

## SPECIFICATIONS

Model	GX240K1		GX270	
Type	4-stroke, overhead valve single cylinder, inclined by 25°			
Total displacement	242 cm <sup>3</sup> (14.8 cu in)		270 cm <sup>3</sup> (16.5 cu in)	
Bore and stroke	73 × 58 mm (2.9 × 2.3 in)		77 × 58 mm (3.0 × 2.3 in)	
Max. horsepower	6.0 kW/3,600 min <sup>-1</sup> (8.0 HP/3,600 rpm)		6.7 kW/3,600 min <sup>-1</sup> (9.0 HP/3,600 rpm)	
Max. torque	Crank P.T.O.	17 N·m (1.7 kg-m, 12 ft-lb)/2,500 rpm	19.5 N·m (1.95 kg-m, 14 ft-lb)/2,500 rpm	
	With 1/2 reduction	34 N·m (3.4 kg-m, 25 ft-lb)/1,250 rpm	39 N·m (3.9 kg-m, 28 ft-lb)/1,250 rpm	
	With 1/2 reduction* <sup>2</sup>	34 N·m (3.4 kg-m, 25 ft-lb)/1,250 rpm	39 N·m (3.9 kg-m, 28 ft-lb)/1,250 rpm	
	With 1/6 reduction	102 N·m (10.2 kg-m, 74 ft-lb)/420 rpm	117 N·m (11.7 kg-m, 85 ft-lb)/420 rpm	
Compression ratio	8.2 : 1			
Fuel consumption	313 g/kWh (230 g/HPh, 0.51 lb/HPh)			
Cooling system	Forced-air			
Ignition system	Transistorized magneto ignition			
Ignition timing	20° B.T.D.C. (Fixed)			
Spark plug	BPR6ES (NGK), W20EPR-U (ND* <sup>1</sup> )			
Carburetor	Horizontal type, butterfly valve			
Air cleaner	Dual element type Single element type Oil bath type Cyclone type			
Lubricating system	Splash			
Oil capacity	1.1 ℓ (1.16 US qt, 0.97 Imp qt)			
Starting system	Recoil or electric starter			
Stopping system	Ignition primary circuit ground			
Fuel used	Regular gasoline (86 pump octane: unleaded preferred)			
Fuel tank capacity	6.0 ℓ (1.59 US gal, 1.32 Imp gal)			
Reduction oil capacity	1/2 reduction* <sup>1</sup>	0.3 ℓ (0.32 US qt, 0.26 Imp qt)		
	1/2, 1/6 reduction	Lubricated from engine crankcase		
Clutch type	1/2 reduction	Centrifugal		
Clutch engagement	1/2 reduction	1,800 rpm		
Clutch lock	1/2 reduction	2,200 rpm		
P.T.O. shaft rotation	Counterclockwise (from P.T.O. side)			

\*1: NIPPONDENSO CO., LTD.

\*2: Centrifugal clutch type

# HONDA

GX240K1 · GX270  
GX340K1 · GX390K1

Model		GX340K1	GX390K1
Type		4-stroke, overhead valve single cylinder, inclined by 25°	
Total displacement		337 cm <sup>3</sup> (20.6 cu in)	389 cm <sup>3</sup> (23.7 cu in)
Bore and stroke		82 × 64 mm (3.2 × 2.5 in)	88 × 64 mm (3.5 × 2.5 in)
Max. horsepower		8.2 kW/3,600 min <sup>-1</sup> (11.0 HP/3,600 rpm)	9.7 kW/3,600 min <sup>-1</sup> (13.0 HP/3,600 rpm)
Max. torque	Crank P.T.O.	24 N·m (2.4 kg-m, 17 ft-lb)/2,500 rpm	27 N·m (2.7 kg-m, 20 ft-lb)/2,500 rpm
	With 1/2 reduction	48 N·m (4.8 kg-m, 35 ft-lb)/1,250 rpm	54 N·m (5.4 kg-m, 39 ft-lb)/1,250 rpm
	With 1/6 reduction	144 N·m (14.4 kg-m, 104 ft-lb)/420 rpm	162 N·m (16.2 kg-m, 117 ft-lb)/420 rpm
Compression ratio		8.0 : 1	
Fuel consumption		313 g/kWh (230 g/HPh, 0.51 lb/HPh)	
Cooling system		Forced-air	
Ignition system		Transistorized magneto ignition	
Ignition timing		25° B.T.D.C. (Fixed)	
Spark plug		BPR6ES (NGK), W20EPR-U (ND*1)	
Carburetor		Horizontal type, butterfly valve	
Air cleaner		Dual element type Oil bath type Cyclone type	
Lubricating system		Splash	
Oil capacity		1.1 ℓ (1.16 US qt, 0.97 Imp qt)	
Starting system		Recoil or electric starter	
Stopping system		Ignition primary circuit ground	
Fuel used		Regular gasoline (86 pump octane: unleaded preferred)	
Fuel tank capacity		6.5 ℓ (1.72 US gal, 1.43 Imp gal)	
Reduction oil capacity	1/2, 1/6 reduction	Lubricated from engine crankcase	
P.T.O. shaft rotation		Counterclockwise (from P.T.O. side)	

\*1: NIPPONDENSO CO., LTD.

## SPECIFICATIONS

Model		GX120K1
Type		4-stroke, overhead valve single cylinder, inclined by 25°
Total displacement		118 cm <sup>3</sup> (7.2 cu in)
Bore and stroke		60×42 mm (2.4×1.7 in)
Max. horsepower		2.9 kw/4,000 min <sup>-1</sup> (4.0 HP/4,000 rpm)
Max. torque	Crank P.T.O.	7.5 N·m (0.75 kg-m, 5 ft-lb)/2,500 rpm
	With 1/2 reduction	15 N·m (1.5 kg-m, 11 ft-lb)/1,250 rpm
	With 1/2 reduction* <sup>2</sup>	15 N·m (1.5 kg-m, 11 ft-lb)/1,250 rpm
	With 1/6 reduction	45 N·m (4.5 kg-m, 33 ft-lb)/420 rpm
Compression ratio		8.5 : 1
Fuel consumption		310 g/kwh (230 g/HPh, 0.51 lb/HPh)
Cooling system		Forced-air
Ignition system		Transistorized magneto ignition
Ignition timing		25° B.T.D.C. (Fixed)
Spark plug		BPR6ES (NGK), W20EPR-U (ND* <sup>1</sup> )
Carburetor		Horizontal type, butterfly valve
Air cleaner		Dual element type Semi-dry type Oil bath type Cyclone type
Lubricating system		Splash
Oil capacity		0.6 ℓ (0.63 US qt, 0.53 Imp qt)
Starting system		Recoil or electric starter
Stopping system		Ignition primary circuit ground
Fuel used		Regular gasoline (86 pump octane: unleaded preferred)
Fuel tank capacity		2.5 ℓ (0.66 US gal, 0.55 Imp gal)
Reduction oil capacity	1/2 reduction* <sup>2</sup>	0.5 ℓ (0.53 US qt, 0.44 Imp qt)
	1/2 reduction	Lubricated from engine crankcase
	1/6 reduction	0.15 ℓ (0.159 US qt, 0.132 Imp qt)
Clutch type	1/2 reduction	Centrifugal
Clutch engagement	1/2 reduction	1,800 rpm
Clutch lock	1/2 reduction	2,200 rpm
P.T.O. shaft rotation		Counterclockwise (from P.T.O. side)

\*1: NIPPONDENSO CO., LTD.

\*2: Centrifugal clutch type

# HONDA

## GX120K1 · GX160K1

Model		GX160K1
Type		4-stroke, overhead valve single cylinder, inclined by 25°
Total displacement		163 cm <sup>3</sup> (9.9 cu in)
Bore and stroke		68×45 mm (2.7×1.8 in)
Max. horsepower		4.0 kw/4,000 min <sup>-1</sup> (5.5HP/4,000 rpm)
Max. torque	Crank P.T.O.	11 N·m (1.1 kg-m, 8 ft-lb)/2,500 rpm
	With 1/2 reduction	22 N·m (2.2 kg-m, 16 ft-lb)/1,250 rpm
	With 1/2 reduction* <sup>2</sup>	22 N·m (2.2 kg-m, 16 ft-lb)/1,250 rpm
	With 1/6 reduction	66 N·m (6.6 kg-m, 48 ft-lb)/420 rpm
Compression ratio		8.5 : 1
Fuel consumption		310 g/kwh (230 g/Hh, 0.51 lb/Hh)
Cooling system		Forced-air
Ignition system		Transistorized magneto ignition
Ignition timing		25° B.T.D.C. (Fixed)
Spark plug		BPR6ES (NGK), W20EPR-U (ND* <sup>1</sup> )
Carburetor		Horizontal type, butterfly valve
Air cleaner		Dual element type Semi-dry type Oil bath type Cyclone type
Lubricating system		Splash
Oil capacity		0.6 ℓ (0.63 US qt, 0.53 Imp qt)
Starting system		Recoil or electric starter
Stopping system		Ignition primary circuit ground
Fuel used		Regular gasoline (86 pump octane: unleaded preferred)
Fuel tank capacity		3.6 ℓ (0.95 US gal, 0.79 Imp gal)
Reduction oil capacity	1/2 reduction* <sup>2</sup>	0.5 ℓ (0.53 US qt, 0.44 Imp qt)
	1/2 reduction	Lubricated from engine crankcase
	1/6 reduction	0.15 ℓ (0.159 US qt, 0.132 Imp qt)
Clutch type	1/2 reduction	Centrifugal
Clutch engagement	1/2 reduction	1,800 rpm
Clutch lock	1/2 reduction	2,200 rpm
P.T.O. shaft rotation		Counterclockwise (from P.T.O. side)

\*1: NIPPONDENSO CO., LTD.

\*2: Centrifugal clutch type