

C210 Models and Differences

TYPE	NAME	YEAR	MODEL	DIFFERENCES
C210		1960	21057001- 21057575	40 degrees hydraulic flap, wing with strut, 4 seat capacity, 260hp IO-470 engine
C210A		1961	21057576- 21057840	
C210B		1962	21057841- 21058085	Rear window added and larger cabin, rear child seat added
C210C		1963	21058086- 21058220	
C210D	Centurion	1964	21058221- 21058510	Electric flap Introduced, engine power increased from 260hp to 285hp
C210E	Centurion	1965	21058511-	Alternator replaces Generator
C210F T210F	Centurion/ Turbo Centurion	1966	21058716- 21058818 T210-0001- T210-0197	
C210G T210G	Centurion/ Turbo Centurion	1967	21058819- 21058936 T210-0198- T210-0307	Flap Reduced to 30 Degrees, Full Cantilever Wing Introduced, Fuel capacity increased from 65USG to 90USG,
C210H T210H	Centurion/Turbo Centurion	1968	21058937 T210-0308	Improved gear saddle to address cracking problems
C210J T210J	Centurion/ Turbo Centurion	1969	21059062	Modification to nose wheel cowling, and increase in engine TBO
C210K T210K	Centurion/II Turbo Centurion/II	1970- 71	21059200- 21059502	Larger cabin, rear child seat now a full seat, MAUW increased to 3800lbs, and takeoff power increased to 300bhp (5minutes only)
C210L T210L	Centurion/II/Tu rbo	1972- 76	21059503 21061573	Electric pump replaces engine driven pump for

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	Centurion/II			hydraulics, 3 bladed prop (1975) and aerodynamic improvements increased cruise speed by approx 8kts (1976)
C210M T210M	Centurion/II/Tu rbo Centurion/II	1977- 1980	21061574- 21064135	Engine increased to 310hp in turbo model
C210N T210N	Centurion/II/Tu rbo Centurion/II	1981- 1984	21064136- 21064897	Gear doors removed, resulting in higher gear speed (165kts), Nose gear doors don't close on ground (Note earlier models in operation often have had gear doors removed by modifications due to complications or damage) increased limit on 20 deg flap to 130kts, weight increased to 4000lbs (1979)
P210N	Pressurized Centurion/II	1978- 1983	P21000001- P21000834	First pressurised model
P210R	Pressurized Centurion/ with Value Groups A & B	1985- 86	P21000835 - P21000874	Improvements in engine and instrument systems
C210R T210R	Centurion/II/ Turbo Centurion/II	1985- 86	21064898- 21065009	Fuel selector has Both position and manual primer is installed (close to fuel selector on centre console). Optional 115USG fuel tanks.

C210 Modifications and Optional Extras

<i>TYPE</i>	<i>NAME and MANUFACTURER</i>	<i>DIFFERENCES and FEATURES</i>
P210R	Silver Eagle, O & N Aircraft Modifications	Turbine Engine Installation, 450 HP Allison250-B-17F/2 turbine, includes new Garmin panel
Any	Engine Conversion, Bonaire	300hp maximum continuous, IO550 Engine Installation (modification not available any more)
Any	Engine Conversion, Atlantic Aero	Continental IO-550 Engine Installation
T-210	Engine Conversion, Ram Aircraft Corp.	Increases engine to 310 HP, including new 402 Prop
C210	Turbo Conversion, Ram Aircraft Corp.	Replaces standard engine with TSIO-520
P210	P210 Intercoolers, TurboPlus	Increases power available at altitude
Any	Wing Tip Tanks, Flint Aero	Two Auxillary tip tanks of 16.5USG in each, used with an electrical transfer pump to each main tank. Higher MTOW is permitted if tanks are half full. Wing length is also increased by 26 inches
	Additional Fuel Tank, O & N Aircraft Modifications	Additional 18, 28 or 29.7 USG fuel tank in baggage area
	Low Fuel Warning System, O & N Aircraft Modifications	Warns when fuel remaining is less than approximately 7USG
	Fuel Cap Monarch Air	Umbrella style fuel caps which fix problems with leaks, predominantly occurring in older flush mounted caps, (available for most Cessna types)
Any	Maximum Weight Extensions, various	Take-off weight extended to 4000lb (often included with tip-tank installation)
	Hoerner Wingtips, Met-Co-Aire	Increased lift, more speed, added stability
	Speedbrakes (electric), Precise Flight	Increased descent rates, reduced chances of shock-cooling or structural damage by mishandling
	Flight Control Flutter	Additional structure, 100% mass balancing

<i>TYPE</i>	<i>NAME and MANUFACTURER</i>	<i>DIFFERENCES and FEATURES</i>
	Margin Increase, O & N Aircraft Modifications	
Any	Horton STOL	Tip and wing surface modifications to permit lower stall speed, take-off and landing speeds and distances
	Robertson STOL	Increased lift, more speed, added stability, and lower stall speed, take-off and landing speeds and distances. <i>NOTE:</i> The very low flap speed with this STOL kit (85kts) often causes engine mishandling leading to increased instances of cracked cylinders
C210 G -N	Bush STOL Conversions	Lower stall speed, lower take-off and landing speeds and distances
	Gear Door Removal, Sierra Industries	Remove 19 lbs from empty weight, reduces instances of gear/gear door failure, and reduces maintenance costs