

# GXV660 Vertical Crankshaft



- Digital CDI ignition system with variable timing
- Hemispherical combustion chamber delivers rapid combustion
- Integrated cylinder and head
- High-capacity pump facilitates consistent oil delivery
- Automatic mechanical de-compression system



## SPECIFICATIONS

<b>Engine Type</b>	Air-cooled 4-stroke OHV	<b>Bore x Stroke</b>	78 mm x 72 mm
<b>Displacement</b>	688 cm <sup>3</sup>	<b>Net Power Output*</b>	21.5 hp (16.0 kW) @ 3,600 rpm
<b>Net Torque</b>	35.6 lbs ft (48.3 Nm) @ 2,500 rpm	<b>PTO Shaft Rotation</b>	Counterclockwise (from PTO shaft side)
<b>Compression Ratio</b>	9.3:1	<b>Fuel Tank Capacity</b>	N/A
<b>Lamp/Charge coil options</b>	2.7A, 17A, 26A	<b>Carburetor</b>	Horizontal type, two barrel butterfly valve, internal vent
<b>Ignition System</b>	Digital CDI with variable ignition timing	<b>Starting System</b>	Electric
<b>Lubrication System</b>	Forced lubrication	<b>Governor System</b>	Mechanical
<b>Air Cleaner</b>	Dual element	<b>Oil Capacity</b>	1.9 litres (2.0 U.S. qts)
<b>Fuel</b>	Unleaded 86 octane or higher	<b>Dry Weight</b>	44 kg (96.8 lbs)

## DIMENSIONS

<b>Length (min)</b>	405 mm (15.9")	<b>Width (min)</b>	410 mm (16.1")
<b>Height (min)</b>	438 mm (17.2")		

## PTO\_SHAFT\_OPTIONS

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