



80-HP ROTAX 912 AIRCRAFT ENGINE

ENGINE DESCRIPTION: ROTAX 912 UL

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, dual CD carburetors, mechanical diaphragm pump, electronic dual ignition, electric starter, integrated reduction gear 1 : 2.273

BORE / STROKE	3.13 in (79.5 mm.) 2.40 in. (61 mm.)
DISPLACEMENT	73.91 cu. in. (1211.2 cc)
POWER OUTPUT	Approx. 80 HP (59 kW) @ 5500 RPM
TORQUE MAX.	Approx. 76 ft.lbs. (103 Nm) @ 4800 RPM
WEIGHT	132 lbs. (60 kg) with electric starter, carburetors, fuel pump, air filters and oil system
MAX RPM	5,800 RPM (1/min.)
CYLINDER	light alloy cylinders, NIKASIL plated
PISTON	aluminum cast; three piston rings
VALVE TRAIN	OHV, hyd. lifters, pushrods, rocker arms
CYLINDER HEAD	4 separate cylinder heads
COMPRESSION	9 : 1
VALVE GAP	auto adjustment by hydraulic valve
CAM SHAFT	steel, heat treated, nitrated
CRANKSHAFT	case hardened with 5 bearings
COOLING	liquid cooled cyl. heads, air cooled cyl.
LUBRICATION	dry sump with trochoid pump, camshaft driven
OIL	.08 US Gal. (3 litres); high performance auto (SAE 15W40)
FUEL	premium unleaded: 90 oct. or higher leaded or unleaded or AVGAS 100 LL
GENERATOR	13.5 V, 250 W DC @ 5500 RPM

Source: **Bombardier-Rotax**. For information only.
The Rotax 912 UL does not comply with federal safety regulations for standard aircraft. This engine is for use in experimental uncertified aircraft only and only in circumstances in which an engine failure will not compromise safety.

For more info: www.kodiakbs.com and www.rotax-owner.com

