

3203

# 32 Series

- 55 HP
- Air Cooled
- 2-Stroke
- Ultimate power to weight ratio
- Ideal for light aviation, hovercraft, gyro or helicopters



## DESCRIPTION

**Ideally suited for light and ultralight aviation.**

The 32 Series air cooled two-stroke engines offer the highest power-to-weight ratios available in the 55-horsepower market.

Ideally suited for use in light and ultralight aviation, hovercraft, gyro and helicopters and all applications where weight could be an issue.

The most powerful air cooled 2-stroke engine we've developed, the 32 Series offers a time between overhauls of 1000 hours.



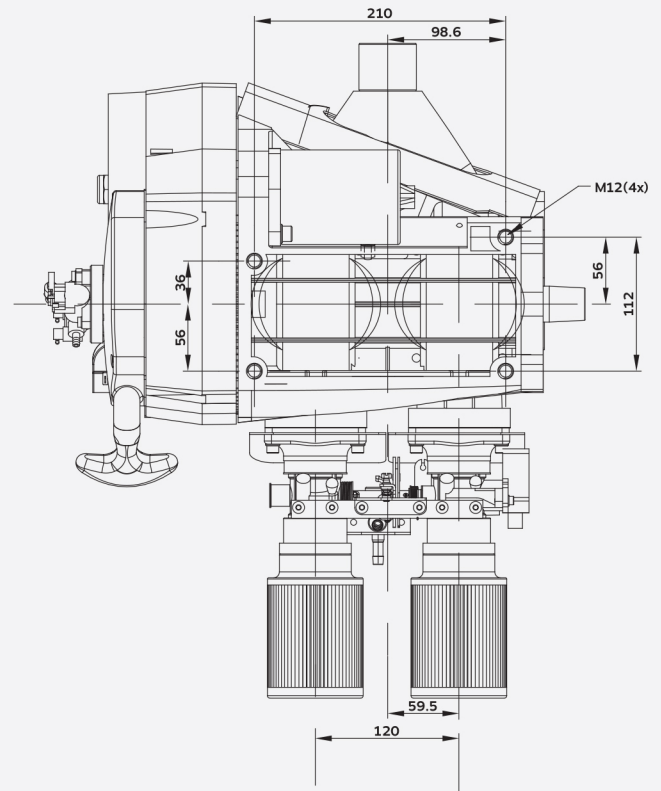
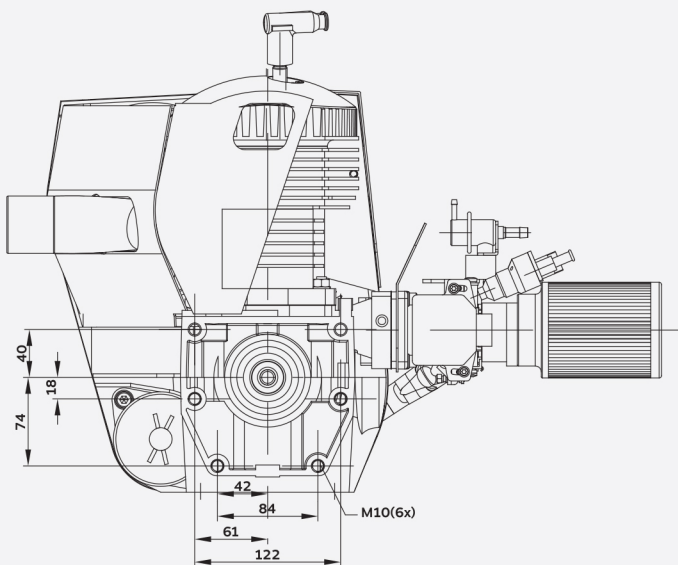
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## TECHNICAL SPECIFICATION:

<b>TYPE:</b>	<b>Two cylinder two stroke (inline)</b>	<b>WEIGHT:</b>	<b>31 kg (68,4 lb)</b>
<b>DISPLACEMENT:</b>	<b>625 cm<sup>3</sup> (38,1 in<sup>3</sup>)</b>	<b>LENGTH:</b>	<b>377 mm (14.84 in)</b>
<b>STROKE:</b>	<b>69 mm (2,72 in)</b>	<b>WIDTH:</b>	<b>587 mm (23.11 in)</b>
<b>BORE:</b>	<b>76 mm (2,99 in)</b>	<b>HEIGHT:</b>	<b>383 mm (15.07 in)</b>
<b>MAX. PERFORMANCE:</b>	<b>40,4 kW (55 HP)</b> at 5500 rpm According to DIN 70020	<b>STARTING DEVICE:</b>	<b>Recoil starter</b>
<b>MAX. TORQUE:</b>	<b>72 Nm (52,8 ft.lb)</b> at 5000 rpm	<b>RUNNING DIRECTION:</b>	<b>Counter-clockwise</b> , view to output shaft
<b>CARBURATION:</b>	<b>2x slide carburetor (Dell Orto)</b> or <b>fuel injector</b>	<b>COOLING:</b>	<b>Fan 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
- Fuel injection
- Belt reduction **G 27** (1:1,8/1:2,0)
- Gear box **G 50** (1:2,16/1:2,29/1:2,59/1:3,16/1:3,65)
- Electric starter
- Separate lubrication

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.