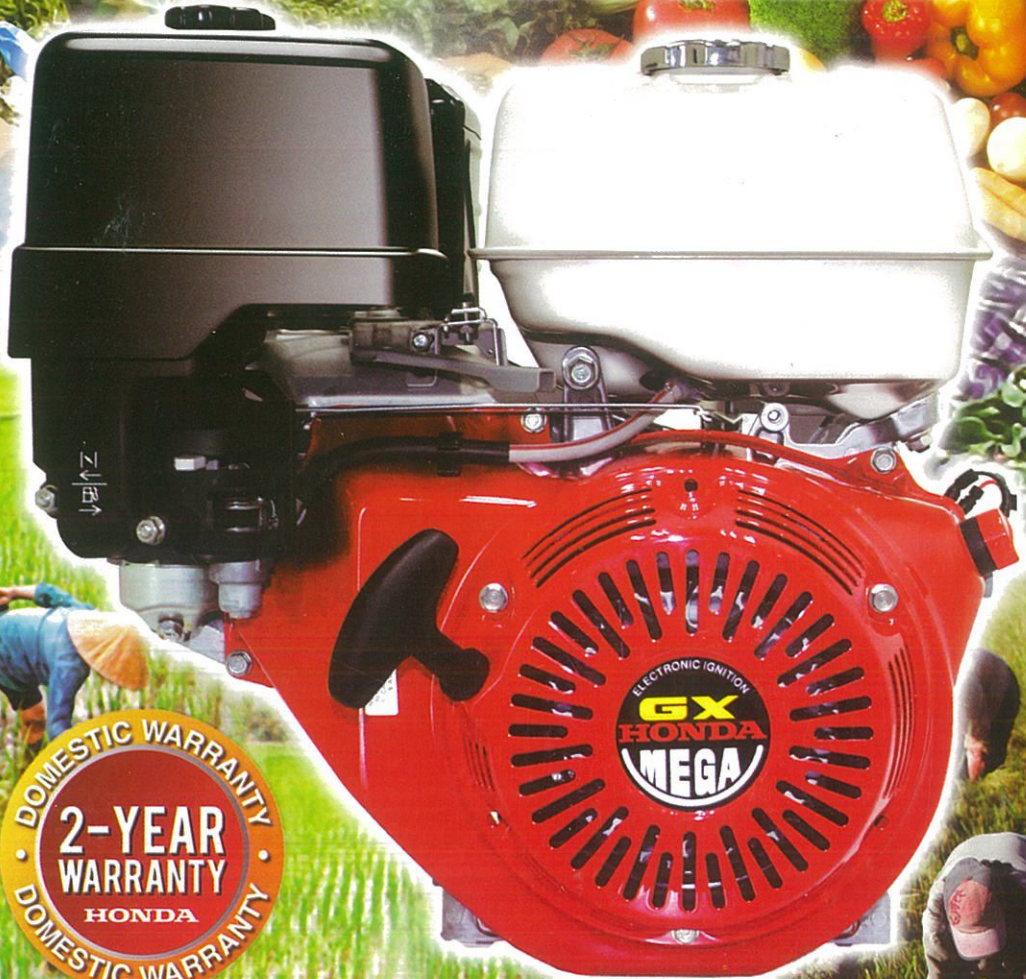


**HONDA**

# **GX-MEGA AGRI**



**Sa Makinang Matibay,  
Tuloy-tuloy ang Hanapbuhay**



# Dagdag Lakas. Dagdag Kita.



| SPECIFICATIONS                               | GX390T2 LHP1 (Mega Agri)   |
|--|--|
| Engine Type                                  | 4 stroke, overhead valve, single cylinder, inclined by 25°         |
| Displacement                                 | 389 cm <sup>3</sup> (23.7 cu-in)                                   |
| Bore x stroke                                | 88.0 x 64.0 mm (3.5 x 2.5 in)                                      |
| Continuous rated power                       | 7.0 kW (9.4 HP) / 3,600 min <sup>-1</sup> (rpm)                    |
| Max. net torque (SAE J1349)*1                | 26.5 N.m (2.7 kgf.m, 19.5 lbf. ft) / 2,500 min <sup>-1</sup> (rpm) |
| Compression ratio                            | 8.2 ± 0.2: 1   |
| Fuel consumption (at continuous rated power) | 3.5 Liters / h   |
| Ignition system                              | C.D.I. (Capacitor Discharge Ignition) type magneto ignition        |
| Lubrication system                           | Forced splash  |
| Oil Capacity                                 | 1.1 Liters   |
| Cooling system                               | Forced air   |
| Starting system                              | Recoil Starter only  |
| Stopping system                              | Ignition exciter coil circuit open                                 |
| Governor                                     | Mechanical centrifugal   |
| Dry weight                                   | 35.2 kg (77.6 lbs)   |
| Fuel used                                    | Gasoline with a pump octane rating 86 or higher                    |

\* 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 (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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