



RTX



ENGINE TYPE 912 iS | 100 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 tappets
- Redundant electronic fuel injection
- Engine management system
- Electric starter
- Propeller speed reduction gearbox
- Air intake system

912 iS **Call for Price**

FACTS

Based on the proven concept of the Rotax 912 S/ ULS engine the new 912 iS Sport engine offers all well known advantages of the Rotax 4-stroke engine series complemented by additional features, for example, the 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 Sport engine offers a TBO (time between overhauls) of 2,000 hrs.

VERSION	PERFORMANCE			TORQUE			MAX RPM
	kW	ft. lb.	1/min	Nm	ft. lb.	1/min	1/min
912 iS ¹⁾ / iSc ²⁾ Sport	73.5	100	5800	121	89	5800	5800
	72.0**	98	5500	125	92	5500	
	68.0	92.5	5000	132***	97	5000	

* Limited for max. 5 min.

** Max. continuous power at 5500 1/min

*** MOGAS, no hydraulic governor

BORE	STROKE	DISPLACEMENT	FUEL
84.0 mm	3.13 in	61 mm	2.4 in
1352 cm ³	82.6 cu. in	min. MON 85 RON 95* min. AKI 91*	

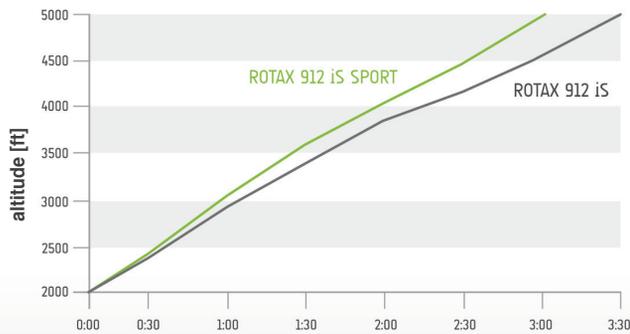
* leaded, unleaded, AVGAS 100LL or E10

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

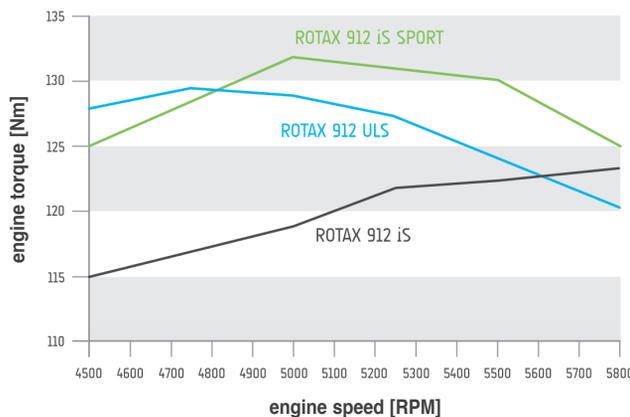
WEIGHT

	kg	lb
Engine with propeller speed reduction unit / i = 2.43 with overload clutch	63.6	140.2
Exhaust system	4.8	10.5
Air guide hood	0.4	0.8
External alternator	3.0	6.6
Fuel pumps assembly	1.6	3.5
Engine mount	2.0	4.4

912 iS SPORT CLIMB WITH FIXED PITCH PROPELLER 1)



ENGINE TORQUE [MOGAS, NO HYDRAULIC GOVERNOR]



PERFORMANCE GRAPHS

FUEL CONSUMPTION AND FUEL COSTS ¹⁾

