



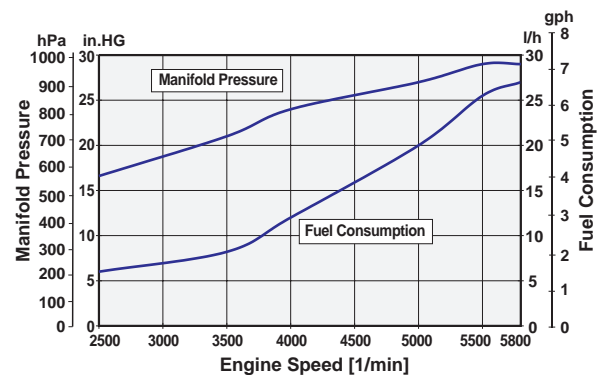
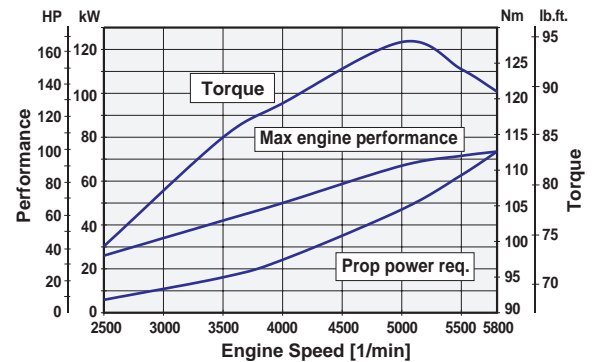
## ROTAX®

### 100-HP ROTAX 912S AIRCRAFT ENGINE

#### ENGINE DESCRIPTION: Rotax 912 ULS

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 : 2.43

BORE / STROKE	3.31 in (84 mm.) 2.40 in. (61 mm.)
DISPLACEMENT	82.6 cu. in. (1352 cc)
POWER OUTPUT	Approx. 95 HP (69 kW) @ 5500 RPM 100 HP (73.5 kW) @ 5800 RPM* * with Rotax airbox and exhaust system
TORQUE MAX.	Approx. 94 ft.lbs. (128 Nm) @ 5100 RPM
WEIGHT	136 lbs. (62 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	10.5 : 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 ULS 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](http://www.kodiakbs.com)

[www.rotax-owner.com](http://www.rotax-owner.com)