

ROTAX 912 SERIES ENGINES - INSPECTION AND MAINTENANCE SCHEDULE

- **Spark plugs, when using 100LL avgas** -Inspect at 50 hour intervals of operation. Renew at 100 hour intervals of operation
- **Spark plugs, when using unleaded auto fuels** -Renew at 100 hour intervals of operation
- **Oil & filter, when using 100 low lead avgas** -Inspect for proper oil level at preflight and add as necessary. Renew at 50 hour intervals of operation
- **Oil & filter, when using unleaded auto fuels** -Inspect for proper oil level at preflight and add as necessary. Renew at 100 hour intervals of operation
- **Cylinder head to cylinder mating surfaces** -Inspect for combustion leakage at 25 hour intervals of operation. If present, re-seating of the cylinder head must be accomplished in accordance with the Rotax service requirements prior to further operation
- **Cylinder head** -Re-torque cylinder head bolts after first 50 hours of operation, then at 400 hour intervals of operation - or less if in high cycle operations such as flight training
- **Cooling hoses** -Inspect at 100 hour intervals of operation. Renew at 500 hour intervals of operation or 48 months, whichever occurs first.
- **Coolant** -Inspect for proper level at preflight and add as necessary. Flush system and renew annually or at 200 hour intervals of operation
- **Radiator cap** -Renew at 200 hour intervals of operation or 36 months
- **Rubber carburetor manifolds** -Inspect for cracks at 25 hour intervals of operation. Renew at 500 hour intervals of operation or 36 months
- **Air Filters** -Renew at 50 hour intervals of operation
- **Fuel Filter** -Renew at 50 hour intervals of operation
- **Engine mount bushings** -Inspect for wear at first 100 hour interval of operation, then at 25 hour intervals of operation thereafter. Renew at 200 hour intervals of operation
- **Exhaust system** -Inspect at preflight and at 50 hour intervals of operation (grab the tailpipes and tug at preflight - Caution: pipes may be hot!)