

HIRTH ENGINE INFO

1-2021

When initially looking at the Hirth Aircraft engine line, it may at first appear that Hirth engines are more expensive than equivalent engines from other sources. We would like you to consider the 1000hr rated TBO, one year warranty, superior reliability, and the lower RPM operating range. Over the long run you will find that Hirth engines can actually turn out to be the least expensive choice.

Most engines in the light aircraft market were designed for a specific use on the ground and then altered to be used in aircraft. Hirth engines are designed specifically for aircraft use. Hirth does not make snowmobile, water craft, or car engines and then try to modify them for aircraft applications. Hirth knows that in order for a 2 cycle engine to perform properly in aircraft use, peak power and peak torque have to be achieved at lower RPMs. The engine has to have a realistic TBO and not use complicated rotary valves. The use of Nikasil cylinders and Hyper-Eutectic Aluminum pistons make Hirth engines very seizure resistant. Our red line CHT is 535F, our redline EGT is 1256F. This gives Hirths good fuel efficiency and a very clean oil burn. The use of chrome moly steel crankshafts insures long life with little chance of failure. It costs more to build an engine when you use the best technology and materials available but in the long run you will find that Hirth is the better value.

All Hirths have Al-Nikasil coated cylinders for superior performance and reliability. Al-Nikasil in simple terms is a nickel based material, applied in a paste form. When super heated it becomes part of the cylinder itself. Al-Nikasil provides for a super low coefficient of friction allowing Hirths not only to produce more hp than our nearest competitor but also to run with greater efficiency and reliability. Hirths crankshafts are 4130 chrome moly steel. Heads, rings, block casting, connecting rods and associated components are all of the highest-grade alloys available today.

All Hirth engines are CDI ignition and do not require any other power source to run. The Electric starter and Fuel Injection option does require a battery and charging system. The engine will provide the power source to keep the battery charged. Unless noted, all engines are shipped with Bing Carburetors. Each engine is shipped with a Quart of Hirth Blue Max Oil. We do not recommend the oil injection system but if it is an absolute necessity then it is available upon special request. Any engine with the Electric Start package will require the additional Battery Box OPTION. This can be found in the OPTION PRICING SECTION

Electric Start is standard. The recoil starter can be added as an option. Fuel pump and K & N style Air filters are included in engine pricing. Battery Box is NOT included in this price.

All engine warranties are through Rec Power and are only valid when the engine is operated in the parameters set by Rec Power. An OPTION that we strongly recommend is to have Rec Power do the Engine Break In Procedure at their facility. The engine is mounted onto their test stand system and run under supervision of a qualified technician. That service is well worth the fee. Once the engine is installed and run at your particular elevation it is still necessary to monitor the EGT's. Different altitude and temperature can possibly require Jet Setting Adjustments. In any case, technical assistance is always available.

ENGINE MOUNT SYSTEMS

Our engine mount packages include everything required to mount the engine onto the airframe.

Throttle cables and fuel pump mounts are part of the engine mount packages.

Some engine installations may require additional structure added to the airframe. If so this will be added to the QUOTE.

Scroll Down for Engine Package info

HIRTH ENGINE PACKAGES

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F-23 2 cycle 50hp

[DETAILED INFORMATION](#)

Two cylinder opposed, dual carb, free air cooled, dual exhaust, elec. start with Belt Drive. Engine used on MX103 and soon on the GT400.

As listed	\$7374.00
Custom Dual Exhaust	\$355.00
W/ Fuel Injection	\$8,420.00
Factory Break – In	\$195.00



3203 2 cycle 65hp

[DETAILED INFORMATION](#)

Two cylinders, Dual carb, Fan Cooled, Recoil Start Gearbox. This package is a direct replacement for the Rotax 582. Fits onto the stock QS engine mount plate.

w/

As listed	\$8,909.00
W/ Electric Start	\$9,711.00
Factory Break – In	\$195.00