (Rear) Continental IO-360-G

* Fuel

100LL/100 minimum grade aviation gasoline
 See Note 5

* Engine limits

For all operations, 2800 r.p.m. (210 b.hp.)

Propeller and propeller limits

1. McCauley constant speed full-feathering propeller installations
 - (a) (Front) McCauley D2AF34C310/90DEA-12
 Diameter: not over 78.0 in., not under 76.5 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 9.9° low, 82.0° feathered.
 - (b) (Rear) McCauley D2AF34C307/L78CBA-2
 Diameter: not over 76 in., not under 74.5 in.
 No further reduction permitted
 Pitch setting at 30 in. station:
 11.0° low, 80.0° feathered.

VI. Model F337H (cont'd)

	(c) (Front) McCauley hydraulic governor DCF310D7/T1																																														
	(d) (Rear) McCauley hydraulic governor DCF310D7/T1																																														
	(e) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)																																														
	(f) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly).																																														
* Airspeed limits (IAS) (See NOTE 7 on use of IAS)	Never exceed	200 KIAS																																													
	Maximum structural cruising	168 KIAS																																													
	Flaps extended	110 KIAS																																													
	Maneuvering	137 KIAS																																													
	Landing gear extension	200 KIAS																																													
	Landing gear operating speed	140 KIAS																																													
C.G. range (landing gear extended)	(+140.0) to (+143.0) at 4630 lb. (+137.3) to (+143.0) at 4400 lb. (+134.5) to (+143.0) at 3837 lb. or less. Straight line variation between points given. Landing gear retraction moment is +3318 in.-lb.																																														
Empty weight C.G. range	None																																														
* Maximum weights	4630 lb. takeoff and flight 4400 lb. landing																																														
Number of seats	4 - 6 (2 at +98.0 to +109.0); (2 at +135.0 to +141.0); (1 or 2 at +161.0 to +167.0)																																														
Maximum baggage	365 lb. (See weight and balance for loading instructions) Maximum baggage with restraining net - 160 lb.																																														
Fuel capacity	90.6 gal. (88 gal. usable) (2 tanks 45.3 gal. ea. at +149.0) See NOTE 1 for data on unusable fuel																																														
Oil capacity	8 qt. - front (+43.0) (5 qt. usable) 8 qt. - rear (+207.5) (5 qt. usable)																																														
Control surface movements	<table border="0"> <tbody> <tr> <td colspan="4">Wing Flaps</td> </tr> <tr> <td>Inboard</td> <td></td> <td>Down</td> <td>25° +1°, -2°</td> </tr> <tr> <td>Outboard</td> <td></td> <td>Down</td> <td>25° +1°, -2°</td> </tr> <tr> <td>Ailerons</td> <td>Up</td> <td>21° ± 2°</td> <td>Down 14° 30' ± 2°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>26° ± 1°</td> <td>Down 15° ± 1°</td> </tr> <tr> <td>Elevator tab</td> <td>Up</td> <td>15° ± 1°</td> <td>Down 15° ± 1°</td> </tr> <tr> <td colspan="4">Rudder</td> </tr> <tr> <td colspan="4">Measured parallel to</td> </tr> <tr> <td>O.O.W.L.</td> <td>Inboard</td> <td>15° + 0°, -2°</td> <td>Outboard 22° ± 2°</td> </tr> <tr> <td colspan="4">Measured perpendicularly</td> </tr> <tr> <td></td> <td>to hinge line</td> <td>Inboard 17° + 0°, -2°</td> <td>Outboard 25° ± 2°</td> </tr> </tbody> </table>			Wing Flaps				Inboard		Down	25° +1°, -2°	Outboard		Down	25° +1°, -2°	Ailerons	Up	21° ± 2°	Down 14° 30' ± 2°	Elevator	Up	26° ± 1°	Down 15° ± 1°	Elevator tab	Up	15° ± 1°	Down 15° ± 1°	Rudder				Measured parallel to				O.O.W.L.	Inboard	15° + 0°, -2°	Outboard 22° ± 2°	Measured perpendicularly					to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°
Wing Flaps																																															
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O.O.W.L.	Inboard	15° + 0°, -2°	Outboard 22° ± 2°																																												
Measured perpendicularly																																															
	to hinge line	Inboard 17° + 0°, -2°	Outboard 25° ± 2°																																												
Serial Nos. eligible	1978 Model: F3370085 and up																																														

VII. Model FT337HP (cont'd)

Control surface movements	Wing Flaps		
	Inboard		Down 25° +1°, -2°
	Outboard		Down 25° +1°, -2°
	Ailerons	Up 21° ± 2°	Down 14° 30' ± 2°
	Elevator	Up 26° ± 1°	Down 15° ± 1°
	Elevator tab	Up 15° ± 1°	Down 15° ± 1°
	Rudder		
	Measured parallel to O.O.W.L.		
	Inboard	15° + 0°, -2°	Outboard 22° ± 2°
	Measured perpendicularly to hinge line		
Inboard	17° + 0°, -2°	Outboard 25° ± 2°	
Serial Nos. eligible	1978 Model: FP337 0023 and up		

DATA PERTINENT TO ALL MODELS

Datum	65.0 in. forward of front face of firewall
Leveling means	Two jig located nutplates and screws installed on left side of fuselage immediately below pilot's window.
Certification basis	<u>Models F337E, FT337E, F337F, FT337F, F337G, FT337GP, F337H and FT337HP</u> Part 23 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-6. Type Certificate No. A23EU, issued March 24, 1970. Date of Application for Type Certificate: February 19, 1970. Equivalent Safety Items S/N FP3370016 and up S/N F3370077 and up Airspeed Indicator FAR 23.1545 (See NOTE 7 on use of IAS) Operation Limitations FAR 23.1583(a)(1)
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:

1. Stall Warning Indicator, Cessna Dwg. 0511062

NOTES

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity locations must include the following:

<u>Serial Numbers</u>	<u>Unusable Fuel</u>	
	<u>Weight</u>	<u>Arm</u>
F3370001 through F3370076	5 lb.	+159.5
F3370077 and up	15	+159.0
FP3370001 through FP3370013	12	+157.8
FP3370014 and up	15	+159.0
	<u>Undrainable Oil</u>	
F3370001 through F3370076	0.0	+125.5
FP3370001 through FP3370015		

	<u>Full Oil</u>		
F3370077 and up	30.0 (Std. F337)		
	33.8 (FT337)		+125.5
F3370016 and up	33.8		+125.5

NOTE 2.

The following placards must be displayed as indicated:

A. Applicable to Model F337E and FT337E

(1) In full view of the pilot:

- (a) "This airplane must be operated as a Normal Category Airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals."
- (b) "No acrobatic maneuvers, including spins approved".
- (c) "Maximum maneuvering speed 155 m.p.h. - CAS".
- (d) "Maximum design weight: Takeoff 4440 lb.; landing 4400 lb." (F337E only)
"Maximum design weight: Takeoff 4630 lb.; Landing 4400 lb." (FT337E only)
- (e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0."
- (f) "Maximum altitude loss in stall recovery 300 feet". (F337E only)
"Maximum altitude loss in stall recovery 400 feet". (FT337E only)
- (g) "Maximum flap extension speed: 1/3 - 160 m.p.h. CAS
1/3 to full down flap - 120 m.p.h. CAS".
- (h) "Gear extension speed: 160 m.p.h. CAS".
- (i) "Airplane is controllable in 20-knot cross wind".
- (j) "Known icing conditions to be avoided". (If applicable)
- (k) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

VFR - IFR - DAY - NIGHT". (As applicable)

- (2) On the control lock: "Control lock - remove before starting engines".
- (3) On the baggage door: "Maximum capacity 365 lb. For additional loading instructions see weight and balance data".
- (4) On the fuel selector cover:

"Front engine		Rear engine	
Off		Off	
Left Main	46.0 gal.	Left Main	46.0 gal.
Right Main	46.0 Gal.	Right Main	46.0 gal.

- (5) Near fuel selector: "Takeoff and Landing -
Front engine - Left Main
Rear engine - Right Main"
- (6) Near propeller control: "To feather propeller, lift propeller control up and pull back."

- (7) On upper portion of quadrant cover: "With inoperative engine, feather propeller."
- (8) Adjacent to the fuel filler caps: "Tank capacity 46.4 U.S. gallons, 100/130 minimum grade."
- (9) On the gear emergency pump cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."
- (10) The following check list shall be placed in the map compartment:

<u>"BEFORE TAKEOFF</u>	<u>BEFORE LANDING</u>
1. Set trim controls	1. Gear down
2. Fuel selector main tanks	2. Fuel selector main tanks
3. Cowl flaps open	3. Cowl flaps closed
4. Mixtures rich	4. Mixtures rich
5. Propellers forward	5. Propellers forward
6. Flaps 0 - 1/3	6. Flaps down".

- (11) The following placard must be installed near the manifold pressure instrument :
(applicable to the FT337E only)

Altitude in Feet Sea Level to	Manifold Pressure In. Hg.	Fuel Flow Gal/Hr.
20,000	32	21
22,000	30	19
24,000	28	17
26,000	26	15
28,000	24	13
30,000	22	11

Normal Power Climb - 2600 r.p.m. - 28 manifold pressure - 14.5 g.p.h."

B. Applicable to Model F337F and FT337F

- (1) In full view of the pilot:
- "This airplane must be operated as a Normal Category Airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals."
 - "No acrobatic maneuvers, including spins approved".
 - "Maximum maneuvering speed 155 m.p.h. - CAS".
 - "Maximum design weight: Takeoff 4630 lb.; Landing 4400 lb."
 - "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
 - "Maximum altitude loss in stall recovery 400 feet".
 - "Maximum flap extension speed: 1/3 - 160 m.p.h. CAS
1/3 to full down flap - 120 m.p.h. CAS".
 - "Gear extension speed: 160 m.p.h. CAS".
 - "Airplane is controllable in 20-knot cross wind".
 - "Known icing conditions to be avoided". (If applicable)
 - "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

VFR - IFR - DAY - NIGHT". (As applicable)

- (2) On the control lock: "Control lock - remove before starting engines".
- (3) On the baggage door: "Maximum capacity 365 lb. For additional loading instructions see weight and balance data".

- (4) On the fuel selector cover:
- | | | | |
|---------------|-----------|-------------|-----------|
| "Front engine | | Rear engine | |
| Off | | Off | |
| Left Main | 46.0 gal. | Left Main | 46.0 gal. |
| Right Main | 46.0 Gal. | Right Main | 46.0 gal. |
- (5) Near fuel selector:
- (a) "Takeoff and landing - Front engine - Left Main
Rear engine - Right Main"
- (b) "When switching from dry tank turn pump on "HI" momentarily".
- (6) Near propeller control: "To feather propeller, lift propeller control up and pull back".
- (7) On upper portion of quadrant cover: "With inoperative engine, feather propeller".
- (8) Adjacent to the fuel filler caps: "Tank capacity 46.4 U.S. gallons, 100/130 minimum grade".
- (9) On the gear emergency pump cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically".
- (10) The following check list shall be placed in the map compartment:

<u>"BEFORE TAKEOFF</u>	<u>BEFORE LANDING</u>
1. Set trim controls	1. Gear down
2. Fuel selector main tanks	2. Fuel selector main tanks
3. Cowl flaps open	3. Cowl flaps closed
4. Mixtures rich	4. Mixtures rich
5. Propellers forward	5. Propellers forward
6. Flaps 0 - 1/3	6. Flaps down".

- (11) The following placards must be installed near the fuel flow indicators:

Model F337F

"Maximum Power Mixture Settings

S.L.	102 lb./hr.
4,000 ft.	90 lb./hr.
8,000 ft.	78 lb./hr.
12,000 ft.	66 lb./hr.

Model FT337F:

"Maximum allowable to manifold pressure and climb fuel flow

Altitude in Feet	Manifold Pressure	Fuel Flow
Sea Level to	In. Hg.	Lb./Hr.
20,000	32	126
22,000	30	114
24,000	28	102
26,000	26	90
28,000	24	78
30,000	22	66

Normal Power Climb - 2600 r.p.m. - 28 manifold pressure - 87 lb/hr."

- (12) On the left side of the pedestal adjacent to the alternate static source valve when installed:
- "Alternate Static Source Correction
Airspeed: Fly 3 m.p.h. faster than normal
Altitude: Cruise - Fly 270 feet higher than normal
Approach - Fly 100 feet higher than normal".

- (13) Below instrument cluster and adjacent to the tachometer:

"TAXI & TAKEOFF
Lead with rear engine power
Check r.p.m. and fuel flow".

C. Applicable to Model F337H

- (1) In full view of the pilot:

- (a) "This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings and manuals."
(b) "No acrobatic maneuvers, including spins approved".
(c) "Maximum Gross Weight: Takeoff 4630 lb.
Landing 4400 lb."
(d) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
(e) "Flight into known icing conditions prohibited".
(f) "Maximum altitude loss in stall recovery - 400 feet".
(g) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

- (2) Located near the Airspeed Indicator:

(a) Model F337G

S/N F3370056 through F3370076
"Maximum Speeds - CAS
Gear Operation 160 mph
Gear Extended 228 mph
Maneuvering 155 mph"

(b) Model F337G/ F337H

S/N F3370077 and up
"Maximum Speeds - IAS
Gear Operation 140 knots
Gear Extended 200 knots
Maneuvering 137 knots"

- (3) On the control lock: "Control lock - remove before starting engines".
(4) On the rear firewall in the baggage area: "Maximum capacity 365 lb. - Maximum baggage with restraining net 160 lb. For additional loading instruction see weight and balance data".
(5) On the fuel selector covers:

S/N F3370056 through F3370076

Fuel Off Rear Engine	
Left On	Right On
276 lb.	276 lb.
46 gal.	46 gal.

Takeoff and landing - Right Tank
When switching from dry tank -
turn pump on 'HI' momentarily.

S/N F3370077 and up

Fuel Off Rear Engine	
Left On	Right On
240 lb.	266 lb.
40 gal.	44 gal.

Takeoff and landing - Right Tank
When switching from dry tank -
turn pump on 'HI' momentarily.

Fuel Off Front Engine	
Left On	Right On
276 lb.	276 lb.
46 gal.	46 gal.

Takeoff and landing - Left Tank

Fuel Off Front Engine	
Left On	Right On
264 lb.	240 lb.
44 gal.	40 gal.

Takeoff and landing - Left Tank

- (6) Near propeller control: "To feather propeller, lift propeller control up and pull back."
- (7) On upper portion of quadrant cover: "With inoperative engine, feather propeller."
- (8) Adjacent to the fuel filler caps:
S/N F3370056 through F3370076
 "Tank capacity 46.4 U.S. Gallons, 100/130 minimum grade".

S/N F3370057 through F3370084
 "Tank capacity 45.3 U.S. Gallons, 100/130 minimum grade"

S/N F3370085 and up
 "Tank capacity 45.3 U.S. Gallons, 100LL/100 minimum grade"
- (9) On the inside of the fuel cap covers: "To ensure complete filling of tanks:
 (1) Fill slowly
 (2) Retop after filling opposite wing"
- (10) Near the landing gear emergency hydraulic hand pump:
 (a) S/N F3370056 through F3370084
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically"
 (b) S/N F3370085 and up
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically
 Caution: Do not pump with gear up selected"
- (11) Located beneath engine instrument cluster:
"Taxi and Takeoff
 Lead with rear engine power
 Check RPM and fuel flow"
- (12) Located near wing flap indicator:
 (a) S/N F3370056 through F3370076
 "Maximum flap extension speeds:

1/3	160 mph CAS
1/3 - 2/3	140 mph CAS
2/3 - full	125 mph CAS"
- (b) S/N F3370077 and up:
 "Maximum flap extension speeds:

1/3	165 KIAS
1/3 - 2/3	135 KIAS
2/3 - full	110 KIAS"

- (13) Pilot's checklist:
- (a) S/N F3370056 through F3370071
A separate checklist as described by Cessna Dwg. 1400019 is installed in the map compartment.
 - (b) S/N F3370072 through F3370076
A separate checklist as described by Cessna Dwg. 1505050 is installed in the map compartment.
 - (c) S/N F3370077 through F3370079
A separate checklist as described by Cessna Dwg. 1505066 is installed in the map compartment.
 - (d) S/N F3370080 through F3370084
A separate checklist as described by Cessna Dwg. 1505074 is installed in the map compartment.
 - (e) S/N F3370085 and up:
A separate checklist as described by Cessna Dwg. 1505095 is installed in the map compartment.

- (14) The following placard must be installed near the fuel flow indicator:

"Maximum power mixture settings	
S.L.	102 lb./hr.
4,000 ft.	90 lb./hr.
8,000 ft.	78 lb./hr.
12,000 ft.	66 lb./hr.

- (15) S/N F3370064 and up:
Forward of parking brake control:
"OFF
PARKING
BRAKE
ON"

- (16) S/N F3370064 and up:
Upper cabin door pin lock around cutout for pin:
"PUSH TO LOCK"

- (17) S/N F3370064 and up
Near the over-voltage test button:
"HIGH
VOLT
TEST"

NOTE - CYCLE MASTER SWS AFTER TEST"

- (18) The following placard must be installed to the right of the tachometer and in the vicinity of the engine gage cluster: "Do not initiate single engine takeoff"

D. Applicable to Model FT337GP/FT337HP

- (1) In full view of the pilot:
- (a) "This airplane must be operated as a normal category airplane in compliance with the operations limitations stated in the form of placards, markings and manuals."
 - (b) "No acrobatic maneuvers, including spins, approved."
 - (c) "Maximum Gross Weight: Takeoff 4700 lb.
Landing 4465 lb."
 - (d) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
 - (e) "Maximum operating altitude 20,000 feet"
 - (f) "Landing with cabin pressurized is prohibited"
 - (g) "Flight into known icing conditions prohibited"

- (h) S/N FP3370001 through FP3370015
 "Altitude loss in stall recovery - 400 feet".
S/N FP3370016 and up
 "Altitude loss in a stall recovery - 450 feet"

- (i) "This airplane is certified for the following flight operations as of date of original airworthiness certificate:
 DAY - NIGHT - VFR - IFR" (As applicable)

- (2) Located near the Airspeed Indicator:
S/N FP3370001 through FP3370015

"Maximum Speeds - CAS
 Gear Operation 160 mph
 Gear Extended 230 mph
 Maneuvering 155 mph"

S/N FP3370016 and up

"Maximum Speeds - IAS
 Gear Operation 140 knots
 Gear Extended 205 knots
 Maneuvering 139 knots"

- (3) On control lock: "Control lock - Remove before starting engines".
- (4) On the right rear firewall in the baggage area:
 "Maximum baggage capacity 365 lb. Maximum baggage with restraining net 160 lb.
 For additional loading instruction see weight and balance data".
- (5) On the fuel selector covers:

S/N FP3370001 through FP3370013

Fuel Off Rear Engine	
Left On	Right On
369 lb.	369 lb.
(61.5 gal.)	(61.5 gal.)

Takeoff and landing - Right Tank
 Operation of both engines from one tank prohibited.

"Fuel Off Front Engine	
Left On	Right On
369 lb.	369 lb.
(61.5 gal.)	(61.5 gal.)

Takeoff and landing - Left Tank

S/N FP3370014 and up

Fuel Off Rear Engine	
Level Flight Only Left on	Takeoff and Landing Right On
420 lb.	444 lb.
(70 gal.)	(74 gal.)

When switching from dry tank - turn pump on 'HI' momentarily.
 See Checklist for crossfeed limitations.

Fuel Off Rear Engine	
Takeoff and Landing Left on	Level Flight Only Right On
444 lb. (74 gal.)	420 lb. (70 gal.)

- (6) Near propeller control: "To feather propeller, lift propeller control up and pull back".
- (7) On upper portion of quadrant cover: "With inoperative engine, feather propeller".
- (8) Adjacent to the fuel filler caps:
S/N FP3370001 through FP3370013
 "Tank capacity 62.5 U.S. Gallons, 100/130 minimum grade".

S/N FP3370014 through FP3370022
 "Tank capacity 75.3 U.S. Gallons, 100/130 minimum grade"

S/N FP3370023 and up
 "Tank capacity 75.3 U.S. Gallons, 100LL/100 minimum grade"
- (9) On the inside of the fuel can covers:
S/N FP3370001 through FP337008
 "To obtain maximum capacity, fill slowly"

S/N FP3370009 and up
 "To ensure complete filling of tanks:
 (1) Fill slowly
 (2) Retop after filling opposite wing"
- (10) Near the landing gear emergency hydraulic hand pump:
S/N FP3370001 through FP3370022
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically"

S/N FP3370023 and up
 "Manual Gear Extension
 (1) Select gear down
 (2) Pull handle forward
 (3) Pump vertically
 Caution: Do not pump with gear up selected"
- (11) On the left side of the pedestal adjacent to the alternate static source valve:
S/N FP3370001 through FP3370015
 "Alternate static source correction
 Airspeed: Fly climbs and approaches 10 mph. faster than normal
 Altitude: Cruise: Fly 270 feet higher than normal
 Approach: Fly 100 feet higher than normal"

S/N FP3370016 and up
 "Alternate static source correction
 Airspeed: Fly climbs and approaches 10 KIAS faster than normal
 Altitude: Cruise: Fly 270 feet higher than normal
 Approach: Fly 100 feet higher than normal"

- (12) Near pressurization air controls - right of pedestal:
 "Cabin pressurization
 Dump-Pull
 Front
 Rear"
- (13) Located beneath engine instrument cluster:
"Taxi and Takeoff
 Lead with rear engine power
 Check RPM and fuel flow"
- (14) Located near wing flap indicator:
S/N FP3370001 through FP3370015
 "Maximum flap extension speeds: 1/3 160 mph CAS
 1/3 - 2/3 140 mph CAS
 2/3 - full 125 mph CAS"
S/N FP3370016 and up:
 "Maximum flap extension speeds: 1/3 165 KIAS
 1/3 - 2/3 135 KIAS
 2/3 - full 110 KIAS"
- (15) S/N FP3370001 THROUGH FP3370013
 A separate checklist as described by Cessna Dwg. 1505032 is installed in the map compartment.
S/N FP3370014 through FP3370015
 A separate checklist as described by Cessna Dwg. 1505051 is installed in the map compartment.
S/N FP3370016 through FP3370017
 A separate checklist as described by Cessna Dwg. 1505065 is installed in the map compartment.
S/N FP3370018 through FP3370022
 A separate checklist as described by Cessna Dwg. 1505075 is installed in the map compartment.
S/N FP3370023 and up
 A separate checklist as described by Cessna Dwg. 1505093 is installed in the map compartment.
- (16) S/N FP3370001 through FP3370013
 Above the fuel gauges:
 "Takeoff with less than 60 lb. (10 Gal.) fuel per tank is prohibited".
- (17) Near the fore and aft cabin door lock pins through the ABS trim:
 "PUSH TO LOCK"
- (18) S/N FP3370014 and up
 Forward of the parking brake control:
 "OFF
 PARKING
 BRAKE
 ON"
- (19) S/N FP3370014 and up
 Near the over-voltage test button:
 "HIGH
 VOLT
 TEST"

NOTE - CYCLE MASTER SWS AFTER TEST"

- (20) S/N FP3370009 and up
Below the fuel flow indicator
"MAX. POWER MIXTURE SETTING - 140 lb/hr"
- (21) The following placard must be installed to the right of the tachometer and in the vicinity of the engine gage cluster:
"Do not initiate single engine takeoff"

NOTE 3. The cylinder head temperature thermistors must be installed as follows:

<u>Model</u>	<u>Cylinder Head No.</u>	
	<u>Front Engine</u>	<u>Rear Engine</u>
F337E	3	2
FT337E and FT337F	1	1
F337F	6	6
F337G and F337H	4	6
FT337GP and FT337HP	6	1

NOTE 4. Service information applicable to Model FT337GP/FT337HP

Components subject to the establishment of a retirement life as shown below with the corresponding retirement life hours:

<u>Component Name</u>	<u>Retirement Hours</u>
Windshield, side windows and ice detector light lens	15,000

NOTE 5. 1%, by volume, isopropyl alcohol approved for use as fuel anti-icing additive when used as outlined in Cessna Service Letter ME73-25 dated November 2, 1973, or subsequent revisions.

NOTE 6. Airplanes complying with Cessna Service Letter ME74-2 have the oil capacity reduced two quarts. The IO-360- - -G will have a capacity of 8 quarts total (5 quarts usable). The TSIO-360-A, - or -C will have a capacity of 9 quarts total (5 quarts usable).

NOTE 7. The marking of the airspeed indicator with IAS provides an equivalent level of safety to FAR 23.1545 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

F 337G, Cessna P/N D1534-13 (S/N F3370077 through F 3370079)
 FT 337GP, Cessna P/N D1535-13 (S/N FP3370016 through FP 3370017)
 F 337G, Cessna P/N D1538-13 (S/N F3370080 through F 3370084)
 FT 337GP, Cessna P/N D1539-13 (S/N FP3370018 through FP 3370022)
 F 337H, Cessna P/N D1554-13 (S/N F3370085 and up)
 FT 337HP, Cessna P/N D1556-13 (S/N FP3370023 and up)

In addition to the placards above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through VII of this data sheet must also be displayed by permanent markings.

....END....