



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 113 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.  
 Bore: 76 mm  
 Stroke: 69 mm  
 Displacement: 939 cc  
 Compression: 9.5 : 1  
 HP Output: 100hp @ 6000 rpm  
 Peak Torque: 88 ft. lbs. @ 5500 rpm  
 Ignition: Single CDI (Capacitive Discharge Ignition)  
 TBO 1,000 Hrs. Rated at 75% power

Carburetion: Electronic suction pipe fuel injection  
 Fuel Pump: 90 PST 12VDC electric fuel pump.  
 Lubrication: Premix -40:1 or optional oil injection  
 Rotation: Counter clockwise, viewed from output end  
 Starter: 12 VDC electric / 240 watt generator  
 Cooling: Liquid cooled.  
 Weight: 108 lbs, including complete exhaust & starter.

**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