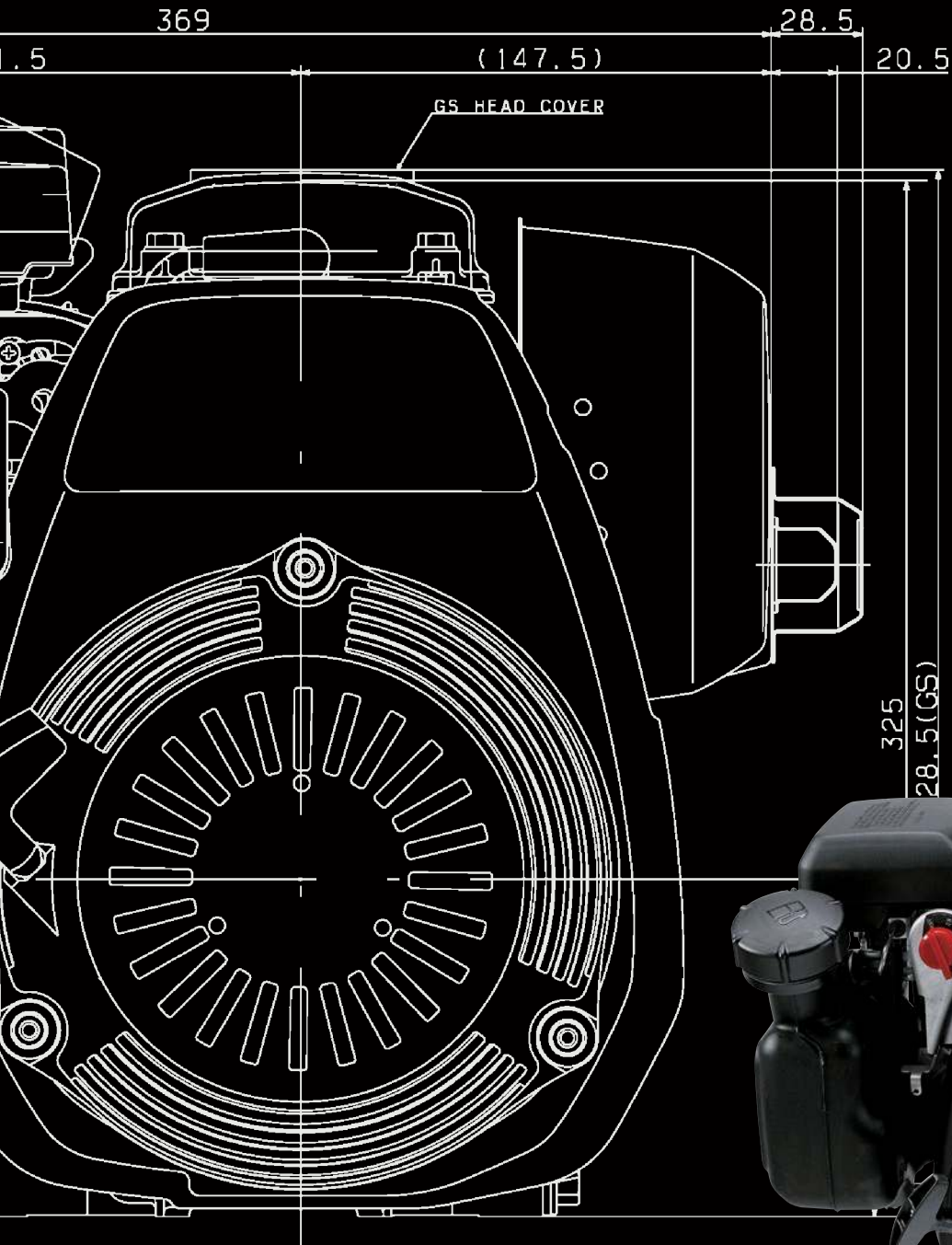


HONDA

GS Series Engines





GENUINE HONDA



There are many reasons to insist on genuine Honda Engines. As the world’s largest engine manufacturer, Honda offers more engine experience than anyone. Experience born on racetracks and roadways around the globe. Experience that keeps us on the cutting edge of engine performance technology and crosses our entire product line. From automobiles, race cars, motorcycles and all-terrain vehicles to marine engines, power equipment products and general-purpose engines, Honda is committed to designing products that meet or exceed the demands of our customers across the board. Based on the wide variety of products offered with our Honda Engines, we’re experts at matching the right engine for the right job and producing engines that will “get the job done.”



Throughout our history, Honda has been dedicated to technological and environmental innovation, and today is no different. After all, we have a legendary reputation to live up to. A reputation for unsurpassed quality, performance and reliability. A reputation worth considering the next time you’re in the market for an engine.



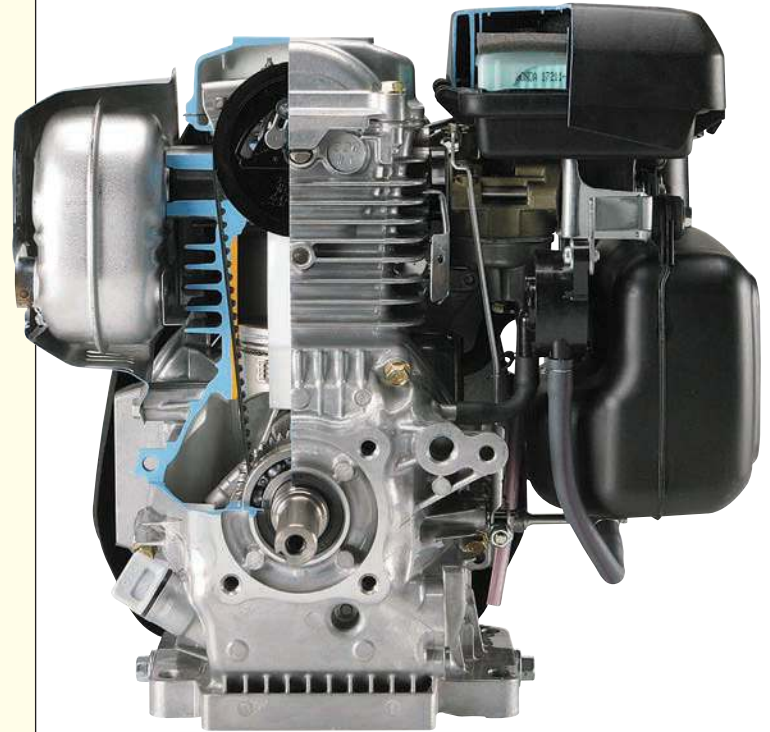
Top Left to Right:
*Honda CRF450R,
Honda Accord Touring*
Above: *Honda Advanced
Robotics — Asimo*
Below: *Honda
BF250 Outboard*
Right: *HondaJet*

Net Power

The SAE J1349 standard measures net horsepower with the manufacturer’s production muffler and air cleaner in place. Net horsepower more closely correlates with the power the operator will experience when using a Honda Engine powered product. The power rating of the engines indicated in this document is the net power output tested on a production engine for the model noted and measured at the rpm specified. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operation speed of the engine in application, environmental conditions, maintenance and other variables.

Durability comes standard on the Honda GS Series Engines.

Tough and ready to go, that's the Honda GS Series. These work-horses offer innovative features for incredible durability, such as a cast iron sleeve, dual element air cleaner and ball bearing supported crankshaft. Honda's 4-stroke OHC configuration ensures reliability, easy starting, smooth and stable power output, not to mention reduced emissions, noise and vibration. And like all Honda Engines, they certify to all CARB and EPA emission requirements. These powerful engines are built strong with long-term use in mind and are an excellent choice for demanding homeowner and commercial applications.



OHC design

Honda's unique overhead cam, overhead valve 4-stroke design gives more power from a smaller package and lowers fuel consumption as compared to conventional side-valve engines.

A whole new kind of quiet

With the use of the world's first internal timing belt, mechanical noise is minimized, making these Honda Engines so quiet you'll barely know they're on.

Powerful yet lightweight

Thanks to uniblock construction, these engines offer fewer parts, reduced weight and deliver an unsurpassed power-to-weight ratio.

Long lasting durability

The GS Series engines offer higher durability with features like a cast iron cylinder sleeve and three-piece oil control for long engine life. Their dual stage air filter helps reduce maintenance and increase engine life in dusty conditions. They also feature a ball bearing supported crankshaft for smooth operation.

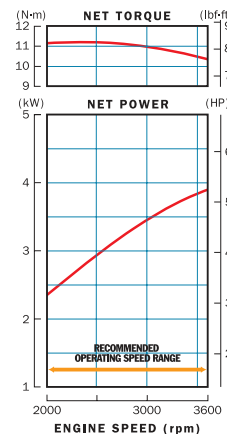
GS Series Engines

GS190

Horizontal shaft



Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.7" x 2.0" (69 x 50 mm)
Displacement	11.4 cu in (187 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	5.2HP (3.9kW) at 3,600 rpm
Net Torque*	8.3 lbs ft (11.2 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type
Oil Capacity	0.61 US qt (0.58 l)
Fuel Tank Capacity (liter)	1.9 US qt (1.8l)
Dimensions (L x W x H)	13.6" (345mm) x 14.5" (369mm) x 13.5" (343mm)
Dry Weight	30.4 lbs (13.8 kg)

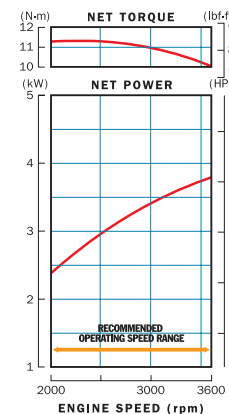


GSV190

Vertical shaft



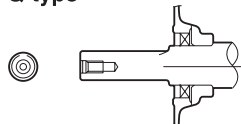
Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.7" x 2.0" (69 x 50 mm)
Displacement	11.4 cu in (187 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	5.1HP (3.8kW) at 3,600 rpm
Net Torque*	8.3 lbs ft (11.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type
Oil Capacity	0.58 US qt (0.55 l)
Fuel Tank Capacity (liter)	0.98 US qt (0.93l)
Dimensions (L x W x H)	14.6" (371mm) x 13.5" (343mm) x 13.8" (349mm)
Dry Weight	28.7 lbs (13.0 kg)



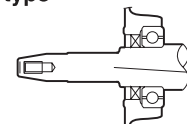
Shaft Types

* The power rating of the engines indicated in this document measures the net power output at 3600 rpm (7000 rpm for model GXH50, GXV50, GX25 and GX35) and net torque at 2500 rpm, as tested on a production engine. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operating speed of the engine in application, environmental conditions, maintenance and other variables.

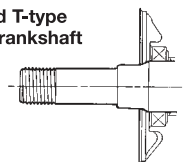
Q-type



V-type



P-type and T-type
Threaded Crankshaft



D-type
Stepped & Keyed



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