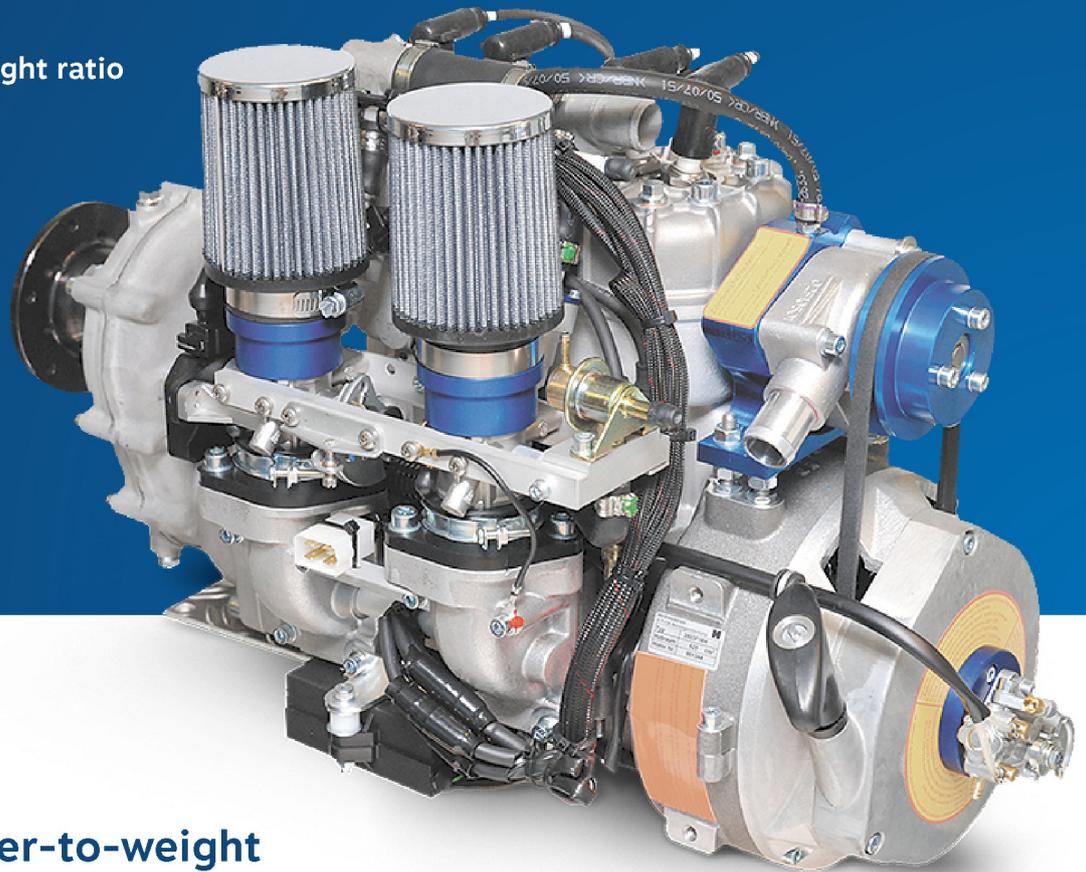


3503

# 35 Series

- 70 HP
- Liquid Cooled
- 2-Stroke
- Highest power to weight ratio
- Perfect for light aviation, hovercraft, gyro or helicopters



## DESCRIPTION

### Maximum power-to-weight ratio available.

The 35 Series liquid cooled two-stroke engines offer the maximum power-to-weight ratios available in the 70-horsepower market.

Offers an ideal choice for use in light and ultralight aviation, hovercraft, gyro and helicopters 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.





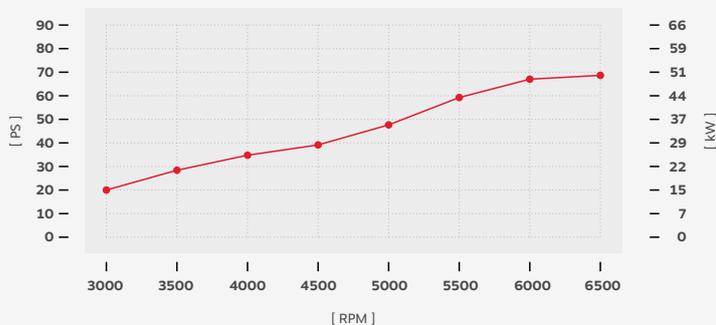
3503

# 35 Series

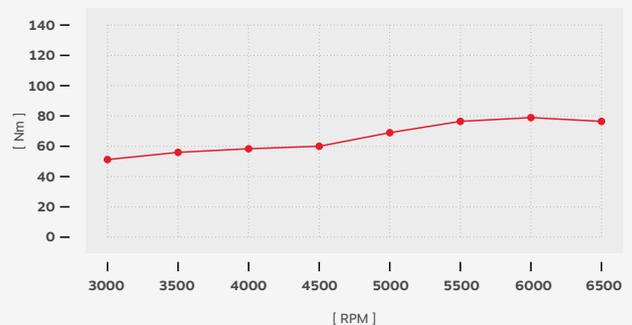
## TECHNICAL SPECIFICATION:

<b>TYPE:</b>	<b>Two cylinder</b> two stroke (inline)	<b>WEIGHT:</b>	<b>36 kg (79,0 lb)</b> with exhaust and water in the engine
<b>DISPLACEMENT:</b>	<b>625 cm<sup>3</sup></b> (38,1 cu in)	<b>LENGTH:</b>	<b>472 mm</b> (18.58 in)
<b>STROKE:</b>	<b>69 mm</b> (2,72 in)	<b>WIDTH:</b>	<b>410 mm</b> (16.14 in)
<b>BORE:</b>	<b>76 mm</b> (2,99 in)	<b>HEIGHT:</b>	<b>360 mm</b> (14.17 in)
<b>MAX. PERFORMANCE:</b>	<b>44 kW (60 HP)</b> at 5200 rpm	<b>STARTING DEVICE:</b>	<b>Recoil starter</b>
<b>MAX. TORQUE:</b>	<b>84 Nm (62 ft.lb)</b> at 5000 rpm	<b>RUNNING DIRECTION:</b>	<b>Counter-clockwise</b> , view to output shaft
<b>CARBURATION:</b>	<b>multi point injection (E) or 2x carburetor (V)</b>	<b>FUEL MIXTURE:</b>	<b>Mixture 1:50</b> , 2-stroke-oil, fuel min. 95 octane (RON) <b>Mixture 1:80-100</b> with BLUEMAX 2-stroke-oil, fuel min. 95 octane
<b>IGNITION SYSTEM:</b>	<b>CDI</b>		
<b>COOLING:</b>	<b>Liquid cooling</b>		

## PERFORMANCE



## TORQUE



## OPTIONS

- Dual ignition
- Gear box **G 50** (1:2,16/1:2,29/1:2,59/1:3,16/1:3,65)
- Electric starter
- Separate lubrication

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

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Steuernummer: 71327-07902  
Ust.-ID.: DE317777348

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