

# iGX700 Horizontal Crankshaft



- Electronic Fuel Injection. The EFI configuration offers a number of performance enhancements for the new Honda V-twin engines
- DBW (Drive-by-Wire)
- STR (Self Tuning Regulator) governor
- Integration of the ECU architecture into new V-Twin models.
- Digital CDI ignition system with variable timing



## SPECIFICATIONS

<b>Engine Type</b>	V-twin, Air-cooled, 4-stroke, OHV	<b>Bore x Stroke</b>	78 mm x 72 mm
<b>Displacement</b>	688 cm <sup>3</sup> (42 CID)	<b>Net Power Output*</b>	22.1 HP (16.5 kW) @ 3,600 rpm
<b>Net Torque</b>	35.6 lbf-ft (48.3 N-m) @ 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>	17A, 26A	<b>Fuel System</b>	Electronic Fuel Injection
<b>Throttle Control</b>	Electric	<b>Ignition System</b>	Digital CDI with variable ignition timing
<b>Starting System</b>	Electric	<b>Lubrication System</b>	Full Pressure
<b>Governor System</b>	Electronic Governor (STR - Self Tuning Regulator)	<b>Air Cleaner</b>	Dual element (foam pre-cleaner & paper air cleaner)
<b>Oil Capacity</b>	2.0 litres (2.1 US qts.)	<b>Oil Filter</b>	Automotive Spin-On Style
<b>Fuel</b>	Unleaded 86 octane or higher	<b>Dry Weight</b>	47.5 kg (104.7 lb)

## DIMENSIONS

<b>Length (min)</b>	333 mm (13.1 in.)	<b>Width (min)</b>	483 mm (19.0 in.)
<b>Height (min)</b>	438 mm (17.2 in.)		

## PTO\_SHAFT\_OPTIONS

<b>B type</b>	Straight shaft (36.55 mm (diameter), L = 175.2 mm)	<b>K type</b>	Splined shaft
<b>T type</b>	Straight shaft (28.575 mm (diameter), L = 162 mm)	<b>V type</b>	Tapered shaft (5/16")

\*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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