

MODELS: Piper J4B, 2 PCLM

T.C. NUMBER: T.C. 708

Engine	Franklin 4AC-171
Placard limits	Maximum, except take-off -- in.Hg., 2350 rpm (60 hp) Take-off (one minute) -- in.Hg., 2350 rpm (60 hp)
Propeller	Maximum permissible diameter 82 inches
Placard speeds	Level flight or climb - 100 mph True Ind. Glide or dive - 135 mph True Ind.
Fuel capacity	16 gallons (-10.5)
Oil capacity	1 gallon (-37)
No. passengers	1 (+19.5)
Baggage	105 lbs. (+43.5)
Standard weight	1200 lbs. (See NOTE 2)
C.G. limits	(+12.9) and (+21.0) (See NOTE 2)
Specification basis	Type Certificate No. 708 Production Certificate No. 7
Serial numbers	4-400 and up manufactured prior to 12/11/42 eligible. Approval expired as of that date (See NOTE 2.)

EQUIPMENT: (Datum is wing leading edge) (* Means net increase)

Class I:			
101.	Propeller - wood (fixed or adj. pitch)	12 lbs.	(-50)
102.	8.00-4 wheels with brakes (Hayes 841) and tires	25 lbs.	(+7)
103.	(a) Shock cord tail wheel installation (Drawing D311-E) serial numbers 4-400 to 4-827 inclusive	7 lbs.	(+174)
	(b) Leaf spring tail wheel installation (Drawings D395-E or D3010-E) serial		

	numbers 4-828 and up	10 lbs.	(+176)
104.	Battery and box (Exide 3-AC-7 or Willard SYR-7-3)	9 lbs.	(+16)
105.	Two cabin doors		
106.	Carburetor heater		

Class II:

200. Miscellaneous items as noted in approved weight and balance report.

Class III:

301.	Dual ignition (magneto)	10 lbs.*	(-27)
302.	Miscellaneous instruments	10 lbs.	(-1)
303.	Wheel streamlines	6 lbs.	(+7)
304.	Cabin heater (D-722C)		
305.	8.00-4 4-ply tires		
306.	Extra equipment substantiated for balance only	45 lbs. between	(-20) and (+43)
307.	Stainless steel tail surfaces (Budd Drawings 13-6200, 13-6600 and 16-6500)	Neglect weight change	
308.	Modified aileron leading edge (Drawing D4113-C)	Neglect weight change	
309.	Parking brake (Drawing 4159-C)	3 lbs.	(-5)
310.	Radio equipment		
	(a) Receivers		
	(1) RCA AVR-15A	7 lbs.	(-1)
	(2) Lear AMR-1 or AMRL-1	6 lbs.	(+42)
	(b) Transmitters		
	(1) RCA AVT-15A	20 lbs.	(+41)
	(2) Lear AMT-1	6 lbs.	(+50)
	(c) Power supply		
	(1) RCA AVA-51A	5 lbs.	(+18)
	(2) Lear (A, B and C battery)	6 lbs.	(+19)
	(d) Antenna		
	(1) Reel, RCA AVA-41	5 lbs.	(+14)
	(2) Mast (Drawings D-88-C and D-791-C)	3 lbs.	(+87)
	(3) Symmetrical "T"	Neglect weight	
	(4) Direction finder loop, Lear AML-1	Neglect weight	
	(5) Trailing (with reel), Lear RH-1	3 lbs.	(+14)
	(6) Belly	Neglect weight	
311.	Battery (12V, Reading SYR-7-6)	15 lbs.	(+16)
312.	Generator, W.D., (Air Associates GE20)	7 lbs.	(+5)
313.	(a) Auxiliary 9 gallon fuel tank installation (see NOTE 3)	11 lbs.	(+57)
	(b) 5 quart oil capacity	No weight change	
314.	Flares	9 lbs.	(+31)
315.	Landing light (Grimes retractable)	4 lbs.	(+15)
316.	Skis	Use actual weight	
	(a) Piper S-1000		
	(b) Fairbanks MF-5		
	(c) Federal SA-1 or SA-2		
	(d) Federal SC-1 or SC-2		
	(e) Aviation Service B		
	(f) Air Transport 1220-480		
	(g) Air Transport 1460-580		
	(h) Marston MFS-1600		
	(i) Heath 655		

NOTE 1. Eligible for export as follows, subject to inspection for equipment specified in Chapter XII of Inspection Handbook (8/20/40):

- (a) Canada
 - Landplane
 - Skiplane - not eligible. However, structure complies with Canadian requirements for ski gear at standard weight of 1200 lbs. with ski height of 8-1/2 inches and ski overhang of 3-7/16 inches (distance along axle centerline from outer face of brake plate to intersection from ski centerline).
- (b) Great Britain provided rear spar is reinforced in accordance with Drawing D1007-E.
- (c) All other countries except Australia.

NOTE 2. Serial numbers 4-400 to 4-501, inclusive, must have the leading edge of stabilizer set so that the bolts in the stabilizer yoke attachment brackets are located in the top hole of the fitting as shown on Piper Drawing D450-F.

Serial numbers 4-460, 4-481, 4-502 and up eligible at standard weight of 1301 lbs.