

The Sky is the Limit.SM



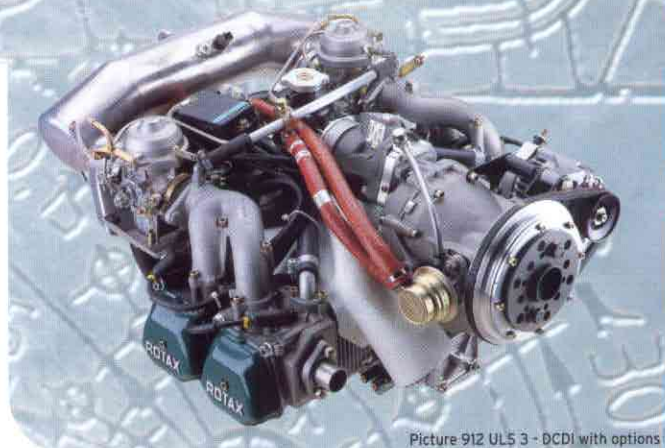
Aircraft Engine

912 ULS - D.C.D.I.

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DESCRIPTION

4-cyl. 4-stroke liquid/air cooled engine with opposed cylinders, dry sump forced lubrication with separate 3 l (.8 gal US) oil tank, automatic adjustment by hydraulic valve tappet, 2 CD carburetors, mechanical fuel pump, electronic dual ignition, electric starter, integrated reduction gear $i = 2.43$



Picture 912 ULS 3 - D.C.D.I. with options

VERSION	PERFORMANCE			TORQUE			MAX R.P.M.
	kW	hp	1/min	Nm	ft. lb.	1/min	1/min
912 ULS	69.0	95	5500	128	94	5100	5800
max. 5 min.	73.5*	100*	5800*	* with ROTAX® Airbox and exhaust system			

BORE		STROKE		DISPLACEMENT		COMPRESSION RATIO
84 mm	3.31 in.	61 mm	2.4 in.	1352 cm ³	82.6 cu. in.	10.5 : 1

FUEL	OIL	COOLING LIQUID
min. MON 85 RON 95* min. AKI 91*	API SF or SG	50 % BASF Glysanthin- Anitcorrosion 50 % Water

* leaded or unleaded or AVGAS 100 LL

IGNITION UNIT	IGNITION TIMING	SPARK PLUG
DUCATI double CDI	4° up to 1000 RPM above 26°	ROTAX® part no. 297 940

GENERATOR PERFORMANCE	R.P.M.	VOLTAGE
250 W DC	5500	13.5 V

		WEIGHT	kg	lb
Standard	engine with gearbox $i = 2.43$		56.6	124.8
	Options	oil radiator 886 029	0.5	1.1
		radiator 995 697	1.0	2.2
		slipping clutch	1.7	3.7
		Airbox	1.3	2.8
		air cleaner	0.15	0.3
		exhaust system	4.0	8.8
		air guide hood	0.8	1.8
		vacuum pump	0.8	1.8
		hydraulic propeller governor	2.7	5.9
		external alternator 40A / 12 V DC	3.0	6.6
		engine truss assembly	2.0	4.4
		rectifier regulator	0.1	0.2
		instrument FLYdat	0.5	1.1
		recall instrument RDAT	1.0	2.2
		fuel pump with installed fuel lines	0.2	0.4

⚠ WARNING

This aircraft engine does not comply with federal safety regulations for standard aircraft. This engine is for use in experimental and ultralight uncertified aircraft only and only in circumstances in which an engine failure will not compromise safety. Before operating the engine read operator's manual. Information is available from your local authorized ROTAX®-distributor.

ROTAX® authorized distributor

