

4103

41 Series

- 2-Stroke
- Air Cooled
- Exceptional reliability
- Latest Unmanned Aerial Vehicle (UAV) technology
- Maximum performance in extreme conditions
- Starter-Generator-System



DESCRIPTION

Reliable in a wide operating range.

The 41 Series air cooled two-stroke engines utilise advanced closed-loop control, optimising performance for extreme environmental conditions.

Based on the world-renowned 4103 engine – which has flown more than 20,000 missions in theatre across the globe – the new 41 Series has been updated with the latest in engine technology providing a top shelf propulsion system that meets the demanding requirements of the unmanned aerial vehicle (UAV) market.

Featuring automatic altitude and temperature compensation for reliable start and operation, this engine series has flown over 20,000 missions in theatre around the globe.



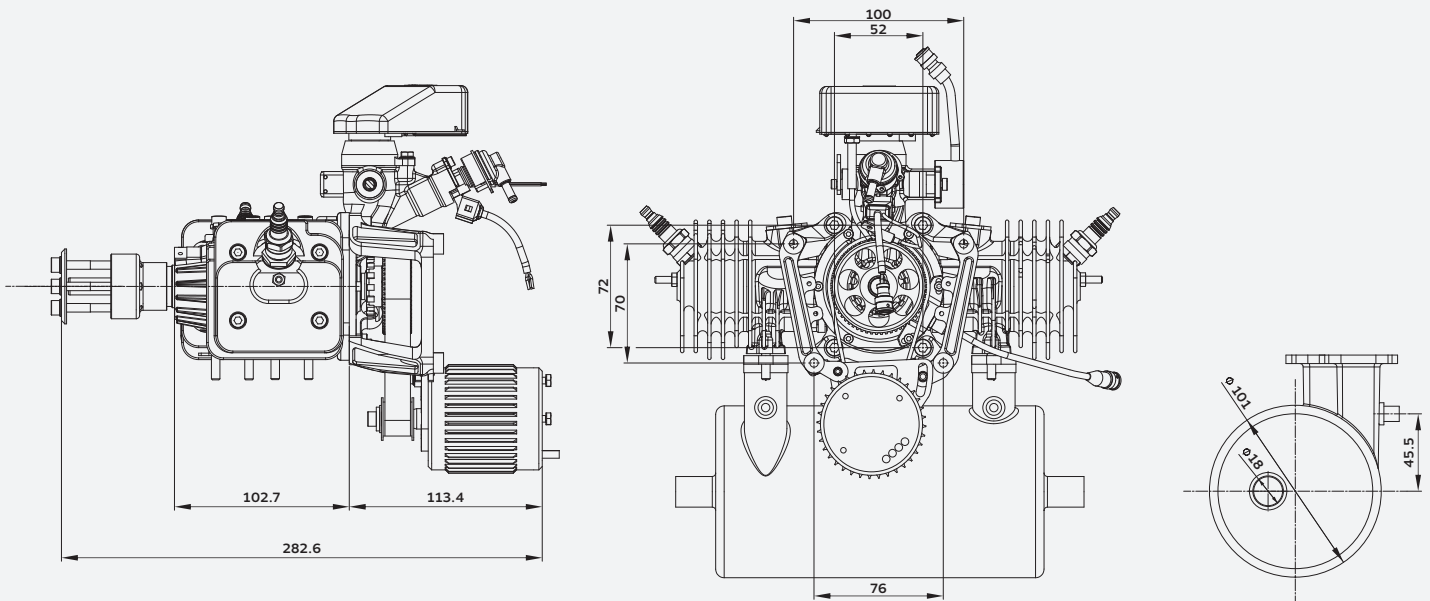
4103



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TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (opposed)	WEIGHT:	3400 g (7.5 lb) with exhaust system, sensors and wiring harness 600 g (1.33 lb) subcomponents (ECU, ignition system, fuel supply)
DISPLACEMENT:	100 cm³ (6.3 in ³)	LENGTH:	259 mm (10.20 in)
STROKE:	34 mm (1.34 in)	WIDTH:	286 mm (12.99 in)
BORE:	44 mm (1.73 in)	HEIGHT:	308 mm (6.29 in)
MAX. PERFORMANCE:	5,96 kW (8 HP) at 6700 rpm according DIN 70020	RUNNING DIRECTION:	Clockwise , view to output shaft
SPEED RANGE:	1800-6500 RPM	COOLING:	Air cooled
MIXTURE FORMATION:	Fuel injecton	CONTROL:	Integrated throttle servo (Fa. Volz)
IGNITION SYSTEM:	CDI controlled by the ECU		
FUEL MIXTURE:	Mixture 1:80 2-stroke-oil API TC or BLUEMAX, MOGAS o. AVGAS fuel min. 95 octane (RON)		



OPTIONS

- 2 exhaust styles
- 500W starter/generator
- Oil injection

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.

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