## Table 2-2. Fire tube dimensions

| Inside diameter <br> (inches) | Minimum <br> length <br> (inches) | Engine power <br> (horsepower) | Typical engine <br> displacement <br> (cubic inches) |
| :---: | :---: | :---: | :---: |
| $2^{\text {a }}$ | 16 | 5 |  |
| $4^{\text {a }}$ | 16 | 15 | 10 |
| 6 | 16 | 30 | 30 |
| 7 | 18 | 40 | 60 |
| 8 | 20 | 50 | 80 |
| 9 | 22 | 65 | 100 |
| 10 | 24 | 80 | 130 |
| 11 | 26 | 100 | 160 |
| 12 | 28 | 120 | 200 |
| 13 | 30 | 140 | 240 |
| 14 | 32 | 160 | 280 |
|  |  |  | 320 |

[^0]
## NOTES:

For engines with displacement rated in liters, the conversion factor is 1 liter $=61.02$ cubic inches.

The horsepower listed above is the SAE net brake horsepower as measured at the rear of the transmission with standard accessories operating. Since the figures vary when a given engine is installed and used for different purposes, such figures are representative rather than exact. The above horsepower ratings are given at the engine's highest operating speed.


[^0]:    ${ }^{2}$ A fire tube with an inside diameter of less than 6 in. would create bridging problems with wood chips and blocks. If the engine is rated at or below 15 horsepower, use a $6-\mathrm{in}$. minimum fire tube diameter and create a throat restriction in the bottom of the tube corresponding to the diameter entered in the above table.

