

4201

42 Series

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



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 S1211 and S1212 engines – which have been proven in theatre – 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.

This engine series features automatic altitude and temperature compensation allowing reliable start and operation in a wide operating range.



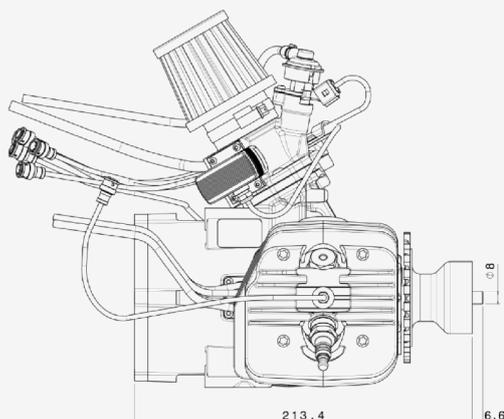
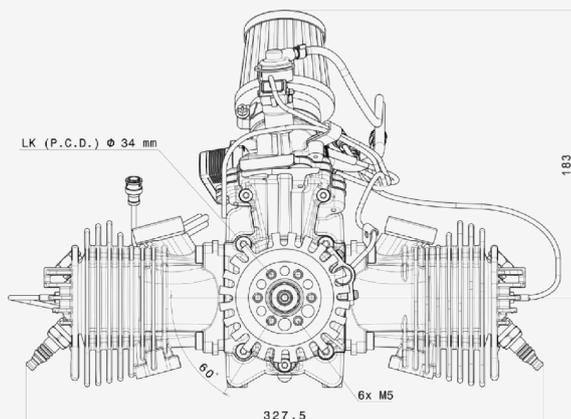


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TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (opposed)	WEIGHT:	5700g (12.5 lb) with exhaust system, sensors and wirring harness 600g (1.33 lb) subcomponents (ECU, ignition system, fuel supply)
DISPLACEMENT:	183 cm³ (11.5 cu in)	WEIGHT REDUCTION DRIVE:	1200g (2.65 lb) (option)
STROKE:	40 mm (1.57 in)	WEIGHT GENERATOR OPTION:	800g (1.76 lb) 1kW generator 600g (1.33 lb) 0,5kW/28V starter/regulator box 400g (0.88 lb) 0,5kW/28V regulator box
BORE:	54mm (2.13 in)	LENGTH:	213 mm (8.38 in)
MAX. PERFORMANCE:	11 kW (15 HP) at 6500 rpm	WIDTH:	330 mm (12.99 in)
CONTROL:	Integrated Throttle servo (Fa. Volz)	WIDTH:	160 mm (6.29 in)
MIXTURE FORMATION:	Fuel injecton (see seperate data sheet)	RUNNING DIRECTION:	Clockwise , view to output shaft
IGNITION SYSTEM:	CDI controlled by the ECU		
COOLING:	Air cooled		
FUEL MIXTURE :	Mixture 1:80 2-stroke-oil API TC or BLUEMAX, MOGAS o. AVGAS fuel min. 95 octane (RON)		
SPEED RANGE:	1800-6500 RPM		



OPTIONS

- **Reduction drive** (1:1.4, 1:1.7, 1:2.0)
- **2 exhaust styles**
- **Up to 1kW starter/generator**
- **Oil injection**
- **Customization** (e.g. Quality documentation, design, rotation direction,...)

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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