



SUBARU

Industrial Power Products

EX series



**Air cooled 4 cycle
OHV Gasoline Engine**

SPECIFICATIONS					
Model	EX13		EX16	EX17	EX21
Type	Air-cooled, 4-cycle, slant single cylinder, OHC, horizontal PTO shaft				
Bore x Stroke	mm (in.)	58 x 48 (2.28x1.89)	67×48 (2.64×1.89)		67×60 (2.64×2.36)
Piston displacement	ml (cu.in.)	126 (7.69)	169 (10.31)		211 (12.87)
Continuous output	kW[PS](HP)/rpm	1.92.6/3000 2.23.0/3600	1.92.6/3000 2.23.0/3600	2.63.5/3000 2.94.0/3600	3.24.4/3000 3.75.0/3600
Maximum output	kW[PS](HP)/rpm	3.24.3/4000	3.24.3/4000	4.25.7/4000	5.17.0/4000
Maximum torque	N·m[kgf·m](lbf·ft)/rpm	8.1[0.83](6.01)/2500	8.1[0.83](6.01)/2500	11.3[1.15](8.34)/2500	13.9[1.41](10.26)/2500
Direction of rotation	Counter clockwise as viewed from PTO shaft side				
Fuel	Automobile (unleaded) gasoline				
Fuel Tank capacity	liter(US gal.)	2.3 (0.61)	3.2 (0.85)		
Lubricant	Engine oil SAE 10W-30, 20W, 30W				
Lubrication	Mechanical splashing type				
Lubricating oil capacity	liter (US gal.)	0.6 (0.156)			
Carburetor	Float type				
Ignition system	Transistorised				
Spark plug	TORCH E6RC (NGK BR6HS)				
Starter	Recoil starter				
Governor	Centrifugal flyweight type				
Dry weight	kg (lb)	14 (30.9)	15 (33.08)		16 (35.28)
Dimension	length x width x height mm (in.)	297 x 341 x 318 (11.69x13.43x12.52)	303.5x359x335 (11.95x14.13x13.19)		311.5x370x335 (12.26x14.57x13.19)

• Specifications are subject to change without notice

SPECIFICATIONS				
Model		EX27	EX35	EX40
Type		Air-cooled, 4-cycle, slant single cylinder, OHC, horizontal PTO shaft		
Bore x Strokemm (in.)		75×60 (2.95×2.36)	89×65 (3.50×2.56)	
Piston displacementml (cu.in.)		265 (16.17)	404 (24.65)	
Continuous outputkW[PS](HP)/rpm		4.46.0/3000 5.17.0/3600	5.57.5/3000 6.38.5/3600	6.38.5/3000 7.09.5/3600
Maximum outputkW[PS](HP)/rpm		6.69.0/4000	Net 7.410.0/3600 Gross 8.812.0/3600	Net 8.812.0/3600 Gross 10.314.0/3600
Maximum torqueN · m[kgf · m] (lbf · ft)/rpm		18.6[1.9](13.74)/2500	Net 26[2.65](19.18)/2400 Gross 27.5[2.80](20.28)/2400	Net 27[2.75](19.91)/2400 Gross 28.5[2.91](21.02)/2400
Direction of rotation		Counter clockwise as viewed from PTO shaft side		
Fuel		Automobile (unleaded) gasoline		
Fuel Tank capacityliter(US gal.)		5.6 (1.48)	6.8 (1.80)	
Lubricant		Engine oil SAE 10W-30, 20W, 30W		
Lubrication		Mechanical splashing type		
Lubricating oil capacityliter (US gal.)		1.0 (0.260)	1.2 (0.32)	
Carburetor		Float type		
Ignition system		Transistorized		
Spark plug		TORCH E6RC (NGK BR6HS)		
Starter		Recoil starter		
Governor		Centrifugal flyweight type		
Dry weightkg (lb)		21 (46.31)	33 (72.75)	
Dimensionlength x width x height mm (in.)		351×420×410 (13.82×16.54×16.14)	389×446×447 (15.31×17.56×17.60)	

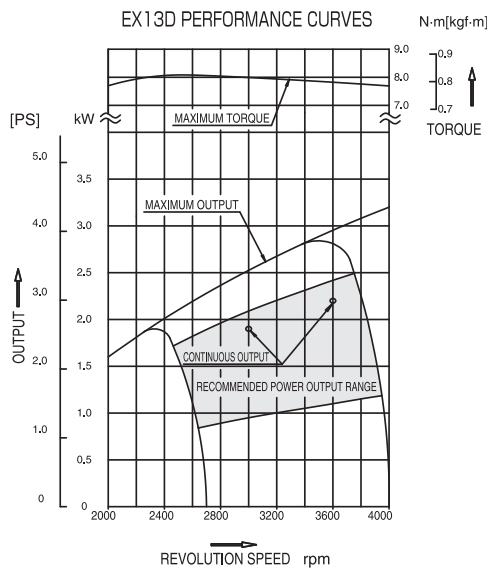
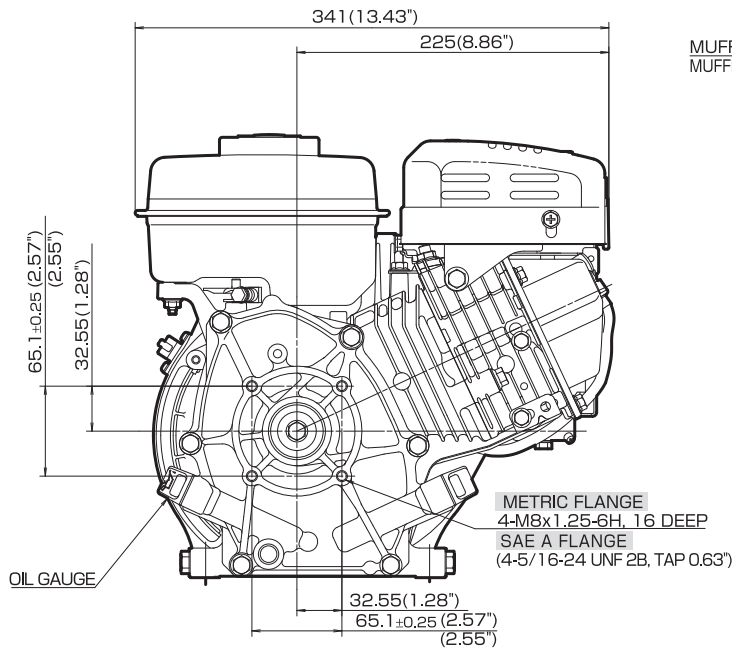
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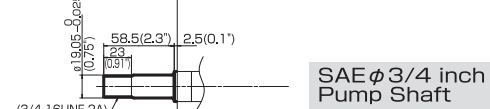
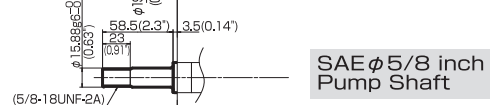
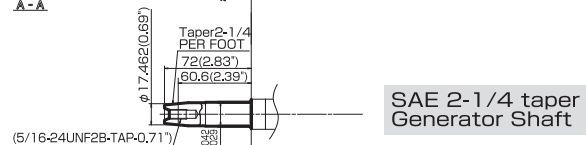
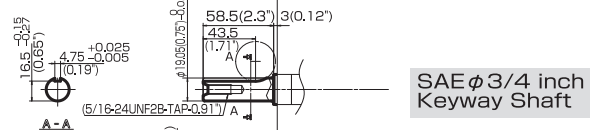
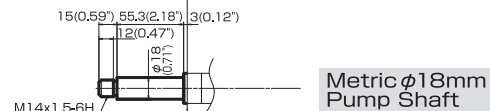
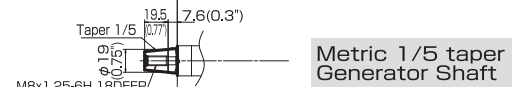
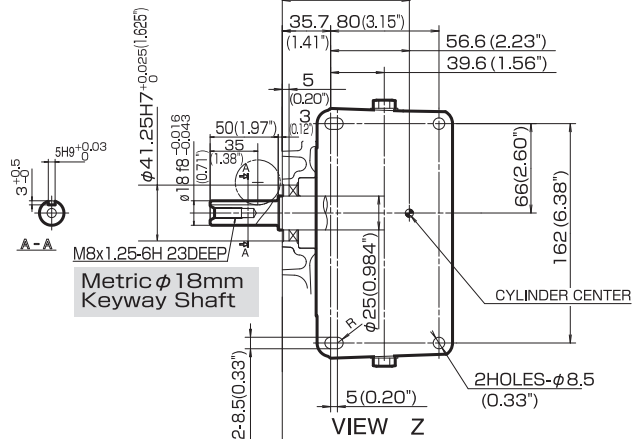
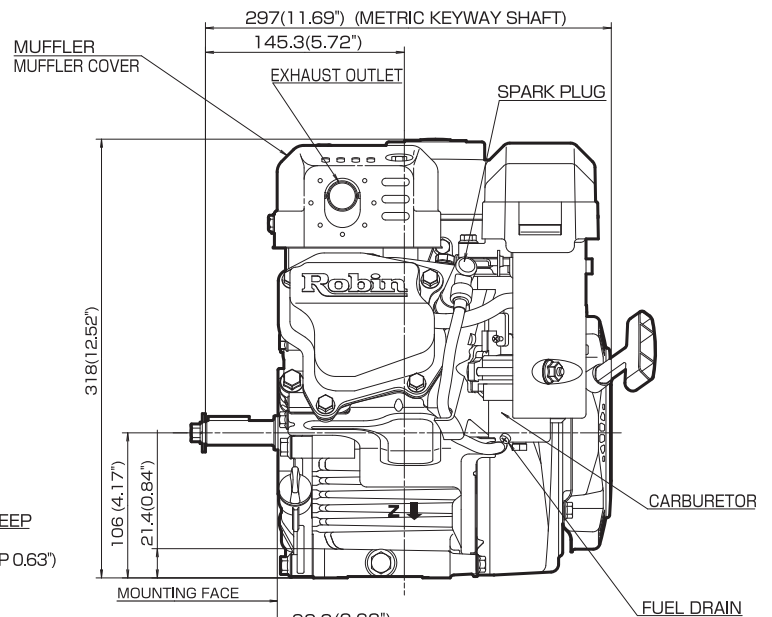
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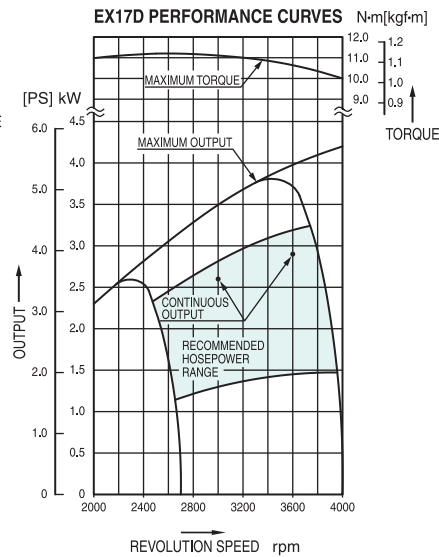
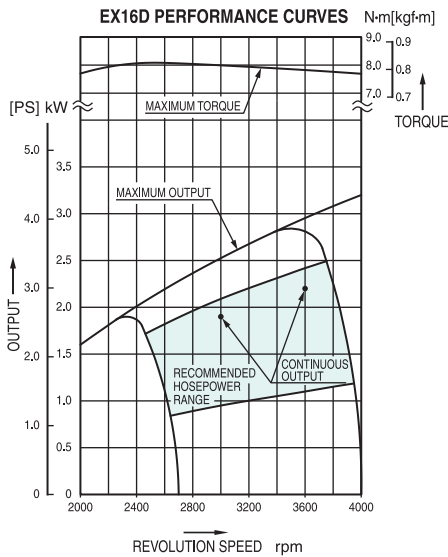
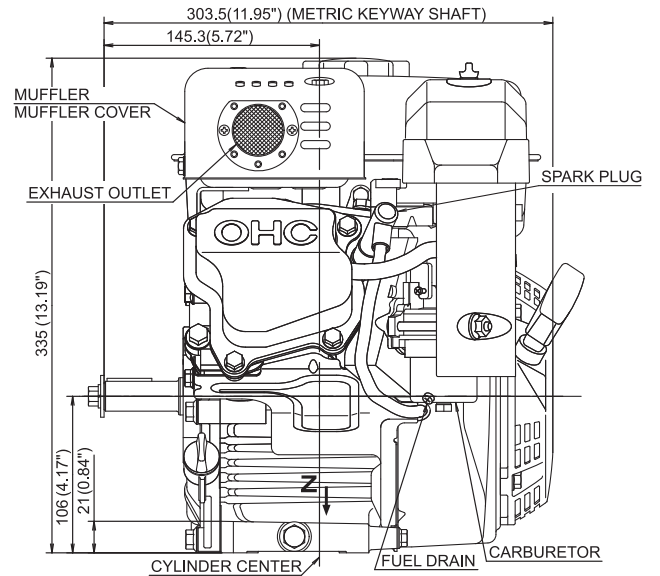
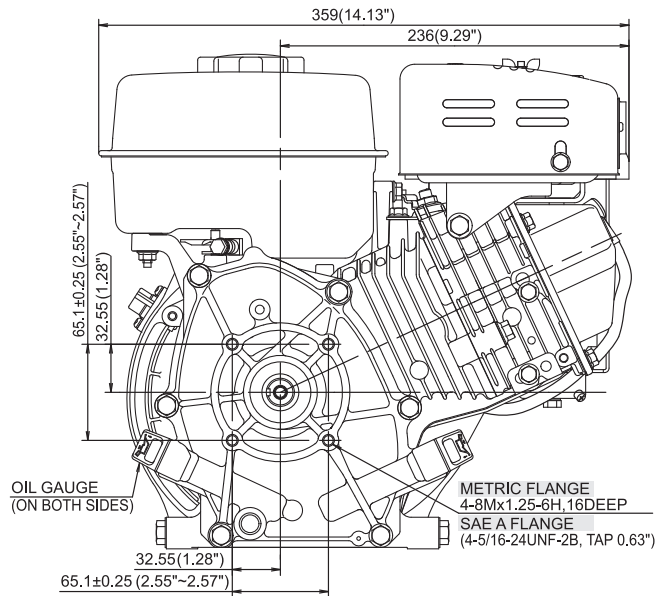
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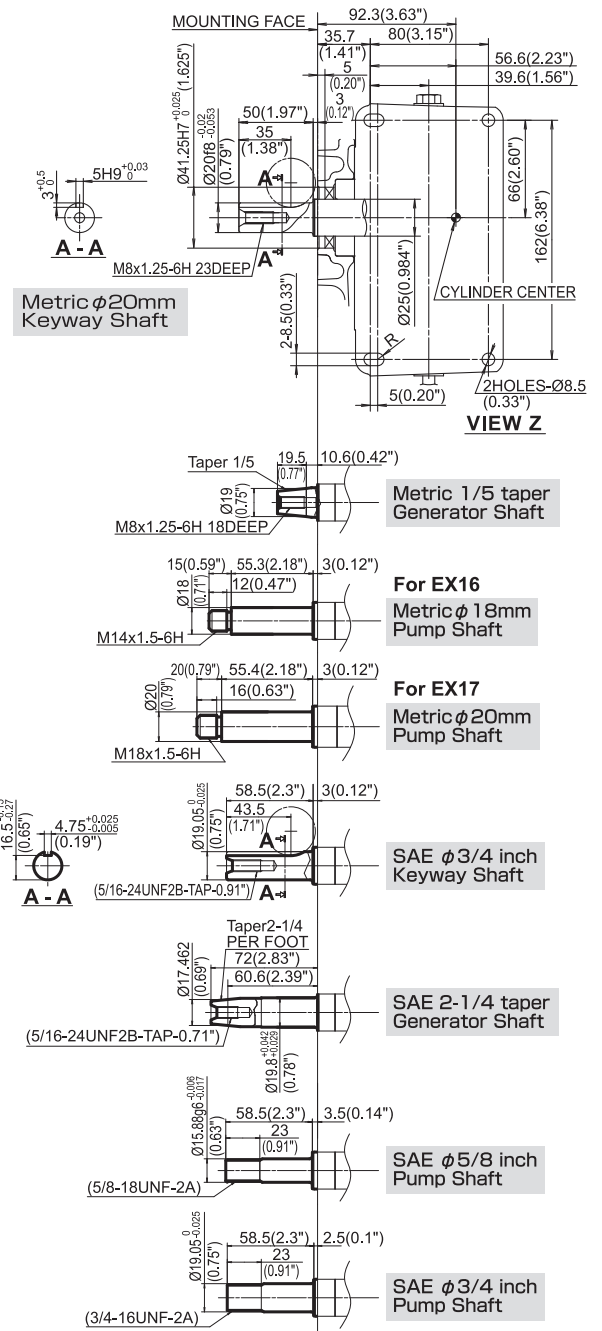
Power curves are corrected to standard sea level atmospheric condition and are developed from test engines equipped with standard air cleaner and muffler.



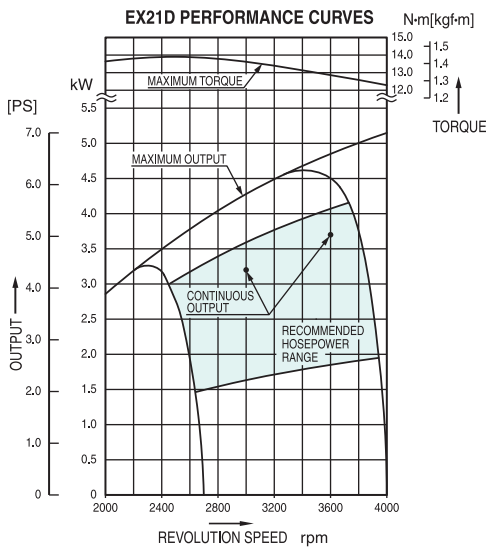
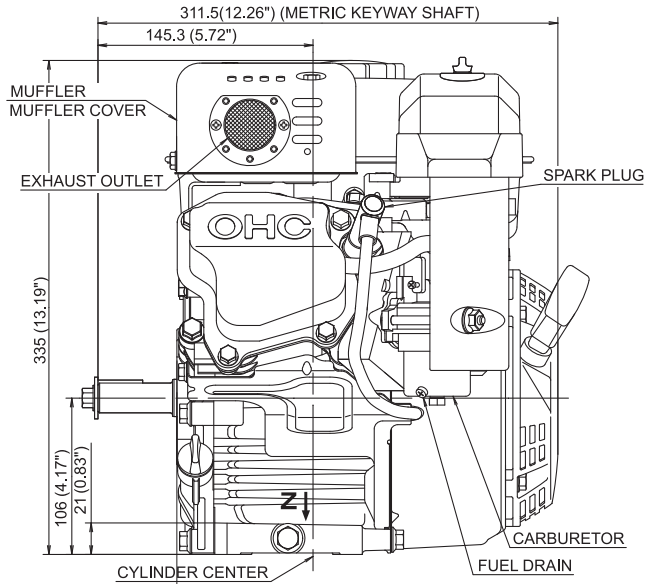
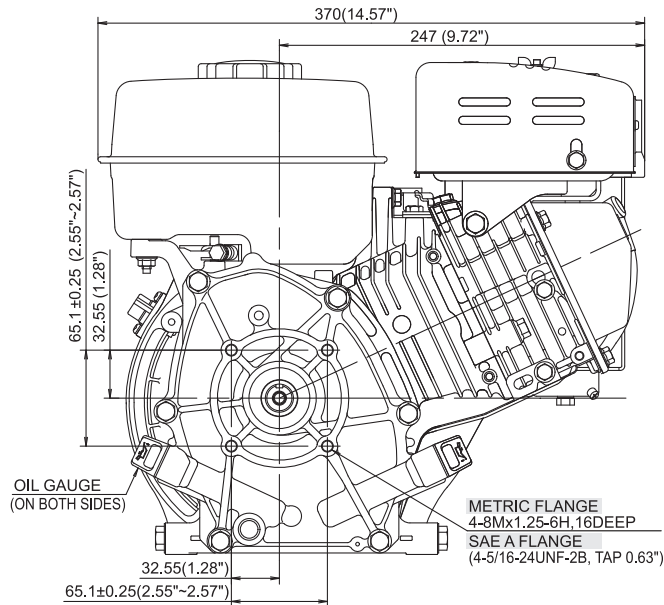
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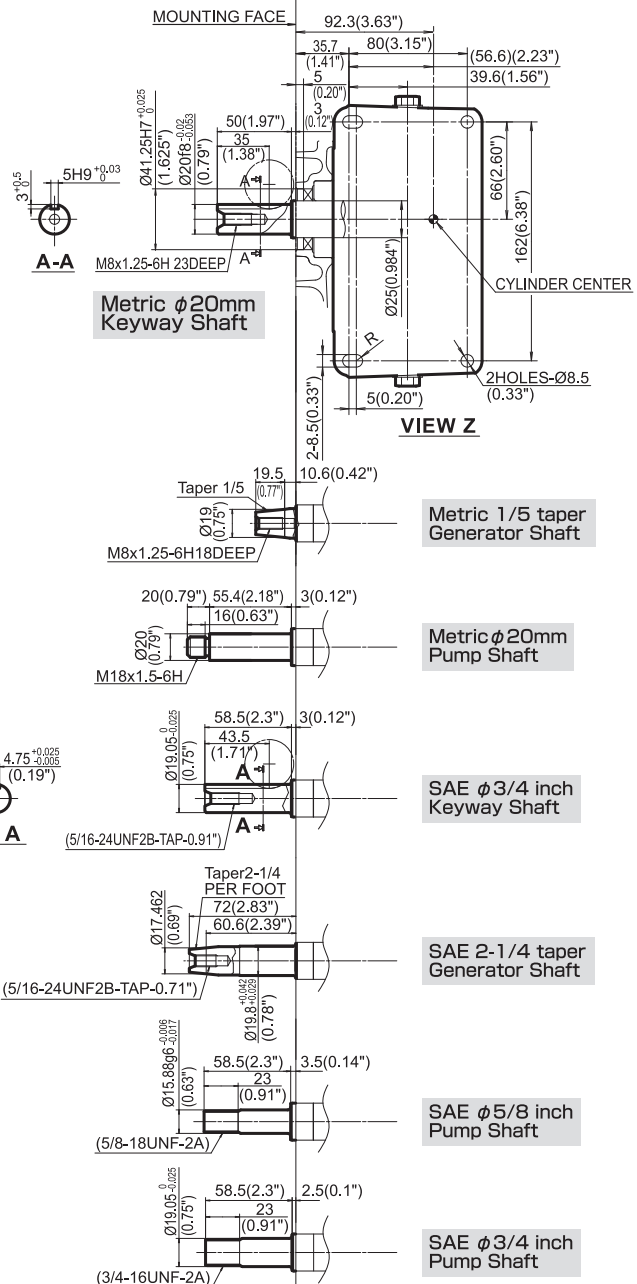
NOTE) 1. ABOVE PERFORMANCE DATA ARE CONVERTED INTO STANDARD ATMOSPHERIC CONDITION'S DATA.
2. ABOVE PERFORMANCE CURVES ARE ESTABLISHED IN ACCORDANCE WITH JIS B-8017.



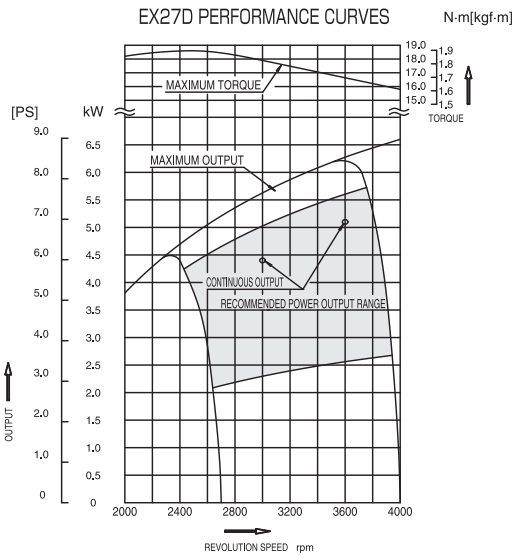
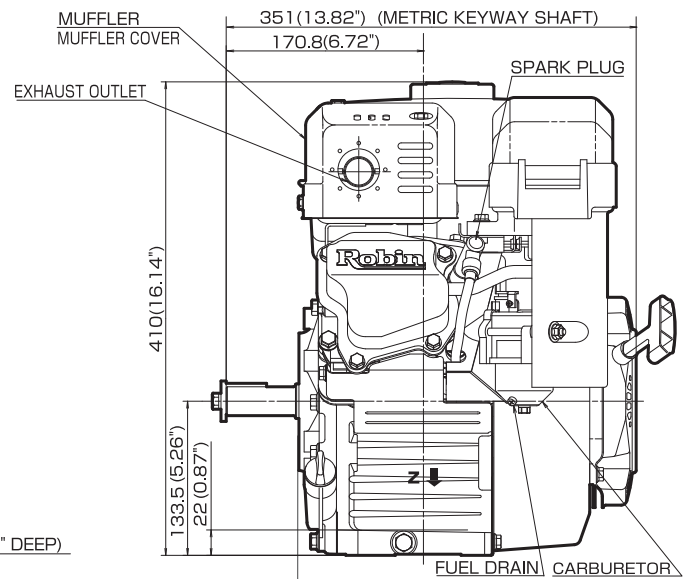
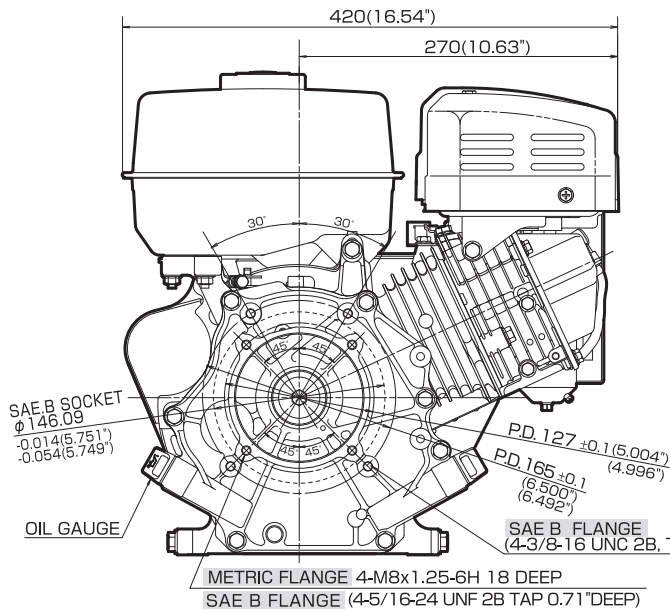
EX21



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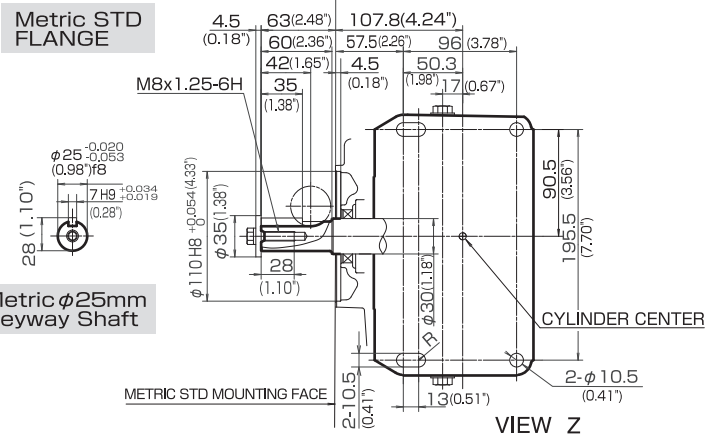


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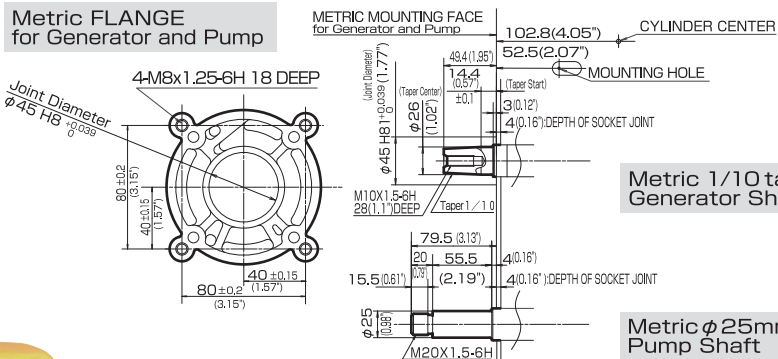
Power curves are corrected to standard sea level atmospheric condition and are developed from test engines equipped with standard air cleaner and muffler.

Metric STD FLANGE



Metric φ25mm Keyway Shaft

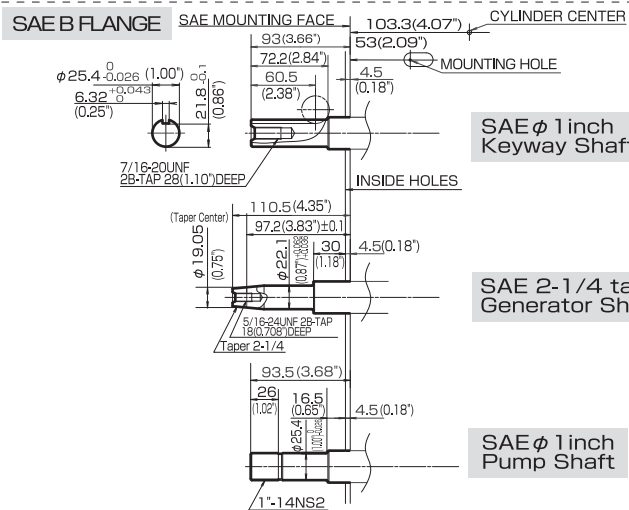
Metric FLANGE for Generator and Pump



Metric 1/10 taper Generator Shaft

Metric φ25mm Pump Shaft

SAE B FLANGE

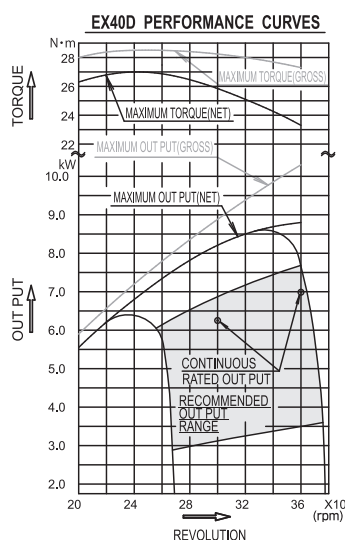
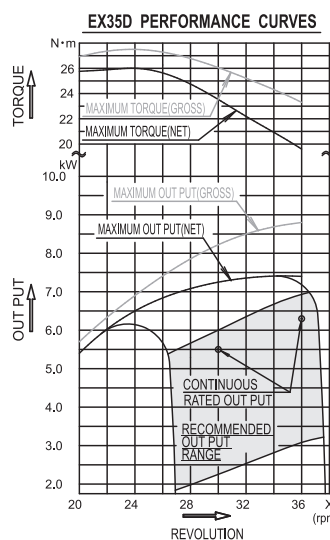
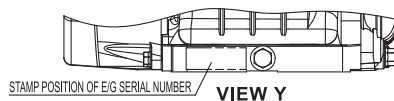
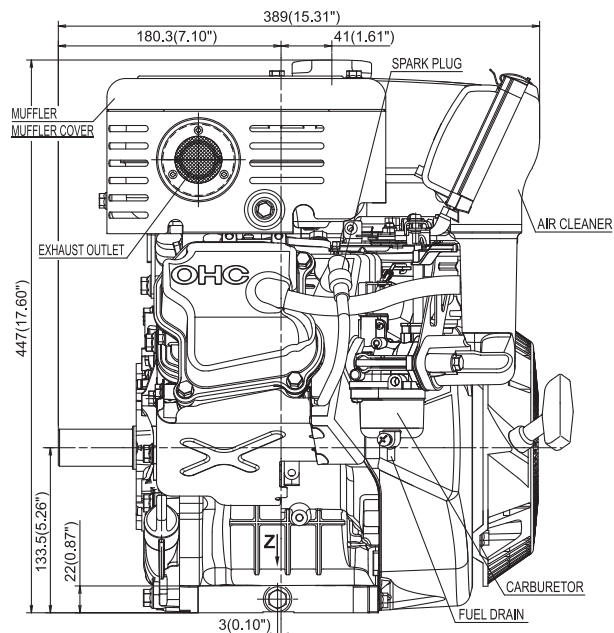
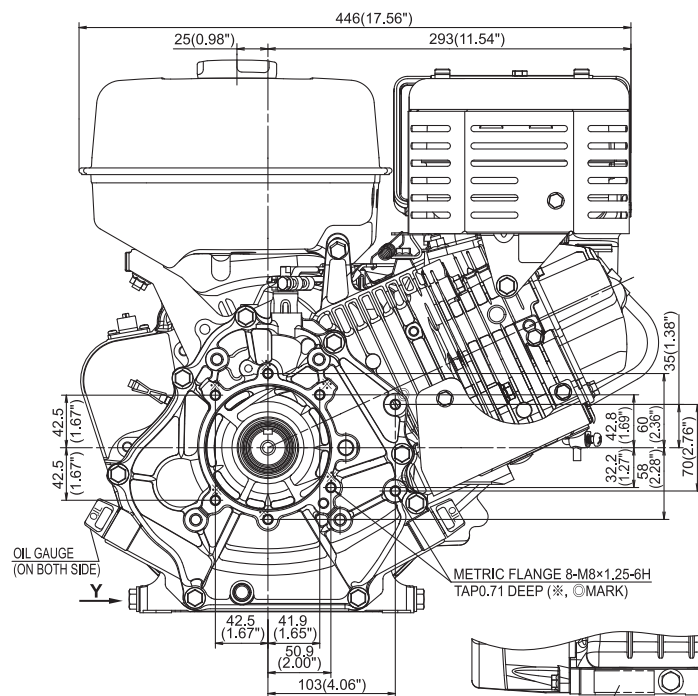


SAE φ 1 inch Keyway Shaft

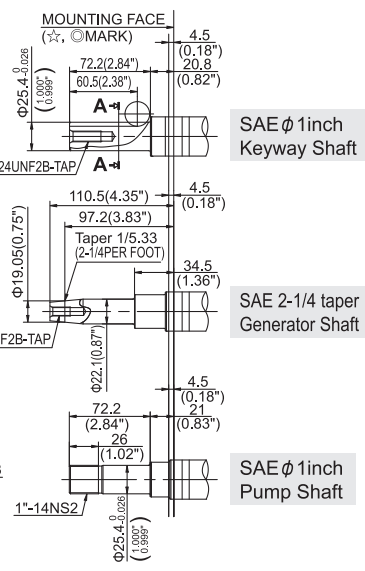
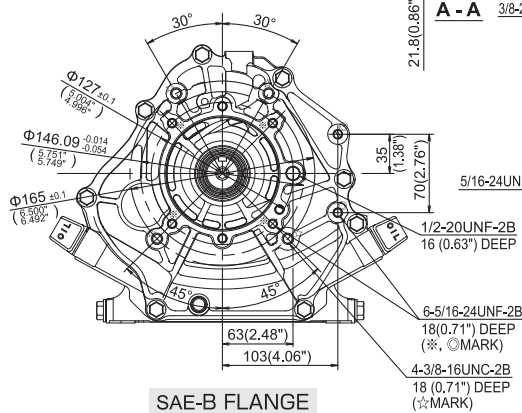
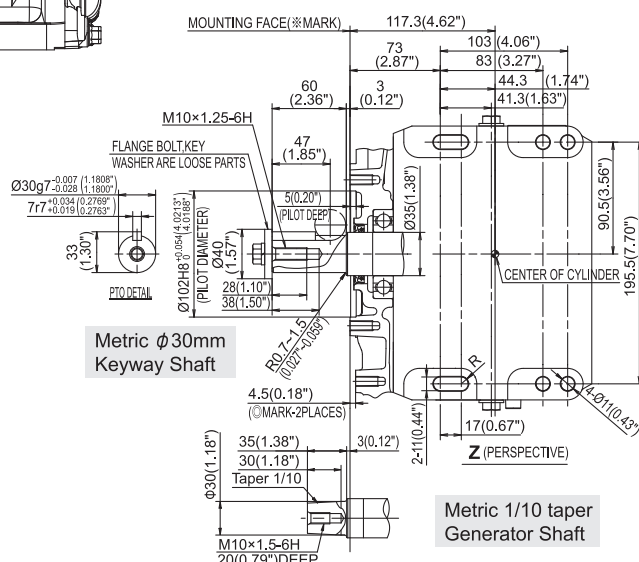
SAE 2-1/4 taper Generator Shaft

SAE φ 1 inch Pump Shaft



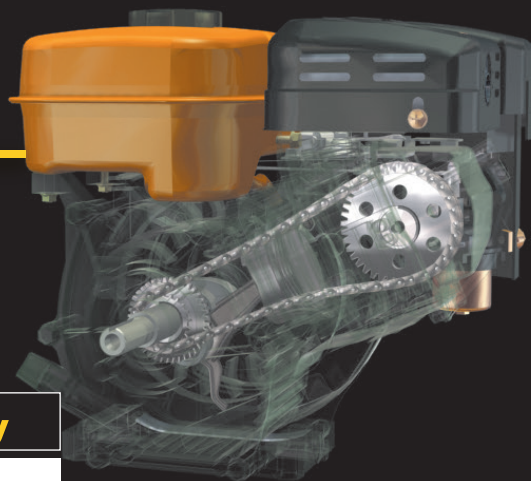
EX35/40

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That's Extreme!

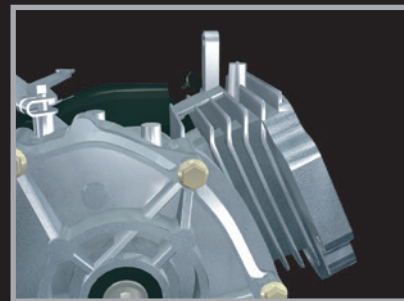
EX engines are superior to engines in the same class.



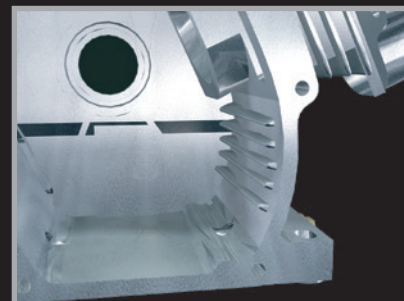
• EXtremely Advanced Technology

Extreme reliability and durability are achieved by:

- **Heavy Duty Chain Driven OHC System**
Oval type case-hardened steel links enhance performance and resist stretching, which result in extended maintenance free operation.
- **Completely New Main Bearing Cover Design**
Flush-mounted main bearing cover with lower moment of deformation significantly increases reliability and engine life.
- **Superior Cooling and Lubrication System**
Engine life is extended through the high efficient cooling and precision lubrication systems. Large cooling fins are engineered into the crankcase, cylinder and mounting base.
- **Large Ball Bearings** on both ends of crankshaft for maximum stability under demanding loads.
- **Cast Iron Cylinder Liner** resists wear.



Slant Cooling Fins on Cylinder



Cooling Fins inside Crankcase

• EXtreme Power and Performance

Extremely Higher Power and

Lower Fuel Consumption are realized by:

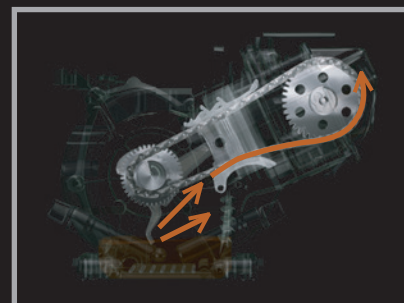
- High speed and homogeneous combustion achieved by sophisticated Pentroof Combustion Chamber which includes Intake and Exhaust Valves located at optimum angle.
- Straight Intake Port with minimal air flow resistance.

Environmentally friendly.

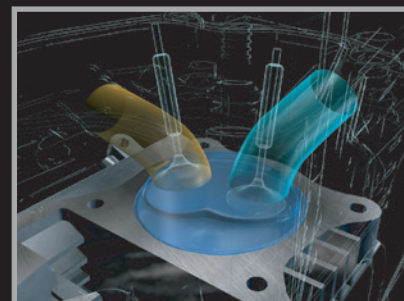
EX-Premium engines comply with EPA and CARB Emission Regulations in the USA.

Extreme application compatibility

With four versatile models, existing competitive slant-cylinder engines can easily be replaced.



Lubrication System



Combustion Chamber