

## DESCRIPTION

- 4-cylinder
- 4-stroke liquid/air-cooled engine with opposed cylinders
- dry sump forced lubrication with separate oil tank, automatic adjustment by hydraulic valve tappet
- 2 carburetors
- mechanical fuel pump
- dual-electronic ignition
- electric starter
- propeller speed reduction unit
- air intake system

## FACTS

In comparison to the 80 hp version of the Rotax 912 series the 100 hp product line offers more power while keeping the weight. This engine series offers a time between overhauls of 2.000 hrs and the best power to weight ratio in its class - no surprise that this engine is the best selling 4-stroke engine. This series is available as non-certified (Rotax 912 ULS) and certified engine (Rotax 912 S) according to FAR33.

## ENGINE DATA

WEIGHT	kg	lb
engine with propeller speed reduction unit i = 2.43	56.6	124.5
overload clutch	1.7	3.7
exhaust system	4.0	8.8
external alternator	3.0	6.6
engine suspension frame	2.0	4.4
air guide hood	0.8	1.8
airbox	1.3	2.8

VERSION	PERFORMANCE			TORQUE			MAX RPM
	kW	ft. lb.	1/min	Nm	ft. lb.	1/min	1/min
912 ULS <sup>1)</sup> /S <sup>2)</sup>	73.5	100	5800	128	94	5100	5800

Limited for max. 5 min.

BORE		STROKE		DISPLACEMENT		FUEL
84 mm	3.31 in	61 mm	2.4 in	1352 cm <sup>3</sup>	82,6 cu. in.	min. MON 85 RON 95* min. AKI 91*

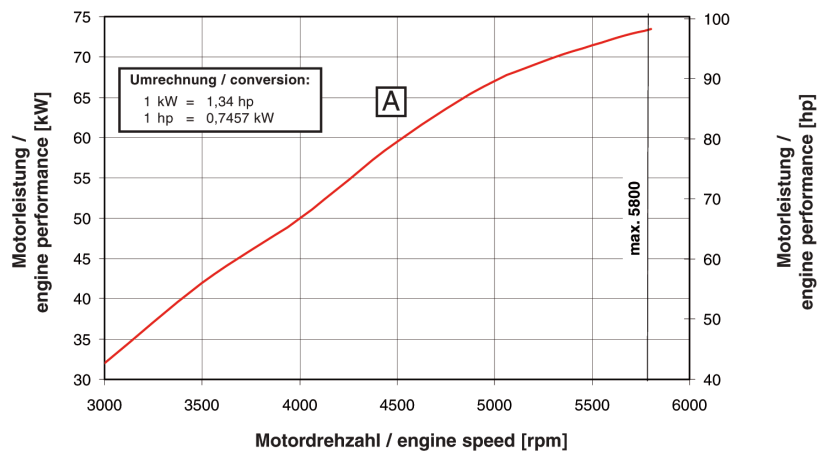
\* leaded, unleaded, AVGAS 100LL or Ethanol 10

- 1) ULS = non certified
- 2) S = certified acc. to FAR 33

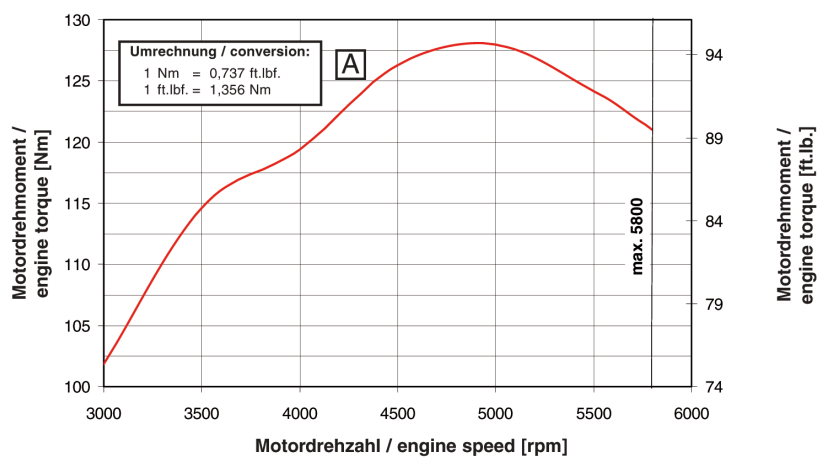
Picture: 912 ULS - DCDI with options



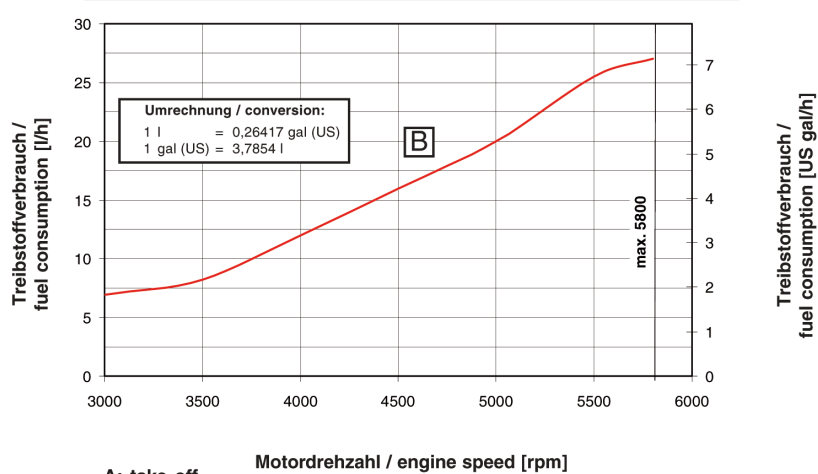
## MOTORLEISTUNG / ENGINE PERFORMANCE



## MOTORDREHMOMENT/ ENGINE TORQUE



## TREIBSTOFFVERBRAUCH / FUEL CONSUMPTION



**A: take off**  
**B: propeller curve**

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.

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