



Cessna 421 Interior Kit PAGE 1 of 4

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Phone: 1-800-336-9633 www.aerographics.com Fax: 1-970-461-2065

SET FUEL SELECTOR VALVES TO LEFT MAIN FOR LEFT ENGINE AND RIGHT MAIN FOR RIGHT ENGINE FOR TAKEOFF, DESCENT, LANDING, AND ALL NORMAL OPERATIONS.

TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS ON.

EMERGENCY CROSSFEED SHUTOFF VALVE MUST BE OPEN FOR ALL NORMAL OPERATIONS.

100 GRADE AVIATION FUEL MINIMUM.

1. OPERATE ON MAIN TANKS UNTIL FUEL QUANTITY IS LESS THAN 400 LBS PER TANK.

2. BEGIN WING LOCKER FUEL TRANSFER BEFORE MAIN TANK QUANTITY DECREASES BELOW 200 LBS.

3. TRANSFER FUEL IN STRAIGHT AND LEVEL FLIGHT ONLY.

4. TURN TRANSFER PUMPS OFF WHEN LIGHTS ILLUMINATE.

5. USE FUEL CROSSFEED SYSTEM TO BALANCE MAIN FUEL QUANTITIES IF ONE WING LOCKER TANK DOES NOT TRANSFER OR IF A SINGLE WING LOCKER TANK IS INSTALLED.

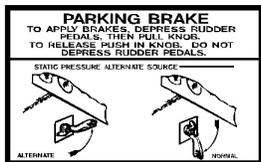
PARKING BRAKE

TO APPLY BRAKES, DEPRESS RUDDER PEDALS THEN PULL KNOB. TO RELEASE PUSH IN KNOB. DO NOT DEPRESS RUDDER PEDALS.

STATIC PRESSURE ALTERNATE SOURCE

CLOSED

OPEN



CAUTION
WHEN REMOVING OXYGEN BOTTLE CAP LINE FITTING WITH PLASTIC CAP

CIRCUIT BREAKERS FOR ELECTRIC SEATS ARE LOCATED BENEATH PILOTS SEAT

CAUTION
PRIOR TO INITIAL USE THE OXYGEN SYSTEM SHALL BE PURGED WITH OXYGEN FOR A PERIOD OF SEVERAL MINUTES BY INSERTING MASK FITTINGS AT EACH OF THE OUTLETS AND ALLOWING THE OXYGEN TO FLOW THROUGH SLOWLY

ALT X1000	MAX MAN PRESS
S L	39.5 Hg
1 6	39.5 Hg
1 8	37.5 Hg
2 0	35.5 Hg
2 2.5	32.5 Hg
2 4	30.5 Hg
2 6	28.0 Hg
2 8	25.0 Hg
3 0	23.0 Hg

AEROGRAPHICS
1405 N PROSPECT DR.
LOVELAND, CO 80538
800-336-9633

CESSNA 421
INTERIOR KIT

MAXIMUM BAGGAGE ALLOWANCE
400 POUNDS (200 POUNDS/SIDE)

FOR AIRCRAFT LOADING SEE WEIGHT & BALANCE DATA (SECTION V OF THE AIRCRAFT FLIGHT MANUAL)

NO BAGGAGE ALLOWED
FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNERS MANUAL

OXYGEN FILLER
AVIATORS BREATHING OXYGEN PER MIL- SEE SERVICE MANUAL FOR SERVICING INSTRUCTIONS

TO EXTEND LANDING GEAR MANUALLY

1. PLACE GEAR SWITCH IN NEUTRAL
2. PULL GEAR CIRCUIT BREAKER
3. PULL OUT CRANK TO ENGINE
4. TURN CLOCKWISE TO EXTEND
5. PUSH BUTTON AND STOW CRANK
6. TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS ON
7. USE FUEL RICH MIXTURE AND AUXILIARY FUEL PUMPS ON LOW WHEN SWITCHING TANKS.
8. 100/130 GRADE AVIATION FUEL MINIMUM

IN CASE OF EMERGENCY

LIFT TABLE UP PULL INWARD BEFORE DISENGAGING EMERGENCY DOOR

EMERGENCY EXIT

1. REMOVE ENTIRE TABLE ASSEMBLY-PULL UP & INBD
2. TURN HANDLE
3. PULL DOOR INBD & DOWN

EMERGENCY EXIT

- + 1. TURN HANDLE
2. PULL DOOR INBD & DOWN

FOR PROPER CONNECTION OF AC OUTPUT GROUNDSTRAP USE TABLE BELOW. CHECK WINDSHIELD HEAT ELEMENT WITH METER OF 1% ACCURACY.

WINDSHIELD RES:	TERM
46.5 TO 49.5 OHMS	HI
43.5 TO 46.5 OHMS	MED
40.5 TO 43.5 OHMS	LOW

OPERATOR WITH LESS THAN TEN (10) GALLONS OF FUEL IN EACH MAIN TANK IS PROHIBITED

MAXIMUM BAGGAGE ALLOWANCE 170 POUNDS

FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNERS MANUAL

DURING TAKEOFF & LAND DRAWER MUST BE IN STOWED POSITION

L ENG RMAG
LMAG

MAINTAIN POWER WITHIN GREEN ARCS DURING DESCENT

WINDSHIELD ALT SELECT SEAT BELT

TABLE MUST BE STOWED DURING TAKE-OFF AND LANDING

MAXIMUM SPEED WITH 15° TO FULL FLAPS: SHALL NOT EXCEED 140 MPH

OXYGEN HIGH PRESSURE RELIEF DO NOT COVER

← STATIC SOURCE DRAIN

DO NOT OPEN WHILE PRESSURIZED

EMERGENCY CROSSFEED SHUTOFF VALVE
PULL TO SHUTOFF

CHECK DOOR LOCK INDICATOR

OPEN
CLOSE
STOW

LEVER UP CROSSFEED OFF

AeroGraphics

The Original Aircraft Lettering Company



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OPERATIONAL LIMITS

1. THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.
2. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.
3. MINIMUM SINGLE ENGINE CONTROL SPEED: 95 MPH (CAS)
4. MAXIMUM GEAR EXTENSION SPEED: 160 MPH (CAS)
5. MAXIMUM FLAP EXTENSION SPEED - 15° FLAP: 160 MPH (CAS)
MAXIMUM FLAP EXTENSION SPEED - 45° FLAP: 160 MPH (CAS)
6. MAXIMUM MANEUVERING SPEED: 180 MPH (CAS)

OPERATIONAL LIMITS

- A. THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.
- B. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.
- C. MINIMUM SINGLE ENGINE CONTROL SPEED: 95 MPH (CAS)
- D. MAXIMUM GEAR EXTENSION SPEED: 160 MPH (CAS)
- E. MAXIMUM FLAP EXTENSION SPEED - 15° FLAP: 160 MPH (CAS)
MAXIMUM FLAP EXTENSION SPEED - 45° FLAP: 160 MPH (CAS)
- F. MAXIMUM MANEUVERING SPEED: 180 MPH (CAS)
- G. LANDING WITH CABIN PRESSURIZED PROHIBITED

MAXIMUM BAGGAGE ALLOWANCE 400 POUNDS (200 POUNDS/SIDE)

FOR AIRCRAFT LOADING SEE WEIGHT & BALANCE DATA IN THE PILOT'S OPERATING HANDBOOK

MAXIMUM BAGGAGE ALLOWANCE 100 POUNDS (50 POUNDS/SIDE)

FOR AIRCRAFT LOADING SEE WEIGHT & BALANCE DATA IN THE PILOT'S OPERATING HANDBOOK

OPERATIONAL LIMITS

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 THE NORMAL CATEGORY ARE CONTAINED IN THE PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL.

NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.

AIR MINIMUM CONTROL SPEED	_____	KIAS
MAXIMUM GEAR OPERATION SPEED	_____	KIAS
MAXIMUM GEAR EXTENDED SPEED	_____	KIAS
MAXIMUM FLAP EXTENDED SPEED, 15° FLAP	_____	KIAS
MAXIMUM FLAP EXTENDED SPEED, 45° FLAP	_____	KIAS
MAXIMUM MANEUVERING SPEED	_____	KIAS

LANDING WITH CABIN PRESSURIZED PROHIBITED.
THIS AIRPLANE IS APPROVED FOR DAY-NIGHT VFR CONDITIONS. IT IS APPROVED FOR DAY-NIGHT IFR CONDITIONS AND FLIGHTS INTO ICING CONDITIONS IF THE PROPER OPTIONAL EQUIPMENT IS INSTALLED AND OPERATIONAL.

THE STALL WARNING SYSTEM IS INOPERATIVE WHEN THE BATTERY SWITCH IS IN THE "OFF" POSITION

SHAVER ONLY
110 VOLTS AC

HEATER
OVERHEAT SWITCH

MAX BAGGAGE
200 LBS

L ROLL R

MAX BAGGAGE
120 LBS

R ENG
LMAG RMAG

FAN ONLY

LOCK DOOR OPEN FOR T.O. AND LNDG

MAXIMUM BAGGAGE ALLOWANCE
100 POUNDS (50 POUNDS/SIDE)

FOR AIRCRAFT LOADING SEE WEIGHT & BALANCE DATA (SECTION V OF THE AIRCRAFT FLIGHT MANUAL)

CLOSE

AFT FACING SEAT BACK MUST BE ERECT FOR TAKEOFF & LANDING

OPEN

FD TXP 1 TXP 2 R ALT

ON NAV/GPS 1
OFF NAV/GPS 2
TEST

L ALT YAW TRM

ALT PRESELECT BATT ON

AIR CONDITIONER ON

MASTER OFF R START

HSI FAST SLAVE

AUX PUMP
L ON R

L START

YAW DAMPER

CABLE HOOK MUST BE ENGAGED TO AFT BULKHEAD EYEBOLT DURING TAKEOFF & LANDING WHILE TOILET SEAT IS OCCUPIED

PRIME L ↔ R

STORMSCOPE CLEAR

ON SYNC OFF SEL

THE STALL WARNING SYSTEM IS INOPERATIVE WHEN THE BATTERY SWITCH IS IN THE "OFF" POSITION

ON
OFF

MAXIMUM BAGGAGE ALLOWANCE
340 POUNDS

FOR BAGGAGE LOADING SEE WEIGHT AND BALANCE SECTION OF OWNERS MANUAL

TRIM ON

AIR CONDITIONER RELAYS

MUST BE OFF FOR TAKE-OFF, LDG AND ONE ENG OPERATION

P R O P SYNC

OFF

OFF

OFF

OFF

FD PARALLAX

AUTOPILOT

OFF

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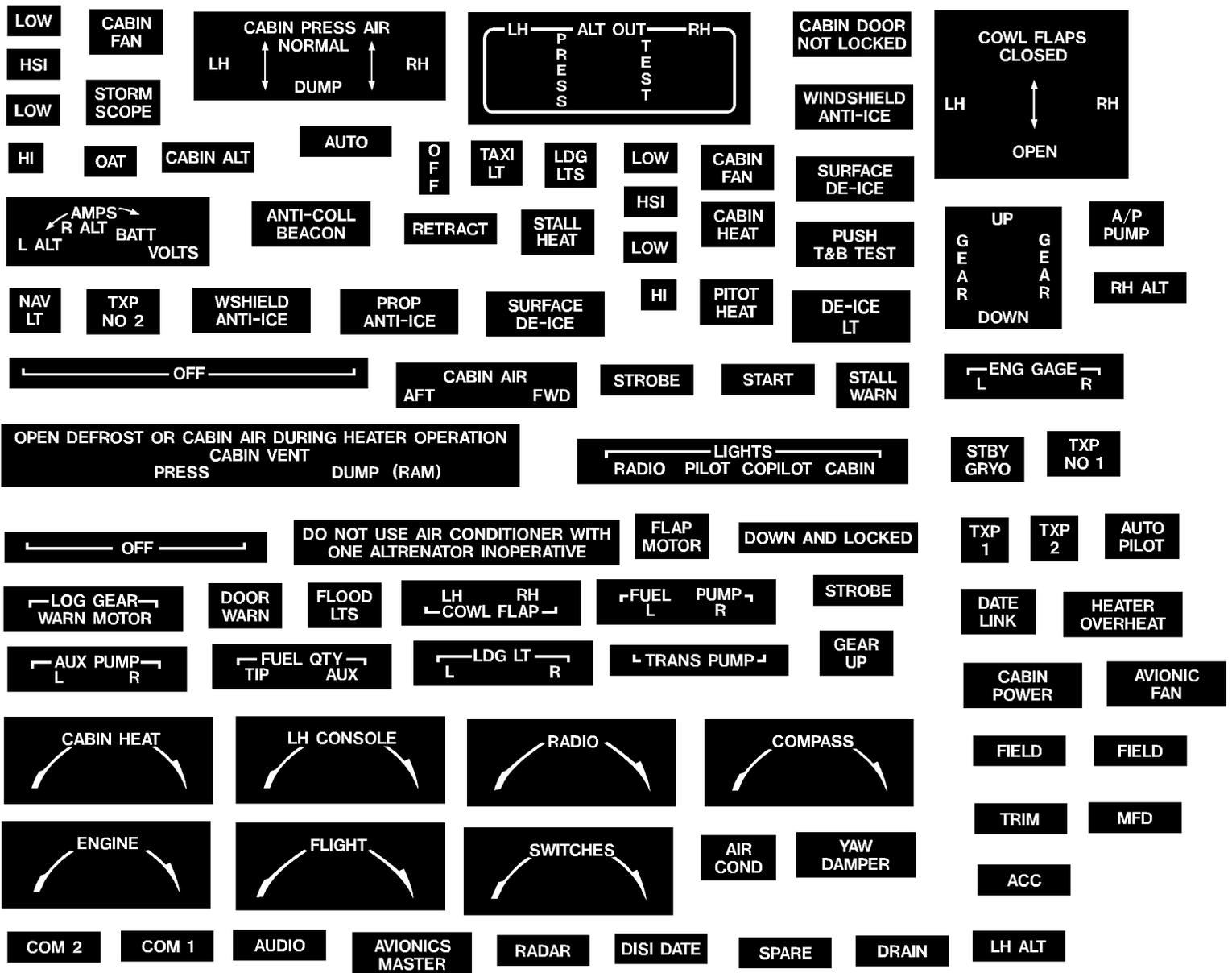


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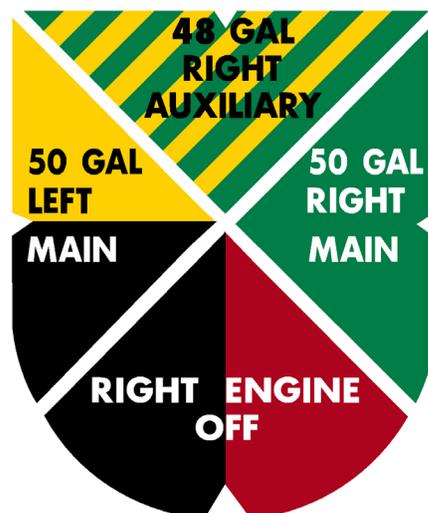
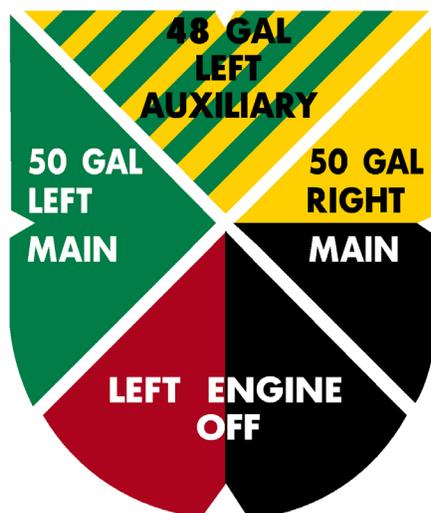
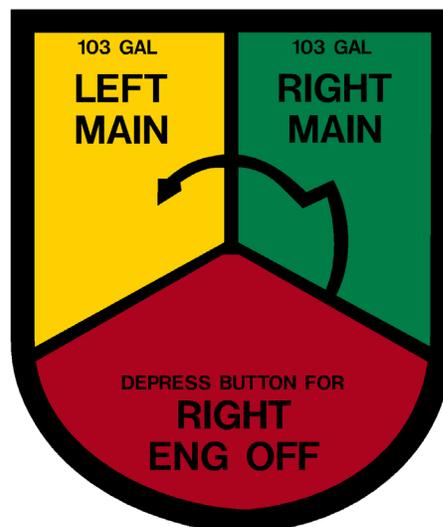
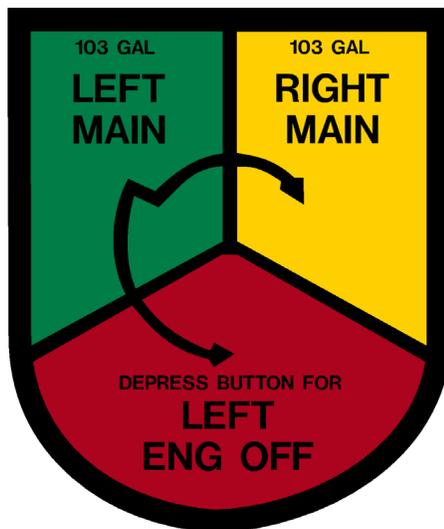


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