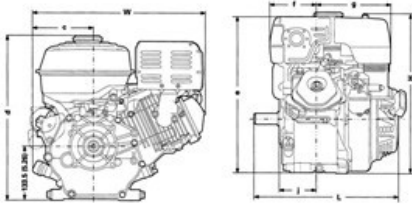


HONDA ENGINES

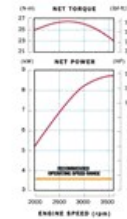
GX390 SPECIFICATIONS



Dimensions diagrams



Performance Curve



SPECIFICATIONS

| | |
|--------------------------|-------------------------------------------|
| Engine Type | AIR-COOLED 4-STROKE OHV |
| Bore x Stroke | 88 MM X 64 MM |
| Displacement | 389 CM ³ |
| Net Power Output* | 11.7 HP (8.7 KW) @ 3,600 RPM |
| Net Torque | 19.5 LB-FT (26.4 NM) @ 2,500 RPM |
| PTO Shaft Rotation | COUNTERCLOCKWISE (FROM PTO SHAFT SIDE) |
| Compression Ratio | 8.2:1 |
| Fuel Tank Capacity | 6.1 LITRES (6.4 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 | 31.5 KG (69 LBS) |
|------------|------------------|

DIMENSIONS

| | |
|--------------|----------------|
| Length (min) | 407 MM (16.0") |
| Width (min) | 485 MM (19.1") |
| Height (min) | 449 MM (17.7") |

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 | REDUCTION TYPE PTO |
| S type | N/A |
| 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.