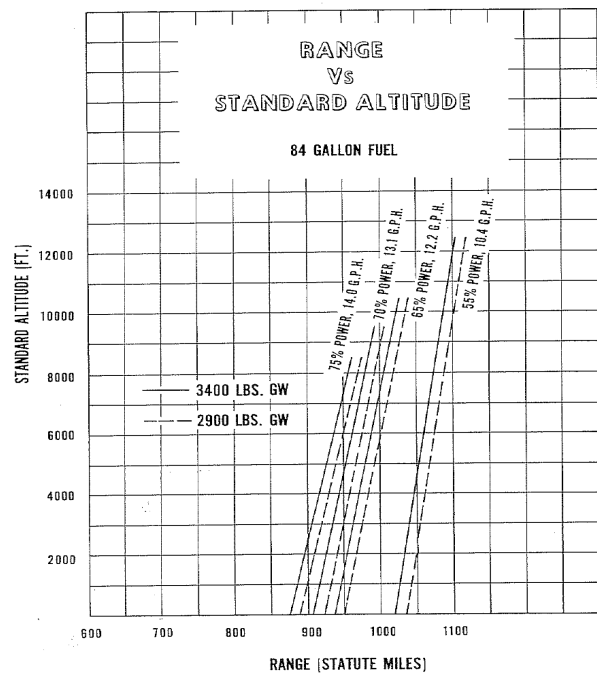
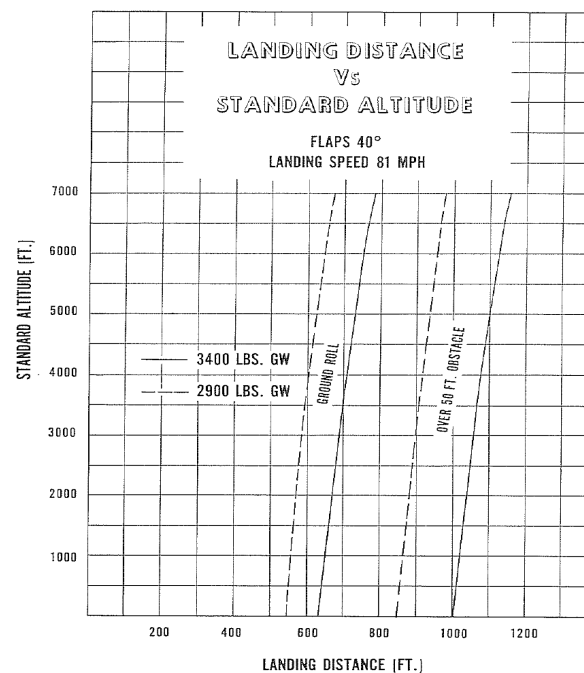


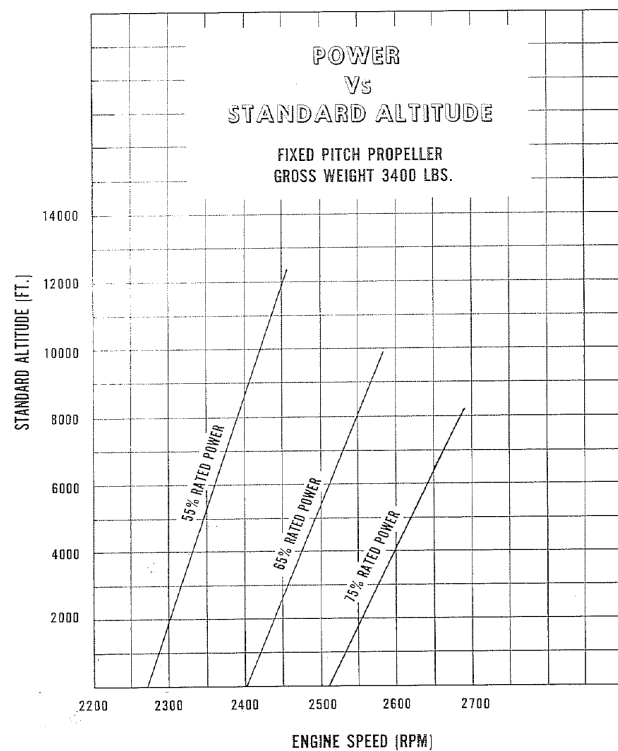
PA-32-260 CHEROKEE SIX



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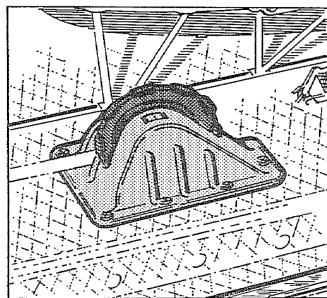
PA-32-260 CHEROKEE SIX



Power Setting Table - Lycoming Model O-540-E, 260 HP Engine

Press. Alt. 1000 Feet	Std. Alt. Temp. °F	143 HP - 55% Rated Approx. Fuel 11.4 GPH RPM AND MAN. PRESS.				169 HP - 65% Rated Approx. Fuel 12.7 GPH RPM AND MAN. PRESS.				195 HP - 75% Rated Approx. Fuel 14.1 GPH RPM AND MAN. PRESS.			
		2100	2200	2300	2400	2100	2200	2300	2400	2200	2300	2400	2500
SL	59	21.7	20.8	20.2	19.5	24.6	23.6	22.7	21.9	26.3	25.3	24.4	23.8
1	55	21.5	20.6	20.0	19.3	24.4	23.3	22.5	21.7	26.0	25.0	24.1	23.5
2	52	21.3	20.4	19.8	19.1	24.1	23.1	22.2	21.5	25.7	24.8	23.9	23.3
3	48	21.0	20.1	19.6	18.9	23.8	22.9	22.0	21.2	25.4	24.5	23.6	23.0
4	45	20.8	19.9	19.4	18.7	23.6	22.6	21.8	21.0	25.1	24.2	23.3	22.7
5	41	20.6	19.7	19.2	18.4	23.3	22.4	21.5	20.8	24.8	23.9	23.0	22.5
6	38	20.4	19.5	18.9	18.2	23.1	22.2	21.3	20.6	-	23.7	22.8	22.2
7	34	20.2	19.3	18.7	18.0	22.8	22.0	21.1	20.4	-	-	22.5	22.0
8	31	20.0	19.1	18.5	17.8	22.6	21.8	20.8	20.1	-	-	22.3	21.7
9	27	19.8	18.8	18.3	17.6	-	21.6	20.6	19.9	-	-	-	-
10	23	19.6	18.6	18.1	17.4	-	-	20.3	19.7	-	-	-	-
11	19	19.4	18.4	17.9	17.2	-	-	-	19.5	-	-	-	-
12	16	19.2	18.2	17.7	17.0	-	-	-	19.3	-	-	-	-
13	12	-	17.9	17.4	16.8	-	-	-	-	-	-	-	-
14	9	-	17.7	17.2	16.6	-	-	-	-	-	-	-	-
15	5	-	-	17.0	16.4	-	-	-	-	-	-	-	-

To maintain constant power, correct manifold pressure approximately 0.17" Hg. for each 10° F variation in carburetor air temperature from standard altitude temperature. Add manifold pressure for air temperature above standard; subtract for temperatures below standard.

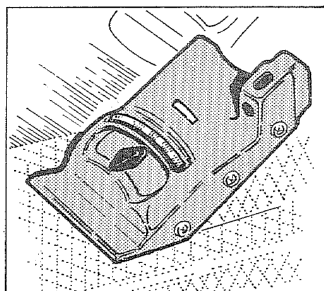


Stabilator Trim Control

amount of coordination required in normal turns. The flaps are manually operated, balanced for light operating forces and spring loaded to return to the up position. A past-center lock incorporated in the actuating linkage holds the flap when it is in the up position so that it may be used as a step on the right side. Since the flap will not support a step load except when in the full up position, it should be completely retracted when the airplane is on the ground. The flaps have three extended positions, 10, 25, and 40 degrees.

FUEL SYSTEM

Standard fuel capacity of the Cherokee Six is 84 gallons, all of which is usable except for approximately one pint in each of the four tanks.



Fuel Control Selector

The two main inboard tanks, which hold 25 gallons each, are attached to the wing structure with screws and nut plates and can be removed easily for service or inspection. The tip tanks are constructed of resin-impregnated fiberglass and hold 17 gallons each.

The fuel selector control is located below the center of the instrument panel on the sloping face of the control

tunnel. It has five positions corresponding to each of the four tanks plus an **OFF** position. When using less than the standard 84 gallon capacity of the tanks, fuel should be distributed equally between each side and may be placed in either the inboard or tip tanks.

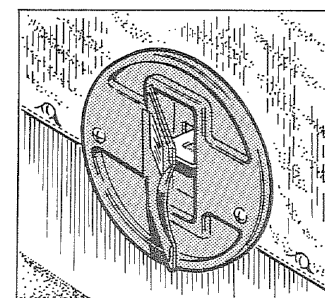
Each fuel tank is equipped with an individual quick drain located at the lower inboard rear corner of the tank. The fuel strainer and a system quick drain valve are located in the fuselage at the lowest point of the fuel system. This strainer should be drained regularly to avoid the accumulation of water or sediment. The drain valve is operated by pressing **DOWN** on the lever located on the right hand side of the cabin below the forward edge of the right center seat.

Fuel quantity gauges for each of the four tanks are located in the engine gauge cluster on the right side of the instrument panel. A fuel pressure indicator is also incorporated in the engine gauge cluster.

Dual electric fuel pumps are provided for use in case of failure of the engine-driven pump. The electric pumps operate from a single switch and should be **ON** for all take-offs and landings.

ELECTRICAL SYSTEM

The Cherokee Six is equipped with the Piper FTP (Full Time Power) Electrical System. Its 12 volt alternator provides electrical power at all engine speeds and results in improved performance for radio and electrical equipment and longer battery life.



Fuel Drain Lever