

## DESCRIPTION

- 4-cylinder
- 4-stroke liquid/air-cooled engine with opposed cylinders
- with turbo charger
- with automatic waste gate control
- dry sump forced lubrication with separate oil tank
- automatic adjustment by hydraulic valve tappet
- 2 carburetors
- dual electronic ignition
- electric starter
- propeller speed reduction unit
- engine mount assembly
- air intake system
- exhaust system

## FACTS

The turbo charged Rotax 914 series offers more performance at high altitudes while keeping weight at a low level. This series offers a time between overhauls of 2.000 hrs and is available as certified (Rotax 914 F) according to FAR 33 and JAR-E and non-certified version (Rotax 914 UL).

## ENGINE DATA

WEIGHT	kg	lb
engine with propeller speed reduction unit i = 2,43	64.0	140.8
exhaust system	4.0	8.8
engine suspension frame	2.0	3.7
overload clutch	1.7	3.7
external alternator	3.0	6.6
air guide hood	0.8	1.8

VERSION	PERFORMANCE			TORQUE			MAX RPM
	kW	ft. lb.	1/min	Nm	ft. lb.	1/min	1/min
914 UL <sup>1)</sup> /F <sup>2)</sup>	84.5	115	5800	144	106	4900	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 85 RON 95* min. AKI 91*

\* leaded or unleaded or AVGAS 100LL

1) UL = non certified

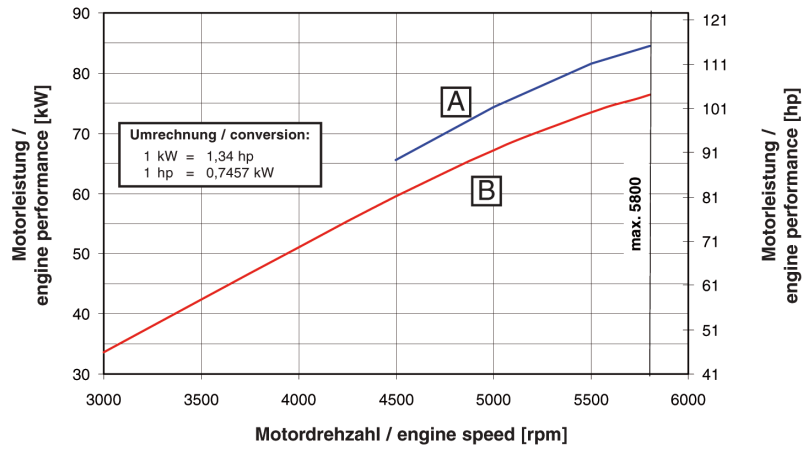
2) F = certified acc. to FAR 33 and JAR-E

Picture: 914 UL - DCDI with options

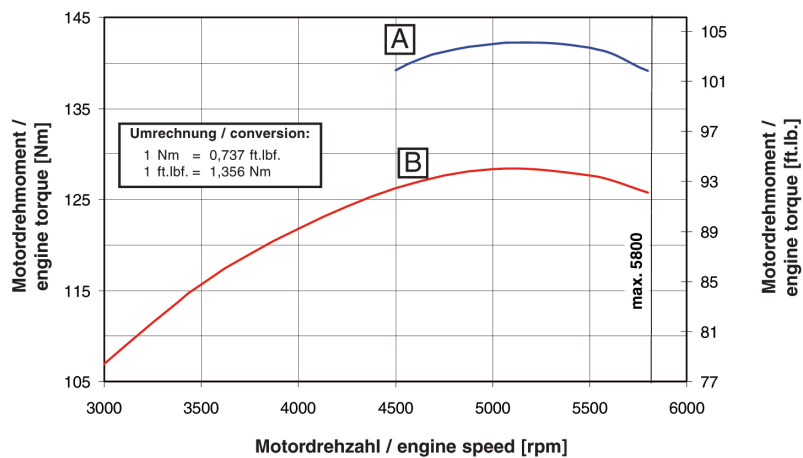




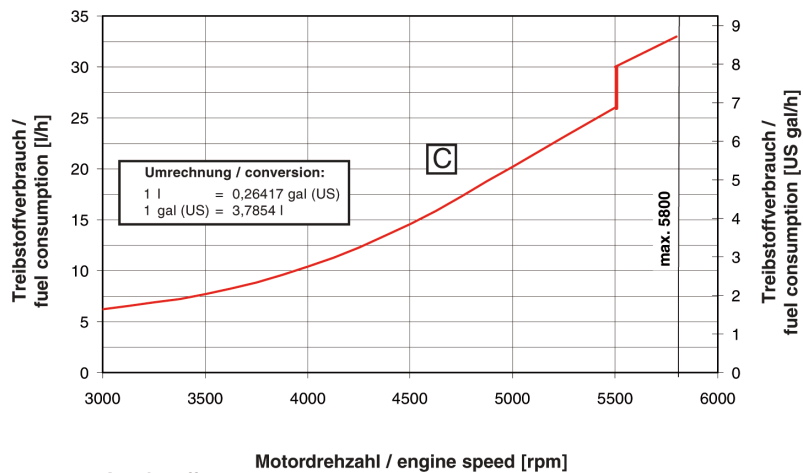
## MOTORLEISTUNG / ENGINE PERFORMANCE



## MOTORDREHMOMENT / ENGINE TORQUE



## TREIBSTOFFVERBRAUCH / FUEL CONSUMPTION



- A: take off**
- B: max continue**
- C: propeller curve**

This engine is 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 operator's manual. Information is available from your local authorized ROTAX®-distributor.

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