DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A6CE
Revision 40
CESSNA

337	337E
337A (USAF 02B)	T337E
337B	337F
M337B (USAF 02A)	T337F
T337B	337G
337C	T337G
T337C	337H
337D	P337H
T337D	T337H
	T337H-SP

November 3, 2004

TYPE CERTIFICATE DATA SHEET NO. A6CE

This data sheet which is part of Type Certificate No. A6CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder — Cessna Aircraft Company
P. O. Box 7704
Wichita, Kansas 67277

WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes.

I - Model 337, Super Skymaster, 4-6 PCLM (Normal Category), Approved October 8, 1964
Model 337A (USAF O2B), Super Skymaster, 4-6 PCLM (Normal Category), Approved August 11, 1965

Engines — (Front) Continental IO-360-C or -G or -CB or -GB
(Rear) Continental IO-360-D or -C or -G or -DB or -CB or -GB

*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 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. station: low 11.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. station: low 10.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C301/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. station: low 11.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. station: low 10.8°, feathered 79.0°

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Rev. No.	40	38	30	30	30	38	27	27	30	30	30	27	34	37	40	30	28	29	27	27
Page No.	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Rev. No.	30	30	32	37	37	31	31	31	31	31	31	31	35	31	31	31	31	31	31	31
Page No.	41	42	43	44	45	46	47	48												
Rev. No.	31	31	31	31	37	37	37	39												

I - Model 337, Model 337A (cont'd)

(e) (Front) McCauley D2AF34C306/78CAA-0
Diameter: not over 78.0 in., not under 76.5 in.
No further reduction permitted
Pitch settings at 30 in. station: low 11.0°, feathered 82.0°
(f) (Rear) McCauley D2AF34C307/L78CBA-2
Diameter: not over 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.: low 11.0°, feathered 80.0°
(g) (Front) Woodward hydraulic governor 210443
(h) (Rear) Woodward hydraulic governor 210443
(i) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
(j) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/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	219 m.p.h.	(190 knots)
Maximum structural cruising	190 m.p.h.	(165 knots)
Flaps extended	120 m.p.h.	(104 knots)
Maneuvering	150 m.p.h.	(130 knots)
Landing gear extension	140 m.p.h.	(122 knots)

C.G. Range (Landing Gear Extended)
(+137.0) to (+142.5) at 4200 lb.
(+134.5) to (+142.5) at 3500 lb. or less
Straight line variation between points given
Landing gear retraction moment is +3318 in.-lb.

Empty Wt. C.G. Range
None

*Maximum Weight
4200 lb.

No. of Seats
4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150)
See NOTE 1 for data on system 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 system oil

Control Surface Movements

Wing flaps				
Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	21°	Down	15°
Elevator tab	Up	15°	Down	26°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible

Model 337:	337-0002 through 337-0239
Model 337A:	337-0240 through 337-0525 (except 337-0306 and 337-0470) and as noted below
Model 337A: (USAF 02B)	This aircraft is a U.S. Air Force modification of the Model 337A, per Cessna Dwg. 10337-004. Before a civil airworthiness certificate may be issued, the aircraft must be modified per the current revision of Cessna Dwg. 10337-034 obtainable through the Executive Engineer, Cessna Aircraft Company, 5800 East Pawnee, Wichita, Kansas 67201, who will also furnish applicable serial numbers.

II - Model 337B, 4-6 PCLM (Normal Category), Approved June 22, 1966

(Refer to Sec. VIII for information pertaining to the Model M337B)

Engines	(Front) Continental IO-360-C or -G or -CB or -GB (Rear) Continental IO-360-D or -C or -G or -DB or -CB or -GB
*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 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.7°, feathered 79.0° (b) (Rear) McCauley D2AF34C61/L76C Diameter: not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0° (c) (Front) McCauley D2AF34C301/76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.7°, feathered 79.0° (d) (Rear) McCauley D2AF34C302/L76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0° (e) (Front) McCauley D2AF34C306/78CAA-0 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.0°, feathered 82.0° (f) (Rear) McCauley D2AF34C307/L76CBA-2 Diameter: not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.0°, feathered 80.0° (g) (Front) Woodward hydraulic governor 210443 (h) (Rear) Woodward hydraulic governor 210443 (i) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1 (j) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/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	221 m.p.h. (192 knots)
	Maximum structural cruising	190 m.p.h. (165 knots)
	Flaps extended	120 m.p.h. (104 knots)
	Maneuvering	152 m.p.h. (132 knots)
	Landing gear extension	140 m.p.h. (122 knots)

C.G. Range (Landing Gear Extended)	(+137.0) to (+143.3) at 4300 lb. (+134.5) to (+143.3) at 3600 lb. or less Straight line variation between points given Landing gear retraction moment is +3318 in.-lb.

II - Model 337B (con'd)

Empty Wt. C.G. Range	None
*Maximum Weight	4300 lb.
No. of Seats	4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)
Maximum Baggage	365 lb. (Reference weight and balance for additional information)
Fuel Capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150) See NOTE 1 for data on system 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 system oil

Control Surface Movements

Wing flaps				
Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	21°	Down	15°
Elevator tab	Up	15°	Down	26°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible: Model 337B: 337-0001, 337-0470, 337-0526 through 337-0755 (except 337-0569)

III - Model T337B, 4-6 PCLM (Normal Category), Approved October 25, 1966

Engines: (Front) Continental TSIO-360-A or -AB
(Rear) Continental TSIO-360-B or -A or -BB or -AB

*Fuel: 100/130 minimum grade aviation gasoline
See NOTE 5

*Engine Limits: For all operations, 2800 r.p.m. (210 b. hp.) 32 in. Hg HP
(Critical altitude to 20,000 ft. in standard atmosphere)

Propeller and Propeller Limits:

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C91/76C-0
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C304/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°

III - Model T337B (cont'd)

(e) (Front) Woodward hydraulic governor 210443
(f) (Rear) Woodward hydraulic governor 210443
(g) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
(h) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
(i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
(j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

*Airspeed Limits (CAS)

Never exceed	221 m.p.h.	(192 knots)
Maximum structural cruising	190 m.p.h.	(165 knots)
Flaps extended	120 m.p.h.	(104 knots)
Maneuvering	152 m.p.h.	(132 knots)
Landing gear extension	140 m.p.h.	(122 knots)

C.G. Range (Landing Gear Extended)
(+134.5) to (+143.3) at 3600 lb. or less
(+137.0) to (+143.3) at 4300 lb.
Straight line variation between points given
Landing gear retraction moment is +3318 in.-lb.

Empty Wt. C.G. Range
None

*Maximum Weight
4300 lb.

No. of Seats
4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150)
See NOTE 1 for data on system 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 system oil

Control Surface Movements

Wing flaps				
Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	21°	Down	15°
Elevator tab	Up	15°	Down	26°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible
Model T337B: 337-0001, 337-0526 through 337-0755 (except 337-0569)

IV - Model 337C, 4-6 PCLM (Normal Category), Approved September 15, 1967

Engines
(Both) Continental IO-360-C or -G or -CB or -GB

*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 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.7°, feathered 79.0°

IV - Model 337C (cont'd)

Propeller and Propeller Limits

(b) (Rear) McCauley D2AF34C61/L76C
Diameter: not over 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 10.8°, feathered 79.0°

(c) (Front) McCauley D2AF34C301/76CTA-0
Diameter: not over 76.0 in., not under 75.0 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.7°, feathered 79.0°

(d) (Rear) McCauley D2AF34C302/L76CTA-0
Diameter: not over 76.0 in., not under 75.0 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 10.8°, feathered 79.0°

(e) (Front) McCauley D2AF34C306/78CAA-0
Diameter: not over 78.0 in., not under 76.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.0°, feathered 82.0°

(f) (Rear) McCauley D2AF34C307/L78CBA-2
Diameter: not over 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.0°, feathered 80.0°

(g) (Front) Woodward hydraulic governor 210443
(h) (Rear) Woodward hydraulic governor 210443
(i) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
(j) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/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	225 m.p.h.	(195.5 knots)
Maximum structural cruising	190 m.p.h.	(165 knots)
Flaps extended	120 m.p.h.	(104 knots)
Maneuvering	155 m.p.h.	(134.7 knots)
Landing gear extension	140 m.p.h.	(122 knots)

C.G. Range (Landing Gear Extended)
(+137.3) to (+143.3) at 4400 lb.
(+134.5) to (+143.3) at 3600 lb. or less
Straight line variation between points given
Landing gear retraction moment is +3318 in.-lb.

Empty Wt. C.G. Range
None

*Maximum Weight
4400 lb.

No. of Seats
4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150)
See NOTE 1 for data on system 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 system oil

IV - Model 337C (cont'd)

Control Surface Movements

Wing flaps					
Inboard			Down	25°	
Outboard			Down	25°	
Ailerons	Up	21°	Down	15°	
Elevator	Up	21°	Down	15°	
Elevator tab	Up	20°	Down	26°	
Rudder	Inboard	15°	Outboard	22°	

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible: Model 337C: 337-0756 through 337-0978

V - Model T337C, 4-6 PCLM (Normal Category), Approved September 15, 1967

Engines: (Both) Continental TSIO-360-A or -AB

*Fuel: 100/130 minimum grade aviation gasoline
See NOTE 5

*Engine Limits: For all operations, 2800 r.p.m. (210 b. hp.) 32 in. Hg HP
(Critical altitude to 20,000 ft. in standard atmosphere)

Propeller and Propeller Limits:

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C91/76C-0
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   b) Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C304/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (e) (Front) Woodward hydraulic governor 210443
   (f) (Rear) Woodward hydraulic governor 210443
   (g) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   (h) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   (i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
   (j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

*Airspeed Limits (CAS)

Never exceed	225 m.p.h.	(195.5 knots)
Maximum structural cruising	190 m.p.h.	(165 knots)
Flaps extended	120 m.p.h.	(104 knots)
Maneuvering	155 m.p.h.	(134.7 knots)
Landing gear extension	140 m.p.h.	(122 knots)

C.G. Range (Landing Gear Extended): (+134.5) to (+143.3) at 3600 lb. or less
(+137.7) to (+143.3) at 4500 lb.
Straight line variation between points given
Landing gear retraction moment is +3318 in.-lb.

V - Model T337C (cont'd)

Empty Wt. C.G. Range	None
*Maximum Weight	Takeoff: 4500 lb. Landing: 4400 lb.
No. of Seats	4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)
Maximum Baggage	365 lb. (Reference weight and balance for additional information)
Fuel Capacity	92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150) See NOTE 1 for data on system 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 system oil
Control Surface Movements	Wing flaps Inboard Down 25° Outboard Down 25° Ailerons Up 21° Down 15° Elevator Up 21° Down 15° Elevator tab Up 20° Down 26° Rudder Inboard 15° Outboard 22° (measured parallel to 0.0 W.L.)
Serial Nos. Eligible	Model T337C: 337-0756 through 337-0978

VI - Model 337D, 4-6 PCLM (Normal Category), Approved July 23, 1968

Engines	(Both) Continental IO-360-C or -G or -CB or -GB
*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 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.7°, feathered 79.0° (b) (Rear) McCauley D2AF34C61/L76C Diameter: not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0° (c) (Front) McCauley D2AF34C301/76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.7°, feathered 79.0° (d) (Rear) McCauley D2AF34C302/L76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0°

VI - Model 337D (cont'd)

(e) (Front) McCauley D2AF34C306/78CAA-0
Diameter: not over 78.0 in., not under 76.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.0°, feathered 82.0°
(f) (Rear) McCauley D2AF34C307/L78CBA-2
Diameter: not over 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. station:
low 11.0°, feathered 80.0°
(g) (Front) Woodward hydraulic governor 210443
(h) (Rear) Woodward hydraulic governor 210443
(i) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
(j) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/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	225 m.p.h. (195 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	140 m.p.h. (122 knots)

C.G. Range (Landing Gear Extended)
(+137.5) 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 Wt. C.G. Range
None

*Maximum Weight
4400 lb.

No. of Seats
4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150)
See NOTE 1 for data on system 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 system oil

Control Surface Movements

Wing flaps				
Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	26°	Down	15°
Elevator tab	Up	15°	Down	15°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible
Model 337D: 337-0979 through 337-1193

VII - Model T337D, 4-6 PCLM (Normal Category), Approved July 23, 1968

Engines
(Both) Continental TSIO-360-A or -AB

*Fuel
100/130 minimum grade aviation gasoline
See NOTE 5

VII - Model T337D (cont'd)

*Engine Limits

For all operations, 2800 r.p.m. (210 b. hp.) 32 in. Hg HP
(Critical altitude to 20,000 ft. in standard atmosphere)

Propeller and Propeller Limits

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C91/76C-0
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C304/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (e) (Front) Woodward hydraulic governor 210443
   (f) (Rear) Woodward hydraulic governor 210443
   (g) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   (h) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   (i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
   (j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

*Airspeed Limits (CAS)

Never exceed	225 m.p.h. (195 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	140 m.p.h. (122 knots)

C.G. Range (Landing Gear Extended)

(+137.7) to (+143.0) at 4500 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 Wt. C.G. Range

None

*Maximum Weight

Takeoff: 4500 lb.
Landing: 4400 lb.

No. of Seats

4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage

365 lb. (Reference weight and balance for additional information)

Fuel Capacity

92.8 gal. (92 gal. usable) (2 tanks 46.4 gal. at +150)
See NOTE 1 for data on system 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 system oil

VII - Model T337D (cont'd)

Control Surface Movements — Wing flaps

Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	26°	Down	15°
Elevator tab	Up	15°	Down	15°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible — Model T337D: 337-0979 through 337-1193

VIII - Model M337B (USAF O2A), 4-6 PCLM (Normal Category), Approved March 22, 1967

(Refer to Sec. II for information pertaining to the Model 337B)

Engines — (Both) Continental IO-360-D or -DB

*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 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 10.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C42/76C
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C41/L76C
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 10.8°, feathered 79.0°
   (e) (Front) Woodward hydraulic governor 210436
   (f) (Rear) Woodward hydraulic governor 210436
   (g) (Front) Woodward hydraulic governor A210436
   (h) (Rear) Woodward hydraulic governor A210436
   (i) (Front) McCauley D2AF34C306/78CAA-0
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 82.0°
   (j) (Rear) McCauley D2AF34C307/L78CBA-2
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 80.0°

VIII - Model M337B (cont'd)

*Airspeed Limits (CAS)	Never exceed	221 m.p.h. (192 knots)
	Maximum structural cruising	190 m.p.h. (165 knots)
	Flaps extended	120 m.p.h. (104 knots)
	Maneuvering	152 m.p.h. (132 knots)
	Landing gear extension	140 m.p.h. (122 knots)

C.G. Range (Landing Gear Extended)
(+137.5) to (+143.3) at 4300 lb.
(+136.0) to (+143.3) at 3600 lb. or less
Straight line variation between points given
Landing gear retraction moment is +3318 in.-lb.

Empty Wt. C.G. Range
None

*Maximum Weight
4300 lb.

No. of Seats
4 standard (2 at +102, 2 at +141), 5-6 optional (1-2 at +170)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
88.4 gal. main tanks (88 gal. usable) (2 tanks 44.2 gal. ea. at +150)
36 gal. aux. tanks (34 gal. usable) (2 tanks 18 gal. ea. at +150)
See NOTE 1 for data on system 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 system oil

Control Surface Movements

Wing flaps				
Inboard			Down	25°
Outboard			Down	25°
Ailerons	Up	21°	Down	15°
Elevator	Up	25°	Down	15°
Elevator tab	Up	15°	Down	15°
Rudder	Inboard	15°	Outboard	22°

(measured parallel to 0.0 W.L.)

Serial Nos. Eligible
Model M337B: 337-M0001 through 337-M0476
This aircraft is a U.S. Air Force modification of the Model 337 Series per Cessna Dwg. 1500004 through S/N 337-M0192 and per Cessna Dwg. 1500040 S/N 337-M0193 and up. Before a civil airworthiness certificate may be issued, the aircraft must be modified per the current revision of Cessna Dwg. 10337-035, obtainable through the Executive Engineer, Cessna Aircraft Co., 5800 East Pawnee, Wichita, Kansas 67201.

Model M337B: 337-IR001 through 337-IR012
This aircraft is a modification of the Model 337 Series described by Cessna Dwg. 1500046 for the Iranian Government and is similar to the USAF aircraft. Ineligible for U.S. Civil Airworthiness Certificate.

IX - Model 337E, Super Skymaster, 4-6 PCLM (Normal Category), Approved August 5, 1969

Engines
(Both) Continental IO-360-C or -G or -CB or -GB

*Fuel
100/130 minimum grade aviation gasoline
See NOTE 5

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

IX - Model 337E (cont'd)

Propeller and Propeller Limits

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C59/76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 10.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C301/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 10.8°, feathered 79.0°
   (e) (Front) McCauley D2AF34C306/78CAA-0
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 82.0°
   (f) (Rear) McCauley D2AF34C307/L78CBA-2
   Diameter: Not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 80.0°
   (g) (Front) Woodward hydraulic governor 210443
   (h) (Rear) Woodward hydraulic governor 210443
   (i) (Front) Woodward hydraulic governor CF310D1/T1 or CF310D2/T1
   (j) (Rear) Woodward hydraulic governor CF310D1/T1 or CF310D2/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	225 m.p.h. (195 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)

(+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 Wt. C.G. Range

None

*Maximum Weight

4440 lb. takeoff and flight;
4400 lb. landing

No. 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)

IX - Model 337E (cont'd)

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	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 0.0 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 337E: 33701194 through 33701316					

X - Model T337E, 4-6 PCLM (Normal Category), Approved August 5, 1969
Model T337F, 4-6 PCLM (Normal Category), Approved September 8, 1970

Engines: (Both) Continental TSIO-360-A or -AB

*Fuel: 100/130 minimum grade aviation gasoline
See NOTE 5

*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
   (a) (Front) McCauley D2AF34C91/76C-0
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta,:
   low 12.7°, feathered 79.0°
   (b) (Rear) McCauley D2AF34C61/L76C
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.8°, feathered 79.0°
   (c) (Front) McCauley D2AF34C304/76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.7°, feathered 79.0°
   (d) (Rear) McCauley D2AF34C302/L76CTA-0
   Diameter: not over 76.0 in., not under 75.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 11.8°, feathered 79.0°
   (e) (Front) Woodward hydraulic governor 210443
   (f) (Rear) Woodward hydraulic governor 210443
   (g) (Front) Woodward hydraulic governor CF310D1/T1 or CF310D2/T1
   (h) (Rear) Woodward hydraulic governor CF310D1/T1 or CF310D2/T1
   (i) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
   (j) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

X - Model T337E, Model T337F (cont'd)

*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)
(+138.3) to (+142.0) at 4630 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 Wt. C.G. Range
None

*Maximum Weight
4630 lb. takeoff and flight
4400 lb. landing

No. 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

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 0.0 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 T337E: 33701194 through 33701316
T337F: 33700569, 33701317 through 33701398

XI - Model 337F, 4-6 PCLM (Normal Category), Approved September 8, 1970

Engines
(Both) Continental IO-360-C or -G or -CB or -GB

*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 76.0 in., not under 74.5 in.
No further reduction permitted
Pitch settings at 30 in. sta.:
low 11.7°, feathered 79.0°

XI - Model 337F (cont'd)

Propeller and Propeller Limits	(b) (Rear) McCauley D2AF34C61/L76C Diameter: not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0° (c) (Front) McCauley D2AF34C301/76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.7, feathered 79.0° (d) (Rear) McCauley D2AF34C302/L76CTA-0 Diameter: not over 76.0 in., not under 75.0 in. No further reduction permitted Pitch settings at 30 in. sta.: low 10.8°, feathered 79.0° (e) (Front) McCauley D2AF34C306/78CAA-0 Diameter: not over 78.0 in., not under 76.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.0°, feathered 82.0° (f) (Rear) McCauley D2AF34C307/L78CBA-2 Diameter: Not over 76.0 in., not under 74.5 in. No further reduction permitted Pitch settings at 30 in. sta.: low 11.0°, feathered 80.0° (g) (Front) Woodward hydraulic governor 210443 (h) (Rear) Woodward hydraulic governor 210443 (i) (Front) Woodward hydraulic governor CF310D1/T1 or CF310D2/T1 (j) (Rear) Woodward hydraulic governor CF310D1/T1 or CF310D2/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	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 Wt. C.G. Range	None
*Maximum Weight	4630 lb. takeoff and flight 4400 lb. landing
No. 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

XI - Model 337F (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 0.0 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 337F: 33701317 through 33701398 (1971 Model) 33700306; 33701399 through 33701462 except 33701449 (1972 Model)				

XII - Model T337G, 4-5 PCLM (Normal Category), Approved February 2, 1972

Engines

(Both) Continental TSIO-360-C or -CB

*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 P3370001 through P3370257 except P3370196:
   (Front) McCauley D2AF34C303/78CAA-0
   Diameter: not over 78.0 in., not under 76.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 12.5°, feathered 82.0°
   (b) S/N P3370258 and up:
   (Front) McCauley D2AF34C308/90DEA-12
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 11.3°, feathered 82.3°
   (c) (Rear) McCauley D2AF34C305/L78CBA-2
   Diameter: not over 76.0 in., not under 74.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.: low 12.5°, feathered 80.0°
   (d) S/N P3370001 through P3370148:
   (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   S/N P3370149 and up:
   (Front) McCauley hydraulic governor DCFS310D4/T5 or CFS310D2/T5
   (e) S/N P3370001 through P3370148:
   (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   S/N P3370149 and up:
   (Rear) McCauley hydraulaic governor DCFS310D3/T1
   (f) (Front) Woodward hydraulic governor 210443
   (g) (Rear) Woodward hydraulic governor 210443
   (h) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
   (i) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

XII - Model T337G (cont'd)

*Airspeed Limits (CAS)	S/N P3370001 through P3370225 except P3370196:	
	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)
(IAS) (See NOTE 7 on Use of IAS)	S/N P3370226 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 P3370001 through P3370225 except P3370196:
(+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 P3370226 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 Wt. C.G. Range: None

*Maximum Weight: 4700 lb. takeoff and flight
4465 lb. landing

No. of Seats

S/N P3370001 through P3370225 except P3370196:
4-5 (2 at +98.0 to +109.0); (2 at +140.0);
(1 optional at +170.0)

S/N P3370226 and up:
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)

Fuel Capacity

S/N P3370001 through S/N P3370193:
125 gal. (123 gal. usable) (2 tanks, 62.5 gal. ea. at +150.0)
See NOTE 1 for data on unusable fuel

S/N P3370194 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 P3370001 through P3370148:
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 P3370149 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

XII - Model T337G (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				
	0.0 W.L.	Inboard	15° +0°, -2°	Outboard	22° ±2°
	Measured perpendicular				
	to hinge line	Inboard	17° +0°, -2°	Outboard	25° ±2°

Serial Nos. Eligible

1973 Model: P3370001 through P3370148
1974 Model: P3370149 through P3370193
1975 Model: 677, P3370194 through P3370225, except P3370196
1976 Model: P3370226 through P3370257
1977 Model: P3370258 through P3370292

XIII - Model 337G, 4-6 PCLM (Normal Category), Approved December 18, 1972

Engines

(Both) Continental IO-360-G or -GB

*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 installations
   (a) S/N 33701463 through 33701748:
   (Front) McCauley D2AF34C306/78CAA-0
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 82.0°
   (b) S/N P33701449, 33701749 and up:
   (Front) McCauley D2AF34C310/90DEA-12
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 9.9°, feathered 82.0°
   (c) (Rear) McCauley D2AF34C307/L78CBA-2
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 80.0°
   (d) (Front) McCauley hydraulic governor CF310D1/T1 or CF310D2/T1
   (e) (Rear) McCauley hydraulic governor CF310D1/T1 or CF310D2/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 33701463 through 33701671:

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)

XIII - Model 337G (cont'd)

(IAS)
(See NOTE 7 on Use of IAS)

S/N 33701449, 33701672 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 Wt. C.G. Range

None

*Maximum Weight

4630 lb. takeoff and flight
4400 lb. landing

No. 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. (Reference weight and balance for loading instructions)
Maximum baggage with restraining net - 160 lb.

Fuel Capacity

S/N 33701463 through 33701671:
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 33701449, 33701672 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 33701463 through 33701550:
10 qt. - front (+43.0) (7 qt. usable) (See NOTE 6)
10 qt. - rear (+207.5) (7 qt. usable) (See NOTE 6)
See NOTE 1 for data on undrainable oil

S/N 33701449, 33701551 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

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 0.0 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: 33701463 through 33701550
1974 Model: 33701551 through 33701606
1975 Model: 33701607 through 33701671
1976 Model: 33701672 through 33701748
1977 Model: 33701449, 33701749 through 33701815

XIV - Model 337H/T337H, 4-6 PCLM (Normal Category), Approved September 9, 1977

Model 337H

Engines

S/N 33701816 through 33701874:
(Both) Continental IO-360-G or -GB

S/N 33701875 and up:
(Both) Continental IO-360-GB

*Fuel

100LL/100 minimum grade aviation gasoline
See NOTE 5

*Engine Limits

S/N 33701816 through 33701874:
For all operations, 2800 r.p.m. (210 b. hp.)

S/N 33701875 and up:
Takeoff or single engine climb: 2800 r.p.m. (210 b. hp.)
For all other operations: 2600 r.p.m. (198 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 settings at 30 in. sta.:
   low 9.9°, feathered 82.0°
   (b) (Rear) McCauley D2AF34C307/L78CBA-2
   Diameter: not over 76.0 in., not under 74.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.0°, feathered 80.0°
   (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 extended speed	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.

Oil Capacity

8 qt. - front (+43.0) (5 qt. usable)
8 qt. - rear (+207.5) (5 qt. usable)

Model T337H

Engines

S/N 33701816 through 33701874:
(Both) Continental TSIO-360-H or -HB

S/N 33701875 and up:
(Both) Continental TSIO-360-HB

*Fuel

100LL/100 minimum grade aviation gasoline
See NOTE 5

Model T337H (cont'd)

*Engine Limits

Takeoff or single engine climb, 2800 r.p.m. (210 b. hp.)
34.5 in. Hg MP
For all operations, 2600 r.p.m. (195 b. hp.) 34.5 in. Hg MP

Propeller and Propeller Limits

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C308/90DEA-12
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.3°, feathered 82.3°
   (b) (Rear) McCauley D2AF34C305/L78CBA-2
   Diameter: not over 76.0 in., not under 74.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.5°, feathered 80.0°
   (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	196 KIAS
Maximum structural cruising	164 KIAS
Flaps extended	110 KIAS
Maneuvering	133 KIAS
Landing gear extended speed	196 KIAS
Landing gear operating speed	140 KIAS

C.G. Range (Landing Gear Extended)

(+137.4) to (+142.0) at 4630 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.

Oil Capacity

9 qt. - front (+44.0) (5 qt. usable)
9 qt. - rear (+205.9) (5 qt. usable)

Model 337H/T337H

Empty Wt. C.G. Range

None

*Maximum Weight

4630 lb. takeoff and flight
4400 lb. landing

No. 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

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°

Model 337H/T337H (cont'd)

Control Surface Movements	Rudder				
	Measured parallel to 0.0 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: 33701816 through 33701874 except 33701854 1979 Model: 33701875 through 33701919, 33701921 and 33701854 1980 Model: 33701922 through 33701950 except 33701923 through 33701927				

XV - Model P337H, Pressurized Skymaster, 4-5 PCLM (Normal Category), Approved September 9, 1977

Engines

S/N P3370196, P3370293 through P3370318:
(Both) Continental TSIO-360-C or -CB

S/N P3370319 and up:
(Both) Continental TSIO-360-CB

*Fuel

100LL/100 minimum grade aviation gasoline
See NOTE 5

*Engine Limits

S/N P3370196, P3370293 through P3370318:
For all operations, 2800 r.p.m. (225 b. hp.) 37 in. Hg MP

S/N P3370319 and up:
Takeoff or single engine climb: 2800 r.p.m. (225 b. hp.) 37 in. Hg MP
For all other operations: 2600 r.p.m. (207 b. hp.) 37 in. Hg MP

Propeller and Propeller Limits

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C308/90DEA-12
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.3°, feathered 82.3°
   (b) (Rear) McCauley D2AF34C305/L78CBA-2
   Diameter: not over 76.0 in., not under 74.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.5°, feathered 80.0°
   (c) (Front) McCauley hydraulic governor DCFS310D7/T5
   (d) (Rear) McCauley hydraulic governor DCFS310D8/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	205 KIAS
Maximum structural cruising	169 KIAS
Flaps extended	110 KIAS
Maneuvering	139 KIAS
Landing gear extended	205 KIAS
Landing gear operating speed	140 KIAS

C.G. Range (Landing Gear Extended)

(+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 Wt. C.G. Range

None

XV - Model P337H (cont'd)

*Maximum Weight	4700 lb. takeoff and flight 4465 lb. landing
No. of Seats	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)
Fuel Capacity	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	9 qt. - front (+44.5) (5 qt. usable) 9 qt. - rear (+205.9) (5 qt. usable)

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 0.0 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: P3370293 through P3370318 1979 Model: P3370319 through P3370341 and P3370196 1980 Model: P3370342 through P3370356

XVI - Model T337H-SP, 4-5 PCLM (Normal Category), Approved February 4, 1980

Engines	(Both) Continental TSIO-360-JB
*Fuel	100LL/100 minimum grade aviation gasoline See NOTE 5
*Engine Limits	Takeoff or single engine climb: 2800 r.p.m. (225 b. hp. rating) 37 in. Hg MP below 12,000 ft. 2800 r.p.m. (210 b. hp. rating) 34.5 in. Hg MP above 12,000 ft. For all other operations: 2600 r.p.m. (203 b. hp. rating) 37 in. Hg MP below 12,000 ft. 2600 r.p.m. (195 b. hp. rating) 34.5 in. Hg MP above 12,000 ft.

Propeller and Propeller Limits

1. McCauley constant speed full-feathering propeller installation
   (a) (Front) McCauley D2AF34C308/90DEA-12
   Diameter: not over 78.0 in., not under 76.5 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 11.3°, feathered 82.3°
   (b) (Rear) McCauley D2AF34C305/L78CBA-2
   Diameter: not over 76.0 in., not under 74.0 in.
   No further reduction permitted
   Pitch settings at 30 in. sta.:
   low 12.5°, feathered 80.0°
   (c) (Front) McCauley hydraulic governor DCFU310D7/T5
   (d) (Rear) McCauley hydraulic governor DCFU310D7/T1
   (e) (Front) Cessna spinner 1557303 (includes support and bulkhead assembly)
   (f) (Rear) Cessna spinner 1457306 (includes support and bulkhead assembly)

XVI - Model T337H-SP (cont'd)

*Airspeed Limits (IAS) (See NOTE 7 on Use of IAS)	Never exceed	205 KIAS
	Maximum structural cruising	165 KIAS
	Flaps extended	110 KIAS
	Maneuvering	139 KIAS
	Landing gear extended	205 KIAS
	Landing gear operating speed	138 KIAS

C.G. Range (Landing Gear Extended)
(+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 Wt. C.G. Range
None

*Maximum Weight
4700 lb. takeoff and flight
4465 lb. landing

No. of Seats
4-5 (2 at +98.0 to +109.0); (2 at +140.0 to +158.0); (1 at +170.0)

Maximum Baggage
365 lb. (Reference weight and balance for additional information)

Fuel Capacity
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
9 qt. - front (+44.5) (5 qt. usable)
9 qt. - rear (+205.9) (5 qt. usable)

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 0.0 W.L.	Inboard 15° +0°, -2°	Outboard 22° ±2°
Measured perpendicularly to hinge line	Inboard 17° +0°, -2°	Outboard 25° ±2°

Serial Nos. Eligible
1979 Model: 33701920
1980 Model: 33701923 through 33701927
33701951 through 33701955

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
Models 337, 337A and M337B:
Part 3 of the Civil Air Regulations dated May 15, 1956, as amended by 3-1 through 3-8.

Models 337B, T337B, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, T337G, 337H, P337H:
Part 23 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-3. Also, Model P337H (S/N P3370319 and up) and 337H (S/N 33701875 and up) FAR 23.1559 effective March 1, 1978, and FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-6.

Certification Basis (cont'd)

Model T337H, T337H-SP:
Part 23 of the Federal Aviation Regulations dated February 1, 1965, as amended by 23-1 through 23-3. In addition, 23.901, 23.909, 23.1041, 23.1043, 23.1143, and 23.1305 of FAR 23 effective February 14, 1975. Also, FAR 23.1559 effective March 1, 1978, S/N 33701875 and up. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-6.

Application for type certificate dated November 6, 1963. Type Certificate A6CE issued October 8, 1964, obtained by the manufacturer under delegation option procedures.

Equivalent Safety Items	S/N P3370196, P3370226 and up; 33701449, 33701672 and up
Airspeed Indicator	FAR 23.1545 (See NOTE 7 on Use of IAS)
Operating Limitations	FAR 23.1583(a)(1)

Production Basis

Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N 33701875 and up, and S/N P3370319 and up. In addition, the following item of equipment is required:

1. Stall warning indicator, Cessna Dwg. 0511062

NOTE 1. Current weight and balance report including list of equipment included in the 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 location must include the following:

Serial Numbers	Weight	Arm
Unusable Fuel		
33700001 through 33701671 (except 33701449)	5 lb.	+159.5
33701672 and up, including 33701449	15.6 lb.	+159.0
P3370001 through P3370193	12 lb.	+157.8
P3370194 and up	15.6 lb.	+159.0
Model M337B included for auxiliary tanks	12 lb.	+159.5
Model T337H-SP	15.6 lb.	+159.5
Undrainable Oil		
33700001 through 33701671 (except 33701449)		
P3370001 through P3370225 (except P3370196)	0.0 lb.	+125.5
Full Oil		
33701672 and up, including 33701449	30.0 lb. (Std. 337)	
	33.8 lb. (T337)	+125.25
P3370226 and up, including P3370196	33.8 lb.	+125.25
Model T337H-SP	33.8 lb.	+125.25

NOTE 2. The following placards must be displayed as indicated:

A. Applicable to Models 337 and 337A
   (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 150 m.p.h. - CAS."
      (d) "Maximum design weight 4200 lb."

NOTE 2. (cont'd)A. (1) (e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
(f) "Maximum altitude loss in stall recovery 170 feet."
(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: 140 m.p.h. CAS."
(i) "Airplane controllable in 20-knot cross wind."
(j) "Known icing conditions are to be avoided."
(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 lower right corner of flight panel: "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:
"BEFORE TAKEOFF BEFORE LANDING
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"

B. Applicable to Models 337B and T337B
(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 152 m.p.h. - CAS."
(d) "Maximum design weight 4300 lb."
(e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
(f) "Maximum altitude loss in stall recovery 250 feet."
(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: 140 m.p.h. CAS."
(i) "Airplane is controllable in 20-knot cross wind."
(j) "Known icing conditions to be avoided."
(k) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:
VFR - IFR - DAY - NIGHT." (As applicable)

NOTE 2. (cont'd)B. (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:

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

BEFORE LANDING
1. Gear down
2. Fuel selector main tanks
3. Cowl flaps closed
4. Mixtures rich
5. Propellers forward
6. Flaps down"

(11) The following placard must be installed near the manifold pressure instrument: (applicable to the T337B 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."

C. Applicable to Models 337C and T337C
(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 4400 lb." (337C only)
"Maximum design weight: Takeoff, 4500 lb.; landing 4400 lb." (T337C only)
(e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
Flaps Down +2.0"
(f) "Maximum altitude loss in stall recovery 250 feet."
(g) "Maximum flap extension speed: 1/3 - 160 m.p.h. CAS
1/3 to full down flap - 120 m.p.h. CAS."

NOTE 2.(cont'd) C. (1) (h) "Gear extension speed: 140 m.p.h. CAS."
(i) "Airplane is controllable in 20-knot cross wind."
(j) "Known icing conditions to be avoided."
(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 TAKE-OFF</u>
1. Set trim controls
2. Fuel selector main tanks
3. Cowl flaps open
4. Mixtures rich
5. Propellers forward
6. Flaps 0 - 1/3

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

(11) The following placards must be installed near the manifold pressure instrument: (applicable to the T337C 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."

NOTE 2.(cont'd) D. Applicable to Model 337D and T337D

(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 4400 lb." (337D only)
"Maximum design weight: Takeoff, 4500 lb.; landing 4400 lb." (T337D 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."

(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: 140 m.p.h. CAS."

(i) "Airplane is controllable in 20-knot cross wind."

(j) "Known icing conditions to be avoided."

(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:

"BEFORE TAKE-OFF
1. Set trim controls
2. Fuel selector main tanks
3. Cowl flaps open
4. Mixtures rich
5. Propellers forward
6. Flaps 0 - 1/3

BEFORE LANDING
1. Gear down
2. Fuel selector main tanks
3. Cowl flaps closed
4. Mixtures rich
5. Propellers forward
6. Flaps down"

NOTE 2. D. (11) The following placards must be installed near the manifold pressure instrument: (applicable to the T337D 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."

E. Applicable to Model 337E and T337E

(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." (337E only)
"Maximum design weight: Takeoff 4630 lb.; Landing 4400 lb." (T337E 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." (337E only)
"Maximum altitude loss in stall recovery 400 feet." (T337E 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."
(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."

NOTE 2. E. (10) The following check list shall be placed in the map compartment:

"BEFORE TAKEOFF	BEFORE LANDING
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 manifold pressure instrument: (applicable to the T337E 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."

F. Applicable to Models 337F and T337F

(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 4630 lb.; Landing 4400 lb."
- (e) "Maximum flight maneuvering load factors: Flaps Up +3.8 -1.52
  Flaps Down +2.0"
- (f) "Maximum altitude loss in stall recovery 400 feet"
- (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."
- (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:
- (a) "Takeoff and landing - Front Engine, Left Main
  Rear Engine, Right Main."
- (b) "When switching from dry tank turn pump on 'HI' momentarily."

NOTE 2. F. (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:

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

BEFORE LANDING
1. Gear down
2. Fuel selector main tanks
3. Cowl flaps closed
4. Mixtures rich
5. Propellers forward
6. Flaps down"

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

Model 337F:
"Maximum Power Mixture Settings
S.L. 120 lb./hr.
4,000 ft. 90 lb./hr.
8,000 ft. 78 lb./hr.
12,000 ft. 66 lb./hr.

Model T337F:
"Maximum allowable manifold pressure and climb fuel flow

"Altitude in Feet Sea Level to:	Manifold Pressure in. Hg.	Fuel Flow Gal./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 mp. - 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 & TAKE-OFF
Lead with rear engine power
Check R.P.M. and fuel flow"

NOTE 2. G. **Applicable to Model T337G/P337H**

(1) In full view of the pilot:
Models T337G and P337H (S/N 677, P3370001 through P3370318):

(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 4700 lb.
Landing 4465 lb."

(d) "Maximum flight maneuvering load factors: Flaps Up +3.8 to -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 P3370001 through P3370225 except P3370196:
"Altitude loss in a stall recovery - 400 feet"
S/N P3370196, P3370226 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)

Model P337H (S/N P3370319 and up):
"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.
Flight into known icing conditions prohibited.
Landing with cabin pressurized is prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR"

(2) Located near the Airspeed Indicator:

(a) S/N P3370001 through P3370225 except P3370196:
"Maximum Speeds - CAS
Gear Operation 160 m.p.h.
Gear Extended 230 m.p.h.
Maneuvering 155 m.p.h.

S/N P3370196, P3370226 and up:
"Maximum Speeds - IAS
Gear Operation 140 knots
Gear Extension 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 instructions, see Weight and Balance Data."

NOTE 2. G. (5) On fuel selector covers: (S/N P3370001 through P3370193)

"Fuel Off Rear Engine	
Left	Right
On	On
369 lbs.	369 lbs.
(61.5 gals.)	(61.5 gals.)

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

Fuel Off Rear Engine	
Left	Right
On	On
369 lbs.	369 lbs.
(61.5 gals.)	(61.5 gals.)

Takeoff and landing - left tank"

(S/N P3370194 and up)

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

When switching from dry tank turn pump on 'HI' momentarily.

See Checklist for crossfeed limitations.

"Fuel Off Front Engine	
Takeoff and Landingf	Level Flight Only
Left On	Right On
444 lbs. (74 gal.)	420 lbs. (70 gal.)

(6) Near propeller control:
"To feather propeller, lift propeller control up and pull back"

(7) On upper portion of quadrant cover:
T337G/P337H (S/N P3370001 through P3370318):
"With inoperative engine, feather propeller"

NOTE 2. G. (8) Adjacent to the fuel filler caps:
S/N P3370001 through P3370193:
"Tank capacity 62.5 U.S. gallons, 100/130 minimum grade"

S/N P3370194 through P3370292, except P3370196:
"Tank capacity 75.3 U.S. gallons, 100/130 minimum grade"

S/N P3370196, P3370293 and up:
"Tank capacity 75.3 U.S. gallons, 100LL/100 minimum grade"

(9) On the inside of the fuel cap covers:
S/N P3370001 through P3370096:
"To obtain maximum capacity, fill slowly"

S/N P3370097 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 P3370001 through P3370292, except P3370196:
"Manual gear extension
[1] Select gear down
[2] Pull handle forward
[3] Pump vertically"

S/N P3370196, P3370293 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 P3370001 through P3370225 except P3370196:
"Alternate static source correction
Airspeed: Fly climbs and approaches 10 m.p.h. faster than normal
Altitude: Cruise: Fly 270 feet higher than normal
Approach: Fly 100 feet higher than normal"

S/N P3370196, P3370226 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 R.P.M. and fuel flow"

NOTE 2. G.(14) Located near wing flap indicator

S/N P3370001 through P3370225 except P3370196:

"Maximum flap extension speeds:

1/3	160 m.p.h. CAS
1/3 - 2/3	140 m.p.h. CAS
2/3 - full	125 m.p.h. CAS"

S/N P3370196, P3370226 and up:

"Maximum flap extension speeds:

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

(15) S/N P3370001 through P3370193:
A separate checklist as described by Cessna Dwg. 1505032 is installed in the map compartment.

S/N P3370194 through P3370225 except P3370196:
A separate checklist as described by Cessna Dwg. 1505051 is installed in the map compartment.

S/N P3370226 through P3370257:
A separate checklist as described by Cessna Dwg. 1505065 is installed in the map compartment.

S/N P3370258 through P3370292:
A separate checklist as described by Cessna Dwg. 1505075 is installed in the map compartment.

S/N P3370196, P3370293 and up:
A separate checklist as described by Cessna Dwg. 1505093 is installed in the map compartment.

(16) S/N P3370001 through P3370193:
Above the fuel gauges:
"Take off with less than 60 lbs. (10 gal.) fuel per tank is prohibited."

(17) S/N P3370001 through P3370337 except P3370196:
Near the fore and aft cabin door lock pins through the ABS trim:
"PUSH TO LOCK"

S/N P3370196, P3370338 and up:
"PUSH TO LOCK
“PULL PAST DETENT TO UNLOCK"

(18) S/N P3370149 and up:
Forward of the parking brake control:
"OFF
PARKING
BRAKE
ON"

(19) S/N P3370149 and up:
Near the over-voltage test button:
"HIGH
VOLT
TEST
NOTE - CYCLE MASTER
SWS AFTER TEST"

NOTE 2. G.(20) Near the fuel flow indicator
S/N P3370194 through P3370318:
"Maximum Power Mixture Setting - 140 lbs./hr."

S/N P3370319 and up:
"Maximum Power Setting & Fuel Flow

Takeoff Or	R.P.M.	In. M.P.	Lbs./Hr.
Single Engine Climb	2800	37	140
Twin Engine Climb	2600	37	120"

(21) The following placard must be installed to the right of the tachometer and in the vicinity of the engine gage cluster:

S/N P3370196, P3370268, P3370269, P3370272 and up:
"Do not initiate single engine take-off"

(22) On the cabin door accumulator
"Warning
Release air and fluid pressure before removing any part of this assembly"

(23) At oil filters:
"Oil - 8 quarts"

(24) On inside nose wheel doors, strut doors and main wheel doors:
"Warning
Before working in wheel well area pull hydraulic pump circuit breaker off."

(25) Near the auxiliary power supply receptacle:
"CAUTION 24 volts D.C.
This aircraft is equipped with alternators and a negative ground system.
OBSERVE PROPER POLARITY
Reverse polarity will damage electrical components."

(26) Near the compass:
"Compass correction card."

(27) S/N P3370196, P3370338 and up:
"Door Must Be Unlocked Before Operating Door Handle"

H. Applicable to Model 337G/337H/T337H

(1) In full view of the pilot:
Model 337G/337H (S/N 33701463 through 33701874):
(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 manual."
(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 to -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)

NOTE 2. H. Model T337H (S/N 33701816 through 33701874):

(a) "This airplane must be operated as a normal category airplane in compliance with the operations limitations as stated in the form of placards, markings, and manuals."
(b) "No acrobatic maneuvers, including spins, approved."
(c) "Maximum operating altitude 20,000 feet."
(d) "Maximum gross weight: Takeoff 4630 lb.
Landing 4400 lb."
(e) "Maximum flight maneuvering load factors: Flaps Up +3.8 to -1.52
Flaps Down +2.0"
(f) "Flight into known icing conditions prohibited"
(g) "Maximum altitude loss in stall recovery - 450 feet"
(h) "This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

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

Model 337H/T337H (S/N 33701875 and up):
"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.
Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR"

(2) Located near the Airspeed Indicator:
Model 337G
S/N 33701463 through 33701671:
"Maximum Speeds - CAS
Gear Operation 160 m.p.h.
Gear Extended 228 m.p.h.
Maneuvering 155 m.p.h.

Model 337G/337H
S/N 33701449, 33701672 and up:
"Maximum Speeds - IAS
Gear Operation 140 knots
Gear Extended 200 knots
Maneuvering 137 knots"

Model T337H
S/N 33701816 and up:
"Maximum Speeds - IAS
Gear Operation 140 knots
Gear Extended 196 knots
Maneuvering 133 knots"

(3) On the control lock:
"Control Lock - Remove before starting engines"

(4) On or near the rear firewall in the baggage area:
"Maximum Capacity 365 lb. - Maximum baggage with restraining net 160 lb. For additional loading instructions see Weight and Balance Data."

NOTE 2. H. (5) On the fuel valve selector covers:

S/N 33701463 thru 33701671:	S/N 33701449, 33701672 thru 33701874:
"Fuel Off Rear Engine Left On 276 lb. 46 gal. Right On 276 lb. 46 gal. Takeoff and Landing - Right Tank When switching from Dry Tank - Turn Pump on 'HI' momentarily	"Fuel Off Rear Engine Left On 240 lb. 40 gal. Right On 264 lb. 44 gal. Takeoff and Landing - Right Tank When switching from Dry Tank - Turn Pump on 'HI' momentarily
Fuel Off Rear Engine Left On 276 lb. 46 gal. Right On 276 lb. 46 gal. Takeoff and Landing - Left Tank"	Fuel Off Rear Engine Left On 264 lb. 44 gal. Right On 240 lb. 40 gal. Takeoff and Landing - Left Tank"

S/N 33701875 and up:
"Rear Engine
Fuel - Off
T.O. and Ldg. - Right On - 264 lbs. (44 gal.)
Level Flt. only - Left On - 240 lbs. (40 gal.)
When switching from dry tank, turn pump on 'HI' momentarily
See Checklist for crossfeed limits

Front Engine
Fuel - Off
T.O. and Ldg. - Left On - 264 lbs. (44 gal.)
Level Flt. only - Right On - 240 lbs. (40 gal.)"

(6) Near propeller control:
"To feather propeller, lift propeller control up and pull back"

(7) On upper portion of quadrant covers:
337G/337H/T337H (S/N 33701463 through 33701874):
"With inoperative engine, feather propeller"

(8) Adjacent to the fuel filler caps:
S/N 33701463 through 33701671:
"Tank capacity 46.4 U.S. Gallons, 100/130 minimum grade"

S/N 33701449, 33701672 through 33701815:
"Tank capacity 45.3 U.S. Gallons, 100/130 minimum grade"

S/N 33701816 and up:
"Tank capacity 45.3 U.S. Gallons, 100LL/100 minimum grade"

(9) On the inside of the fuel cap covers:
S/N 33701463 through 33701506:
"To obtain maximum capacity, fill slowly"

S/N 33701449, 33701507 and up:
"To ensure complete filling of tanks:
[1] Fill slowly
[2] Retop after filling opposite wing"

NOTE 2. H. (10) Near the landing gear emergency hydraulic hand pump:
S/N 33701463 through 33701815:
"Manual Gear Extension
[1] Select gear down
[2] Pull handle forward
[3] Pump vertically"

S/N 33701816 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 Take-off
Lead with rear engine power
Check R.P.M. and fuel flow"

(12) Located near wing flap indicator:
S/N 33701463 through 33701671:
"Maximum flap extension speeds: 1/3 160 m.p.h. CAS
1/3 - 2/3 140 m.p.h. CAS
2/3 - full 125 m.p.h. CAS"
S/N 33701449, 33701672 and up:
"Maximum flap extension speeds: 1/3 165 KIAS
1/3 - 2/3 135 KIAS
2/3 - Full 110 KIAS"

(13) Model 337G
S/N 33701463 through 33701606:
A separate checklist as described by Cessna Dwg. 1400019 is installed in the map compartment.

Model 337G
S/N 33701607 through 33701671:
A separate checklist as described by Cessna Dwg. 1505050 is installed in the map compartment.

Model 337G
S/N 33701672 through 33701748:
A separate checklist as described by Cessna Dwg. 1505066 is installed in the map compartment.

Model 337G
S/N 33701449, 33701749 through 33701815:
A separate checklist as described by Cessna Dwg. 1505074 is installed in the map compartment.

Model 337H
S/N 33701816 and up:
A separate checklist as described by Cessna Dwg. 1505095 is installed in the map compartment.

Model T337H
S/N 33701816 and up:
A separate checklist as described by Cessna Dwg. 1505092 is installed in the map compartment.

(14) The following placard must be installed near the fuel flow indicator:
Model 337G/337H (S/N 33701449, 33701463 through 33701874):
"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.

NOTE 2.

(14) Model 337H (S/N 33701875 and up):
"Maximum power settings & fuel flow

Takeoff or	R.P.M.	S.L.	4000 ft.	8000 ft.	12,000 ft.
Single engine climb	2800	102	90	78	66
Twin engine climb	2600	92	80	68	56"

Model T337H
"Maximum power setting and fuel flow
Takeoff or single engine climb: 2800 r.p.m., 34.5 in. MP, 130 lb./hr.
Twin engine climb: 2600 r.p.m., 34.5 in. MP, 112 lb./hr."

(15) S/N 33701551 and up:
Forward of parking brake control:

"OFF
PARKING
BRAKE
ON"

(16) S/N 33701551 through 33701905 except 33701854:
Upper cabin door pin lock around cutout for pin:

"PUSH TO LOCK"

S/N 33701854, 33701906 and up:

"PUSH TO LOCK
PULL PAST DETENT TO UNLOCK"

(17) S/N 33701551 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:

S/N 33701784 and up:
"Do not initiate single engine take-off"

(19) At oil fillers:
"Oil - 8 quarts"

(20) On inside nose wheel doors, strut doors and main wheel doors
WARNING "Before working in wheel well area pull hydraulic pump circuit breaker off."

(21) Near the auxiliary power supply receptacle:
"CAUTION 24 volts D.C.
This aircraft is equipped with alternators and a negative ground system.
OBSERVE PROPER POLARITY
Reverse polarity will damage electrical components."

(22) Near the alternate static source valve:
"ALTN STATIC SOURCE CORR
Airspeed
Fly climbs and approaches 10 kts. faster than normal
Altitude
Cruise: Fly 270 feet higher than normal
Approach: Fly 100 feet higher than normal."

NOTE 2. H. (23) On the cabin door accumulator:
"WARNING
Release air and fluid pressure before removing any part of this assembly."

(24) Near the emergency window exit:
"Emergency window release
Remove glass and move
handle forward."

(25) Near the compass:
"Compass correction card."

(26) S/N 33701854, 33701906 and up:
"Door Must Be Unlocked Before Operating Door Handle"

I. Applicable to Model T337H-SP

(1) In full view of the pilot:
"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.
Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR"

(2) Located near the Airspeed Indicator:
"Max. Speed

Maneuver	139 KIAS
Gear oper.	138 KIAS
Gear down	205 KIAS"

(3) On the control lock:
"Control Lock - Remove before starting engines"

(4) On or near the rear firewall in the baggage area:
"Maximum Capacity 365 lb. - Maximum baggage with restraining net 160 lb.
For additional loading instructions, see Weight and Balance Data"

(5) On the fuel valve selector covers:

“Fuel Off
Rear
Engine

Level Flight Only	Takeoff and Landing
Left On	Right On

420 lbs. (70 gal.) 444 lbs. (74 gal.)
When switching from dry tank turn pump on ‘HI’ momentarily.

See Checklist for Crossfeed Limits

NOTE 2. I. (5) On the fuel valve selector covers: (cont'd)

Fuel Off Front Engine	
Takeoff and Landing	Level Flight Only
Left On	Right On
444 lbs. (74 gal.)	420 lbs. (70 gal.)"

(6) Near propeller control:
"To feather propeller, lift propeller control up and pull back."

(7) Adjacent to the fuel filler caps:
"Tank capacity 75.3 U.S. gallons, 100LL/100 minimum grade"

(8) On the inside of the fuel cap covers:
"To ensure complete filling of tanks:
[1] Fill slowly
[2] Retop after filling opposite wing"

(9) Near the landing gear emergency hydraulic hand pump:
"Manual gear extension
[1] Select gear down
[2] Pull handle forward
[3] Pump vertically
Caution: Do not pump with gear up selected"

(10) Located beneath engine instrument cluster:
"Taxi and Take-off
Lead with rear engine power
Check R.P.M. and fuel flow"

(11) Located near wing flap indicator:
Maximum flap extension speeds: 1/3 165 KIAS
1/3 - 2/3 135 KIAS
2/3 - Full 110 KIAS"

(12) A separate checklist as described by Cessna drawing 1505105 is installed in the airplane.

(13) The following placard is installed on the right hand side of the instrument panel above the cabin air temperature controls.

"MAXIMUM POWER SETTING & FUEL FLOW

	Takeoff or Single Engine Climb - 2800 rpm		Twin Engine Climb - 2600 rpm	
Alt. Ft/1000	In. Hg.	Lbs. Hr.	In. Hg.	Lbs./Hr.
SL - 12	37	142.5	37	120
12 - 20	34.5	130	34.5	112"

(14) Forward of parking brake control:
"OFF
PARKING
BRAKE
ON"

NOTE 2. I. (15) Near the over-voltage test button:
"HIGH
VOLT
TEST
NOTE - CYCLE MASTER SWS AFTER TEST"

(16) The following placard must be installed on the R.H. instrument panel below the engine gage cluster:

"Do not initiate single engine take-off"

(17) At oil fillers:
"Oil - 8 quarts"

(18) On inside nose wheel doors, strut doors and main wheel doors:
"WARNING Before working in wheel well area pull hydraulic pump circuit breaker off."

(19) Near the auxiliary power supply receptacle:
"CAUTION 24 volts D.C.
This aircraft is equipped with alternators and a negative ground system.
OBSERVE PROPER POLARITY
Reverse polarity will damage electrical components."

(20) Near the alternate static source valve:
"ALTN STATIC SOURCE CORR
Airspeed
Fly climbs and approaches 10 kts. faster than normal
Altitude
Cruise: Fly 270 feet higher than normal
Approach: Fly 100 feet higher than normal."

(21) Forward of cabin door on emergency release handle, co-pilot's side:
"Emergency door release
1. Open cabin door.
2. Pull up."

(22) On pilot's window emergency exit handle cover:
"Window exit release
Remove cover.
Pull ring to release."

(23) Near the compass:
"Compass correction card."

(24) Near the co-pilot's openable window crank:
"Max speed 120 KIAS with cabin window open."

(25) Above cabin door window crank:
"To open window latch
1. Release window latch
2. Turn crank clockwise."

NOTE 2. J. Applicable to Model M337B

(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 132 Kts - CAS."
(d) "Maximum design weight 4300 lb."
(e) "Maximum flight maneuvering load factors:
Flaps Up +3.8 -1.52
Flaps Down +2.0"
(f) "Maximum altitude loss in stall recovery - 250 ft."
(g) "Maximum flap extension speed:
1/3 - 139 Kts, CAS
1/3 to full down flap - 104 Kts, CAS"
(h) "Maximum gear extension speed 122 Kts, CAS"
(i) "Airplane is controllable in 25 knots crosswind"
(j) "Known icing conditions to be avoided"
(k) "This airplane is certified 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 lbs. For additional loading instructions, see weight and balance data."

(4) On the fuel selector cover:

"Front Engine	Rear Engine
Off	Off
Left Main 44 gal	Left main 44 gal
Right main 44 gal	Right main 44 gal
Left aux. 17 gal	Right aux 17 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 fill caps:
"Main tank: "Tank cap. 44.2 U.S. gal, Fuel - MIL-G-5572, 115/145 Alt. 100/130 min grade"
"Aux tank: "Tank cap. 18.2 U.S. gal, Fuel - MIL-G-5572, 115/145 Alt. 100/130 min 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) Adjacent to fuel flow gage:

"Max power	Max setting gal/hr
SL	17.0
4000	15.0
8000	13.0
12000	11.0"

NOTE 2. J. (11) The following checklist shall be placed in the map compartment:

"Before Takeoff	Before Landing
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"

(12) At emergency cross-feed valve: "Fuel - Emergency Crossover
1. Turn on auxiliary fuel pump
2. Do not use auxiliary tank fuel."

(13) On emergency window exit release cover:
(a) If bulged (enlarged) pilot's side window is installed:
"Remove cover, pull ring, push window out"
(b) If standard pilot's side window is installed:
"Emergency window release, remove glass and move arm forward."

(14) On instrument panel in vicinity of engine gages: "Do not initiate single engine takeoff."

NOTE 3. Service information applicable to Model T337G/P337H

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

Component Name	Retirement Hours
Windshield and side windows	15,000
Ice detector light lens	12,000

NOTE 4. The cylinder head temperature thermistors must be installed as follows:

	Cylinder Head No.	
Model	Front Engine	Rear Engine
337	2	2
337A	3	2
337B - M337B	3	2
337C	2	2
337D	2	2
337E	2	2
337F	6	6
T337B	5	2
T337C	5	2
T337D	5	2
T337E	1	1
T337F	1	1
T337G (S/N P3370001 thru P3370193	6	1
T337G (S/N P3370194 thru P3370225 except P3370196	6	2
T337G, P337H (S/N P3370196, P3370226 and up)	2	1
337G (S/N 33701463 thru 33701606)	5	6
337G, 337H (S/N 33701449, 33701607 and up)	5	2
T337H (S/N 33701816 and up)	2	1
T337H-SP	2	1

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-C, -D, -G, -CB, -DB, or -GB will have a capacity of 8 quarts total (5 quarts usable). The TSIO-360-A, -B, -C, -AB, -BB, or -CB 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:

337G, Cessna P/N D1534-13 (S/N 33701672 through 33701748)
T337G, Cessna P/N D1535-13 (S/N P3370226 through P3370257)
337G, Cessna P/N D1538-13 (S/N 33701449, 33701749 through 33701815)
T337G, Cessna P/N D1539-13 (S/N P3370258 through P3370292)
337H, Cessna P/N D1554-13 (S/N 33701816 through 33701874)
T337H, Cessna P/N D1555-13 (S/N 33701816 through 33701874 except 33701854)
T337H-SP, Cessna P/N D1579-13PH and Supplement D1579-13PHH2 (S/N 33701952 through 33701955
P337H, Cessna P/N D1556-13 (S/N P3370293 through P3370318)
337H, Cessna P/N D1567-13PH (S/N 33701875 through 33701921)
T337H, Cessna P/N D1568-13PH (S/N 33701875 through 33701919, 33701921 and 33701854)
P337H, Cessna P/N D1569-13PH (S/N P3370319 through P3370341 and P3370196)
337H, Cessna P/N D1578-13PH (S/N 33701922 and up except 33701923 through 33701927)
T337H, Cessna P/N D1579-13PH (S/N 33701922 through 33701950 except 33701923 through 33701927)
P337H, Cessna P/N D1580-13PH (S/N P3370342 and up)
T337H-SP, Cessna P/N D1579-13PH and Supplement D1579-13PHH (S/N 33701920, 33701923 through 33701927, 33701951)
T337H-SP, Cessna P/N`D1579-13PH and Supplement D1579-13PHH2 (S/N 33701952 and up)

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