



503 UL ENGINE

DESCRIPTION

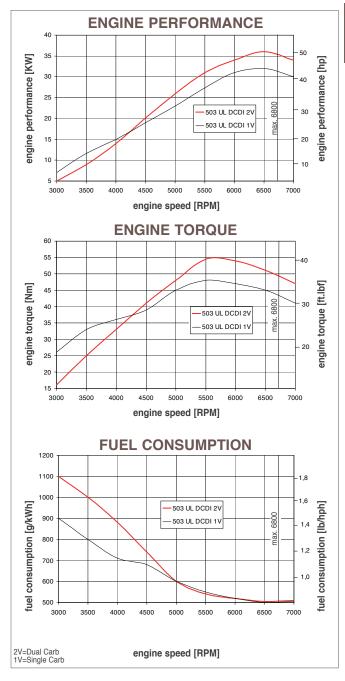
- 2-stroke engine specially developed for recreational aircraft
- 2 cylinders, cooled by fan
- Piston ported intake
- Dual capacitor discharge Ignition (DCDI)
- Dual Bing carburetors
- Mikuni pulse driven diaphragm fuel pump
- Recoil or electric starter
- Available with various exhaust system configurations
 Operates on automotive fuel with a minimum of 87 octane rating (Canadian standards) and super 2-stroke oil of API-TC classification, automatically provided by oil injection, or premixed with a 50:1 ratio
- Challenger owners, we make the installation of oil injection possible!
- Time Between Overhauls (TBO): 300 hours

THE 503 ROTAX ENGINE IS NO LONGER AVAILABLE, HOWEVER ROTAX WILL CONTINUE TO MANUFACTURE PARTS FOR THIS ENGINE.

VERSION	PERFORMANCE		TORQUE		MAX RPM		
	kW	ft. lb.	1/min	Nm	ft. lb	1/min	1/min
single carb	34	45.6	6500	51	.37.6		
dual carb	37	49.6		56	41.3	6000	6800

BORE		STR	OKE	DISPLACEMENT		
	72 mm	2.84 in	61 mm	2.40 in	496.7 cm ³	30.31 cu. ir

FUEL	2 SUPER STROKE - MOTOROIL	MIXING RATIO
min. MON 83 RON 91* min. AKI 87*	I-TC-Classification	1:50 or optional with fresh oil pump



PERFORMANCE GRAPHS

WEIGHT	kg	lb
Engine with carburetors	33.2	73.2
Exhaust system	5.1	11.2
Air filter	0.5	1.1
No gearbox, no electric starter	38.8	85.5
B gearbox, no electric starter	43.3	95.4
B gearbox, electric starter	48.2	106.2
C gearbox, no electric starter	46.8	103.1
C gearbox, electric starter	51.7	113.9
E gearbox	50.0	110.2