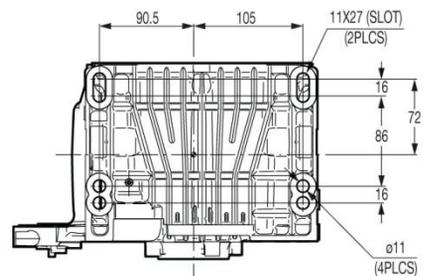
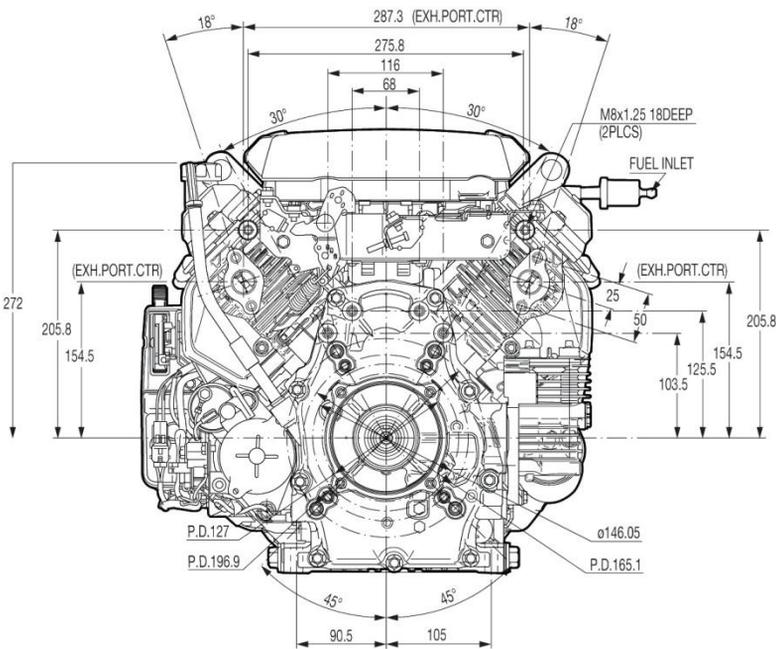
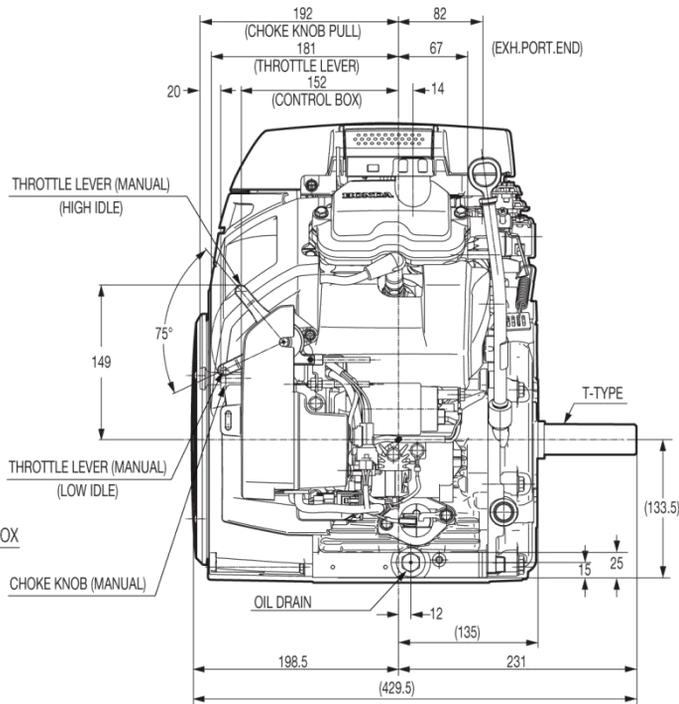
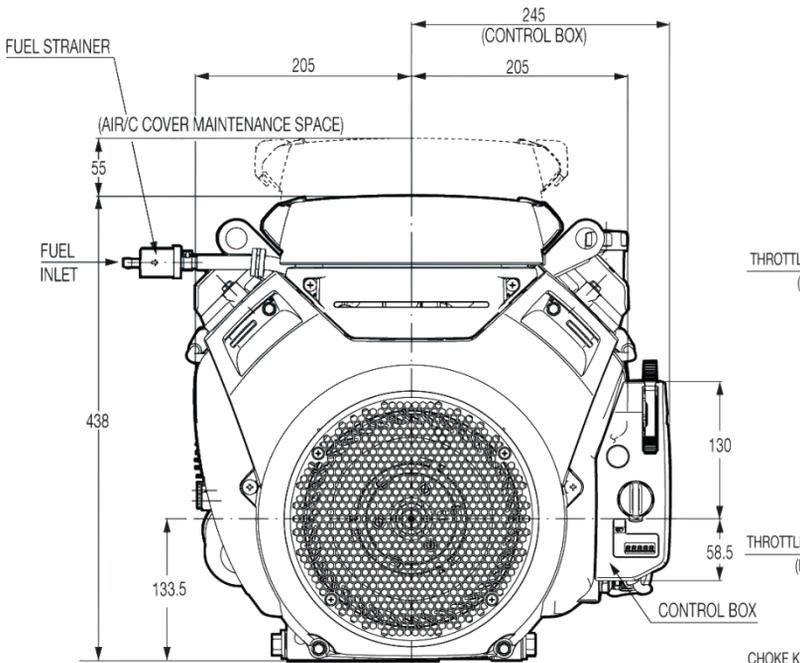


GX630

GX660

GX690

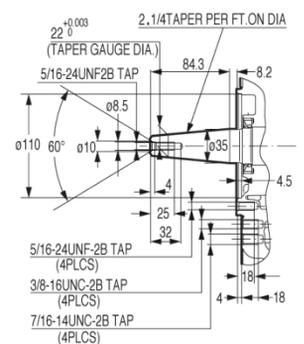
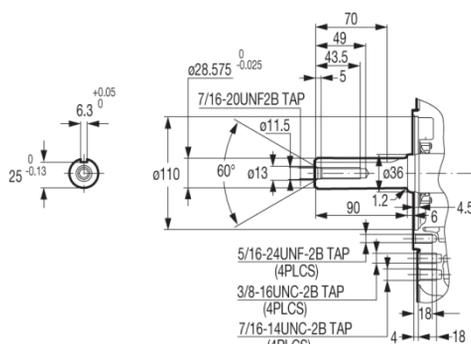
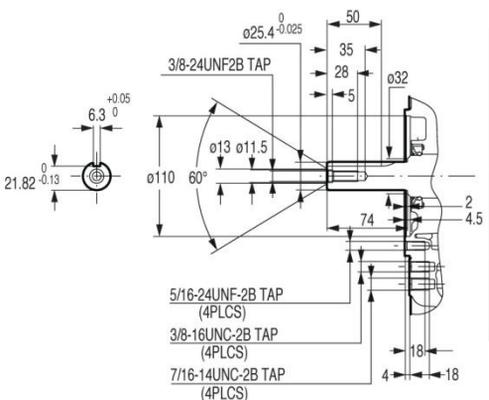


Specifications subject to change. ©Honda Australia Motorcycles and Power Equipment Pty Ltd 2009

GX630 Q-shaft (1")

GX660 / 690 T-shaft (1 1/8")

Taper V-shaft



GX630

replaces GX610 / 620

Gross HP Class*

23

GX660

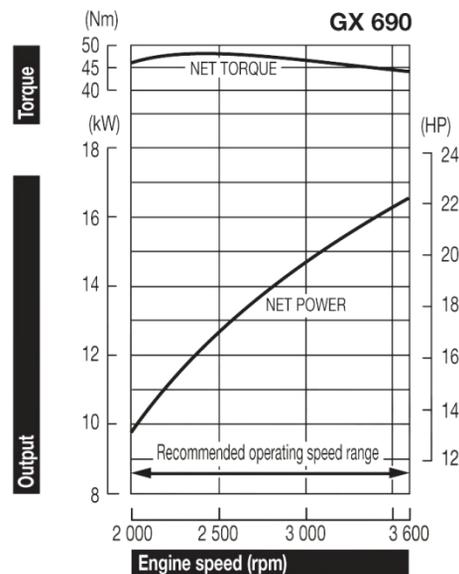
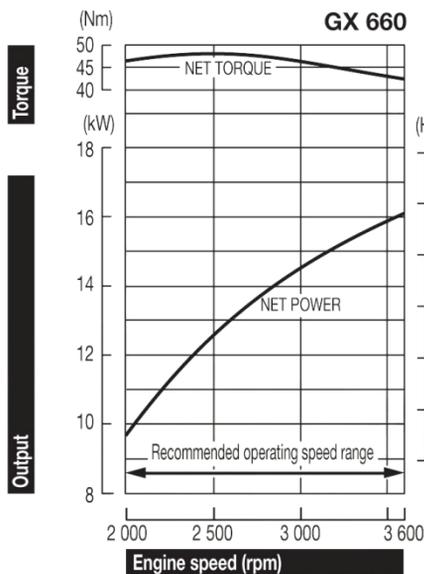
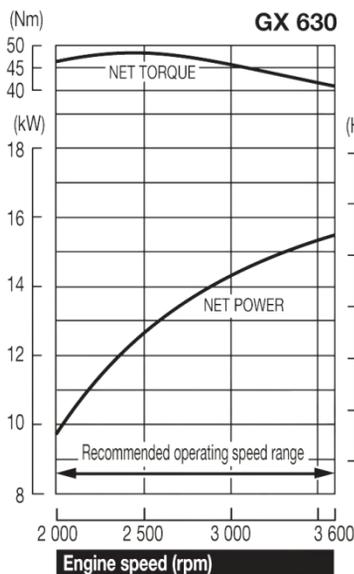
replaces GX670

25

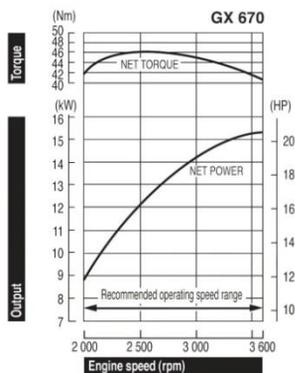
GX690

all new

27



Reference: Previous model GX670 – 24 Gross HP Class



About 'Gross HP Class':

Apples aren't apples. Sadly, engine companies can't agree to a common measure for power. Honda uses the standard accepted by the auto industry – 'SAEJ1349'. It's the 'net power' data you see here.

Others use 'SAEJ1940', called gross horsepower. This gross horsepower is much higher than actual usable horsepower. You'll notice they put a disclaimer 'actual engine horsepower is lower and affected by...air cleaner, exhaust, charging, cooling, fuel pump, etc.'

We've tried to estimate the 'Gross HP Class'. Please compare carefully.

Our Disclaimer: The power rating of the engine indicated in this document is the net power tested on a production engine for the engine model and measured in accordance with SAE J1349 at a specified rpm. 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.

Specifications

GX630

GX660

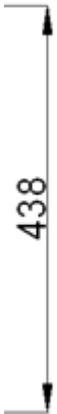
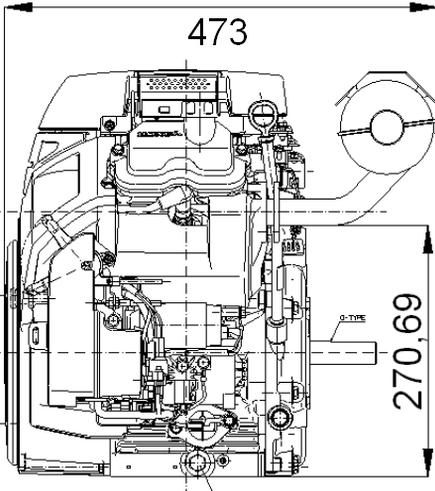
GX690

Engine type	Air cooled 4-stroke OHV petrol engine, 90° V-twin design, horizontal shaft	←	←
Bore x stroke	2 / 78 x 72 mm	←	←
Displacement	688 cm ³	←	←
Compression ratio	9.3 : 1	←	←
Net power	15.5 kW (20.8 HP) / 3600 rpm	16.1 kW (21.6 HP) / 3600 rpm	16.6 kW (22.3 HP) / 3600 rpm
Cont. rated power	11.0 kW (14.8 HP) / 3600 rpm	12.0 kW (16.1 HP) / 3600 rpm	13.0 kW (17.4 HP) / 3600 rpm
Max. net torque	48.3 Nm / 2500 rpm	48.3 Nm / 2500 rpm	48.3 Nm / 2500 rpm
Ignition system	Digital CDI with variable ignition timing	←	←
Air cleaner	Dual element type/Cylindrical	←	←
Carburettor	2-barrel carburettor, inner vent	←	←
Connecting rod	Forged steel	←	←
Lubrication	Full-pressure	←	←
Starting system	Electric, shift type	←	←
Fuel use at rated power	5.3 L/hr - 3600 rpm	5.8 L/hr - 3600 rpm	6.2 L/hr - 3600 rpm
Engine oil capacity	1.9 l	←	←
Dimensions (L x W x H)	405 x 410 x 438 mm (Q-Type)	429 x 410 x 438 mm (T-Type)	←
Dry weight	44.4 kg	44.6 kg	←
Emissions	Certified for sale in US & EU	←	←

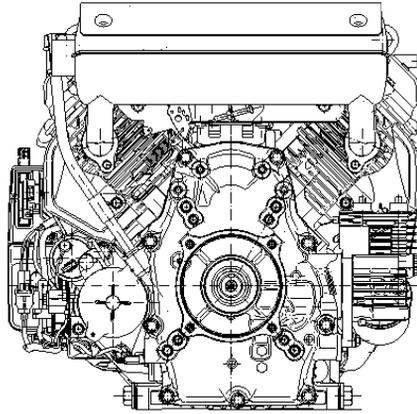
Mufflers

High Mount

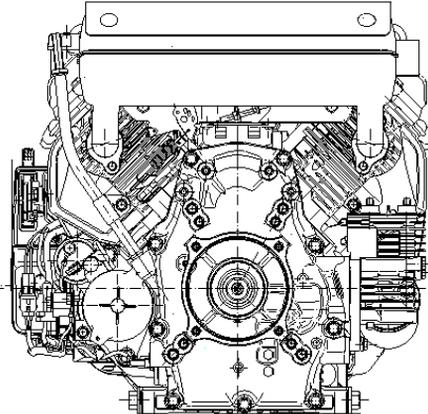
Stylish ultra-compact design fits more applications



VHLA1 (left)



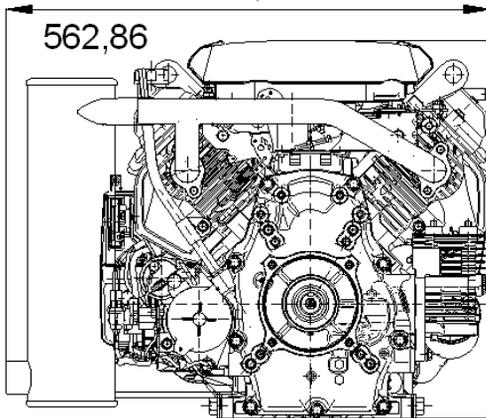
VHRA1 (right)



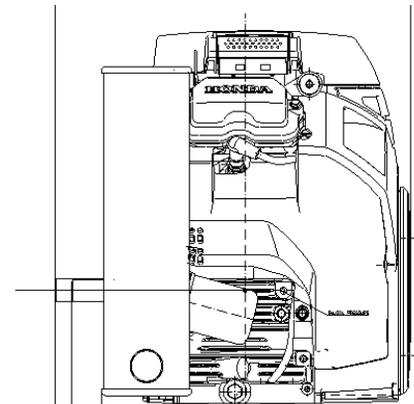
Side Mount

All new design with high compatibility

VSLA1 (left)



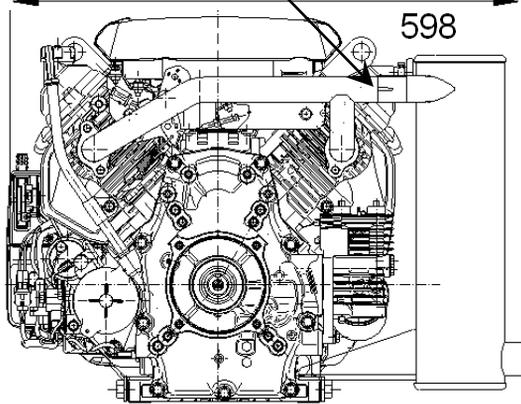
Mufflers can be rotated around manifold join



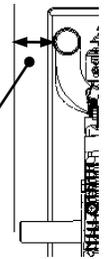
Q Shaft 35.33

T Shaft 56.38

VSRA1 (right)



Manifold to shaft-end
64.6 (T-shaft)



V	H	L	A	1
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Muffler decoder

Variation (revisions, spark arrestor etc.)

Vendor

Direction of Exhaust

L = Left viewed from PTO

R = Right viewed from PTO

Height

H = High (around exhaust port height)

S = Side (muffler assembly on side of engine)

T = Top (muffler above air cleaner) launches in 2010

Note: Standards approved spark arrestor available from early 2010

New cylindrical type air cleaner:

- Easy access through the clamp-type cover
- New filter material provides around 5 times the service life of the previous type

Hemispherical combustion chamber:

- Increases power and efficiency through a higher 9.3:1 compression ratio
- Runs on regular unleaded petrol

Digital CDI ignition:

- Better performance through optimal spark timing
- Protection from over-speed damage with built in rev limiter

New oil pump and cooler design:

- Maximum longevity through improved lubrication
- Easy to match muffler systems because there's no separate oil cooler

Integrated cylinder and cylinder head:

- Increases durability by eliminating head gasket and cylinder head bolts
- Maximises continuous output by improving cooling efficiency
- Reduces size and weight

Standard hour meter:

- Allows accurate maintenance timing
- Proof of the best featured engine on the market

