

35 HF

# 35 Series

- 60 HP
- 2-Stroke
- Liquid Cooled
- Heavy Fuel
- Maximum Performance in Extreme Conditions
- Highest Power-to-Weight Ratio
- NATO Compliant



## DESCRIPTION

### High Performance, Lightweight and Fuel Efficient

The 35 HF is a water cooled, reed valve controlled 2-cylinder-inline-2-stroke engine with air assisted direct injection.

This liquid cooled 2-stroke powerhouse offers maximum power-to-weight ratio and extreme operational range in all conditions. The 3504 HF is Heavy Fuel ready and NATO compliant, providing a superior propulsion system for maritime, military and civilian machines.

Recognised for its exceptional performance and durability, the 35HF offers a time between overhauls of 1000 hours.



35HF

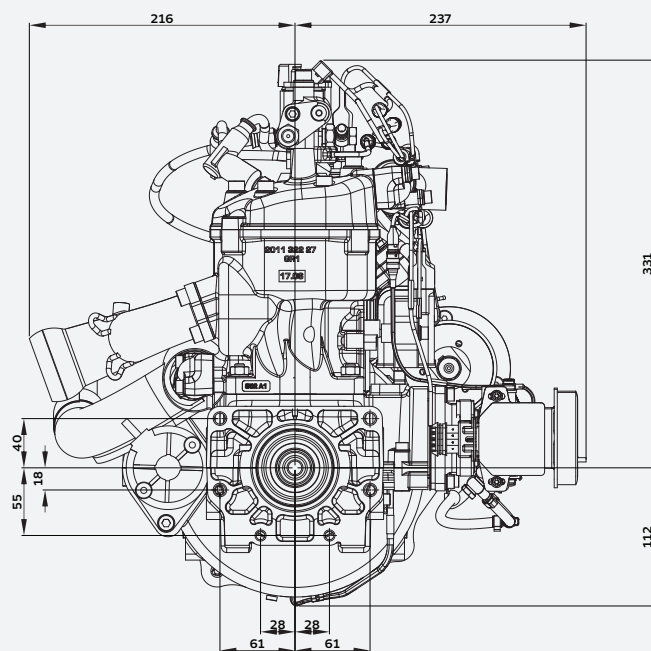
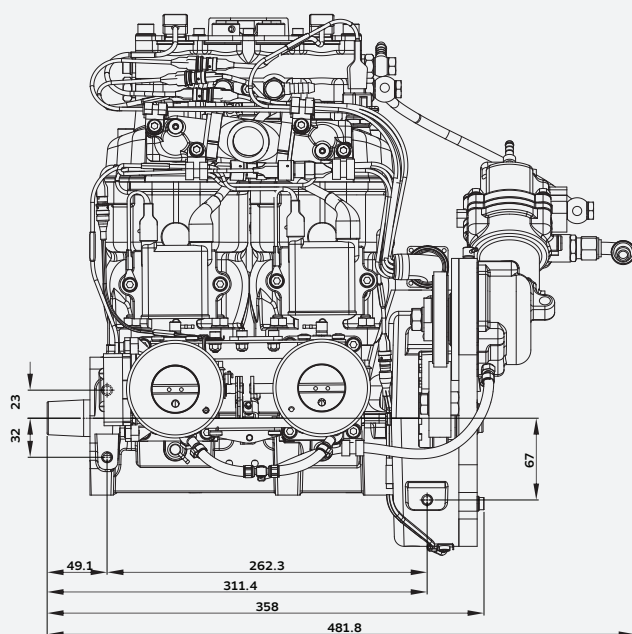
# 35 Series



## TECHNICAL SPECIFICATION:

<b>TYPE:</b>	<b>Two cylinder</b> two stroke (inline)
<b>DISPLACEMENT:</b>	<b>625 cm<sup>3</sup></b> (38,1 in <sup>3</sup> )
<b>STROKE:</b>	<b>69 mm</b> (2,72 in)
<b>BORE:</b>	<b>76 mm</b> (2,99 in)
<b>MAX. PERFORMANCE:</b>	<b>44 kW (60HP)</b> at 6300 rpm According to DIN 70020 Specification with 194°F coolant
<b>MAX. TORQUE:</b>	<b>67.5 Nm (57.0 ft.lb)</b> at 6000 rpm
<b>CARBURATION:</b>	<b>Air-assisted direct injection</b>
<b>IGNITION SYSTEM:</b>	<b>Electronic ignition controlled by the engine ECU</b>

<b>WEIGHT:</b>	<b>36 kg (79,0 lb)</b> with exhaust and water in the engine
<b>LENGTH:</b>	<b>481,8 mm</b> (18.97 in)
<b>WIDTH:</b>	<b>453 mm</b> (17.83 in)
<b>HEIGHT:</b>	<b>443 mm</b> (147.44 in)
<b>STARTING DEVICE:</b>	<b>Electric start</b>
<b>RUNNING DIRECTION:</b>	<b>Counter-clockwise</b> , view to output shaft
<b>COOLING:</b>	<b>Liquid cooling</b>
<b>FUEL MIXTURE:</b>	Kerosene based fuels like <b>Jet A</b> , <b>Jet A1</b> , <b>JP5</b> , <b>JP8</b>



## OPTIONS

- Gear box **G 50** (1:2.16/1:2.29/1:2.59/1:3.16/1:3.65)
- Integrated starter / generator **1-3kW / 28V**
- Electronic throttle control via integrated servo
- Heavy Fuel capability

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This is not a certificated aircraft engine ! It has not received the safety and durability testings specified by aircraft standards. It is only for use in uncertificated experimental aircraft or vehicles when there is no risk for the safety due to an engine failure. Never fly the aircraft equipped with this engine in circumstances or in areas, in weather-conditions or in altitudes where you have no chance for successful landing after an engine failure. The user is taking all risk resulting from the use of this engine and he is aware of the possibility of sudden functional disturbances.

