

3503, H35

# 35 Series

- 58 or 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.

Offers a time between overhauls of 1000 hours and is well known for its ease of maintenance and exceptional durability.



over  
**90 years**  
in Aviation

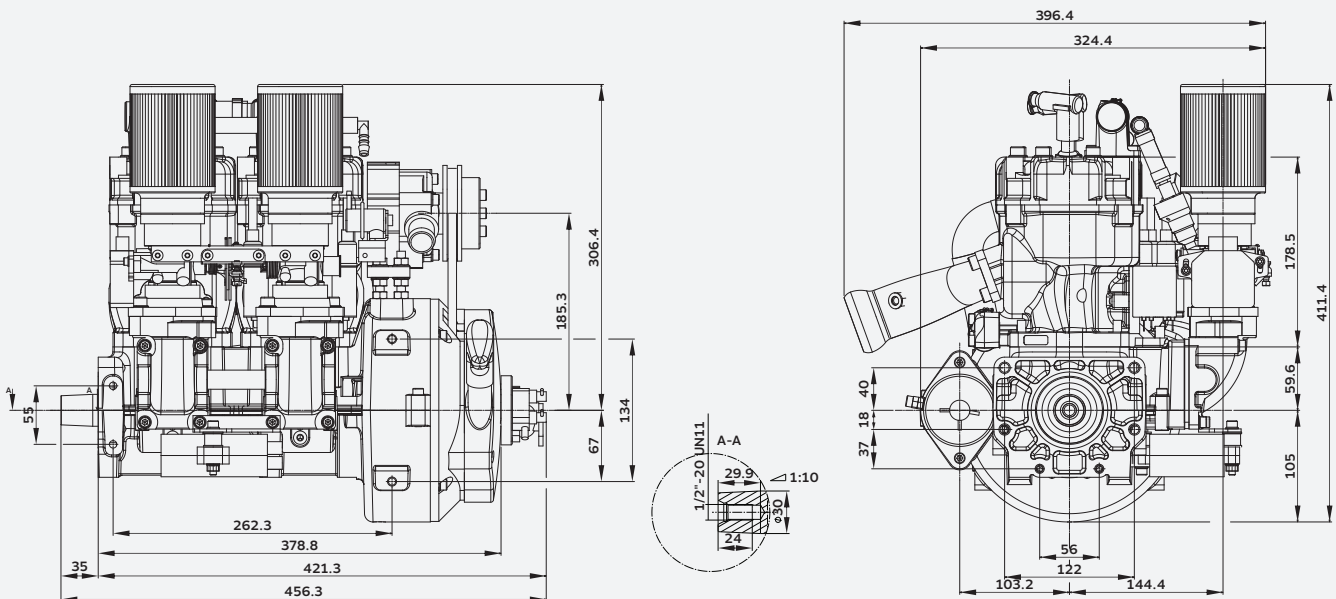
3503, H35



# 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 in <sup>3</sup> )	<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>52 kW (70 HP)</b> at 6500 rpm (3503) <b>43 kW (58 HP)</b> at 5200 rpm (H35) According DIN 70020	<b>STARTING DEVICE:</b>	<b>Recoil starter</b>
<b>MAX. TORQUE:</b>	<b>77,3 Nm (57 ft.lb)</b> at 6000 rpm (3503) <b>79 Nm (58 ft.lb)</b> at 5000 rpm (H35)	<b>RUNNING DIRECTION:</b>	<b>Counter-clockwise</b> , view to output shaft
<b>CARBURATION:</b>	<b>multi point injection (E)</b> or <b>2x carburetor (V)</b>	<b>COOLING:</b>	<b>Liquid cooling</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>



## 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

### Hirth Engines GmbH

Max-Eyth-Straße 10  
71726 Benningen am Neckar  
Germany

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

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.

www.hirthengines.com

