

GX25 Horizontal Crankshaft

- 4-strokes require no fuel and oil mixing
- Full 360° "any-side-up" operation; use and store in any position
- Ball-bearing supported crankshaft for improved stability
- Belt-driven OHC design reduces mechanical noise
- Lifetime timing belt design



SPECIFICATIONS

| | | | |
|---------------------------------|---------------------------------|---------------------------|--|
| Engine Type | Air-cooled 4-stroke OHC | Bore x Stroke | 35 mm x 26 mm |
| Displacement | 25 cm ³ | Net Power Output* | 1.0 HP (.72 kW) @ 7,000 rpm |
| Net Torque | 0.74 lb-ft (1.0 Nm) @ 5,000 rpm | PTO Shaft Rotation | Counterclockwise (from PTO shaft side) |
| Compression Ratio | 8.0:1 | Fuel Tank Capacity | 0.58 litres (0.61 U.S. qts) |
| Lamp/Charge coil options | N/A | Carburetor | Diaphragm-type (overflow return) |
| Ignition System | Transistorized magneto | Starting System | Recoil |
| Lubrication System | Crankcase pressure driven | Governor System | N/A |
| Air Cleaner | Semi-dry | Oil Capacity | 80cc (2.7 U.S. oz) |
| Fuel | Unleaded 86 octane or higher | Dry Weight | 2.7 kg (6.8 lbs) |

DIMENSIONS

| | | | |
|---------------------|---------------|--------------------|---------------|
| Length (min) | 192 mm (7.6") | Width (min) | 221 mm (8.7") |
| Height (min) | 230 mm (9.1") | | |

PTO_SHAFT_OPTIONS

| | | | |
|----------------|-----|----------------|-----|
| A2 type | N/A | AR type | N/A |
| B type | N/A | D type | N/A |
| 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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