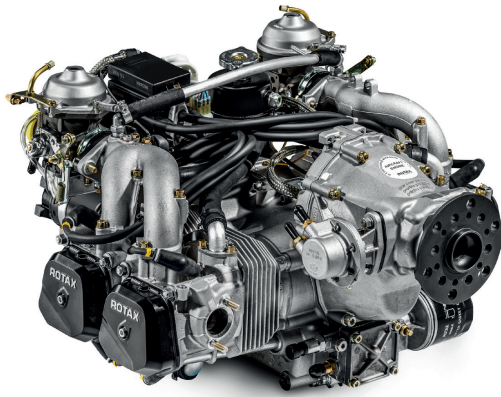


# 912 UL ENGINE



## ENGINE TYPE 912 UL | 80 hp

### 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

912UL..... Call for Price

### FACTS

This series was BRP's first Rotax engine dedicated for aircraft application only. The Rotax 912 series is well regarded for its reliability and efficiency and is primarily targeted as the entry level engine in the light aviation industry. The 80 hp version of the Rotax 912 series offers a time between overhauls of 2.000 hours and is available as non-certified (Rotax 912 UL) as well as certified version according to FAR 33 (Rotax 912 F) and JAR 22 (Rotax 912 A).

VERSION	PERFORMANCE			TORQUE			MAX RPM
	kW	ft. lb.	1/min	Nm	ft. lb.	1/min	1/min
912 UL <sup>1)</sup> /F <sup>2)</sup> /A <sup>3)</sup>	59.6	80	5800	103	75.9	4800	5800

Limited for max. 5 min.

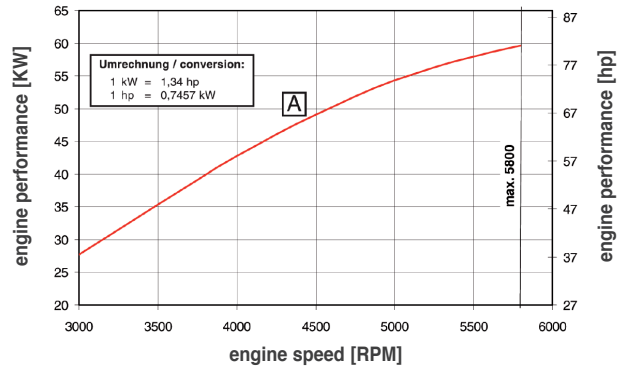
BORE		STROKE		DISPLACEMENT		FUEL
79.5 mm	3.13 in	61 mm	2.4 in	1211.2 cm <sup>3</sup>	73.91 cu. in	min. MON 83 RON 91* min. AKI 87*

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

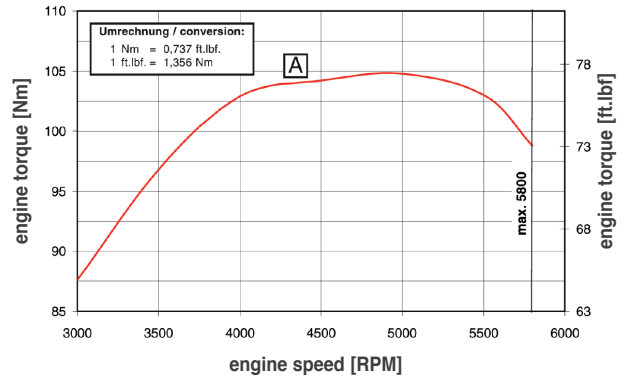
1) UL = non certified | 2) F = certified acc. to FAR 33 | 3) A = certified acc. to JAR 22

**RTX**

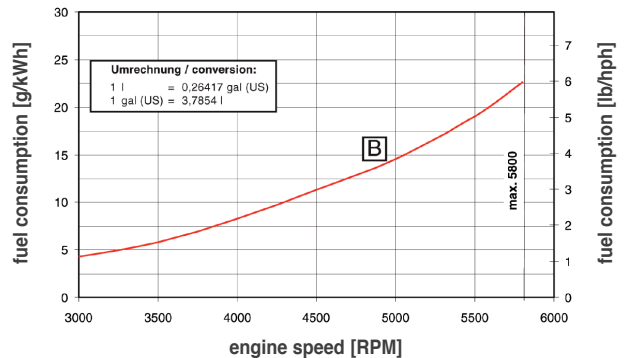
### ENGINE PERFORMANCE



### ENGINE TORQUE



### FUEL CONSUMPTION



## PERFORMANCE GRAPHS

WEIGHT	kg	lb
engine with propeller speed reduction unit i = 2.27 (opt. i = 2.43)	55.4	122.0
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