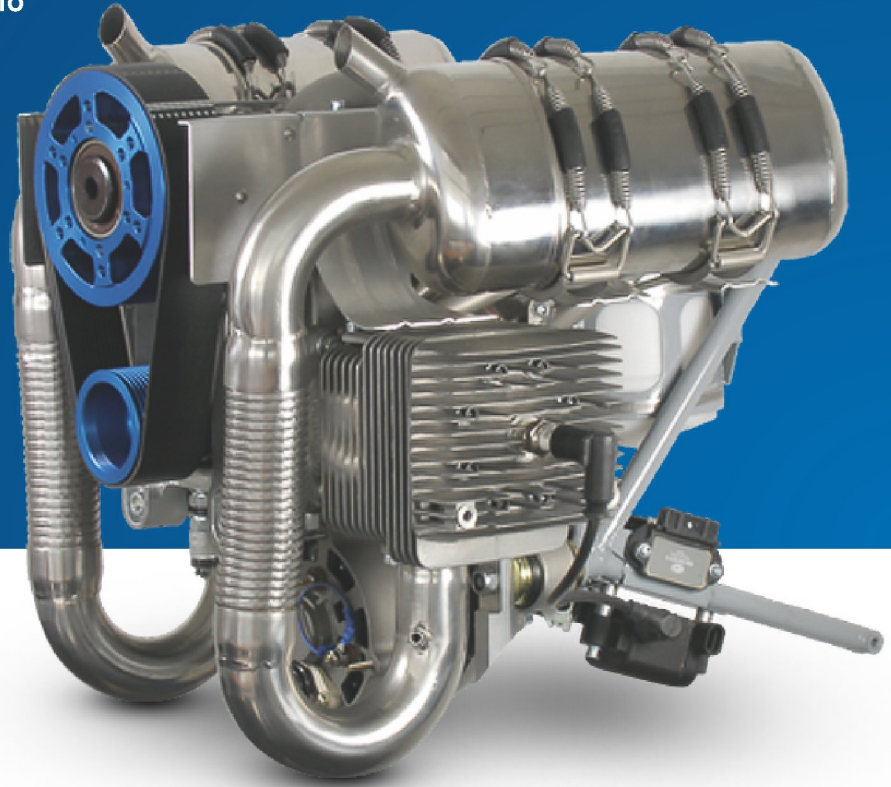


F23 LIGHTWEIGHT

23 Series

- 50 HP
- Air Cooled
- 2-Stroke
- World standard power-to-weight ratio
- Fit to take on any challenge in light aviation



DESCRIPTION

Ideally suited for light and ultralight aviation

The 23 Series is an air cooled two-stroke engine that makes an excellent choice for light aviation devices weighing up to 120kg.

Sets world-class standards in its power-to-weight ratio for the 50-horsepower market achieving performance and reliability unmatched in the industry.

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



F23 LIGHTWEIGHT

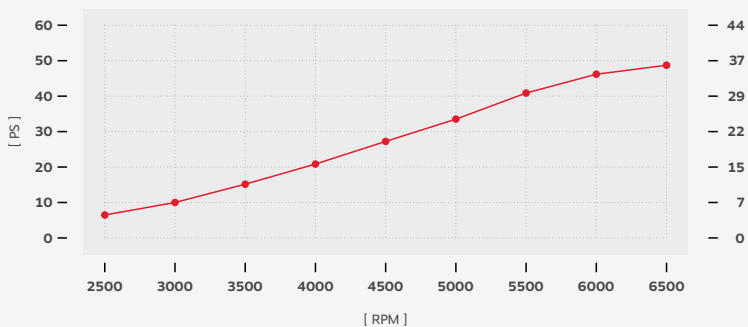
23 Series



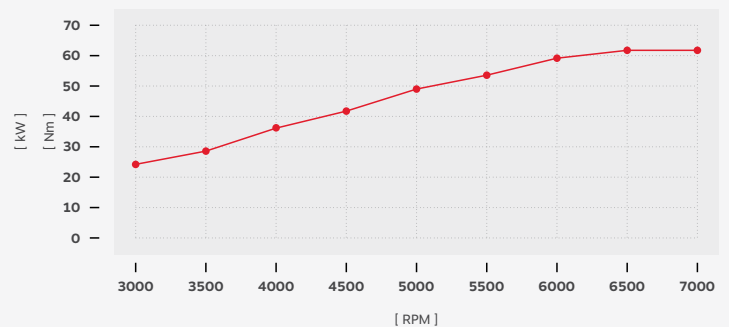
TECHNICAL SPECIFICATION:

TYPE:	Two cylinder two stroke (inline)	WEIGHT:	22 kg (48,4 lb) (without exhaust)
DISPLACEMENT:	521 cm³ (31,79 cu in)	LENGTH:	286 mm (11.25 in)
STROKE:	64 mm (2,52 in)	WIDTH:	570 mm (22.44 in)
BORE:	72 mm (2,83 in)	HEIGHT:	338 mm (13.30 in)
MAX. PERFORMANCE:	36,7 kW (50 HP) at 6500 rpm According to DIN 70020	GENERATOR POWER:	250W, 12V
MAX. TORQUE:	53 Nm (38,9 ft. Lb) at 6300 rpm	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		
CARBURATION:	Slide carburetor (Mikuni) (AS) Diaphragm carburetor (Mikuni) (BS) Multi point injection (ES)		

PERFORMANCE



TORQUE



OPTIONS

- Dual ignition
- Fuel injection
- Polyflex beltreduction G23
- Electric starter
- Exhaust system (acc. to version)
- Air filter (2 pcs.)

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
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