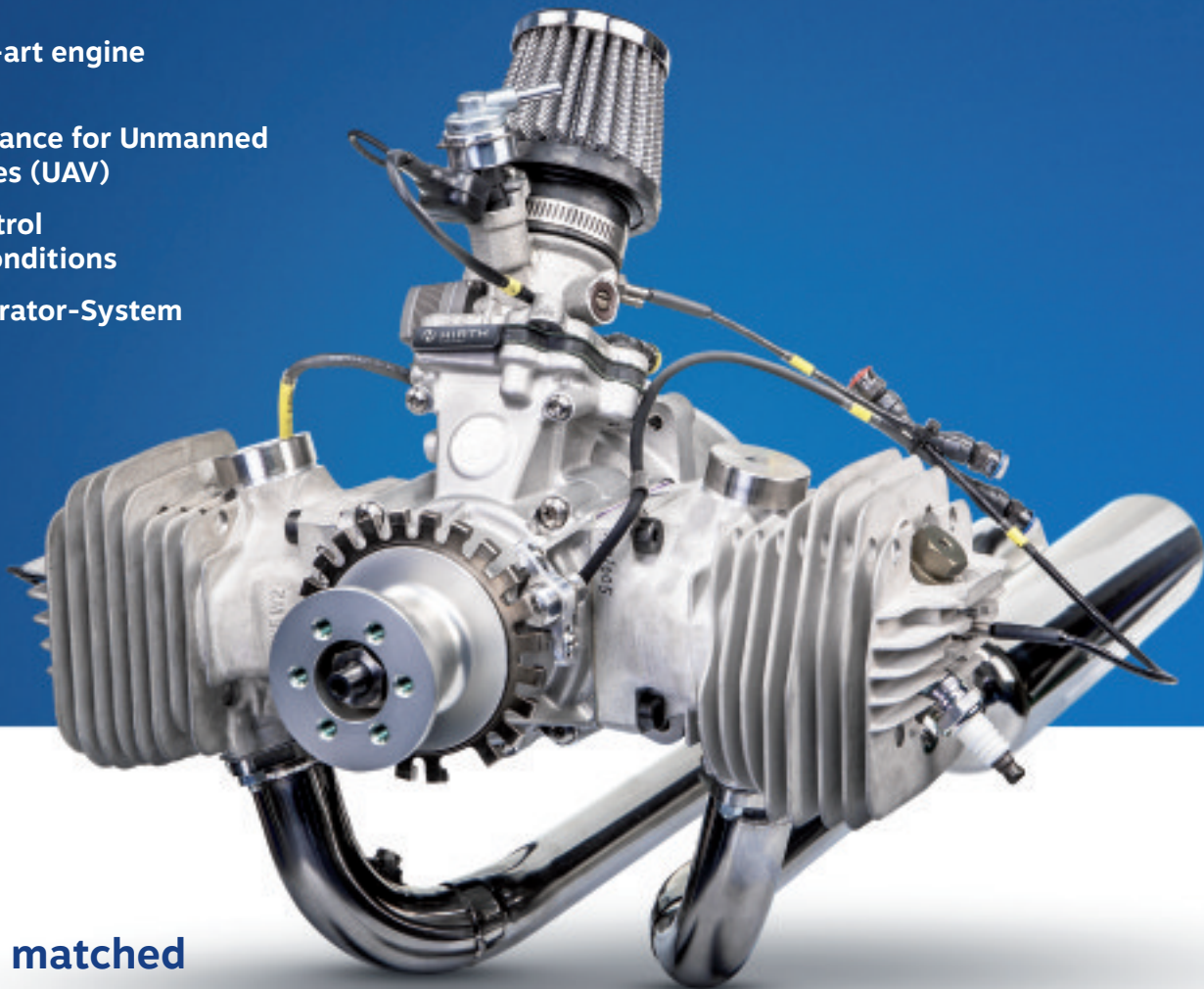


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42 Series

- 2-Stroke
- Air Cooled
- State-of-the-art engine technology
- Best performance for Unmanned Aerial Vehicles (UAV)
- Ultimate control in extreme conditions
- Starter-Generator-System



DESCRIPTION

Perfectly matched with endurance.

The 42 Series air cooled two-stroke engines utilise advanced closed-loop control, optimising performance for extreme environmental conditions.

Based on the well-known hirth engine design – which have been proven in several missions – the new 42 Series have 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.

Proven in theatre around the globe, the 42 Series is engineered with automatic altitude and temperature compensation to deliver highest performance in the harshest environmental conditions.



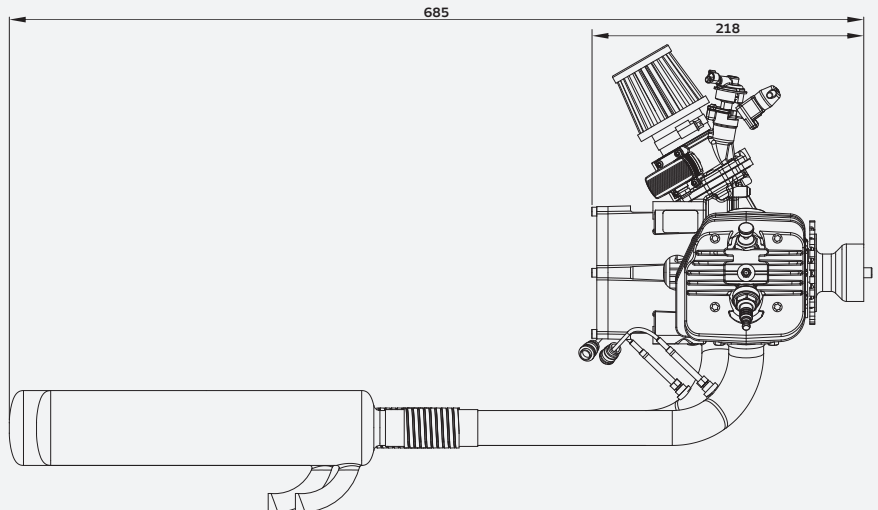
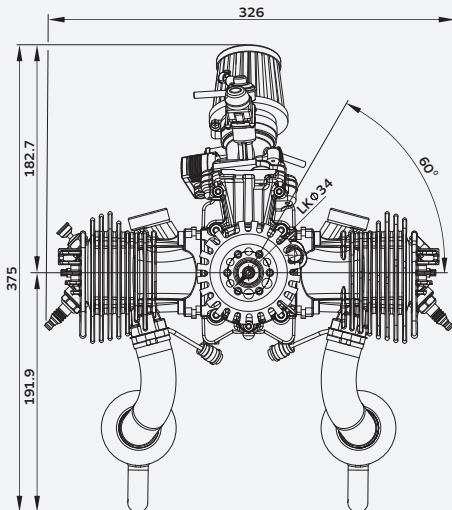
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42 Series

TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (opposed)	WEIGHT:	5700 g (12.5 lb) with exhaust system, sensors and wirring harness 600 g (1.33 lb) subcomponents (ECU, ignition system, fuel supply)
DISPLACEMENT:	183 cm³ (11.5 in ³)	WEIGHT GENERATOR OPTION:	800 g (1.76 lb) 1kW generator 600 g (1.33 lb) 0,5kW/28V starter/regulator box 550 g (0.88 lb) 0,5kW/28V regulator box
STROKE:	40 mm (1.57 in)	LENGTH:	213 mm (8.38 in)
BORE:	54 mm (2.13 in)	WIDTH:	330 mm (12.99 in)
MAX. PERFORMANCE:	11 kW (15 HP) at 6500 rpm according DIN 70020	HEIGHT:	160 mm (6.29 in)
SPEED RANGE:	1800-6500 RPM	RUNNING DIRECTION:	Clockwise , view to output shaft
MIXTURE FORMATION:	Fuel injecton	COOLING:	Air cooled
IGNITION SYSTEM:	CDI controlled by the ECU	CONTROL:	Integrated throttle servo (Fa. Volz)
FUEL MIXTURE :	Mixture 1:80 2-stroke-oil API TC or BLUEMAX, MOGAS o. AVGAS fuel min. 95 octane (RON)		



OPTIONS

- 2 exhaust styles
- Up to 1kW starter/generator
- Oil injection

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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.

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