



Cessna Citation 550 Exterior Placard Kit

Page 1 of 2

NOTE: Modifications and changes to accomodate your specific aircraft will be made at NO EXTRA CHARGE.
Partial kits available upon request.

IF YOU HAVE ANY QUESTIONS PLEASE CALL!

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

CAUTION
DO NOT MIX BRANDS OF OIL
SEE ENGINE LOG

INFLATE TIRE 120 \pm 5 PSIG

INFLATE TIRE 120 \pm 5 PSIG

ENGINE OIL
CAPACITY 2.08 US GALLONS
TYPE SEE AIRPLANE FLT MANUAL
FOR APPROVED OILS

PUSH EXT PWR RCPT
28 VDC

OXYGEN FILLER
AVIATORS BREATHING OXYGEN
PER MIL-O-27210
SEE SERVICE MANUAL FOR
SERVICING INSTRUCTIONS

MAXIMUM BAGGAGE ALLOWANCE
350 POUNDS
FOR BAGGAGE LOADING SEE WEIGHT AND
BALANCE DATA

OXYGEN HIGH
PRESSURE RELIEF
DO NOT COVER

USE COPPER WIRE
PER MS20995CY15
OR EQUIVALENT.

ON
LOCATOR BEACON
OFF

LOCATOR BEACON
PUSH TO RESET
(HOLD FOR 3 SEC MIN.)

FUEL FILTER DRAIN FUEL FILTER DRAIN

CAUTION
PARKING BRAKE MUST BE
DISENGAGED AND TAIL STAND
REMOVED PRIOR TO DOWN
JACKING TO PREVENT DAMAGE
TO THE AIRCRAFT.

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PARKING BRAKE MUST BE
DISENGAGED AND TAIL STAND
REMOVED PRIOR TO DOWN
JACKING TO PREVENT DAMAGE
TO THE AIRCRAFT.

JET FUEL ONLY



JET FUEL ONLY



FUEL

371 US GALLONS
PFA55MB ADDITIVE REQD
NOTE: SEE AIRPLANE FLT MANUAL
FOR APPROVED FUELS, QUANTITY OF
ADDITIVE AND FUELING PROCEDURE

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TANK & SUMP DRAIN TANK & SUMP DRAIN

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BAGGAGE WEIGHT
LIMIT AFT OF CARGO
NET IS 200 POUNDS

BAGGAGE WEIGHT
LIMIT FWD OF CARGO
NET IS 300 POUNDS

GEAR AND BRAKE
EMERGENCY PNEUMATIC
PRESSURE

BAGGAGE COMPARTMENT
MAXIMUM WEIGHT ALLOWANCE
500 POUNDS

SEE AFM FOR WEIGHT
AND BALANCE DATA

BAGGAGE MUST BE SECURED
WITH TIE DOWN STRAPS. CARGO
NET MUST BE IN PLACE

FWD DOOR MUST
BE LATCHED PRIOR TO FLIGHT

FUEL

431 US GALLONS
PFA55MB ADDITIVE REQD
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USABLE FUEL

431 US GALLONS
MIL-1-27686 ADDITIVE REQ'D
NOTE: SEE AIRPLANE FLT MANUAL
FOR APPROVED FUELS, QUANTITY OF
ADDITIVE AND FUELING PROCEDURE

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NOTE: SEE AIRPLANE FLT MANUAL
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◀PUSH

PUSH▶

OXYGEN
FILL

GROUND
UNDER
WING

GROUND
UNDER
WING

BRAKE FLUID
LOW LEVEL

WINDSHIELD
ALCOHOL

POWER BRAKE
ACCUMULATOR
CHARGE

**HYDRAULIC
ACCESS**



DOOR CATCH
RELEASE INSIDE
BEHIND THIS
PLACARD. RAISE
STEPS BEFORE
CLOSING DOOR.

INFLATE TIRE 135 \pm 5 PSIG

INFLATE TIRE 135 \pm 5 PSIG

-CAUTION-
DO NOT REVERSE POLARITY
DO NOT HIGH-POT TEST
70VDC MAX
REPLACE IF CASE IS
DEFORMED

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INFLATE TIRE 100 \pm 5 PSI

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INFLATE TIRE 108 \pm 5 PSI

INFLATE TIRE 108 \pm 5 PSI

INFLATE TIRE 115 \pm 5 PSI

INFLATE TIRE 115 \pm 5 PSI

SUMP DRAIN

SUMP DRAIN

TANK DRAIN

TANK DRAIN

TANK DRAIN

TANK DRAIN

TANK DRAIN

TANK DRAIN

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USABLE FUEL
360 US GALLONS / 1,363 LITERS
TO BOTTOM OF FILLER NECK
NOTE: SEE AIRPLANE FLT MANUAL
FOR APPROVED FUELS, ADDITIVES
AND FUELING PROCEDURE

USABLE FUEL
360 US GALLONS / 1,363 LITERS
TO BOTTOM OF FILLER NECK
NOTE: SEE AIRPLANE FLT MANUAL
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INFLATE TIRE 132 \pm 5 PSIG

ENGINE OIL

CAPACITY 4.76 LITERS/ 1.26 US GALLONS
TYPE SEE AIRPLANE FLT MANUAL
FOR APPROVED OILS

MAXIMUM BAGGAGE ALLOWANCE
310 POUNDS
FOR BAGGAGE LOADING SEE WEIGHT AND
BALANCE DATA

NOTE: SEE AIRPLANE FLT MANUAL
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AeroGraphics

The Original Aircraft Lettering Company



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AND FUELING PROCEDURE

5501001-72

LOCK

5501001-46

DOOR CATCH
RELEASE INSIDE
BEHIND THIS
PLACARD, RAISE
STEPS BEFORE
CLOSING DOOR.

5501001-76

EMERGENCY EXIT

5501001-75

◀PUSH

OPEN

5501001-74

PUSH▶

OPEN

5501001-73

FILLING INSTRUCTIONS

1. REPEAT STEPS 3 & 4 TO REMOVE AIR.
2. REMOVE TOP PEEK & ATTACH HOSE FROM HAND PUMP.
3. PUMP EXTENDING HOSE INTO FUEL TANK TO FULLY COLLAPSE HOSE.
4. REPEAT STEPS 3 & 4 TO REMOVE AIR.
5. REMOVE HOSE & REINSTALL PEEK IN TOP OF STRUT.
6. INJECT AIR VALVE TO EXTEND STRUT AS FOLLOWS:
(A) ZIP PEEK AT FULL EXTENSION WITH THE CLEAN OF STRUT.
(B) FOR AIRFRAME PROCEDURE SEE MAINTENANCE MANUAL.

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HOSE CONNECT PROCEDURE

CONNECT THE HOSE IDENTIFIED AS AIRFRAME AIR TO AIRFRAME FUEL MANIFOLD. TEST IF AIR TYPE. CONNECT THE HOSE EXTENDING FROM FUEL TANK TO FUEL MANIFOLD. TEST IF AIR TYPE. EXTENDING VOLUME SHALL BE DRAINAGE OF AIR BY CYCLING ACTION WITH EXTENDING PEEKS DOWN. BEFORE INSTALLATION IN AIRCRAFT.

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NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

NO STEP

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