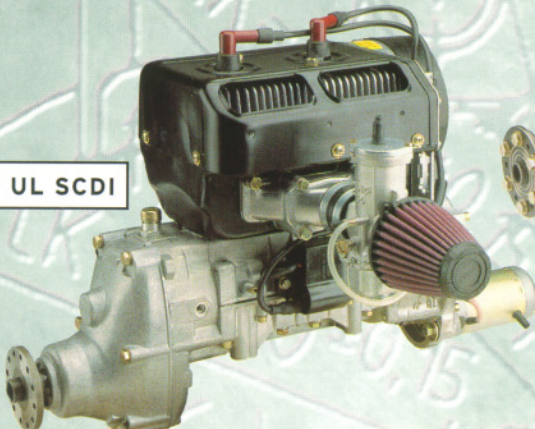


The Sky is the Limit.SM

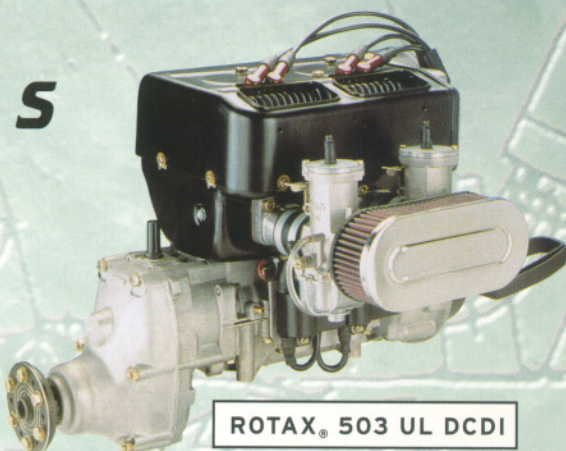


AIRCRAFT ENGINES

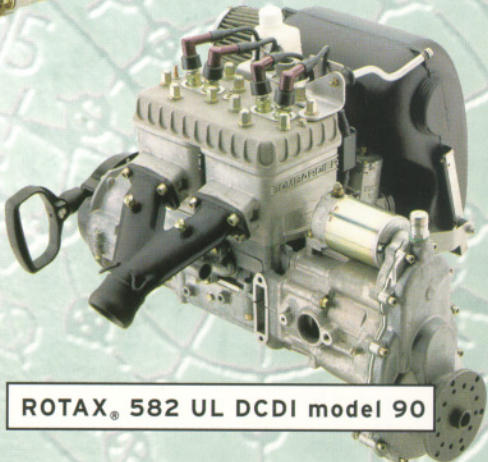
Installation Manual for Engine Types



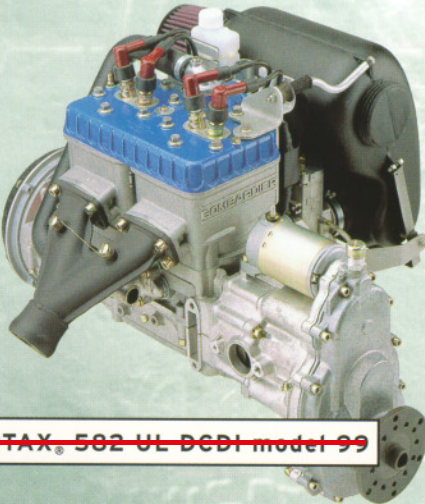
ROTAX® 447 UL SCDI



ROTAX® 503 UL DCDI



ROTAX® 582 UL DCDI model 90



~~ROTAX® 582 UL DCDI model 99~~

**For Engine Type 582 UL MY 99 and MY 17 see
Installation Manual Engine type 582 UL Series**

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⚠ WARNING

Before starting with engine installation, please, read the Installation Manual completely as it contains important safety relevant information.

Approval of translation to best knowledge and judgement - in any case the original text in German language is authoritative.

Edition: 0 of 1999 05 01

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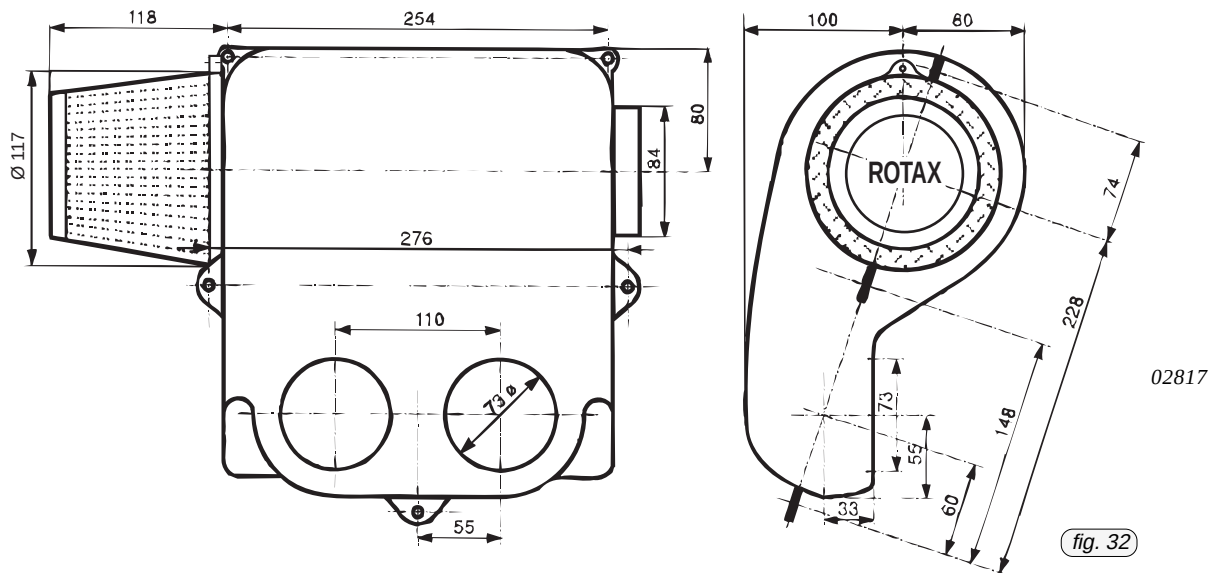
17) Air intake system

17.1) Intake silencer:

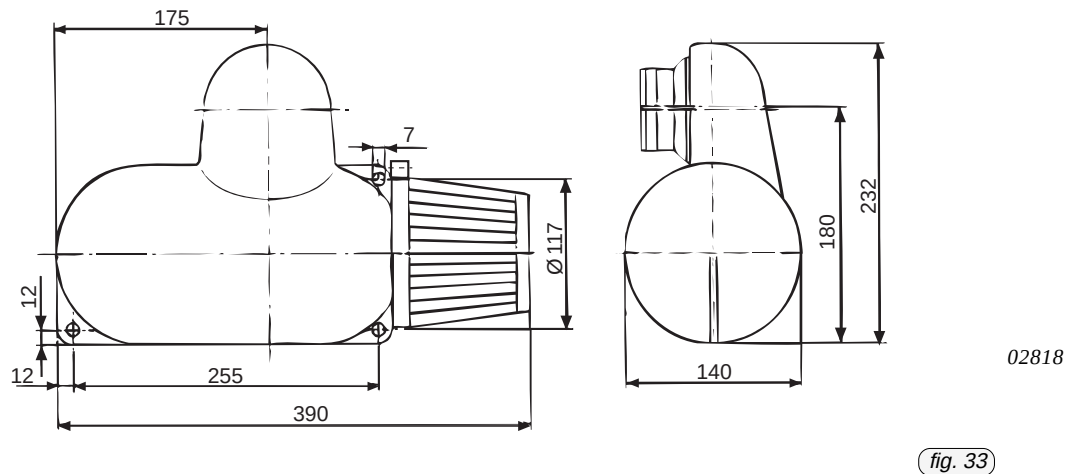
ROTAX_a offers intake silencers as an option. Intake silencer for single and dual carbs are available from ROTAX.

■ **ATTENTION:** At employment of an intake silencer a different carburetor jetting will be necessary.

DUAL CARBURETOR VERSION

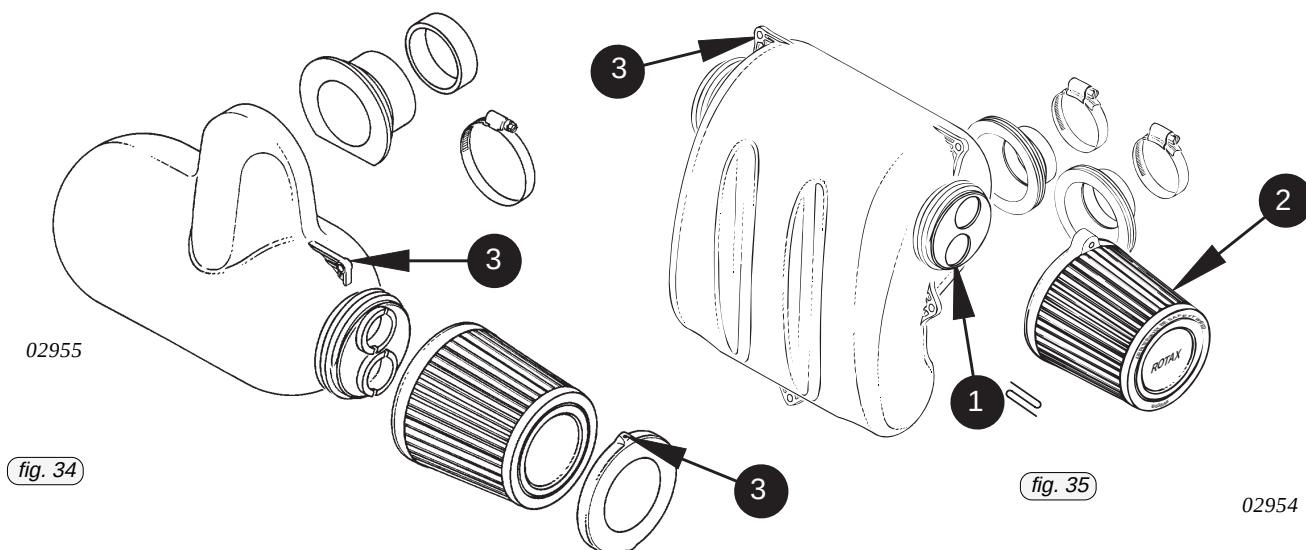


SINGLE CARBURETOR VERSION

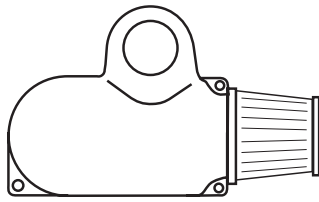


■ **ATTENTION:** Weight of silencer must not influence position of carburetor. If need be, support silencer accordingly.

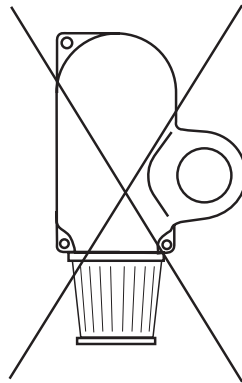
Fit silencer parallel to crankshaft axis with screw-on filter (2) not pointing towards propeller. The double intake silencer is available with either left or right hand side inlet opening, to suit respective position.



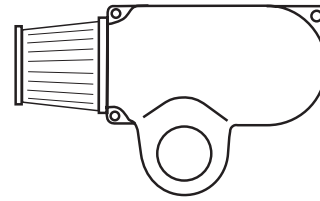
With the silencer on a single carburetor engine, pay special attention when fitting, as with an inclined silencer the intake situation is unsymmetrical, thus badly influencing mixture distribution possibly leaning down one cylinder, leading to a rise of combustion temperature and finally to piston seizure.



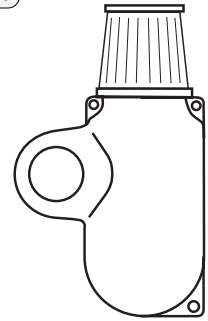
Fitting position 1



Fitting position 2



Fitting position 3



Fitting position 4

fig. 36 02953

Position 1 would be best. Positions 3 and 4 are also acceptable, but avoid unfavourable position 2.

▲ **WARNING:** Screw-on filter and silencer must be wire-secured against slackening and loss on the assigned lug (3).
All parts liable to become loose have to be secured.