

GX270 Horizontal Crankshaft

HONDA
ENGINES

- Digital CDI ignition system with variable timing
- Precision camshaft design for precise valve timing and optimal valve overlap
- Ball-bearing supported crankshaft for improved stability
- Dual oil drains and fill
- Multiple charging coil options



SPECIFICATIONS

Engine Type	Air-cooled 4-stroke OHV	Bore x Stroke	77 mm x 58 mm
Displacement	270 cm ³	Net Power Output*	8.5 HP (6.3 kW) @ 3,600 rpm
Net Torque	14.1 lb-ft (19.1 Nm) @ 2,500 rpm	PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Compression Ratio	8.5:1	Fuel Tank Capacity	5.3 litres (5.6 U.S. qts)
Lamp/Charge coil options	25W, 50W / 1A, 3A, 10A, 18A	Carburetor	Butterfly Float Type
Ignition System	Digital CDI with variable ignition timing	Starting System	Recoil/electric
Lubrication System	Splash	Governor System	Centrifugal mass type
Air Cleaner	Dual element	Oil Capacity	1.1 litres (1.16 U.S. qts)
Fuel	Unleaded 86 octane or higher	Dry Weight	25 kg (55 lbs)

DIMENSIONS

Length (min)	380 mm (15.0")	Width (min)	429 mm (16.9")
Height (min)	422 mm (16.6")		

PTO_SHAFT_OPTIONS

A2 type	N/A	AR type	N/A
B type	N/A	D type	N/A
E type	Tapered shaft	H type	Reduction type PTO
K type	N/A	L type	Reduction type PTO
N1 type	N/A	N5 type	N/A
N7 type	N/A	P type	Threaded (SAE)
Q type	Straight shaft	R type	N/A
S type	Reduction type PTO	S3 type	N/A
T type	N/A	V type	Tapered shaft

*The power rating of the engine indicated in this document is the net power output tested on a production engine for the engine model and measured in accordance with SAE J1349 at 3,600 rpm (net power) and at 2,500 rpm (max net torque). 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.

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