

# GXV390 Vertical Crankshaft

**HONDA**  
**ENGINES**

- Precision camshaft design for precise valve timing and optimal valve overlap
- OHV design for increased efficiency and optimal power transfer
- 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	88 mm x 64 mm
Displacement	389 cm <sup>3</sup>	Net Power Output*	10.2 HP (7.6 kW) @ 3,600 rpm
Net Torque	17.8 lb-ft (24.2 Nm) @ 2,500 rpm	PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Compression Ratio	7.7:1	Fuel Tank Capacity	2.1 litres (2.2 U.S. qts)
Lamp/Charge coil options	3A / 1A, 3A, 10A	Carburetor	Float Type
Ignition System	Transistorized magneto	Starting System	Recoil/electric
Lubrication System	Pressure and splash	Governor System	Centrifugal mechanical
Air Cleaner	Dual element	Oil Capacity	1.1 litres (1.2 U.S. qts)
Fuel	Unleaded 86 octane or higher	Dry Weight	33.3 kg (76.3 lbs)

## DIMENSIONS

Length (min)	433 mm (17.0")	Width (min)	382 mm (15.0")
Height (min)	406 mm (15.9")		

## PTO\_SHAFT\_OPTIONS

A2 type	N/A	AR type	N/A
B type	N/A	D type	Straight shaft
E type	N/A	H type	N/A
K type	N/A	L type	N/A
N1 type	N/A	N5 type	N/A
N7 type	N/A	P type	N/A
Q type	N/A	R type	N/A
S type	N/A	S3 type	N/A
T type	N/A	V type	N/A

\*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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