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Introduced in 1970, the PA-31P utilized a swept Navajo Chieftain fuselage. The big cabin was 50 inches wide by 50 inches tall, and Piper succeeded in selling almost 300 before the end of production in 1977. The P-Navajo was the heaviest airplane Piper had at the time, weighing in at a hefty 7800 pounds gross.

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In September 1972, Piper unveiled the PA-31-350 Navajo Chieftain, a stretched version of the Navajo B with more powerful engines and counter-rotating propellers to prevent critical engine handling problems. The fuselage was lengthened by 2 ft 0 in (0.61 m), allowing for up to ten seats in total.

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