

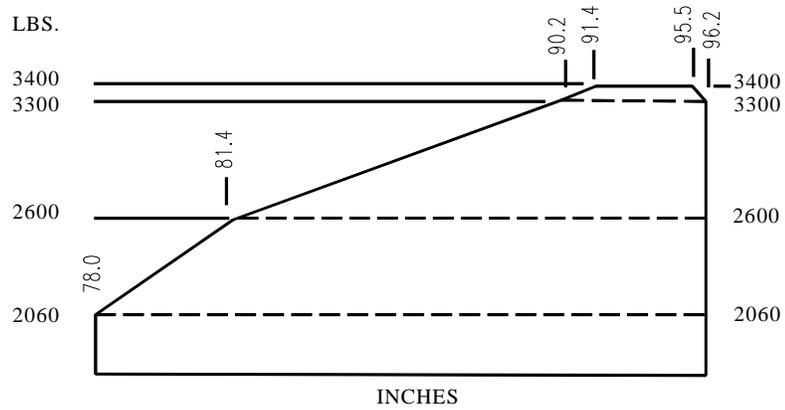
I. - Model PA-32-260 (cont'd)

Airspeed Limits

Never exceed	212 m.p.h. (184 knots) CAS
Maximum structural cruise	168 m.p.h. (146 knots) CAS
Maneuvering	149 m.p.h. (130 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

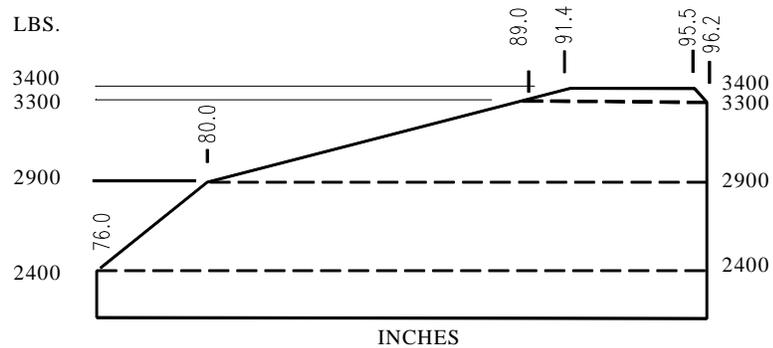
C.G. Range (gear extended)

(+91.4) to (+95.5) at 3400 lb.
 (+90.2) to (+96.2) at 3300 lb.
 (+81.4) to (+96.2) at 2600 lb.
 (+78.0) to (+96.2) at 2060 lb. or less
 Straight line variation between points given.



(S/N 32-1 through 32-1075)

(+91.4) to (+95.5) at 3400 lb.
 (+89.0) to (+96.2) at 3300 lb.
 (+80.0) to (+96.2) at 2900 lb.
 (+76.0) to (+96.2) at 2400 lb. or less
 Straight line variation between points given.



(S/N 32-1111 through 32-1297, and 32-710001 through 32-7800008)

Empty Weight C.G. Range

None

Maximum Weight

3400 lb.

I. - Model PA-32-260 (cont'd)

<u>No. of Seats</u>	6 (2 at +85.5, 2 at +118.1, 2 at +155.7) 7 (2 at +85.5, 3 at +118.1, 2 at +155.7) (See NOTE 3)			
	6 (2 at +85.5, 2 at +118.1, 2 at +157.6) 7 (2 at +85.5, 3 at +118.1, 2 at +157.6) (See NOTE 3) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats			
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)			
<u>Fuel Capacity</u>	84 gallons at +95.0 (4 wing tanks) See NOTE 1 for data on system fuel			
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil			
<u>Control Surface Movements</u>	Wing Flaps	(±2°)	Up 0°	Down 40°
	Ailerons	(±2°)	Up 30°	Down 15°
	Rudder	(±2°)	Left 27°	Right 27°
	Stabilator	(±1°)	Up 16°	Down 2°
	Stabilator Tab	(±1°)	Up 5°	Down 8°
	Nose Wheel Travel	S/N 32-1 through 32-1297, and 32-7100001 through 32-7300066: (±2°) Left 30° Right 30° S/N 32-7400001 through 32-7800008: (±2°) Left 24° Right 24°		
<u>Manufacturer's Serial Nos.</u>	32-03, 32-04, 32-1 through 32-1297, and 32-7100001 through 32-7800008. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-1034 through 32-1297, and 32-7100001 through 32-7800008 under the delegation option provisions of FAR 21.			

II. - Model PA-32-300 (Cherokee Six 300), 6 PCLM (Normal Category), Approved May 27, 1966; 7 PCLM (Normal Category), Approved November 15, 1966.

Same as Model PA-32-260 except for engine installation and fuel system.

<u>Engine</u>	Lycoming IO-540-K1A5, Bendix injector type RSA-10ED1 Lycoming IO-540-K1G5 (See NOTE 12) Flow Setting No. 2524273
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-1(), Blade Models 8475-4 & 8475D-4, or Hartzell constant speed Model HC-C2YK-1()F, Blade Models F8475D-4 Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10) Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell, or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V (See NOTE 6)

II. - Model PA-32-300 (cont'd)

Propeller and Propeller Limits
(continued)

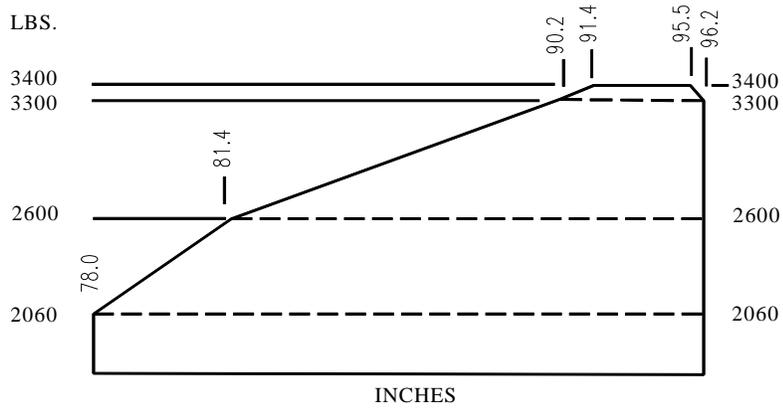
Hartzell constant speed Model HC-C2YK-1(), Blade Model 8475R-0, or Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475R-0
Pitch: High $29^\circ \pm 1^\circ$, Low $12.4^\circ \pm .2^\circ$ at 30 in. station
Diameter: Not over 84 in., not under 82.3 in.
Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)
Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V (See NOTE 6)

Airspeed Limits

Never exceed	212 m.p.h. (184 knots) CAS
Maximum structural cruise	168 m.p.h. (146 knots) CAS
Maneuvering	149 m.p.h. (130 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

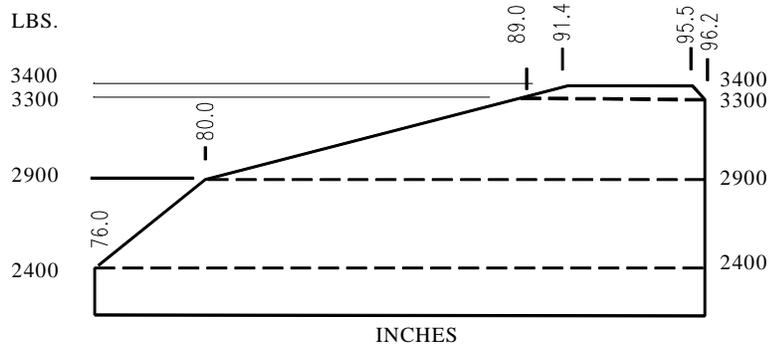
C.G. Range (gear extended)

(+91.4) to (+95.5) at 3400 lb.
(+90.2) to (+96.2) at 3300 lb.
(+81.4) to (+96.2) at 2600 lb.
(+78.0) to (+96.2) at 2060 lb. or less
Straight line variation between points given.



(S/N 32-40001 through 32-40565)

(+91.4) to (+95.5) at 3400 lb.
(+89.0) to (+96.2) at 3300 lb.
(+80.0) to (+96.2) at 2900 lb.
(+76.0) to (+96.2) at 2400 lb. or less
Straight line variation between points given.



(S/N 32-40566 through 32-40974, and 32-7140001 through 32-7940290)

II. - Model PA-32-300 (cont'd)

<u>Empty Weight C.G. Range</u>	None				
<u>Maximum Weight</u>	3400 lb.				
<u>No. of Seats</u>	6 (2 at +85.5, 2 at +118.1, 2 at +155.7) 7 (2 at +85.5, 3 at +118.1, 2 at +155.7) (See NOTE 3)				
	6 (2 at +85.5, 2 at +118.1, 2 at +157.6) 7 (2 at +85.5, 3 at +118.1, 2 at +157.6) (See NOTE 3) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats				
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)				
<u>Fuel Capacity</u>	S/N 32-15, 32-21, 32-40000 through 32-40974, and 32-7140001 through 32-7840202: 84 gallons at +95.0 (4 wing tanks) S/N 32-7940001 through 32-7940290: 98 gallons at +93.6 (2 wing tanks) (94 gallons usable) See NOTE 1 for data on system fuel				
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil				
<u>Control Surface Movements</u>	Wing Flaps	(±2°)	Up	0°	Down 40°
	Ailerons	(±2°)	Up	30°	Down 15°
	Rudder	(±2°)	Left	27°	Right 27°
	Stabilator	(±1°)	Up	16°	Down 2°
	Stabilator Tab	(±1°)	Up	5°	Down 8°
	Nose Wheel Travel	S/N 32-40001 through 32-40974, and 32-7140001 through 32-7340191: (±2°) Left 30° Right 30° S/N 32-7400001 through 32-7940290: (±2°) Left 24° Right 24°			
<u>Manufacturer's Serial Nos.</u>	32-15, 32-21, 32-40000 through 32-40974, and 32-7140001 through 32-7940290. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-40382, 32-40385, 32-40403, 32-40465 through 32-40469, 32-40471 through 32-40974, and 32-7140001 through 32-7940290 under the delegation option provisions of FAR 21 (See NOTE 7 and 9).				

III. - Model PA-32S-300 (Cherokee Six Seaplane), 7 PCSM (Normal Category), Approved February 14, 1967.

Same as Model PA-32-300 except for float installation.

<u>Engine</u>	Lycoming IO-540-K1A5 Flow Setting No. 2524273
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)

III. - Model PA-32S-300 (cont'd)

Propeller and Propeller Limits

Hartzell constant speed Model HC-C2YK-1(), Blade Models 8475-4 & 8475D-4, or Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4

Pitch: High $34^\circ \pm 1^\circ$, Low $13.5^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 80 in., not under 78.5 in.

Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)

Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell (See NOTE 6)

Hartzell constant speed Model HC-C2YK-1(), Blade Model 8475R-0, or

Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475R-0

Pitch: High $29^\circ \pm 1^\circ$, Low $12.4^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 84 in., not under 82.3 in.

Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)

Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V (See NOTE 6)

Airspeed Limits

Never exceed	176 m.p.h. (153 knots) CAS
Maximum structural cruise	140 m.p.h. (122 knots) CAS
Maneuvering	140 m.p.h. (122 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

C.G. Range (gear extended)

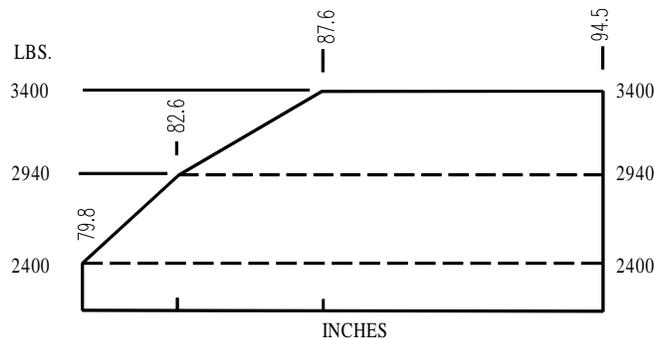
(+87.6) to (+94.5) at 3400 lb.

(+82.6) to (+94.5) at 2940 lb.

(+79.8) to (+94.5) at 2400 lb.

Straight line variation between points given.

(See NOTE 4 for operation in landplane configuration)



(S/N 32S-40001 through 32S-40974, and 32S-7140001 through 32S-7240137)

Empty Weight C. G. Range

None

Maximum Weight

3400 lb.

No. of Seats

7 (2 at +85.5, 2 at +118.1, 2 at +155.7)

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

III. - Model PA-32S-300 (cont'd)

Fuel Capacity 84 gallons at +95.0 (4 wing tanks)
See NOTE 1 for data on system fuel

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on system oil

<u>Control Surface Movements</u>	Wing Flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	30°	Down	15°
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	16°	Down	2°
	Stabilator Tab	(±1°)	Up	5°	Down	8°

Manufacturer's Serial Nos. 32S-15, 32S-40000 through 32S-40974, and 32S-7140001 through 32S-7240137. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32S-40382, 32S-40385, 32S-40403, 32S-40465 through 32S-40469, 32S-40471 through 32S-40974, and 32S-7140001 through 32S-7240137 under the delegation option provisions of FAR 21 (See NOTE 7 and 9).

IV. - Model PA-32R-300 (Lance), 7 PCLM (Normal Category), Approved February 25, 1975.

Same as Model PA-32-300 except for redesigned wing and engine mount to accommodate retractable landing gear, gross weight increase, increased capability fuel system and other minor changes.

Engine Lycoming IO-540-K1A5D
Lycoming IO-540-K1G5D for S/N 32R-7680141 through 32R-7880068 (See NOTE 13)
Flow Setting No. 2524273

Fuel 100/130 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (300 hp)

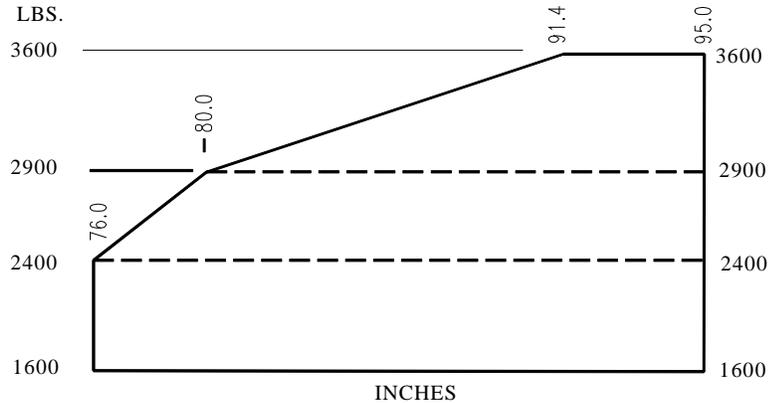
Propeller and Propeller Limits Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4
Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station
Diameter: Not over 80 in., not under 78.5 in.
Governor Assembly: Hartzell F-4-11B()
Spinner: P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead,
P/N 99499-0 Plate, and two each P/N 67794-0 Cuff (See NOTE 6)

<u>Airspeed Limits</u>	Never exceed	217 m.p.h. (188 knots) CAS
	Maximum structural cruise	172 m.p.h. (149 knots) CAS
	Maneuvering	125 m.p.h. (109 knots) CAS
	Maximum flaps extended	125 m.p.h. (109 knots) CAS
	Maximum gear extension	150 m.p.h. (130 knots) CAS
	Maximum gear retraction	125 m.p.h. (109 knots) CAS

IV. - Model PA-32R-300 (cont'd)

C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.
(+80.0) to (+95.0) at 2900 lb.
(+76.0) to (+95.0) at 2400 lb. or less
Straight line variation between points given.



Empty Weight C.G. Range

None

Maximum Weight

3600 lb.

No. of Seats

7 (2 at +85.5, 3 at +118.1, 2 at +155.7)
7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

98 gallons at +93.6 (2 wing tanks) (94 gallons usable)
See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	(±2°)	Up	0°	Down	40°
Ailerons	(±2°)	Up	30°	Down	15°
Rudder	(±2°)	Left	27°	Right	27°
Stabilator	(±1°)	Up	16°	Down	2°
Stabilator Tab	(±1°)	Up	5°	Down	8°

Manufacturer's Serial Nos.

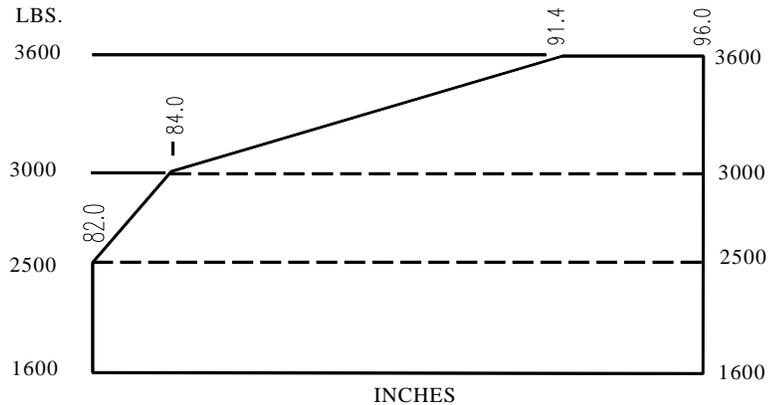
32R-7680001 through 32R-7880068. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7680001 through 32R-7880068 under the delegation option provisions FAR 21 (See NOTE 7).

V. - Model PA-32RT-300 (Lance II), 7 PCLM (Normal Category), Approved December 13, 1977.

Same as Model PA-32R-300 except for redesigned tail surfaces in "T" configuration and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1G5D Flow Setting No. 2524273
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4 Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B() Spinner: P/N 99374 (See NOTE 6)
<u>Airspeed Limits</u>	Never exceed 217 m.p.h. (189 knots) CAS Maximum structural cruise 173 m.p.h. (150 knots) CAS Maneuvering 152 m.p.h. (132 knots) CAS (with 3600 lb. gross weight) Maximum flaps extended 125 m.p.h. (109 knots) CAS Maximum gear extension 150 m.p.h. (130 knots) CAS Maximum gear retraction 125 m.p.h. (109 knots) CAS

C.G. Range (gear extended) (+91.4) to (+96.0) at 3600 lb.
(+84.0) to (+96.0) at 3000 lb.
(+82.0) to (+96.0) at 2500 lb. or less
Straight line variation between points given.



<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	3600 lb.
<u>No. of Seats</u>	7 (2 at +85.5, 3 at +118.1, 2 at +157.6) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

V. - Model PA-32RT-300 (cont'd)

<u>Fuel Capacity</u>	98 gallons at +93.6 (2 wing tanks) (94 gallons usable) See NOTE 1 for data on system fuel																														
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil																														
<u>Control Surface Movements</u>	<table><tr><td>Wing Flaps</td><td>(±2°)</td><td>Up</td><td>0°</td><td>Down</td><td>30°</td></tr><tr><td>Ailerons</td><td>(±2°)</td><td>Up</td><td>30°</td><td>Down</td><td>15°</td></tr><tr><td>Rudder</td><td>(±2°)</td><td>Left</td><td>36°</td><td>Right</td><td>36°</td></tr><tr><td>Stabilator</td><td>(±.5°)</td><td>Up</td><td>14.5°</td><td>Down</td><td>10°±1°</td></tr><tr><td>Stabilator Tab</td><td>(±1°)</td><td>Up</td><td>2.5°</td><td>Down</td><td>10°±.5°</td></tr></table>	Wing Flaps	(±2°)	Up	0°	Down	30°	Ailerons	(±2°)	Up	30°	Down	15°	Rudder	(±2°)	Left	36°	Right	36°	Stabilator	(±.5°)	Up	14.5°	Down	10°±1°	Stabilator Tab	(±1°)	Up	2.5°	Down	10°±.5°
Wing Flaps	(±2°)	Up	0°	Down	30°																										
Ailerons	(±2°)	Up	30°	Down	15°																										
Rudder	(±2°)	Left	36°	Right	36°																										
Stabilator	(±.5°)	Up	14.5°	Down	10°±1°																										
Stabilator Tab	(±1°)	Up	2.5°	Down	10°±.5°																										
<u>Manufacturer's Serial Nos.</u>	32R-7885002 through 32R-7985106. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7885002 through 32R-7985106 under the delegation option provisions FAR 21 (See NOTE 7).																														

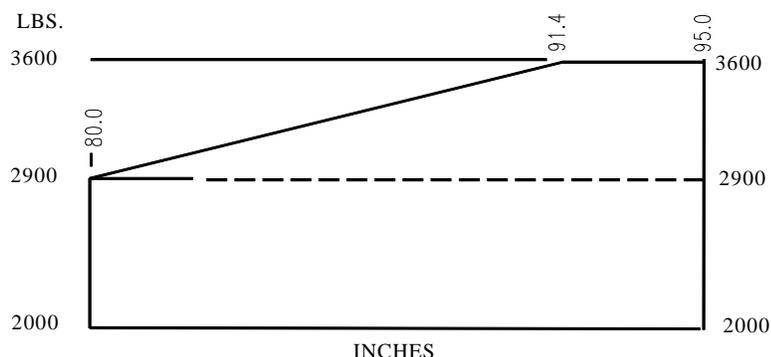
VI. - Model PA-32RT-300T (Turbo Lance II), 7 PCLM (Normal Category), Approved April 20, 1978.

Same as Model PA-32RT-300 except for turbocharged engine installation and other minor changes.

<u>Engine</u>	Lycoming TIO-540-S1AD Bendix Injector Type RSA-10ED1 Flow Setting No. 2524693 for S/N 32R-7787001, 32R-7887002 through 32R-7887041 Bendix Injector Type RSA-10ED2 Flow Setting No. 2524791 for S/N 32R-7787001, 32R-7887002 through 32R-7987126												
<u>Fuel</u>	100/130 minimum grade aviation gasoline												
<u>Engine Limits</u>	For 5 minute takeoff, 2700 r.p.m. and 36.0" Hg MAP (300 hp) For maximum continuous operation, 2575 r.p.m. and 33.0" Hg MAP (270 hp)												
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-E2YR-1()F, Blade Model F8477-4 Pitch: High 34° ± 1°, Low 15.6° ± .2° at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2												
<u>Airspeed Limits</u>	<table><tr><td>Never exceed</td><td>217 m.p.h. (189 knots) CAS</td></tr><tr><td>Maximum structural cruise</td><td>173 m.p.h. (150 knots) CAS</td></tr><tr><td>Maneuvering (with 3600 lb. gross weight)</td><td>152 m.p.h. (132 knots) CAS</td></tr><tr><td>Maximum flaps extended</td><td>125 m.p.h. (109 knots) CAS</td></tr><tr><td>Maximum gear extension</td><td>150 m.p.h. (130 knots) CAS</td></tr><tr><td>Maximum gear retraction</td><td>125 m.p.h. (109 knots) CAS</td></tr></table>	Never exceed	217 m.p.h. (189 knots) CAS	Maximum structural cruise	173 m.p.h. (150 knots) CAS	Maneuvering (with 3600 lb. gross weight)	152 m.p.h. (132 knots) CAS	Maximum flaps extended	125 m.p.h. (109 knots) CAS	Maximum gear extension	150 m.p.h. (130 knots) CAS	Maximum gear retraction	125 m.p.h. (109 knots) CAS
Never exceed	217 m.p.h. (189 knots) CAS												
Maximum structural cruise	173 m.p.h. (150 knots) CAS												
Maneuvering (with 3600 lb. gross weight)	152 m.p.h. (132 knots) CAS												
Maximum flaps extended	125 m.p.h. (109 knots) CAS												
Maximum gear extension	150 m.p.h. (130 knots) CAS												
Maximum gear retraction	125 m.p.h. (109 knots) CAS												

VI. - Model PA-32RT-300T (cont'd)

C.G. Range (gear extended) (+91.4) to (+95.0) at 3600 lb.
(+80.0) to (+95.0) at 2900 lb. or less
Straight line variation between points given.



<u>Empty Weight C.G. Range</u>	None		
<u>Maximum Weight</u>	3600 lb.		
<u>No. of Seats</u>	7 (2 at +85.5, 3 at +118.1, 2 at +157.6) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats		
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)		
<u>Fuel Capacity</u>	98 gallons at +93.6 (2 wing tanks) (94 gallons usable) See NOTE 1 for data on system fuel		
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil		
<u>Control Surface Movements</u>	Wing Flaps	(±2°)	Up 0° Down 40°
	Ailerons	(±2°)	Up 30° Down 15°
	Rudder	(±2°)	Left 36° Right 36°
	Stabilator	(±.5°)	Up 14.5° Down 10°±1°
	Stabilator Tab	(±1°)	Up 1.0° Down 10°±.5°
<u>Manufacturer's Serial Nos.</u>	32R-7787001, 32R-7887002 through 32R-7987126. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7787001, 32R-7887002 through 32R-7987126 under the delegation option provisions of FAR 21 (See NOTE 7).		

VII. - Model PA-32R-301 (Saratoga SP), 7 PCLM (Normal Category), Approved November 7, 1979.

Same as Model PA-32R-300 except for tapered wings and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1G5D Bendix Injector Type RSA-10ED1 Flow Setting No. 2524273
<u>Fuel</u>	100 or 100LL aviation grade fuel

VII. - Model PA-32R-301 (cont'd)

Engine Limits

For airplanes equipped with standard Hartzell 2 blade propeller
 HC-C2Y(K,R)-1()F/F8475D-4:
 For 5 minute takeoff, 2700 r.p.m. and full throttle (300 rated hp)
 For maximum continuous operation, 2600 r.p.m. and full throttle (294 rated hp)

For airplanes equipped with optional Hartzell 3 blade propeller
 HC-C3YR-1()F/F7663R-0:
 For all operations, 2700 r.p.m. and full throttle (300 rated hp)

Propeller and Propeller Limits

Hartzell constant speed Model HC-C2Y(K,R)-1()F/F8475D-4 (standard 2 blade):
 Pitch: High $34^\circ \pm 1^\circ$, Low $13.5^\circ \pm .2^\circ$ at 30 in. station
 Diameter: Not over 80 in., not under 78.5 in.
 Governor Assembly: Hartzell F-4-11B or F-4-11B()
 Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2

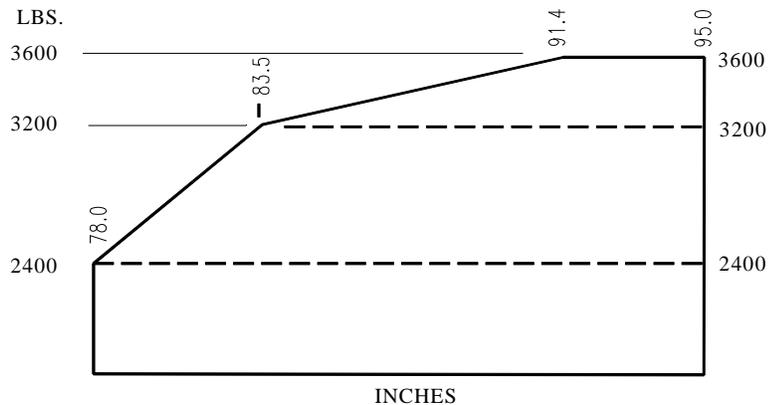
Hartzell constant speed Model HC-C3YR-1()F/F7663R-0 (optional 3 blade):
 Pitch: High $32.0^\circ \pm 1^\circ$, Low $12.4^\circ \pm .2^\circ$ at 30 in. station
 Diameter: Not over 78 in., not under 76 in.
 Governor Assembly: Hartzell F-4-11B or F-4-11B()
 Spinner: Piper PS50077-56 or Hartzell P/N 835-47

Airspeed Limits
(Indicated)

Never exceed	197 knots (226 m.p.h.)
Maximum structural cruise	154 knots (177 m.p.h.)
Maneuvering	134 knots (154 m.p.h.)
(with 3600 lb. gross weight)	
Maximum flaps extended	112 knots (129 m.p.h.)
Maximum gear extension	132 knots (151 m.p.h.)
Maximum gear retraction	110 knots (126 m.p.h.)
Maximum gear extended	132 knots (151 m.p.h.)

C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.
 (+83.5) to (+95.0) at 3200 lb.
 (+78.0) to (+95.0) at 2400 lb.
 Straight line variation between points given.



Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.
 Takeoff: 3600 lb.
 Landing: 3600 lb.

No. of Seats

7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
 * - Optional Club Seats

VII. - Model PA-32R-301 (cont'd)

<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)				
<u>Fuel Capacity</u>	107 gallons at +94.0 (2 wing tanks) (102 gallons usable) See NOTE 1 for data on system fuel				
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil				
<u>Control Surface Movements</u>	Wing Flaps	(±1°)	Up	0°	Down 40° (±2°)
	Ailerons	(±1°)	Up	28°	Down 22° (±1°)
	Rudder	(±1°)	Left	28°	Right 28° (±1°)
	Stabilator	(±.5°)	Up	14.5°	Down 5.5° (±.5°)
	Stabilator Tab	(±1°)	Up	5.0°	Down 8° (±1°)
<u>Manufacturer's Serial Nos.</u>	32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041 under the delegation option provisions of FAR 21.				

VIII. - Model PA-32R-301 (Saratoga II HP), 7 PCLM (Normal Category), Approved May 26, 1993.

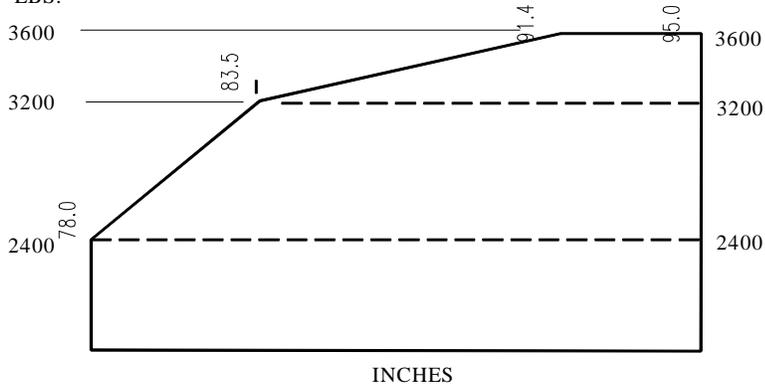
Same as Model PA-32R-301, Saratoga SP, except for engine cowling, engine model designation and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1G5 Bendix Injector, Type RSA-10ED1 Flow Setting No. 2524273 for S/N 3213042 through 3213103, and 3246001 and up Lycoming IO-540-K1G5D for S/N 3213029 only				
<u>Fuel</u>	100 or 100LL aviation grade fuel				
<u>Engine Limits</u>	Equipped with Hartzell 3 blade propeller HC-I3YR-1RF/F7663DR: For all operations, 2700 r.p.m. and full throttle (300 rated hp)				
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade) Pitch: High 32.0° ± 1°, Low 12.4° ± .2° at 30 in. station Diameter: Not over 78 in., not under 77 in. Governor: Hartzell V-5-4 Spinner: Hartzell P/N C3575-1 (P) Do not exceed 23" manifold pressure below 2100 r.p.m.				
<u>Airspeed Limits</u> <u>(Indicated)</u>	For S/N 3213029, 3213042 through 3213103, and 3246001 through 3246017: Never exceed 193 knots (222 m.p.h.) Maximum structural cruise 160 knots (184 m.p.h.) Maneuvering 132 knots (152 m.p.h.) (with 3600 lb. gross weight) Flaps extended 108 knots (124 m.p.h.) Maximum gear extension 130 knots (150 m.p.h.) Maximum gear retraction 108 knots (124 m.p.h.) Maximum gear extended 130 knots (150 m.p.h.) For S/N 3246018 and up: Never exceed 191 knots (220 m.p.h.) Maximum structural cruise 160 knots (184 m.p.h.) Maneuvering 134 knots (154 m.p.h.) (with 3600 lb. gross weight) Flaps extended 110 knots (127 m.p.h.) Maximum gear extension 132 knots (152 m.p.h.) Maximum gear retraction 110 knots (127 m.p.h.) Maximum gear extended 132 knots (152 m.p.h.)				

VIII. - Model PA-32R-301 (cont'd)

C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.
(+83.5) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.
LBS.



Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.
Takeoff: 3600 lb.
Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +119.1, 2 at +157.6)

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
See NOTE 1 for data on fuel system

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on oil system

Control Surface Movements

Wing Flaps	(±1°)	Up	0°	Down	40° (±2°)
Ailerons	(±1°)	Up	28°	Down	22° (±1°)
Rudder	(±1°)	Left	28°	Right	28° (±1°)
Stabilator	(±5°)	Up	14.5°	Down	5.5° (±5°)
Stabilator Tab	(±1°)	Up	5.0°	Down	8° (±1°)

Manufacturer's Serial Nos.

3213029, 3213042 through 3213103 (14v), 3246001 through 3246017 (14v), and 3246018 and up (28v). The manufacturer is authorized to issue airworthiness certificates under the delegation option provisions of FAR 21.

IX. - Model PA-32R-301T (Turbo Saratoga SP), 7 PCLM (Normal Category), Approved November 7, 1979.

Same as Model PA-32R-300 except for tapered wings, turbocharged powerplant installation and other minor changes.

Engine

Lycoming TIO-540-S1AD
Bendix Injector, Type RSA-10ED2
Flow Setting No. 2524791

Fuel

100 or 100LL aviation grade fuel

IX. - Model PA-32R-301T (cont'd)

Engine Limits

For airplanes equipped with standard Hartzell 2 blade propeller HC-E2YR-1()F/F8477-4:
For 5 minute take-off, 2700 r.p.m. and 36.0" Hg MAP (300 hp) - Sea level to 16,000 ft. altitude

For maximum continuous operation, 2575 r.p.m. and 36.0" Hg MAP (294 hp) - Sea level to 16,000 ft. altitude

For airplanes equipped with optional Hartzell 3 blade propeller HC-E3YR-1()F/F7673DR-0:
For all operations, 2700 r.p.m. and 36.0" Hg MAP (300 rated hp) - Sea level to 16,000 ft. altitude

Propeller and Propeller Limits

Hartzell constant speed Model HC-E2YR-1()F/F8477-4 (standard 2 blade):

Pitch: High $34.0^\circ \pm 1^\circ$, Low $15.6^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 80 in., not under 78.5 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2

Hartzell constant speed Model HC-E3YR-1()F/F7673DR-0 (optional 3 blade):

Pitch: High $34.5^\circ \pm 1^\circ$, Low $13.2^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 78 in., not under 76 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

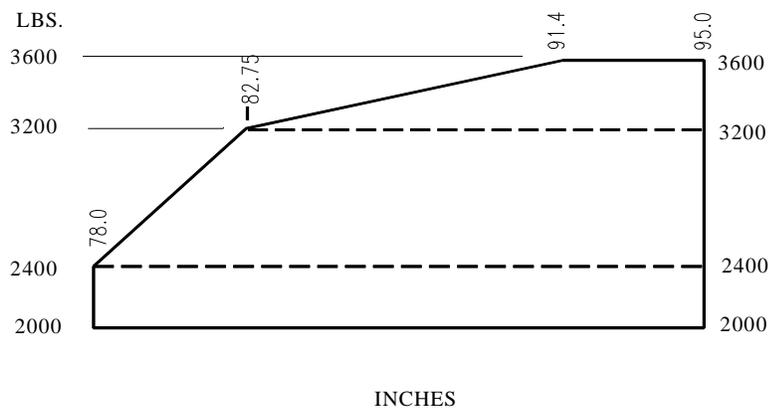
Spinner: Piper P/N PS50077-58 or Hartzell P/N C-3575

Airspeed Limits
(Indicated)

Never exceed	197 knots
Maximum structural cruise	154 knots
Maneuvering	134 knots
(with 3600 lb. gross weight)	
Flaps extended	112 knots
Maximum gear extension	132 knots
Maximum gear retraction	110 knots
Maximum gear extended	132 knots

C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.
(+82.75) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.



Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.
Takeoff: 3600 lb.
Landing: 3600 lb.

IX. - Model PA-32R-301T (cont'd)

<u>No. of Seats</u>	7 (2 at +85.5, 3 at +118.1, 2 at +157.6) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)
<u>Fuel Capacity</u>	107 gallons at +94.0 (2 wing tanks) (102 gallons usable) See NOTE 1 for data on system fuel
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil
<u>Control Surface Movements</u>	Wing Flaps (±1°) Up 0° Down 40° (±2°) Ailerons (±1°) Up 28° Down 22° (±1°) Rudder (±1°) Left 28° Right 28° (±1°) Stabilator (±.5°) Up 14.5° Down 5.5° (±0.5°) Stabilator Tab (±1°) Up 5.0° Down 8° (±1°)
<u>Manufacturer's Serial Nos.</u>	32R-8029001 through 32R-8629008, and 3229001 through 3229003. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-8029001 through 32R-8629008, and 3229001 through 3229003 under the delegation option provisions of FAR 21 (See NOTE 7).

X. - Model PA-32-301 (Saratoga), 7 PCLM (Normal Category), Approved January 9, 1980.

Same as Model PA-32-300 except for tapered wings, increased gross weight and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1G5 Bendix Injector Type RSA-10ED1 Flow Setting No. 2524273
<u>Fuel</u>	100 or 100LL aviation grade fuel
<u>Engine Limits</u>	For airplanes equipped with standard Hartzell 2 blade propeller HC-C2Y(K,R)-1()F/F8475D-4: For 5 minute takeoff, 2700 r.p.m. and full throttle (300 rated hp) For maximum continuous operation, 2600 r.p.m. and full throttle (294 rated hp) For airplanes equipped with optional Hartzell 3 blade propeller HC-C3YR-1()F/F7663R-0: For all operations, 2700 r.p.m. and full throttle (300 rated hp)
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2Y(K,R)-1()F/ F8475D-4 (standard 2 blade): Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11 or F-4-11() Spinner: P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, and two each 67794-0 Cuff (See NOTE 6) Hartzell constant speed Model HC-C3YR-1()F/F7663R-0 (optional 3 blade): Pitch: High 32° ± 1°, Low 12.4° ± .2° at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Hartzell P/N 835-47 (See NOTE 6)

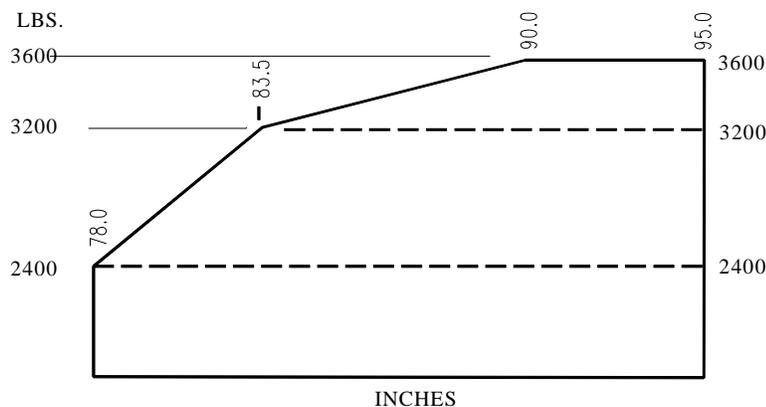
X. - Model PA-32-301 (cont'd)

Airspeed Limits
(Indicated)

Never exceed	197 knots
Maximum structural cruise (with 3600 lb. gross weight)	154 knots
Maneuvering	134 knots
Flaps extended	112 knots

C.G. Range (gear extended)

(+90.0) to (+95.0) at 3600 lb.
(+83.5) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.



Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.
Takeoff: 3600 lb.
Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +118.1, 2 at +157.6)
7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	(±1°)	Up	0°	Down	40°	(±2°)
Ailerons	(±1°)	Up	28°	Down	22°	(±1°)
Rudder	(±1°)	Left	28°	Right	28°	(±1°)
Stabilator	(±0.5°)	Up	14.5°	Down	5.5°	(±0.5°)
Stabilator Tab	(±1°)	Up	5.0°	Down	8°	(±1°)
Nose Wheel						
Travel	(±2°, -0°)	Left	24°	Right	24°	

Manufacturer's Serial Nos.

32-8006002 through 32-8606023, and 3206001 through 3206019. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-8006002 through 32-8606023, and 3206001 through 3206019 under the delegation option provisions of FAR 21 (See NOTE 7).

XI. - Model PA-32-301T (Turbo Saratoga), 7 PCLM (Normal Category), Approved January 9, 1980.

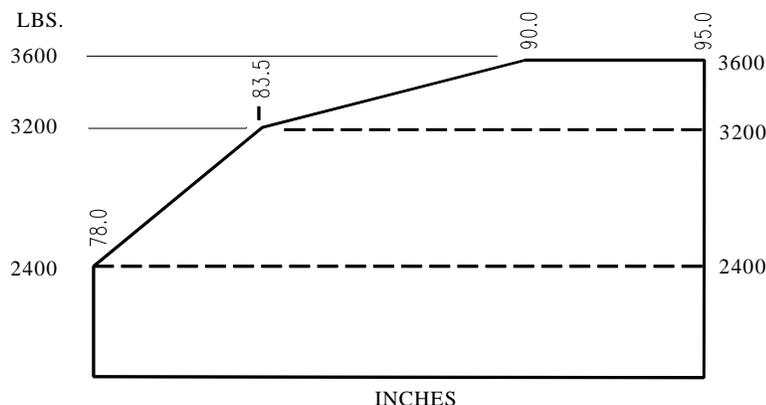
Same as Model PA-32-300 except for tapered wings, turbocharged powerplant, increased gross weight, and other minor changes.

<u>Engine</u>	Lycoming TIO-540-S1AD Bendix Injector Type RSA-10ED2 Flow Setting No. 2524791
<u>Fuel</u>	100 or 100LL aviation grade fuel
<u>Engine Limits</u>	For airplanes equipped with standard Hartzell 2 blade propeller HC-E2YR-1()F/F8477-4: For 5 minute takeoff, 2700 r.p.m. and 36.0" Hg MAP (300 hp) - Sea level to 16,000 ft. altitude For maximum continuous operation, 2575 r.p.m. and 36.0" Hg MAP (294 rated hp) - Sea level to 16,000 ft. altitude For airplanes equipped with optional Hartzell 3 blade propeller HC-E3YR-1()F/F7673DR-0: For all operations, 2700 r.p.m. and 36.0" Hg MAP (300 rated hp) - Sea level to 16,000 ft
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-E2YR-1()F/F8477-4 (standard 2 blade): Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $15.6^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2 Hartzell constant speed Model HC-E3YR-1()F/F7673R-0 (optional 3 blade): Pitch: High $34.5^{\circ} \pm 1^{\circ}$, Low $13.2^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N PS50077-58 or Hartzell P/N C-3575
<u>Airspeed Limits</u> <u>(Indicated)</u>	Never exceed 197 knots (226 m.p.h.) Maximum structural cruise 154 knots (177 m.p.h.) (with 3600 lb. gross weight) Maneuvering 134 knots (154 m.p.h.) Maximum flaps extended 112 knots (129 m.p.h.)

XI. - Model PA-32-301T (cont'd)

C.G. Range (gear extended)

(+90.0) to (+95.0) at 3600 lb.
(+83.5) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.



Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3617 lb.
Takeoff: 3600 lb.
Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +118.1, 2 at +157.6)
7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	(±1°)	Up	0°	Down	40°	(±2°)
Ailerons	(±1°)	Up	28°	Down	22°	(±1°)
Rudder	(±1°)	Left	28°	Right	28°	(±1°)
Stabilator	(±0.5°)	Up	14.5°	Down	5.5°	(±0.5°)
Stabilator Tab	(±1°)	Up	5.0°	Down	8°	(±1°)
Nose Wheel						
Travel	(±2°, -0°)	Left	24°	Right	24°	

Manufacturer's Serial Nos.

32-8024001 and 32-8424002. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-8024001 through 32-8424002 the delegation option provisions of FAR 21 (See NOTE 7).

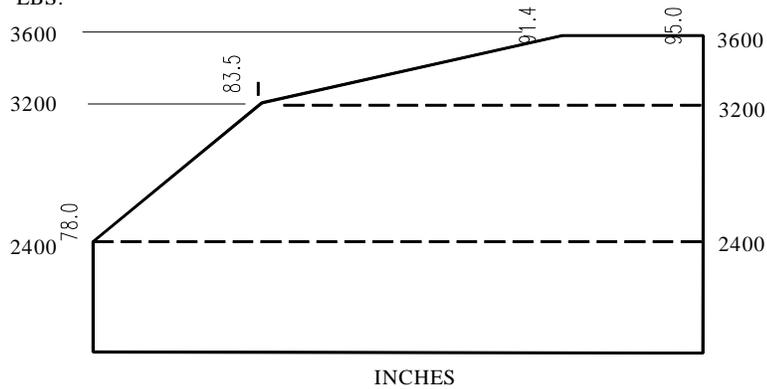
XII. - Model PA-32R-301T (Saratoga II TC), 6 PCLM (Normal Category), Approved July 9, 1997.

Same as Model PA-32R-301T, Turbo Saratoga SP, except for new turbocharged powerplant, 28 Volt electrical system and other minor changes.

<u>Engine</u>	Lycoming TIO-540-AH1A Bendix Injector, Type RSA-10ED2 Flow Setting No. 2576554-1
<u>Fuel</u>	100 or 100LL aviation grade fuel
<u>Engine Limits</u>	For all operations, 2500 r.p.m. and 38.0" Hg MAP (300 rated hp) - Sea level to 12,000 ft. altitude Do not operate above 26.0" Hg MAP below 2100 r.p.m.
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade) Pitch: High 34.0° ± 0.5°, Low 15.2° ± 0.2° at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor: Hartzell V-5-6 Spinner: Piper P/N PS50077-90 or Hartzell P/N C-3575-1 (P)

<u>Airspeed Limits</u> <u>(Indicated)</u>	Never exceed	191 knots
	Maximum structural cruise	167 knots
	Maneuvering	134 knots
	(with 3600 lb. gross weight)	
	Flaps extended	110 knots
	Maximum gear extension	132 knots
	Maximum gear retraction	110 knots
	Maximum gear extended	132 knots

C.G. Range (gear extended) (+91.4) to (+95.0) at 3600 lb.
(+83.5) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.
LBS.



<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	Ramp: 3615 lb. Takeoff: 3600 lb. Landing: 3600 lb.
<u>No. of Seats</u>	6 (2 at +85.5, 2 at +119.1, 2 at +157.6) 5 (2 at +85.5, 1 at +119.1, 2 at +157.6)
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

XII. - Model PA-32R-301T (cont'd)

Fuel Capacity 107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
See NOTE 1 for data on fuel system

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on oil system

<u>Control Surface Movements</u>	Wing Flaps	(±1°)	Up	0°	Down	40°	(±2°)
	Ailerons	(±1°)	Up	28°	Down	22°	(±1°)
	Rudder	(±1°)	Left	28°	Right	28°	(±1°)
	Stabilator	(±.5°)	Up	14.5°	Down	5.5°	(±.5°)
	Stabilator Tab	(±1°)	Up	5.0°	Down	8°	(±1°)

Manufacturer's Serial Nos. 3257001 and up. The manufacturer is authorized to issue airworthiness certificates for serial numbers 3257001 and up under the delegation option provisions of FAR 21.

Data Pertinent to All Models

Datum 78.4" forward of wing leading edge

Leveling Means Two screws left side fuselage below window

Certification Basis Type Certificate No. A3SO issued March 4, 1965.
Date of application for Type Certificate, February 20, 1964.
Delegation Option Authorization per FAR 21, Subpart J, granted July 17, 1968.

PA-32-260, PA-32S-300, and PA-32-300 (S/N 32-15 through 32-7840202): CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962.

PA-32-300, S/N 32-7940001 through 32-7940290: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221 and 23.959 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; and FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978. Equivalent Safety Finding for CAR 3.757.

PA-32R-300: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221 and 23.959 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; and FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977.

PA-32RT-300: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.427 and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; and FAR Part 36, through Amendment 36-7, effective October 1, 1977. Equivalent Safety Finding for CAR 3.757.

PA-32RT-300T: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221, 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, 23.1143, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.427 and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1305 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and FAR Part 36 through Amendment 36-7, effective October 1, 1977. Equivalent Safety Finding for CAR 3.757, 3.84 and 3.86.

PA-32R-301, S/N 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979. Equivalent Safety Finding for CAR 3.757 and 3.777.

PA-32R-301, S/N 3213029, 3213042 through 3213103, and 3246001 through 3246087: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36, Appendix G, through Amendment 36-16, effective December 22, 1988. Equivalent Safety Finding for CAR 3.757 and 3.777.

PA-32R-301, S/N 3246088 and up: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; FAR 23.1529 as amended by Amendment 23-26, effective October 14, 1980; FAR 23.1557(c)(1) as amended by Amendment 23-45, effective September 7, 1993; FAR 23.561(b)(3) as amended by Amendment 23-51, effective March 11, 1996; FAR 23.1305 as amended by Amendment 23-52, effective July 25, 1996; and FAR 36 through Amendment 36-16, effective December 22, 1988.

PA-32R-301T, S/N 32R-8029001 through 32R-8629008, and 3229001 through 3229003: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1305 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979. Equivalent Safety Finding for CAR 3.757 and 3.777. Compliance with FAR 23.1441 as amended by Amendment 23-9, effective June 17, 1970, will be shown with optional supplemental oxygen.

PA-32-301: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23, effective February 1, 1965; FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979.

PA-32R-300	POH	VB-750	8-1-75	32R-7680001 through 32R-7680525
	POH	VB-840	8-20-76	32R-7780001 through 32R-7880066
PA-32S-300	AFM	VB-184	2-14-67	32S-40001 through 32S-40565
	AFM	VB-186	12-17-68	32S-40566 through 32S-40974, and 32S-7140001 through 32S-7240137
	AFM Supp.	VB-357	8-25-71	32S-40001 through 32S-40974, and 32S-7140001 through 32S-7240137
PA-32RT-300	POH/AFM	VB-890	12-13-77	32R-7885002 through 32-7985106
PA-32RT-300T	POH/AFM	VB-900	5-1-78	32R-7787001, and 32R-7887002 through 32R-7987126
PA-32R-301	POH/AFM	VB-1080	11-8-79	32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041
	POH/AFM	VB-1551	5-31-93	3213029, and 3213042 through 3213103
	POH/AFM	VB-1614	7-12-95	3246001 through 3246017
	POH/AFM	VB-1600	11-30-95	3246018 through 3246087
	POH/AFM	VB-1669	6-30-97	3246088 and up
PA-32R-301T	POH/AFM	VB-1090	11-8-79	32R-8029001 through 32R-8629008, and 3229001 through 3229003
	POH/AFM	VB-1647	6-30-97	3257001 and up
PA-32-301	POH/AFM	VB-1060	1-9-80	32-8006002 through 32-8606023, and 3206001 through 3206019
PA-32-301T	POH/AFM	VB-1070	1-9-80	32-8024001 through 32-8424002

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 undrainable system oil (not included in oil capacity) and unusable fuel as noted below:

Models PA-32-260 and PA-32-300 (S/N 32-40000 through 32-40974, and 32-7140001 through 32-7840202):

Fuel 2.3 lb. at +103.0

Models PA-32R-300, PA-32RT-300, PA-32RT-300T and PA-32-300 (S/N 32-7940001 through 32-7940290):

Fuel 24.0 lb. at +103.0

Models PA-32R-301, PA-32R-301T, PA-32-301, and PA-32-301T:

Fuel 30.0 lb. at +95.2

Model PA-32-260:

Oil 2.4 lb. at +23.0

Models PA-32-300, PA-32R-300, PA-32RT-300T, PA-32R-301, PA-32R-301T, PA-32-301 and PA-32-301T:

Oil 3.0 lb. at +23.0

- NOTE 2 All placards required in the Approved Airplane Flight Manual or "Pilot's Operating Handbook and Approved Airplane Flight Manual" and Approved A.F.M. Supplements, plus the following placards, must be displayed in full view of the pilot, in the appropriate location.
- (a) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED."
- (b) "THIS AIRCRAFT APPROVED FOR VFR, IFR, DAY AND NIGHT NON-ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135."
- NOTE 3 The Models PA-32-260, PA-32-300, and PA-32S-300, 6 PCLM, may be converted to the 7 place (7 PCLM) configuration by the installation of Piper Kit No. 69072-3. All weight in excess of 3112 lb. must be fuel weight only. This restriction does not apply to PA-32-300 aircraft, S/N 32-7940001 through 32-7940290.
- NOTE 4 When the Model PA-32S-300 is operated in a landplane configuration, use the PA-32-300 C.G. envelope with the corresponding airplane serial number (last five digits).
- NOTE 5 The Model PA-32-260, S/N 32-1 through 32-1297, and 32-7100001 through 32-7700023, and Model PA-32-300, S/N 32-40001 through 32-40974, and 32-7140001 through 32-7740113, require two nose wheel centering springs (P/N 67168) installed, if the optional nose wheel fairing or the optional nose and main wheel fairings are removed or not installed.
- The Model PA-32-260, S/N 32-7800001 through 32-7800008, and Model PA-32-300, S/N 32-7840001 through 32-7940290, require rudder centering spring (P/N 37929-2) installed, if the optional nose wheel fairing or the optional nose and main wheel fairings are removed or not installed.
- The Model PA-32-260, S/N 32-7800001 through 32-7800008, requires the removal of the nose gear strut fairing (P/N 37891) when the nose gear wheel fairing is removed or not installed.
- NOTE 6 Models PA-32-260, PA-32-300, PA-32S-300, and PA-32R-301 (S/N 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041) may be operated with the spinner dome removed or with the spinner dome and rear bulkhead removed. Models PA-32R-300, PA-32RT-300 and PA-32-301 may be operated with spinner dome and front bulkhead removed.
- NOTE 7 The following serial numbered aircraft are not eligible for import certification to the U.S.:
- PA-32-300:
32-40491, 32-40503, 32-40518, 32-40532, 32-40533, 32-40544, 32-40545, 32-40965, 32-40966, 32-40968 through 32-40974, 32-7240120, 32-7240123, 32-7240126, 32-7240129, 32-7240132, 32-7340133, 32-7340155, 32-7340159, 32-7340160, 32-7340172, 32-7440144, 32-7540114, 32-7540136, 32-7640127, 32-7740100, 32-7840028, 32-7940141, and 32-7940240.
- PA-32R-300:
32R-7680409, 32R-7680410, 32R-7780520, 32R-7880057, 32R-7880058, 32R-7880067, and 32R-7880068.
- PA-32RT-300:
32R-7885027, 32R-7885099, 32R-7885100, 32R-7885176, 32R-7885177, 32R-7885213 through 32R-7885215, 32R-7885234 through 32R-7885237, 32R-7885259, 32R-7885260, 32R-7885285, and 32R-7985027.
- PA-32RT-300T:
32R-7887036, 32R-7887081, 32R-7887222, 32R-7987050, 32R-7987085, and 32R-7987122.
- PA-32R-301T:
32R-8029121, 32R-8129041, 32R-8229065, and 32R-8329017.
- PA-32-301:
32-8006090, 32-8106043, and 3206005.
- PA-32-301T:
32-8024031, 32-8024032, 32-8124011, 32-8124017, 32-8124018, 32-8124035, 32-8124036, 32-8224011, 32-8224013, 32-8224014, 32-8324006, 32-8324015, and 32-8324016.

- NOTE 8 The fixed pitch propeller may be used on S/N 32-1 through 32-1297, and 32-7100001 through 32-7200045.
- NOTE 9 The following serial numbered aircraft are not eligible for import certification to the U.S.:
AR32-7440144, AR32-7340133, AR32-7340155, AR32-7340159, AR32-7340160, AR32-7340172.
- NOTE 10 Engines with serial numbers ending with "A" require the F-4-11() propeller governor assembly. Other engines require the F-4-4() propeller governor.
- NOTE 11 In the following serial numbered aircraft the rear seat location is farther aft as shown and the center seats may be removed and replaced by CLUB SEATS INSTALLATION, which has a more aft C.G. location as shown:
- | | |
|--------------|--|
| PA-32-260 | S/N 32-7700001 through 32-7800008 |
| PA-32-300 | S/N 32-7740001 through 32-7940290 |
| PA-32R-300 | S/N 32R-7680001 through 32R-7880068 |
| PA-32RT-300 | S/N 32R-7885002 through 32R-7985106 |
| PA-32RT-300T | S/N 32R-7787001, 32R-7887002 through 32R-7987126 |
| PA-32R-301 | S/N 32R-8013001 through 32R-8613006, 3213001 through 3213103, and 3246001 and up |
| PA-32R-301T | S/N 32R-8029001 through 32R-8629008, and 3229001 through 3229003 |
| PA-32-301 | S/N 32-8006002 through 32-8606023, and 3206001 through 3206019 |
| PA-32-301T | S/N 32-8024001 through 32-8424002 |
- NOTE 12 Lycoming engine Model IO-540-K1G5 with Hartzell propeller HC-C2YK-1(F), Blade Model 8475D-4, S/N 32-7640066 (only) and S/N 32-7640072 through 32-7940290.
- NOTE 13 Lycoming engine Model IO-540-K1G5D with Hartzell propeller HC-C2YK-1(F), Blade Model 8475D-4, S/N 32R-7680141 through 32R-7880068.
- NOTE 14 On Models PA-32-301, S/N 32-8006001 through 32-8606023 and 3206001 through 3206019, and PA-32-301T, S/N 32-8024001 through 32-8424002, the wheel fairings alone or the wheel fairings and landing gear strut fairings may be removed.

...END...