



Mitsubishi MU-2 Model

MU-2B	Model	Long Short	TPE-331	SHP/ESHP	Year	S/N
-10	B	S	-25AA	575/605	67	6 – 38
-15	D	S	-25AA	575/605	68	101 – 119 (114, 115, 118 Converted to F)
-20	F	S	-1-151A	665/705	68 69 70 71 72	114, 115, 118, 120 – 137 138 – 180 182 – 191 192 – 214 215 – 233
-25	K	S	-6-251M / -6-252M	665/724	72 73 74	234 – 244 245 – 279 280 – 318
-26	M	S	-6-251M / -6-252M	665/724	75 76	319 – 330 331 – 347, 349
-26A	P	S	-5-251M / -5-252M	665/724	77 78	348, 350 – 367 321, 366 – 394
-40	Solitaire	S	-10-511M	665/727	79 80 81 83 85	365, 395 – 414 415 – 435* 436 – 453* 454 – 457* 458 – 459*
-30	G	L	-1-151A	665/705	70 71	501 – 530 531 – 547
-35	J	L	-6-251M / -6-252M	665/724	72 73 74	548 – 565 566 – 609 610 – 654
-36	L	L	-6-251M / -6-252M	715/776	75 76	655 – 676 677 – 688
-36A	N	L	-5-251M / -5-252M	715/776	77 78	689 – 704 661, 705 – 730
-60	Marquise	L	-10-511M	715/778	79 80 81 82 83 84 85	700, 731 – 754 748, 755 – 799 1501 – 1536 1537 – 1562 1554 1563 – 1566* 1567 – 1568*

- *Serial Numbers are approximate by calendar year as registered with the FAA or as supplied by Mitsubishi. S/N 1563 and up registered in 1982, S/N 458 & 459 registered in 1982.
- ** -251M engines are equipped with Bendix Fuel Controllers, and –252M engines are equipped with Woodward Fuel Controllers.