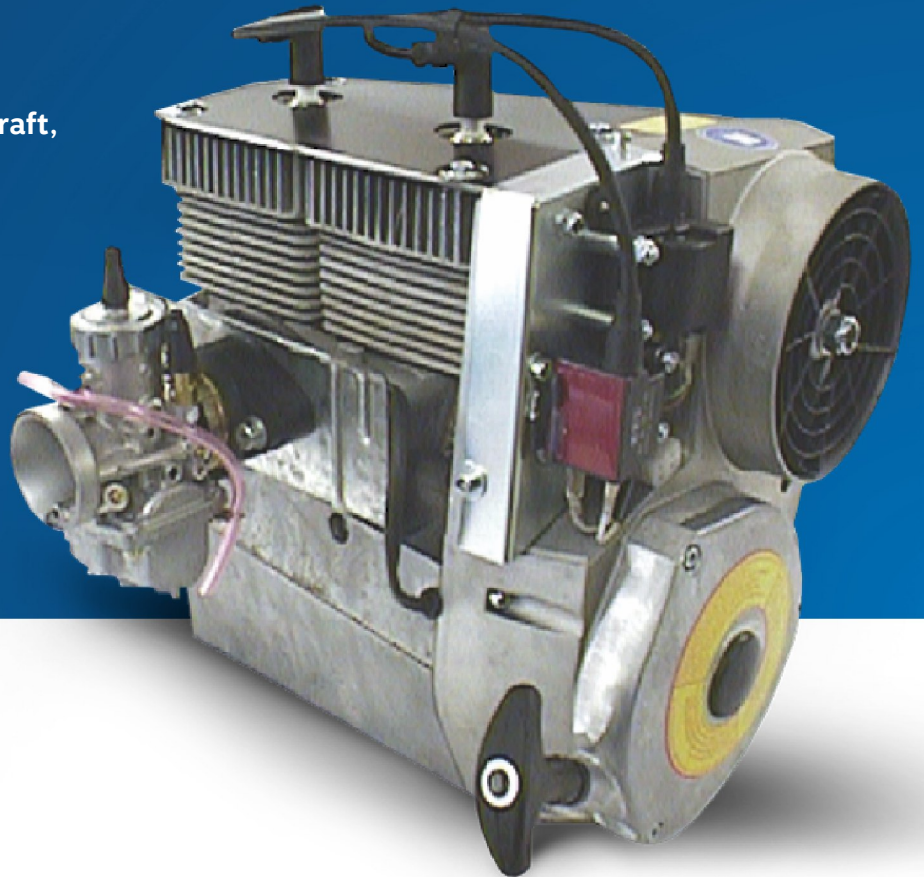


2702 / 2703

27 Series

- 40, 52 or 55 HP
- Air Cooled
- 2-Stroke
- Highest power to weight ratio
- Perfect for light aviation, hovercraft, gyrocopters or fire pumps



DESCRIPTION

Ideally suited for light and ultralight aviation

The 27 Series air cooled two-stroke engines offer the highest power-to-weight ratios available in its horsepower range.

Best suited for use in light and ultralight aviation, hovercraft, fire pumps, gyrocopters and all applications where weight could be an issue.

This engine series offer a time between overhauls of 1000 hours at 75% power and is fit to take on any challenge in the future.





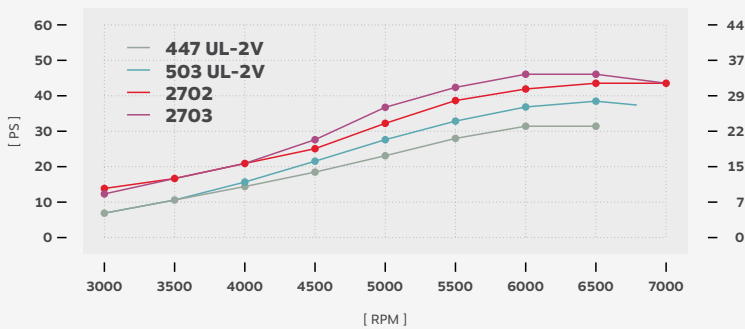
2702 / 2703

27 Series

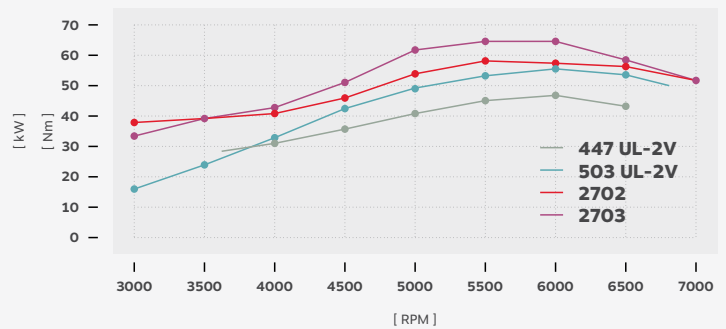
TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (inline)	WEIGHT:	31 kg (68,4 lb)
DISPLACEMENT:	521 cm³ (31,79 cu in)	LENGTH:	377 mm (14.84 in)
STROKE:	64 mm (2,52 in)	WIDTH:	450 mm (17.71 in)
BORE:	72 mm (2,83 in)	HEIGHT:	376 mm (14.80 in)
MAX. PERFORMANCE:	38,2 kW (52 HP) at 6500 rpm (1c) According to DIN 70020: 40,4 kW (55 HP) at 6200 rpm (2c)	GENERATOR POWER:	250W, 12V
MAX. TORQUE:	60 Nm (44,2 ft.lb) at 5700 rpm (1c) 67 Nm (49,4 ft.lb) at 5600 rpm (2c)	STARTING DEVICE:	Recoil starter
CARBURATION:	1/2 x slide carburetor (Bing)	RUNNING DIRECTION:	Counter-clockwise, view to output shaft
IGNITION SYSTEM:	CDI	FUEL MIXTURE:	Mixture 1:50, 2-stroke-oil, fuel min. 95 octane (RON) Mixture 1:80-100 with BLUEMAX 2-stroke-oil, fuel min. 95 octane
COOLING:	Fan cooling		

PERFORMANCE



TORQUE



OPTIONS

- Dual ignition
- Gear box G 50 (1:2,16/1:2,29/1:2,59/1:3,16/1:3,65)
- Belt reduction G27 (1:1,8/1:2,0/1:2,5)
- Electric starter
- 2 carburetors

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.

Geschäftsführer: Axel Cavalli-Björkman & Bruno-Gerard König

Handelsregister: HRB 765133 AG Stuttgart
Steuernummer: 71327-07902
Ust.-ID.: DE317777348

Volksbank Backnang eG
IBAN: DE94602911200106581007
BIC: GENO DES1 VBK

www.hirthengines.com

P: +49 7144 8551 0
info@hirthengines.com

Hirth Engines GmbH

Max-Eyth-Straße 10
71726 Benningen am Neckar
Germany