

ENGINE AVIO RAP 98-90i





HEADQUARTERS IN CASALMAGGIORE - CREMONA - ITALY

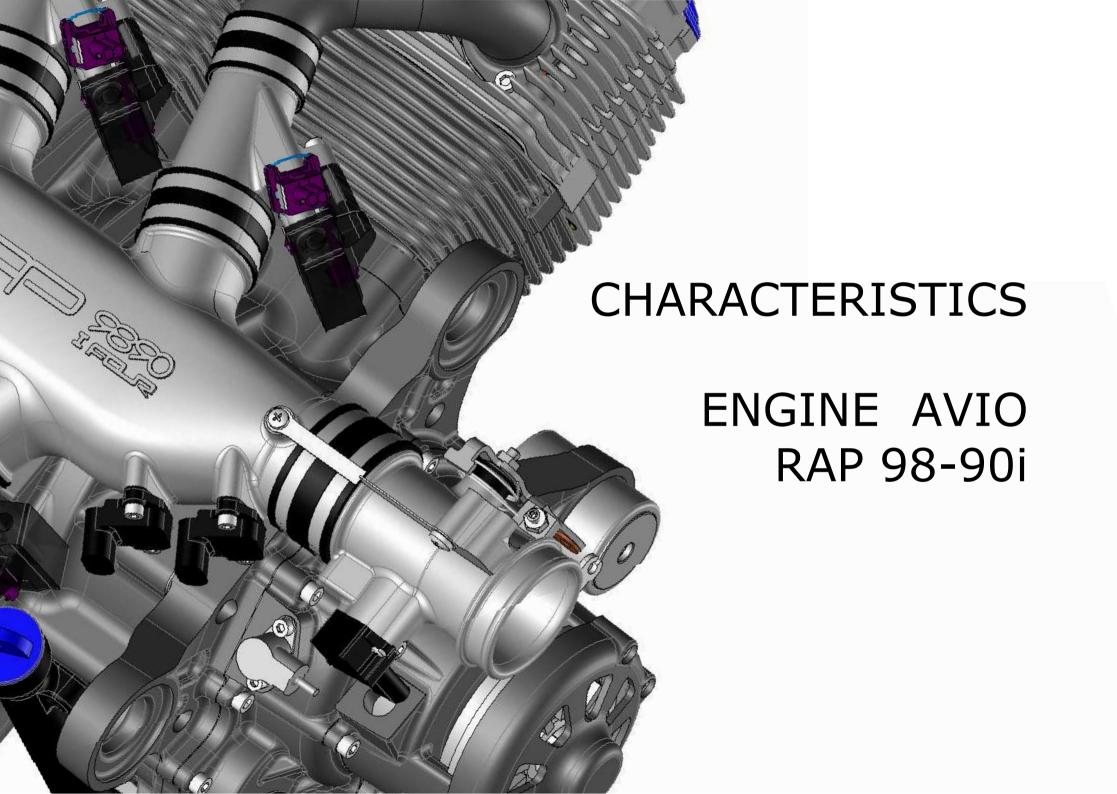
PRODUCTION AND COMMERCIALIZATION OF AERONAUTICAL COMPONENTS AND RACING MOTORBIKE PARTS











→ Dedicated unit ULM - LSA

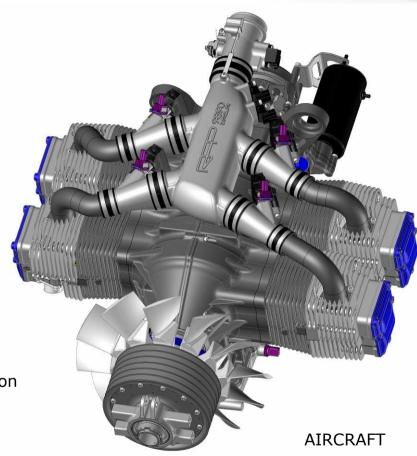
→ Cooling system oil-air thermoregulated (Patented)

→ Axis-Propeller

→ Right-hand rotation

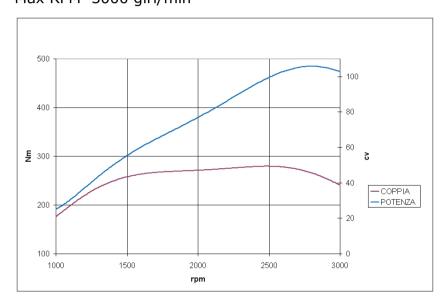
→ Injection and ignition electrical redundancy with variable anticipation

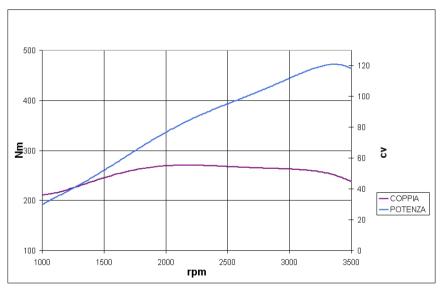
→ Product engineering and industrialization to reduce the number of components



## → AIRCRAFT

Max power 105 cv a 2750 rpm Max torque 275 Nm a 2420 rpm Max RPM 3000 giri/min



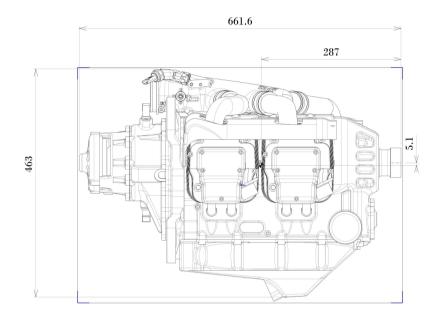


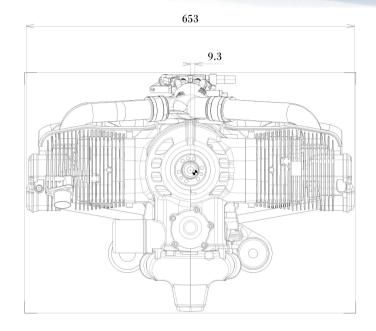
## → ELICOPTER

Max power 120 cv a 3400 rpm Max torque 270 Nm a 2300 rpm Max RPM 3350 giri/min









Cylinders	In Aluminium alloy with NIKASIL coating , oil cooled
Pistons	Forged in aluminium alloy with double rings system
Head	Oil cooling system , 2 parallel valves , Heron camera
Adjusting Valves	Automatic , with hydraulic recover free play game
Camshafts	8 cams system , with different intake profile and exaust profile







→ MAPPING INJECTION SYSTEM

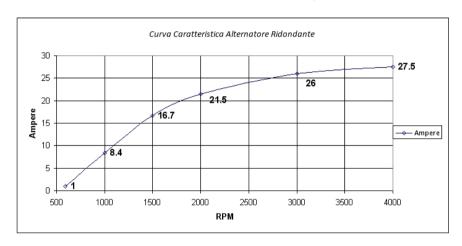
→ DYNAMOMETRIC BENCH TES







- → Cooling system : oil-air thermoregulated (Patented)
- $\rightarrow$  Lubrification: Lobes pump managed from camshaft. SAE 15W50 API SL JASO MA
  - → Carter : Dry sump possibility
  - → Fuel: Leadless commercial fuel, 91 octane



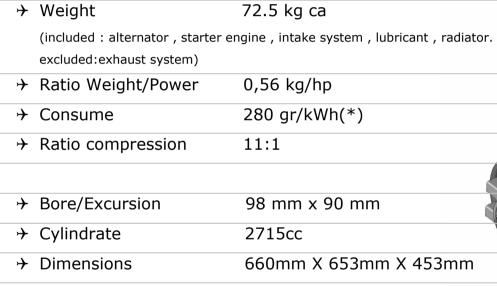
- → Alternator: 12V- 400W
  - + 1000 rpm- 18 A
  - + 2000 rpm- 28 A
  - → 3000 rpm- 32 A

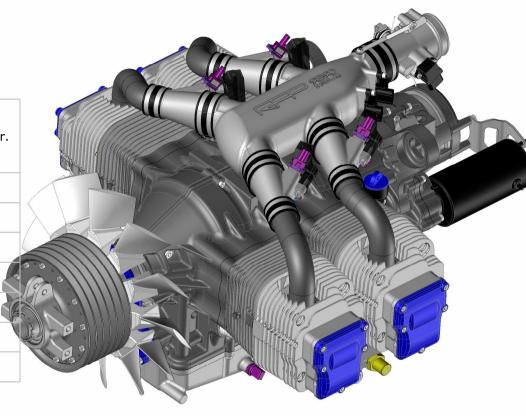
- → Possibility to Interchange the flange The silent block support flange can be adapted to each setup cases
- → Alternator with redundancy possibility
- → Predisposition for GOVERNOR setup



ENDURANCE TEST WITH PROPELLER











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