

Kubota

KUBOTA GH SERIES OHV GASOLINE ENGINE



The Quality Class Engine

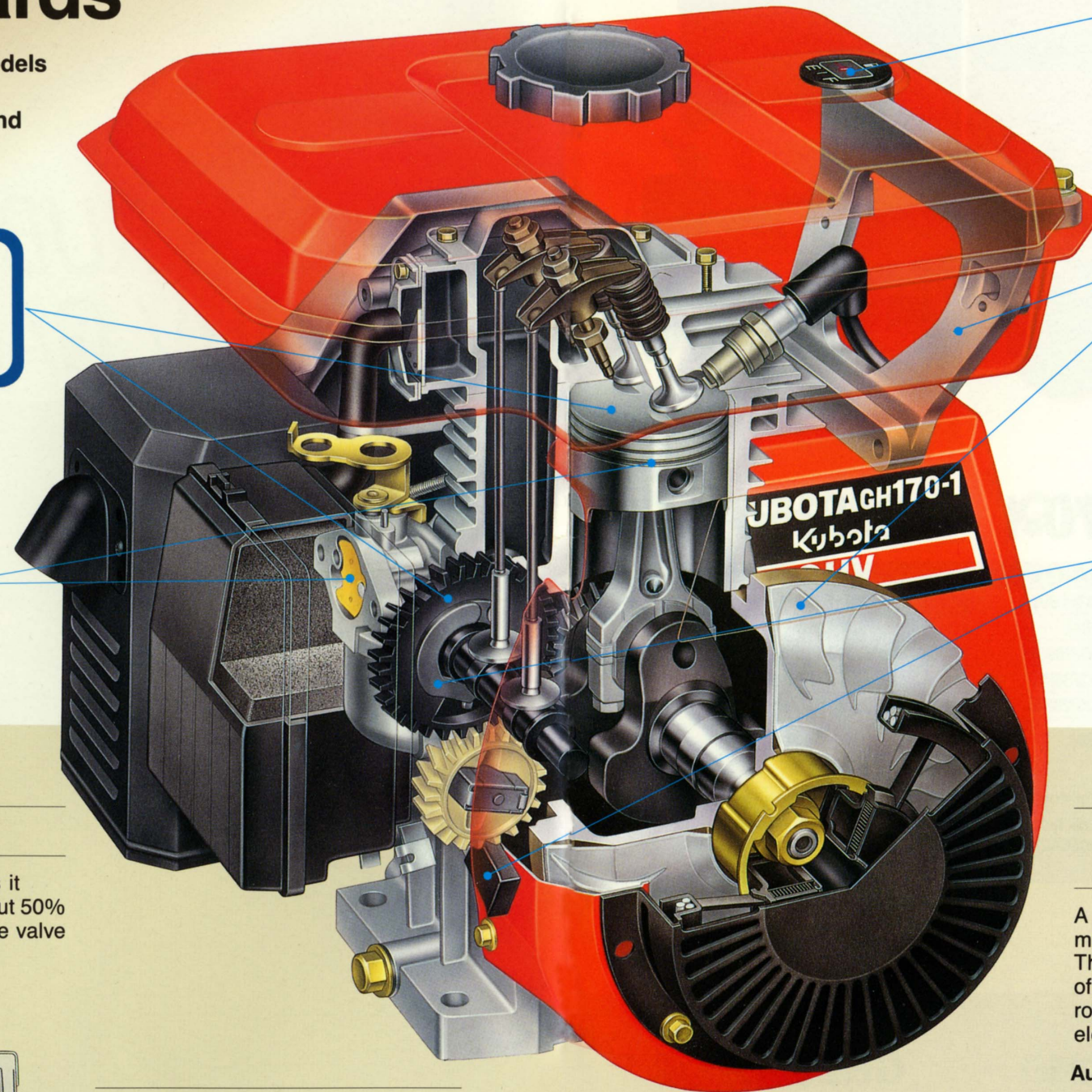
Lighter in weight and cleaner exhaust with OHV
125cc to 389cc (2.9kW to 9.7kW)



ISO 9002 Certified KUBOTA ENGINE PLANTS - SAKAI/TSUKUBA/SAKAI-RINKAI-

Setting New Standards

GH130 and GH170-1 are setting new standards for future GH models to follow. Kubota engine technology's most advanced OHV combustion system, improved power output, lighter parts and simplified control have revised our engine standards.



Lower Noise and Vibration

A lightweight, offset piston is used to reduce the slapping sound and vibration.

Economical, and Cleaner Emission

A three-piece oil ring successfully reduced the lubricating oil consumption by 30%. The dynamic compression carburettor controls the air-fuel ratio to insure a more complete combustion, which also leads to cleaner emission.

High Output and Lightweight

Equipped with a more advanced OHV combustion system. GH130's improved displacement rate resulted in a 5 per cent increase on its overall power output. Metallic parts such as the "tank-stay" and the fan are replaced by ones made of aluminum diecast and synthetic resin to reduce the overall weight by 5%.

Superb Maneuverability

Large-size accelerator simplified transmission control. Oil Watch can be easily maintained without removing gear case cover.

Fuel gauge is optionally available.

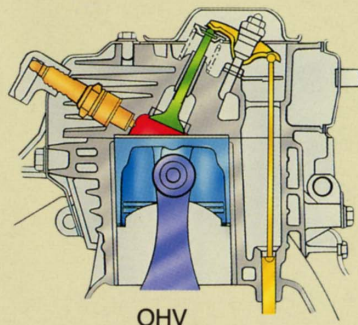
All GH Models

OHV system provides economical operation

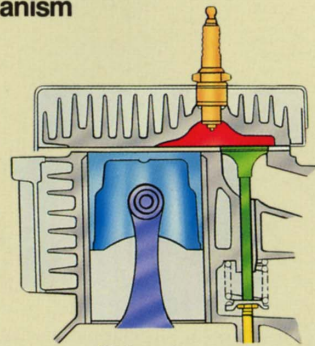
The overhead valve system used in these engines provide higher thermal efficiency and more complete combustion than the conventional

side valve system. This means it requires 25% less fuel and about 50% less lubricating oil than the side valve system.

Combustion chamber and moving valve mechanism

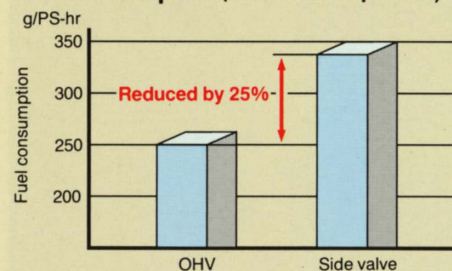


OHV

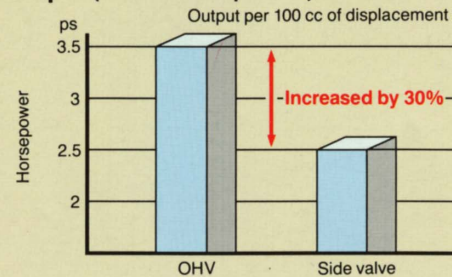


Side valve

Fuel consumption (in-house comparison)



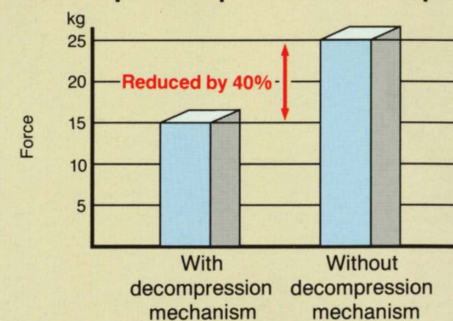
Output (in-house comparison)



OHV system means less operating noise

The OHV system produces 2 to 3 dB (A) less operating noise than a side valve engine (in-house comparison).

Force required to pull the starter rope



Excellent durability and reliability

Kubota engines are designed for heavy-duty performance with an extremely rigid engine construction. As a result, even when operated continuously for extended lengths of time, there is no increase in oil consumption.

Lightweight and compact size

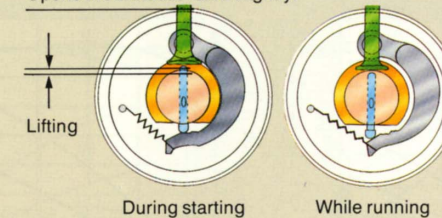
OHV system successfully reduced the weight of each GH series engine by 14% and the size by 23% compared to conventional side valve system.

Easier starting with decompression mechanism

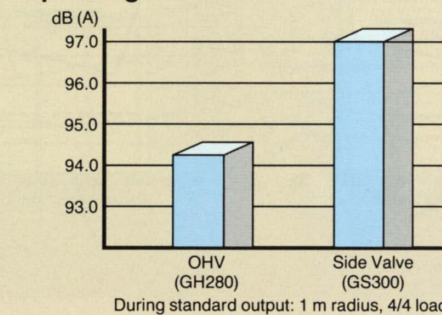
A mechanical decompression mechanism is standard on all model. This mechanism reduces the amount of force required to pull the starter rope by 40%. For further convenience, electric starter is optionally available.

Automatic decompression mechanism

Opens the exhaust valve slightly.



Operating noise

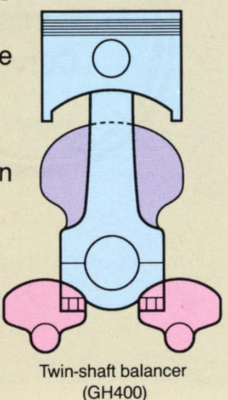


Customize

GH Series lets you customize your engine. Available in two types: one allows direct connection of a power takeoff shaft and the other provides for camshaft speed reduction, this series lets you further select either a clockwise or counterclockwise engine revolution and from a wide variety of option parts.

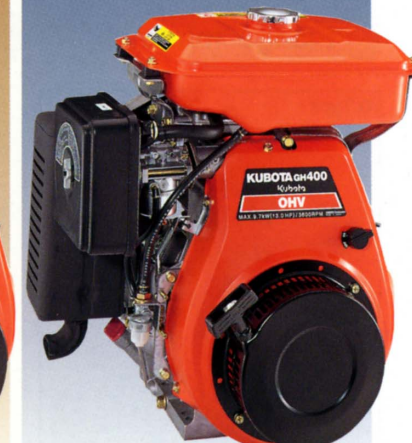
Twin-Shaft Balancer Reduces Vibration

The twin-shaft balancer on GH400 and the single-shaft balancer on GH340, both standard equipment, substantially reduce the amount of vibration. A single-shaft balancer is also available as an option on GH250 and GH280.



Twin-shaft balancer (GH400)

Specifications



GH130

GH170-1

GH250

GH280

GH340

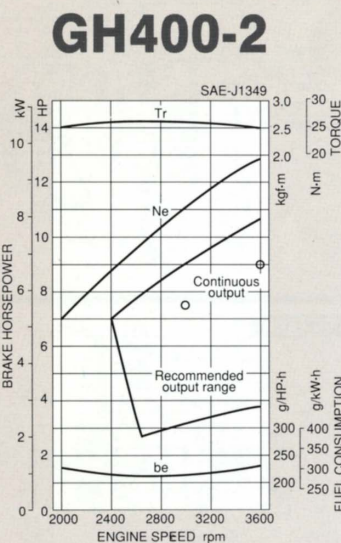
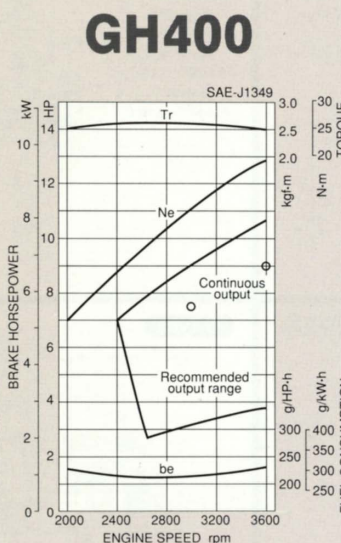
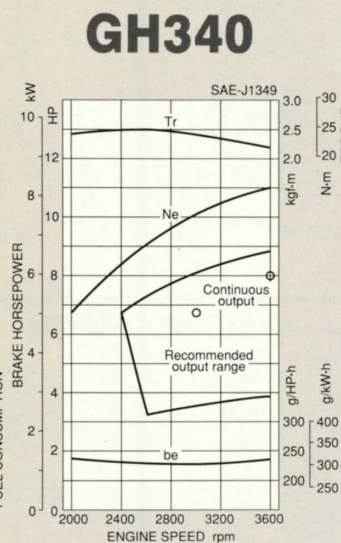
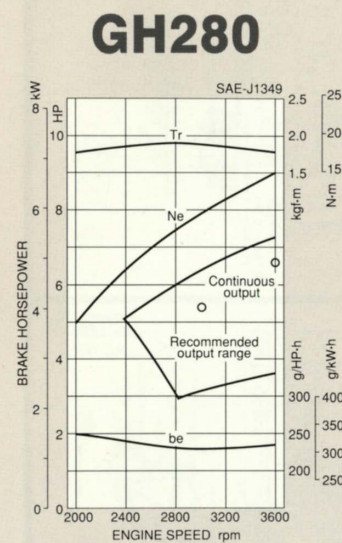
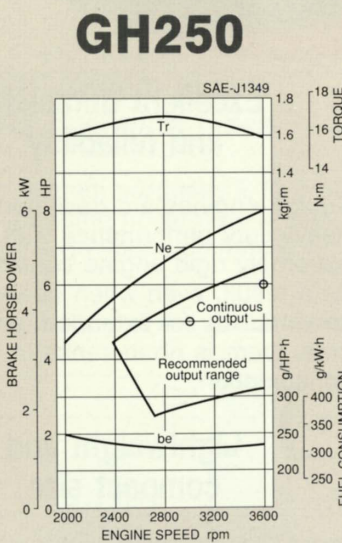
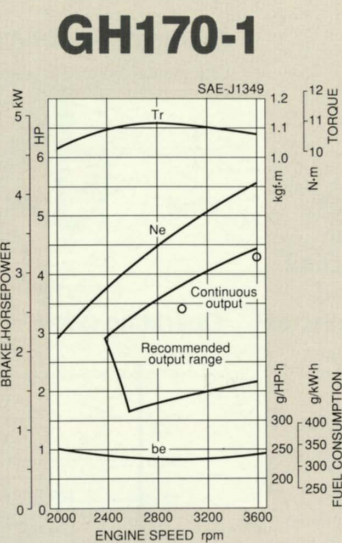
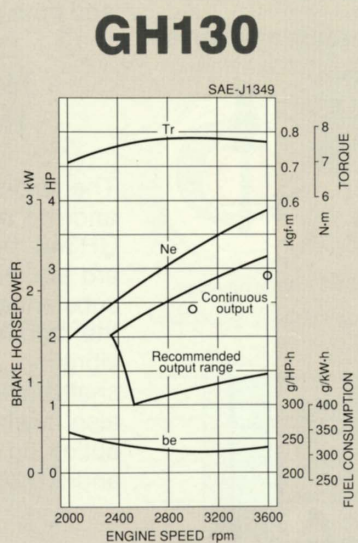
GH400

GH400-2

Type	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine	Air-cooled 4-cycle OHV engine
Bore x stroke [mm (in)]	61 x 43 (2.40 x 1.69)	67 x 48 (2.64 x 1.89)	75 x 56 (2.95 x 2.20)	79 x 56 (3.11 x 2.20)	81 x 66 (3.19 x 2.60)	84.2 x 70 (3.31 x 2.76)	84.2 x 70 (3.31 x 2.76)	84.2 x 70 (3.31 x 2.76)
Total displacement [cc (in ³)]	125 (7.65)	169 (10.34)	247 (15.06)	274 (16.71)	340 (20.75)	389 (23.81)	389 (23.81)	389 (23.81)
Maximum output [kW/rpm(HP/rpm)]	2.90/3600 (3.9/3600)	4.10/3600 (5.5/3600)	6.00/3600 (8.0/3600)	6.70/3600 (9.0/3600)	8.20/3600 (11.0/3600)	9.70/3600 (13.0/3600)	9.70/3600 (13.0/3600)	9.70/3600 (13.0/3600)
Continuous output [kW/rpm(HP/rpm)]	2.16/3600 (2.9/3600)	3.20/3600 (4.3/3600)	4.47/3600 (6.0/3600)	4.92/3600 (6.6/3600)	6.00/3600 (8.0/3600)	6.70/3600 (9.0/3600)	6.70/3600 (9.0/3600)	6.70/3600 (9.0/3600)
Maximum torque [N-m/rpm(kg-f-m/rpm)]	7.6/2800 (0.78/2800)	10.8/2800 (1.10/2800)	16.7/2800 (1.70/2800)	18.6/2800 (1.90/2800)	24.5/2500 (2.50/2500)	25.5/2400 (2.60/2400)	25.5/2400 (2.60/2400)	25.5/2400 (2.60/2400)
Minimum fuel consumption ratio [g/kW-h(g/HP-h)]	308 (230)	308 (230)	308 (230)	308 (230)	308 (230)	308 (230)	308 (230)	308 (230)
Fuel tank capacity [L]	3.0	3.6	6.0	6.0	6.0	6.0	6.0	6.0
Starting method	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)	Recoil or Electric start (Option)
Reduction system	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)	Direct coupling (D type) or 1/2 Camshaft reduction (R type)
Dry weight [kg]	13.0	15.0	25.0	25.0	31.0	D type: 37.0 R type: 39.0	D type: 37.0 R type: 39.0	D type: 37.0 R type: 39.0

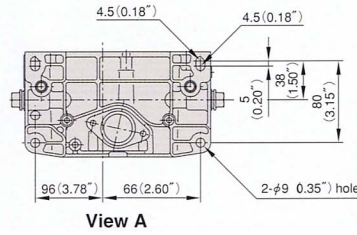
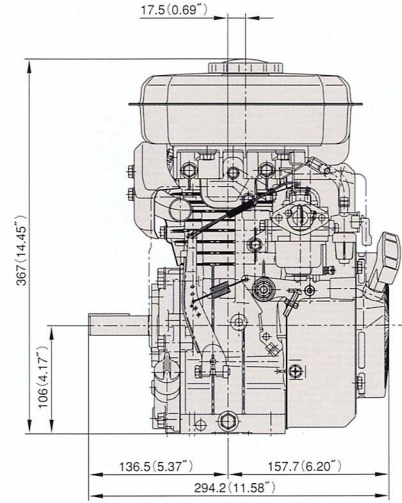
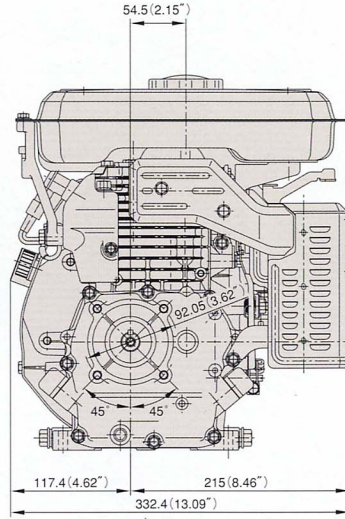
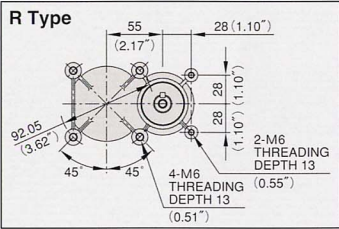
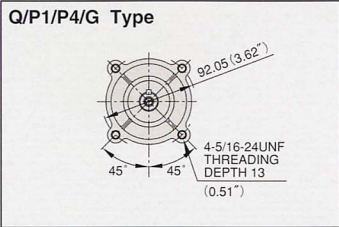
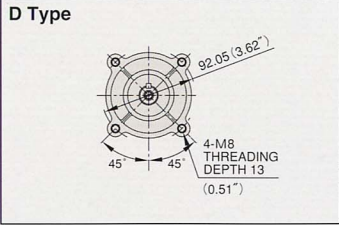
*Specifications are subject to change without prior notice.
 *Dry weight is according to Kubota's standard specification. When specification varies, the weight will vary accordingly.

Performance Curve

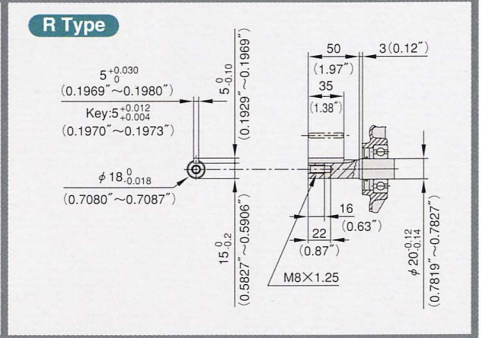
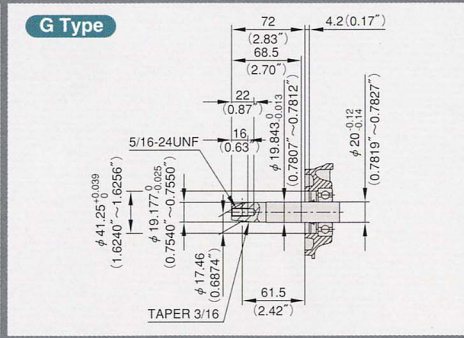
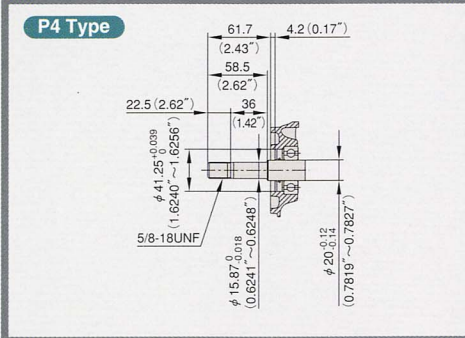
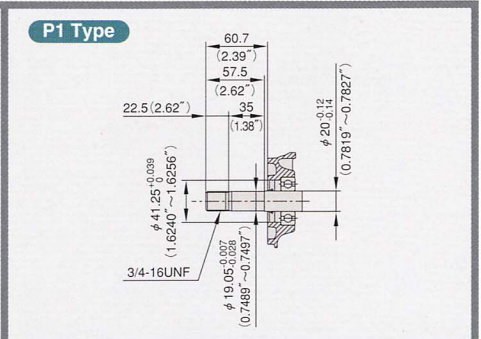
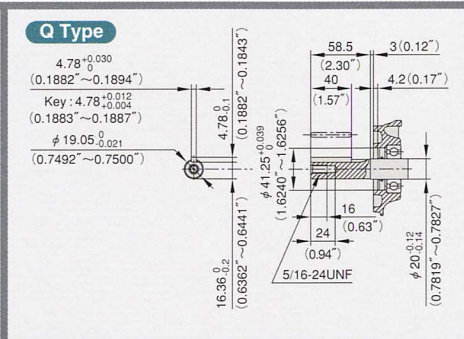
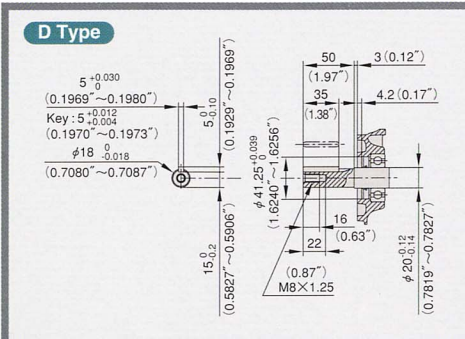


Flange mm(inch)

Dimensions mm (inch)



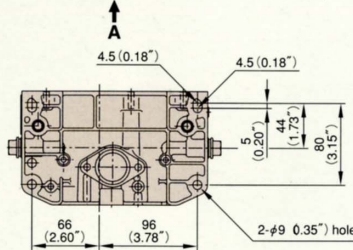
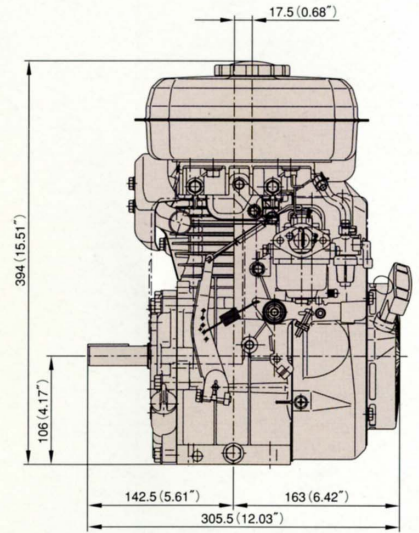
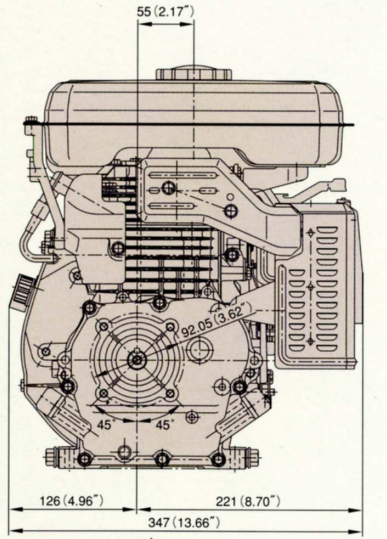
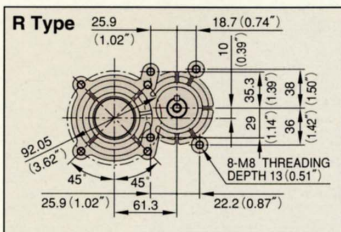
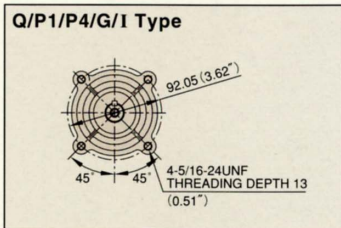
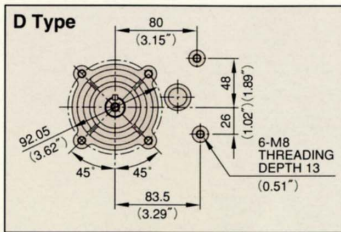
PTO Shaft mm (inch)



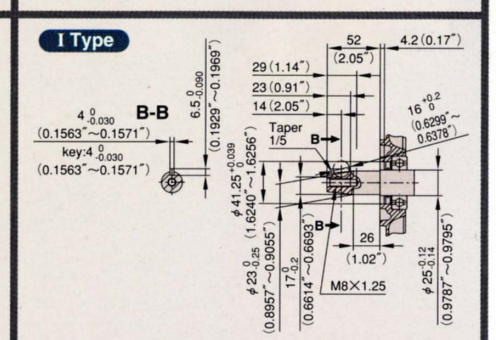
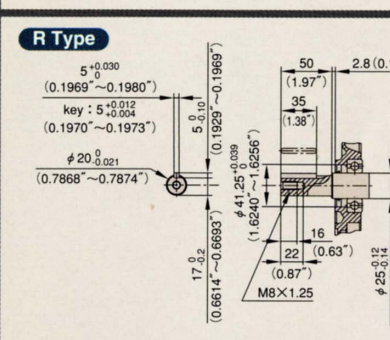
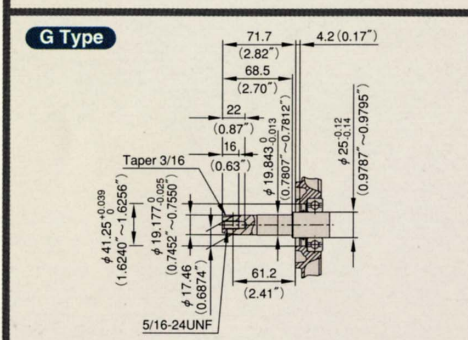
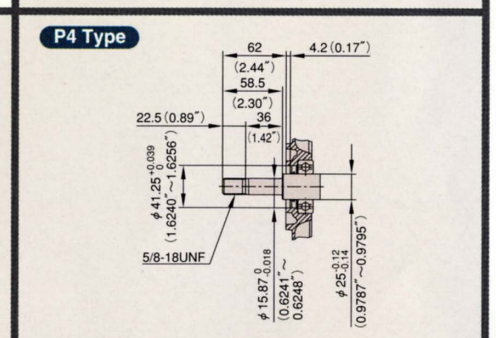
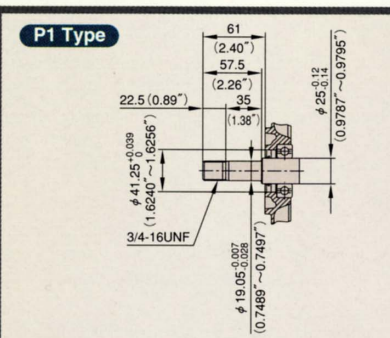
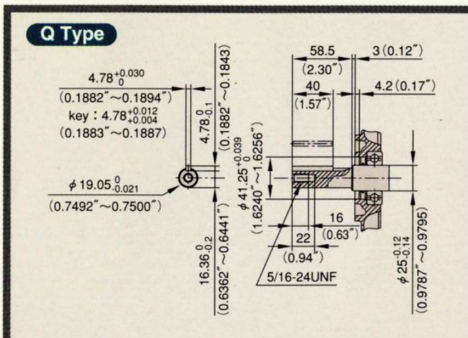
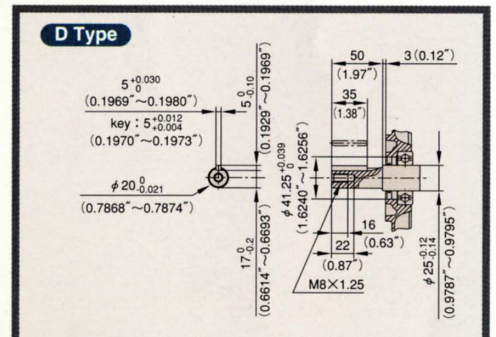
GH170-1

Flange mm(inch)

Dimensions mm (inch)

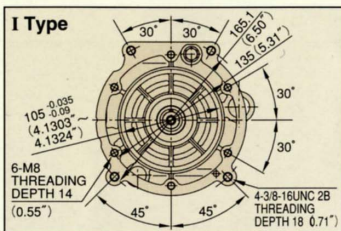
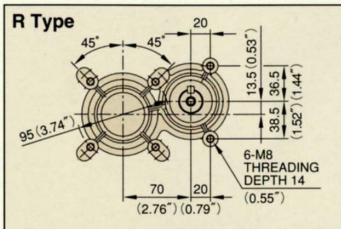
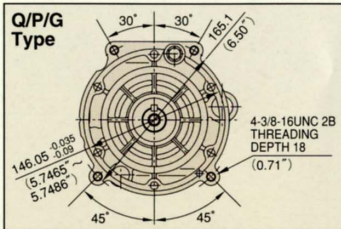
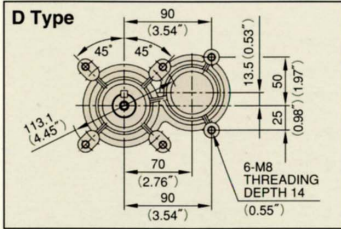


PTO Shaft mm (inch)

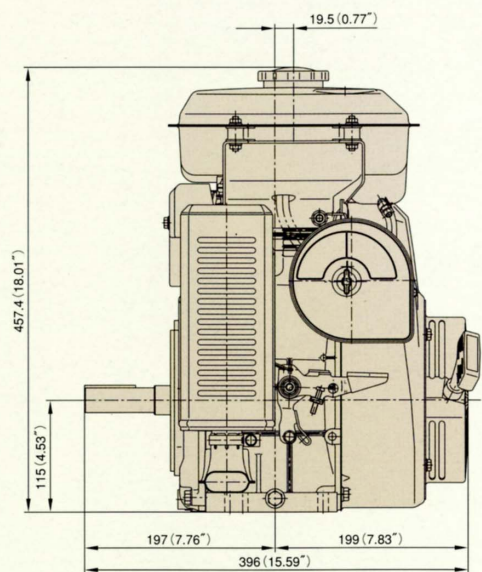
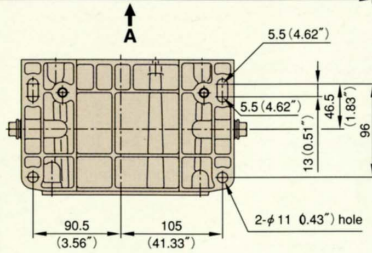
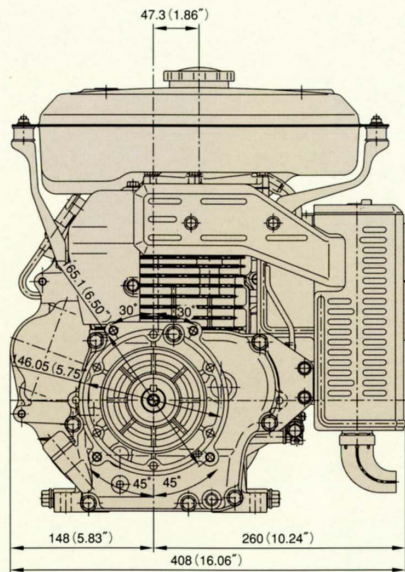


GH250/GH280

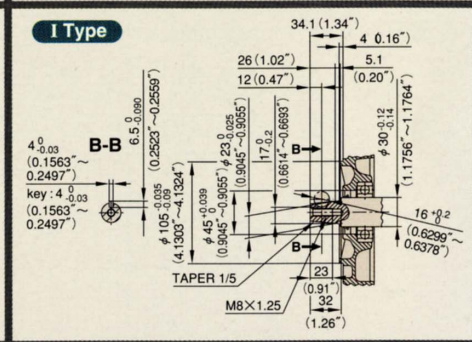
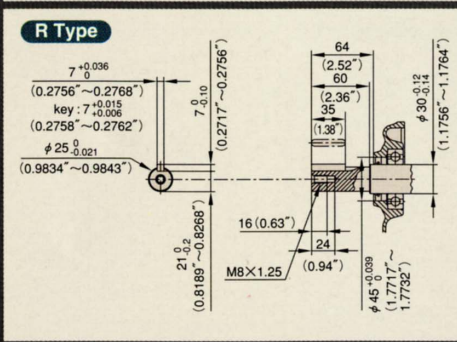
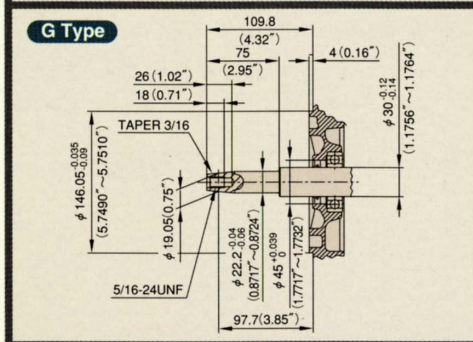
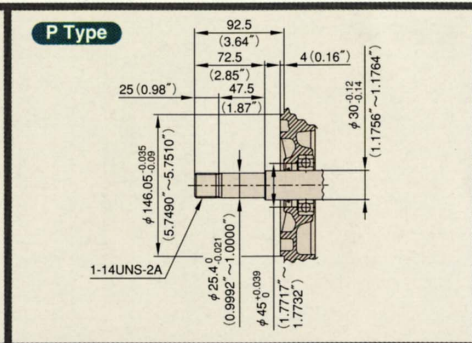
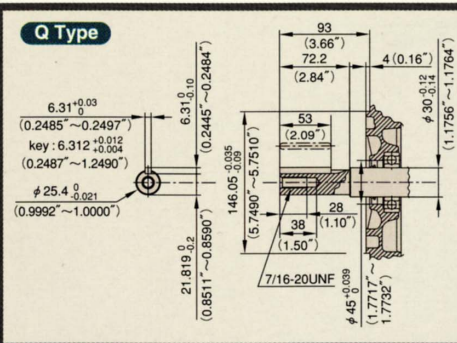
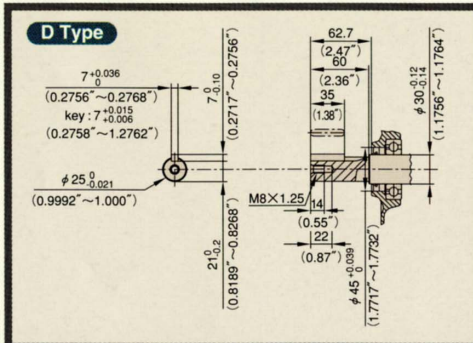
Flange mm(inch)



Dimensions mm (inch)

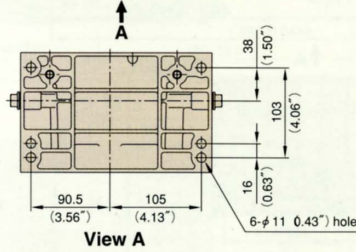
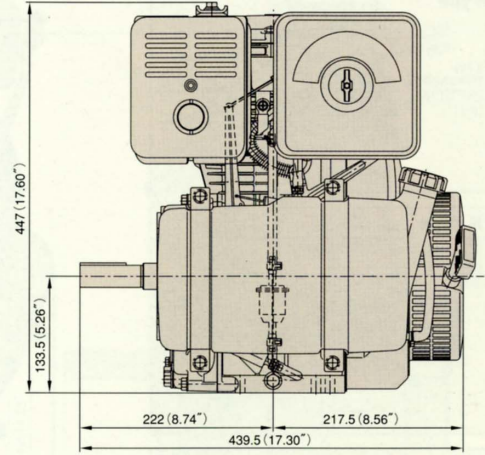
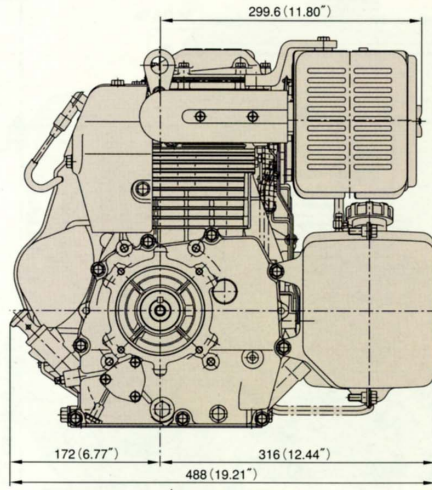
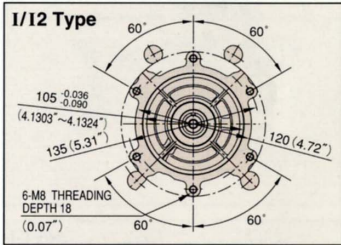
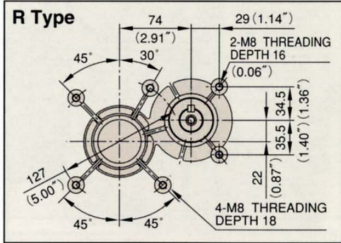
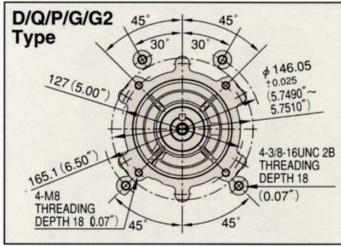


PTO Shaft mm (inch)

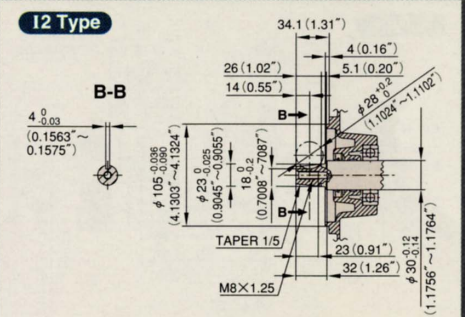
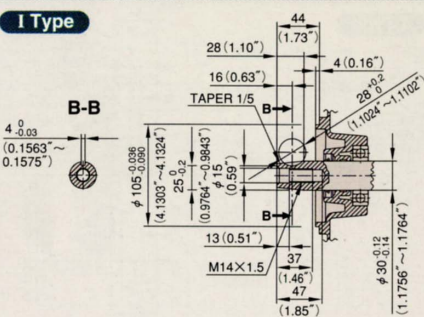
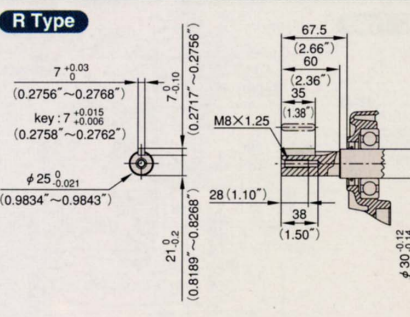
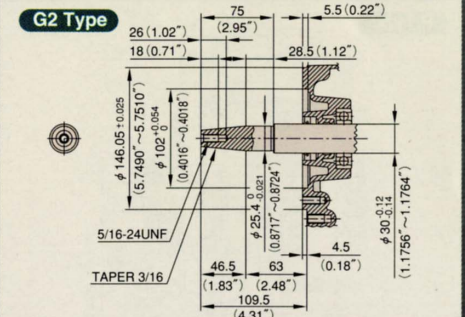
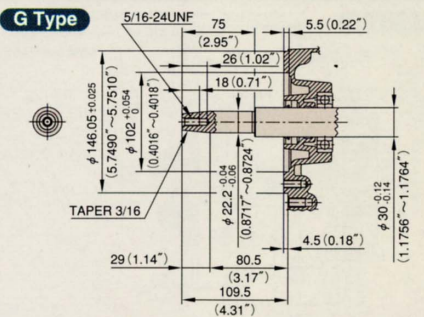
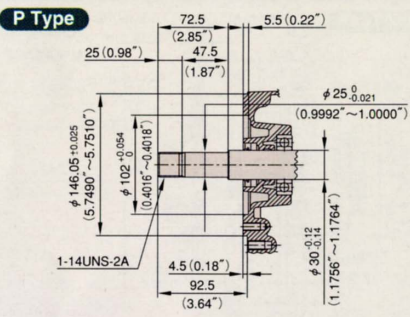
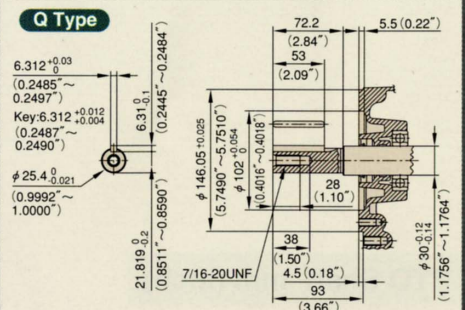
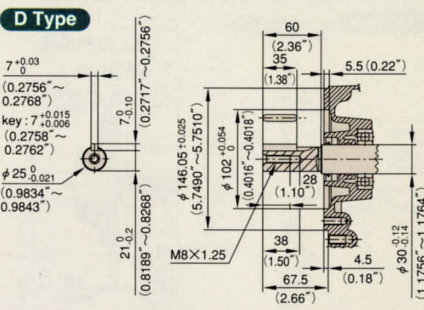


Flange mm(inch)

Dimensions mm (inch)

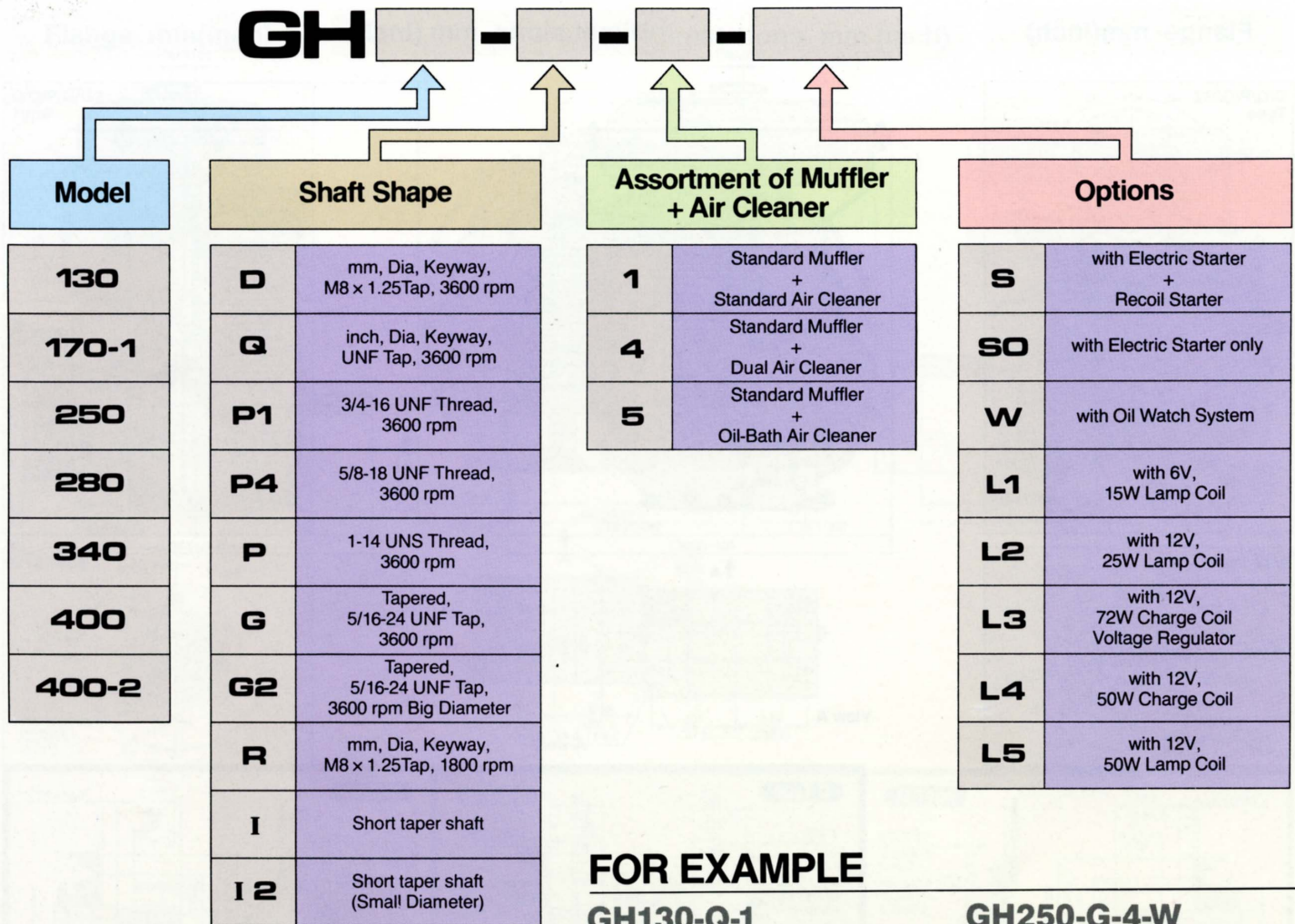


PTO Shaft mm (inch)



TYPE SELECTION

Customers can select various types. Model identification is decided as follows.



FOR EXAMPLE

GH130-Q-1

:Model GH130

with Inch Dia Key Shaft
with Standard Muffler + Standard Air Cleaner
with Standard Accessories
(Fuel Tank, Recoil Starter)

GH250-G-4-W

:Model GH250

with Tapered Shaft
with Standard Muffler + Dual Air Cleaner
with Oil Watch System
with Standard Accessories
(Fuel Tank, Recoil Starter)

Other Options;

- Muffler Guard
- Remote Speed Control Lever
- Dust Cover
- etc.....

For more information, please contact your nearby Kubota representative.

*Specifications and dimensions are subject to change without prior notice.



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