

Model History Table

The following table provides a brief summary of the models by year of manufacture, with descriptions of the major changes.

TYPE	NAME	YEAR	MODEL	DIFFERENCES
C210		1960	57001-57575	40 degrees hydraulic flap, wing with strut, 4 seat capacity, 260hp IO-470 engine, maximum gross weight 2900lbs. Battery under aft cargo compartment floor.
C210A		1961	21057576-57840	Battery moved to under pilot seat. Third side window added to rear fuselage.
C210B		1962	21057841-58085	Cabin size increased slightly. Maximum weight increased to 3000lbs. Battery moved to right side of engine compartment behind firewall, where it remains. Hydraulic accumulator (for pressure regulation) removed.
C210C		1963	21058086-58220	Minor hydraulic system improvements.
C210D	Centurion	1964	21058221-58510	Rear child seat added. Electric flap replaces hydraulic. Engine power increased from 260hp to 285hp. Minor improvements on airframe. Maximum weight increased to 3100lbs.
C210E	Centurion	1965	21058511-58715	Alternator replaces generator, vernier throttle removed, and cowls streamlined due to extended prop-shaft.
C210F T210F	Centurion/ Turbo Centurion	1966	21058716-58818 T2100001-0197	Maximum weight increased to 3300lbs. One-piece front windscreen, optional three blade propeller available.

TYPE	NAME	YEAR	MODEL	DIFFERENCES
C210G T210G	Centurion/ Turbo Centurion	1967	21058819-58936 T2100198-0307	Flap reduced to 30 Degrees, full cantilever wing introduced. Fuel capacity increased from 65USG to 90USG integral tank. Maximum weight increased to 3400lbs.
C210H T210H	Centurion/ Turbo Centurion	1968	21058937-59061 T2100308 on	Improved gear saddle to address cracking problems.
C210J T210J	Centurion/ Turbo Centurion	1969	21059062-59199	Modification to nose wheel cowling, and increase in engine TBO.
C210K T210K	Centurion II/ Turbo Centurion II	1970- 71	21059200-59502	Larger cabin, rear child seat now a full seat. Nose gear doors modified. MAUW increased to 3800lbs, and takeoff power increased to 300bhp (5 minutes only).
C210L T210L	Centurion/II/ Turbo Centurion/II	1972 1971 1972 1973 1976	21059503-59351 21059352-59502 21059503-59719 21059720-60089 21060090-61573	A 24 Volt electrical system introduced (1972), electric pump replaces engine driven pump for hydraulics, 3 bladed propeller now standard (1975), aerodynamic improvements increase cruise speed by approx 8kts (1976).
C210M T210M	Centurion II/ Turbo Centurion II	1977 1978	21061574-62273 21062274-62954	Engine increased to 310hp in turbo model, maximum weight increased to 4000lbs on turbo model. Voltage warning light changed from high voltage to low voltage (1979).
C210M /C210N*	Centurion II/ Turbo Centurion II	1979 1980	21062955-63640 21063641-64135	Beginning 1979 gear doors removed, resulting in higher gear extension speed (165kts), the main gear cavity no longer closes, nose gear doors do not close on ground.

**Cessna specifies these models as C210M, however the FAA type certification lists them as a C210N. Note, also, many earlier models have had modifications completed to remove the gear doors because they are prone failure and easily damaged.*

TYPE	NAME	YEAR	MODEL	DIFFERENCES
C210N T210N	Centurion II/ Turbo Centurion II	1981 1982 1983 1984	21064136-64535 21064536-64772 21064773-64822 21064823-64897	Flap limit for 20 degrees increased to 130kts. From 1982 (21064536), fuel selector has BOTH position, a fuel shut off valve, and a manual primer (close to fuel selector on centre console), the fuel reservoir tank changed from one per tank to one central tank and fuel return to main tanks to correct vaporisation problems.
P210N	Pressurized Centurion/II	1978 1979 1980 1981 1982 1983	P21000001-0150 P21000151-0385 P21000386-0590 P21000591-0760 P21000761-0811 P21000812-0834	First pressurised model.
C210R T210R	Centurion II/ Turbo Centurion II	1985- 1986	21064898-64949 21064950-65009	Optional 115USG fuel tanks, maximum weight also increased to 4100lbs on turbo model only.
P210R	Pressurized Centurion/ with Value Groups A & B	1985- 1986	P21000835-0866 P21000867-0874	Improvements in engine and instrument systems, maximum weight increased to 4100lbs (pressurised model only).

Post Manufacture Modifications Table

Note: Some modifications may no longer be available to fit, but are still in use.

TYPE	NAME and MANUFACTURER	DIFFERENCES and FEATURES
P210R	Silver Eagle, O & N Aircraft Modifications	Turbine Engine Installation, 450 HP Allison250-B-17F/2 turbine, includes new Garmin panel.
	Engine Conversion, Bonaire	IO550 engine installation with 300hp maximum continuous, (modification not available any more).
C210 K to N	Engine Conversion, Atlantic Aero	Continental IO-550-P engine installation with 310hp maximum continuous, and 2000hr TBO.
T210	Engine Conversion, Ram Aircraft Corp.	Increases engine to 310 HP, including new 402 Prop

TYPE	NAME and MANUFACTURER	DIFFERENCES and FEATURES
C210	Turbo Conversion, Ram Aircraft Corp.	Replaces standard engine with TSIO-520.
P210	P210 Intercoolers, TurboPlus	Increases power available at altitude.
	Wing Tip Tanks, Flint Aero	Two auxiliary fuel tanks of 16.5USG in each installed in the wing tip, and 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).
	Maximum Weight Extensions, various	Take-off weight extended to 4000lbs (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 Margin Increase, O & N Aircraft Modifications	Additional structure, 100% mass balancing.
	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.

<i>TYPE</i>	<i>NAME and MANUFACTURER</i>	<i>DIFFERENCES and FEATURES</i>
C210 G to N	Bush STOL Conversions	Lower stall speed, lower take-off and landing speeds and distances.
1978 and earlier	Gear Door Removal, Sierra Industries	Removes 19lbs from empty weight, reduces instances of gear or gear door failure, and reduces maintenance costs.
Most C210s	Hartzell Scimitar Prop	Reduced noise, improved performance (options available for 470, 520 and 550 engines).