

1985/2010 Cessna Citation SII with Clifford FJ44-3 Conversion



Airframe & Engines:

- 9,280 Hours since new, 9,500 Landings since new
- Five Owners Since New & No Known Damage History
- 2,000 Hours on Williams FJ44-3 Engines enrolled on Williams TAP BLUE
- CESCO Maintenance Tracking
- Clifford Development Conversion completed in October 2010



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High Performance Clifford S550 FJ44 Engine STC Improvement Package:

(Note: \$2.395-million product improvement option including)

- New Williams FJ44 Engines @ 2820 lbs thrust with 5000 hour TBO
- Lower ground idle speed for quieter, more efficient ground operations
- Shorter, landing distances without Thrust Reversers due to lower idle thrust:
 - 125-lbs per side vs 450-lbs on JT15D-4B
- Full Authority Digital Engine Control (“FADEC”) for “fly by wire” engine control
- Dual FADEC air data sources added
- Dual ignition exciters on each engine, JT15D has only one
- Engine sync is electronic with no mechanical parts to maintain
- New Ametek digital engine display: Fuel Flow, Fuel Quantity and Standby N1
- Annunciator panel moved to glare shield
- Heavy duty BFG brakes, new wheels and tires
- New bleed air inter-coolers and control valves designed to handle the FJ44-3A
- No major structural modifications required, uses the existing factory engine beams
- FIU (FADEC Interface Unit) are modular and replaceable.
- More mass airflow for better ACM spool up and heat at altitude
- Mach warning box removed and replaced with digital controller
- Gear Warning based on N1 speed not Power Lever position
- New center pedestal can hold A/P component and an optional larger model for additional equipment (FMS, etc.)
- Throttle quadrant moving parts rebuilt to overhauled standards
- Starter/Gen cooled with fan bypass air - increased life on Starter/Generator brushes
- Carbon Fiber aft cowls
- Removal of Peri-seals to more reliable bellows seals within engine compartment
- Same size fuel and hydraulic fittings changed to AN and MS so lines cannot be crossed
- New low-maintenance sealed lead acid battery (Hawker 44ah battery included)
- Improved instrument panel cooling for longer component life
- New current technology Fuel Flow transmitter
- New E/L and instrument panels as required (no patched instrument panels)
- New quick donning O2 masks for the cockpit
- Removal of EPA equipment, requires lower maintenance
- Pylon skins increased to 0.032 for longevity using Citation V skins
- OEM aluminum starter/generator cables replaced with copper for better starts
- Starter/Generator ground point relocated to reduce corrosion and grinding issues

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INTERIOR – AFT CABIN



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REPRESENTATIVE COCKPIT w/DIGITAL ENG GAUGES, TCAS-II, MFD & GPS

You won't believe it until you fly it - the completely re-engined Clifford Development FJ44-3 Powered Citation SII makes flying this popular light jet fun all over again! Cruise speed is up nearly 20%, fuel flow is down 30%, range, payload and max cruise altitude all get a boost from the best-in-class Williams FJ44-3 improvement package produced by Clifford Development Group. A modernized radio and avionics platform rounds out one fantastic Citation.

Miscellaneous:

- TAWS, TCAS, CVR equipped
- Keith Freon Air Conditioning
- Collins Proline II with SPZ500 AP/FD System
- Anti-skid Braking System

Inspections:

Undergoing Phase 1 thru 5 in Spring 2018.

Price:

Make Offer

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SEVEN PASSENGER CABIN WITH DELUXE GALLEY

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DELUXE BURLWOOD GALLEY