

HONDA

E N G I N E S

Owner's Manual

GX610 • GX620

LPG-Fueled Engine





WARNING:



The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

Keep this owner's manual handy, so you can refer to it at any time. This owner's manual is considered a permanent part of the engine and should remain with the engine if resold.

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INTRODUCTION

Congratulations on your selection of a Honda engine. We are certain you will be pleased with your purchase of one of the finest engines on the market.

We want to help you get the best results from your new engine and to operate it safely. This manual contains the information on how to do that; please read it carefully.

As you read this manual, you will find information preceded by a **NOTICE** symbol. That information is intended to help you avoid damage to your engine, other property, or the environment.

We suggest you read the warranty policy to fully understand its coverage and your responsibilities of ownership. The warranty policy is a separate document that should have been given to you by your dealer.

When your engine needs scheduled maintenance, keep in mind that your Honda servicing dealer is specially trained in servicing Honda engines. Your Honda servicing dealer is dedicated to your satisfaction and will be pleased to answer your questions and concerns.

Best Wishes,
Honda Motor Co., Ltd.

INTRODUCTION


A FEW WORDS ABOUT SAFETY

Your safety and the safety of others are very important. And using this engine safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all the hazards associated with operating or maintaining an engine. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the engine.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words, DANGER, WARNING, or CAUTION.

These signal words mean:



You **WILL** be KILLED or SERIOUSLY HURT if you don't follow instructions.



You **CAN** be KILLED or SERIOUSLY HURT if you don't follow instructions.



You **CAN** be HURT if you don't follow instructions.

- **Safety Headings** — such as *IMPORTANT SAFETY INFORMATION*.
- **Safety Section** — such as *ENGINE SAFETY*.
- **Instructions** — how to use this engine correctly and safely.

This entire book is filled with important safety information — please read it carefully.

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ENGINE SAFETY

IMPORTANT SAFETY INFORMATION

Most accidents with engines can be prevented if you follow all instructions in this manual and on the engine. Some of the most common hazards are discussed below, along with the best way to protect yourself and others.

Owner Responsibilities

- Honda engines are designed to give safe and dependable service if operated according to instructions. Read and understand this owner's manual before operating the engine. Failure to do so could result in personal injury or equipment damage.
- Know how to stop the engine quickly, and understand the operation of all controls. Never permit anyone to operate the engine without proper instructions.
- Do not allow children to operate the engine. Keep children and pets away from the area of operation.

Refuel With Care

Dry gas fuel is extremely flammable, and LPG can explode. Refuel outdoors, in a well-ventilated area, with the engine stopped. Never smoke near LPG, and keep other flames and sparks away. If any fuel is spilled, make sure the area is dry before starting the engine.

Hot Exhaust

- The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Let the engine cool before storing it indoors.
- To prevent fire hazards and to provide adequate ventilation for stationary equipment applications, keep the engine at least 3 feet (1 meter) away from building walls and other equipment during operation. Do not place flammable objects close to the engine.

ENGINE SAFETY

Carbon Monoxide Hazards

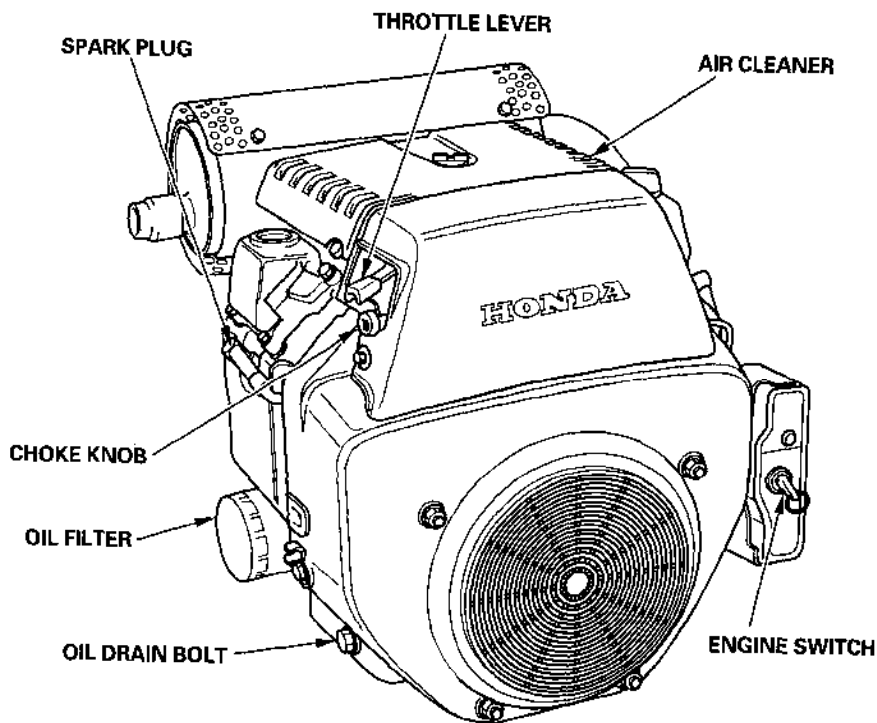
Exhaust gas contains poisonous carbon monoxide. Avoid inhalation of exhaust gas. Never run the engine in a closed garage or confined area.

Other Equipment

Review the instructions provided with the equipment powered by this engine for any additional safety precautions that should be observed in conjunction with engine startup, shutdown, or operation, or protective apparel that may be needed to operate the equipment.

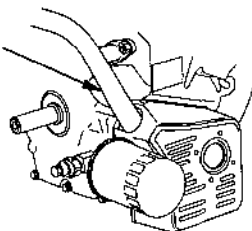
CONTROLS & FEATURES

COMPONENT & CONTROL LOCATIONS

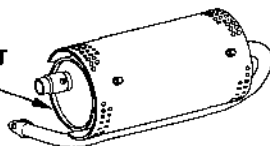


CONTROLS & FEATURES

**SIDE-MOUNT
MUFFLER**



**HIGH-MOUNT
MUFFLER
(B type)**

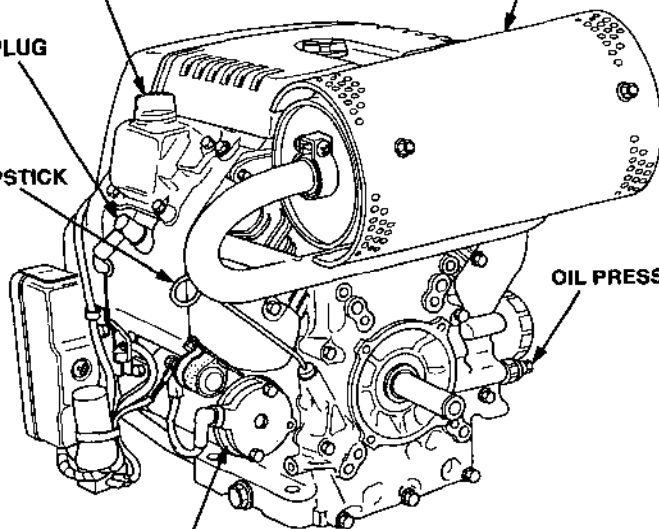


OIL FILLER CAP

HIGH-MOUNT MUFFLER (A type)

SPARK PLUG

OIL LEVEL DIPSTICK



OIL PRESSURE SWITCH

ELECTRIC STARTER

CONTROLS

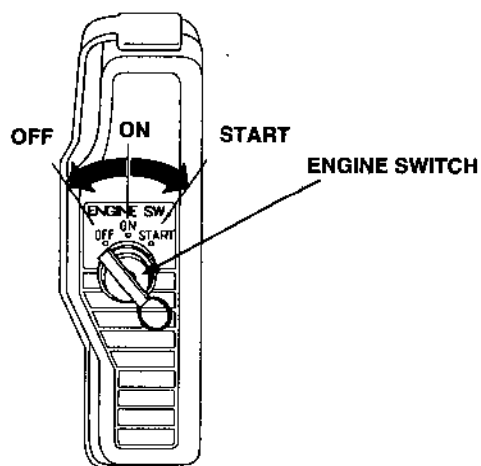
Engine Switch

The engine switch enables and disables the ignition system.

The engine switch must be in the ON position for the engine to run.

Turning the engine switch to the OFF position stops the engine.

Turning the engine switch to the START position operates the electric starter to crank the engine. The key automatically returns to the ON position when released from the START position.



CONTROLS & FEATURES

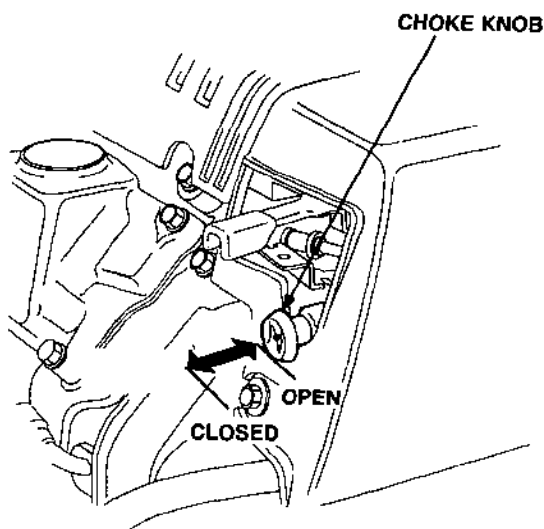
Choke Knob

The choke knob opens and closes the choke valve in the carburetor.

The **CLOSED** position enriches the fuel mixture for starting a cold engine.

The **OPEN** position provides the correct fuel mixture for operation after starting, and for restarting a warm engine.

Some engine applications use a remotely-mounted choke control rather than the engine-mounted choke knob shown here.

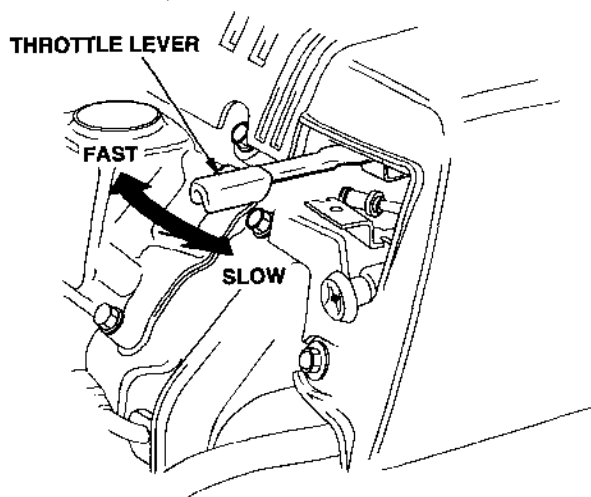


Throttle Lever

The throttle lever controls engine speed.

Moving the throttle lever in the directions shown makes the engine run faster or slower.

Some engine applications use a remotely-mounted throttle control rather than the engine-mounted throttle lever shown here.



CONTROLS & FEATURES

FEATURES

Oil Alert System (applicable engine types)

The Oil Alert system is designed to prevent engine damage caused by an insufficient amount of oil in the crankcase. Before the oil level in the crankcase can fall below a safe limit, the Oil Alert system will automatically stop the engine (the engine switch will remain in the ON position).

If the engine stops and will not restart, check the engine oil level (page 25) before troubleshooting in other areas.

BEFORE OPERATION

IS YOUR ENGINE READY TO GO?

For your safety, and to maximize the service life of your equipment, it is very important to take a few moments before you operate the engine to check its condition. Be sure to take care of any problem you find, or have your servicing dealer correct it, before you operate the engine.

WARNING

Improperly maintaining this engine, or failing to correct a problem before operation, could cause a malfunction in which you could be seriously injured.

Always perform a preoperation inspection before each operation, and correct any problem.

Before beginning your preoperation checks, be sure the engine is level and the engine switch is in the OFF position.

Check the General Condition of the Engine

- Look around and underneath the engine for signs of oil or LPG leaks.
- Remove any excessive dirt or debris, especially around the muffler.
- Look for signs of damage.
- Check that all shields and covers are in place, and all nuts, bolts, and screws are tightened.

BEFORE OPERATION

Check the Engine

- Check the engine oil level (see page 25). Running the engine with a low oil level can cause engine damage.

The Oil Alert system (applicable engine types) will automatically stop the engine before the oil level falls below safe limits. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

- Check the air filter (see page 29). A dirty air filter will restrict air flow to the carburetor, reducing engine performance.
- Check the fuel level. Starting with a full tank will help to eliminate or reduce operating interruptions for refueling.

Check the Equipment Powered by This Engine

Review the instructions provided with the equipment powered by this engine for any precautions and procedures that should be followed before engine startup.

OPERATION

SAFE OPERATING PRECAUTIONS

Before operating the engine for the first time, please review the *IMPORTANT SAFETY INFORMATION* on page 5 and the chapter titled *BEFORE OPERATION*.

WARNING

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you.

Avoid any areas or actions that expose you to carbon monoxide.

Review the instructions provided with the equipment powered by this engine for any safety precautions that should be observed in conjunction with engine startup, shutdown, or operation.

STARTING THE ENGINE

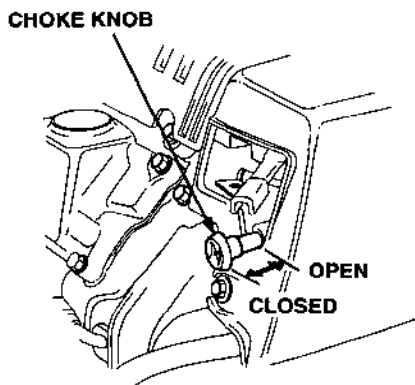
1. Turn the fuel valve to the OPEN or ON position before attempting to start the engine.

OPERATION

2. To start a cold engine, pull the choke knob out to the CLOSED position.

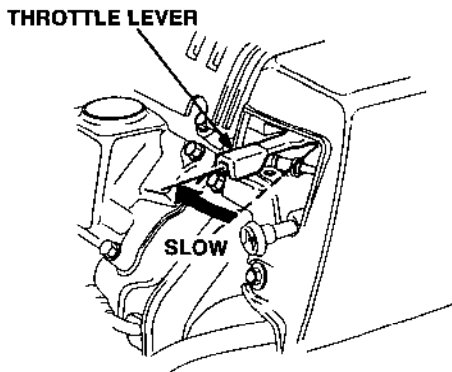
To restart a warm engine, leave the choke knob in the OPEN position.

Some engine applications use a remotely-mounted choke control rather than the engine-mounted choke knob shown here.

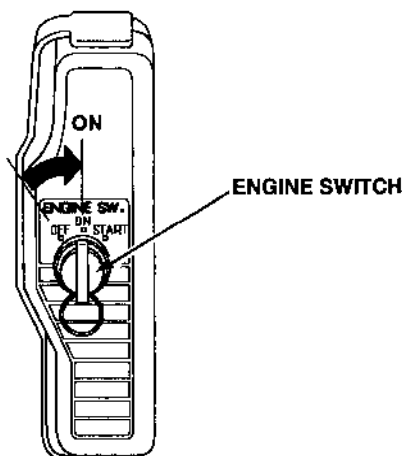


3. Move the throttle lever away from the SLOW position, about 1/3 of the way toward the FAST position.

Some engine applications use a remotely-mounted throttle control rather than the engine-mounted throttle lever shown here.



4. Turn the engine switch to the ON position.



5. Operate the starter.

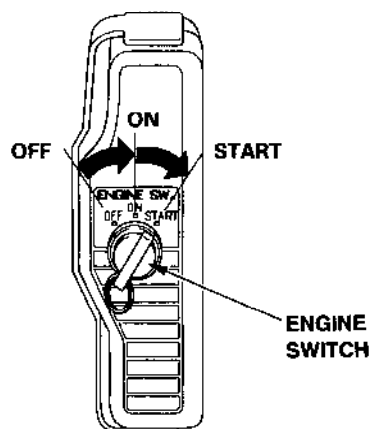
Turn the key to the START position, and hold it there until the engine starts.

If the engine fails to start within 5 seconds, release the key, and wait at least 10 seconds before operating the starter again.

NOTICE

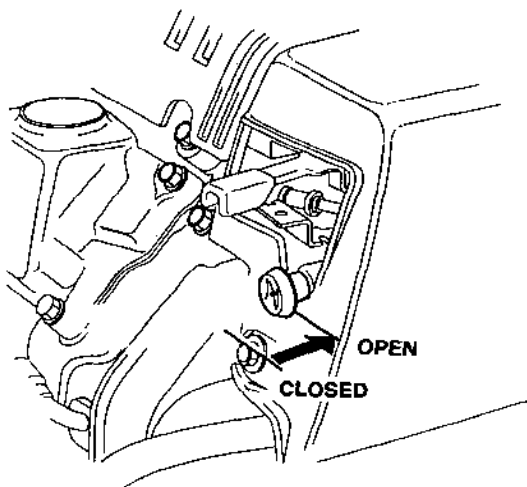
Using the electric starter for more than 5 seconds at a time will overheat the starter motor and can damage it.

When the engine starts, release the key, allowing it to return to the ON position.



OPERATION

6. If the choke knob has been pulled to the **CLOSED** position to start the engine, gradually push it to the **OPEN** position as the engine warms up.

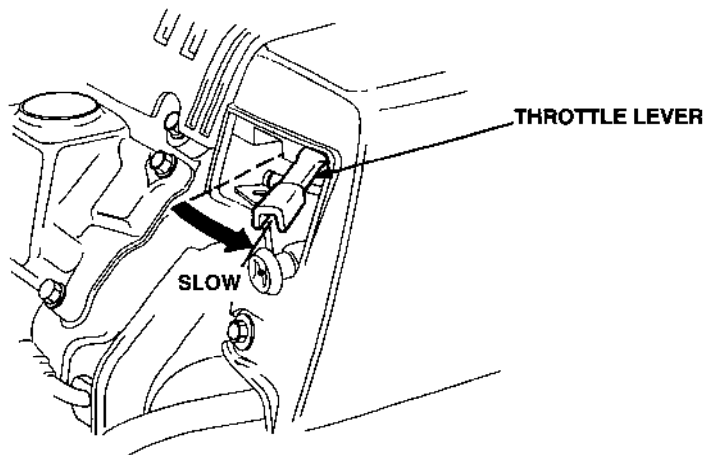


STOPPING THE ENGINE

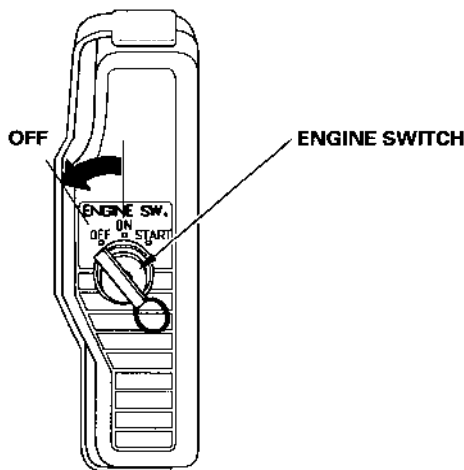
To stop the engine in an emergency, simply turn the engine switch to the OFF position. Under normal conditions, use the following procedure.

1. Move the throttle lever to the SLOW position.

Some engine applications use a remotely-mounted throttle control rather than the engine-mounted throttle lever shown here.



2. Turn the engine switch to the OFF position.



3. Turn the fuel valve to the CLOSED or OFF position.

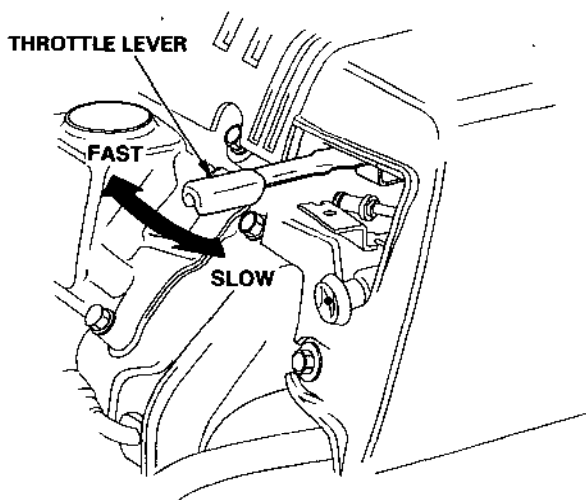
OPERATION

SETTING ENGINE SPEED

Position the throttle lever for the desired engine speed.

Some engine applications use a remotely-mounted throttle control rather than the engine-mounted throttle lever shown here.

For engine speed recommendations, refer to the instructions provided with the equipment powered by this engine.



SERVICING YOUR HONDA ENGINE

THE IMPORTANCE OF MAINTENANCE

Good maintenance is essential for safe, economical, and trouble-free operation. It will also help reduce air pollution.

WARNING

Improperly maintaining this engine, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

To help you properly care for your engine, the following pages include a maintenance schedule, routine inspection procedures, and simple maintenance procedures using basic hand tools. Other service tasks that are more difficult, or require special tools, are best handled by professionals and are normally performed by a Honda technician or other qualified mechanic.

The maintenance schedule applies to normal operating conditions. If you operate your engine under unusual conditions, such as sustained high-load or high-temperature operation, or use in unusually wet or dusty conditions, consult your servicing dealer for recommendations applicable to your individual needs and use.

SERVICING YOUR HONDA ENGINE

MAINTENANCE SAFETY

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in the owner's manual.

Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs. This will eliminate several potential hazards:
 - **Carbon monoxide poisoning from engine exhaust.**
Be sure there is adequate ventilation whenever you operate the engine.
 - **Burns from hot parts.**
Let the engine and exhaust system cool before touching.
 - **Injury from moving parts.**
Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To reduce the possibility of fire or explosion, be careful when working around propane. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Remember that your servicing dealer knows your engine best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new, genuine Honda parts or their equivalents for repair and replacement.

SERVICING YOUR HONDA ENGINE

MAINTENANCE SCHEDULE

REGULAR SERVICE PERIOD (3) ITEM Perform at every indicated month or operating hour interval, whichever comes first.			Each use	First month or 20 Hrs.	Every 3 months or 50 Hrs.	Every 6 months or 100 Hrs.	Every year or 300 Hrs.	Refer to page
• Engine oil	Check level		○					25
	Change			○	○			26
• Engine oil filter	Replace						○ or 200 Hrs	27
• Air filter	Check		○					29
	Clean				○ (1)			30
	Replace						○*	
• Spark plug	Clean-Readjust					○		32
	Replace						○	
• Spark arrester (optional part)	Clean					○		34
• Idle speed	Check-adjust						○ (2)	—
• Valve clearance	Check-Readjust						○ (2)	—
• Fuel line	Check		○ (4)					—

- Emission-related items.

* Replace the paper air filter element only.

(1) Service more frequently when used in dusty areas.

(2) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda shop manual for service procedures.

(3) For commercial use, log hours of operation to determine proper maintenance intervals.

(4) Replace if necessary.

SERVICING YOUR HONDA ENGINE

FUEL RECOMMENDATIONS

Use LPG with a propane content of 95% or higher.

This engine is certified to operate on LPG only.

Occasionally you may hear a light “spark knock” or “pinging” (metallic rapping noise) while operating under heavy loads. This is no cause for concern.

If spark knock or pinging occurs at a steady engine speed, under normal load, change brands of LPG. If spark knock or pinging persists, see an authorized Honda servicing dealer.

NOTICE

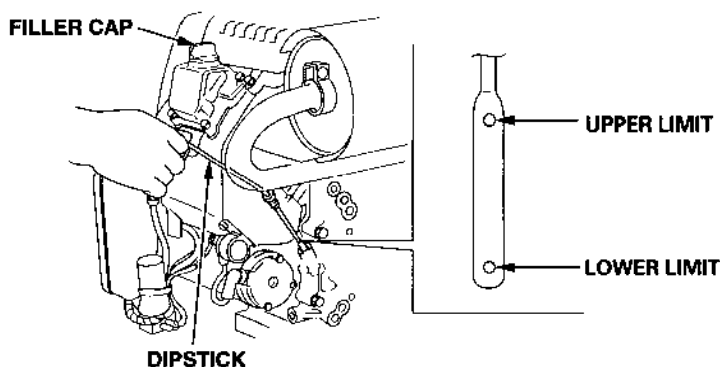
Running the engine with persistent spark knock or pinging can cause engine damage.

Running the engine with persistent spark knock or pinging is misuse, and the Distributor's Limited Warranty does not cover parts damaged by misuse.

ENGINE OIL LEVEL CHECK

Check the engine oil level with the engine stopped and in a level position.

1. Remove the dipstick and wipe it clean.
2. Fully insert the dipstick, then remove it to check the oil level.
3. If the oil level is low, fill to the upper limit mark on the dipstick with the recommended oil (see page 28).
4. Reinstall the dipstick, and screw in the filler cap securely.



NOTICE

Running the engine with a low oil level can cause engine damage.

The Oil Alert system (applicable engine types) will automatically stop the engine before the oil level falls below safe limits. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

SERVICING YOUR HONDA ENGINE

ENGINE OIL CHANGE

Drain the used oil while the engine is warm. Warm oil drains quickly and completely.

1. Place a suitable container below the engine to catch the used oil, then remove the filler cap and the drain bolt.
2. Allow the used oil to drain completely, then reinstall the drain bolt, and tighten it securely.
3. Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take used oil in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash, pour it on the ground, or down a drain.
4. With the engine in a level position, fill to the upper limit mark on the dipstick with the recommended oil (see page 28).

Engine oil capacities:

Without oil filter replacement: 1.27 US qt (1.20 ℓ)

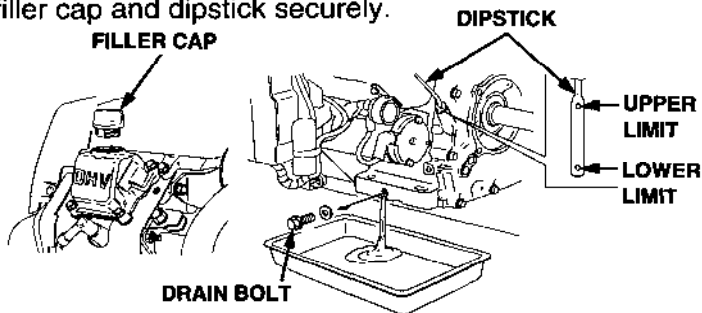
With oil filter replacement: 1.59 US qt (1.50 ℓ)

NOTICE

Running the engine with a low oil level can cause engine damage.

The Oil Alert system (applicable engine types) will automatically stop the engine before the oil level falls below the safe limit. However, to avoid the inconvenience of an unexpected shutdown, fill to the upper limit, and check the oil level regularly.

5. Reinstall the filler cap and dipstick securely.

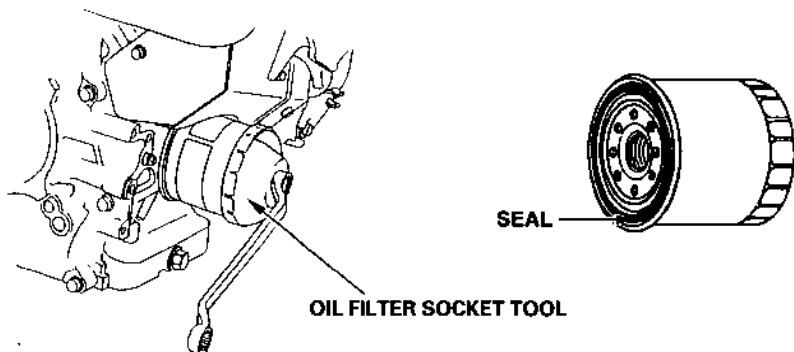


OIL FILTER CHANGE

1. Drain the engine oil, and retighten the drain bolt securely (see page 26).
2. Remove the oil filter, and drain the oil into a suitable container. Discard the used oil filter.

NOTICE

Use an oil filter socket tool, rather than a strap wrench, to avoid striking and damaging the oil pressure switch.



3. Clean the filter mounting base, and coat the seal of the new oil filter with clean engine oil.

NOTICE

Use only a genuine Honda oil filter or a filter of equivalent quality specified for your model. Using the wrong filter, or a non-Honda filter which is not of equivalent quality, may cause engine damage.

SERVICING YOUR HONDA ENGINE

4. Screw on the new oil filter by hand until the seal contacts the filter mounting base, then use an oil filter socket tool to tighten the filter an additional 7/8 turn.

Oil filter tightening torque: 16 ft-lb (22 N·m, 2.2 kg·m).

5. Refill the crankcase with the specified amount of the recommended oil (see page 28). Reinstall the oil filler cap and dipstick.
6. Start the engine, and check for leaks.
7. Stop the engine, and check the oil level as described on page 25. If necessary, add oil to bring the oil level to the upper limit mark on the dipstick.

ENGINE OIL RECOMMENDATIONS

Oil is a major factor affecting performance and service life. Use 4-stroke automotive detergent oil that is designed for engines operating on LPG.

SAE 30 (API service classification SG minimum) is recommended for general use. The following are examples of oils that meet Honda's requirements for LPG-fueled engines:

- Pennzoil HD 30
- Valvoline HPO 30
- Castrol HD 30

For operation in temperatures below 32 °F (0 °C), 5W-30 synthetic oil may be used for easier starting. Do not use 5W-30 synthetic oil when the air temperature is above 32 °F (0 °C).

NOTICE

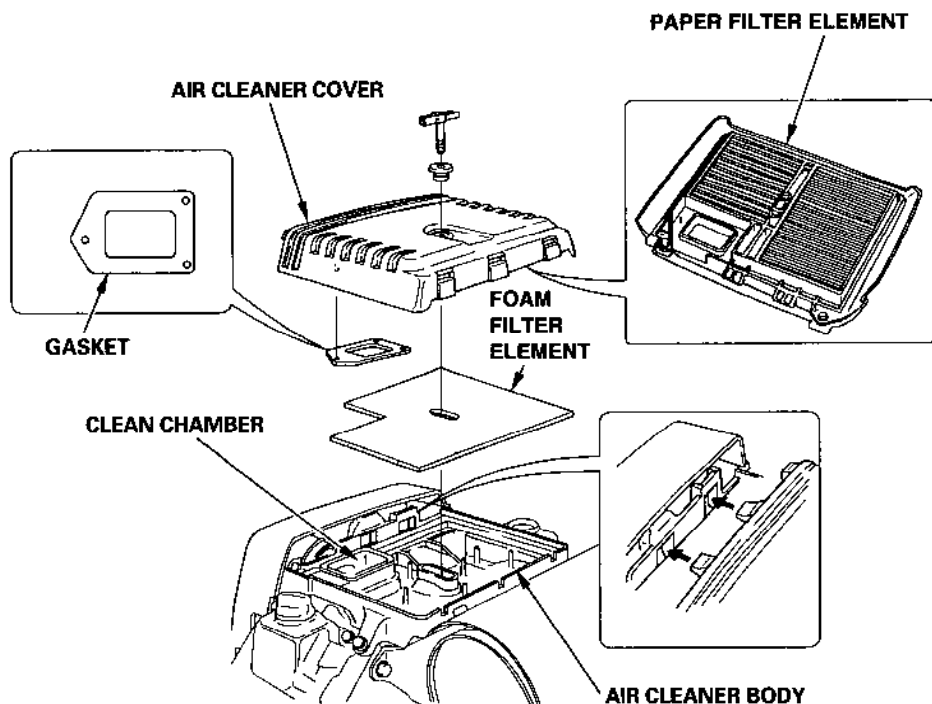
Do not use multigrade mineral-based oils. The use of multigrade mineral-based oils may result in premature engine wear and/or damage.

SERVICING YOUR HONDA ENGINE

AIR FILTER INSPECTION

Remove the air cleaner cover and inspect the filter elements. Clean or replace dirty filter elements. Always replace damaged filter elements.

Refer to page 30 for instructions that apply to the air cleaner and filter.



SERVICING YOUR HONDA ENGINE

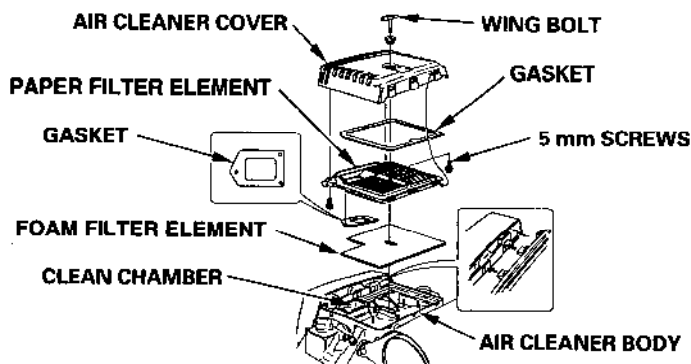
AIR CLEANER SERVICE

A dirty air filter will restrict air flow to the carburetor, reducing engine performance. If you operate the engine in very dusty areas, clean the air filter more often than specified in the MAINTENANCE SCHEDULE (see page 23).

NOTICE

Operating the engine without an air filter, or with a damaged air filter, will allow dirt to enter the engine, causing rapid engine wear. This type of damage is not covered by the Distributor's Limited Warranty.

1. Remove the wing bolt from the air cleaner cover, and remove the cover.
2. Remove the two 5 mm screws from the air cleaner cover and remove the paper filter element from the cover.
3. Remove the foam filter element from the air cleaner body.



4. Inspect both air filter elements, and replace them if they are damaged. Always replace the paper filter element at the scheduled interval (see page 23).

5. Clean the air filter elements if they are to be reused.

Paper filter element: Tap the filter element several times on a hard surface to remove dirt, or blow compressed air [not exceeding 30 psi (207 kPa, 2.1 kg/cm²)] through the filter element from the air cleaner cover side. Never try to brush off dirt; brushing will force dirt into the fibers. Replace the paper filter element and both gaskets if it is excessively dirty.

Foam filter element: Clean in warm soapy water, rinse, and allow to dry thoroughly. Or clean in nonflammable solvent and allow to dry. Dip the filter element in clean engine oil, then squeeze out all excess oil. The engine will smoke when started if too much oil is left in the foam.

6. Wipe dirt from the inside of the air cleaner body and cover, using a moist rag. Be careful to prevent dirt from entering the clean chamber that leads to the carburetor.
7. Place the foam filter element to the air cleaner body. Be sure the gaskets are in place, then reinstall the paper filter element and cover. Tighten the wing bolt securely.

SERVICING YOUR HONDA ENGINE

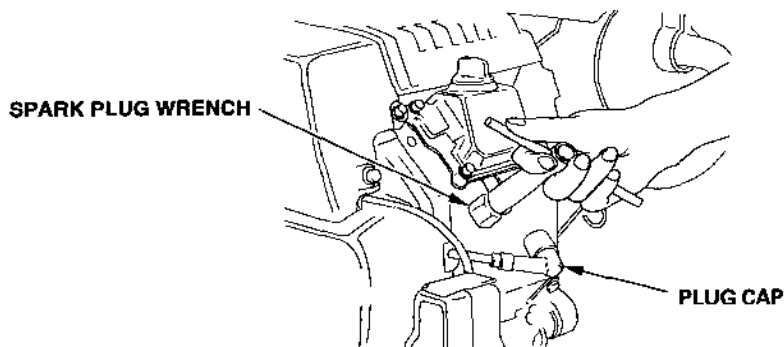
SPARK PLUG SERVICE

Recommended spark plugs: BPR6ES (NGK)
W20EPR-U (DENSO)

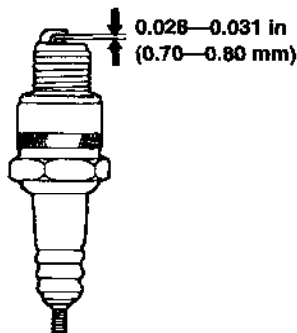
NOTICE

Incorrect spark plugs can cause engine damage.

1. Disconnect the spark plug caps, and remove any dirt from around the spark plug area.
2. Remove the spark plugs with a 13/16-inch spark plug wrench.



3. Inspect the spark plug. Replace it if the electrodes are worn, or if the insulator is cracked or chipped. Clean the spark plug with a wire brush if you are going to reuse it.
4. Measure the spark plug electrode gap with a suitable gauge. The gap should be 0.028—0.031 in (0.70—0.80 mm). Correct the gap, if necessary, by carefully bending the side electrode.
5. Install the spark plug carefully, by hand, to avoid cross-threading.



6. After the spark plug seats, tighten with a 13/16-inch spark plug wrench to compress the washer.

If reinstalling the used spark plug, tighten 1/8—1/4 turn after the spark plug seats.

If installing a new spark plug, tighten 1/2 turn after the spark plug seats.

NOTICE

A loose spark plug can overheat and damage the engine.

Overtightening the spark plug can damage the threads in the cylinder head.

7. Attach the spark plug caps.

SERVICING YOUR HONDA ENGINE

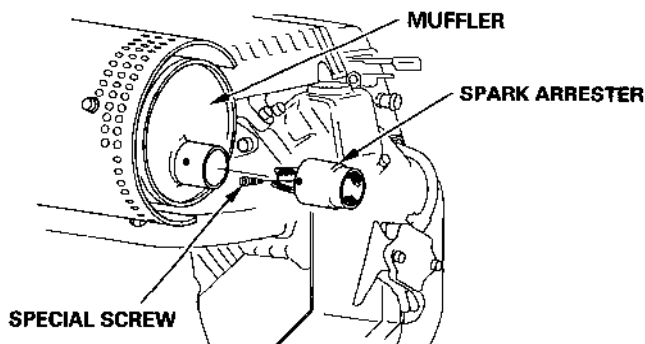
SPARK ARRESTER SERVICE (optional equipment)

Your engine is not factory-equipped with a spark arrester. In some areas, it is illegal to operate an engine without a spark arrester. Check local laws and regulations. A spark arrester is available from authorized Honda servicing dealers.

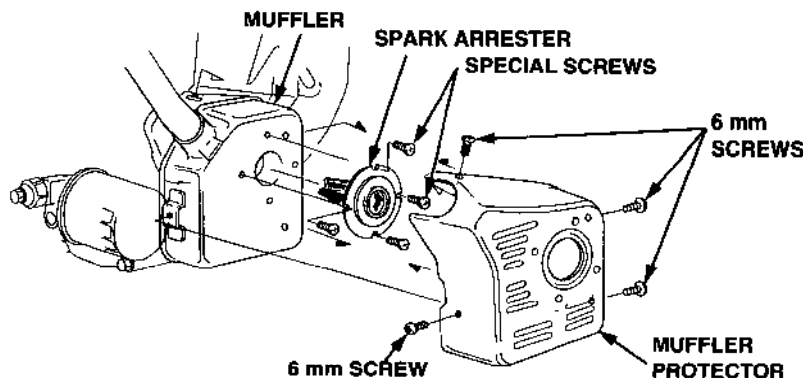
The spark arrester must be serviced every 100 hours to keep it functioning as designed.

If the engine has been running, the muffler will be very hot. Allow the muffler to cool before servicing the spark arrester.

1. **HIGH-MOUNT MUFFLER TYPE:** Remove the special screw from the muffler and remove the spark arrester.



SIDE-MOUNT MUFFLER TYPE: Remove the 6 mm screws from the muffler protector, and remove the muffler protector. Remove the special screws from the spark arrester, and remove the spark arrester from the muffler.



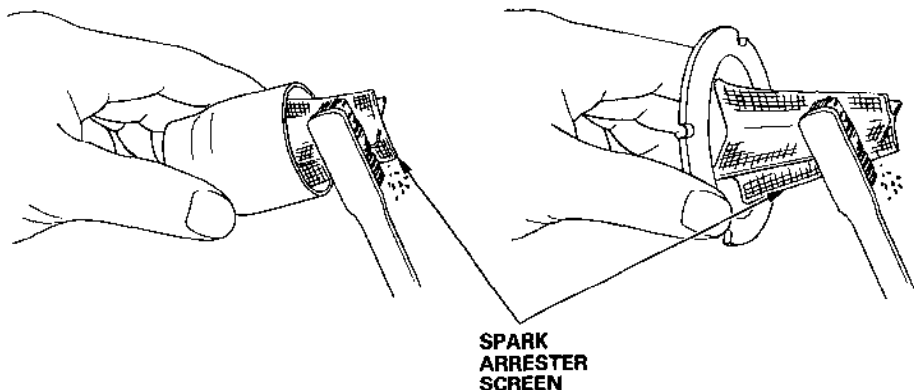
SERVICING YOUR HONDA ENGINE

2. Use a brush to remove carbon deposits from the spark arrester screen. Be careful to avoid damaging the screen.

The spark arrester must be free of breaks and holes. Replace the spark arrester if it is damaged.

HIGH-MOUNT MUFFLER TYPE

SIDE-MOUNT MUFFLER TYPE



3. Install the spark arrester, and muffler protector in the reverse order of disassembly.

HELPFUL TIPS & SUGGESTIONS

STORING YOUR ENGINE

Storage Preparation

Proper storage preparation is essential for keeping your engine troublefree and looking good. The following steps will help to keep rust and corrosion from impairing your engine's function and appearance, and will make the engine easier to start when you use it again.

Cleaning

If the engine has been running, allow it to cool for at least half an hour before cleaning. Clean all exterior surfaces, touch up any damaged paint, and coat other areas that may rust with a light film of oil.

NOTICE

- Using a garden hose or pressure washing equipment can force water into the air cleaner or muffler opening. Water in the air cleaner will soak the air filter, and water that passes through the air filter or muffler can enter the cylinder, causing damage.
- Water contacting a hot engine can cause damage. If the engine has been running, allow it to cool for at least half an hour before washing.

Engine Oil

1. Change the engine oil (see page 26).
2. Remove the spark plugs (see page 32).
3. Pour a tablespoon (5—10 cc) of clean engine oil into the cylinders.
4. Crank the engine several revolutions to distribute the oil in the cylinders.
5. Reinstall the spark plugs.

Storage Precautions

Select a well-ventilated storage area away from any appliance that operates with a flame, such as a furnace, water heater, or clothes dryer. Also avoid any area with a spark-producing electric motor, or where power tools are operated.

If possible, avoid storage areas with high humidity, because that promotes rust and corrosion.

Leave the fuel valve in the OFF position at the source to reduce the possibility of fuel leakage.

HELPFUL TIPS & SUGGESTIONS

Position the equipment so the engine is level. Tilting can cause oil leakage.

With the engine and exhaust system cool, cover the engine to keep out dust. A hot engine and exhaust system can ignite or melt some materials. Do not use sheet plastic as a dust cover. A nonporous cover will trap moisture around the engine, promoting rust and corrosion.

Remove the battery and store it in a cool, dry place. Recharge the battery once a month while the engine is in storage.

This will help to extend the service life of the battery.

Removal From Storage

Check your engine as described in the *BEFORE OPERATION* chapter of this manual.

If the cylinders were coated with oil during storage preparation, the engine may smoke briefly at startup. This is normal.

TRANSPORTING

If the engine has been running, allow it to cool for at least 15 minutes before loading the engine-powered equipment on the transport vehicle. A hot engine and exhaust system can burn you and can ignite some materials.

Keep the engine level when transporting to reduce the possibility of fuel leakage. Turn the fuel valve OFF at the source.

TAKING CARE OF UNEXPECTED PROBLEMS

ENGINE WILL NOT START	Possible Cause	Correction
1. Check battery and fuse.	Battery discharged.	Recharge battery.
	Fuse burnt out.	Replace fuse (p. 41).
2. Check control positions.	Fuel valve OFF. (if equipped)	Move lever to ON.
	Choke OPEN.	Move lever to CLOSED unless engine is warm.
	Engine switch OFF.	Turn engine switch to ON.
3. Check fuel.	Out of fuel.	Refuel.
4. Remove and inspect spark plugs.	Spark plugs faulty, fouled, or improperly gapped.	Clean, gap, or replace spark plugs (p. 32).
	Spark plugs wet with fuel (flooded engine).	Dry and reinstall spark plugs. Start engine with throttle lever in FAST position.
5. Take engine to an authorized Honda servicing dealer, or refer to shop manual.	Carburetor malfunction, ignition malfunction, valves stuck, etc.	Replace or repair faulty components as necessary.

ENGINE LACKS POWER	Possible Cause	Correction
1. Check air filter.	Filter element(s) clogged.	Clean or replace filter element(s) (p. 30).
2. Take engine to an authorized Honda servicing dealer, or refer to shop manual.	Carburetor malfunction, ignition malfunction, valves stuck, etc.	Replace or repair faulty components as necessary.

TAKING CARE OF UNEXPECTED PROBLEMS

FUSE REPLACEMENT (3A charge coil and switch box type)

The electric starter relay circuit and battery charging circuit are protected by a 25-ampere fuse. If the fuse burns out, the electric starter will not operate. The engine can be started manually if the fuse burns out, but running the engine will not charge the battery.

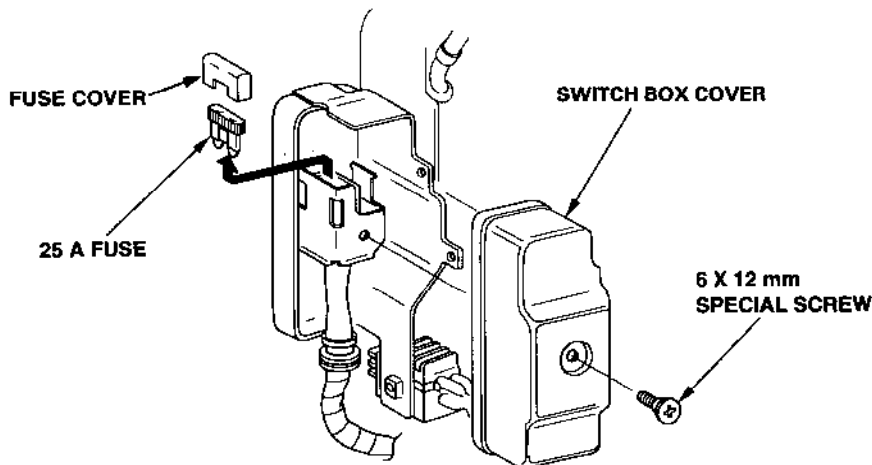
1. Remove the 6 × 12 mm screw from the rear cover of the engine switch box.
2. Remove the fuse cover, and inspect the fuse.

If the fuse is burnt out, remove the fuse cover, then pull out and discard the burnt-out fuse. Install a new 25-ampere fuse, and reinstall the fuse cover.

NOTICE

Never use a fuse with a rating greater than 25 amperes. Serious damage to the electrical system or a fire could result.

3. Reinstall the fuse cover. Install the 6 × 12 mm screw and tighten it securely.

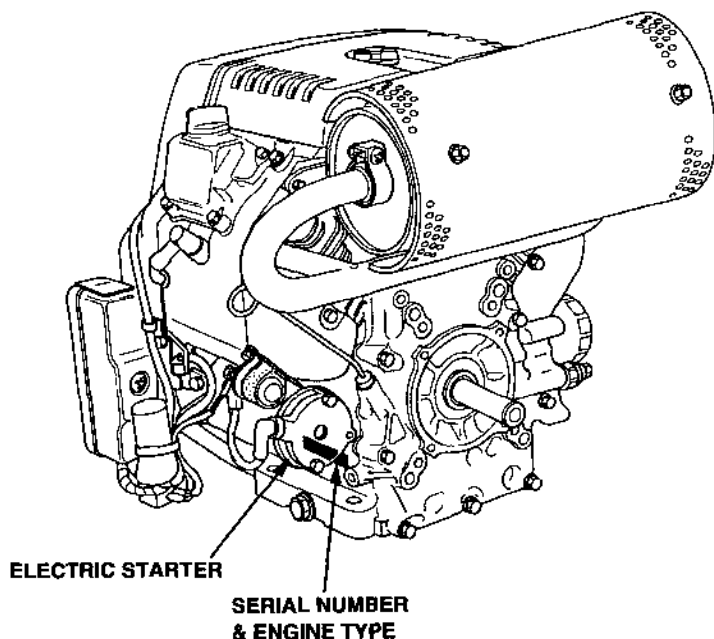


Frequent fuse failure usually indicates a short circuit or an overload in the electrical system. If the fuse burns out frequently, take the engine to a servicing Honda dealer for repair.

TECHNICAL & CONSUMER INFORMATION

TECHNICAL INFORMATION

Serial Number Location



Record the engine serial number in the space below. You will need this serial number when ordering parts, and when making technical or warranty inquiries (see page 51).

Engine serial number: _____

Battery Connections

Use a 12-volt battery with an ampere-hour rating of at least 35 Ah.

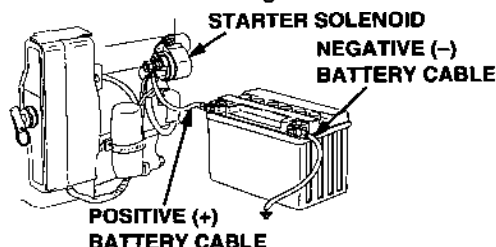
Be careful not to connect the battery in reverse polarity, as this will short circuit the battery charging system. Always connect the positive (+) battery cable to the battery terminal before connecting the negative (–) battery cable, so your tools cannot cause a short circuit if they touch a grounded part while tightening the positive (+) battery cable end.

WARNING

A battery can explode if you do not follow the correct procedure, seriously injuring anyone nearby.

Keep all sparks, open flames, and smoking materials away from the battery.

1. Connect the battery positive (+) cable to the starter solenoid terminal as shown.
2. Connect the battery negative (–) cable to an engine mounting bolt, frame bolt, or other good engine ground connection.
3. Connect the battery positive (+) cable to the battery positive (+) terminal as shown.
4. Connect the battery negative (–) cable to the battery negative (–) terminal as shown.
5. Coat the terminals and cable ends with grease.

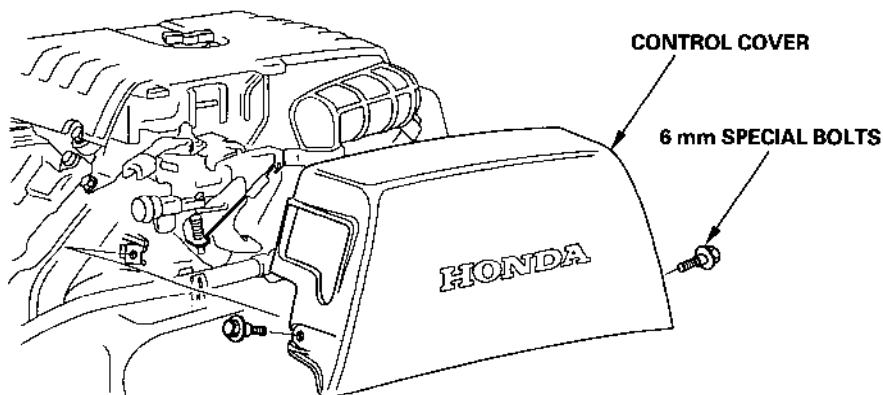


TECHNICAL & CONSUMER INFORMATION

Remote Control Linkage

The throttle and choke control levers are provided with holes for optional cable attachment.

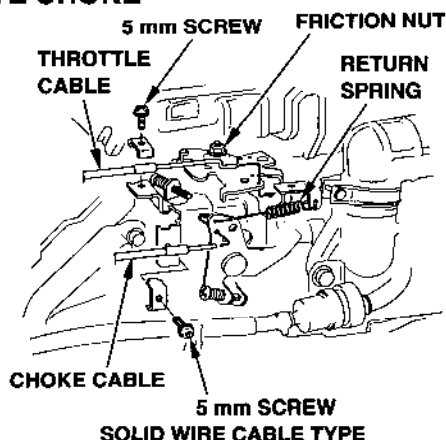
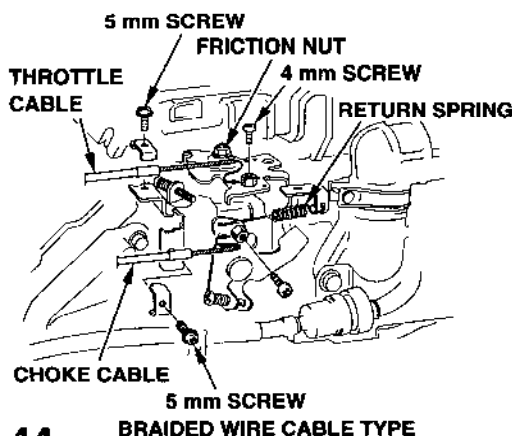
1. Remove the two 6 mm special bolts from the control cover and remove the control cover.



2. The following illustrations show installation examples for a solid wire cable and for a braided wire cable. If using a braided wire cable, add a return spring as shown.

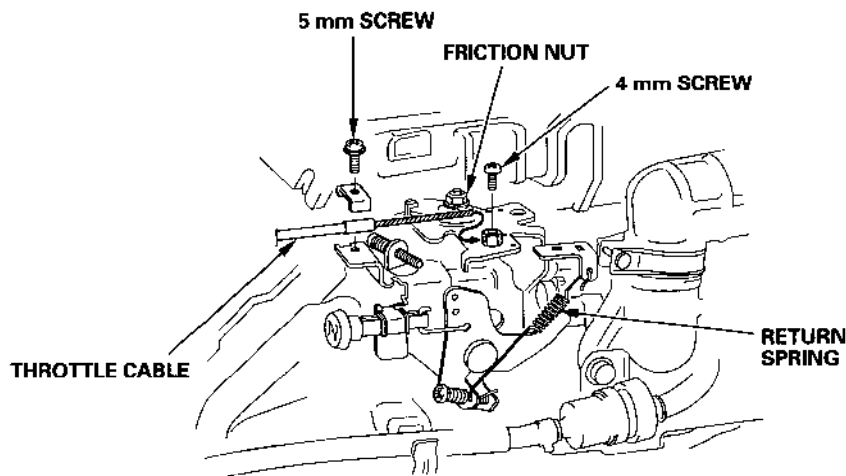
It is necessary to loosen the throttle lever friction nut when operating the throttle with a remote cable.

REMOTE THROTTLE AND REMOTE CHOKE

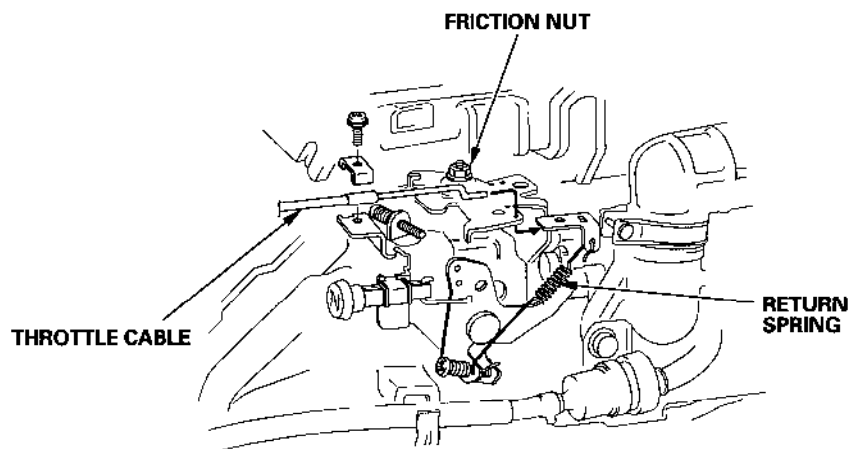


TECHNICAL & CONSUMER INFORMATION

REMOTE THROTTLE AND MANUAL CHOKE



BRAIDED WIRE CABLE TYPE



SOLID WIRE CABLE TYPE

3. Reinstall the control cover.

Install the throttle cable or the choke cable to the control base, after guiding the cable through the hole in the control cover.

TECHNICAL & CONSUMER INFORMATION

Emission Control System Information

Source of Emissions

The combustion process produces carbon monoxide, oxides of nitrogen, and hydrocarbons. Control of hydrocarbons and oxides of nitrogen is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda utilizes systems to reduce the emissions of carbon monoxide, oxides of nitrogen, and hydrocarbons.

California Clean Air Act

California regulations require all manufacturers to furnish written instructions describing the operation and maintenance of emission control systems.

The following instructions and procedures must be followed in order to keep the emissions from your Honda engine within the emission standards.

Tampering and Altering

Tampering with or altering the emission control system may increase emissions beyond the legal limit. Among those acts that constitute tampering are:

- Removal or alteration of any part of the intake, fuel, or exhaust systems.
- Altering or defeating the governor linkage or speed-adjusting mechanism to cause the engine to operate outside its design parameters.

Problems That May Affect Emissions

If you are aware of any of the following symptoms, have your engine inspected and repaired by your servicing dealer.

- Hard starting or stalling after starting.
- Rough idle.
- Misfiring or backfiring under load.
- Afterburning (backfiring).
- Black exhaust smoke or high fuel consumption.

Replacement Parts

The emission control systems on your Honda engine were designed, built, and certified to conform with California emission regulations. We recommend the use of genuine Honda parts whenever you have maintenance done. These original-design replacement parts are manufactured to the same standards as the original parts, so you can be confident of their performance. The use of replacement parts that are not of the original design and quality may impair the effectiveness of your emission control system.

A manufacturer of an aftermarket part assumes the responsibility that the part will not adversely affect emission performance. The manufacturer or rebuilder of the part must certify that use of the part will not result in a failure of the engine to comply with emission regulations.

Maintenance

Follow the maintenance schedule on page 23. Remember that this schedule is based on the assumption that your machine will be used for its designed purpose. Sustained high-load or high-temperature operation, or use in unusually wet or dusty conditions, will require more frequent service.

TECHNICAL & CONSUMER INFORMATION

Specifications

GX610-QAFP Type

Length × Width × Height	15.2 × 18.0 × 17.8 in (386 × 456 × 452 mm)
Dry weight	90.4 lb (41.0 kg)
Engine type	4-stroke, overhead valve, 2 cylinders (90° V-Twin)
Displacement [Bore × Stroke]	37.5 cu-in (614 cm ³) [3.03 × 2.60 in (77 × 66 mm)]
Max. output	18 bhp (13.4 kW, 18.3 PS) at 3,600 rpm
Max. torque	31.8 ft-lb (43.05 N·m, 4.39 kg-m) at 2,500 rpm
Fuel consumption	0.39 lb/hph (238g/kWh)
Cooling system	Forced air
Ignition system	Transistorized magneto
PTO shaft rotation	Counterclockwise

GX620-QAFP Type

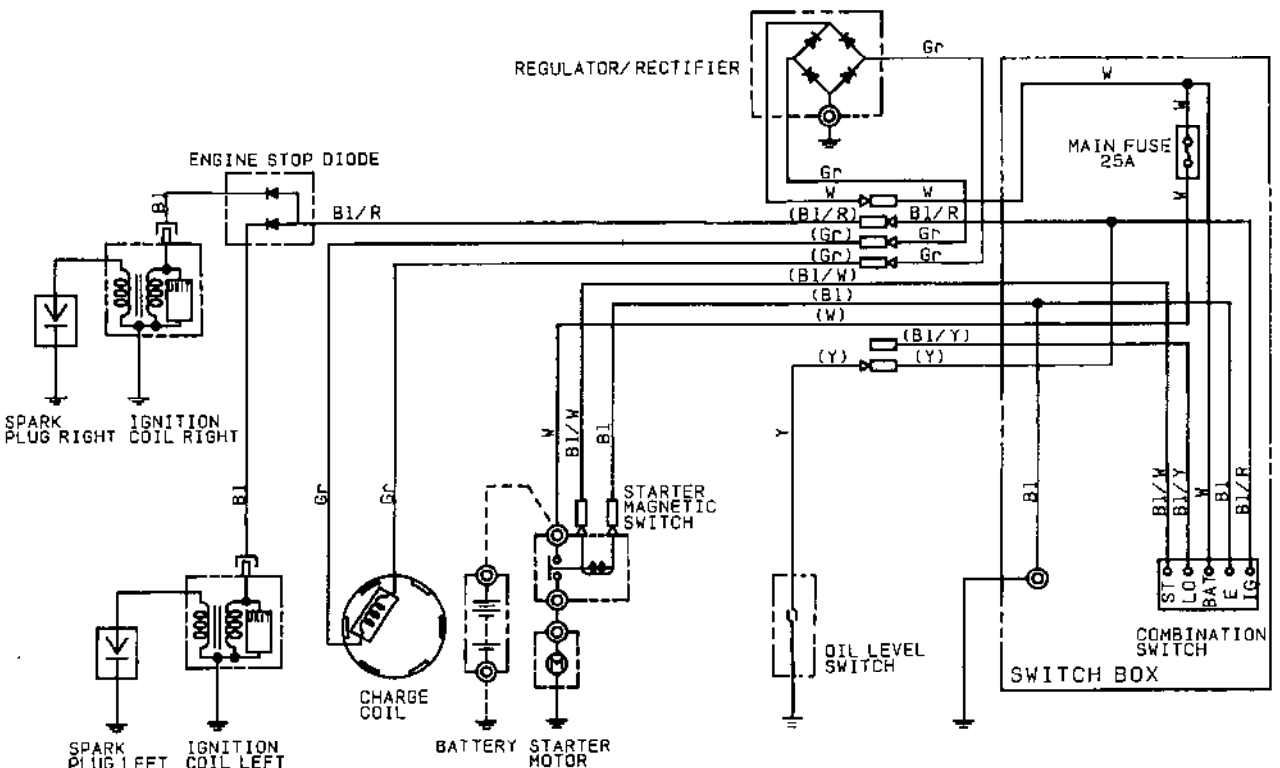
Length × Width × Height	15.2 × 18.0 × 17.8 in (386 × 456 × 452 mm)
Dry weight	90.4 lb (41.0 kg)
Engine type	4-stroke, overhead valve, 2 cylinders (90° V-Twin)
Displacement [Bore × Stroke]	37.5 cu-in (614 cm ³) [3.03 × 2.60 in (77 × 66 mm)]
Max. output	20 bhp (14.9 kW, 20.3 PS) at 3,600 rpm
Max. torque	32.5 ft-lb (44.13 N·m, 4.50 kg-m) at 2,500 rpm
Fuel consumption	0.39 lb/hph (238g/kWh)
Cooling system	Forced air
Ignition system	Transistorized magneto
PTO shaft rotation	Counterclockwise

GX610/GX620 Tuneup

ITEM	SPECIFICATION	MAINTENANCE
Spark plug gap	0.028—0.031 in (0.70—0.80 mm)	Refer to page: 32
Valve clearance (cold)	IN: 0.15 ± 0.02 mm EX: 0.20 ± 0.02 mm	See your authorized Honda dealer
Other specifications	No other adjustments needed.	

Wiring Diagrams

3A Charge Coil and Switch Box Type



B1 BLACK	Br BROWN
Y YELLOW	O ORANGE
Bu BLUE	Lb LIGHT BLUE
G GREEN	Lg LIGHT GREEN
R RED	P PINK
W WHITE	Gr GRAY

	IG	E	BAT	LD	ST
OFF	○	○			
ON			○	○	
ST			○	○	○

TECHNICAL & CONSUMER INFORMATION

CONSUMER INFORMATION

Honda Publications

These publications will give you additional information for maintaining and repairing your engine. You may order them from your Honda engine dealer.

Shop Manual

This manual covers complete maintenance and overhaul procedures. It is intended to be used by a skilled technician.

Parts Catalog

This manual provides complete, illustrated parts lists.

Warranty Service Information

Servicing dealership personnel are trained professionals. They should be able to answer any question you may have. If you encounter a problem that your dealer does not solve to your satisfaction, please discuss it with the dealership's management. The Service Manager or General Manager can help. Almost all problems are solved in this way.

If you are dissatisfied with the decision made by the dealership's management, contact the Honda Power Equipment Customer Relations Office. You can write to:

American Honda Motor Co., Inc.
Power Equipment Division
Customer Relations Office
4475 River Green Parkway
Duluth, Georgia 30136-2565

Or telephone: (770) 497-6400

When you write or call, please give us this information:

- Model and serial number (see page 42)
- Name of dealer who sold the engine to you
- Name and address of dealer who services your engine
- Date of purchase
- Your name, address, and telephone number
- A detailed description of the problem

Current customer service contact information:

Servicing dealership personnel are trained professionals. They should be able to answer any question you may have. If you encounter a problem that your dealer does not solve to your satisfaction, please discuss it with the dealership's management. The Service Manager, General Manager, or Owner can help. Almost all problems are solved in this way.

United States, Puerto Rico, and U.S. Virgin Islands:

If you are dissatisfied with the decision made by the dealership's management, contact the Honda Regional Engine Distributor for your area (www.honda-engines.com/dea.htm).

If you are still dissatisfied after speaking with the Regional Engine Distributor, you may contact the Honda Office as shown.

American Honda Motor Co., Inc.
Power Equipment Division
Customer Relations Office
4900 Marconi Drive
Alpharetta, GA 30005-8847

Or telephone: (770) 497-6400 M-F, 8:30 am - 7:00 pm EST

When you write or call, please provide the following information:

- Equipment manufacturer's name and model number that the engine is mounted on
- Engine model, serial number, and type
- Name of the dealer who sold the engine to you
- Name, address, and contact person of the dealer who services your engine
- Date of purchase
- Your name, address, and telephone number
- A detailed description of the problem

MEMO

QUICK REFERENCE INFORMATION

Fuel	Type	LPG with a propane content of 95% or higher (page 24)
Engine Oil	Type	SAE 30, API SG minimum, for general use (page 28)
	Capacity	Without oil filter replacement: 1.27 US qt (1.20 ℓ) With oil filter replacement: 1.59 US qt (1.50 ℓ)
Spark Plug	Type	NGK: BPR6ES, DENSO: W20EPR-U
	Gap	0.028–0.031 in (0.70–0.80 mm) (page 32)
Carburetor	Idle speed	1,400 ±150 rpm
Maintenance	Before each use	Check engine oil level. Check air filter.
	First 20 hours	Change engine oil.
	Subsequent	Refer to the maintenance schedule on page 23.

HONDA

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