

4202HF

# 42 Series

- 2-Stroke
- Air Cooled
- State-of-the-Art Engine Technology
- Best Performance for Unmanned Aerial Vehicles (UAV)
- Heavy Fuel Capability
- Starter-Generator-System



## DESCRIPTION

### The innovative JET A1 option

The 42 Series air cooled two-stroke engines utilise advanced closed-loop control, optimising performance for extreme environmental conditions.

The newest 4202 Heavy Fuel Engine of Hirth in the 15hp class offers the best power to weight ratio and performance on the top for your system. Our JET-A1 Engine Series prove their reliability over the last couple of months in several endurance test.

High TBO and low maintenance efforts characterize this engine type with roots based on the well-known 4201 gasoline engine.



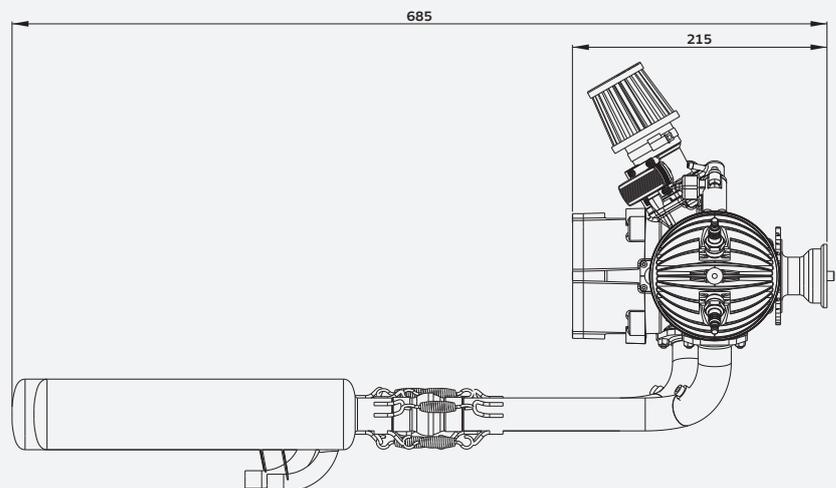
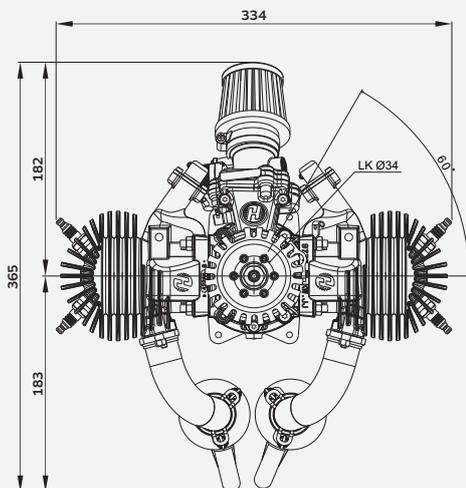
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# 42 Series

## TECHNICAL SPECIFICATION:

<b>TYPE:</b>	<b>Two cylinder</b> two stroke (opposed)	<b>WEIGHT:</b>	<b>11,5 kg</b> (25 lbs) with exhaust system, sensors and wiring harness
<b>DISPLACEMENT:</b>	<b>183 cm<sup>3</sup></b> (11.5 in <sup>3</sup> )	<b>WEIGHT GENERATOR OPTION:</b>	<b>0.8 kg</b> (1.76 lb) 1kW generator <b>0,6 kg</b> (1.33 lb) 0,5kW/28V starter/regulator box <b>0,55 kg</b> (0.88 lb) 0,5kW/28V regulator box
<b>STROKE:</b>	<b>40 mm</b> (1.57 in)	<b>LENGTH:</b>	<b>215 mm</b> (8.46 in)
<b>BORE:</b>	<b>54 mm</b> (2.13 in)	<b>WIDTH:</b>	<b>334 mm</b> (13.14 in)
<b>MAX. PERFORMANCE:</b>	<b>11 kW (15 HP)</b> at 6500 rpm according DIN 70020	<b>HEIGHT:</b>	<b>365 mm</b> (14.37 in)
<b>RPM RANGE:</b>	<b>2500-6500</b> RPM	<b>RUNNING DIRECTION:</b>	<b>Clockwise</b> , view to output shaft
<b>MIXTURE FORMATION:</b>	<b>Fuel injecton</b>	<b>COOLING:</b>	<b>Air cooled</b>
<b>IGNITION SYSTEM:</b>	<b>Dual Ignition</b>	<b>CONTROL:</b>	<b>Integrated throttle servo</b> (Fa. Volz)
<b>FUEL MIXTURE :</b>	Kerosene based fuels like <b>Jet A, Jet A1, JP5, JP8</b>		



## OPTIONS

- 3 exhaust styles
- Up to 1kW starter/generator
- Engine mounting

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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