

<u>Center of Gravity Range</u>	(+84.0) to (+95.9) at 1650 lb. or less (+85.9) to (+95.9) at 1975 lb. (+89.2) to (+95.9) at 2200 lb. Straight line variation between points given.																														
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	2200 lb.																														
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	125 lb. at (+142.8) on S/N 28-1 through 28-1760, and 28-1760A. See NOTE 8. 200 lb. at (+142.8) on S/N 28-1761 through 28-4377.																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+32.5), 6 quarts usable See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table> <tr> <td>Wing flaps</td> <td>(± 2°)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>(± 2°)</td> <td>Up</td> <td>30°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Rudder</td> <td>(± 2°)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>(± 2°)</td> <td>Up</td> <td>18°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>(± 1°)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	(± 2°)	Up	0°	Down	40°	Ailerons	(± 2°)	Up	30°	Down	15°	Rudder	(± 2°)	Left	27°	Right	27°	Stabilator	(± 2°)	Up	18°	Down	2°	Stabilator Tab	(± 1°)	Up	3°	Down	12°
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<u>Nose Wheel Travel</u>	(±1°) Left 30° Right 30° (Effective on S/N 28-1 through 28-3377, and 28-1760A) (±1°) Left 22° Right 22° (Effective S/N 28-3378 through 28-4377)																														
<u>Manufacturer's Serial Nos.</u>	28-03; 28-1 through 28-4377; and 28-1760A.																														

II - Model PA-28-150 (Cherokee), 4 PCLM (Normal Category), Approved June 2, 1961, for S/N 28-03; 28-1 through 28-4377; and 28-1760A.

<u>Engine</u>	Lycoming O-320-A2B or O-320-E2A with carburetor setting 10-3678-32																
<u>Fuel</u>	80/87 minimum grade aviation gasoline																
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (150 hp)																
<u>Propeller and Propeller Limits</u>	Sensenich M74DM or 74DM6 on S/N 28-1 through 28-1760, and 28-1760A. Sensenich M74DMS or 74DM6S5 on S/N 28-1761 through 28-4377. Static r.p.m. at maximum permissible throttle setting not over 2375 r.p.m., not under 2275 r.p.m. No additional tolerance permitted. Diameter: Not over 74", not under 72.5".																
<u>Propeller Spinner</u>	Piper P/N 14422-00 on S/N 28-1 through 28-1760, and 28-1760A. Piper P/N 63760-04 or 65805-00 on S/N 28-1761 through 28-4377. See NOTE 11.																
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td> <td>171 mph</td> <td>(148 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>140 mph</td> <td>(121 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering</td> <td>129 mph</td> <td>(112 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>115 mph</td> <td>(100 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	171 mph	(148 knots)	CAS	Maximum structural cruising	140 mph	(121 knots)	CAS	Maneuvering	129 mph	(112 knots)	CAS	Flaps Extended	115 mph	(100 knots)	CAS
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(Continued)

<u>MODEL</u>	<u>AFM/POH</u>	<u>REPORT NO.</u>	<u>APPROVED</u>	<u>SERIAL EFFECTIVITY</u>
PA-28R-201T	POH	VB-800	12/20/76	28R-7703001 through 28R-7803373 2803001 through 2803012
	POH	VB-1370	11/9/89	
PA-28-235	AFM	VB-170	7/15/63	28-10001 through 28-11378, and 28-7110001 through 28-7210023 28-10001 through 28-11378, and 28-7110001 through 28-7110023 28-7310001 through 28-7310176 and 28-E11
	AFM Supp.	VB-357	8/25/71	
	AFM	VB-442	6/9/72	
	AFM POH	VB-559 VB-810	5/14/73 1/21/77	
PA-28-236	AFM	FT-124, App E. OR	6/1/78	28-7911001 through 28-8611008, and 2811001 through 2811050 28-7911001 through 28-8611008, and 2811001 through 2811050
	POH	VB-910	6/1/78	
PA-28-236	POH	VB-1613	7/12/95	2845001 and up
PA-28RT-201	AFM	FT-121, App C. OR	11/7/78	28R-7918001 through 28R-8218026
PA-28RT-201	POH	VB-930	11/30/78	28R-7918001 through 28R-7918267 28R-8018001 through 28R-8218026
	POH	VB-1130	9/14/79	
PA-28RT-201T	AFM	FT-130, App E. OR	11/7/78	28R-7931001 through 28R-8631005, and 2831001 through 2831013 28R-7931001 through 28R-8631005, and 2831001 through 2831013
	POH	VB-940	11/30/78	
PA-28-201T	AFM	FT-126, App E. OR	12/14/78	28-7921001 through 28-7921095 28-7921001 through 28-7921095
		VB-920	1/25/79	

NOTE 1: Current weight and balance report, including list of equipment included in certification empty weight and loading instructions, when necessary, must be provided for each aircraft at the same time of original certification.

The certificated empty weight and corresponding center of gravity location must include undrainable system oil (not included in the oil capacity) and unusable fuel as noted below.

Unusable Fuel and Oil QuantityApplicable Models and Serial Numbers

Fuel 12.0 lb. at (+103.0)	PA-28R-180, PA-28R-200: all Serial Nos. PA-28-180: S/N 28-E13, and 28-7305001 through 28-7505260
Fuel 12.0 lb. at (+103.0)	PA-28-235: S/N 28-E11, and S/N 28-7310001 through 28-7710089
Fuel 12.0 lb. at (+103.0)	PA-28-151: S/N 28-7415001 through 28-7715314
Fuel 2.2 lb. at (+103.0)	PA-28-140, PA-28-150, PA-28-160: all Serial Nos.
Fuel 2.2 lb. at (+103.0)	PA-28-180: S/N 28-03, S/N 28-671 through 28-5859, and 28-7105001 through 28-7205318
Oil 1.8 lb. at (+27.5)	PA-28-140, PA-28-150, PA-28-160, PA-28-180: S/N 28-03, 28-1 through 28-1760, and 28-1760A
Oil 1.8 lb. at (+27.5)	PA-28-151: S/N 28-7415001 through 28-7715314

Unusable Fuel and Oil QuantityApplicable Models and Serial Numbers

Oil 1.8 lb. at (+40.5)	PA-28-150, PA-28-160: S/N 28-1761 through 28-4377 PA-28-180: S/N 28-1761 through 28-5859, and 28-7105001 through 28-7205318
Oil 1.8 lb. at (+35.5)	PA-28-180: S/N 28-E13, 28-7305001 through 28-7505260
Oil 1.8 lb. at (+36.5)	PA-28R-180: all Serial Nos.
Oil 3.9 lb. at (+35.6)	PA-28R-200: S/N 28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135229
Fuel 2.3 lb. at (+103.0) Oil 2.4 lb. at (+41.0)	PA-28-235: S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023
Oil 2.4 lb. at (+36.0)	PA-28-235: S/N 28-E11, and 28-7310001 through 28-7710089
Oil 3.9 lb. at (+30.6)	PA-28R-200: S/N 28R-7235001 through 28R-7635545
Oil 1.8 lb. at (+35.5) Fuel 12.0 lb. at (+103.0)	PA-28-181: S/N 28-7690001 through 28-8690056, 28-8690061, 28-8690062, and 2890001 through 2890231, and 2843001 and up
Fuel 30.0 lb. at (+103.0) Oil 3.9 lb. at (+30.6)	PA-28R-201: S/N 28R-7737001 through 28R-7837317, 2837001 through 2837061, and 2844001 and up
Fuel 30.0 lb. at (+103.0)	PA-28R-201T: S/N 28R-7703001 through 28R-7803373, 2803001 through 2831012
Oil 6.0 lb. at (+19.1)	PA-28-161 Cadet: S/N 2841001 through 2841365
Fuel 12.0 lb. at (+103.0) Oil 1.8 lb. at (+27.5)	PA-28-161: S/N 28-7716001 through 28-8616057, and 2816001 through 2816119 and 2842001 and up
Fuel 30.0 lb. at (+103.0) Oil 5.2 lb. at (+36.0)	PA-28-236: S/N 28-7911001 through 28-8611008, 2811001 through 2811050, and 2845001 and up
Fuel 30.0 lb. at (+103.0) Oil 3.9 lb. at (+30.6)	PA-28RT-201: S/N 28R-7918001 through 28R-8218026
Fuel 30.0 lb. at (+103.0) Oil 6.0 lb. at (+19.1)	PA-28RT-201T: S/N 28R-7931001 through 28R-8631005, 2831001 through 2831013
Fuel 30.0 lb. at (+103.0) Oil 6.0 lb. at (+19.1)	PA-28-201T: S/N 28-7921001 through 28-7921095

NOTE 2 The following placards must be displayed in clear view of the pilot:

In Normal Category Aircraft

"THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUAL."

In aircraft certificated in both Normal and Utility Categories

"THIS AIRPLANE MAY BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUAL."

Reference AFM for additional required placards.

- NOTE 3 The Models PA-28-160 and PA-28-180, S/N 28-508 to 28-1760, and 28-1760A may be converted to the seaplane configuration, PA-28S-160 and PA-28S-180, in accordance with Piper Drawing No. 62008.
- The Model PA-28-180, S/N 28-1761 through 28-5859, and 28-7105001 through 28-7205318, may be converted to the seaplane configuration, PA-28S-180, in accordance with Piper Drawing No. 65680.
- NOTE 4 Takeoff r.p.m. for Models PA-28-180 and PA-28S-180, S/N 28-671 through 28-1760, and 28-1760A, restricted due to fuel flow capability of the emergency pump.
- NOTE 5 The Models PA-28-150, PA-28-160, PA-28-180; S/N 28-03, 28-1 through 28-5859, and 28-7105001 through 28-7205318 and PA-28-235; S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023, may be operated with the door removed in accordance with the FAA approved Airplane Flight Manual Supplement, Piper Report VB-182, dated September 3, 1963.
- The Model PA-28-140 may be operated with the door removed in accordance with the FAA approved Airplane Flight Manual Supplement dated August 12, 1965.
- NOTE 6 The Model PA-28-140, 2 PCLM (Normal Category Only), S/N 28-20001 through 28-20939 may be converted:
- (a) To a maximum weight of 2150 lb. by the installation of Piper Kit 756 962 and Sensenich propeller M74DM58.
 - (b) To the four place, 4 PCLM (See Item VIII), configuration in accordance with Piper Drawing 65599.
- NOTE 7 The Model PA-28-140, 2 PCLM, S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290, may be converted to the four place, 4 PCLM (See Item VIII), configuration by the installation of Piper Kit 756 941 and appropriate seats.
- NOTE 8 The maximum cargo allowable of 125 lb. for S/N 28-1 through 28-1760, and 28-1760A may be increased to 200 lb. in accordance with Piper Service Spares Letter No. 242.
- NOTE 9 The Model PA-28-180 (Normal Category), S/N 28-671 through 28-3832, may be operated in Utility Category in accordance with Service Spares Letter No. 258.
- NOTE 10 All PA-28 models with Lycoming O-360-A3A engine and Sensenich propeller Model M76EMM-0, M76EMMS-0, 76EM8S5-0, or 76EM8-0 must avoid continuous operation between 2150 and 2350 r.p.m. Placards must be installed in accordance with Piper Service Letter No. 526, and Airplane Flight Manual Supplement No. 1, dated April 22, 1969.
- NOTE 11 The Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-180; S/N 28-03, 28-1 through 28-5859, and 28-7105001 through 28-7205318; PA-28R-180 and PA-28R-200 may be operated with the spinner dome removed, or with the spinner dome and rear bulkhead removed. The PA-28-151, S/N 28-7415001 through 28-7715314, may be operated with the spinner dome removed, or with the spinner dome and front and rear bulkheads removed. The PA-28-180, S/N 28-7305001 through 28-7505260, and the PA-28-181; S/N 28-7690001 through 28-8690062, and 2890001 through 2890205, may be operated with the spinner dome removed. The PA-28R-201; S/N 28R-7737002 through 28R-7837317, 2837001 through 2837061, and 2844001 and up, may be operated with the spinner dome removed. The PA-28R-201T; S/N 28R-7703001 through 28R-7803373, and 2803001 through 2803012, may be operated with the spinner dome removed. The PA-28-161, S/N 28-7716001 through 28-8216300 may be operated with the spinner dome and front and rear bulkheads removed. The PA-28-161; S/N 28-8316001 through 28-8616057, 2816001 through 2816119, and PA-28-161 (Cadet), S/N 2841001 through 2841365, may be operated with the spinner dome removed, or with the spinner dome and front and rear bulkheads removed. The PA-28-236; S/N 28-7911001 through 28-8611008, 2811001 through 2811050, and 2845001 and up, may be operated with the spinner dome removed. The PA-28RT-201, S/N 28R-7918001 through 28R-8218026, may be operated with the spinner dome removed. The PA-28RT-201T; S/N 28R-7931001 through 28R-8631005, and 2831001 through 2831013, may be operated with the spinner dome removed. The PA-28-201T, S/N 28-7921001 through 28-7921095, may be operated with the spinner dome removed.