# Cirrus SR22 G2 Model Guide

Cirrus SR22 G2 is a single-engine piston Cirrus built from 2004 to 2007, with 4 to 5 seats. Cirrus has built some 2,700 SR22s in total, so the used market is deep. Registry data for the whole SR22 family shows up to 700 nm range, up to 180 kt cruise and up to 17500 ft service ceiling. Treat those as family maxima, not G2 figures.

## KEY TAKEAWAYS

- Built 2004 to 2007 as a piston single with 4 to 5 seats. Cirrus built some 2,700 SR22s, so many used examples are listed.
- The SR22 has more load capacity and better climb than the SR20. That matters in mountains, in heat, or with adults in every seat.
- Turbonormalized SR22s have mandatory service bulletins on wastegate linkage and tailpipe brackets. Check the logbooks for compliance.
- Full TKS fluid adds 27 pounds on the G2 and is not in basic empty weight. TKS is not certified or safe for flight in ice.

## ORIGINAL PRICING AND EQUIPMENT

Published SR22 base prices were $328,700 in 2004, $334,700 in 2005, $349,995 in 2006 and $371,200 in 2007. GTS versions were $413,150, $434,145, $449,995 and $469,990, priced without turbo or a/c. The S-TEC 55X is by far the most common autopilot. The Avidyne EX5000C MFD is on nearly all Cirrus aircraft, and the Arnav ICDS-2000 was the original MFD. Preheaters are easily added, so they should not drive a buying decision.

## TURBONORMALIZED AIRCRAFT: WHAT TO VERIFY

The turbonormalizing STC (SA10588SC) fits a modified Teledyne Continental 10-550-N and requires an oxygen system. TAT SB07-01 is mandatory: it adds a wastegate linkage support bracket. Aircraft with more than 60 hours since installation also need the 2 clevis pins inspected and replaced. TAT SB10-02 Rev B covers cracking tailpipe brackets, which can stress the exhaust manifold. Confirm both are recorded in the logbook.

## ENGINE HEAT AND CARE

One owner-advice article puts the Continental CHT redline at 460 degrees F. It suggests keeping CHT near 380 degrees F as a comfortable target, and lower for very efficient cooling systems such as Cirrus. It reports an SR22 cylinder head separating from its barrel at 466 degrees F. It also names extended disuse and the resulting internal corrosion as the top reason engines miss TBO. Ask for engine monitor history and how often the aircraft flew.

## WEIGHT & BALANCE

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|---|---|
| Tks Full Fluid Weight Lbs | 27 |

## SAFETY NOTES

- TKS anti-ice is for escaping inadvertent icing only. It is not certified or safe for flight in ice.
- Keep CHT well below the 460 degrees F Continental redline. A head-to-barrel separation was reported at 466 degrees F in an SR22.
- A turbonormalizing STC installation requires an oxygen system meeting FAR 23 requirements.

AI-aggregated guide for the Cirrus SR22 G2 · sources: TECHTALK • Cirrus sr20/sr22 MODel HistOry 1999-2007 (#18243) · Tornado Alley Turbo, Inc. TAT SB07-01 (#18606) · Tornado Alley Turbo, Inc. TAT SB10-02, Rev. B (#18608) · Supplemental Type Certificate (#18193) · AOPA PILOT / October 2021 (#18612) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.