

ENGINE TYPE 912 | 100 hp (iS/iSc)

ROTAX
AIRCRAFT ENGINES



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
- Redundant electronic fuel injection
- Engine management system
- Electric starter
- Propeller speed reduction gearbox
- Air intake system

FACTS

Based on the proven concept of the Rotax 912 S/ULS engine the new 912 iS engine offers all well known advantages of the Rotax 4-stroke engine series complemented by additional features, e.g. engine management system. The complete package presents the latest technology in the aircraft engine industry and will enhance the flying and ownership experience of pilots.

The Rotax 912 iS engine offers a TBO (time between overhauls) of 2.000 hrs.

ENGINE DATA

WEIGHT	kg	lb
Engine with propeller speed reduction unit i = 2.43 with overload clutch	63.6	140.2
Exhaust system	4.3	9.5
Air guide hood	0.4	0.8
External alternator	3.0	6.6
Fuel pumps assy	1.6	3.5
Engine mount	2.0	4.4

VERSION	PERFORMANCE			TORQUE			MAX RPM*
	kW	ft. lb. hp.	1/min	Nm	ft. lb.	1/min	1/min
912 iS ¹ / iSc ²	73.5	100	5800	121	89	5800	5800

*Limited for max. 5 min.

BORE		STROKE		DISPLACEMENT		FUEL
84.0 mm	3.31 in	61.0 mm	2.4 in	1352 cm ³	82.6 cu. in.	min. MON 85 RON 95* min. AKI 91*

* leaded, unleaded, AVGAS 100LL or E10

- 1) iS = non-certified
- 2) iSc = certified acc. to CS-E
available after receipt of type certificate



Picture: 912 iS with options