



3701- engine shown with dual ignition and 90 degree exhaust manifold

The 3701 is Hirth's first offering of a water-cooled engine for the aircraft market.

A narrow profile and single tuned exhaust used for a 13 cylinders allows the 3701 to be used in compact engine compartments. Pistons fire 120 degrees apart resulting in very quiet & smooth operations.

3701 incorporates Al-Nikasil coated cylinders for superior performance and reliability. Nikasil provides for a super low coefficient of friction, reducing engine heat and wear. The pistons and cylinders expand at the same rate thus providing for a seizure resistant engine. 3701 crankshaft is 4130 chromemolly steel. Heads, cylinders, rings, block casting, connecting rods and associated components are all of the highest grade alloys available today.

Technical Data:

Model:	3701 - 2 cycle, three cylinder inline Reed valve induction.	Carburetion:	Electronic suction pipe fuel injection
Bore:	76 mm	Fuel Pump:	90 PST 12VDC electric fuel pump.
Stroke:	69 mm	Lubrication:	Premix -40:1 or optional oil injection
Displacement:	939 cc	Rotation:	Counter clockwise, viewed from output end
Compression:	9.5 : 1	Starter:	12 VDC electric / 240 watt generator
HP Output:	100hp @ 6000 rpm	Cooling:	Liquid cooled.
Peak Torque:	88 ft. lbs. @ 5500 rpm	Weight:	108 lbs, including complete exhaust & starter.
Ignition:	Single CDI (Capacitive Discharge Ignition)		
TBO	1,000 Hrs. Rated at 75% power		

3701 TECHNICAL DATA

Engine	3701S--100Hp
Ign.Timing@2000 - Fuel injected	18 deg
Spark Plug Heat VI.	280
Spark Plug Gap	.020-.024
No. of Injectors	Three
Do Not Exceed RPM	6300
Peak HP RPM	6000
HP @ Peak RPM	100
Peak Torque RPM	5500
Peak Torque Ft.Lb.	85
Maximum CHT	390
Maximum EGT @ full power	1256
Maximum EGT @ cruise power	1330
Maximum coolant temperature	240
Minimum coolant temperature	160