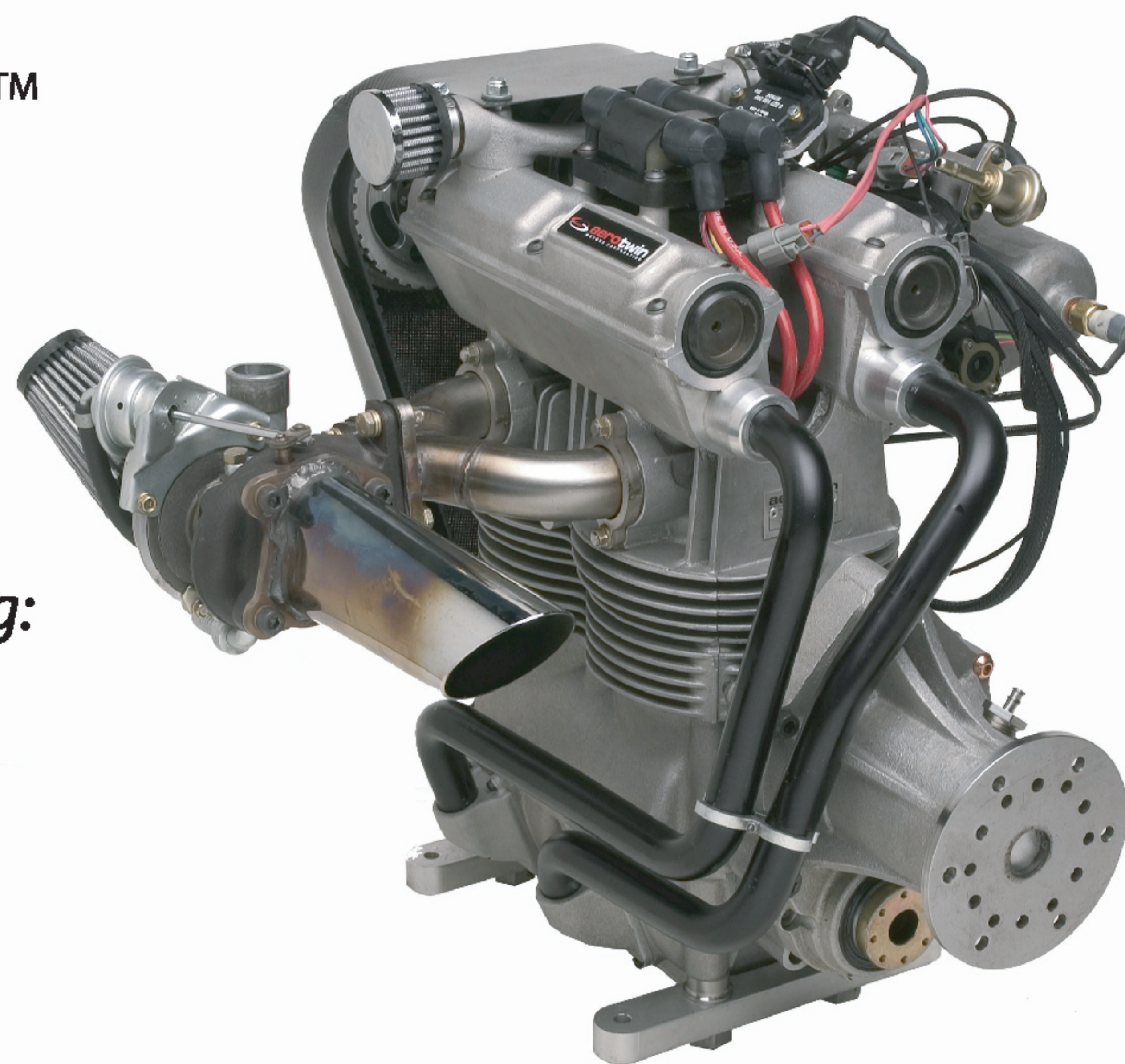


aerotwin™

972 Two-Cylinder 50-65 HP Sport Engine

Light-weight 4-stroke high-torque performance featuring:

- Electronic Injection / Ignition
- Internal Air Cooling / Oil Scavenging System
- Horizontal or Vertical Mounting
- Either End Output
- Clockwise or Counter Clockwise Operation
- Patented system reduces internal engine pressures



Designed for sport aircraft, the AT972 features exceptional performance, smooth/flat torque and higher power at lower RPM (3000-5000) than typical sport engines providing quiet, reliable operation for airplane, rotorcraft and other sport vehicles.

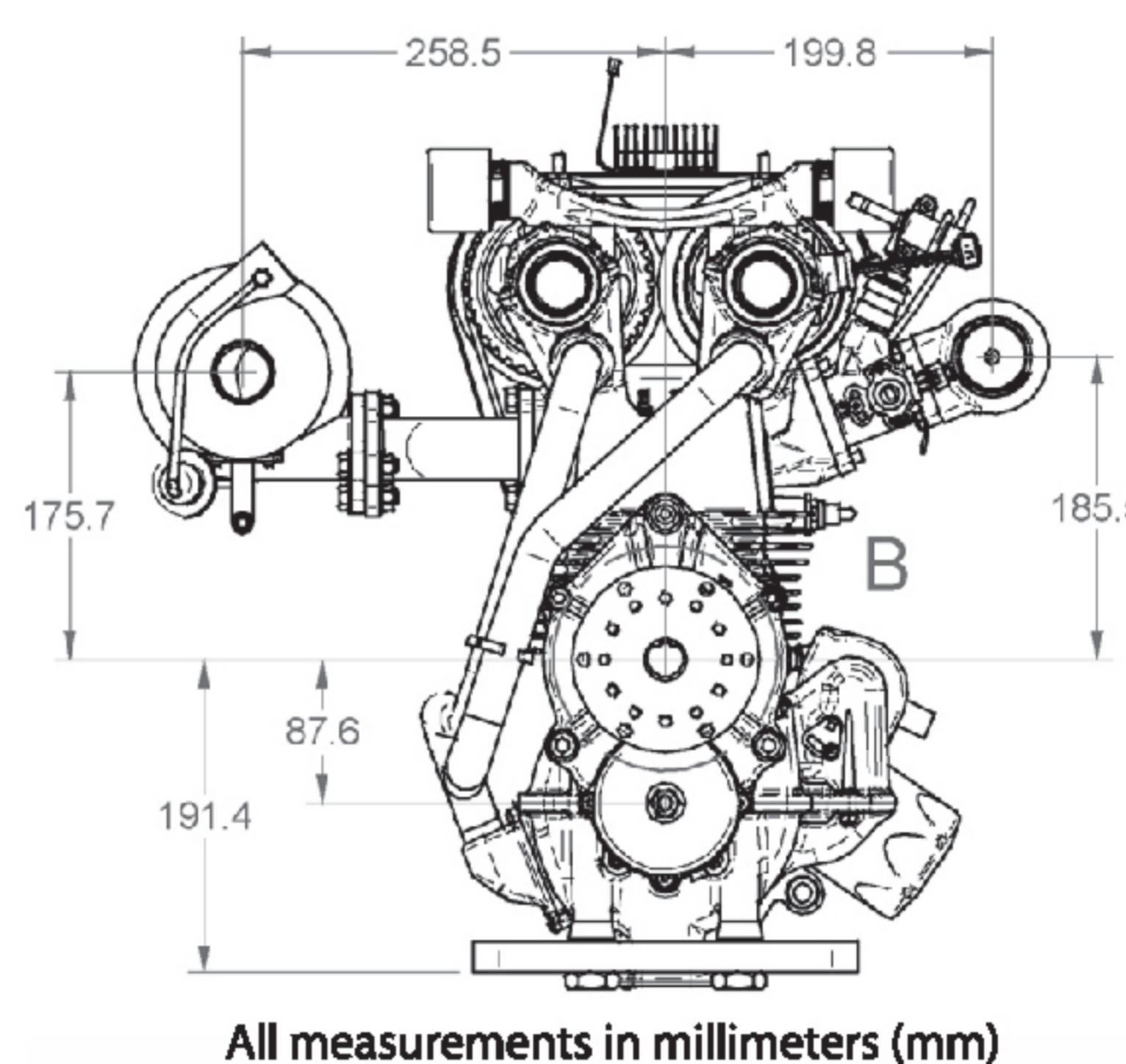
MODEL	HP	RPM	TORQUE	WEIGHT*
AT972T (turbo)	65	4400	76 ft lb	100 lbs
AT972 (standard)	55	5000	60 ft lb	90 lbs

* Approximate production weights, excluding gear reduction and oil reservoir

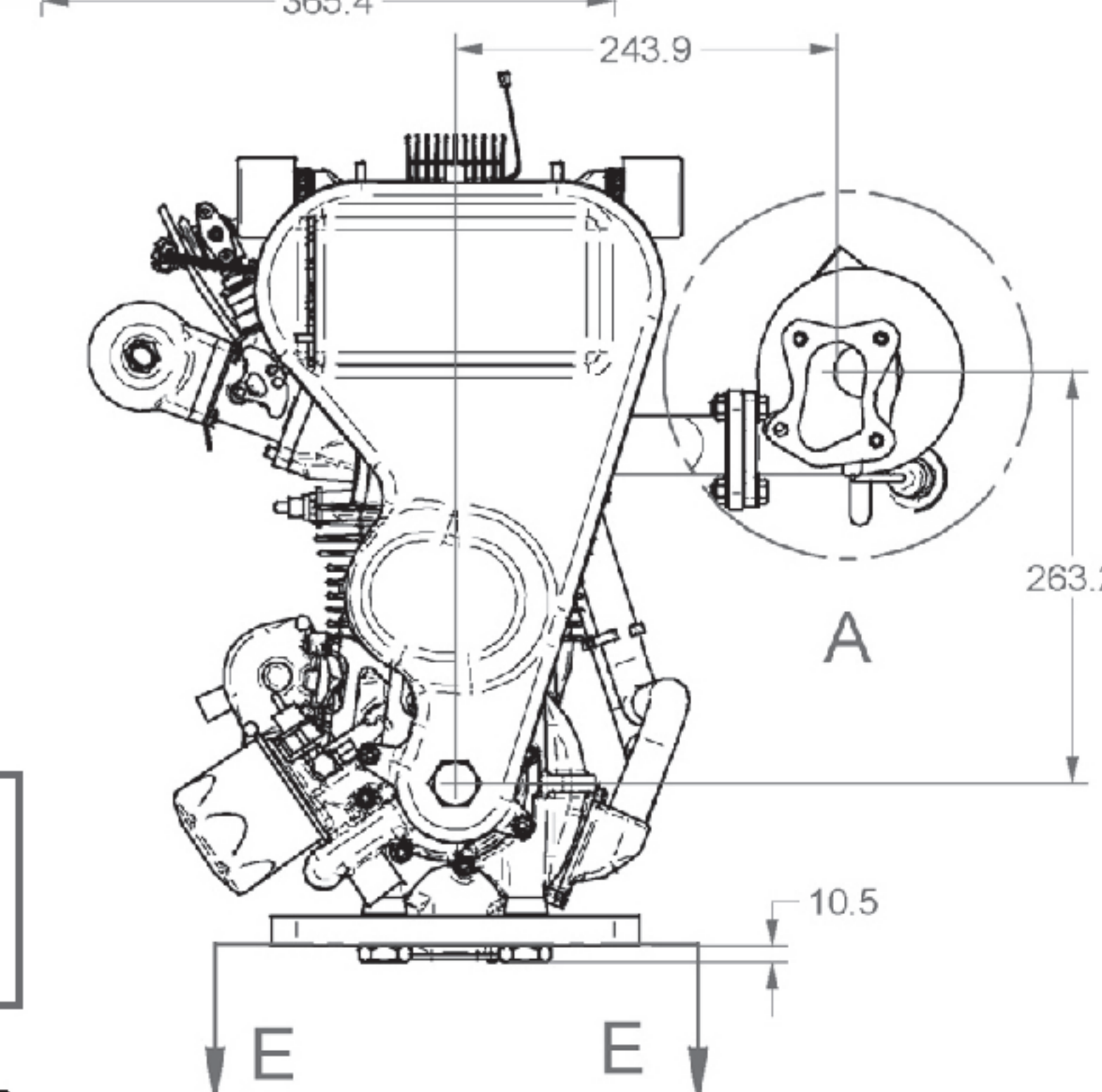
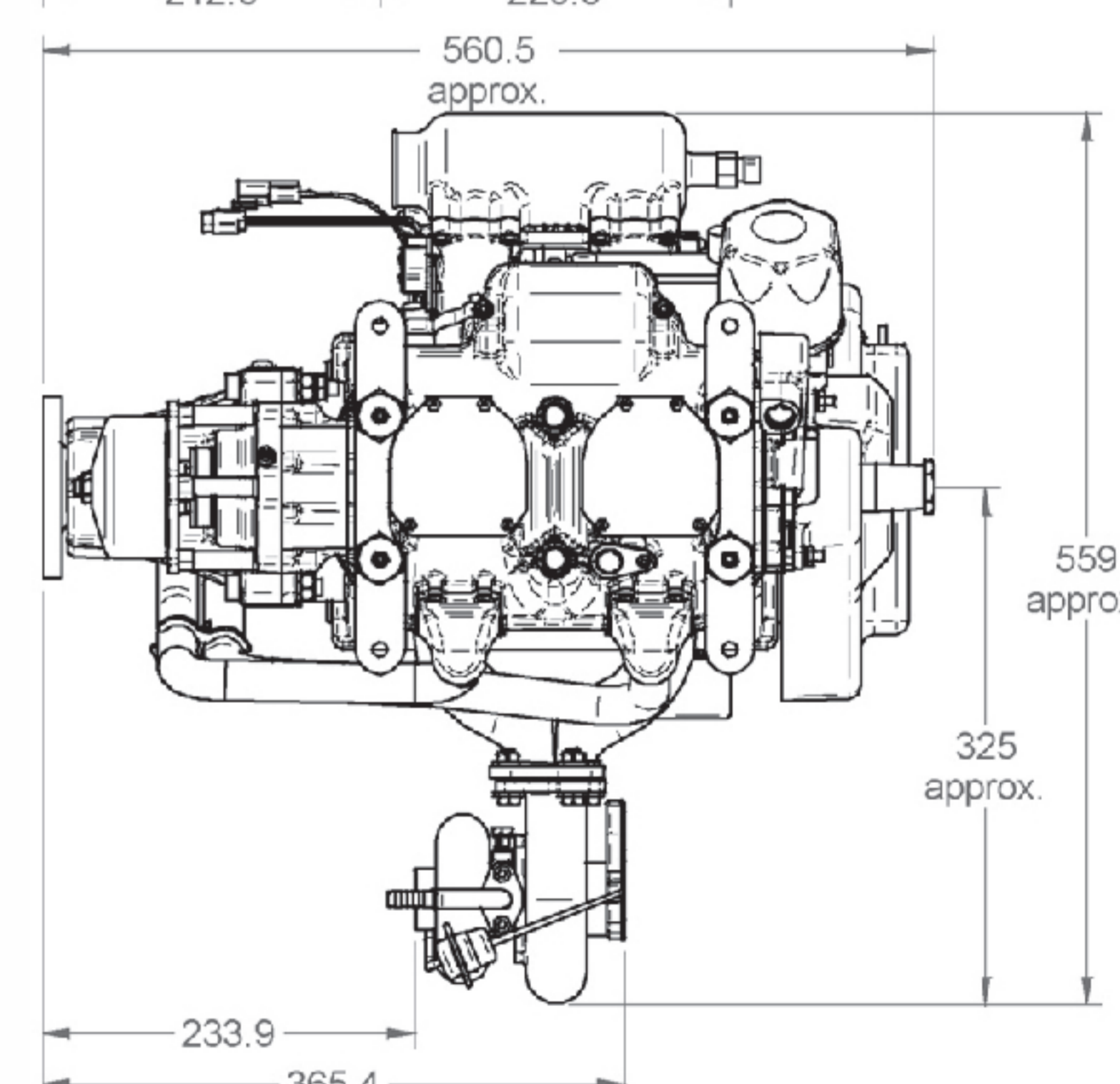
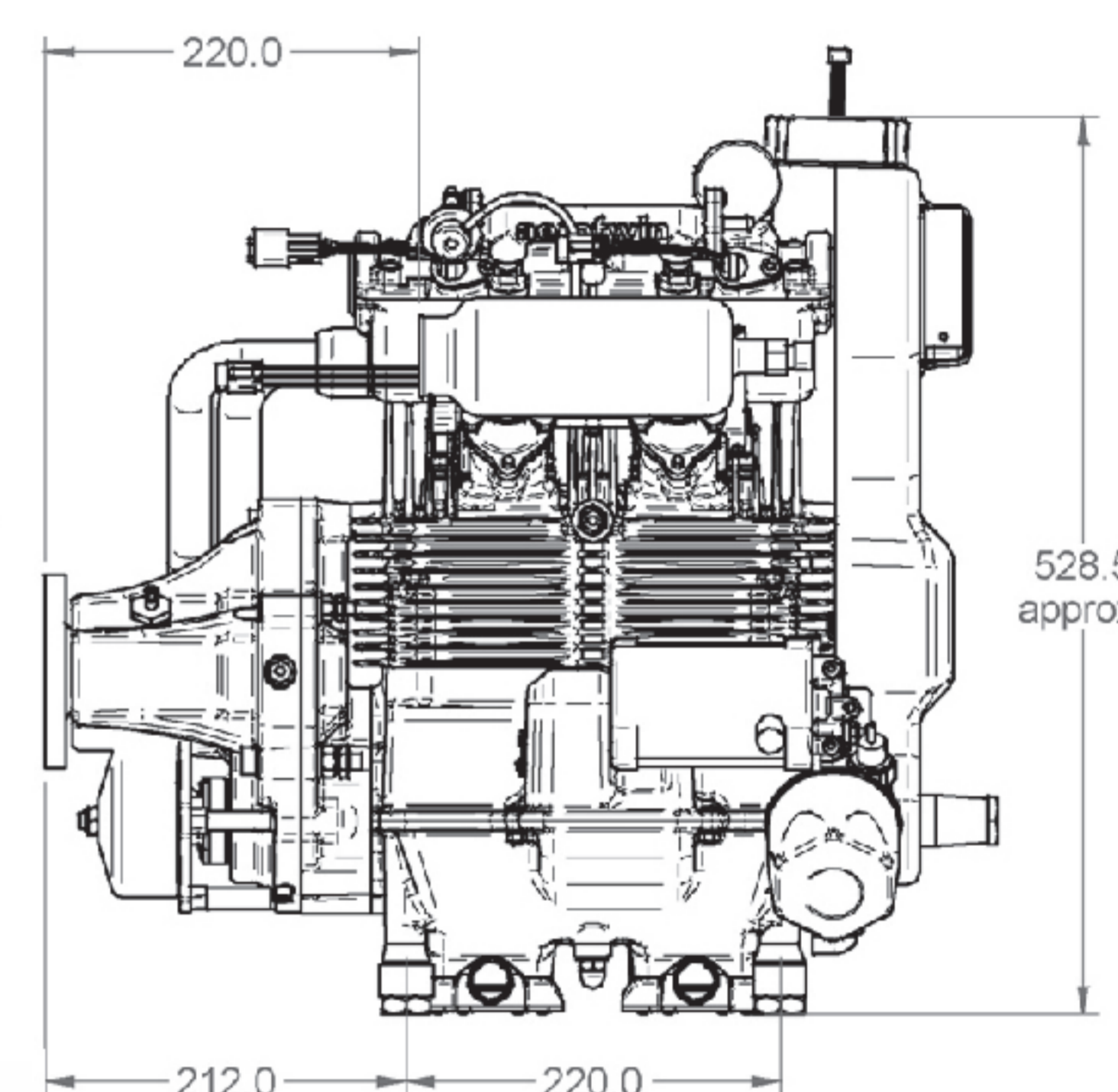
BORE	STROKE	DISPLACEMENT	COMPRESSION RATIO
101 mm	60 mm	972 cc	8.0:1

TECHNOLOGY	
One-piece Head Assembly	Aluminum Alloy
Crankcase	Magnesium Alloy
Combustion Chamber	Ceramic Coated
Sealing	O-Rings, No Sealant
Twin Camshafts	Belt Driven
Cylinders	Dual Plug
Computer Controls	Flexible Instrument Interface

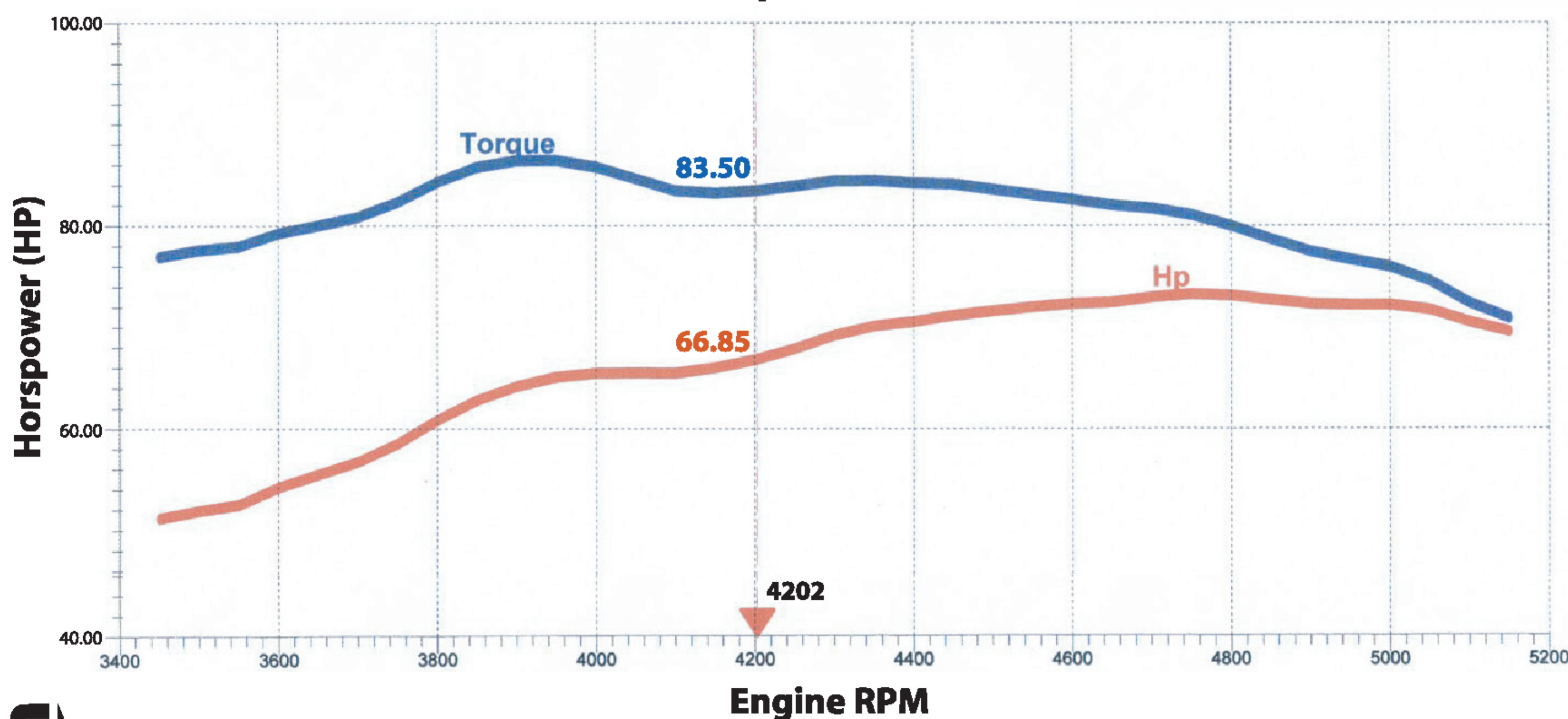
All specifications subject to change.



All measurements in millimeters (mm)



Peak Torque & HP vs. RPM



WARNING

This engine does not comply with federal safety regulations for standard aircraft. 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 the operator's manual.

MADE IN THE U.S.A. U.S. Patent #6,877,494 Additional Patents Pending. Copyright 2006 Aerotwin Motors Corporation



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