News from Honda

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For Immediate Release

Honda Introduces All-New V-Twin Engines Series

New Engines Offer More Power and Versatility, Compact Footprint

ALPHARETTA, Ga., February 2, 2009 – Honda introduced today an all-new generation of its popular and durable V-Twin general purpose engine. The new V-Twin, the most powerful engine series ever offered by Honda, brings a new level of value, fuel efficiency, emissions performance, versatility and quiet operation to the marketplace.

Featuring six all new models, the new V-Twin engine line offers customers more power, versatility and greater fuel economy in a more compact package. The new GX630, GX660, GX690, GXV630, GXV660 and GXV690 engines are available in both horizontal and vertical shaft configurations for a greater range of utility covering a wide range of demanding commercial, rental and turf applications.

"Our new V-Twin series of engines has been newly designed to offer more power, high fuel economy, low noise, low vibration and low exhaust emissions without the use of a catalyst." said Scott Conner, assistant vice president, Honda Engines. "The new V-Twin is an ideal fit for an increased number of potential applications that require more power, yet dictate a smaller-sized engine due to product configuration. All of these design enhancements are real advantages for our customers, as well."

Potential applications for the V-Twin series of engines include:

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- Utility vehicles
- Zero-turn radius mowers
- Garden tractors
- Trenchers
- Stump grinders
- Chippers/Shredders
- Concrete saws
- Vibratory rollers
- Ride-on cement trowels
- Commercial generators
- Pressure Washers

The new V-Twin features a cutting-edge style that looks different from other engines and in concert with the 36 blade low noise resin cooling fan improves cooling efficiencies. Under the multi-faceted styling are technologically-advanced features contributing to the high efficiency and low noise and vibration. Examples of these technologically-advanced features are the hemispherical combustion chamber design, higher compression ratio, increased displacement, and steel connecting rods. Additionally, an integrated cylinder and head eliminates the need for a head gasket which results in increased cooling and higher levels of reliability.

Although fuel efficiency is a key attribute of all Honda engines, fuel consumption in the new V-Twin engine is reduced to the levels similar to fuel injected model engines of the same size. This is accomplished through the advanced combustion chamber design and implementation of Digital Capacitive Discharge Ignition (CDI) with variable ignition timing, and twin barrel inner-vent carburetion. In addition to high fuel efficiency the new V-Twin engines will meet the 2011 EPA exhaust emission regulations without the use of a catalyst.

Honda is the world's preeminent engine maker, selling more than 24 million units globally in 2008 through a diverse array of automotive, motorcycle, and power equipment products. Honda engines are characterized by the same quiet and fuel-efficient technology that is behind the company's reputation for quality.

Honda V-Twin Specifications

	Horizontal			Vertical		
	GX630	**GX660**	**GX690**	**GXV630**	**GXV660**	**GXV690**
Engine Type	Air-cooled, 4-Stroke, OHV			Air-cooled, 4-Stroke, OHV		
Bore x Stroke	3.1" x 2.8" (78 x 72 mm)			3.1" x 2.8" (78 x 72 mm)		
Displacement	42 cu in (688 cm3)			42 cu in (688 cm3)		
Compression Ratio	9.3 : 1			9.3 : 1		
Net Horsepower*	20.3 hp (15.1 kW)	21.0 hp (15.7 kW)	22.3 hp (16.6 kW)	20.3 hp (15.1 kW)	21.0 hp (15.7 kW)	22.3 hp (16.6 kW)
Net Torque*	35.2 lbs ft (47.7 Nm)	35.2 lbs ft (47.7 Nm)	35.6 lbs ft (48.3 Nm)	35.2 lbs ft (47.7 Nm)	35.2 lbs ft (47.7 Nm)	35.6 lbs ft (48.3 Nm)
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)			Counterclockwise (from PTO shaft side)		
Ignition System	Digital CDI with variable ignition timing			Digital CDI with variable ignition timing		
Starting System	Shift Type			Shift Type		
Carburetor	2-barrel, fuel cut solenoid, inner vent			2-barrel, fuel cut solenoid, inner vent		
Lubrication System	Full Pressure			Full Pressure		
Connecting Rod	Forged Steel			Forged Steel		
Governor System	Mechanical			Mechanical		
Air Cleaner	Dual Element Type/Cylindrical			Dual Element Type/Panel		
Exhaust Emissions	Certified for use in all 50 states			Certified for use in all 50 states		
Evaporative Emissions	Low permeation hose and purge joint provided			Low permeation hose and purge joint provided		
Oil Capacity	2.0 US qt (1.9 L)			2.3 US qt (2.2 L)		
Oil Filter	Automotive Spin-On Style			Automotive Spin-On Style		
Dimensions (L x W x H)	15.9" (405 mm) x 16.1" (410 mm) x 17.2" (438 mm)			17.4" (443 mm) x 16.6" (421 mm) x 17.6" (447 mm)		
Dry Weight	98 lbs (44.4 kg)			101 lbs (45.7 kg)		

* 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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Editor's Note:

Honda Power Equipment, a division of American Honda Motor Co., Inc., manufactures and markets a complete range of outdoor power equipment, including outboard marine engines, general purpose engines, generators, lawnmowers, pumps, snowblowers, tillers and trimmers for commercial, rental and residential applications. Its comprehensive product line consists exclusively of 4-stroke engines.

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