

2702 / 2703

27 Series

- 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.

Reliably engineered for ease of maintenance, this engine series offers a time between overhauls of 1000 hours.



over
90 years
in Aviation

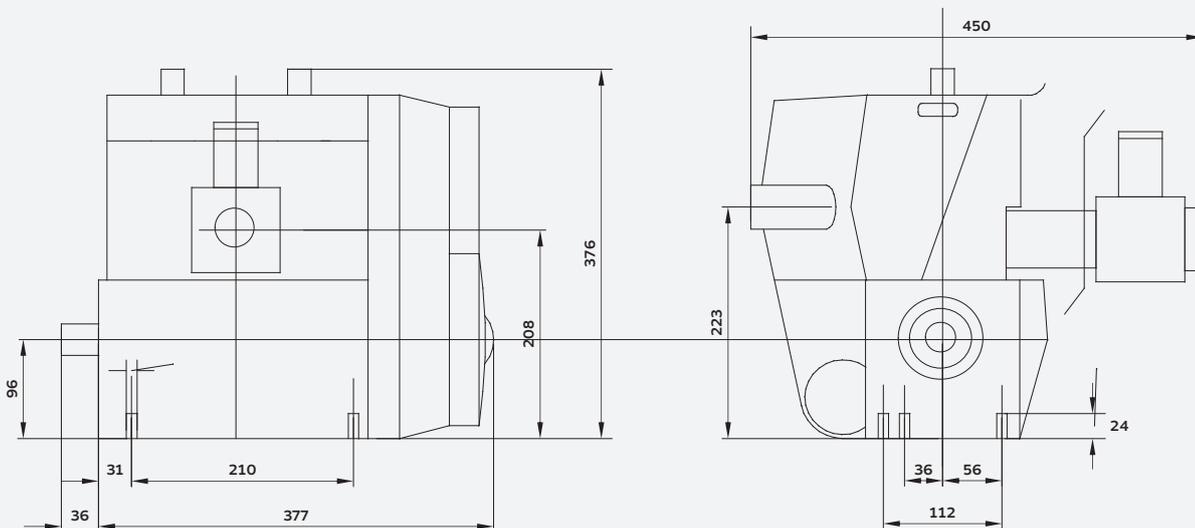
2702 / 2703



27 Series

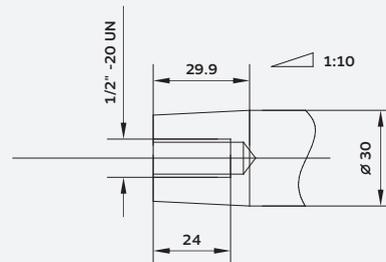
TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (inline)	WEIGHT:	31 kg (68,4 lb)
DISPLACEMENT:	521 cm³ (31,79 in³)	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 (2702) 40,4 kW (55 HP) at 6200 rpm (2703) According to DIN 70020	GENERATOR POWER:	250W, 12V
MAX. TORQUE:	60 Nm (44,2 ft.lb) at 5700 rpm (2702) 67 Nm (49,4 ft.lb) at 5600 rpm (2703)	STARTING DEVICE:	Recoil starter
CARBURATION:	1/2 x slide carburetor (Bing)	RUNNING DIRECTION:	Counter-clockwise, view to output shaft
IGNITION SYSTEM:	CDI	COOLING:	Fan cooling
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		



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.

Hirth Engines GmbH

Max-Eyth-Straße 10
71726 Benningen am Neckar
Germany

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

www.hirthengines.com

