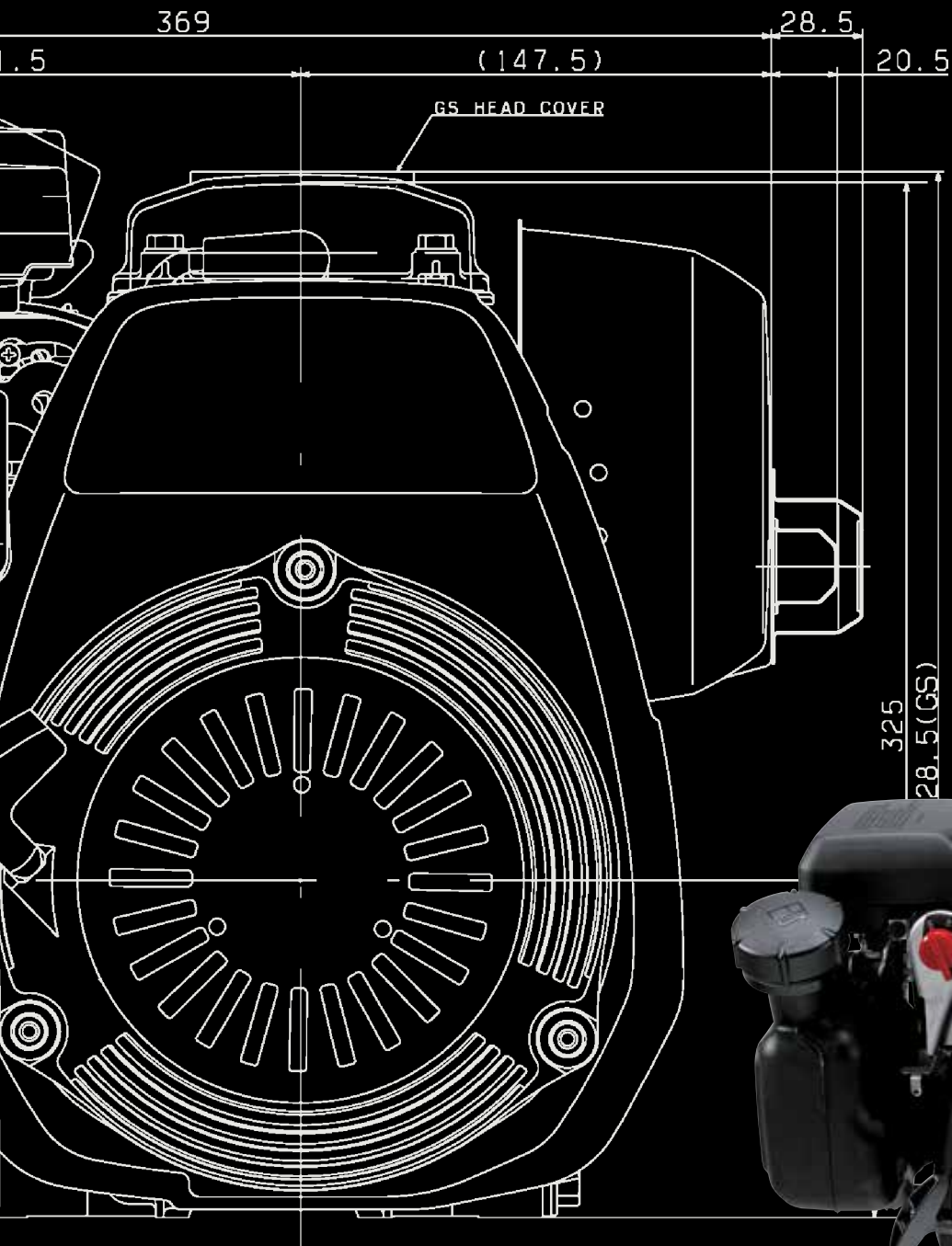


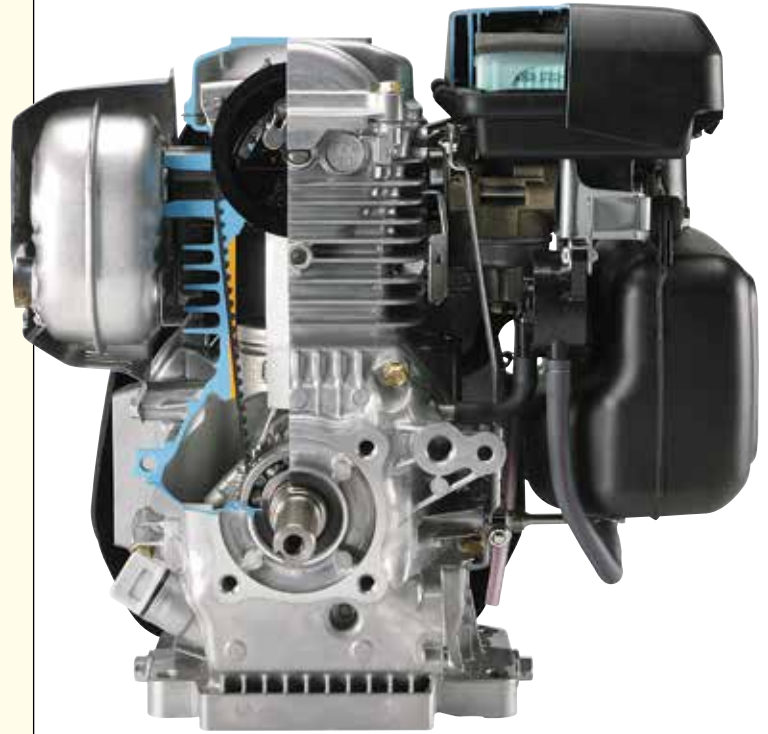
HONDA

GS Series Engines



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 comply with 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.

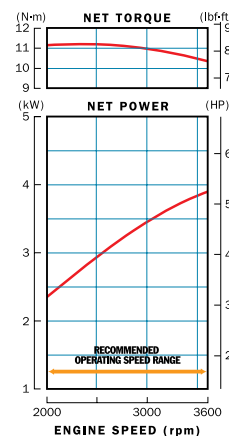
GS Series Engines

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)

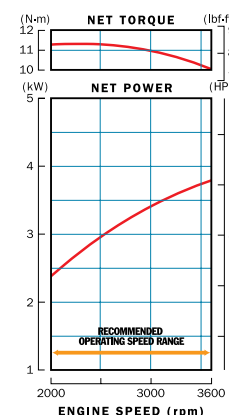


GSV190

Vertical shaft

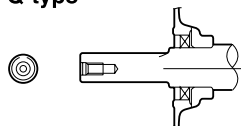


Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.7" x 2.0" (69 x 50 mm)
Displacement	11.4 cu in (187 cm ³)
Compression Ratio	8.5 : 1
Net Power (kW/rpm)*	5.1HP (3.8kW) at 3,600 rpm
Net Torque*	8.3 lbs ft (11.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
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)

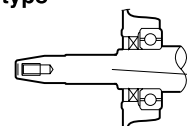


Shaft Types

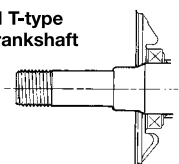
Q-type



V-type



P-type and T-type
Threaded Crankshaft



D-type
Stepped & Keyed



* The power rating of the engines indicated in this document measures the net power output at 3600 rpm 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.

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