

Cylinder head temperature:

Minimum: 60 °C (140 °F)
Maximum 150 °C (300 °F)

Oil temperature:

Minimum 50 °C (120 °F)
Maximum 140 °C (280 °F)
Optimum operating 90 °C – 100 °C (190 – 210 °F)

Oil pressure:

Normal 29 – 73 psi (2 – 5 bar)
Maximum 102 psi (7 bar) – for short time,
After starting of a cold engine Maximum: 12 psi (0.8 bar) – under 3,500 rpm

Fuel pressure (if the fuel gauge and sensor are installed):

Minimum 2.2 psi (0.15 bar)
Maximum 5.8 psi (0.40 bar)

Fuel: (see 2.13)

Oil:

Approved brand AeroShell Oil Sport +4
Oil capacity Max. 3.2 liquid quarts – Min. 2.1 liquid quarts
Oil consumption Max. 0.13 liquid pints/hour

Note:

The 100 hp Rotax is equipped with a clutch. Some non-aircraft approved oils contain additives for clutched transmissions as found in motorcycle engine/transmission configuration. These additives cause the clutches to slip and may not be used in a Rotax aircraft engine.

Propeller:

Propeller Manufacturer VARIA 160/2/R by WoodComp, CZ
Propeller diameter 5.25 ft (1,600 mm)

Warning:

The Rotax 912 ULS2 engine does not comply with Federal Safety Regulations for Standard Aircraft. This engine is used for use in experimental and ultralight uncertified aircraft only and only in circumstances in which an engine failure will not compromise safety. Before operating the engine read the operator’s manual available at <http://www.rotax-owner.com/en/support-topmenu/engine-manuals>