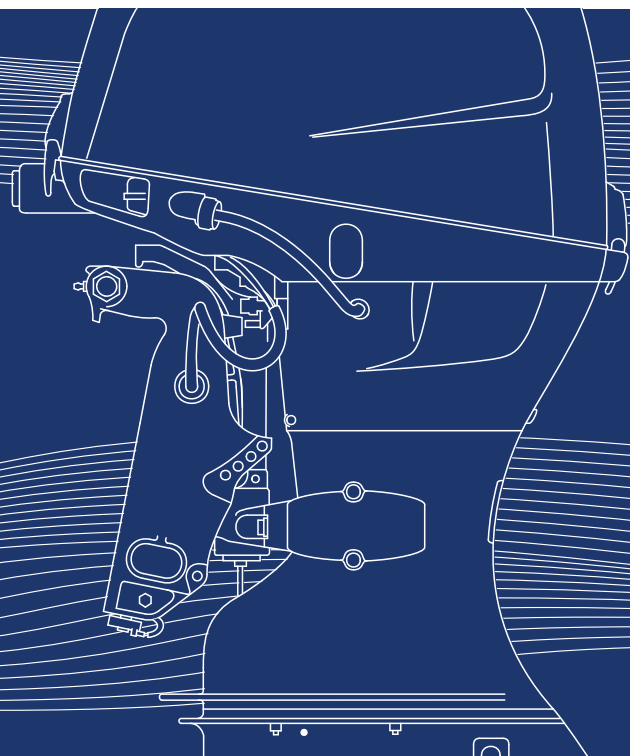




Owner's Manual BF40D • BF50D



Original instructions

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Thank you for purchasing a Honda Outboard Motor.

This manual covers operation and maintenance of the Honda BF40D/50D Outboard Motor.

All information in this publication is based on the latest product information available at the time of approval for printing.

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This manual should be considered a permanent part of the Outboard Motor and should remain with it if it is resold.

Throughout this manual, you will see safety messages preceded by the following words and symbols. Here's what they mean:

▲ DANGER

Indicates serious injury or death WILL result if instructions are not followed.

▲ WARNING

Indicates a strong possibility that serious personal injury or death may result if instructions are not followed.

▲ CAUTION

Indicates a possibility that personal injury or equipment damage could result if instructions are not followed.

NOTICE

Indicates that equipment or property damage could result if instructions are not followed.

NOTE: Gives helpful information.

If a problem should arise, or if you have any questions about the Outboard Motor, consult your Outboard Motor dealer.

▲ WARNING

Honda Outboard Motors are designed to give safe and dependable service if operated according to instructions. Read and understand the Owner's Manual before operating the Outboard Motor. Failure to do so could result in personal injury or equipment damage.

- **Have your dealer install the tiller handle.**
- **The illustration may vary according to the type.**

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This Owner's Manual is using the following type names when it describes the operations special to a type.

- Tiller handle type: H type
- Remote control type: R type
- Gas-assisted tilt type: G type
- Power trim/tilt type: T type

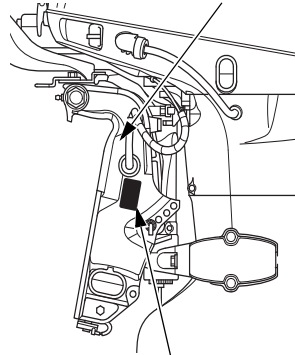
The remote control type is classified into the following three categories according to the control box position.

- Side-mount type: R1 type
- Panel-mount type R2 type
- Top-mount type R3 type

This Owner's Manual describes with the side-mount type remote control box.

Check the type of your outboard motor and read this Owner's Manual thoroughly before operation. Texts with no type indication are the information and/or procedures common to all types.

LEFT STERN BRACKET



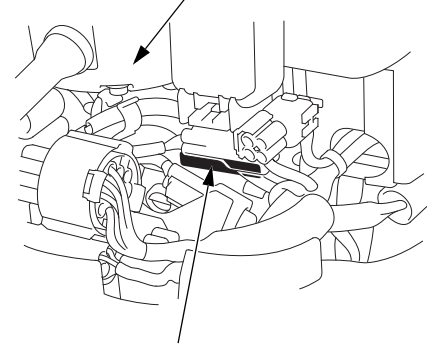
FRAME SERIAL NUMBER

Record the frame and engine serial numbers for your reference. Refer to the serial numbers when ordering parts, and when making technical or warranty inquiries.

The frame serial number is stamped on a plate attached on the left side of the stern bracket.

Frame serial number:

STARTER MOTOR



ENGINE SERIAL NUMBER

The engine serial number is stamped on the cylinder block under the starter motor which is located in front of the engine.

Engine serial number:

Control and Feature Identification Codes

Model		BF40D			
Type		SRT□	LH□	LHT□	LRT□
Shaft Length(Transom Height)		S	L	L	L
Tiller Handle			•	•	•
Remote Control	(SIDE-MOUNT REMOTE CONTROL)	•/*	*	*	•/*
	(PANEL-MOUNT/TOP-MOUNT REMOTE CONTROL)	*			*
Gas-assisted Tilt			•		
Power Trim/Tilt		•		•	•
Tachometer		•/*	*	•	•/*
Trim meter		•/*		•	•/*
TRL (Trolling) Control Switch		•/*	*	*	•/*

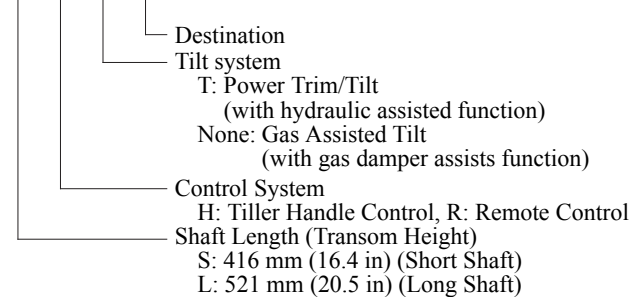
NOTE: Note that the types of the outboard motor differ according to the countries where they are sold.

BF40D is provided with the following types according to the shaft length, control system, and tilt system.

- According to Shaft Length
S: Short Shaft
L: Long Shaft
- *: Optional Equipment
- /*: Optional Equipment depends on destination

TYPE CODE Example

L R T □



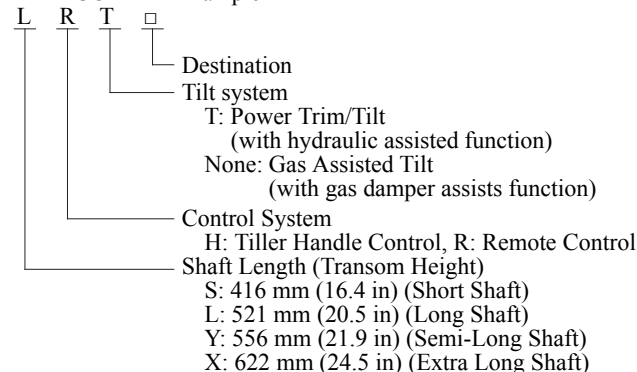
Model	BF50D									
Type	SRT□	LH□	LHT□	LR□	LRT□	YH□	YHT□	YRT□	XH□	XRT□
Shaft Length (Transom Height)	S	L	L	L	L	Y	Y	Y	X	X
Tiller Handle		●	●			●	●		●	
Remote Control	(SIDE-MOUNT REMOTE CONTROL)	●/*	*	*	●	●/*	*	*	●	*
	(PANEL-MOUNT/TOP-MOUNT REMOTE CONTROL)	*			*	*			*	*
Gas-assisted Tilt		●		●		●			●	
Power Trim/Tilt	●		●		●		●	●		●
Tachometer	●/*	*	●	*	●/*	*	●	●	*	●/*
Trim meter	●/*		●		●/*		●	●		●/*
TRL (Trolling) Control Switch	●/*	*	*	●	●/*	*	*	●	*	●/*

NOTE: Note that the types of the outboard motor differ according to the countries where they are sold.

BF50D is provided with the following types according to the shaft length, control system, and tilt system.

- According to Shaft Length
 - S: Short Shaft
 - L: Long Shaft
 - Y: Semi-Long Shaft
 - X: Extra Long Shaft
- *: Optional Equipment
- /*: Optional Equipment depends on destination

TYPE CODE Example



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1. SAFETY

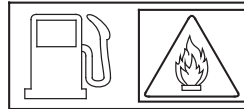
SAFETY INFORMATION

For your safety and the safety of others, pay special attention to these precautions.

Operator Responsibility

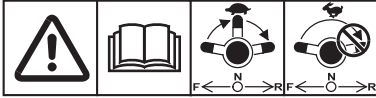


- **Honda outboard motor is designed to give safe and dependable service if operated according to instructions. Read and understand the Owner's Manual before operating the outboard motor. Failure to do so could result in personal injury or equipment damage.**



- **Gasoline is harmful or fatal if swallowed. Keep the fuel tank out of reach of children.**
- **Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped.**
- **Do not smoke or allow flames or sparks where the engine is refueled or where gasoline is stored.**

- **Do not overfill the fuel tank. After refueling make sure that the fuel tank cap is closed properly and securely.**
- **Be careful not to spill any fuel while refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled make sure that the area is dry before starting the engine.**



Shift to the neutral position and then shift to the reverse position at low engine speed. Do not shift to the reverse position suddenly at high engine speed.



Moving parts can injure you. Install the engine cover after emergency starting the engine. Do not operate the outboard motor without the engine cover.

- Know how to stop the engine quickly in case of emergency. Understand the use of all controls.
 - Do not exceed the boat manufacturer's power recommendation, and be sure that the outboard motor is properly mounted.
 - Never permit anyone to operate the outboard motor without proper instruction.
 - Stop the engine immediately if anyone falls overboard.
 - Do not run the engine while the boat is near anyone in the water.
 - Attach the emergency stop switch lanyard securely to the operator.
 - Before operating the outboard motor, familiarize yourself with all laws and regulations relating to boating and the use of outboard motors.
 - Do not attempt to modify the outboard motor.
- Always wear a life-jacket when on board.
 - Do not operate the outboard motor without the engine cover. Exposed moving parts can cause injury.
 - Do not remove any guards, labels, shields, covers or safety devices; they are installed for your safety.

SAFETY

Fire and Burn Hazards

Gasoline is extremely flammable, and gasoline vapor can explode. Use extreme care when handling gasoline. KEEP OUT OF REACH OF CHILDREN.

- Remove the fuel tank from the boat for refueling.
- Refuel in a well-ventilated area with the engine stopped. Keep flames and sparks away, and do not smoke in the area.
- Refuel carefully to avoid spilling fuel. Avoid overfilling the fuel tank (there should be no fuel in the filler neck). After refueling, tighten the fuel filler cap securely. If any fuel is spilled, make sure the area is dry before starting the engine.

The engine and exhaust system become very hot during operation and remain hot for a while after stopping. Contact with hot engine components can cause burns and may ignite some materials.

- Avoid touching a hot engine or exhaust system.
- Allow the engine to cool before performing maintenance or transporting.

Carbon Monoxide Poisoning Hazard

Exhaust contains poisonous carbon monoxide, a colorless and odorless gas. Breathing exhaust can cause loss of consciousness and may lead to death.

- If you run the engine in an area that is confined, or even partially enclosed, the air can become contaminated with a dangerous amount of exhaust gas. To keep exhaust gas from building up, provide adequate ventilation.

2. SAFETY LABEL LOCATIONS

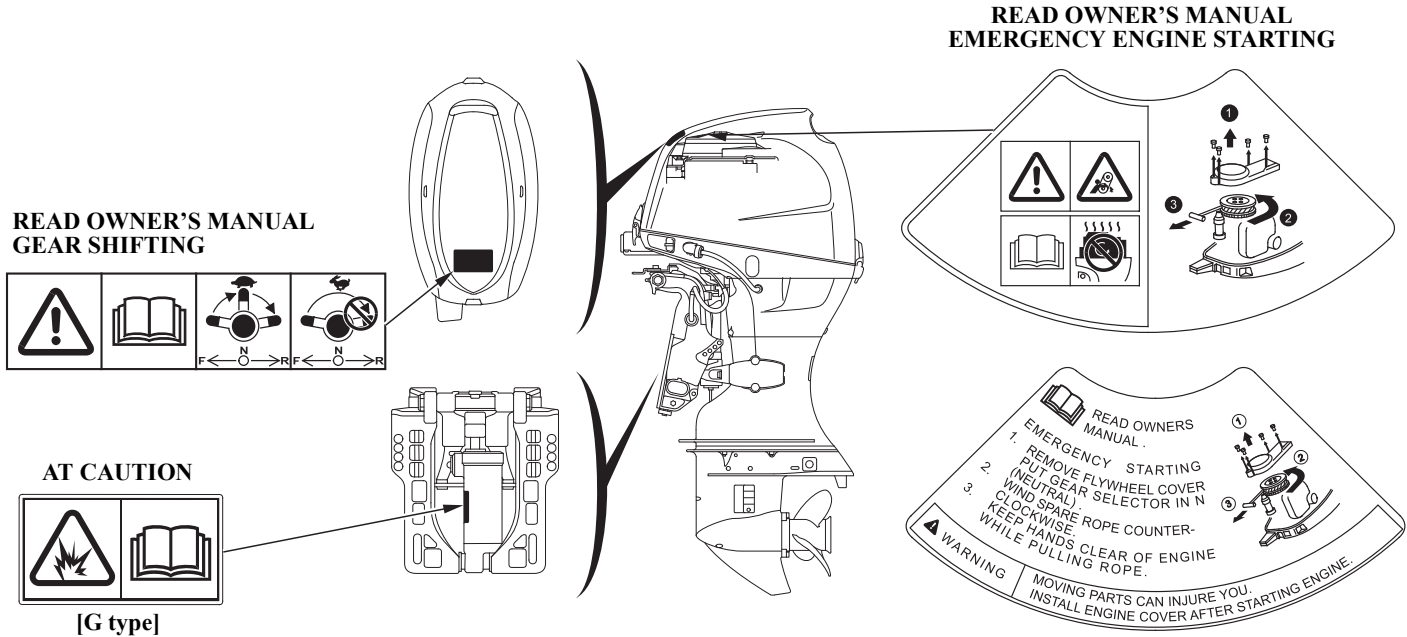
[Equipped type]

These labels are in the locations shown.

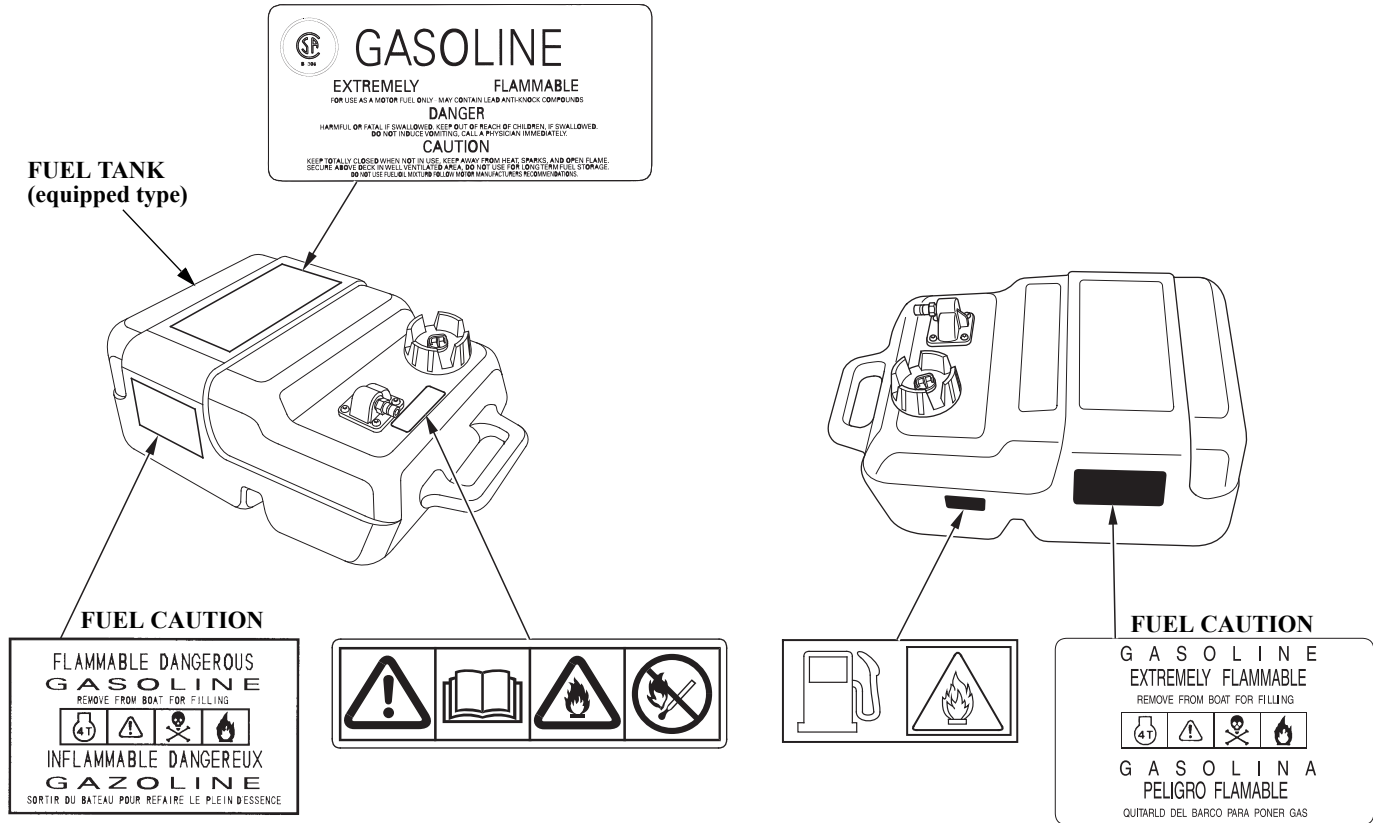
They warn you of potential hazards that can cause serious injury.

Read the labels and safety notes and precautions described in this manual carefully.

If a label comes off or becomes hard to read, contact your outboard motor dealer for a replacement.



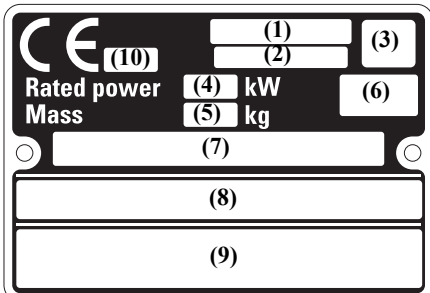
SAFETY LABEL LOCATIONS



SAFETY LABEL LOCATIONS

CE mark location [European Types]

CE MARK

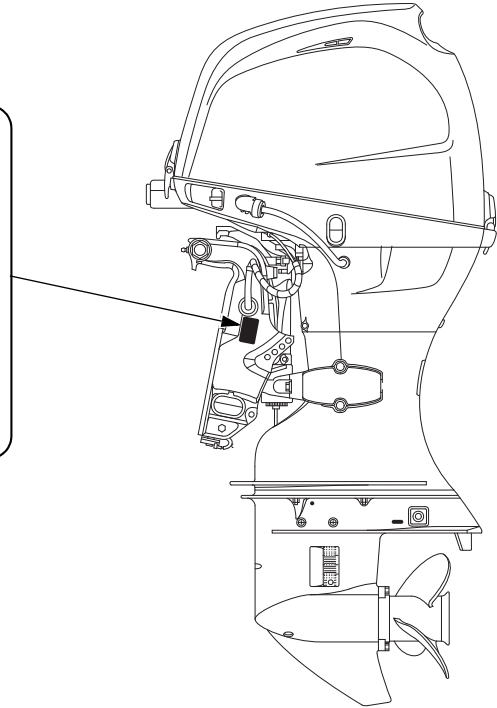


The diagram shows a rectangular CE mark label with the following fields:

- (1) Model Name
- (2) Engine family name
- (3) Year code
- (4) Rated power
- (5) Dry mass (weight) (with propeller, without battery cable)
- (6) Country of manufacture
- (7) Frame number
- (8) Manufacture and address
- (9) Name and address of authorized representative and importer
- (10) The identification number of the notified body

Additional fields on the label include:

- Rated power (4) kW
- Mass (5) kg
- CE mark (10)

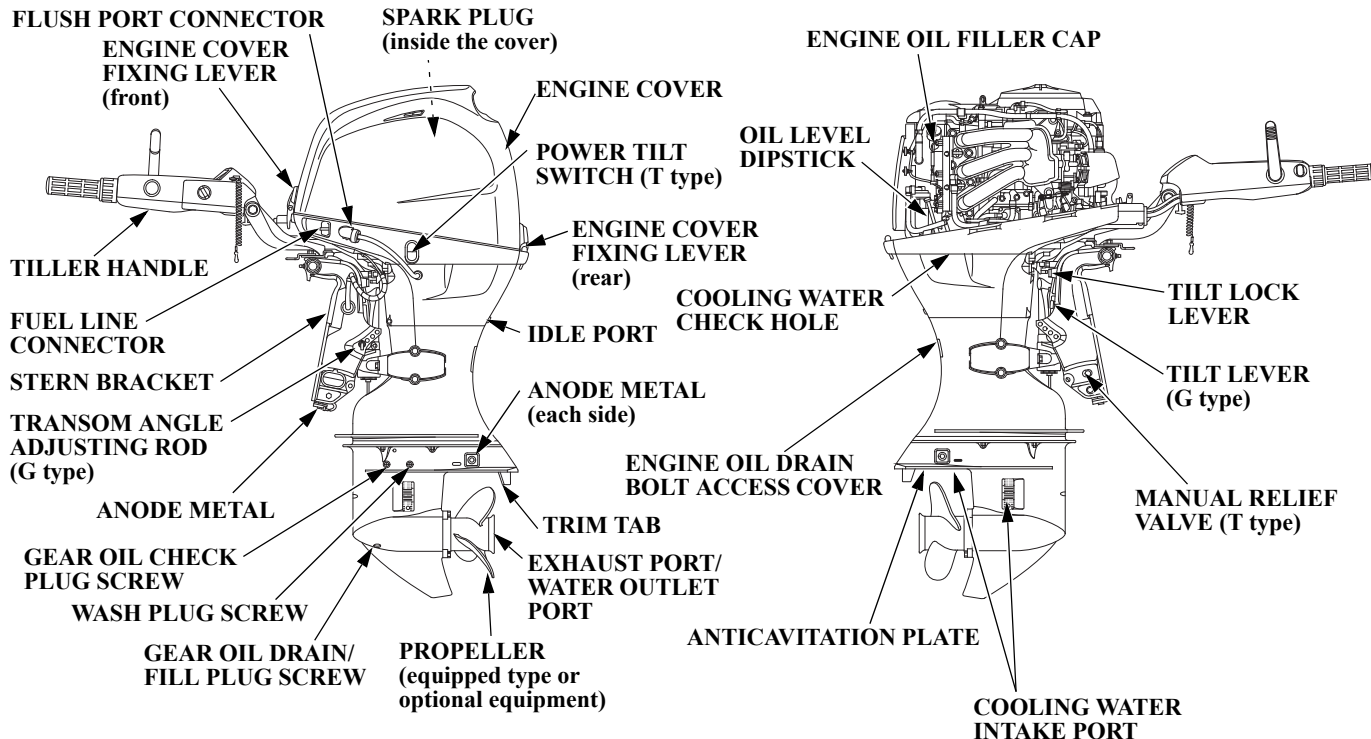


Year code	J	K	L	M	N	P
Year of manufacture	2018	2019	2020	2021	2022	2023

Name and address of manufacturer, authorized representative and importer are written in the “EC Declaration of Conformity” CONTENT OUTLINE in this Owner’s Manual.

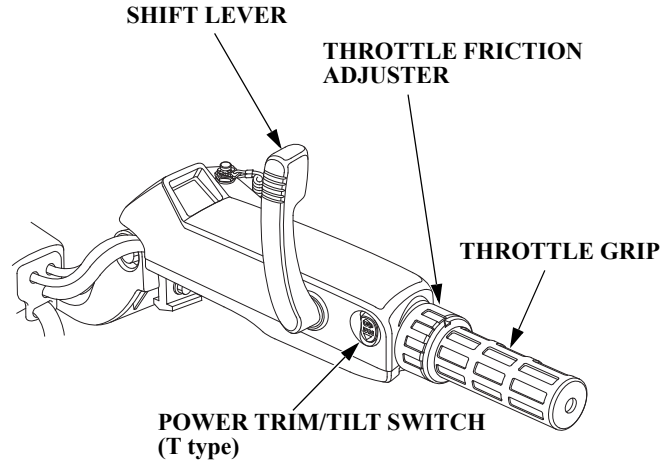
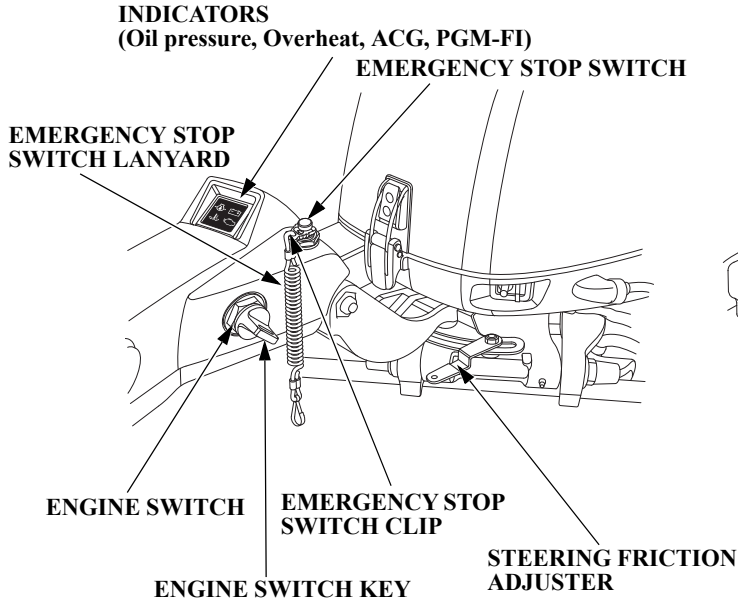
3. COMPONENT IDENTIFICATION

[H (Tiller Handle) type]



COMPONENT IDENTIFICATION

TILLER HANDLE



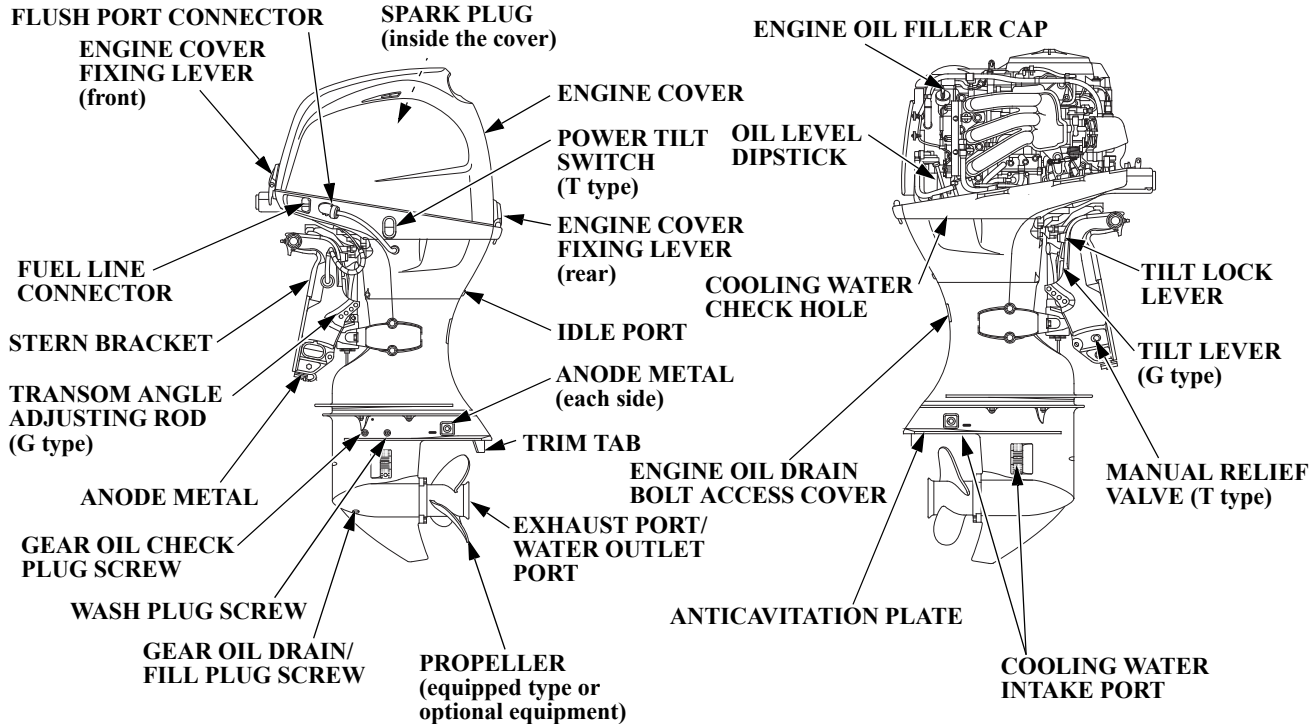
SPARE EMERGENCY STOP SWITCH CLIP



Store the spare emergency stop switch clip in the tool bag.

COMPONENT IDENTIFICATION

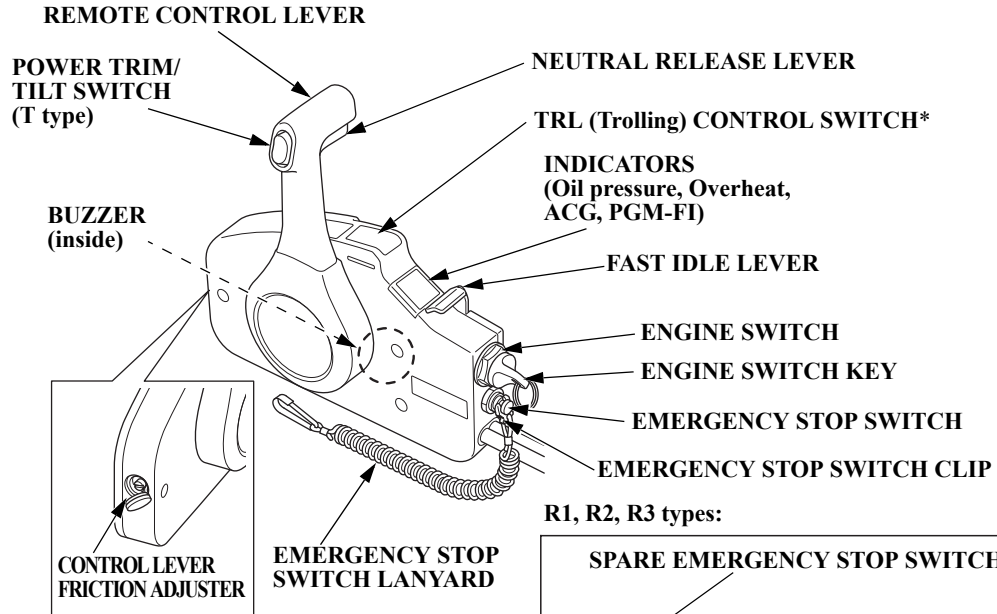
[R (Remote Control) type]



COMPONENT IDENTIFICATION

REMOTE CONTROL BOX (equipped type or optional equipment)

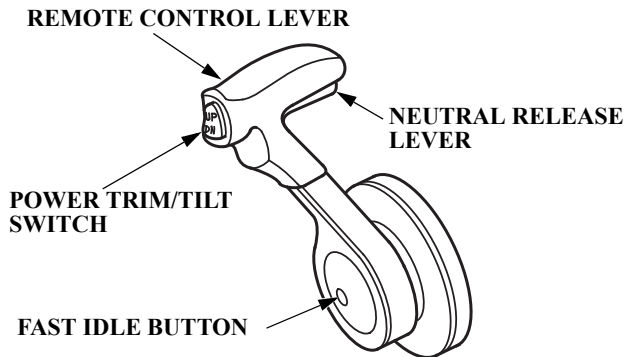
SIDE-MOUNT TYPE (R1 type)



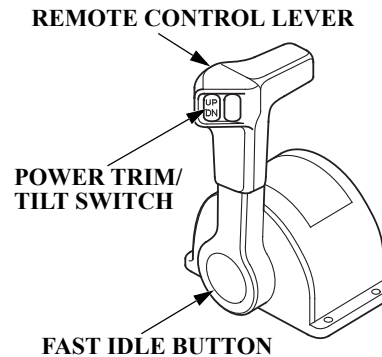
* For TRL (Trolling) control switch equipped type.

COMPONENT IDENTIFICATION

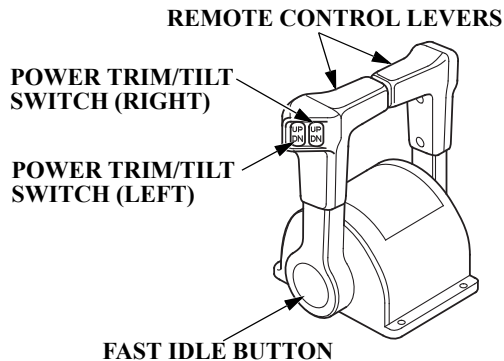
PANEL-MOUNT TYPE (R2 type)



TOP-MOUNT TYPE (R3 type) (SINGLE OUTBOARD MOTOR TYPE)

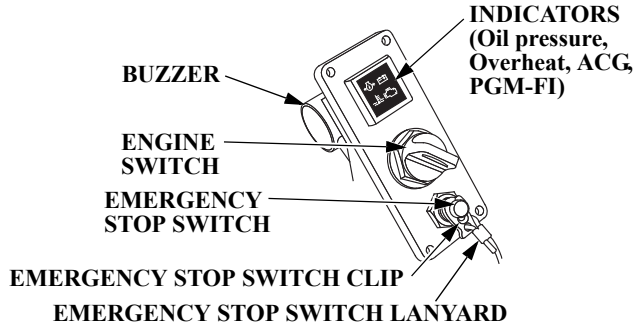


(DUAL OUTBOARD MOTOR TYPE)

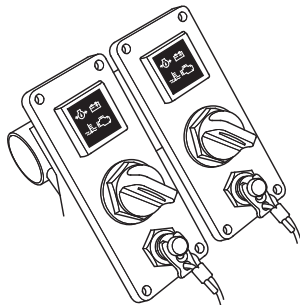


COMPONENT IDENTIFICATION

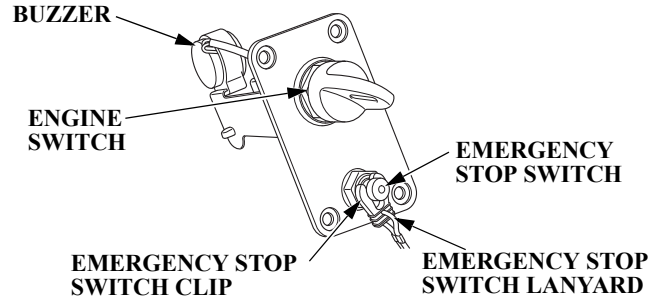
SWITCH PANEL (optional equipment) (PANEL-MOUNT, TOP-MOUNT)



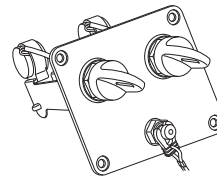
(for TWO OUTBOARD MOTORS type)



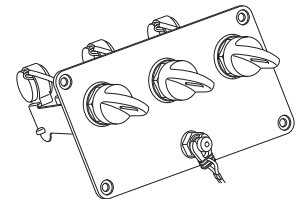
SWITCH PANEL without indicators type (optional equipment) (PANEL-MOUNT, TOP-MOUNT SINGLE)



(for TWO OUTBOARD
MOTORS type)

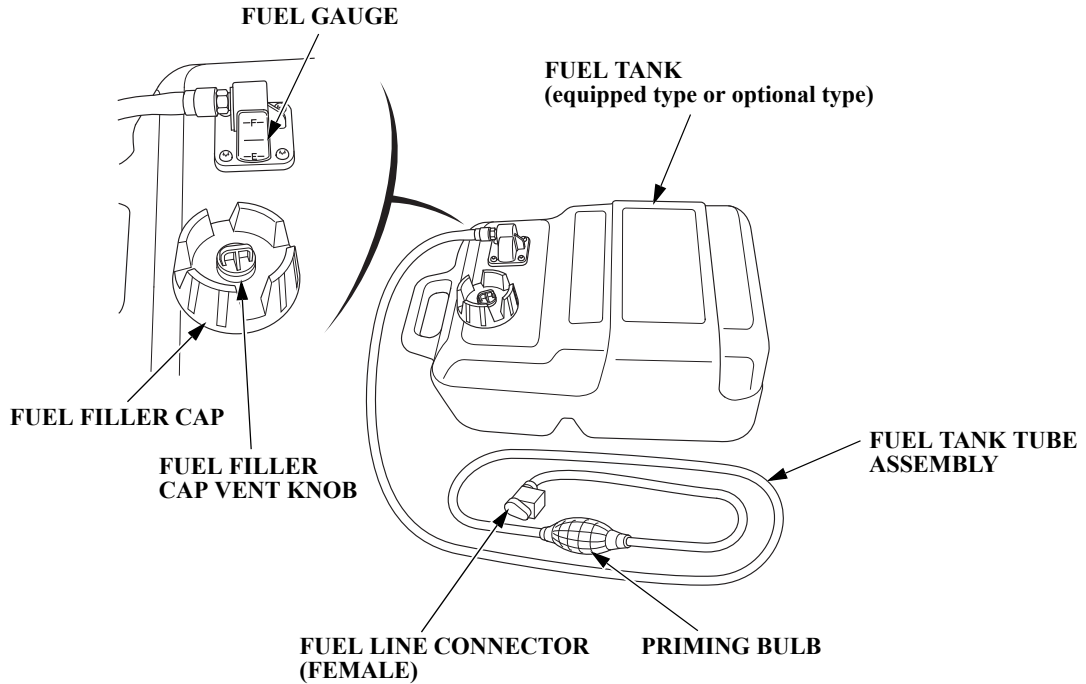


(for THREE OUTBOARD
MOTORS type)



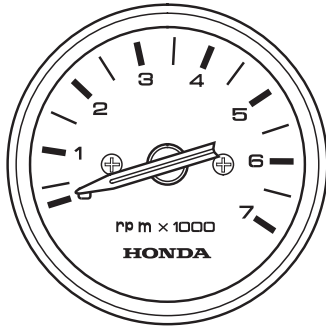
For the switch panel without indicators type, use it along with the NMEA2000-compatible device.

COMPONENT IDENTIFICATION

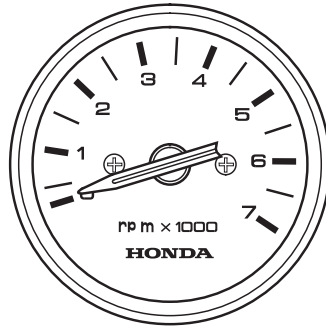


COMPONENT IDENTIFICATION

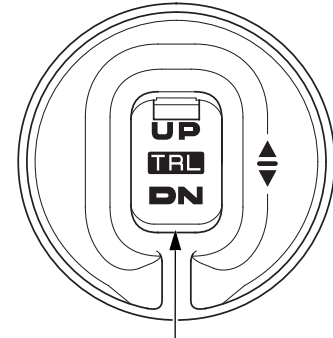
TACHOMETER
(equipped type or optional equipment)



TRIM METER
(equipped type or optional equipment)



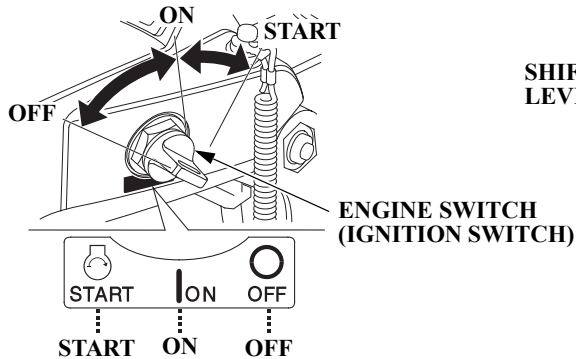
**TRL (Trolling) CONTROL
SWITCH PANEL**
(optional equipment: R type)



TRL (Trolling) CONTROL SWITCH

4. CONTROLS AND FEATURES (H type)

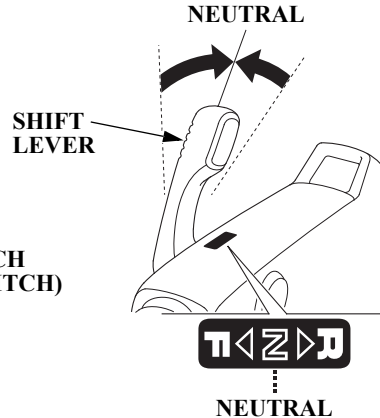
Engine Switch (Ignition Switch)



This tiller handle is equipped with an automotive type ignition switch.

Key positions:

- START: to start the engine.
ON: to run the engine after starting.
OFF: to stop the engine (IGNITION OFF).



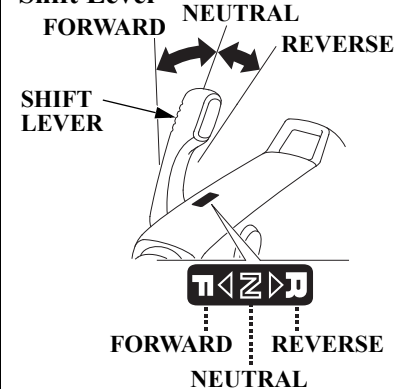
NOTICE

Do not leave the engine switch (ignition switch) ON (key in ON position) when the engine is not running as the battery will discharge.

NOTE:

The starter motor will not work unless the shift lever is in the NEUTRAL position.

Shift Lever

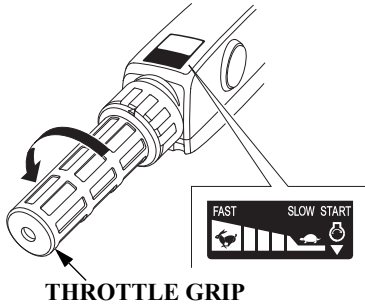


Use the shift lever to run the boat in forward or reverse gear, or to cut off the engine power from the propeller. There are three positions for the shift lever.

- FORWARD: The boat moves ahead.
NEUTRAL: The engine power is cut off from the propeller. The boat does not move.
REVERSE: The boat reverses.

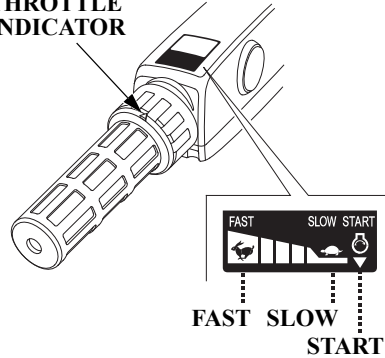
CONTROLS AND FEATURES (H type)

Throttle Grip



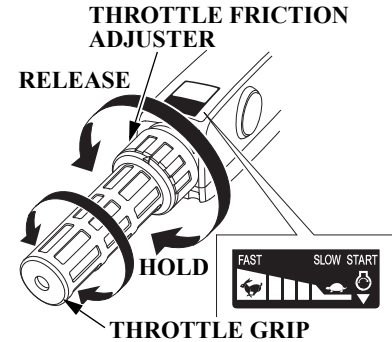
Turn the grip clockwise or counterclockwise to adjust the engine speed. Turning the grip in the direction shown by arrow increases the engine speed.

THROTTLE INDICATOR



The curve on the grip indicates the engine speed.

Throttle Friction Adjuster



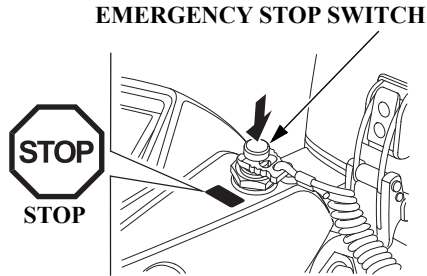
The throttle friction adjuster adjusts resistance to throttle grip rotation.

Turn the adjuster clockwise to increase friction for holding a throttle setting while cruising.

Turn the adjuster counterclockwise to decrease friction for easy throttle grip rotation.

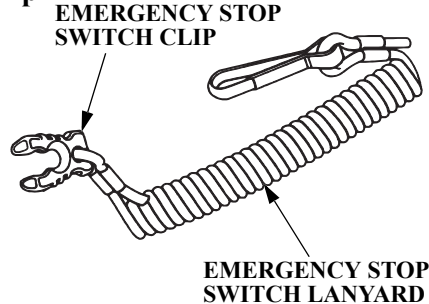
CONTROLS AND FEATURES (H type)

Emergency Stop Switch



Press the emergency stop switch to stop the engine.

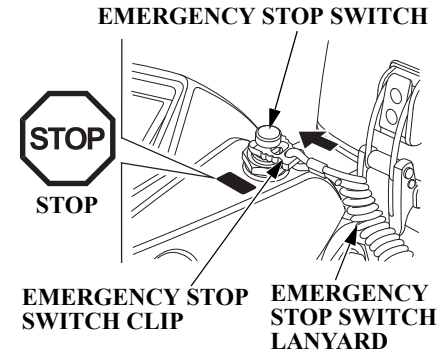
Emergency Stop Switch Lanyard/Clip



The emergency stop switch lanyard is provided to stop the engine immediately when the operator falls overboard or away from the outboard motor.

The engine stops when the clip at the end of the emergency stop switch lanyard is pulled out of the emergency stop switch.

When operating the outboard motor, be sure to attach one end of the emergency stop switch lanyard securely to the operator.



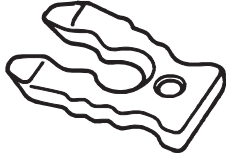
▲WARNING

If the emergency stop switch lanyard is not set, the boat might run out of control when the operator, for example, falls overboard and is not able to operate the outboard motor.

For the sake of the operator's and the passengers' safety, be sure to set the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

CONTROLS AND FEATURES (H type)

SPARE EMERGENCY STOP SWITCH CLIP



NOTE:

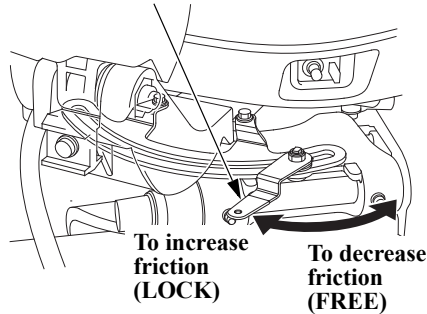
The engine does not start unless the emergency stop switch clip is set on the emergency stop switch.

Store the spare emergency stop switch clip in the tool bag.

Use the spare emergency stop switch clip to make the disabled engine start when the emergency stop switch lanyard is not available as, for example, when the operator falls overboard.

Steering Friction Adjuster

STEERING FRICTION ADJUSTER



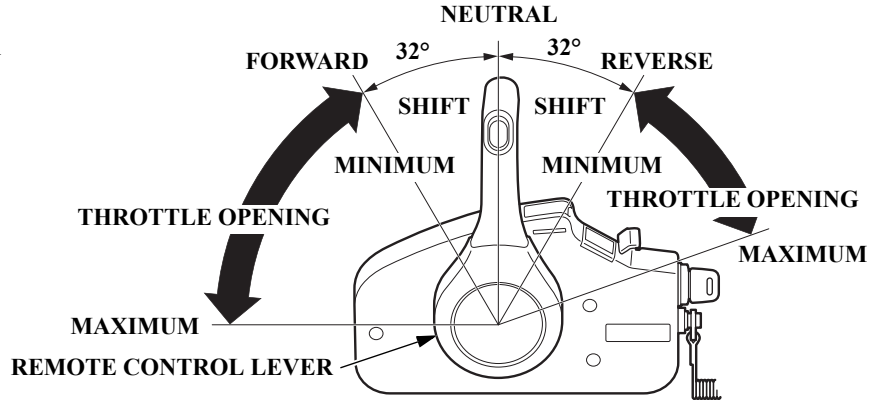
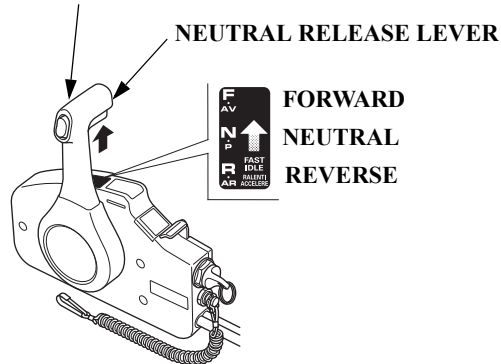
The steering friction adjuster adjusts steering resistance.

Less friction allows the outboard motor to turn more easily. More friction helps to hold a steady course while cruising or to prevent the outboard motor from swinging while trailering the boat.

CONTROLS AND FEATURES (R type)

Remote Control Lever (R1 type)

REMOTE CONTROL LEVER



Shifting gear into forward, reverse, or neutral and the engine speed adjustment can be performed with the remote control lever. It is necessary to pull up the neutral release lever to operate the remote control lever.

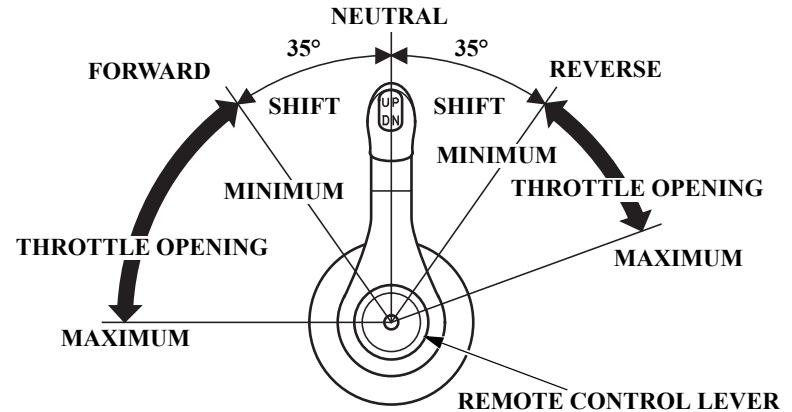
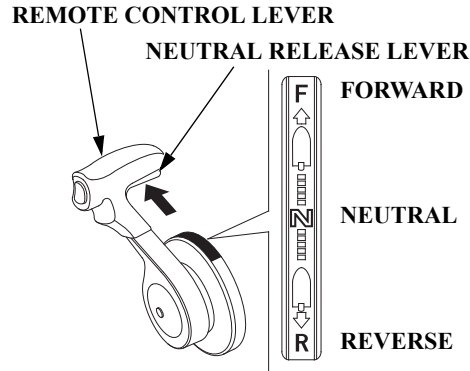
FORWARD:
Moving the lever to the FORWARD position (i.e. approximately 32° from the NEUTRAL position) engages the gear into forward. Moving the lever further from the FORWARD position will increase the throttle opening and the boat forward speed.

NEUTRAL:
Engine power is cut off from the propeller.

REVERSE:
Moving the lever to the REVERSE position (i.e. approximately 32° from the NEUTRAL position) engages the gear into reverse. Moving the lever further from the REVERSE position will increase the throttle opening and the boat reverse speed.

CONTROLS AND FEATURES (R type)

(R2 type)



Shifting gear into forward, reverse, or neutral and the engine speed adjustment can be performed with the remote control lever.

It is necessary to pull up the neutral release lever to operate the remote control lever.

FORWARD:

Moving the lever to the FORWARD position (i.e. approximately 35° from the NEUTRAL position) engages the gear into forward. Moving the lever further from the FORWARD position will increase the throttle opening and the boat forward speed.

NEUTRAL:

Engine power is cut off from the propeller.

REVERSE:

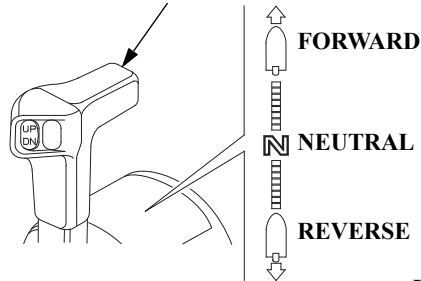
Moving the lever to the REVERSE position (i.e. approximately 35° from the NEUTRAL position) engages the gear into reverse. Moving the lever further from the REVERSE position will increase the throttle opening and the boat reverse speed.

CONTROLS AND FEATURES (R type)

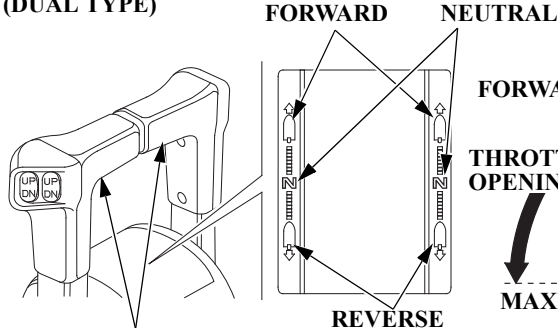
(R3 type)

(SINGLE TYPE)

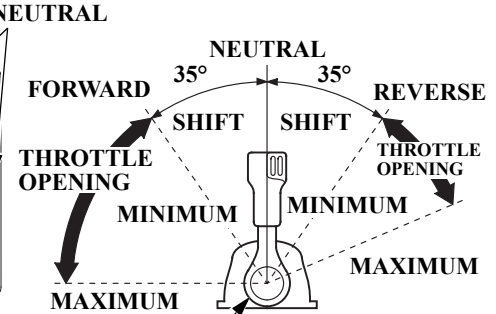
REMOTE CONTROL LEVER



(DUAL TYPE)



REMOTE CONTROL LEVERS



REMOTE CONTROL LEVER

Shifting gear into forward, reverse, or neutral and the engine speed adjustment can be performed with the remote control lever.

FORWARD:

Moving the lever to the FORWARD position (i.e. approximately 35° from the NEUTRAL position) engages the gear into forward. Moving the lever further from the FORWARD position will increase the throttle opening and the boat forward speed.

NEUTRAL:

Engine power is cut off from the propeller.

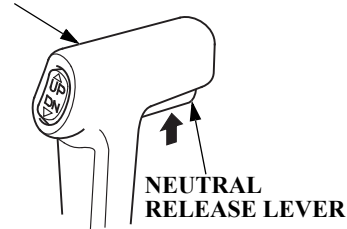
REVERSE:

Moving the lever to the REVERSE position (i.e. approximately 35° from the NEUTRAL position) engages the gear into reverse. Moving the lever further from the REVERSE position will increase the throttle opening and the boat reverse speed.

CONTROLS AND FEATURES (R type)

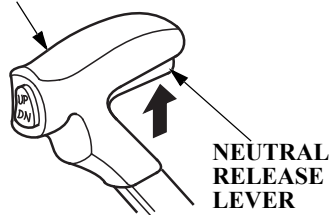
Neutral Release Lever (R1 type)

REMOTE CONTROL LEVER



(R2 type)

REMOTE CONTROL LEVER

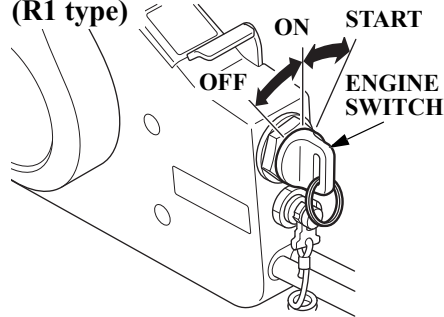


The neutral release lever is set on the remote control lever to prevent an accidental operation of the remote control lever.

The remote control lever does not operate unless it is moved while pulling the neutral release lever up.

Engine Switch (Ignition Switch)

(R1 type)



This remote control is equipped with an automotive type ignition switch. On the side-mount type (R1 type), the engine switch locates on your side near the remote control box. On the panel-mount type (R2 type) and the top-mount type (R3 type), the engine switch locates at the center of the switch panel.

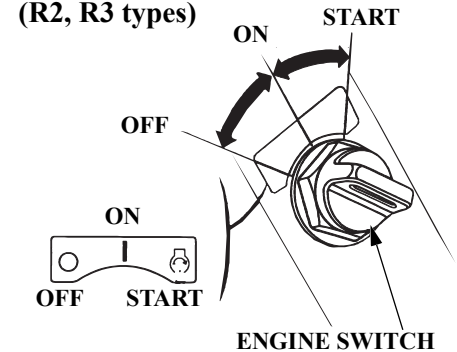
Key positions:

START: to start the engine.

ON: to run the engine after starting.

OFF: to stop the engine (IGNITION OFF).

(R2, R3 types)



NOTICE

Do not leave the engine switch (ignition switch) ON (key in ON position) when the engine is not running as the battery will discharge.

NOTE:

The starter motor will not work unless the remote control lever is in the NEUTRAL position, and the clip is in the emergency stop switch.

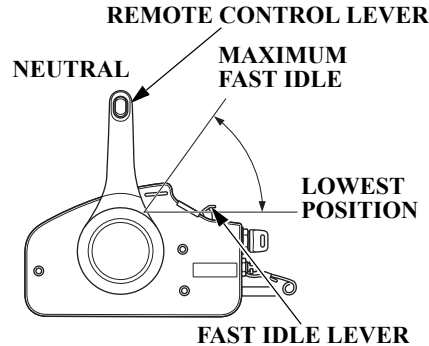
CONTROLS AND FEATURES (R type)

Fast Idle Lever (R1 type)/Fast Idle Button (R2, R3 types)

The fast idle lever/fast idle button is only needed for starting carbureted outboard models. The BF40D and BF50D models use programmed fuel injection so, this lever will not be needed for starting.

After the engine starts and if the outside temperature is below 5°C (41°F), the fast idle lever/fast idle button can be used to accelerate engine warm up.

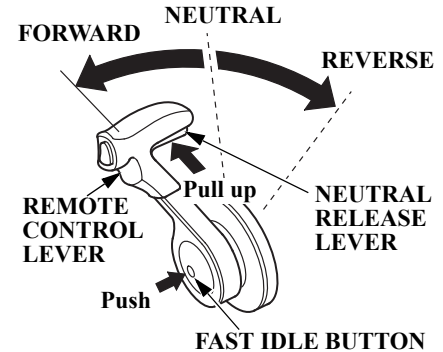
< Fast Idle Lever > (R1 type)



The fast idle lever will not move unless the remote control lever is in the NEUTRAL position. Conversely, the remote control lever will not move unless the fast idle lever is in the lowest position.

Lower the fast idle lever to the lowest position to decrease the fast idle.

<Fast Idle Button > (R2 type)

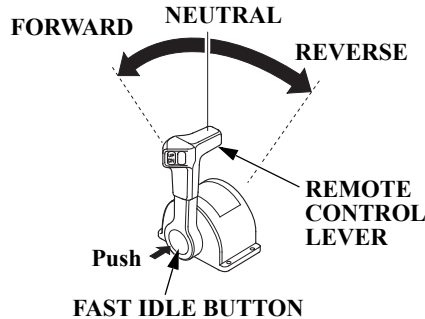


Pushing the fast idle button, turn the remote control lever forward. Keep turning the lever forward. The throttle opens and the engine speed increases after the lever passed the shift point. Note that the gearshift mechanism does not function when the fast idle button is pushed once and then released after the remote control lever is moved.

The control lever does not operate unless the neutral release lever is pulled.

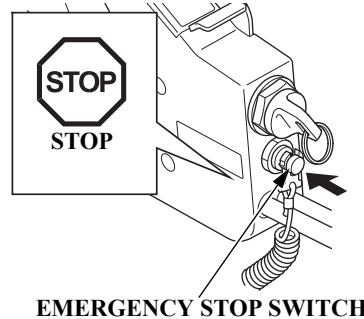
CONTROLS AND FEATURES (R type)

<Fast Idle Button> (R3 type)

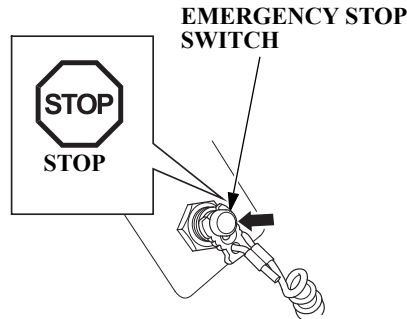


Use the fast idle button and the remote control lever to adjust the engine speed without gearshift when warming up the engine. Pushing the fast idle button, turn the remote control lever forward. Keep turning the lever forward. The throttle opens and the engine speed increases after the lever passed the shift point. Note that the gearshift mechanism does not function when the fast idle button is pushed once and then released after the remote control lever is moved.

Emergency Stop Switch (R1 type)



(R2, R3 types)

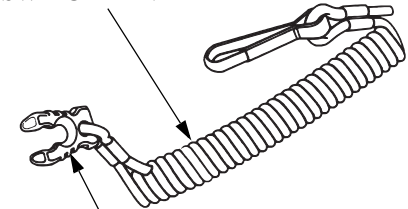


Press the emergency stop switch to stop the engine.

When using the switch panel without indicators type, pull the emergency stop switch clip out of the emergency stop switch (see page 119).

Emergency Stop Switch Lanyard/ Clip

EMERGENCY STOP
SWITCH LANYARD



EMERGENCY STOP SWITCH CLIP

The emergency stop switch lanyard is provided to stop the engine immediately in the event the operator should fall overboard or away from the controls.

CONTROLS AND FEATURES (R type)

The emergency stop switch clip must be engaged with the emergency stop switch or the engine will not start. When the emergency stop switch clip becomes disengaged with the emergency stop switch the engine will stop immediately.

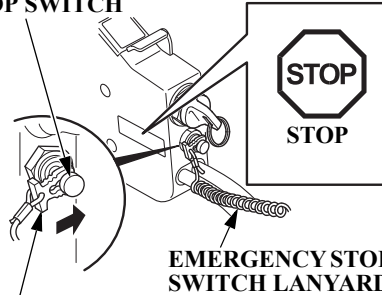
▲WARNING

If the emergency stop switch lanyard is not set, the boat might run out of control when the operator, for example, falls overboard and is not able to operate the outboard motor.

For the sake of the operator's and the passenger's safety, be sure to set the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

(R1 type)

EMERGENCY STOP SWITCH

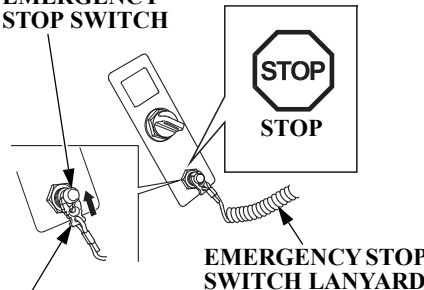


EMERGENCY STOP SWITCH LANYARD

EMERGENCY STOP SWITCH CLIP

(R2, R3 types)

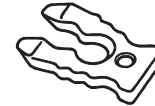
EMERGENCY STOP SWITCH



EMERGENCY STOP SWITCH LANYARD

EMERGENCY STOP SWITCH CLIP

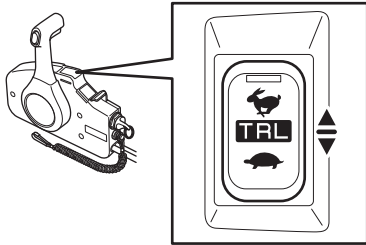
Spare Emergency Stop Switch Clip (optional equipment)



Store the spare emergency stop switch clip in the tool bag.

CONTROLS AND FEATURES (R type)

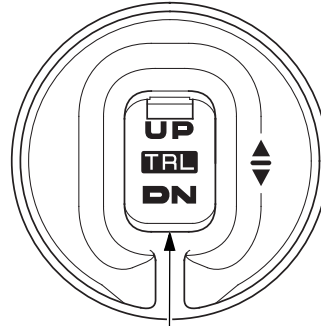
TRL (Trolling) Control Switch



TROLLING CONTROL SWITCH

Remote Control Box (Side-mount type)

For TRL (Trolling) control switch equipped type.



TROLLING CONTROL SWITCH

TRL (Trolling) Control Switch Panel (optional equipment)

The engine speed can be adjusted with the trolling control switch when in trolling mode.

If you press and hold the TRL control switch while cruising with the throttle closed, the mode changes to trolling mode.

CONTROLS AND FEATURES (T type)

Power Trim/Tilt Switch

Power Trim

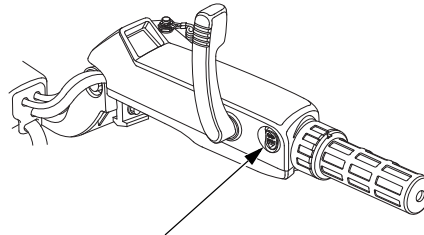
Press the power trim/tilt switch on the remote control lever to adjust the outboard motor trim angle of -4° to 12° to maintain proper boat trim. The power trim/tilt switch can be operated while the boat is under way or while stopped.

By using the power trim/tilt switch the operator can change the trim angle of the outboard motor to achieve maximum boat acceleration, speed, stability and maintain optimum fuel consumption.

NOTE:

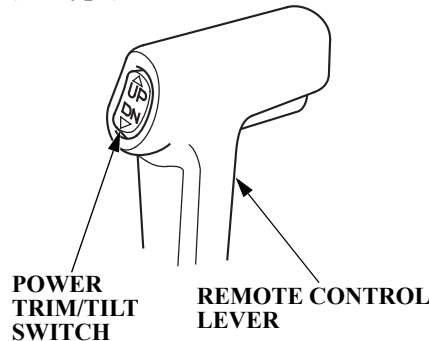
The outboard motor trim angle of -4° to 12° is the angle when the outboard motor is installed on the boat at 12° .

(H type)



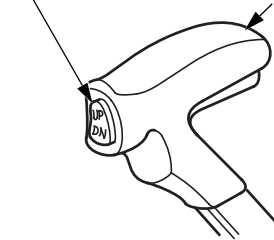
POWER TRIM/TILT SWITCH

(R1 type)



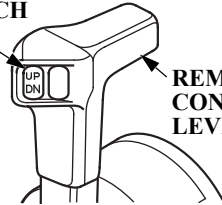
(R2 type)

POWER TRIM/TILT SWITCH
REMOTE CONTROL LEVER



(R3 type) (SINGLE TYPE)

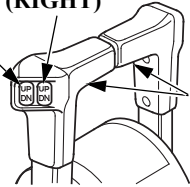
POWER TRIM/
TILT SWITCH
REMOTE CONTROL
LEVER



CONTROLS AND FEATURES (T type)

(DUAL TYPE)

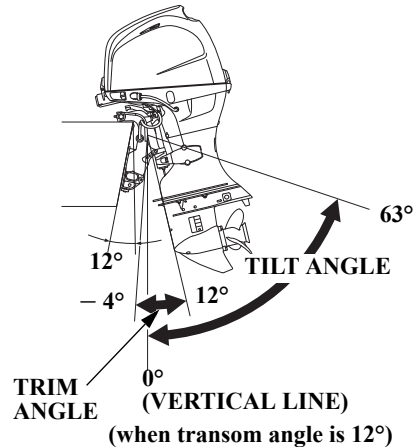
POWER TRIM/TILT SWITCH
(LEFT) (RIGHT)



REMOTE
CONTROL
LEVER

NOTICE

Excessive trim/tilt angle during operation can cause the propeller to raise out of the water and cause propeller ventilation and engine over-revving. Excessive trim/tilt angle can also damage the water pump.



Power Tilt

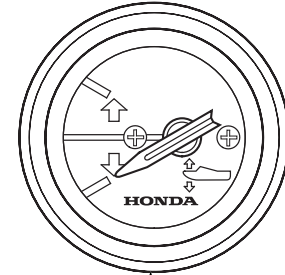
Press the power trim/tilt switch to adjust the outboard motor tilt angle of 12° to 63°.

By using the power trim/tilt switch the operator can change the tilt angle of the outboard motor for shallow water operation, beaching, launching from a trailer, or mooring.

Please tilt up simultaneously, when you mount the dual type outboard motor.

Trim Meter

(equipped type or optional equipment)



TRIM METER

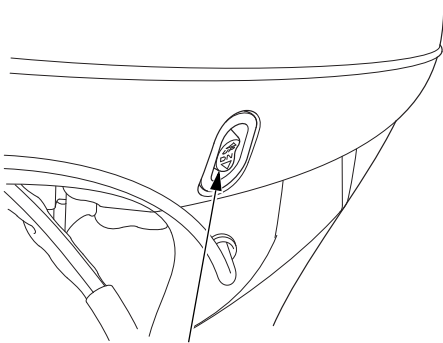
The trim meter has a range of -4° to 12° and indicates the trim angle of the outboard motor. Refer to the trim meter when using the power trim/tilt switch to achieve proper boat performance.

NOTE:

The outboard motor trim angle of -4° to 12° is the angle when the outboard motor is installed on the boat at 12° .

CONTROLS AND FEATURES (T type)

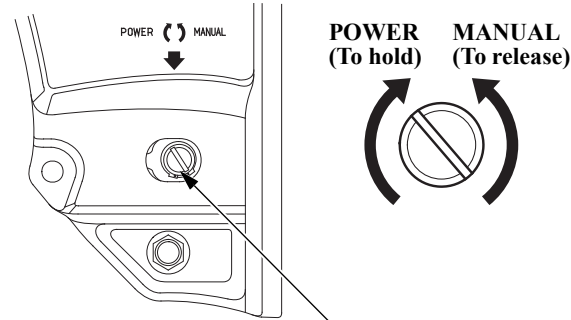
Power Tilt Switch (outboard motor pan)



POWER TILT SWITCH

The power tilt switch located on the outboard motor pan is a convenience switch for tilting the outboard motor for trailering, or performing outboard maintenance. This power tilt switch should only be operated with the boat being stopped and engine off.

Manual Relief Valve



MANUAL RELIEF VALVE

If the power trim/tilt switch will not tilt the outboard motor, the outboard motor can be manually tilted up or down by opening the manual relief valve. To tilt the outboard motor manually, turn the manual relief valve under the left stern bracket no more than two and a half turns counterclockwise using a screwdriver.

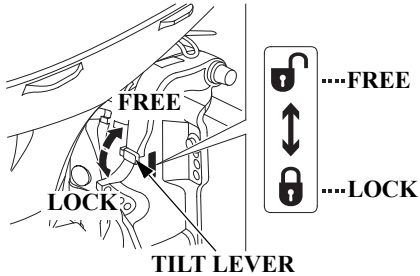
After tilting the outboard motor, turn the manual relief valve clockwise securely.

Check that nobody is under the outboard motor before opening the manual relief valve. If the manual relief valve is loosened (turned counterclockwise) when the outboard motor is tilted up, the outboard motor will suddenly tilt down.

The manual relief valve must be tightened securely before operating the outboard motor or the outboard motor could tilt up when operating in reverse.

CONTROLS AND FEATURES (G type)

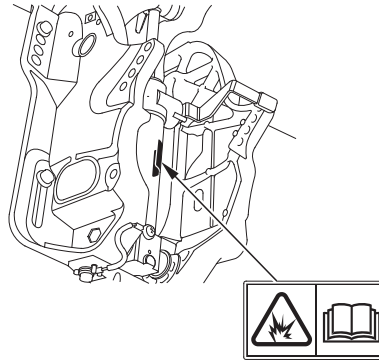
Tilt Lever



Use the tilt lever to temporarily raise the outboard motor when the boat is sailing in the shallows, or mooring or anchoring in the shallows. Raising the tilt lever unlocks the outboard motor and the outboard motor can be tilted. Lowering the tilt lever locks the outboard motor.

▲WARNING

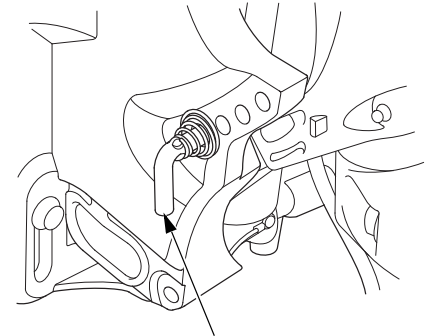
Be sure to lower the tilt lever and lock the outboard motor before sailing. The outboard motor could rise when sailing in the reverse gear, resulting in an accidental injury to the passenger(s).



▲WARNING

Do not disassemble the gas assisted damper assembly as it is filled with the high pressure gas.

Transom Angle Adjusting Rod

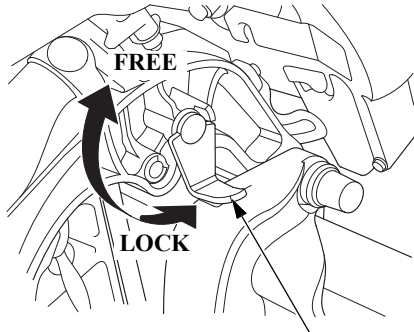


TRANSOM ANGLE ADJUSTING ROD

Use the transom angle adjusting rod to adjust the outboard motor angle properly. The outboard motor angle can be adjusted to the five angles by changing the adjusting rod position.

CONTROLS AND FEATURES (Common)

Tilt Lock Lever



TILT LOCK LEVER

Use the tilt lock lever to raise the outboard motor and lock it in the position when the boat is moored or anchored for a long time.

Tilt the outboard motor as far as it goes and move the lock lever in the locking direction.

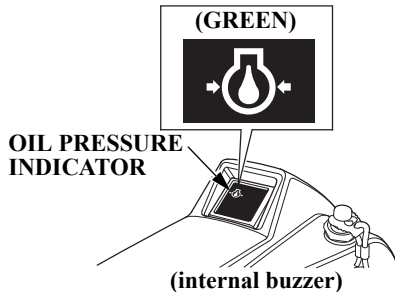
CONTROLS AND FEATURES (Common)

Oil Pressure Indicator/Buzzer

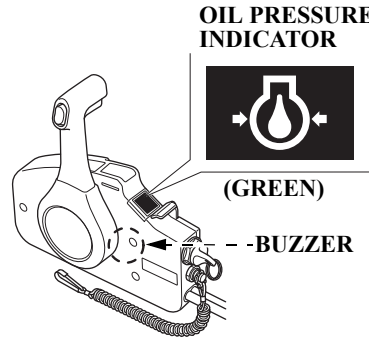
The oil pressure indicator turns off and the buzzer sounds when the oil level is low and/or the engine lubrication system is faulty. The engine speed slows down gradually this time.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device. For information about NMEA2000-compatible device display, refer to your display device's manual.

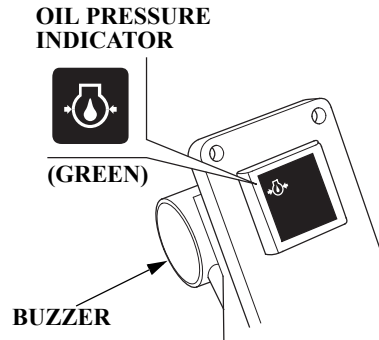
(H type)



(R1 type)

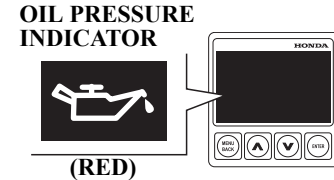


(R2, R3 types)



(optional equipment)

Display assy



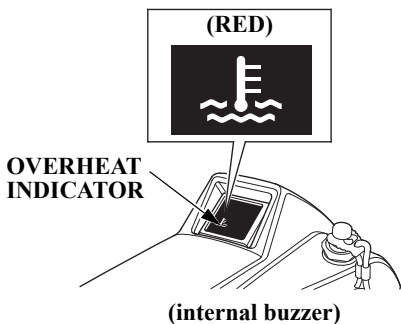
CONTROLS AND FEATURES (Common)

Overheat Indicator/Buzzer

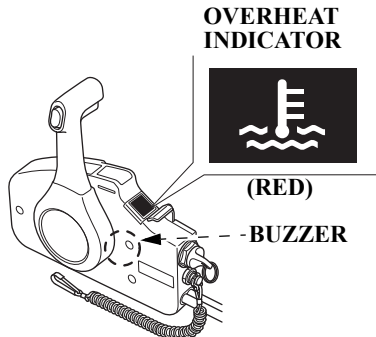
The overheat indicator turns on and the buzzer sounds when the engine cooling circuit is faulty. The engine speed slows down this time.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device. For information about NMEA2000-compatible device display, refer to your display device's manual.

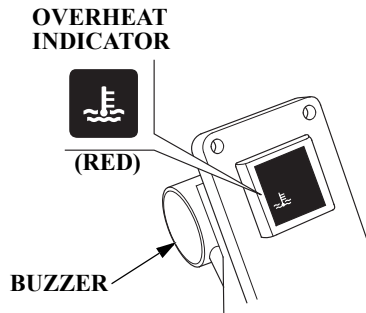
(H type)



(R1 type)

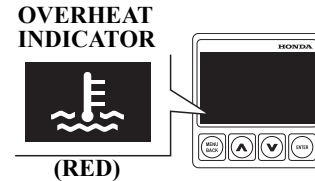


(R2, R3 types)



(optional equipment)

Display assy



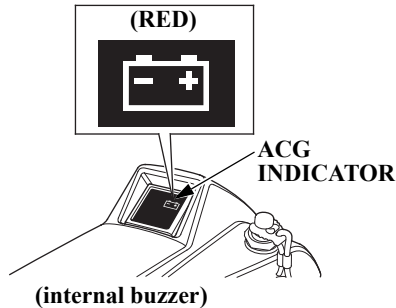
CONTROLS AND FEATURES (Common)

ACG Indicator/Buzzer

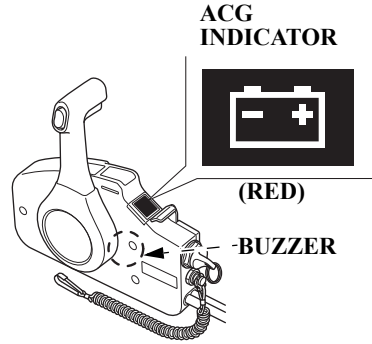
The ACG indicator turns on and the buzzer sounds when the charging system is faulty.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device. For information about NMEA2000-compatible device display, refer to your display device's manual.

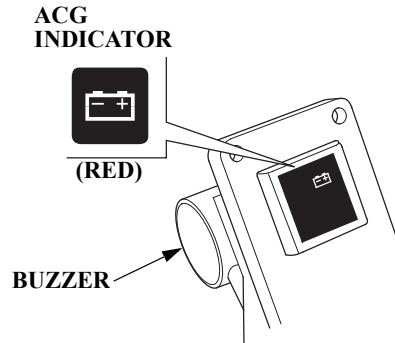
(H type)



(R1 type)

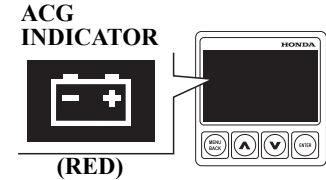


(R2, R3 types)



(optional equipment)

Display assy



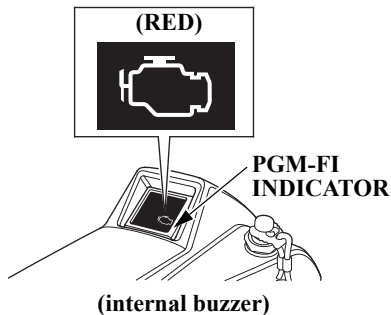
CONTROLS AND FEATURES (Common)

PGM-FI Indicator/Buzzer

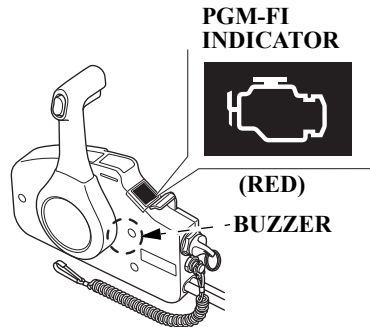
The PGM-FI indicator turns on and the buzzer sounds when the engine control system is faulty.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device. For information about NMEA2000-compatible device display, refer to your display device's manual.

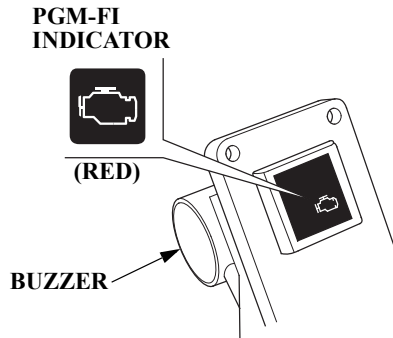
(H type)



(R1 type)

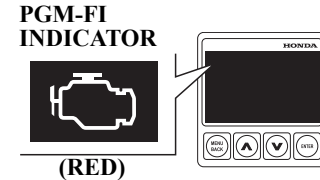


(R2, R3 types)



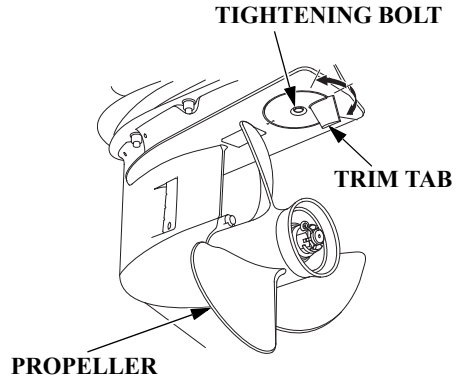
(optional equipment)

Display assy



CONTROLS AND FEATURES (Common)

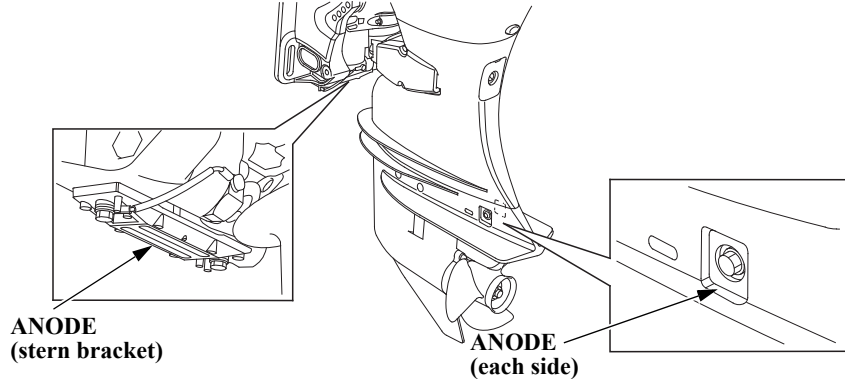
Trim Tab



If the steering wheel/handle is pulled to the side while running at full speed, adjust the trim tab so that the boat runs straight ahead.

Loosen the tightening bolt and turn the trim tab right or left to adjust (see page 111).

Anode



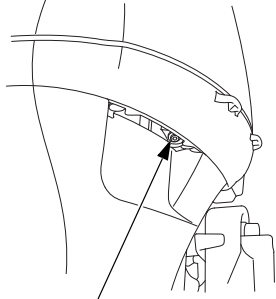
The anode metal is a sacrificed metal which protects the outboard motor from corrosion.

NOTICE

Do not paint the anode. It deteriorates the function of the anode metal, which can lead to rust and corrosion damage to the outboard motor.

CONTROLS AND FEATURES (Common)

Cooling Water Check Hole

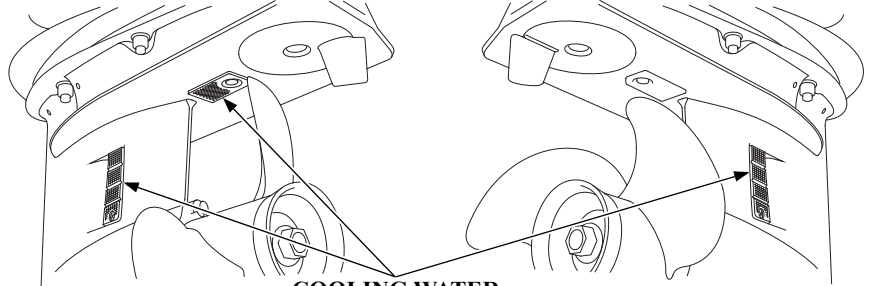


COOLING WATER CHECK HOLE

The cooling water is checked here to see whether it is circulating inside the engine properly.

After starting the engine, check at the cooling water check hole whether the cooling water is circulating through the engine.

Cooling Water Intake Port



COOLING WATER INTAKE PORT

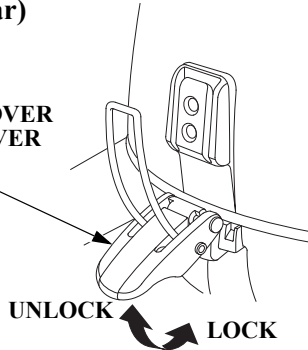
The engine cooling water is drawn into the engine through this port.

CONTROLS AND FEATURES (Common)

Engine Cover Fixing Lever (Front/Rear)

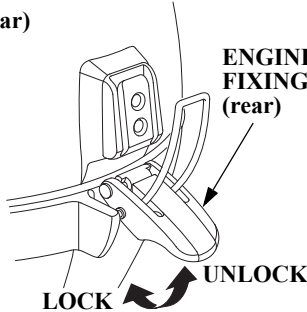
(front)

ENGINE COVER
FIXING LEVER
(front)



(rear)

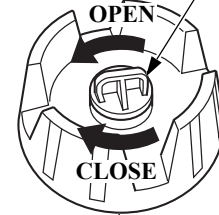
ENGINE COVER
FIXING LEVER
(rear)



Latch/unlatch the engine cover fixing lever to install or remove the engine cover.

Fuel Filler Cap (equipped type) (with vent knob)

FUEL FILLER CAP
VENT KNOB



FUEL FILLER CAP

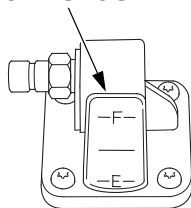
The fuel filler cap vent knob controls air entering and leaving the fuel tank.

When refilling the fuel tank, turn the vent knob counterclockwise to open and remove the fuel filler cap. Turn the vent knob clockwise and close it securely before transporting or storing the fuel tank.

CONTROLS AND FEATURES (Common)

Fuel Gauge

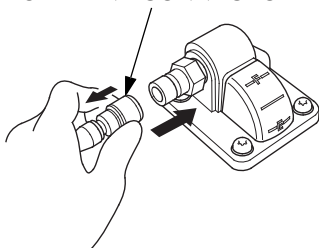
FUEL GAUGE



The fuel gauge indicates the fuel level in the tank.

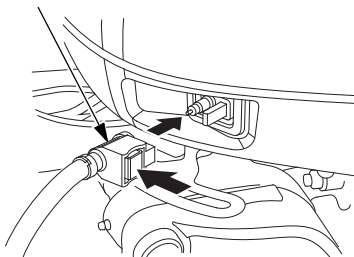
Fuel Line Connector

FUEL LINE CONNECTOR



(fuel tank side)

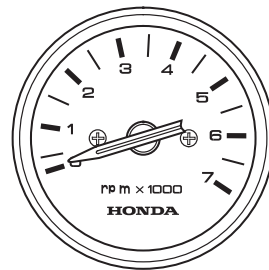
FUEL LINE CONNECTOR



(outboard motor side)

The fuel line connector is used to connect the fuel line between the separate fuel tank and the outboard motor.

Tachometer (equipped type or optional equipment)



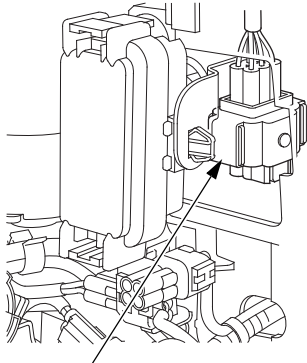
TACHOMETER

The tachometer shows the engine speed in revolutions per minute.

CONTROLS AND FEATURES (Common)

NMEA Interface Coupler

The NMEA2000 interface coupler can provide information regarding engine speed, fuel consumption, and various warnings to an existing NMEA2000 network via an optional interface cable. Contact your dealer for more information.



NMEA INTERFACE COUPLER

Operating Hour Notification System

This outboard motor engine counts the number of operating hours since the last periodic maintenance. When the next periodic maintenance is due, the engine notifies the NMEA2000 network, and a maintenance indication is displayed on an NMEA2000-compatible device.

After periodic maintenance is performed, reset the hour counter by:

1. Stopping the engine.
2. Setting the gearshift at F or R.
3. Turning the ignition switch ON.
The buzzer will sound once.
4. Pressing the emergency stop switch 5 times within 20 seconds.

When using the switch panel without indicators type, within 20 seconds, pull and insert the emergency stop switch clip, or remove the clip and pull the emergency stop switch.

The buzzer will sound once when the hour counter is reset.

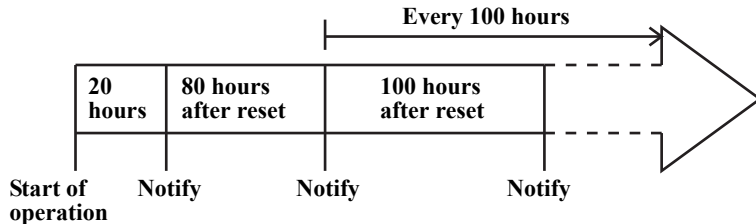
NOTICE

When using the switch panel without indicators type, do not reset the hour counter while cruising.

Periodic maintenance is required when either the operating hours or the time since last maintenance reaches the prescribed limit. Therefore, periodic maintenance may be required based on the number of months since the last maintenance before the alert based on engine operating hours displays (see Maintenance Schedule on page 130). Reset the hour counter whenever maintenance is performed, whether based on the time interval or the number of operating hours.

CONTROLS AND FEATURES (Common)

<Operating hour notification timing>



- NMEA2000-compatible display:
- Follow instructions for the display.
 - If the display allows selection of notification to be preset, select “Notify” (or equivalent).
 - Turn on the power supply to the display before turning on the ignition switch of the outboard motor.
 - The indication may differ, depending on the type of display.

<Display>

Steps	1	2	3	4
Outboard motor	—	Ignition switch ON	Start engine	Gear at F or R
Display	Switch ON	—	—	—
Maintenance indication on display	Not shown Maintenance indication	Shown Maintenance indication	Shown Maintenance indication	Not shown Maintenance indication

CONTROLS AND FEATURES (Common)

When “Periodic Maintenance” is indicated:

1. Have the periodic maintenance performed without delay after returning to port.

2. Reset the hour counter.

If not reset, the maintenance indication will remain in the display, and the hour count until the next maintenance will be in error.

When the periodic maintenance is conducted before “Periodic Maintenance” is indicated, reset the hour counter.

If not reset, the hour count until the next maintenance will be in error.

How to reset the Hour Counter

NOTICE

When using the switch panel without indicators type, do not reset the hour counter while cruising.

1. Be sure to turn OFF the engine before beginning the reset procedure. Pull the emergency stop switch clip out of the emergency stop switch by pulling the emergency stop switch lanyard.
2. Put the shift lever in “F” (Forward) or “R” (Reverse).
3. Turn the ignition switch ON. Do not start the engine. The buzzer will sound once.
4. Press the emergency stop switch 5 times within 20 seconds.
When using the switch panel without indicators type, within 20 seconds, pull and insert the emergency stop switch clip, or remove the clip and pull the emergency stop switch.
The buzzer will sound once indicating the hour counter is reset.

5. INSTALLATION

NOTICE

Improperly installed outboard motor can result in the outboard motor dropped into the water, boat not able to cruise straight ahead, engine speed not increase, and much fuel consumption.

We recommend that the outboard motor be installed by your outboard motor dealer.

Consult your dealer in your area for the Y-OP (User Optional Parts)/ equipments installation and operation.

Applicable Boat

Select the boat suitable for the engine power.

Engine power:

BF40D: 29.4 kW (40 PS)

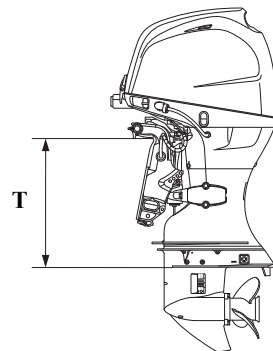
BF50D: 36.8 kW (50 PS)

Power recommendation is indicated on most of the boats.

▲WARNING

Do not exceed the boat manufacturer's power recommendation. Damage and injury may result.

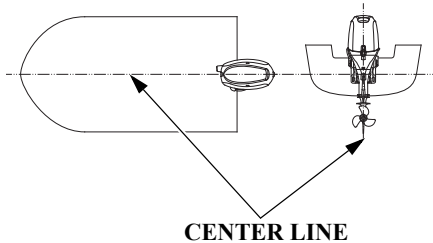
Transom Height



Type:	T (Outboard Motor Transom Height) <when transom angle is 12°>
S:	416 mm (16.4 in)
L:	521 mm (20.5 in)
Y:	556 mm (21.9 in)
X:	622 mm (24.5 in)

Select the outboard motor which is correct for the boat transom height of your boat.

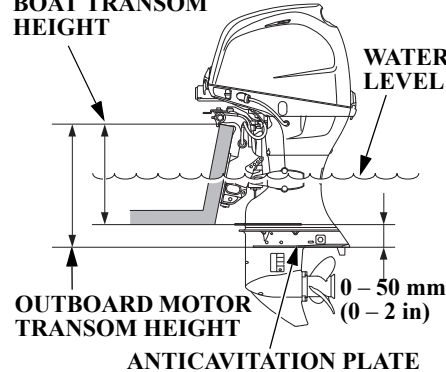
Location



Install the outboard motor at the stern, at the center line of the boat.

Installation Height

BOAT TRANSOM HEIGHT



The anticavitation plate of the outboard motor should be 0 - 50 mm (0 - 2 in) below the bottom of the boat.

The correct dimensions differ according to the type of boat and the configuration of the bottom of the boat. Follow the manufacturer's recommended installation height.

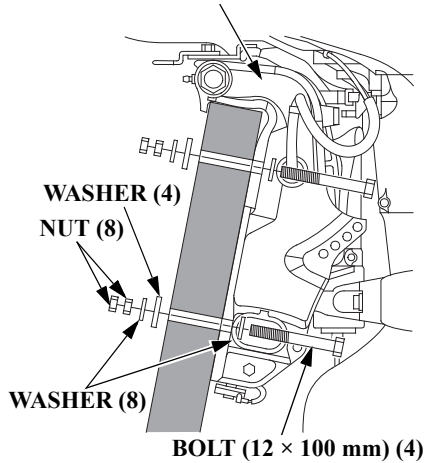
NOTICE

- The water level must be at least 100 mm (4 in) above the anticavitation plate, otherwise the water pump may not receive sufficient cooling water, and the engine will overheat.

INSTALLATION

Outboard Motor Installation

STERN BRACKET



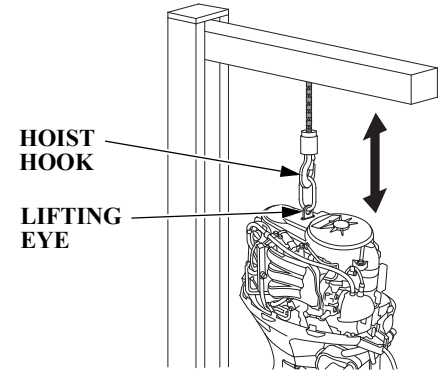
1. Apply the silicone sealant (Three Bond 1216 or equivalent) to the outboard motor mounting holes.
2. Set the outboard motor on the boat and secure with the bolts, washers, and nuts.

NOTE:

Standard torque:

15 – 20 N·m (1.5 – 2.0 kgf·m,
11 – 14 lbf·ft)

The standard torque is given just as a guideline. Torque of the nut can be different according to the material of the boat. Consult with your outboard motor dealer.



HOIST
HOOK

LIFTING
EYE

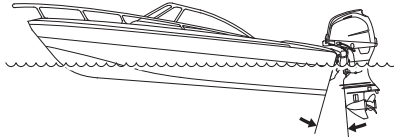
▲CAUTION

Install the outboard motor securely. Loosely mounted outboard motor can result in accidental loss of the outboard motor and damage and injury to the equipment and personnel.

Before installing the outboard motor on the boat, hang the outboard motor with the hoist or equivalent device by attaching the lifting eye to the outboard.

Use the hoist which allowable load is 250 kg (551 lbs) or above.

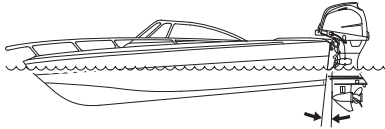
Outboard Motor Angle Inspection (Cruising)



INCORRECT
CAUSES BOAT TO “SQUAT”

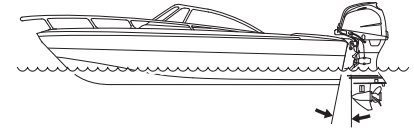
Install the outboard motor at the best trim angle for stable cruising and maximum power.

Trim angle too large: Incorrect causes boat to “squat.”



INCORRECT
CAUSES BOAT TO “PLOW”

Trim angle too small: Incorrect causes boat to “plow.”



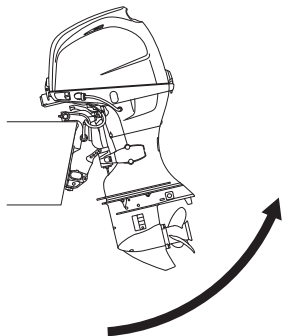
CORRECT
GIVES MAXIMUM PERFORMANCE

The trim angle differs according to the combination of the boat, outboard motor, and propeller, and the operating conditions.

Adjust the outboard motor so that it is perpendicular to the water surface (i.e. axis of the propeller is parallel with the water surface).

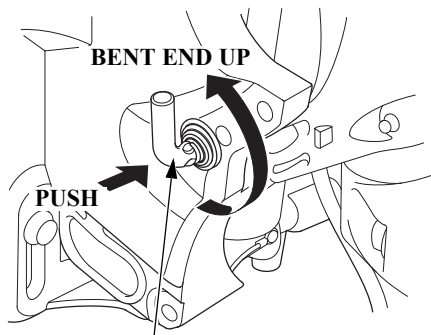
INSTALLATION

<Outboard Motor Angle Adjustment> (G type)



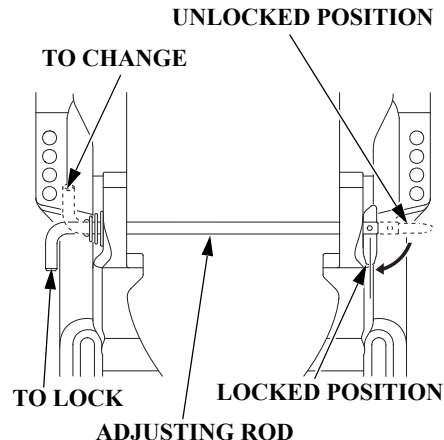
There are five adjusting stages.

1. Tilt the outboard motor to the designated tilt angle.



TRANSOM ANGLE ADJUSTING ROD

2. Push in the adjusting rod, twist upwards to the unlocked position and pull out to remove.



3. Inserting the adjusting rod in the proper hole, twist it down to lock. After locking, pull the adjusting rod and be sure it is not withdrawn.

NOTICE

To prevent damage to the outboard motor or boat, make sure the adjusting rod is locked.

Battery Connections

Use a battery which has CCA (COLD CRANKING AMPERES)

420A at - 18°C (0°F) and a reserve capacity 229 minutes (12V 52Ah/5HR or 12V 65Ah/20HR) or more specifications.

The battery is an optional part (i.e. part to be purchased separately from the outboard motor).

▲WARNING

Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

- **CHEMICAL HAZARD:** Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.
- **Keep flames and sparks away, and do not smoke in the area.**

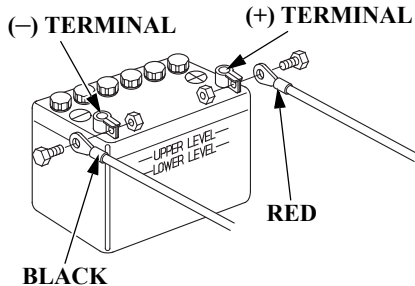
ANTIDOTE: If electrolyte gets into your eyes, flush thoroughly with warm water for at least 15 minutes and call a physician immediately.

- **POISON:** Electrolyte is poison.
ANTIDOTE:
 - **External:** Flush thoroughly with water.
 - **Internal:** Drink large quantities of water or milk. Follow with milk of magnesia or vegetable oil, and call a physician immediately.
- **KEEP OUT OF REACH OF CHILDREN.**

To protect the battery from mechanical damage and to prevent the battery from falling or tipping over, the battery must be:

- Installed in the correct size corrosion-resistant battery box.
- Properly secured in the boat.
- Secured in a location free from direct sunlight and water spray.
- Secured away from the fuel tank to avoid potential sparks near the fuel tank.

INSTALLATION



Connect the battery cables:

1. Connect the cable with the red terminal cover to the positive (+) terminal of the battery.
2. Connect the cable with the black terminal cover to the negative (-) terminal of the battery.

NOTE:

When more than one outboard motor is mounted on a boat, connect a battery to each respective outboard motors.

NOTICE

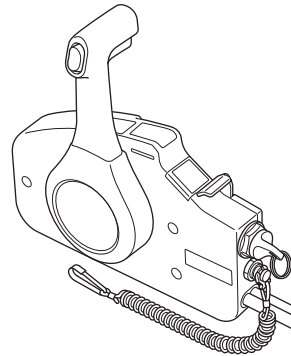
- Be sure to connect the (+) side battery cable first. When disconnecting the cables, disconnect the (-) side first then the (+) side.
 - Unless the cables are properly connected to the terminals, the starter motor may fail to operate normally.
 - Be careful to avoid connecting the battery in reverse polarity, as this will damage the battery-charging system in the outboard motor.
 - Do not disconnect the battery cables while the engine is running. Disconnecting the cables while the engine is running, will damage the outboard motor's electrical system.
 - Do not place the fuel tank near the battery.
- **Battery cable extension:**
Extending the original battery cable will cause the battery voltage to drop due to the increased length of the cable and number of connections. This voltage drop may cause the buzzer to sound momentarily when engaging the starter motor and may prevent the outboard from starting. If the outboard starts and the buzzer sounds momentarily, there may be barely sufficient voltage reaching the engine.

Remote Control Installation (equipped type or optional equipment)

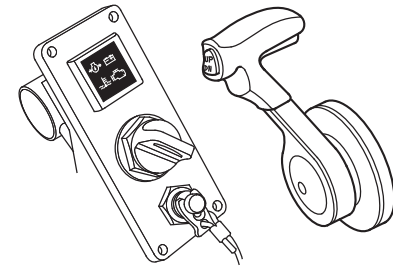
NOTICE

Improperly installed steering system, remote control box, and remote control cable, or installing those of the different types could cause unpredictable accident. Consult your outboard motor dealer for proper installation.

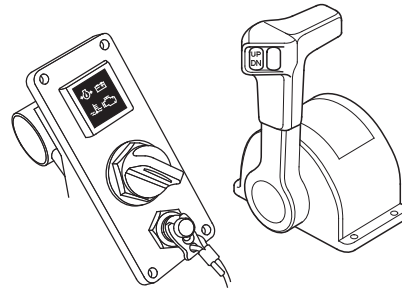
The control box is available in three types as shown. Select the most suitable control box for your outboard motor considering the installation position, operationability, etc. of the control box. See your outboard motor dealer for further information.



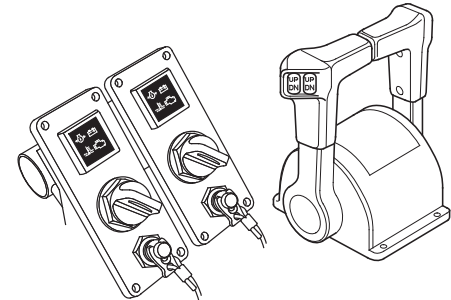
SIDE-MOUNT TYPE CONTROL BOX



**TOP-MOUNT TYPE CONTROL BOX AND SWITCH PANEL
(FOR SINGLE OUTBOARD MOTOR TYPE)**



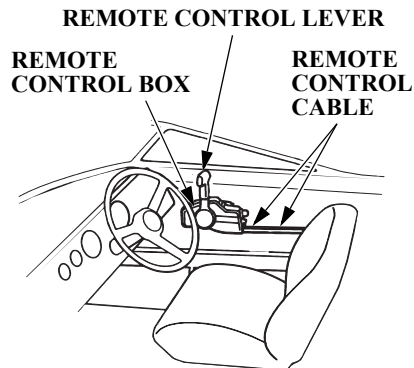
PANEL-MOUNT TYPE CONTROL BOX AND SWITCH PANEL



**TOP-MOUNT TYPE CONTROL BOX AND SWITCH PANEL
(FOR DUAL OUTBOARD MOTOR TYPE)**

INSTALLATION

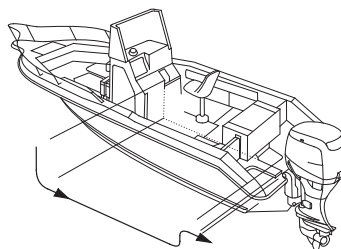
<Remote Control Box Location>



Install the remote control box in the position where is easy to operate the remote control lever and switches. Be sure that there are no obstacles on the route of the control cable.

The control box position of the R2 type and the R3 type should be determined in the same manner.

<Remote Control Cable Length>



Measure the distance from the control box to the outboard motor along the cable routing.

Recommended cable length is 300 – 450 mm (11.8 – 17.7 in) longer than the measured distance.

Set the cable along the predetermined route and be sure that it is long enough to the route.

Connect the cable to the engine and be sure it is not kinked, bent sharp, pulled taut, or interfered while steering.

NOTICE

Do not bend the remote control cable as sharp as its route diameter is 300 mm (11.8 in) or less, or it affects the service life of the cable and the remote control lever operation.

Propeller Selection

Select the adequate propeller so that the engine speed at full throttle is

BF40D: 5,000 min⁻¹ (rpm) to

6,000 min⁻¹ (rpm). BF50D:

5,500 min⁻¹ (rpm) to

6,000 min⁻¹ (rpm) when the boat is loaded.

Engine speed varies according to the propeller size and the boat condition.

Use of the outboard motor outside the full throttle speed range will

adversely affect the engine and cause serious problem. Use of the correct

propeller assures powerful

acceleration, top speed, excellency in terms of economy and cruising

comfort, and it assures longer engine life as well.

Consult with your outboard motor

dealer for proper propeller selection.

6. PRE-OPERATION CHECKS

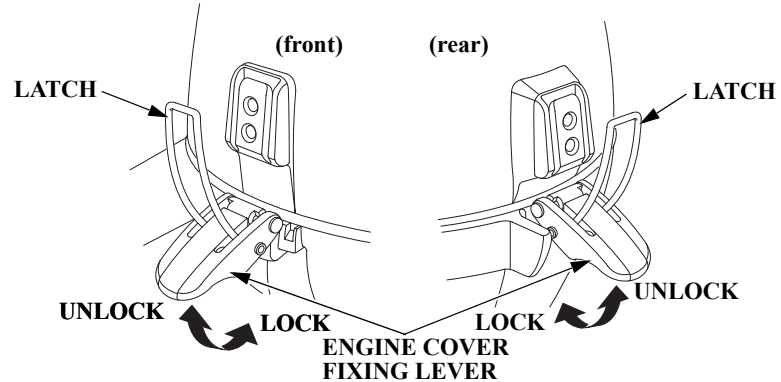
BF40D/50D is 4-stroke, water cooled outboard motor which uses unleaded gasoline for fuel. It also requires the engine oil. Check the following before operating the outboard motor.

▲ CAUTION

Perform the following pre-operation checks with the engine stopped.

Before each use, look around and underneath the engine for signs of oil or gasoline leaks.

Engine Cover Removal/Installation



- To remove, raise the front and rear engine cover fixing levers and remove the engine cover.
- To install, set the engine cover, hook the front and rear latches, and push down the front and rear engine cover fixing levers.

▲ WARNING

Do not operate the outboard motor without the engine cover. Exposed moving parts can cause injury.

Engine Oil

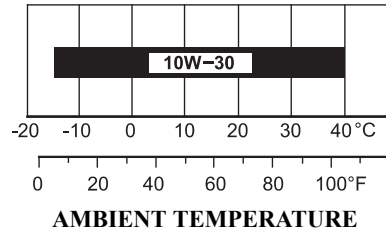
NOTICE

- **Engine oil is a major factor affecting engine performance and service life. Nondetergent and low quality oils are not recommended, because they have inadequate lubricating properties.**
- **Running the engine with insufficient oil can cause serious engine damage.**

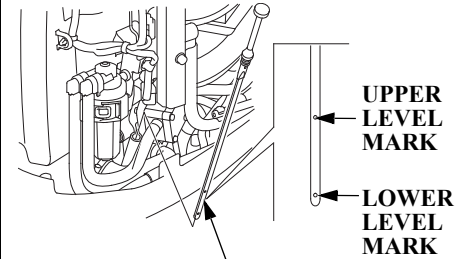
<Recommended oil>

Use Honda 4-stroke oil or an equivalent high detergent, premium quality motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for API Service category SG, SH, SJ or SL. Motor oils classified SG, SH, SJ or SL will show this designation on the container.

SAE 10W-30 is recommended for general use.



<Inspection and Refilling>



OIL LEVEL DIPSTICK

1. Position the outboard motor vertically, and remove the engine cover.
2. Remove the oil level dipstick and wipe with a clean rag.
3. Reinsert the dipstick all the way in, then pull it out and read the level. If near or below the lower level mark, remove the oil filler cap and fill to the upper level mark with the recommended oil. Tighten the oil filler cap and install the dipstick securely. Do not overtighten.

PRE-OPERATION CHECKS

When the engine oil is contaminated or discolored, replace with the fresh engine oil (see page 132 for replacement interval and procedure).

4. Install the engine cover and lock it securely.

NOTICE

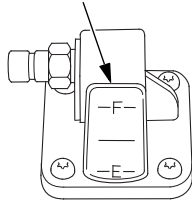
**Do not overfill the engine oil.
Check the engine oil after refilling.
Excessive engine oil as well as the insufficient oil could cause damage to the engine.**

When you check the oil level with the dipstick, you might notice the engine oil appears milky or the oil level has increased. If you notice either condition, change the engine oil. See the following table for an explanation of these conditions.

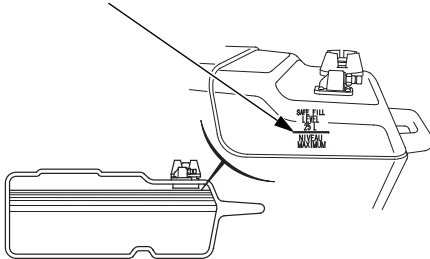
Operating Method	Result	Effect
Running the engine below 3,000 rpm for more than 30% of the time so the engine does not warm up.	<ul style="list-style-type: none">Water condenses in the engine and mixes with the oil, resulting in a milky appearance.	The engine oil deteriorates, becomes less efficient as a lubricant, and causes an engine malfunction.
Frequent starting and stopping without allowing the engine to warm up.	<ul style="list-style-type: none">Unburned fuel mixes with the oil, increasing the volume of oil.	

Fuel (Fuel Tank equipped type)

FUEL GAUGE



UPPER LEVEL



Check the fuel gauge and refill the tank to the upper level mark if necessary. Do not fill the fuel tank above the UPPER level mark.

NOTE:

Open the vent knob before removing the fuel filler cap. When the vent knob is firmly closed, the cap will be difficult to remove.

Use unleaded gasoline with a Research Octane Number of 91 or higher (a Pump Octane Number of 86 or higher). Use of leaded gasoline may cause damage to the engine.

Never use gasoline that is stale, contaminated, or mixed with oil. Avoid getting dirt, dust or water in the fuel tank.

Fuel tank capacity (separate tank):

25 L (6.6 US gal, 5.5 Imp gal)

PRE-OPERATION CHECKS

▲WARNING

Gasoline is extremely flammable and is explosive under certain conditions.

- **Refuel in a well-ventilated area with the engine stopped.**
- **Do not smoke or allow flames or sparks in the area where the engine is refueled or where gasoline is stored.**
- **Do not overfill the fuel tank (there should be no fuel in the filler neck). After refueling, make sure the fuel filler cap is closed properly and securely.**
- **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- **Avoid repeated or prolonged contact with skin or breathing of vapor.**

KEEP OUT OF REACH OF CHILDREN.

GASOLINE CONTAINING ALCOHOL

If you decide to use a gasoline containing alcohol (gasohol), be sure its octane rating is at least as high as that recommended by Honda. There are two types of “gasohol”: one containing ethanol, and the other containing methanol.

Do not use gasohol that contains more than 10% ethanol.

Do not use gasoline containing more than 5% methanol (methyl or wood alcohol) and that does not also contain co-solvents and corrosion inhibitors for methanol.

NOTE:

- Fuel system damage or engine performance problems resulting from the use of gasoline that contains more alcohol than recommended is not covered under the warranty.
- Before buying gasoline from an unfamiliar station, first determine if the gasoline contains alcohol, if it does, find out the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a particular gasoline. Switch to a gasoline that you know contains less than the recommended amount of alcohol.

Propeller and Cotter Pin Inspection

▲WARNING

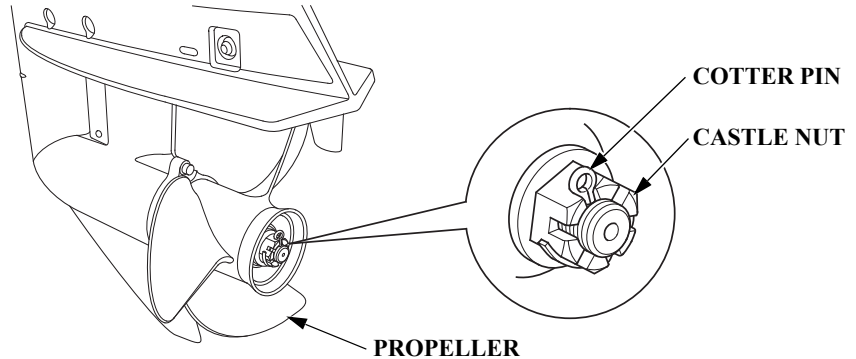
The propeller blades are thin and sharp. Careless handling of the propeller can result in injury. When checking the propeller:

- Remove the emergency stop switch clip to prevent an accidental start of the engine.
- Wear heavy gloves.

Propeller rotates rapidly while cruising. Before starting the engine, check the propeller blades for damage and deformation and replace if necessary.

Obtain a spare propeller for the event of an unpredictable accident while cruising. If no spare propeller is available, return to the pier at low speed and replace (see page 146). Consult your outboard motor dealer for propeller selection.

Keep the spare washer, castle nut and cotter pin with you on your boat.



Engine speed varies according to the propeller size and the boat condition. Use of the outboard motor outside the full throttle speed range will adversely affect the engine and cause a serious problem. Use of the correct propeller assures powerful acceleration, top speed, excellency in terms of economy and cruising comfort, and it assures longer engine life as well.

Consult with your outboard motor dealer for proper propeller selection.

1. Check the propeller for damage, wear, or deformation. Replace whenever the propeller is faulty.
2. Check whether the propeller is installed properly.
3. Check the cotter pin for damage.

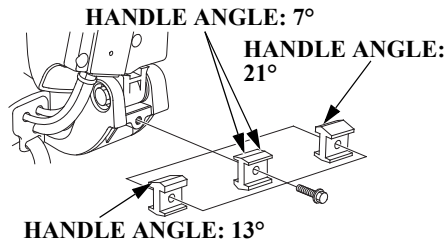
PRE-OPERATION CHECKS

Tiller Handle Height/Angle Adjustment (H type)

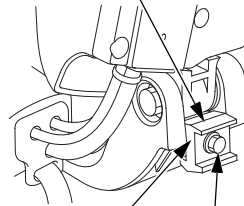
The tiller handle height and angle can be adjusted to three positions by changing the installation direction of the height adjustment block. Select a suitable height and angle for the operator and secure the block.

<Height/Angle Adjustment Procedure>

1. Raise the tiller handle and remove the 8 × 28 mm flange bolt and the height adjustment block.
2. Pull down the tiller handle. Determine the height adjustment block installation direction and secure the block with the 8 × 28 mm flange bolt.

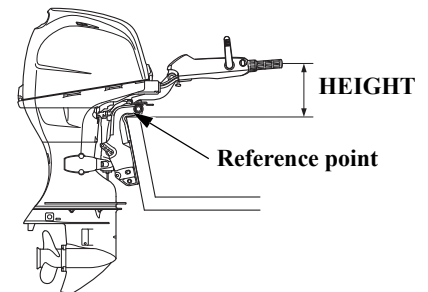


Install the height adjustment block so that the selected angle of the tiller handle is in this position.



8 × 28 mm
FLANGE BOLT

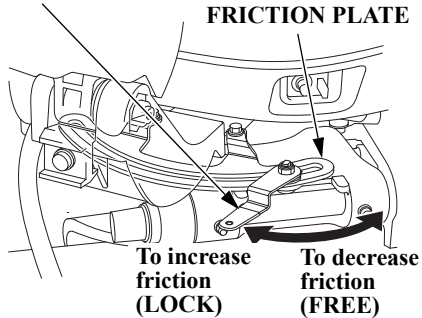
HEIGHT ADJUSTMENT
BLOCK



PRE-OPERATION CHECKS

Steering Handle Friction (H type)

STEERING FRICTION ADJUSTER
FRICTION PLATE



Check whether the handle moves smoothly.
For smooth steering, adjust the steering friction adjuster so that a slight drag is felt when turning.

NOTE:

Do not apply grease or oil on the friction plate. Grease or oil will reduce the friction of the adjuster.

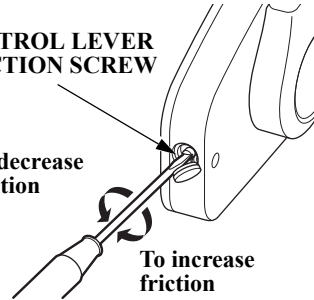
Remote Control Lever Friction (R type)

(R1 type)

CONTROL LEVER
FRICTION SCREW

To decrease
friction

To increase
friction

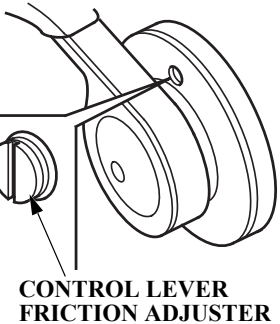


Check whether the remote control lever moves smoothly.
Friction of the control lever can be adjusted by turning the control lever friction adjuster right or left.

(R2 type)

To increase
friction

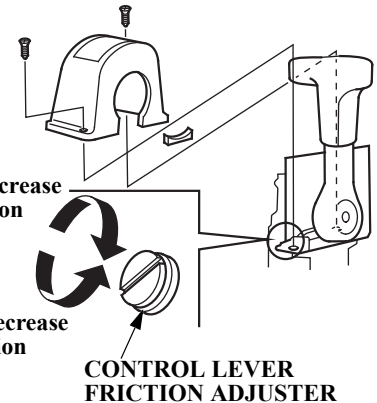
To decrease
friction



(R3 type)

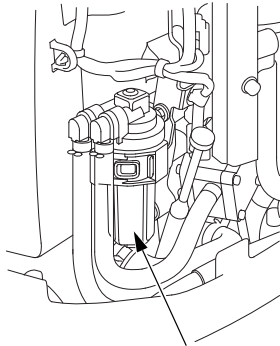
To increase
friction

To decrease
friction



PRE-OPERATION CHECKS

Fuel Filter



FUEL FILTER

Fuel filter is located near by the engine cover fixing lever of the boat side. Check the fuel filter. When water accumulated in the fuel filter, the red ring starts to float. Clean it or consult with your outboard motor dealer for clean (see page 140).

Battery

NOTICE

Battery handling differs according to the type of the battery and the instructions described below might not be applicable to the battery of your outboard. Refer to the battery manufacturer's instructions.

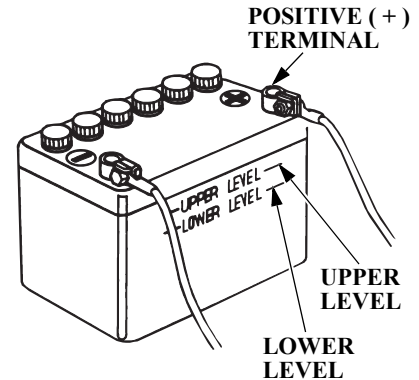
Battery Inspection

Check whether the battery fluid is between the upper and lower levels, and check the vent hole in the battery caps for clogging.

If the battery fluid is near or below the lower level, add the distilled water to the upper level (see page 137).

Check that the battery cables are connected securely.

If the battery terminals are contaminated or corroded, remove the battery and clean the terminals (see page 137).



▲ WARNING

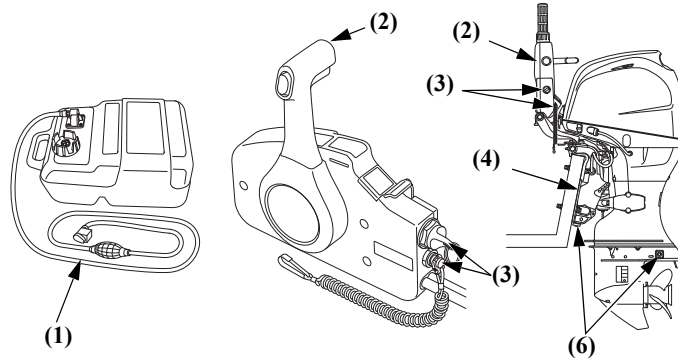
Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

- **CHEMICAL HAZARD:** Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.

PRE-OPERATION CHECKS

- **Keep flames and sparks away, and do not smoke in the area.**
ANTIDOTE: If electrolyte gets into your eyes, flush thoroughly with warm water for at least 15 minutes and call a physician immediately.
- **POISON: Electrolyte is poison.**
ANTIDOTE:
 - **External:** Flush thoroughly with water.
 - **Internal:** Drink large quantities of water or milk. Follow with milk of magnesia or vegetable oil, and call a physician immediately.
- **KEEP OUT OF REACH OF CHILDREN.**

Other Checks



Check the following items:

- (1) The fuel hose for kinking, collapsing or a loose connection.
- (2) The tiller handle for loose installation, wobble or smooth operation (H type).
The remote control lever for smooth operation (R type).
- (3) The switches for correct operation.
- (4) The stern bracket for damage or loose installation.
- (5) The tool kit for missing spare parts and tools (see page 129).
- (6) The anode metal for damage, looseness or excessive corrosion.

(5) TOOL KIT (see page 129)

The anode (sacrificed metal) helps to protect the outboard motor from corrosion damage; it must be exposed directly to the water whenever the outboard motor is in use. Replace the anodes when they have been reduced to about two-thirds of their original size, or if they are crumbling.

NOTICE

The possibility of corrosion damage is increased if the anode is painted over or allowed to deteriorate.

PRE-OPERATION CHECKS

Parts/materials which should be installed on board:

- Owner's Manual
- Tool kit
- Spare parts: spark plugs, engine oil, spare propeller, castle nut, washer and cotter pin.
- Spare emergency stop switch clip.
- Other parts/materials required by laws/regulations.

7. STARTING THE ENGINE

Fuel Line Connection

▲ CAUTION

Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death.

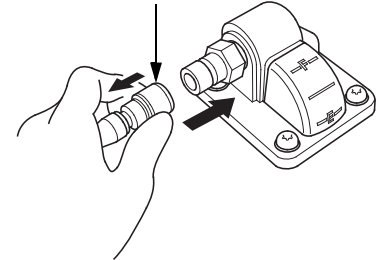
- Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting, storing or transporting the engine.
- Do not smoke or allow flames or sparks where fuel is refueled or stored.

NOTE:

- Set the fuel tank securely so that it does not move or fall down while cruising.
- Position the fuel tank so the tank fuel line connector is no more than 1 m (3.3 feet) below the outboard motor fuel line connector.
- Do not place the fuel tank more than 2 m (6.6 feet) away from the outboard motor.
- Be sure that the fuel line is not kinked.

(Fuel Tank equipped type)

FUEL LINE CONNECTOR (TO FUEL TANK)



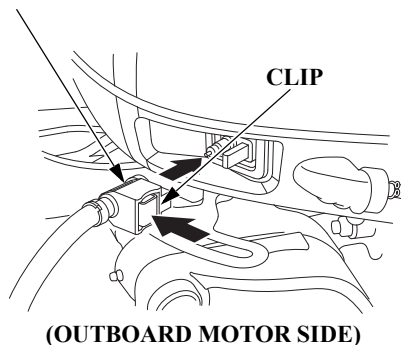
(FUEL TANK SIDE)

1. Connect the fuel line to the tank. Be sure the connector is securely latched.

Always disconnect the fuel line when storing or transporting the outboard motor.

STARTING THE ENGINE

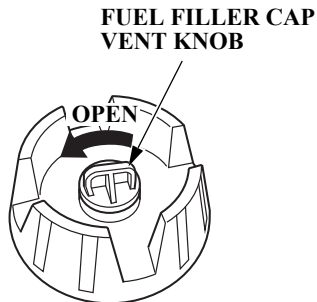
MALE FUEL LINE CONNECTOR – To outboard motor



2. Connect the fuel line connector to the outboard motor, as shown. Be sure the fuel line connector is securely snapped in place.

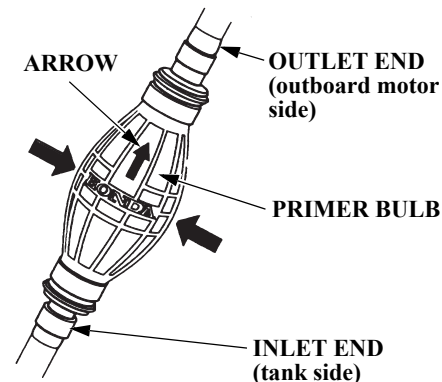
NOTICE

If the outboard end fuel line connector is forcibly installed in the reversed direction, the fuel line connector O-ring seal can be damaged. A damaged O-ring seal can cause a fuel leak.



3. Turn the fuel filler cap vent knob counterclockwise all the way to open the vent.

Fuel Priming



Hold the priming bulb so that the outlet end is higher than the inlet (so that the arrow on the priming bulb points up), and squeeze it until it feels firm, indicating that fuel has reached the outboard motor. Check for leaks.

▲WARNING

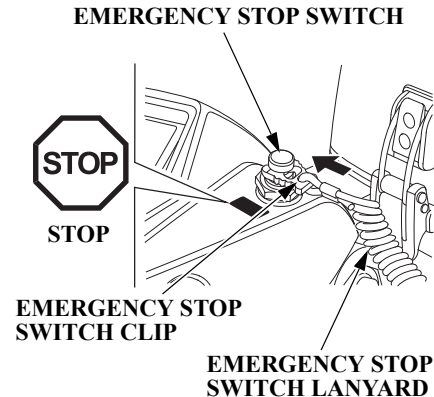
Be careful not to spill any fuel. Spilled fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

STARTING THE ENGINE

NOTICE

Do not touch the priming bulb with the engine running or when tilting up the outboard motor. The vapor separator could overflow.

Starting the Engine (H type)



WARNING

The exhaust contains poisonous carbon monoxide. Do not start the engine in a poor ventilation area such as in a boat house.

NOTICE

To prevent damage to the outboard from overheating, never run the engine with the propeller out of water.

1. Insert the emergency stop switch clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the lanyard securely to the operator.

WARNING

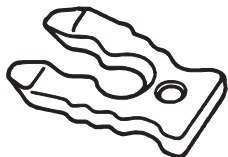
If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

NOTE:

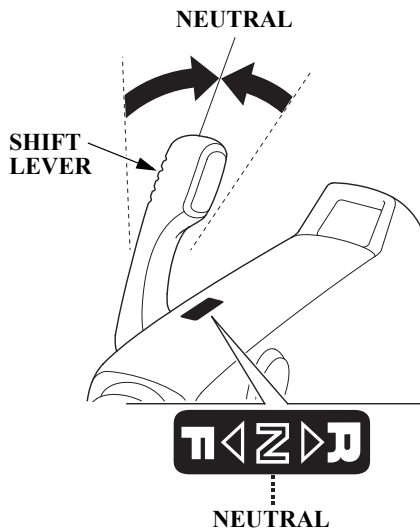
The engine will not start unless the emergency stop switch clip is engaged with the emergency stop switch.

STARTING THE ENGINE

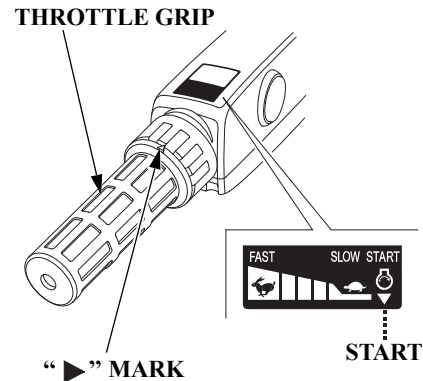
SPARE EMERGENCY STOP SWITCH CLIP



Store the spare emergency stop switch clip in the tool bag. Use the spare emergency stop switch clip to make the disabled engine start when the emergency stop switch lanyard is not available as, for example, when the operator falls overboard.

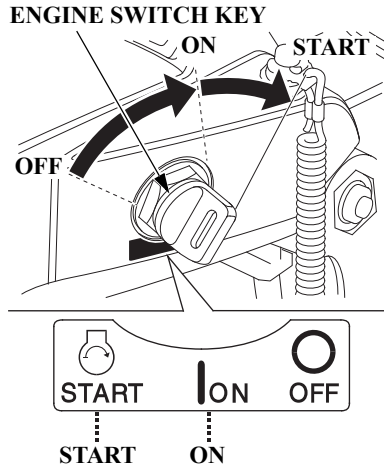


2. Move the shift lever to the NEUTRAL position. The engine does not start unless the shift lever is set in the NEUTRAL position.



3. Align the “⊗” mark on the throttle grip with the projected end of the “▶” mark on the handle.

STARTING THE ENGINE



4. Turn the engine switch key to the START position and hold it there until the engine starts. When the engine starts, release the key, allowing it to return to the ON position.

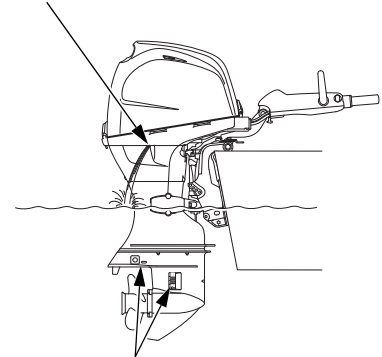
NOTICE

- The starter motor consumes a large amount of current. Do not therefore run it continuously for more than 5 seconds at a time. If the engine does not start within 5 seconds, wait at least 10 seconds before running the starter motor again.
- Do not turn the engine switch key to the START position while the engine is running.

NOTE:

The “Neutral Starting System” prevents the engine from being started unless the control lever is set in the N (neutral) position even though the engine is cranked by the starting engine.

COOLING WATER CHECK HOLE



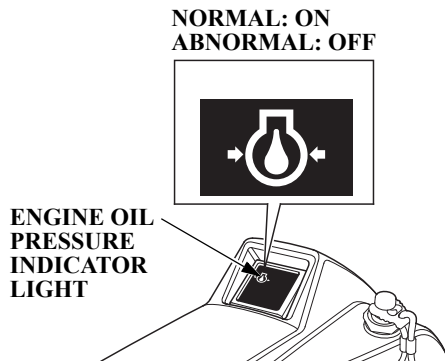
COOLING WATER INTAKE PORT

5. After starting, check whether the cooling water is flowing out of the cooling water check hole. Amount of water flowing out of the check hole might vary due to the thermostat operation, but this is normal.

STARTING THE ENGINE

NOTICE

If water does not flow out, or if steam comes out, stop the engine. Check to see if the screen in the cooling water intake port is obstructed and remove foreign materials if necessary. Check the cooling water check hole for clogging. If water still does not flow out, have your outboard motor checked by your outboard motor dealer. Do not operate the engine until the problem has been corrected.



6. Check to see if the oil pressure indicator light turns ON. If it does not turn on, stop the engine and perform the following inspections.
 - 1) Check the oil level (see page 61).
 - 2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with your outboard motor dealer.
7. Warm up the engine as follows:
Above 5°C (41°F) – run the engine for at least 3 minutes.

Below 5°C (41°F) – run the engine for at least 5 minutes at approx. 2,000 min⁻¹ (rpm). Failure to completely warm up the engine will result in poor engine performance.

NOTICE

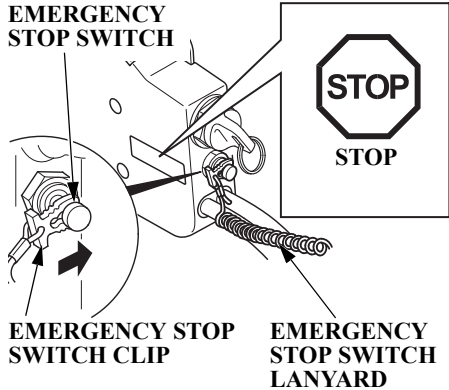
- If the engine is not properly warmed-up before raising the engine speed, the warning buzzer and overheat indicator may activate and the engine speed will be automatically reduced.
- The cooling system may freeze in areas where the temperature reaches 0°C (32°F) or below. Cruising at high speed without warming the engine up may cause engine damage.

NOTE:

Before leaving the dock, check the operation of the emergency stop switch.

Starting the Engine (R type)

(R1 type)



▲WARNING

The exhaust contains poisonous carbon monoxide. Do not start the engine in a poor ventilation area such as in a boat house.

NOTICE

To prevent damage to the outboard from overheating, never run the engine with the propeller out of water.

1. Insert the emergency stop switch clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

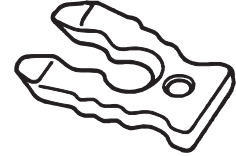
▲WARNING

If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

NOTE:

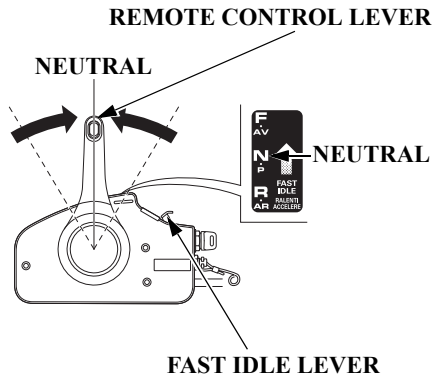
The engine will not start unless the emergency stop switch clip is engaged with the emergency stop switch.

SPARE EMERGENCY STOP SWITCH CLIP

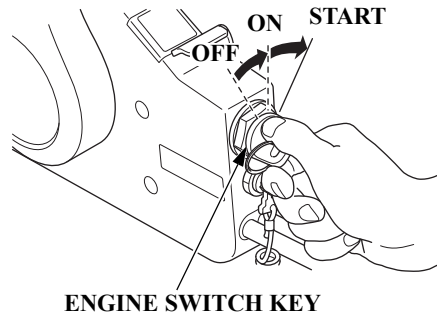


Store the spare emergency stop switch clip in the tool bag.

STARTING THE ENGINE



2. Set the remote control lever in the NEUTRAL position.
The engine does not start unless the remote control lever is set in the NEUTRAL position.
3. Leave the fast idle lever in the START (fully lowered) position.



4. Turn the engine switch key to the START position and hold it there until the engine starts.
When the engine starts, release the key, allowing it to return to the ON position.

NOTICE

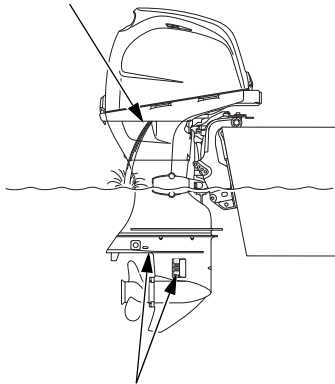
- The starter motor consumes a large amount of current. Do not therefore run it continuously for more than 5 seconds at a time. If the engine does not start within 5 seconds, wait at least 10 seconds before running the starter motor again.
- Do not turn the engine switch key to the START position while the engine is running.

NOTE:

The “Neutral Starting System” prevents the engine from being started unless the control lever is set in the N (neutral) position even though the engine is cranked by the starting engine.

STARTING THE ENGINE

COOLING WATER
CHECK HOLE



COOLING WATER INTAKE PORT

5. After starting, check whether the cooling water is flowing out of the cooling water check hole. Amount of water flowing out of the check hole might vary due to the thermostat operation, but this is normal.

NOTICE

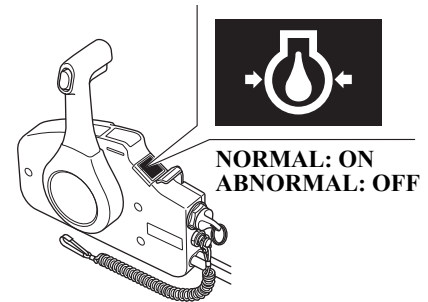
If water does not flow out, or if steam comes out, stop the engine. Check to see if the screen in the cooling water intake port is obstructed and remove foreign materials if necessary. Check the cooling water check hole for clogging. If water still does not flow out, have your outboard motor checked by your outboard motor dealer. Do not operate the engine until the problem has been corrected.

6. Check to see if the oil pressure indicator turns ON.

If it does not turn on, stop the engine and perform the following inspections.

- 1) Check the oil level (see page 61).
- 2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with your outboard motor dealer.

ENGINE OIL PRESSURE
INDICATOR LIGHT



STARTING THE ENGINE

7. Warm up the engine as follows:
Above 5°C (41°F) – run the engine for at least 3 minutes.
Below 5°C (41°F) – run the engine for at least 5 minutes at approx. 2,000 min⁻¹ (rpm).
Failure to completely warm up the engine will result in poor engine performance.

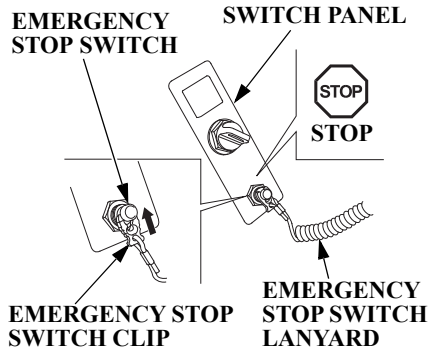
NOTICE

- **If the engine is not properly warmed-up before raising the engine speed, the warning buzzer and overheat indicator may activate and the engine speed will be automatically reduced.**
- **The cooling system may freeze in areas where the temperature reaches 0°C (32°F) or below. Cruising at high speed without warming the engine up may cause engine damage.**

NOTE:

Before leaving the dock, check the operation of the emergency stop switch.

Starting the Engine (R2, R3 types)



▲WARNING

The exhaust contains poisonous carbon monoxide.

Do not start the engine in a poor ventilation area such as in a boat house.

NOTICE

To prevent damage to the outboard from overheating, never run the engine with the propeller out of water.

NOTE:

When the boat is mounted with two outboard motors, perform the following on the right and left engines respectively.

1. Insert the clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator. Be sure to install the emergency stop switch clip to the emergency stop switch on the remote control box as well as on the switch panel.

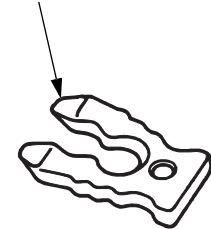
▲WARNING

If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

NOTE:

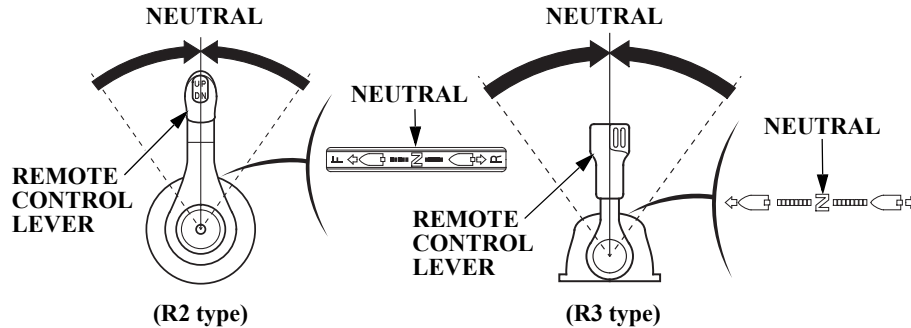
The engine does not start unless the clip is set on the emergency stop switch.

SPARE EMERGENCY STOP SWITCH CLIP

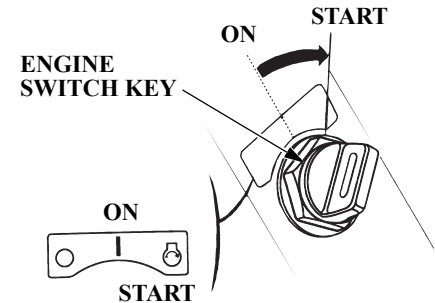


Store the spare emergency stop switch clip in the tool bag.

STARTING THE ENGINE



2. Set the control lever in the NEUTRAL position.
The engine does not start unless the control lever is set in the NEUTRAL position.



3. Turn the engine switch key to the START position and hold it there until the engine starts.
When the engine starts, release the key, allowing it to return to the ON position.

STARTING THE ENGINE

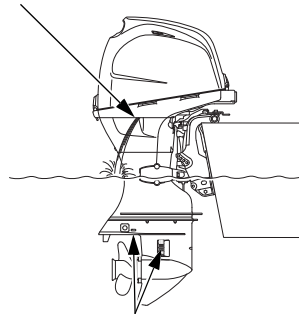
NOTICE

- The starter motor consumes a large amount of current. Do not therefore run it continuously for more than 5 seconds at a time. If the engine does not start within 5 seconds, wait at least 10 seconds before running the starter motor again.
- Do not turn the engine switch key to the START position while the engine is running.

NOTE:

- The “Neutral Starting System” prevents the engine from being started unless the control lever is set in the N (neutral) position even though the engine is cranked by the starting engine.
- When the boat is mounted with two outboard motors, perform the above procedure on the right and left outboard motors respectively.

COOLING WATER CHECK HOLE



COOLING WATER INTAKE PORT (each side)

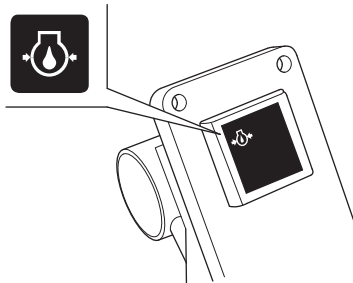
4. After starting, check whether the cooling water is flowing out of the cooling water check hole. Amount of water flowing out of the check hole might vary due to the thermostat operation, but this is normal.

NOTICE

If water does not flow out, or if steam comes out, stop the engine. Check to see if the screen in the cooling water intake port is obstructed and remove foreign materials if necessary. Check the cooling water check hole for clogging. If water still does not flow out, have your outboard motor checked by your outboard motor dealer. Do not operate the engine until the problem has been corrected.

STARTING THE ENGINE

OIL PRESSURE INDICATOR LIGHT



NORMAL: ON
ABNORMAL: OFF

5. Check to see if the oil pressure indicator turns ON.

If it does not turn ON, stop the engine and perform the following inspections.

- 1) Check the oil level (see page 61).
- 2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with an authorized Honda outboard motor dealer.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device.

6. Warm up the engine as follows:
Above 5°C (41°F) – run the engine for at least 3 minutes.
Below 5°C (41°F) – run the engine for at least 5 minutes at approx. 2,000 min⁻¹ (rpm).
Failure to completely warm up the engine will result in poor engine performance.

NOTICE

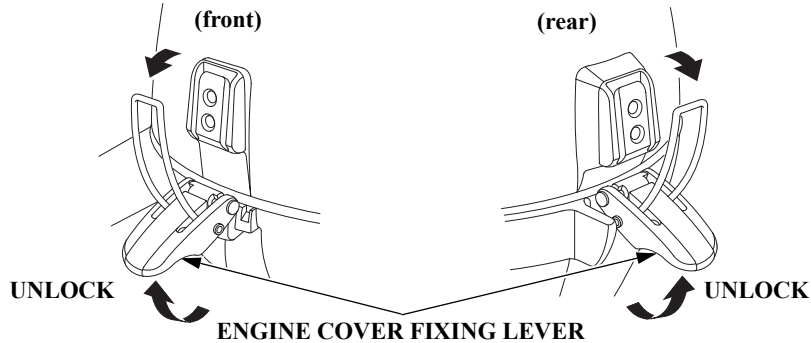
If the engine is not properly warmed-up before raising the engine speed, the warning buzzer and overheat indicator may activate and the engine speed will be automatically reduced.

NOTE:

Before leaving the dock, check the operation of the emergency stop switch.

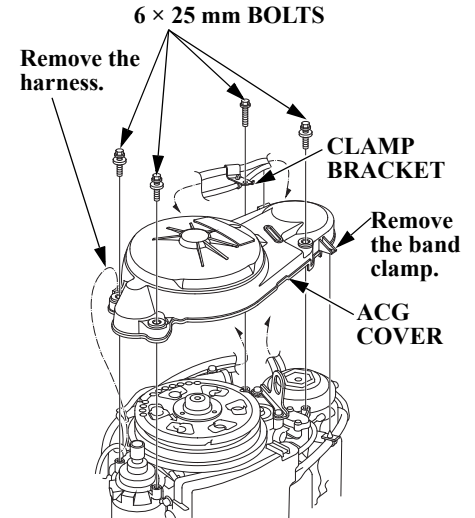
STARTING THE ENGINE

Emergency Starting



If the starting system does not operate properly for some reasons, the engine can be started using the emergency starter rope that came with your outboard motor.

1. Turn the engine switch key to the OFF position.
2. Raise the front and rear fixing levers, and remove the engine cover.



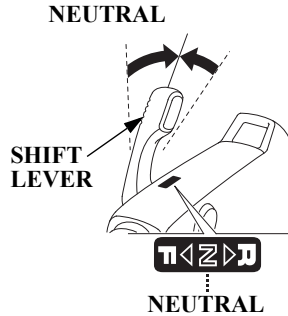
3. Remove the four 6 x 25 mm bolts and clamp bracket, then remove the ACG cover.
4. Install the band clamp, harness and the clamp bracket with the 6 x 25 mm bolt.

NOTE:

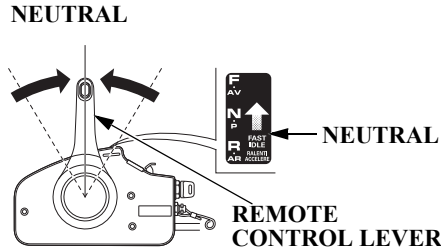
Take care not to lose the bolts.

STARTING THE ENGINE

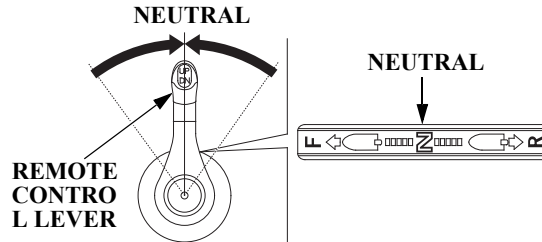
(H type)



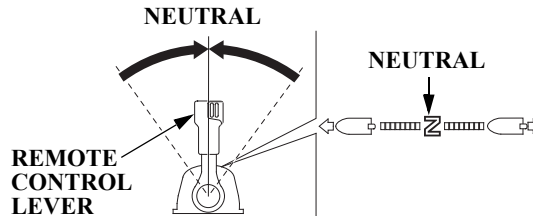
(R1 type)



(R2 type)



(R3 type)



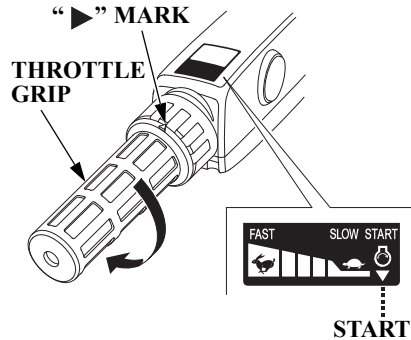
5. Set the shift lever or remote control lever is in the NEUTRAL position.

▲WARNING

The “Neutral Starting System” will not work in emergency starting. Be sure to set the shift lever/control lever into the NEUTRAL position to prevent start-in-gear when starting the engine in emergency. Sudden unexpected acceleration could result in serious injury or death.

STARTING THE ENGINE

(H type)



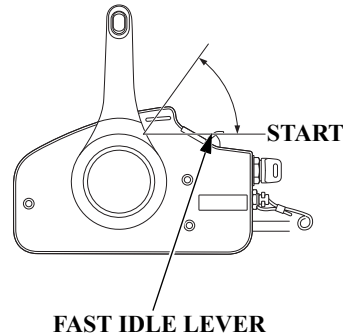
6. H type:

Align the "⊗" (start mark) on the throttle grip with the projected end of the "▶" mark on the tiller handle.

R1 type:

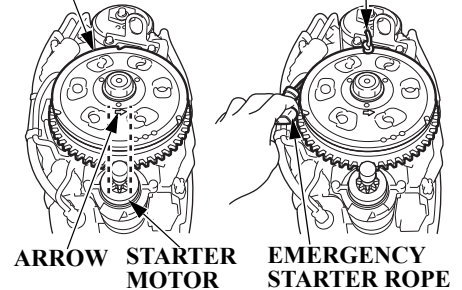
Leave the fast idle lever in the START (fully lowered) position.

(R1 type)



ACG ROTOR

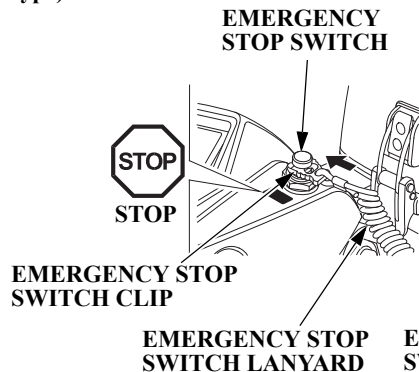
KNOT



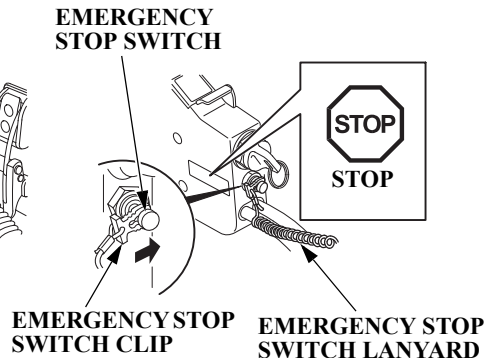
7. Set the ACG rotor so the arrow is lined up with the starter motor as shown. Hook the knot on the starter rope to the aft cutout as displayed above right. Wind the 160 cm starter rope (counterclockwise) 3 times around the ACG rotor.

STARTING THE ENGINE

(H type)



(R1 type)

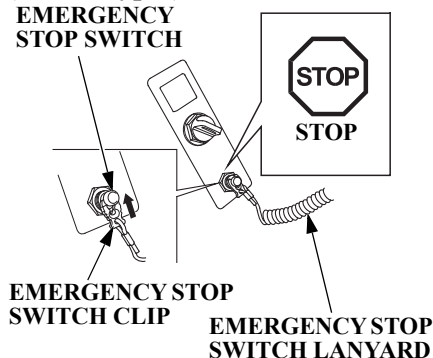


8. Insert the emergency stop switch clip at the end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

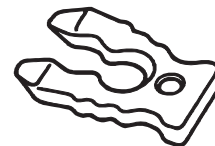
NOTE:

The engine does not start unless the emergency stop switch clip is set on the emergency stop switch.

(R2, R3 types)



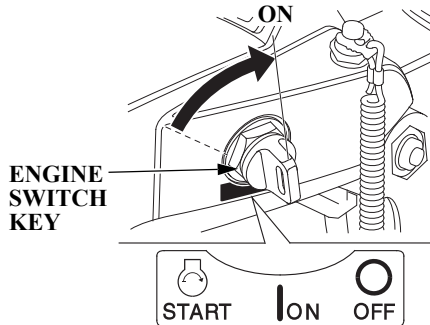
SPARE EMERGENCY STOP SWITCH CLIP



Store the spare emergency stop switch clip in the tool bag.

STARTING THE ENGINE

(H type)

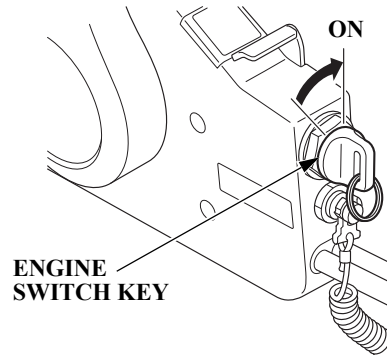


9. Turn the engine switch key to the ON position.

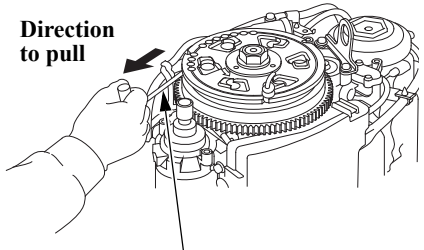
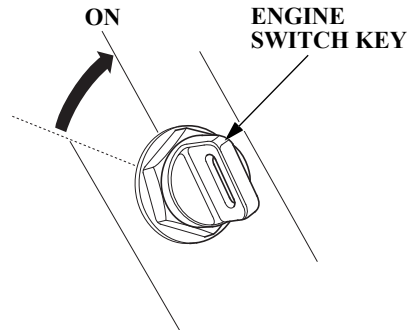
NOTICE

The propeller must be lowered into the water, running the outboard motor out of the water will damage the water pump and overheat the engine.

(R1 type)



(R2, R3 types)



EMERGENCY STARTER ROPE

10. Pull the emergency starter rope lightly until resistance is felt, then pull briskly in the direction of the arrow as shown above.

If the engine fails to start refer to Troubleshooting page 156.

▲WARNING

Exposed moving parts can cause injury. Use extreme care when installing the engine cover. Do not operate the outboard motor without the engine cover.

STARTING THE ENGINE

11. Leave the ACG cover off and install the engine cover. Lock the engine cover fixing levers.
12. Attach the emergency stop switch lanyard securely to the operator and return to the closest boat landing.
13. After returning to the closest boat landing, contact your closest outboard motor dealer and perform the following.
 - Have the electrical system checked.
 - Have your dealer reassemble the parts removed in the emergency starting procedure.

Break-in Procedure

Break-in period: 10 hours

Break-in operation allows the mating surfaces of the moving parts to wear evenly and thus ensures proper performance and longer outboard motor life.

Break-in your new outboard motor as follows.

First 15 minutes:

Run the outboard motor at trolling speed. Use the minimum amount of throttle opening necessary to operate the boat at a safe trolling speed.

Next 45 minutes:

Run the outboard motor up to a maximum of 2,000 to 3,000 min^{-1} (rpm) or 10% to 30% throttle opening.

Next 60 minutes:

Run the outboard motor up to maximum of 4,000 to 5,000 min^{-1} (rpm) or 50% to 80% throttle opening. Short bursts of full throttle are acceptable but do not operate the outboard motor continuously at full throttle.

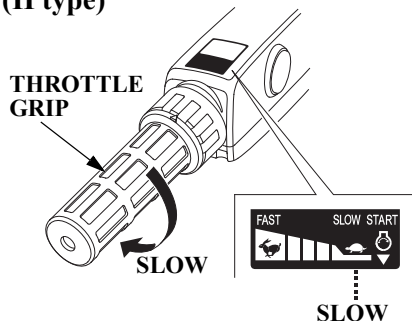
Next 8 hours:

Avoid continuous full throttle operation (100% throttle opening). Do not run the outboard motor at full throttle for more than 5 minutes at a time.

For boats that plane easily, bring the boat up on plane then reduce the throttle opening to the specified break-in settings called out above.

OPERATION

Gear Shifting (H type)



The shift lever has 3 positions: FORWARD, NEUTRAL, and REVERSE.

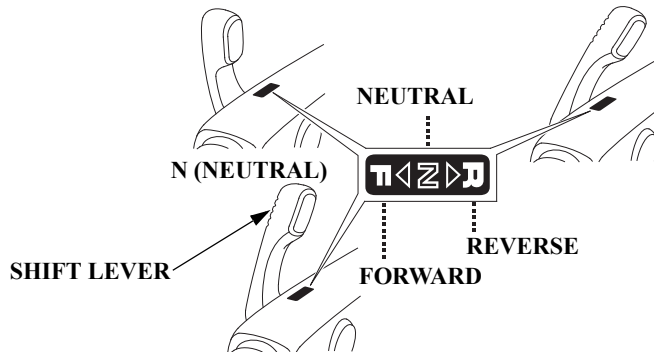
An indicator at the base of the shift lever aligns with the icon attached at the tiller handle.

⚠ CAUTION

Be sure to perform the gearshift operation at a low engine speed. Shifting the gear at a high engine speed will damage the drive system. Be sure that the gear was shifted securely, then operate the throttle grip to raise the engine speed.

F (FORWARD)

R (REVERSE)



1. Align the pointer on the tiller handle with the SLOW position on the throttle grip to decrease engine speed.

NOTE:

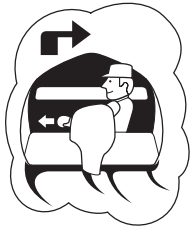
The throttle mechanism is designed to limit throttle opening in REVERSE and NEUTRAL. Do not turn the throttle grip with force in the FAST direction. The throttle can be opened to FAST only in FORWARD gear.

Be sure that the tilt lever is in the LOCK position. (G type)

2. Move the shift lever to engage the desired gear.

Steering (H type)

RIGHT TURN



Move the tiller handle to the left.

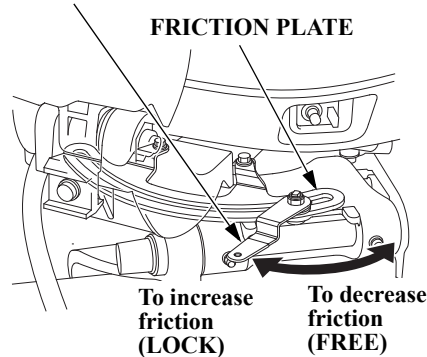
LEFT TURN



Move the tiller handle to the right.

Steer by moving the tiller handle opposite the direction you want the boat to turn.

STEERING FRICTION ADJUSTER



Use the steering friction adjuster to help hold a steady course while cruising.

Move the adjuster to the LOCK direction to increase steering friction for holding a steady course.

Move the adjuster to the FREE direction to decrease friction for easy turning.

NOTE:

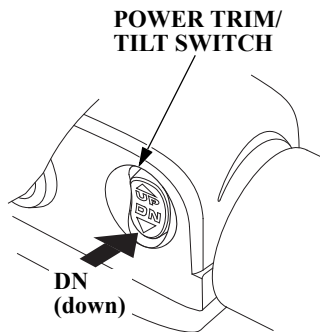
Do not apply grease or oil on the friction plate. Grease or oil will reduce the friction of the adjuster.

(R type)

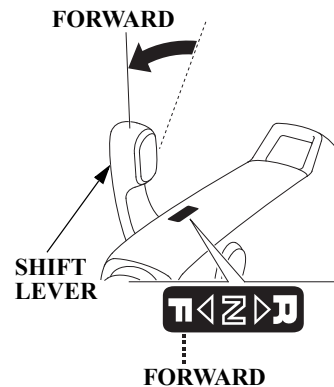
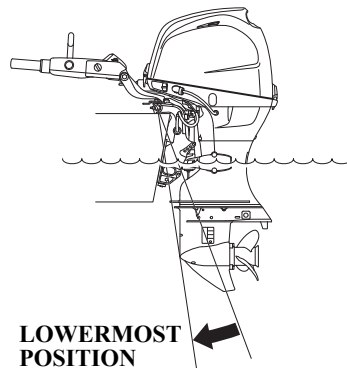
Steer the boat in the same manner as an automobile.

OPERATION

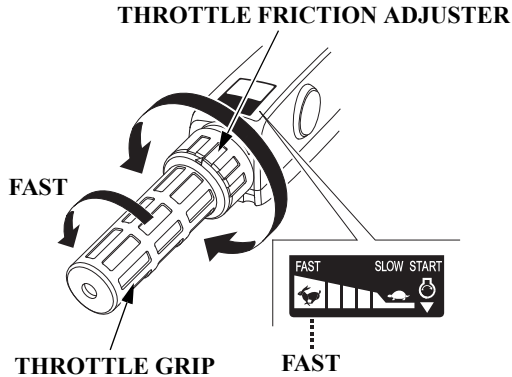
Cruising (H type)



1. On the T type, press the DN (down) portion of the power trim/tilt switch and trim the outboard motor to the lowermost position.



2. With the shift lever in the FORWARD position.



- Turn the throttle grip in the FAST direction to increase the speed. For the sake of fuel economy, open the throttle about 80%.

To hold the throttle at a steady setting, turn the throttle friction adjuster clockwise. To free the throttle grip for manual speed control, turn the friction adjuster counterclockwise.

NOTE:

- When cruising at full throttle, note that the engine speed must be in the range BF40D: between $5,000 \text{ min}^{-1}$ (rpm) and $6,000 \text{ min}^{-1}$ (rpm), BF50D: between $5,500 \text{ min}^{-1}$ (rpm) and $6,000 \text{ min}^{-1}$ (rpm).
- If you feel that the engine speed jumped up when the hull jumped or at ventilation, cruise the boat by returning the throttle to the slow speed side.
- See “Propeller Selection” (see page 59) for a relation between the propeller and the engine speed.

CAUTION

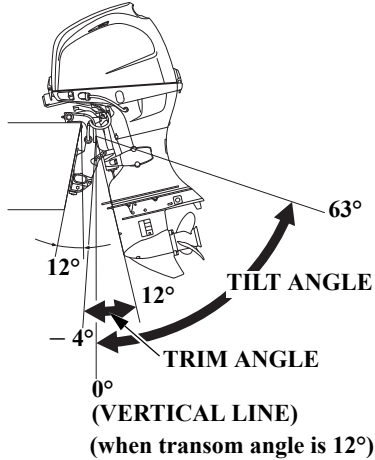
Do not operate without the engine cover. Exposed moving parts could cause injury; water may damage the engine.

NOTE:

For best performance, passengers and equipment should be distributed evenly to balance the boat.

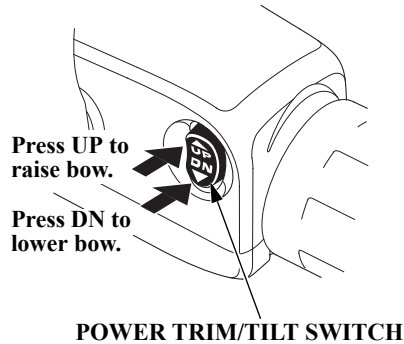
OPERATION

Trimming the Outboard Motor

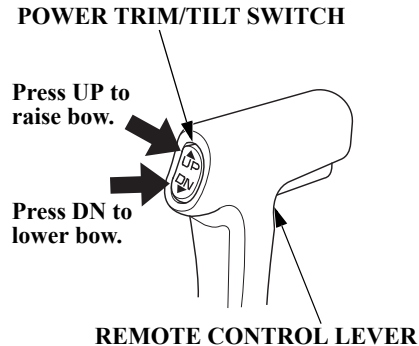


The BF40D/50D T types are equipped with the power trim/tilt system which can adjust the outboard motor angle (trim/tilt angle) while cruising and mooring. The outboard motor angle can also be adjusted while cruising and accelerating to obtain the maximum speed and optimum driveability and fuel economy.

(H type)



(R1 type)



(R2 type)

POWER TRIM/TILT SWITCH

Press UP to raise bow.

Press DN to lower bow.

REMOTE CONTROL LEVER

(R3 type)

POWER TRIM/TILT SWITCH

(Single Type)

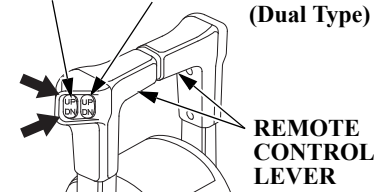
Press UP to raise bow.

Press DN to lower bow.

REMOTE CONTROL LEVER

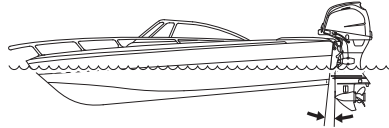
POWER TRIM/TILT SWITCH (LEFT) (RIGHT)

(Dual Type)

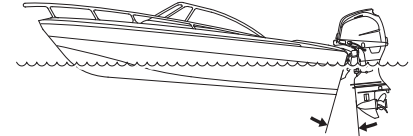


Press either UP or DN (down) of the power trim/tilt switch and tilt the outboard motor to the best position in compliance with the cruising conditions.

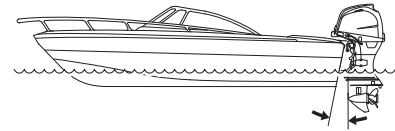
OUTBOARD MOTOR TRIMMED TOO LOW



OUTBOARD MOTOR TRIMMED TOO HIGH



OUTBOARD MOTOR TRIMMED CORRECTLY



When cruising:

- (A) Into a high wind, trim the outboard motor down slightly to lower the bow and improve boat stability.
- (B) With a tail wind, trim the outboard motor up slightly to raise the bow and improve boat stability.
- (C) Through rough waves, do not trim the outboard motor too low or too high to avoid an unstable steering condition.

OPERATION

The power trim/tilt system operates when the switch is pressed, and it stops when the switch is released. To trim up slightly, press on UP momentarily but securely. To trim down slightly, press on DN (down) in the same manner.

▲ CAUTION

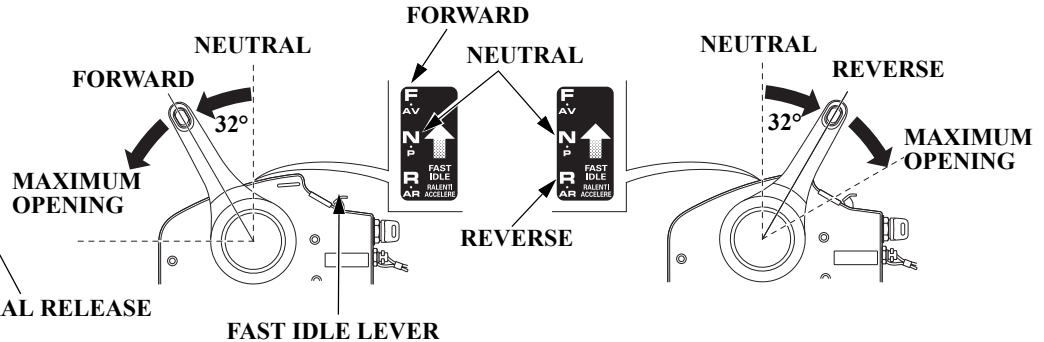
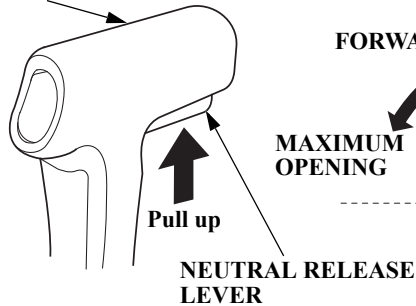
- **Improper trim angle results in unstable steering condition.**
- **Do not trim excessively while cruising through rough waves, or it may cause an accident.**
- **Excessive trim angle can result in cavitation and racing of the propeller, and trimming up the outboard motor excessively can cause damage to the water pump.**

NOTE:

- Decrease the trim angle on high speed turns to reduce the possibility of propeller ventilation.
- Improper outboard motor trim angle can result in an unstable steering condition.

Gear Shifting (R type) (R1 type)

REMOTE CONTROL
LEVER



⚠ CAUTION

Avoid sharp and abrupt operation of the remote control lever. Operate it moderately. Operate the remote control lever and raise the engine speed after making sure that the gear was shifted securely.

Be sure that the tilt lever is in the LOCK position. (G type)

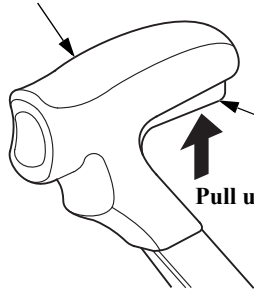
While pulling the neutral release lever, move the remote control lever approximately 32° toward the FORWARD or REVERSE position to engage the desired gear. Moving the remote control lever further from approximately 32° will increase throttle opening and boat speed.

The remote control lever will not move unless the neutral release lever is pulled up.

OPERATION

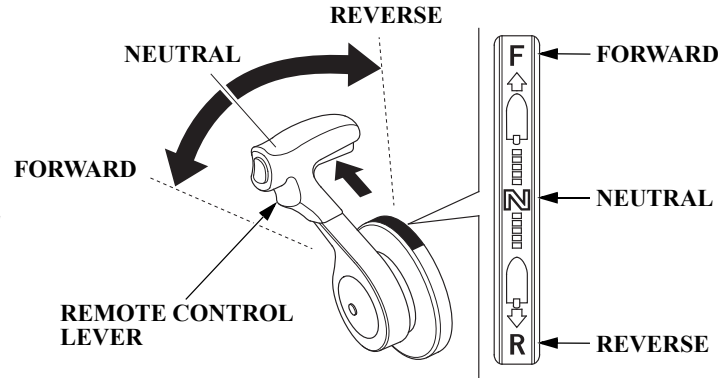
Gear Shifting (R2 type)

REMOTE CONTROL LEVER



NEUTRAL RELEASE
LEVER

Pull up



REVERSE

NEUTRAL

FORWARD

REMOTE CONTROL
LEVER

F ← FORWARD

N ← NEUTRAL

R ← REVERSE

⚠ CAUTION

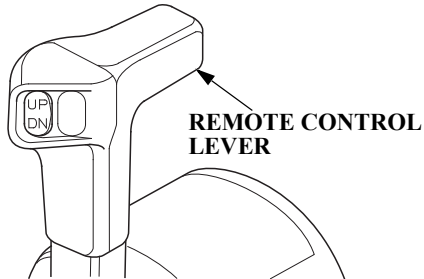
Avoid sharp and abrupt operation of the control lever. Operate it moderately. Operate the control lever and raise the engine speed after making sure that the gear was shifted securely.

Be sure that the tilt lever is in the LOCK position. (G type)
While pulling the neutral release lever, move the control lever approximately 35° toward the

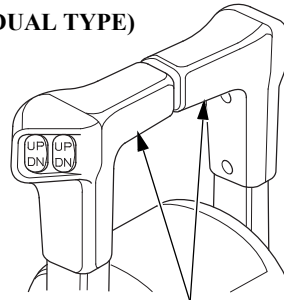
FORWARD or REVERSE position to engage the desired gear.
Moving the control lever further from approximately 35° will increase throttle opening and boat speed.

The control lever will not move unless the neutral release lever is pulled up.

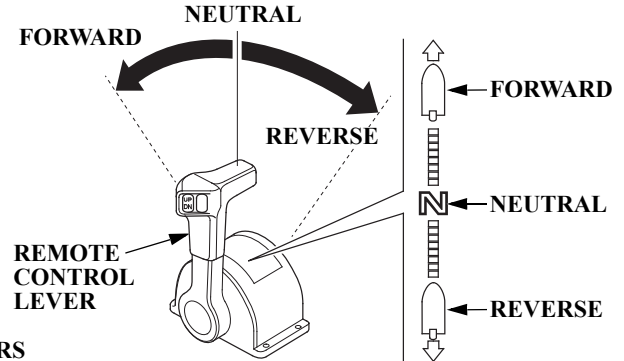
Gear Shifting (R3 type) (SINGLE TYPE)



(DUAL TYPE)



REMOTE CONTROL LEVERS



▲ CAUTION

Avoid sharp and abrupt operation of the control lever. Operate it moderately. Operate the control lever and raise the engine speed after making sure that the gear was shifted securely.

Be sure that the tilt lever is in the LOCK position. (G type)
Move the control lever(s) approximately 35° toward the

FORWARD or REVERSE position to engage the desired gear.

When the boat is mounted with the two outboard motors, hold the control lever in the center as shown, and operate the right and left levers simultaneously.

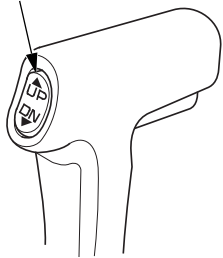
Moving the control lever(s) further from approximately 35° will increase throttle opening and boat speed.

OPERATION

Cruising (R type)

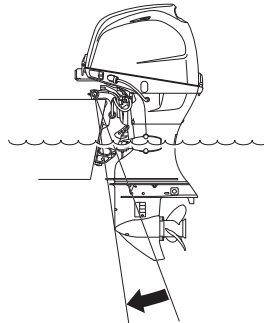
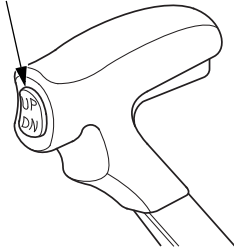
(R1 type)

POWER TRIM/
TILT SWITCH



(R2 type)

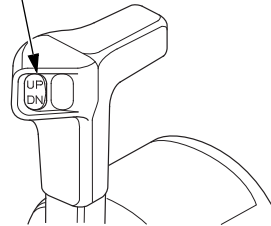
POWER TRIM/
TILT SWITCH



LOWERMOST POSITION

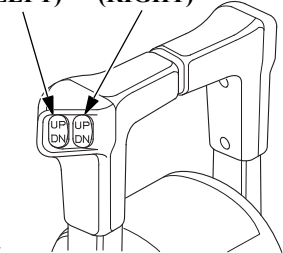
(R3 type) (single type)

POWER TRIM/
TILT SWITCH



(dual type)

POWER TRIM/TILT SWITCH
(LEFT) (RIGHT)



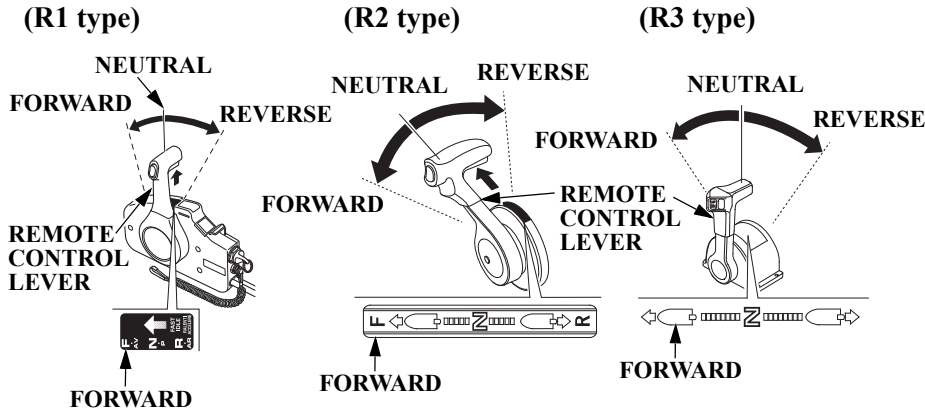
1. On the T type, press the DN (down) of the power trim/tilt switch and trim the outboard motor at the lowermost position.

R3 type:

When the two outboard motors are mounted:

- 1) Press the DN (down) of the power trim/tilt switch on the control lever and trim the outboard motors at the lowermost position.

- 2) With the outboard motors trimmed at the lowermost position, adjust the trim angle of the right and left outboard motors using the switch on the control lever simultaneously.



2. Move the control lever from NEUTRAL toward FORWARD position.

R1 type:
Moving about 32° engages the gear. Moving the control lever further opens the throttle and increases the engine speed.

R2, R3 types:
Moving about 35° engages the gear. Moving the control lever further opens the throttle and increase the engine speed.

For the sake of fuel economy, open the throttle about 80%.

NOTE:

- When cruising at full throttle, note that the engine speed must be in the range.
- If you feel that the engine speed jumped up when the hull jumped or at ventilation, cruise the boat by returning the throttle to the slow speed side.
- See “Propeller Selection” (see page 59) for a relation between the propeller and the engine speed.

▲ CAUTION

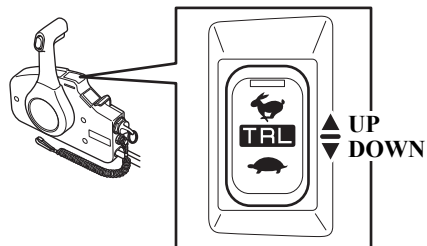
Do not operate without the engine cover. Exposed moving parts could cause injury; water may damage the engine.

NOTE:

For best performance, passengers and equipment should be distributed evenly to balance the boat.

OPERATION

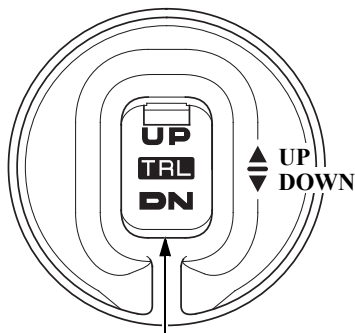
TRL (Trolling) Control Switch



TRL (Trolling) Control SWITCH

Remote Control Box (Side-mount type)

For TRL (Trolling) control switch equipped type.



TRL (Trolling) Control SWITCH

TRL (Trolling) Control Switch Panel (optional equipment: R type)

DN: Reduce engine speed
UP: Increase engine speed

After the engine has warmed up, keeping the UP or DN button pushed when cruising with the throttle fully closed, changes the mode to trolling mode.

A long buzz sounds once. When the mode is changed to trolling mode, the engine speed is 800 min^{-1} (rpm).

You can adjust the engine speed by 50 min^{-1} (rpm) every time you press the switch once. You will hear a short buzz.

The engine speed can be adjusted within the range of $800 - 1,100 \text{ min}^{-1}$ (rpm).

Continuing to press the switch will not decrease or increase the engine speed beyond the lower (800 min^{-1} (rpm)) or higher ($1,100 \text{ min}^{-1}$ (rpm)) limit.

If you try to do this, a short buzz sounds twice.

The throttle may be operated while in trolling mode. The trolling mode is cancelled when you reach $3,000 \text{ min}^{-1}$ (rpm).

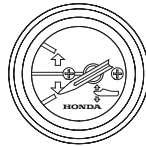
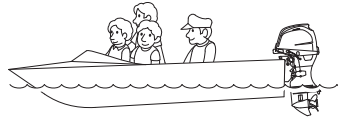
Trim Meter (equipped type or optional equipment)

The trim meter indicates the trim angle of the outboard motor. Refer to the trim meter, and press the UP or DN (down) portion of the power trim/tilt switch to adjust the outboard motor trim angle to achieve boat performance and stability.

The illustration represents R1 type. Perform the same procedure for the other types.

BOW TOO LOW DUE TO

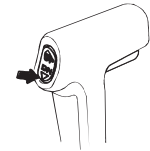
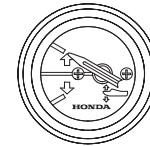
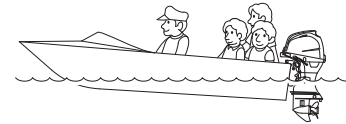
1. LOAD IN THE FRONT
2. OUTBOARD MOTOR TRIMMED TOO LOW



With the outboard motor trimmed low the trim meter will read as shown. To raise the bow increase the outboard motor trim angle by pressing the UP portion of the power trim/tilt switch.

BOW TOO HIGH DUE TO

1. LOAD IN THE REAR
2. OUTBOARD MOTOR TRIMMED TOO HIGH



With the outboard motor trimmed high the trim meter will read as shown. To lower the bow decrease the outboard motor trim angle by pressing the DN (down) portion of the power trim/tilt switch.

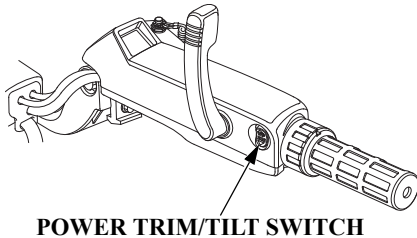
OPERATION

Tilting the Outboard Motor (T type)

Tilt the outboard motor to prevent the propeller and gear case from hitting the bottom when the boat is beached or stopped in shallow water. Please tilt up simultaneously, when you mount the dual type outboard motor.

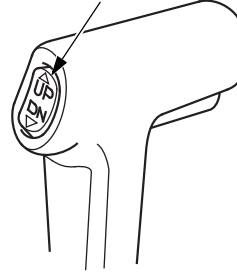
1. Move the shift lever or the remote control lever to the NEUTRAL position and stop the engine.
2. Press the UP of the power trim/tilt switch and tilt the outboard motor to the best position in compliance.

(H type)



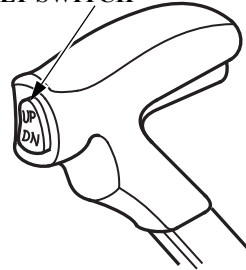
(R1 type)

POWER TRIM/
TILT SWITCH



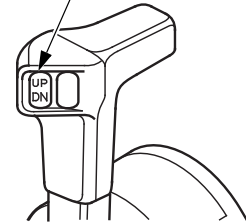
(R2 type)

POWER TRIM/
TILT SWITCH



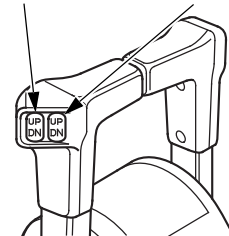
(R3 type)
(single type)

POWER TRIM/
TILT SWITCH



(R3 type)
(dual type)

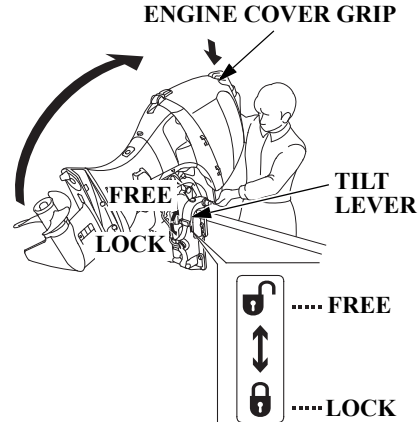
POWER TRIM/
TILT SWITCH
(LEFT) (RIGHT)



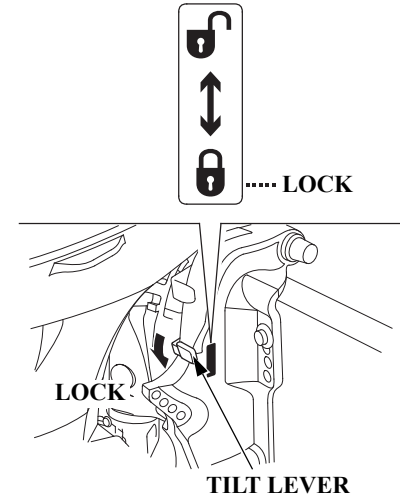
Tilting the Outboard Motor (G type)

Tilt the outboard motor to prevent the propeller and gear case from hitting the bottom when the boat is beached or stopped in shallow water.

1. Move the shift lever or the remote control lever to the NEUTRAL position and stop the engine.

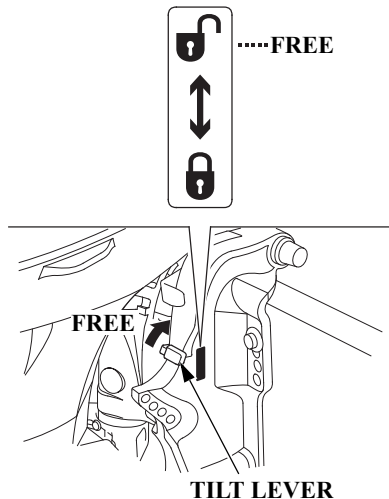


2. Move the tilt lever to the FREE position. Hold the engine cover grip and raise the outboard motor. (The outboard motor can be tilted stagelessly.)



3. With the outboard motor tilted up at the designated position, move the tilt lever to the LOCK position to lock the outboard motor in the position.

OPERATION

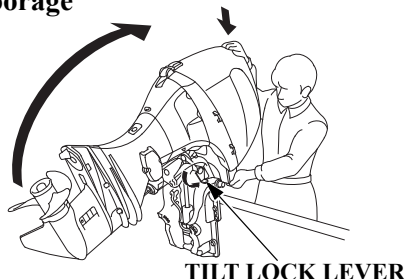


4. To return the outboard motor, move the tilt lever to the FREE position, tilt up the outboard motor slightly by holding the engine cover grip, and lower the engine gently to the designated position.

▲ CAUTION

Set the tilt lever in the FREE/ LOCK positions securely.

Moorage

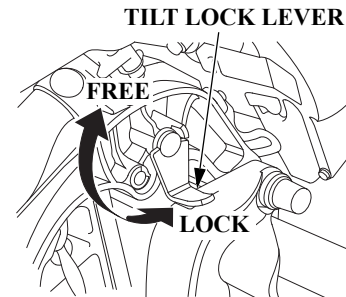


Tilt up the outboard motor using the tilt lock lever when mooring the boat. Shift the shift lever or the remote control lever into the NEUTRAL position and stop the engine before tilting up the outboard motor.

NOTE:

Before tilting up, leave the outboard motor in the running position for one minute after stopping the engine to drain the water from inside the engine.

Stop the engine and disconnect the fuel line from the outboard motor before tilting the outboard motor.



T type

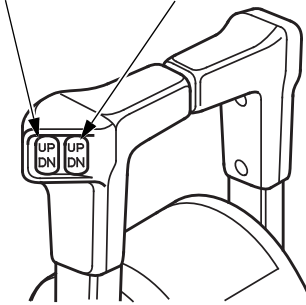
1. Raise the outboard motor as full as it goes using the power trim/tilt switch.
2. Move the tilt lock lever to the LOCK position and lower the outboard motor until the lock lever contacts the stern bracket.
3. To tilt down, raise the outboard motor as far as it goes using the power trim/tilt switch, move the tilt lock lever to the FREE position.

G type

1. Move the tilt lever to the FREE position and raise the outboard motor as far as it goes by holding it by the grip of the engine cover.
2. Move the tilt lock lever to the LOCK position and lower the outboard motor slowly.
3. Move the tilt lever to the LOCK position.
4. To tilt down, move the tilt lever to the FREE position, and move the tilt lock lever to the FREE position while lifting the outboard motor to the designated position and move the tilt lever to the LOCK position.

(R3 type) (DUAL TYPE)

POWER TRIM/TILT SWITCH
(LEFT) (RIGHT)

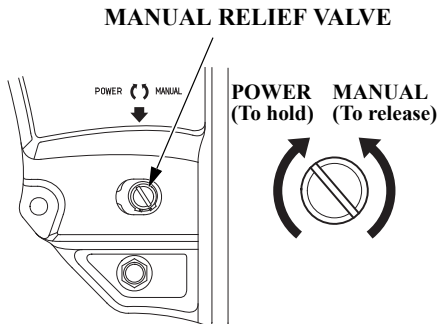


NOTE:

After tilting down the outboard motors, adjust the trim angle of the right and left outboard motors.

OPERATION

Manual Relief Valve



When power trim/tilt system does not operate because of dead battery or faulty power trim/tilt motor, the outboard motor can be manually tilted up or down by operating the manual relief valve.

To tilt the outboard motor manually, turn the manual relief valve under the stern bracket two and a half turns counterclockwise using a screwdriver.

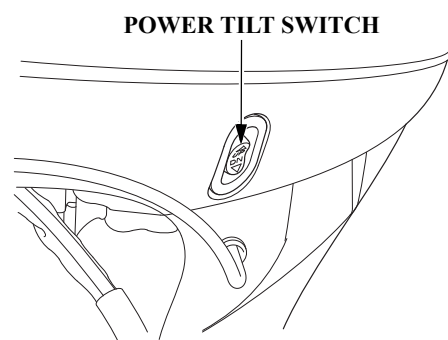
After tilting up/down manually, close the manual relief valve to lock the outboard motor in the position.

Check that nobody is under the outboard motor before opening the manual relief valve. If the manual relief valve is loosened (turned counterclockwise) when the outboard motor is tilted up, the outboard motor will suddenly tilt down.

⚠ CAUTION

The manual relief valve must be tightened securely before operating the outboard motor or the outboard motor could tilt when operating in reverse.

Power Tilt Switch (T type)

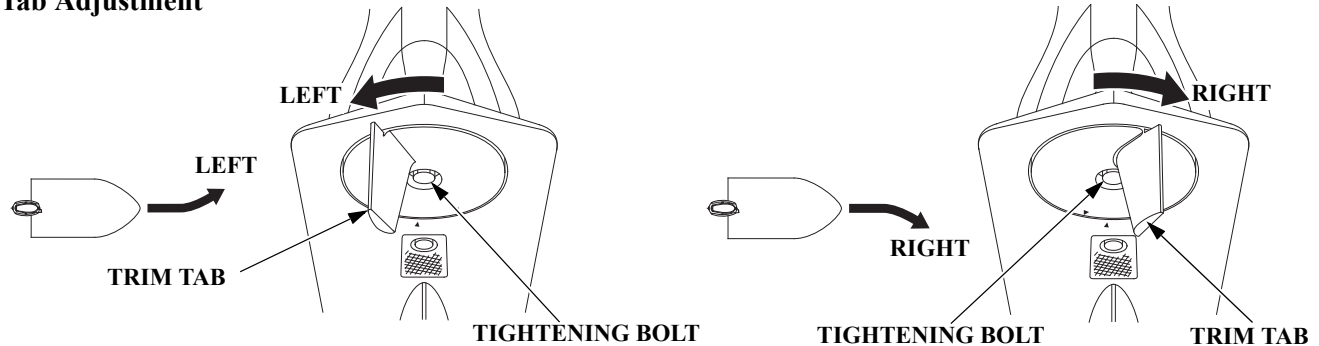


When you are away from the power trim/tilt switch on the control lever side, you can operate the power tilt switch on the outboard motor side. The switch operation is the same as that of the power trim/tilt switch on the control lever side.

⚠ CAUTION

Do not operate this power tilt switch on the outboard motor while sailing.

Trim Tab Adjustment



The trim tab is provided to adjust for “torque steer” which is a reaction of the propeller rotation or propeller torque. If during a high speed turn an unequal amount of effort is required to turn the boat right or left, adjust the trim tab so that an equal amount of effort is required.

Distribute the load evenly in the boat and run the boat in a straight course at full throttle. Slightly turn the steering wheel/handle for both right and left turns to determine the amount of effort required.

Loosen the tightening bolt to adjust the trim tab.

If less effort is required to make left turns:

Loosen the trim tab tightening bolt and turn the rear end of the trim tab toward the left. Tighten the bolt securely.

If less effort is required to make right turns:

Loosen the trim tab tightening bolt and turn the rear end of the trim tab toward the right. Tighten the bolt securely.

Make small adjustments at a time and retest. Incorrect trim tab adjustment can cause adverse steering.

OPERATION

Engine Protection System <Engine Oil Pressure, Overheat, PGM-FI and ACG Warning Systems>

If the engine oil pressure drops and/or the engine overheats, either or both warning systems could be activated. When activated the engine speed will decrease gradually and the oil pressure indicator will turn OFF and the overheat indicator will turn ON. A continuous buzzer will sound on all type.

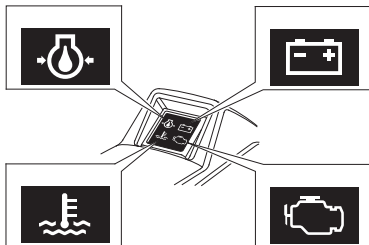
The engine speed can not be increased with a larger throttle opening until the malfunction is corrected. When the malfunction is corrected the engine speed will increase gradually.

If the engine overheats, the engine will stop in 20 seconds after the engine protection system will limit engine speed.

Each warning system of PGM-FI, ACG, oil pressure, and overheat is activated as described in the following table.

If using the switch panel without indicators type for panel-mount or top-mount remote control, check the indicators displayed on an NMEA2000-compatible device.

OIL PRESSURE INDICATOR (GREEN) ACG INDICATOR (RED)



(internal buzzer)

(H type)

OIL PRESSURE INDICATOR (GREEN)

ACG INDICATOR (RED)



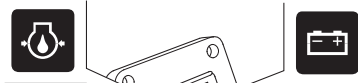
OVERHEAT INDICATOR (RED)

BUZZER (R1 type)

PGM-FI INDICATOR (RED)

OIL PRESSURE INDICATOR (GREEN)

ACG INDICATOR (RED)



OVERHEAT INDICATOR (RED)

PGM-FI INDICATOR (RED)

(R2, R3 types)

PGM-FI
INDICATOR
(RED)



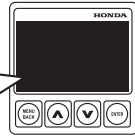
OIL PRESSURE
INDICATOR
(RED)



ACG
INDICATOR
(RED)



OVERHEAT
INDICATOR
(RED)



(optional equipment: Display assy)

OPERATION

System Symptom	INDICATOR LIGHTS				BUZZER
	Oil pressure (Green or Red)	Overheat (Red)	ACG (Red)	PGM-FI (Red)	CORRESPONDING SYSTEM
At starting	ON (2 sec)	ON (2 sec)	ON	ON (2 sec)	With the engine key turned on: ON (2 times)
During operation	ON	OFF	OFF	OFF	OFF
Low oil pressure	OFF	OFF	OFF	OFF	ON (continuously)
Overheat	ON	ON	OFF	OFF	ON (continuously)
ACG warning	ON	OFF	ON	OFF	alternating ON and OFF (at long intervals)
PGM-FI warning	ON*	OFF*	OFF	ON	alternating ON and OFF (at long intervals)

NOTE:

Some indicator and/or buzzer will be activated at the same time due to the occurrence of a malfunction.
For information about NMEA2000-compatible device display, refer to your display device's manual.

*: Occasionally may blink due to the occurrence of a malfunction.

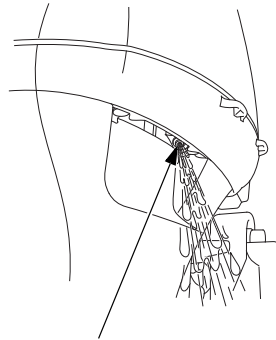
When the oil pressure warning system is activated:

1. Stop the engine immediately and check the engine oil level (see page 61).
2. If the oil is up to the recommended level, restart the engine. If the oil pressure warning system stops after 30 seconds, the system is normal.

NOTE:

If the throttle was closed suddenly after cruising at full throttle, the engine speed may drop below the specified idle speed. This could cause the oil pressure warning system to activate momentarily.

3. If the oil pressure warning system stays activated after 30 seconds, return to the closest boat landing and contact your closest outboard motor dealer.



COOLING WATER CHECK HOLE

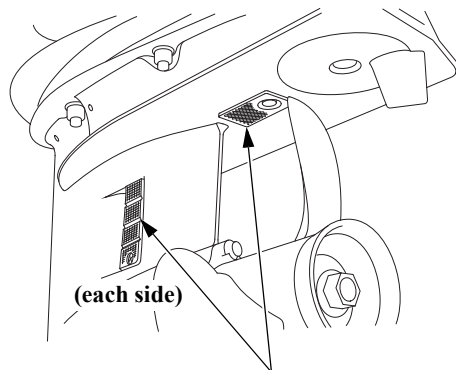
When the overheat warning system is activated:

1. Return the shift lever or remote control lever to the N (neutral) position immediately. Check to see if water is flowing out of the cooling water check hole.
2. If water is flowing out of the cooling water check hole, continue idling for 30 seconds. If the overheat warning system stops after 30 seconds the system is normal.

NOTE:

If the engine is turned off after running at full throttle, the engine temperature may rise above normal. If the engine is restarted, shortly after being turned off, the overheat warning system could be activated momentarily.

OPERATION



COOLING WATER INTAKE PORT

3. If the overheat warning system stays activated, stop the engine. Tilt up the outboard motor and check the water intakes for obstructions. If there are no obstructions at the water intakes, return to the closest boat landing and contact your closest outboard motor dealer.

When the PGM-FI activated:

1. Consult with your outboard motor dealer.

When the ACG warning system is activated:

1. Check the battery (see page 136).
If the battery is OK, consult with your outboard motor dealer.

<Over-rev Limiter>

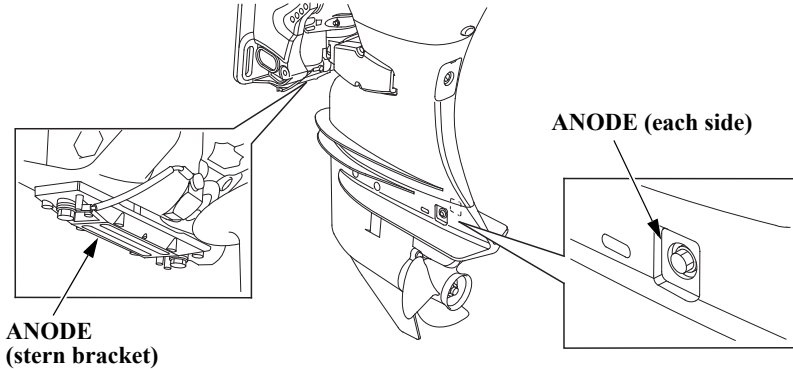
This outboard motor is equipped with an engine over-rev limiter which activates when the engine speed increases excessively. The over-rev limiter can be activated while cruising, tilting up the outboard motor, or when ventilation occurs during a sharp turn.

When the over-rev limiter is activated:

1. Reduce the throttle opening immediately and check the trim angle.
2. If the trim angle is correct but the over-rev limiter stays activated, stop the engine, check the condition of the outboard motor, check to see if the correct propeller is installed and check it for damage.

Correct or service as necessary, by contacting your outboard motor dealer.

<Anode>



The anode is a sacrificial material which helps to protect the outboard motor from corrosion.

NOTICE

Painting or coating the anode will lead to rust and corrosion damage to the outboard motor.

There are also 2 small sacrificial anodes in the water passages of the engine block.

OPERATION

Shallow Water Operation

NOTICE

Excessive trim/tilt angle during operation can cause the propeller to raise out of the water and cause propeller ventilation and engine over-revving. Excessive trim/tilt angle can also damage the water pump and overheat the engine.

When operating in shallow water, tilt the outboard motor up to prevent the propeller and gear case from hitting the bottom (see page 106). With the outboard motor tilted up, operate the outboard motor at low speed.

Monitor the cooling water check hole for water discharge. Be sure that the outboard motor is not tilted so high that the water intakes are out of the water.

If an excessive amount of throttle is used when operating in forward gear, the outboard motor will return to the transom angle adjusting rod. (G type)

Multiple Outboard Motors

On boats equipped with more than one outboard motor, all motors normally operate at the same time.

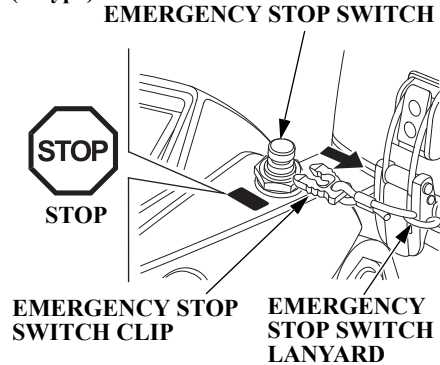
If one or more motor(s) is stopped while the other(s) is running, put the stopped motor in “N” (neutral) and tilt it up so its propeller is above the water's surface.

If the propeller of the stopped motor is left in the water, it may turn as the boat moves through the water, causing a reverse flow of water from the exhaust side. This reverse flow will happen if the stopped engine's propeller is in the water, its gearshift is in “R” (reverse), and the boat is moving forward. Reverse flow can cause an engine malfunction.

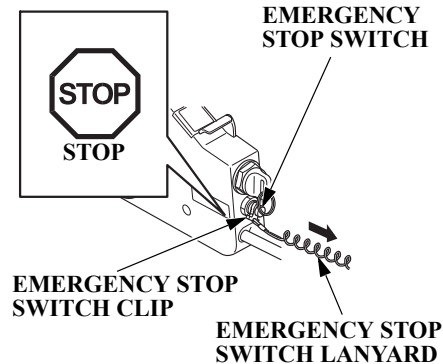
9. STOPPING THE ENGINE

Emergency Engine Stop

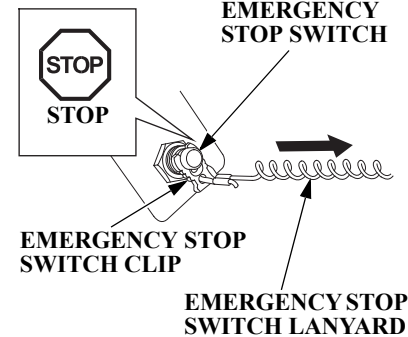
(H type)



(R1 type)



(R2, R3 types)



To stop the engine in an emergency, pull the emergency stop switch clip out of the emergency stop switch by pulling the emergency stop switch lanyard.

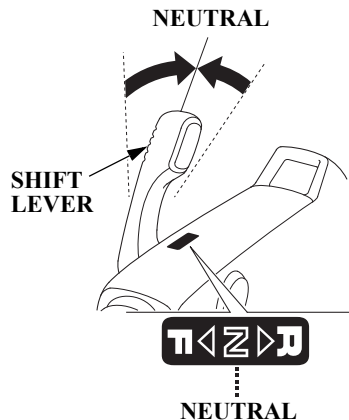
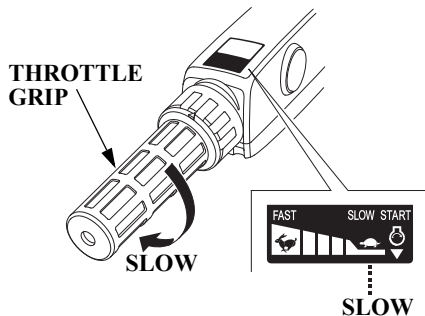
We suggest that you stop the engine this way occasionally to verify that the emergency stop switch is operating properly.

Before leaving the dock, check the operation of the emergency stop switch.

Turn the engine switch key to the OFF position after verifying the emergency stop switch operation.

STOPPING THE ENGINE

Normal Engine Stop (H type)

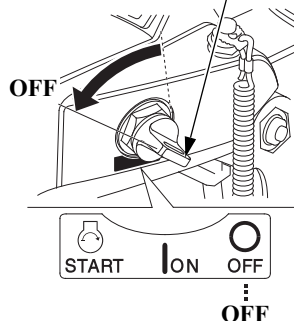


1. Turn the throttle grip to SLOW position and move the shift lever to NEUTRAL.

NOTE:

After sailing with the throttle fully open, cool down the engine by running it at the idle speed for a few minutes.

ENGINE SWITCH KEY



2. Turn the engine switch key to the OFF position to stop the engine.

NOTE:

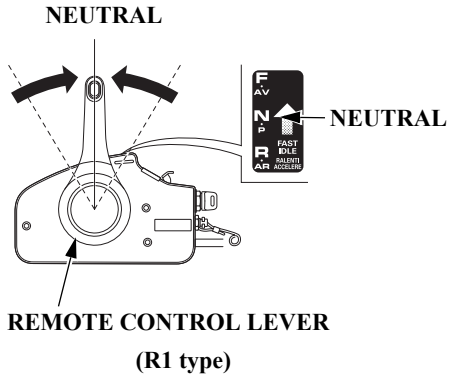
In the event that the engine does not stop when the engine switch key is turned to OFF, pull the emergency stop switch clip out of the emergency stop switch by pulling the emergency stop switch lanyard (see page 73).

3. When the boat is not in use, remove and store the engine switch key and the emergency stop switch clip and emergency stop switch lanyard.

If you are using a portable fuel tank, disconnect the fuel line if you will be storing or transporting the outboard motor.

STOPPING THE ENGINE

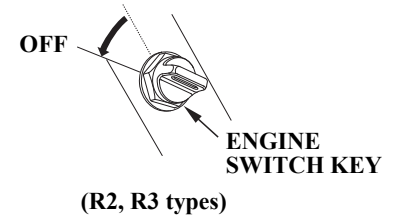
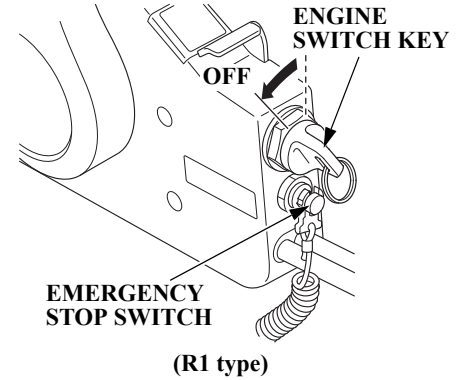
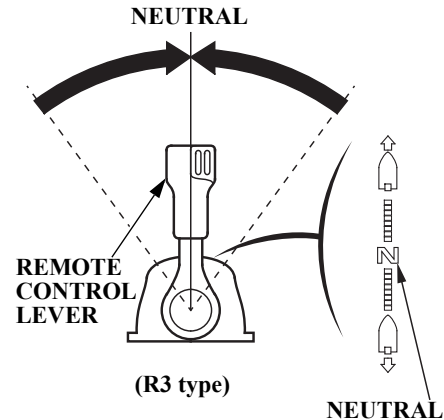
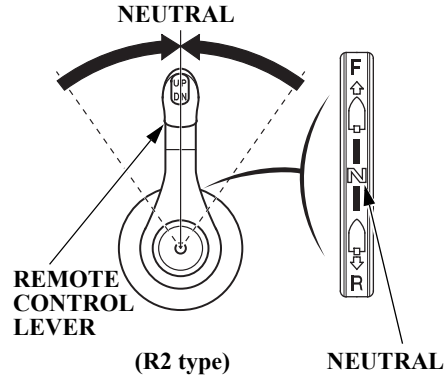
(R type)



1. Move the remote control lever to the NEUTRAL position.

NOTE:

After sailing with the throttle fully open, cool down the engine by running it at the idle speed for a few minutes.



STOPPING THE ENGINE

2. Turn the engine switch key to the OFF position to stop the engine.

NOTE:

In the event that the engine does not stop when the engine switch key is turned to OFF, pull the emergency stop switch clip out of the emergency stop switch by pulling the emergency stop switch lanyard (see page 77).

If you are using a portable fuel tank, disconnect the fuel line if you will be storing or transporting the outboard motor.

Fuel Line Disconnection

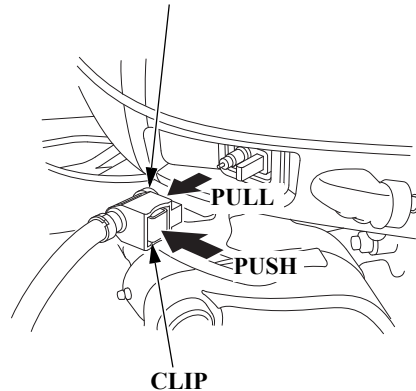
Before transporting the outboard motor, disconnect and remove the fuel line in the following procedure.

▲WARNING

Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death.

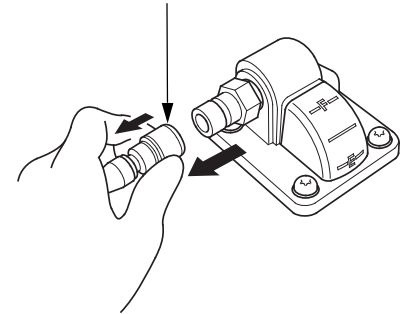
- **Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the outboard motor.**
- **Do not smoke or allow flames or sparks where fuel is drained or stored.**

FUEL LINE CONNECTOR



1. While pressing the fuel line connector clip, pull the fuel line connector and disconnect it from the outboard side joint.

FUEL LINE CONNECTOR



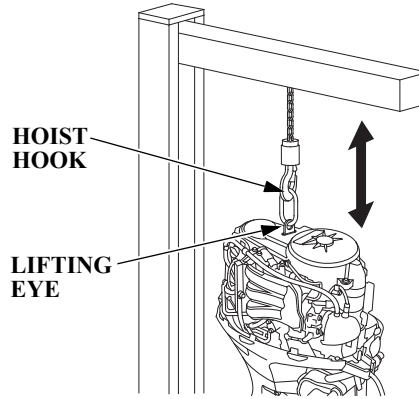
2. While pulling the fuel line connector cover, pull the fuel line connector to disconnect the fuel line connector from the fuel tank.

TRANSPORTING

Transporting

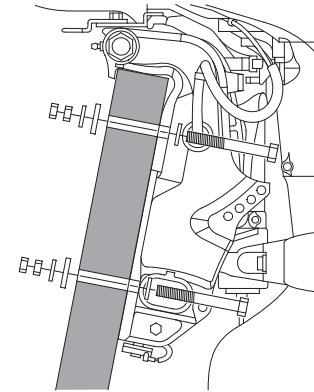
⚠ CAUTION

Do not carry the outboard motor by the engine cover. The engine cover can be unlatched and outboard motor can drop, resulting in an accidental injury and damage.

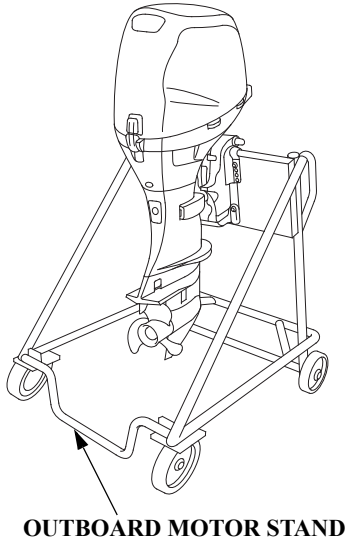


When transporting the outboard motor on a vehicle, perform the following.

1. Remove the engine cover (see page 60), and drain the vapor separator (see page 151).
2. Set the hoist hook against the lifting eye and hang the outboard motor to remove it from the boat.

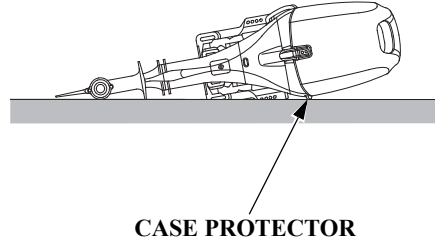


3. Secure the outboard motor on an outboard motor stand with the mounting bolts and nuts.

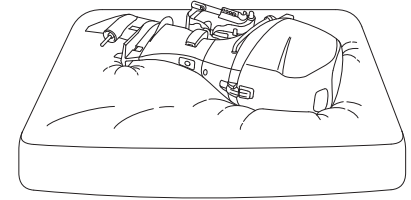


4. Remove the hoist hook and reinstall the engine cover.

Horizontal transport or storage:
Rest the outboard motor on the case protector.



CAUTION
Before transporting the outboard motor horizontally, be sure to drain the gasoline and oil from the outboard motor as instructed on pages 132 and 151.

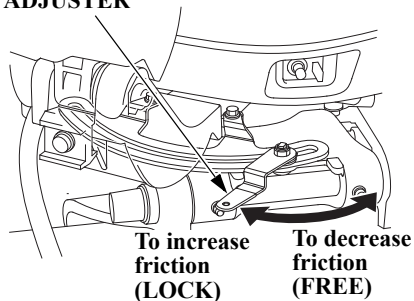


When you place the outboard motor horizontally to transport, be sure to place sponge or clothes under the outboard motor to protect it from impact and damage.

TRANSPORTING

Trailer (H type)

STEERING FRICTION
ADJUSTER



When trailering or transporting the boat with the outboard motor attached always disconnect the fuel line from the portable fuel tank and move the steering friction lever locked position (see page 67).

(R type)

When trailering or transporting the boat with the outboard motor attached, it is recommended that the outboard motor remain in normal running position.

NOTICE

Do not trailer or transport the boat with the outboard motor in the tilted position. The boat or outboard motor could be severely damaged if the outboard motor drops.

The outboard motor should be trailered in the normal running position. If there is insufficient road clearance in this position, then trailer the outboard motor in the tilted position using an outboard motor support device such as a transom saver bar, or remove the outboard motor from the boat.

11. CLEANING AND FLUSHING

After each use in salt water or dirty water, thoroughly clean and flush the outboard motor with fresh water.

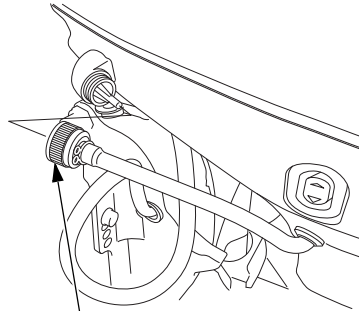
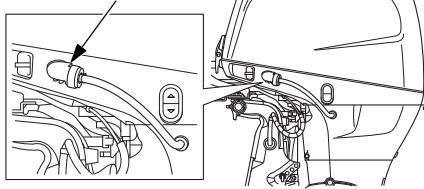
NOTICE

Do not apply water or corrosion inhibitor directly to the electrical components under the engine cover, such as the O2 sensor. If water or corrosion inhibitor penetrates this component, it may be damaged. Before applying a corrosion inhibitor, cover the O2 sensor with a protective material to prevent damage.

Shut off the engine before performing the cleaning and flushing.

1. Disconnect the fuel line from the outboard motor.
2. Tilt down the outboard motor.
3. Clean and wash the outside of the outboard motor with fresh water.

FLUSH PORT CONNECTOR

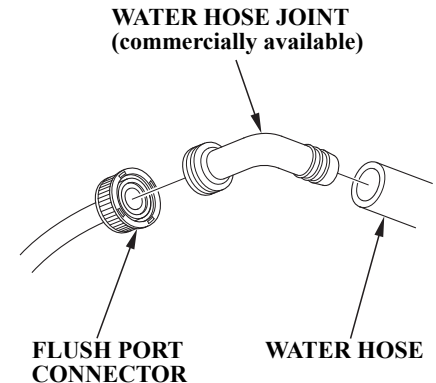


FLUSH PORT CONNECTOR

4. Disconnect the flush port connector.
5. Screw the flush port connector onto the garden hose.

6. Turn on the fresh water supply and flush the outboard motor for at least 10 minutes.
7. After flushing, disconnect the garden hose and reconnect the flush port connector.
8. Tilt up the outboard motor and move the tilt lock lever to the LOCK position.

- When using the water hose joint:



12. MAINTENANCE

Periodic maintenance and adjustment are important to keep the outboard motor in the best operating condition. Service and inspect according to the MAINTENANCE SCHEDULE.

▲WARNING

Shut off the engine before performing any maintenance. If the engine must be run, make sure the area is well ventilated.

Never run the engine in an enclosed or confined area.

Exhaust contains poisonous carbon monoxide gas; exposure can cause loss of consciousness and may lead to death.

Be sure to reinstall the engine cover, if it was removed, before starting the engine. Lock the engine cover fixing lever securely (see page 60).

NOTICE

- **If the engine must be run, make sure there is water at least 100 mm (4 in) above the anticavitation plate, otherwise the water pump may not receive sufficient cooling water, and the engine will overheat.**
- **Use only Honda Genuine parts or their equivalents for maintenance or repair. The use of replacement parts which are not of equivalent quality may damage the outboard motor.**

Tool Kit and Spare Parts

The following tools and spare parts are supplied with the outboard motor for maintenance, adjustment, and emergency repairs.

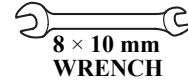
<Spare Emergency Stop Switch Clip (optional equipment)>

A spare emergency stop switch clip is available from your outboard motor dealer.

Always carry a spare emergency stop switch clip onboard. The spare clip may either be stored in the tool bag or in an easily accessible location on the boat.



OWNER'S MANUAL



8 × 10 mm
WRENCH



FLAT
SCREWDRIVER

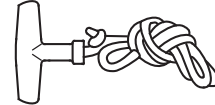


GRIP

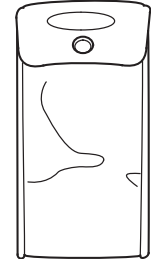


FUSE PULLER

EMERGENCY
STARTER ROPE



18 × 19 mm
SOCKET WRENCH



TOOL BAG

MAINTENANCE

MAINTENANCE SCHEDULE

ITEM	REGULAR SERVICE PERIOD (3)	Each use	After use	First month or 20 hrs.	Every 6 months or 100 hrs.	Every year or 200 hrs.	Every 2 years or 400 hrs.	Every 3 years or 600 hrs.	Refer to page
	Perform at every indicated month or operating hour interval, whichever comes first.								
Engine oil	Check level	o							61
	Change			o	o				132
Gear case oil	Change			o (2)	o (2)				—
Engine oil filter	Replace					o (2)			—
Timing belt	Check-adjust					o (2)			—
Throttle linkage	Check-adjust			o (2)	o (2)				—
Idling speed	Check-adjust			o (2)	o (2)				—
Valve clearance	Check-adjust					o (2)			—
Spark plug	Check-adjust/Replace				o				134
Propeller and cotter pin	Check	o							65
Anode metal (Outside engine)	Check	o							69
Anode metal (Inside engine)	Check					o (2)			—
Lubrication	Grease			o (1)	o (1)				139
Fuel tank and tank filter	Clean					o			143
Thermostat	Check					o (2)			—

NOTE:

- (1) Lubricate more frequently when used in salt water.
- (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 professional commercial use, log hours of operation to determine proper maintenance intervals.

MAINTENANCE

ITEM	REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first.	Each use	After use	First month or 20 hrs.	Every 6 months or 100 hrs.	Every year or 200 hrs.	Every 2 years or 400 hrs.	Every 3 years or 600 hrs.	Refer to page
Fuel filter (Low pressure type)	Check	o (5)			o				140
	Replace								
Fuel filter (High pressure type)	Check				o (2)				—
	Replace								
Fuel line	Check	o (8)							69
	Replace								
Battery and cable connection	Check level-tightness	o							68, 136
Bolts and Nuts	Check-tightness			o (2)	o (2)				—
Crankcase breather tube	Check					o (2)			—
Cooling water passages	Clean		o (4)						—
Water pump	Check					o (2)			—
Emergency stop switch	Check	o							—
Engine oil leak	Check	o							—
Each operation part	Check	o							—
Engine condition (6)	Check	o							—
Power Trim/Tilt	Check				o (2)				—
Shift cable	Check-adjust				o (2) (7)				—

NOTE:

- (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 professional commercial use, log hours of operation to determine proper maintenance intervals.
- (4) When operating in salt water, turbid or muddy water, the engine should be flushed with clean water after each use.
- (5) Check for water and contamination.
- (6) Upon starting, check for unusual engine sounds and cooling water flowing freely from the check hole.
- (7) The user who performs shift operation frequently will recommend you exchange of a shift cable around three years.
- (8) Check the fuel line for leaks, cracks, or damage. If it is leaking, cracked, or damaged, take it to your servicing dealer for replacement before using your outboard.
- (9) Replace the fuel line if there are signs of leaks, cracks, or damage.

MAINTENANCE

Engine Oil

Insufficient or contaminated engine oil adversely affects the service life of the sliding and moving parts.

Oil change interval:

20 operating hours after the date of purchase or first month for initial replacement, then every 100 operating hours or 6 months.

Oil capacity:

2.0 L (2.1 US qt, 1.8 Imp qt)
...when oil filter is not replaced.

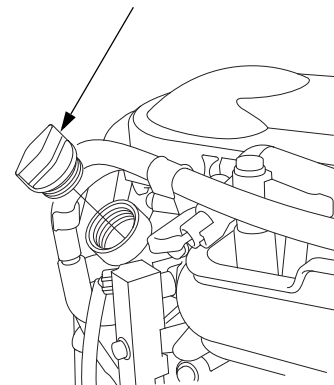
2.1 L (2.2 US qt, 1.8 Imp qt)
...when oil filter is replacement.

Recommended Oil:

SAE 10W-30 engine oil or equivalent, API Service classification SG, SH, SJ or SL.

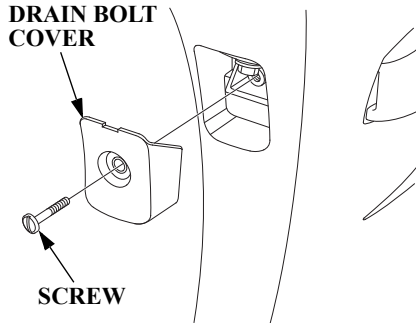
<Engine Oil Replacement>

OIL FILLER CAP

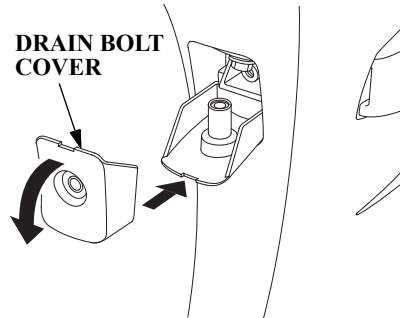


Drain the oil while the engine is still warm to assure rapid and complete draining.

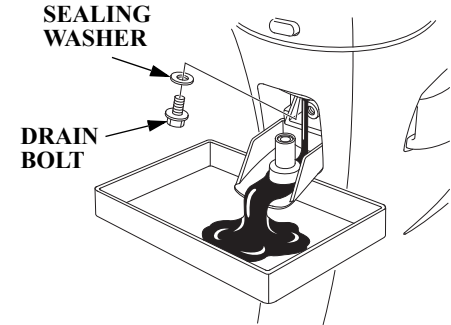
1. Position the outboard motor vertically, and remove the engine cover. Remove the oil filler cap.



2. Loosen the drain bolt cover screw using a flat screwdriver and remove the drain bolt cover.



3. Place the drain bolt cover as shown to use it as a drain oil guide. Place a suitable container under the guide.



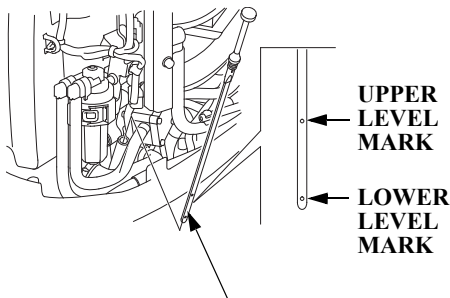
4. Remove the engine oil drain bolt and sealing washer using the 12 mm wrench and drain the engine oil.

Install a new sealing washer and drain bolt, and tighten bolt securely.

DRAIN BOLT TIGHTENING TORQUE:

23 N·m (2.3 kgf·m , 17 lbf·ft)

MAINTENANCE



OIL LEVEL DIPSTICK

5. Refill to the upper level mark on the oil level dipstick with the recommended oil.
6. Install the dipstick and drain bolt cover securely.

7. Reinstall the oil filler cap securely. Do not overtighten.
8. Install and lock the engine cover securely.

NOTE:

Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash, pour it on the ground or down a drain.

Wash your hands with soap and water after handling used oil.

Spark Plugs

To ensure proper engine operation, the spark plug must be properly gapped and free of deposits.

▲ CAUTION

The spark plug becomes very hot during operation and will remain hot for a while after stopping the engine. Allow the engine to cool before servicing the spark plug.

Check-Adjust interval:

Every 100 operating hours or 6 months.

Replacement interval:

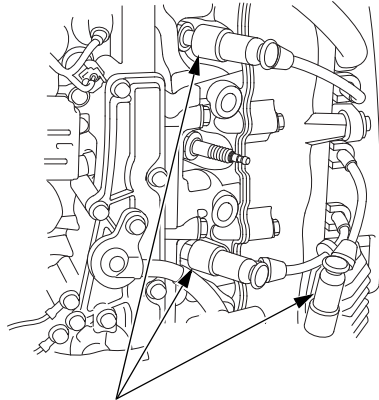
Every 100 operating hours or 6 months.

Recommended spark plug:

DR7EB (NGK)
X22 ESR-UB (DENSO)

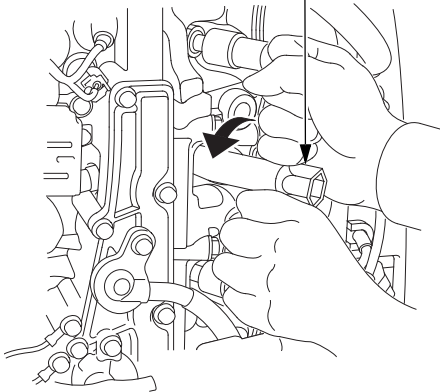
NOTICE

Use only the recommended spark plugs or equivalent. Spark plugs which have an improper heat range may cause engine damage.



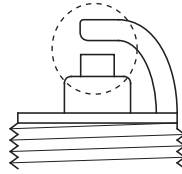
SPARK PLUG CAP

SPARK PLUG WRENCH

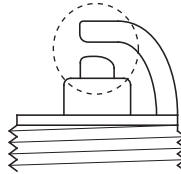


1. Remove the engine cover.
2. Remove the spark plug caps.
3. Use the spark plug wrench and screwdriver to remove the spark plugs.

New plug



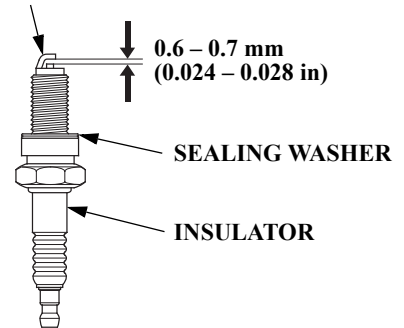
Plug needing replacement



4. Inspect the spark plugs.
(1) If the electrodes are heavily corroded or carbon-soiled, clean with a wire brush.

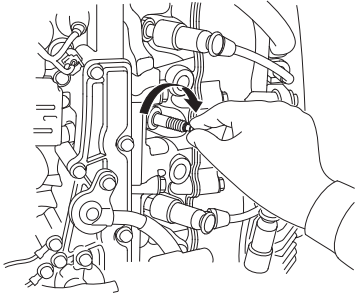
- (2) Replace a spark plug if the central electrode is worn. The spark plug can wear out in different ways.
If the sealing washer shows signs of wear, or if the insulators are cracked or chipped, replace the spark plugs.

SIDE ELECTRODE



5. Measure the plug gaps with a wire-type feeler gauge.
The gaps should be 0.6 – 0.7 mm (0.024 – 0.028 in). Correct as necessary by carefully bending the side electrode.

MAINTENANCE



6. Thread the plugs in by hand to prevent cross threading.
7. After the spark plugs are seated, tighten with a spark plug wrench to compress the washers.

SPARK PLUG TORQUE:

18 N·m (1.8 kgf·m , 13 lbf·ft)

NOTE:

If installing new spark plugs, tighten 1/2 turn after the spark plugs seat to compress the washers.

If reinstalling used spark plugs, tighten 1/8 – 1/4 turn after the spark plugs seat to compress the washers.

NOTICE

The spark plugs must be securely tightened. An improperly tightened plug can become very hot and may cause engine damage.

8. Attach the spark plug caps.
9. Install and lock the engine cover securely.

Battery

NOTICE

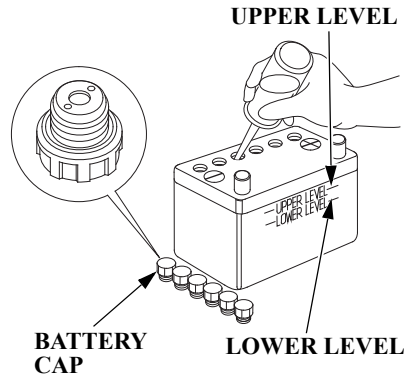
Battery handling differs according to the type of the battery and the instructions described below might not be applicable to the battery of your outboard. Refer to the battery manufacturer's instructions.

▲WARNING

Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

- **CHEMICAL HAZARD: Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.**

- **Keep flames and sparks away, and do not smoke in the area.**
ANTIDOTE: If electrolyte gets into your eyes, flush thoroughly with warm water for at least 15 minutes and call a physician immediately.
- **POISON:** Electrolyte is poison.
ANTIDOTE:
 - **External:** Flush thoroughly with water.
 - **Internal:** Drink large quantities of water or milk. Follow with milk of magnesia or vegetable oil, and call a physician immediately.
- **KEEP OUT OF REACH OF CHILDREN.**



<Battery Fluid Level>

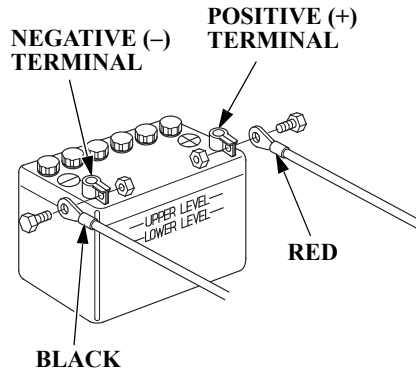
Check whether the battery fluid is between the upper and lower levels, and check the vent hole in the battery caps for clogging.

If the battery fluid is near or below the lower level, add the distilled water to the upper level.

<Battery Cleaning>

1. Disconnect the battery cable at the battery negative (–) terminal, then at the battery positive (+) terminal.
2. Remove the battery and clean the battery terminals and battery cable terminals with a wire brush or sand paper.
Clean the battery with a solution of baking soda and warm water, taking care not to get the solution or water in the battery cells. Dry the battery thoroughly.

MAINTENANCE



3. Connect the battery positive (+) cable to the battery positive (+) terminal, then the battery negative (-) cable to the battery negative (-) terminal. Tighten the bolts and nuts securely. Coat the battery terminals with grease.

⚠ CAUTION

When disconnecting the battery cable, be sure to disconnect at the battery negative (-) terminal first. To connect, connect at the positive (+) terminal first, then at the negative (-) terminal. Never dis/connect the battery cable in the reverse order, or it causes a short circuit when a tool contacts the terminals.

MAINTENANCE

Lubrication

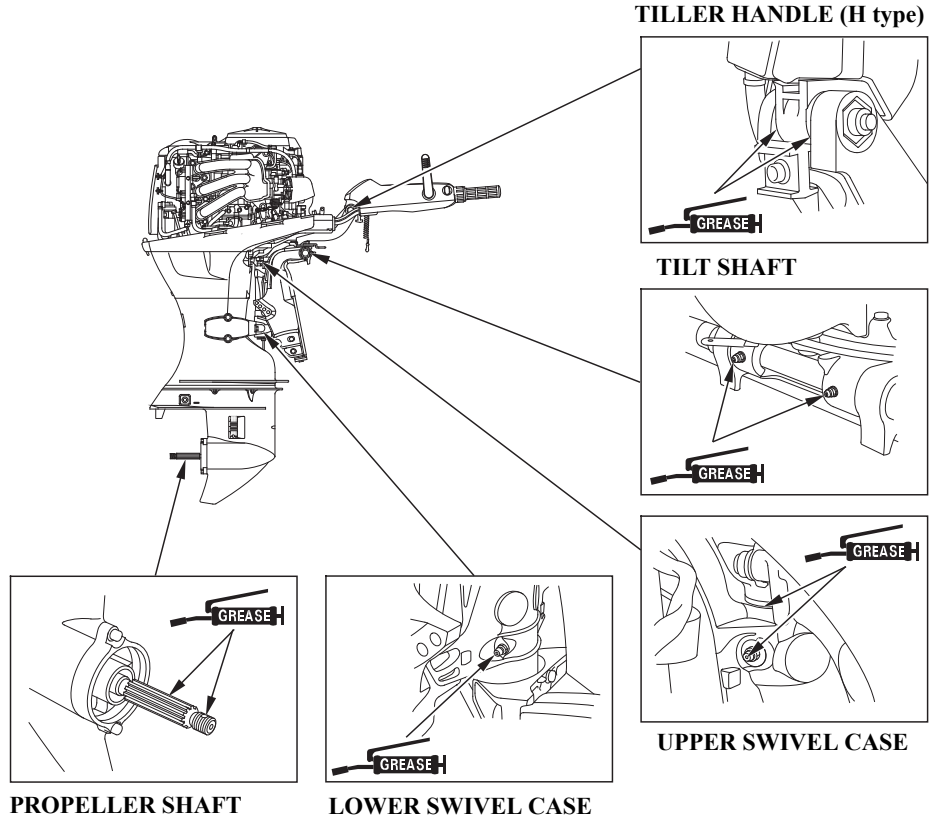
Wipe the outside of the engine with a cloth dipped in clean oil. Apply marine anticorrosion grease to the following parts:

Lubrication interval:

20 hours or a month after the date of purchase for initial lubrication, then every 100 hours or 6 months.

NOTE:

- Apply anticorrosion oil to pivot surfaces where grease cannot penetrate.
- Lubricate more frequently when used in salt water.



MAINTENANCE

Fuel Filter

The fuel filter is located between the fuel coupling and the fuel pump. Water or sediment accumulated in the fuel filter can cause loss of power or hard starting. Check and replace the fuel strainer periodically.

Inspection interval:

Every 100 operating hours or 6 months.

Replacement interval:

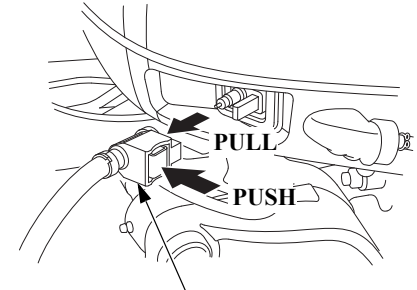
Every 400 operating hours or 2 years

▲WARNING

Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

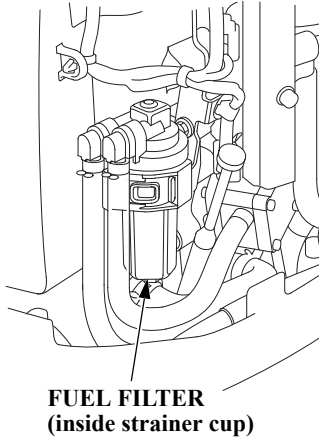
- Always work in a well-ventilated area.
- Be sure that any fuel drained from the outboard motor is stored in a safe container.
- Be careful not to spill fuel when replacing the filter. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

<Inspection>



FUEL LINE CONNECTOR

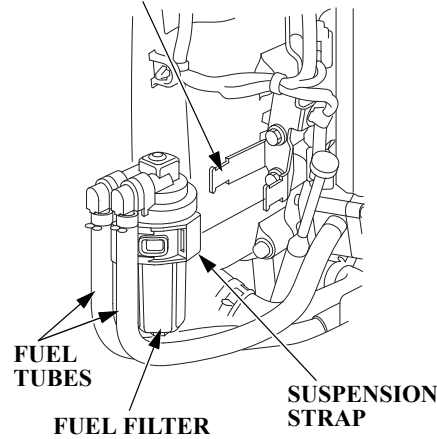
1. Disconnect the fuel line connector from the outboard motor.
2. Remove the engine cover (see page 60).



3. Looking through the translucent strainer cup, check the fuel filter for water accumulation and clogging.
If necessary, clean the fuel filter or replace the fuel strainer with a new one.

<Replacement>

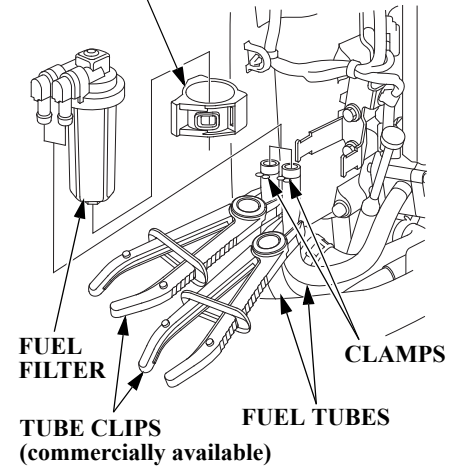
FUEL FILTER BRACKET



1. Remove the suspension strap from the fuel filter bracket, then remove the strap from the fuel filter assembly.

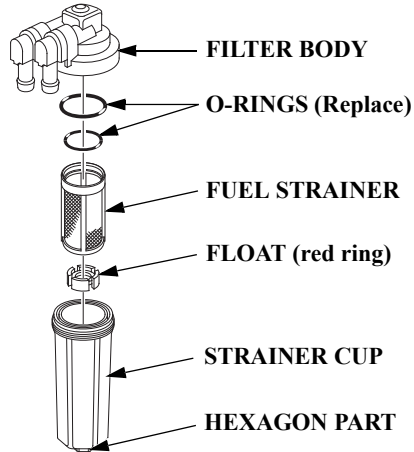
NOTE:
Before removing the filter, pinch the fuel tubes on each side of filter using tube clips to prevent fuel leakage.

SUSPENSION STRAP



2. Disconnect the fuel tubes from the fuel filter.

MAINTENANCE

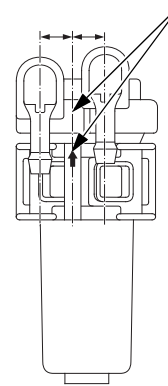


3. Turn the hexagon part to counterclockwise and separate the strainer cup from the filter body.
4. Thoroughly clean the strainer cup and fuel strainer.
If the fuel strainer is clogged, replace it with a new one.

5. Install the fuel strainer, O-rings and float. Use new O-rings. Re-assemble the filter body and the strainer cup.

TIGHTENING TORQUE:
3.0 N·m (0.3 kgf·m, 2.2 lbf·ft)

Align the center of the two fuel tubes and the arrow of the suspension strap rib



6. Install the suspension strap to the fuel filter assembly as shown above.
7. Reinstall the fuel filter assembly and suspension strap in the original position.

8. Connect the fuel line connector to the fuel tank and outboard motor securely.

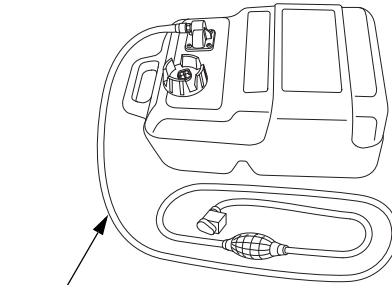
Turn the vent knob to OPEN side, squeeze and release the priming bulb to feed the fuel, (see page 72) and check for fuel leaks. Repair any fuel leaks if necessary.

NOTE:

If loss of power or hard starting are found to be caused by excessive water or sediment accumulation in the fuel filter, inspect the fuel tank.

Clean the fuel tank and tank filter if necessary. It may be necessary to drain the fuel tank completely and refill with fresh gasoline.

Fuel Tank and Tank Filter (equipped type)



FUEL LINE

Cleaning interval:

Every year or after every 200 hours of outboard motor operation.

<Fuel Tank Cleaning>

▲WARNING

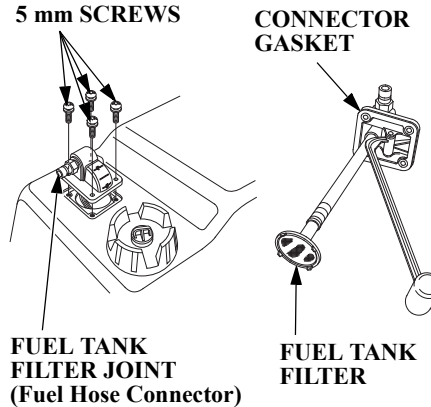
Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

- Always work in a well-ventilated area.
- Be sure that any fuel drained from the fuel tank is stored in a safe container.
- Be careful not to spill fuel when cleaning the tank and filter. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

MAINTENANCE

1. Disconnect the fuel line from fuel tank.
2. Empty the tank, pour in a small quantity of gasoline, and clean the tank thoroughly by shaking it. Drain and dispose of the gasoline properly.

<Tank Filter Cleaning>



1. Remove the four 5 mm screws using a flat screwdriver, then remove the fuel hose connector and fuel tank filter from the tank.
2. Clean the filter in nonflammable solvent. Inspect the fuel tank filter and the connector gasket. Replace them if damaged.
3. Reinstall the filter and hose connector in the fuel tank. Tighten the four 5 mm screws securely.

EMISSION CONTROL SYSTEM

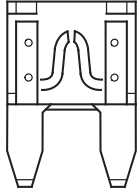
The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Problems that May Affect Outboard Motor Emissions

If you are aware of any of the following symptoms, have the outboard motor inspected and repaired by your dealer:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. Poor performance (driveability) and poor fuel economy

Fuse

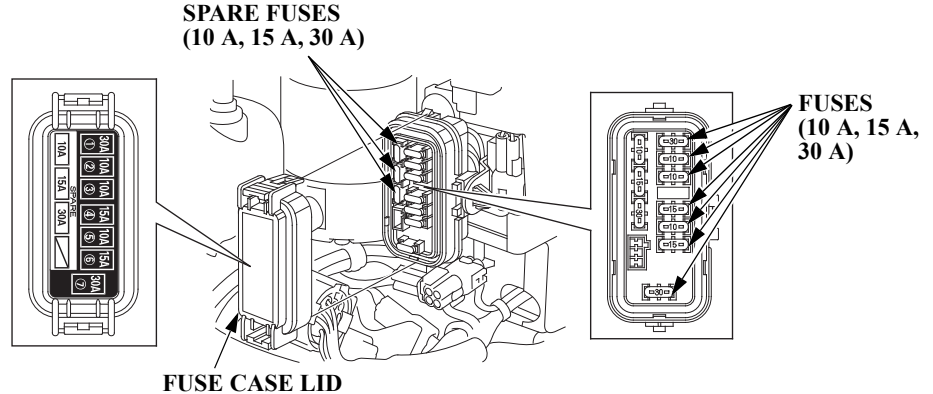


BLOWN FUSE

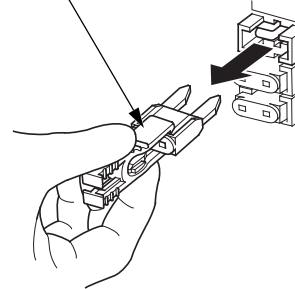
If the fuse blows, running the engine will not charge the battery. Before replacing the fuse, check the current ratings of the electrical accessories and ensure that there are no abnormalities.

⚠ WARNING

- **Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result.**
- **Disconnect the battery cable at the battery negative (-) terminal before replacing the fuse. Failure to do so may cause a short circuit.**



FUSE PULLER



MAINTENANCE

NOTICE

If the fuse is blown, check the cause, then replace the fuse with a spare fuse of the same rated capacity. Unless the cause is found, the fuse may blow again.

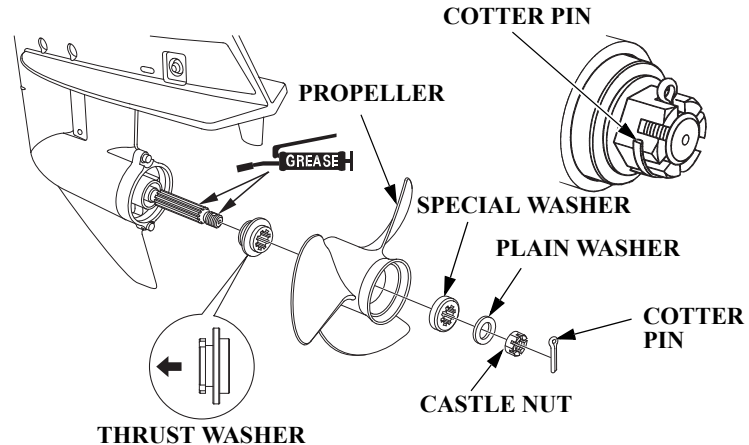
<Replacement>

1. Stop the engine, then disconnect the battery cable.
2. Remove the engine cover.
3. Remove the fuse case lid and pull the old fuse out of the clip with the fuse puller.
4. Push a new fuse into the clips.

DESIGNATED FUSE:

10 A, 15 A, 30 A

Propeller



If the propeller is damaged by striking a rock, or other obstacle, replace the propeller as follows.

▲WARNING

- Before replacing the propeller, remove the emergency stop switch clip from the emergency stop switch to prevent any possibility of the engine being started while you are working with the propeller.

- The propeller blades may have sharp edges, so wear heavy gloves to protect your hands.

<Removal>

1. Remove the cotter pin, unscrew the castle nut, remove the washers, then remove the propeller and thrust washer.
2. Inspect the propeller shaft for any fishing line or debris.

<Installation>

1. Apply marine grade grease to the propeller shaft.
2. Install the thrust washer with the grooved side toward the gear case.
3. Install the propeller.
4. Install the special washer and plain washer with as shown.
5. Lightly tighten the castle nut by hand or wrench until the propeller has no free play.

6. Tighten the castle nut using torque wrench.

CASTLE NUT TIGHTENING TORQUE:

1 N·m (0.1 kgf·m, 0.74 lbf·ft)

7. Then using a torque wrench, tighten the castle nut until the first available groove in the castle nut aligns with the cotter pin hole. Do not tighten past the first alignment of the castle nut groove and the cotter pin hole.

NOTICE

TIGHTENING TORQUE LIMIT:
35 N·m (3.6 kgf·m, 25 lbf·ft)
Do not tighten the castle nut above the TIGHTENING TORQUE LIMIT or the propeller and shaft may be damaged.

8. Be sure to replace the cotter pin with a new one.

- Use a Honda Genuine stainless steel cotter pin or equivalent cotter pin and bend the pin ends as shown the previous page.

Note that these wrenches are not included with the tool set that comes with the outboard motor. Contact your marine dealer for additional tool information.

MAINTENANCE

Submerged Outboard Motor

A submerged outboard motor must be serviced immediately after it is recovered from the water in order to minimize corrosion.

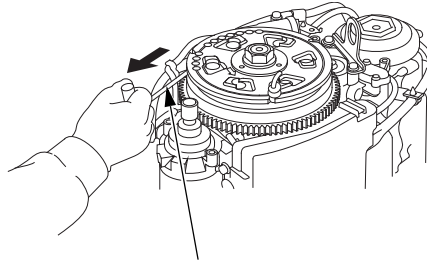
If there is your outboard motor dealer nearby, take the outboard motor immediately to the dealer. If you are far from a dealer, proceed as follows:

1. Remove the engine cover, and rinse the outboard motor with fresh water to remove salt water, sand, mud, etc.

NOTICE

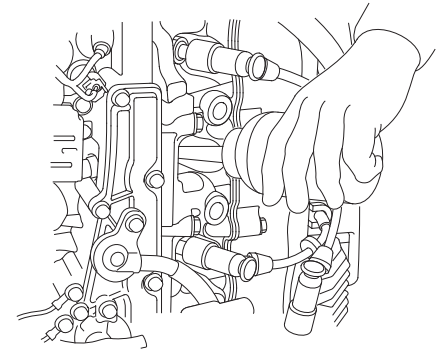
If the outboard motor was running when it submerged, there may be mechanical damage, such as bent connecting rods. If the engine binds when cranked, do not attempt to run the outboard motor until it has been repaired.

2. Drain the vapor separator as described on page 151.



EMERGENCY STARTER ROPE

3. Change the engine oil (see page 132).
4. Remove the spark plugs. Remove the ACG cover and wind the emergency starter rope following the emergency starting procedure (see pages 85 through 90) and drain the water from the cylinder by pulling the emergency starter rope several times.



5. Pour a teaspoon of engine oil into each spark plug hole, then pull the emergency starter rope several times to lubricate the inside of the cylinders. Reinstall the spark plugs.
6. Install the engine cover and lock the fixing lever securely (see page 60).

7. Attempt to start the engine.
 - If the engine fails to start, remove the spark plugs, clean and dry the electrodes, then reinstall the spark plugs and attempt to start the engine again.
 - If there was water in the engine crankcase, or the used engine oil showed signs of water contamination, then a second engine oil change should be performed after running the engine for 1/2 hour.
 - If the engine starts, and no mechanical damage is evident, continue to run the engine for 1/2 hour or longer (be sure the water level is at least 100 mm (4 in) above the anticavitation plate).
8. As soon as possible, take the outboard motor to your outboard motor dealer for inspection and service.

13. STORAGE

For longer service life of the outboard motor, have your outboard motor serviced by your outboard motor dealer before storage. However, the following procedures can be performed by you, the owner, with a minimum of tools.

Fuel

NOTE:

Gasoline spoils very quickly depending on factors such as light exposure, temperature and time. In worst cases, gasoline can be contaminated within 30 days. Using contaminated gasoline can seriously damage the engine (fuel system clogged, valve stuck). Such damage due to spoiled fuel is disallowed from coverage by the warranty.

To avoid this please strictly follow these recommendations:

- Only use specified gasoline (see page 63).
- Use fresh and clean gasoline.

- To slow deterioration, keep gasoline in a certified fuel container.
- If long storage (more than 30 days) is foreseen, drain fuel tank and vapor separator.

▲WARNING

Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

- **Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the outboard motor.**
- **Do not smoke or allow flames or sparks where fuel is drained or stored.**

1. Check the fuel filter on the low pressure side. If there is water or any contamination inside, clean the fuel strainer or change the fuel filter. (see page 140)
2. Drain the gasoline from the vapor separator. (see page 151)
3. Check that there is no water or any contamination mixed with the extracted gasoline.
4. If there is nothing mixed with the extracted gasoline, tighten the drain screw.

5. If there is water or contamination mixed with the extracted gasoline, proceed with the following steps.
 - 5-a. Tighten the drain screw.
 - 5-b. Set the outboard vertically and connect to a fuel tank of clean gasoline.
 - 5-c. Sending the fresh gasoline to the vapor separator through the priming valve, start the engine.

NOTICE

The propeller must be lowered into the water, running the outboard motor out of the water will damage the water pump and overheat the engine.

▲ CAUTION

Operate the priming valve after confirming the drain screw is tightened. When the drain screw is loose, gasoline will flow out.

- 5-d. After starting the engine, hold in the idling position for 3 minutes.
- 5-e. Drain the gasoline from the vapor separator.
- 5-f. Check that there is no water or any contamination mixed with the extracted gasoline.
- 5-g. If there is water or contamination mixed with the extracted gasoline, repeat from step 5-a until there is nothing mixed with the extracted gasoline.

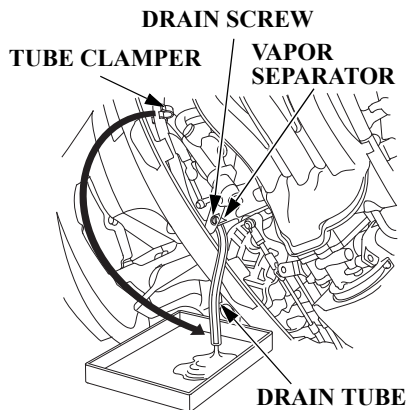
Vapor Separator Draining

▲ WARNING

Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

- **Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the outboard motor.**
- **Do not smoke or allow flames or sparks where fuel is drained or stored.**

STORAGE



1. Disconnect the fuel line connector (see page 123).
2. Remove the engine cover.
3. Release the drain tube from the tube clammer of the high pressure fuel pipe and bring the end of the drain tube out of the engine under case.
4. Loosen the vapor separator drain screw.
5. Tilt up the outboard motor.

6. When the gasoline starts to flow out of the drain tube, tilt down the outboard motor and hold it in the position until the gasoline stops flowing.

Catch the draining gasoline in a suitable container.

7. After draining, tighten the drain screw and secure the drain tube to the tube clammer of the high pressure fuel pipe.

NOTE:

Before storing the outboard motor for a prolonged period, we recommend that you remove the fuel line connector and operate the engine at 2,000 to 3,000 min^{-1} (rpm) until it stops.

Engine Oil

1. Change the engine oil (see pages 132 – 134).
2. Remove the spark plugs (see page 134), and remove the clip from the emergency stop switch.
3. Pour a tablespoon or teaspoon (5 – 10 cm^3) of clean engine oil into each cylinder.
4. Rotate the engine a few revolutions to distribute the oil in the cylinders.
5. Reinstall the spark plugs (see page 136).

Battery Storage

NOTICE

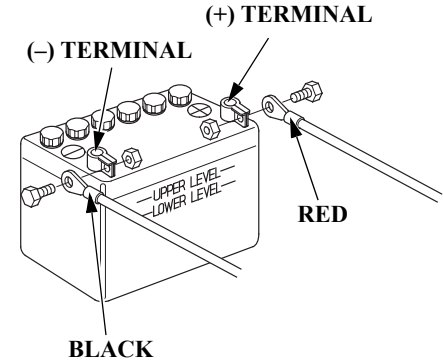
Battery handling differs according to the type of the battery and the instructions described below might not be applicable to the battery of your outboard motor. Refer to the battery manufacturer's instructions.

⚠ WARNING

Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

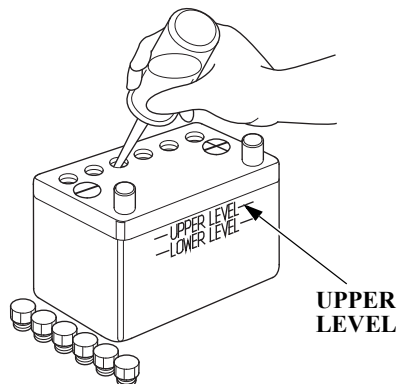
- **CHEMICAL HAZARD:** Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.

- Keep flames and sparks away, and do not smoke in the area.
ANTIDOTE: If electrolyte gets into your eyes, flush thoroughly with warm water for at least 15 minutes and call a physician immediately.
- **POISON:** Electrolyte is poison.
ANTIDOTE
 - External: Flush thoroughly with water.
 - Internal: Drink large quantities of water or milk. Follow with milk of magnesia or vegetable oil, and call a physician immediately.
- **KEEP OUT OF REACH OF CHILDREN.**



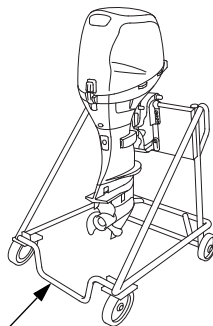
1. Disconnect the battery cable at the battery negative (-) terminal, then at the battery positive (+) terminal.
2. Remove the battery and clean the battery terminals and battery cable terminals with a wire brush or sand paper.
Clean the battery with a solution of baking soda and warm water, taking care not to get the solution of water in the battery cells. Dry the battery thoroughly.

STORAGE



3. Fill the battery with distilled water to the upper level line. Never overfill the battery.
4. Store the battery on a level surface in a cool, dry, well ventilated place out of direct sunlight.
5. Once a month, check the specific gravity of the electrolyte and recharge as required to prolong battery life.

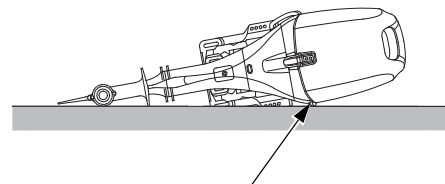
Outboard Motor Position



Transport and store the outboard motor either vertically or horizontally, as shown here. Attach the stern bracket to stand and secure the outboard motor with bolts and nuts. Store the outboard motor in a well-ventilated area free from direct sunlight and humidity.

Vertical transport or storage:

Attach the stern bracket to a stand.



(starboard side turned down as shown.)

Horizontal transport or storage:

Rest the outboard motor on the case protector.

CAUTION

Any other transport or storage position may cause damage or oil leakage.

To protect the environment, do not dispose of this product, battery, engine oil, etc. carelessly by leaving them in the waste. Observe the local laws and regulations or consult your dealer for disposal.

15. TROUBLESHOOTING

WARNING SYSTEM COMES ON

SYMPTOM	POSSIBLE CAUSE	REMEDY
Overheat warning system comes on: <ul style="list-style-type: none"> • Overheat indicator comes on. • Overheat warning buzzer sounds. • Engine speed decreases and stops at last. • Engine speed cannot be increased by opening the throttle. • Engine will stop in 20 seconds after engine speed is limited. 	Cooling water intake port clogged.	Clean the cooling water intake port.
	Spark plugs have improper heat range.	Replace the spark plugs (see page 134).
	<ul style="list-style-type: none"> • Faulty water pump. • Thermostat clogged. • Faulty thermostat. • Cooling water passage clogged. • Exhaust gas invades cooling system. 	Consult with your outboard motor dealer.
Oil pressure warning system comes on: <ul style="list-style-type: none"> • Oil pressure indicator does not come on. • Oil pressure warning buzzer sounds. • Engine speed decreases. • Engine speed cannot be increased by opening the throttle. 	Shortage of engine oil	Add engine oil to the specified level (see page 61).
	Improper engine oil is used.	Change the engine oil (see page 132).
PGM-FI warning system comes on: <ul style="list-style-type: none"> • PGM-FI indicator comes on. • PGM-FI warning buzzer sounds intermittently. 	PGM-FI warning system is faulty.	Consult with your outboard motor dealer.
ACG warning system comes on: <ul style="list-style-type: none"> • ACG indicator comes on. • ACG warning buzzer sounds intermittently. 	Battery voltage is too high or low.	Check the battery (see page 136).
	Faulty ACG.	Consult with your outboard motor dealer.

16. SPECIFICATIONS

MODEL	BF40D K4	
Description Code	BBDJ	
Type	LH	LHT
Overall length	794 mm (31.3 in)	
Overall width	390 mm (15.4 in)	
Overall height	1,387 mm (54.6 in)	
Transom height (when Transom angle is 12°)	521 mm (20.5 in)	
Dry mass (weight)*	100 kg (220 lbs)	102 kg (225 lbs)
Rated power	29.4 kW (40 PS)	
Full throttle range	5,000 – 6,000 min ⁻¹ (rpm)	
Engine type	4 stroke OHC in-line 3 cylinder	
Displacement	808 cm ³ (49.3 cu-in)	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	

Starter system	Electric starter
Ignition system	Full transistor battery
Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ, SL) SAE 10W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement 2.0 L (2.1 US qt, 1.8 Imp qt) With oil filter replacement 2.1 L (2.2 US qt, 1.8 Imp qt) Gear case: 0.41 L (0.43 US qt, 0.36 Imp qt)
D.C. output	12 V – 17 A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EB (NGK), X22 ESR-UB (DENSO)
Fuel pump	Low pressure side: mechanical type High pressure side: electrical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Dog type: Forward – Neutral – Reverse
Steering angle	35° right and left
Trim angle	– 4° to 12° (when Transom angle is 12°)
Tilt up angle	63° (when Transom angle is 12°)
Transom angle	8°, 12°, 16°, 20°, 24°
Remote control steering system	—

* Without battery cable, with propeller

Honda outboards are power rated in accordance with ISO8665 (propeller shaft output).

SPECIFICATIONS

MODEL	BF40D K4	
Description Code	BBDJ	
Type	SRT	LRT
Overall length	694 mm (27.3 in)	
Overall width	390 mm (15.4 in)	
Overall height	1,281 mm (50.4 in)	1,387 mm (54.6 in)
Transom height (when Transom angle is 12°)	416 mm (16.4 in)	521 mm (20.5 in)
Dry mass (weight)*	96 kg (212 lbs)	98 kg (216 lbs)
Rated power	29.4 kW (40 PS)	
Full throttle range	5,000 – 6,000 min ⁻¹ (rpm)	
Engine type	4 stroke OHC in-line 3 cylinder	
Displacement	808 cm ³ (49.3 cu-in)	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	

Starter system	Electric starter
Ignition system	Full transistor battery
Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ, SL) SAE 10W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement 2.0 L (2.1 US qt, 1.8 Imp qt) With oil filter replacement 2.1 L (2.2 US qt, 1.8 Imp qt) Gear case: 0.41 L (0.43 US qt, 0.36 Imp qt)
D.C. output	12 V – 17 A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EB (NGK), X22 ESR-UB (DENSO)
Fuel pump	Low pressure side: mechanical type High pressure side: electrical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Dog type: Forward – Neutral – Reverse
Steering angle	35° right and left
Trim angle	– 4° to 12° (when Transom angle is 12°)
Tilt up angle	63° (when Transom angle is 12°)
Transom angle	8°, 12°, 16°, 20°, 24°
Remote control steering system	Motor-mounted

* Without battery cable, with propeller

Honda outboards are power rated in accordance with ISO8665 (propeller shaft output).

SPECIFICATIONS

MODEL	BF50D K4	
Description Code	BBEJ	
Type	LH	LHT
Overall length	794 mm (31.3 in)	
Overall width	390 mm (15.4 in)	
Overall height	1,387 mm (54.6 in)	
Transom height (when Transom angle is 12°)	521 mm (20.5 in)	
Dry mass (weight)*	100 kg (220 lbs)	102 kg (225 lbs)
Rated power	36.8 kW (50 PS)	
Full throttle range	5,500 – 6,000 min ⁻¹ (rpm)	
Engine type	4 stroke OHC in-line 3 cylinder	
Displacement	808 cm ³ (49.3 cu-in)	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	

Starter system	Electric starter
Ignition system	Full transistor battery
Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ, SL) SAE 10W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement 2.0 L (2.1 US qt, 1.8 Imp qt) With oil filter replacement 2.1 L (2.2 US qt, 1.8 Imp qt) Gear case: 0.41 L (0.43 US qt, 0.36 Imp qt)
D.C. output	12 V – 17 A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EB (NGK), X22 ESR-UB (DENSO)
Fuel pump	Low pressure side: mechanical type High pressure side: electrical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Dog type: Forward – Neutral – Reverse
Steering angle	35° right and left
Trim angle	– 4° to 12° (when Transom angle is 12°)
Tilt up angle	63° (when Transom angle is 12°)
Transom angle	8°, 12°, 16°, 20°, 24°
Remote control steering system	—

* Without battery cable, with propeller

Honda outboards are power rated in accordance with ISO8665 (propeller shaft output).

SPECIFICATIONS

MODEL	BF50D K4		
Description Code	BBEJ		
Type	SRT	LR	LRT
Overall length	694 mm (27.3 in)		
Overall width	390 mm (15.4 in)		
Overall height	1,281 mm (50.4 in)	1,387 mm (54.6 in)	
Transom height (when Transom angle is 12°)	416 mm (16.4 in)	521 mm (20.5 in)	
Dry mass (weight)*	96 kg (212 lbs)		98 kg (216 lbs)
Rated power	36.8 kW (50 PS)		
Full throttle range	5,500 – 6,000 min ⁻¹ (rpm)		
Engine type	4 stroke OHC in-line 3 cylinder		
Displacement	808 cm ³ (49.3 cu-in)		
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)		

Starter system	Electric starter
Ignition system	Full transistor battery
Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ, SL) SAE 10W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement 2.0 L (2.1 US qt, 1.8 Imp qt) With oil filter replacement 2.1 L (2.2 US qt, 1.8 Imp qt) Gear case: 0.41 L (0.43 US qt, 0.36 Imp qt)
D.C. output	12 V – 17 A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EB (NGK), X22 ESR-UB (DENSO)
Fuel pump	Low pressure side: mechanical type High pressure side: electrical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Dog type: Forward – Neutral – Reverse
Steering angle	35° right and left
Trim angle	– 4° to 12° (when Transom angle is 12°)
Tilt up angle	63° (when Transom angle is 12°)
Transom angle	8°, 12°, 16°, 20°, 24°
Remote control steering system	Motor-mounted

* Without battery cable, with propeller

Honda outboards are power rated in accordance with ISO8665 (propeller shaft output).

SPECIFICATIONS

MODEL	BF50D K4				
Description Code	BBEJ				
Type	YH	XH	YHT	YRT	XRT
Overall length	794 mm (31.3 in)			694 mm (27.3 in)	
Overall width	390 mm (15.4 in)				
Overall height	1,422 mm (56.0 in)	1,488 mm (58.6 in)	1,422 mm (56.0 in)		1,488 mm (58.6 in)
Transom height (when Transom angle is 12°)	556 mm (21.9 in)	622 mm (24.5 in)	556 mm (21.9 in)		622 mm (24.5 in)
Dry mass (weight)*	101 kg (223 lbs)	104 kg (229 lbs)	103 kg (227 lbs)	99 kg (218 lbs)	102 kg (225 lbs)
Rated power	36.8 kW (50 PS)				
Full throttle range	5,500 – 6,000 min ⁻¹ (rpm)				
Engine type	4 stroke OHC in-line 3 cylinder				
Displacement	808 cm ³ (49.3 cu-in)				
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)				

Starter system	Electric starter	
Ignition system	Full transistor battery	
Lubrication system	Trochoid pump pressure lubrication	
Specified oil	Engine: API standard (SG, SH, SJ, SL) SAE 10W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil	
Oil capacity	Engine: Without oil filter replacement 2.0 L (2.1 US qt, 1.8 Imp qt) With oil filter replacement 2.1 L (2.2 US qt, 1.8 Imp qt) Gear case: 0.41 L (0.43 US qt, 0.36 Imp qt)	
D.C. output	12 V – 17 A	
Cooling system	Water cooling with thermostat	
Exhaust system	Water exhaust	
Spark plugs	DR7EB (NGK), X22 ESR-UB (DENSO)	
Fuel pump	Low pressure side: mechanical type High pressure side: electrical type	
Fuel	Unleaded gasoline (91 research octane, 86 pump octane, or higher)	
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)	
Gear change	Dog type: Forward – Neutral – Reverse	
Steering angle	35° right and left	
Trim angle	– 4° to 12° (when Transom angle is 12°)	
Tilt up angle	63° (when Transom angle is 12°)	
Transom angle	8°, 12°, 16°, 20°, 24°	
Remote control steering system	—	Motor-mounted

* Without battery cable, with propeller

Honda outboards are power rated in accordance with ISO8665 (propeller shaft output).

SPECIFICATIONS

Noise and Vibration

MODEL	BF40D K4		BF50D K4	
CONTROL SYSTEM	T (Tiller handle)	R (Remote control)	T (Tiller handle)	R (Remote control)
Sound Pressure level at operator's ears (2006/42/EC, ICOMIA 39-94)	83 dB (A)	83 dB (A)	85 dB (A)	85 dB (A)
----- Uncertainty	2 dB (A)	2 dB (A)	2 dB (A)	2 dB (A)
Measured sound power level (Reference to EN ISO3744)	92 dB (A)	92 dB (A)	94 dB (A)	94 dB (A)
----- Uncertainty	2 dB (A)	2 dB (A)	2 dB (A)	2 dB (A)
Vibration level at hand arm (2006/42/EC, ICOMIA 38-94)	3.0 m/s ²	—	3.3 m/s ²	—
----- Uncertainty	0.8 m/s ²	—	0.8 m/s ²	—

Reference to: ICOMIA Standard: as it specifies the engine operating conditions and measurement conditions.

17. MAJOR Honda DISTRIBUTOR ADDRESSES

For further information, please contact Honda Customer Information Centre at the following address or telephone number:

For European

AUSTRIA

Honda Motor Europe Ltd

Hondastraße 1
2351 Wiener Neudorf
Tel.: +43 (0)2236 690 0
Fax: +43 (0)2236 690 480
<http://www.honda.at>
☒ HondaPP@honda.co.at

BALTIC STATES (Estonia/Latvia/ Lithuania)

NCG Import Baltics OU

Meistri 12
Haabersti District
13517 Tallinn
Harju County Estonia
Tel.: +372 651 7300
Fax: +372 651 7301
☒ info.baltic@ncgimport.com

BELARUS

UAB JP Motors

Montazhnikov lane 4th, 5-16
Minsk 220019
Republic of Belarus
Tel.: +375172349999
Fax: +375172380404
☒ Dudarevich@scanlink.by

BELGIUM

Honda Motor Europe Ltd

Doornveld 180-184
1731 Zellik
Tel.: +32 2620 10 00
Fax: +32 2620 10 01
<http://www.honda.be>
☒ BH_PE@HONDA-EU.COM

BULGARIA

Premium Motor Ltd

Andrey Lyapchev Blvd no 34
1797 Sofia
Bulgaria
Tel.: +3592 423 5879
Fax: +3592 423 5879
<http://www.hondamotor.bg>
☒ office@hondamotor.bg

CROATIA SERBIA & MONTENEGRO

Fred Bobek d.o.o.

HONDA MARINE
Put Gaćeleza 5b
HR 22211 Vodice
Tel. 00385 22 444336
Fax. 00385 22 440500
☒ centrala@honda-croatia.com

CYPRUS

Demstar Automotive Ltd

Mihail Giorgalla 14
2409 Engomi
Nicosia
Cyprus
Tel.: +357 22 792 600
Fax: +357 22 430 313

CZECH REPUBLIC

BG Technik cs, a.s.

U Zavodiste 251/8
15900 Prague 5 - Velka
Chuchle
Tel.: +420 2 838 70 850
Fax: +420 2 667 111 45
<http://www.honda-stroje.cz>

DENMARK

TIMA A/S

Ryttermarken 10
DK-3520 Farum
Tel.: +45 36 34 25 50
Fax: +45 36 77 16 30
<http://www.tima.dk>

FINLAND

OY Brandt AB.

Tuupakantie 7B
01740 Vantaa
Tel.: +358 207757200
Fax: +358 9 878 5276
<http://www.brandt.fi>

FRANCE

Honda Motor Europe Ltd

Division Produit d'Équipement
Parc d'activités de Pariest,
Allée du 1er mai
Croissy Beaubourg BP46, 77312
Marne La Vallée Cedex 2
Tel.: 01 60 37 30 00
Fax: 01 60 37 30 86
<http://www.honda.fr>
☒ espace-client@honda-eu.com

GERMANY

Honda Deutschland

Niederlassung der Honda Motor Europe Ltd.

Hanauer Landstraße 222-224
D-60314 Frankfurt
Tel.: 01805 20 20 90
Fax: +49 (0)69 83 20 20
<http://www.honda.de>
☒ info@post.honda.de

MAJOR Honda DISTRIBUTOR ADDRESSES

For further information, please contact Honda Customer Information Centre at the following address or telephone number:

For European (continued)

GREECE

Saracakis Brothers S.A.

71 Leoforos Athinon
10173 Athens
Tel.: +30 210 3497809
Fax: +30 210 3467329
<http://www.honda.gr>
✉ info@saracakis.gr

HUNGARY

MP Motor Co., Ltd.

Kamaraerdei ut 3.
2040 Budaors
Tel.: +36 23 444 971
Fax: +36 23 444 972
<http://www.hondakisgepek.hu>
✉ info@hondakisgepek.hu

IRELAND

Two Wheels Ltd

M50 Business Park, Ballymount
Dublin 12
Tel.: +353 1 4381900
Fax: +353 1 4607851
<http://www.hondaireland.ie>
✉ sales@hondaireland.ie

ISRAEL

Mayer's Cars and Trucks Co.Ltd. -

Honda Division

Shevach 5, Tel Aviv , 6777936
Israel
+972-3-6953162
✉ OrenBe@mct.co.il

ITALY

Honda Motore Europe Ltd

Via della Cecchignola, 13
00143 Roma
Tel.: +848 846 632
Fax: +39 065 4928 400
<http://www.hondaitalia.com>
✉ info.power@honda-eu.com

MACEDONIA

Makpetrol A.D. Honda Centar

Bul.sv Kiril & Metodij br. 4
1000, Skopje
Republic of Macedonia
✉ aleksandar.stanojlovic@makpetrol.com.mk

MALTA

The Associated Motors

Company Ltd.

New Street in San Gwakkin Road
Mriehel Bypass, Mriehel QRM17
Tel.: +356 21 498 561
Fax: +356 21 480 150
✉ mgalea@gasanzammit.com

NORWAY

KELLOX

Box 24, N-141
Trollåsveien 36, 1414
Trollåsen, Norway
Mobile: +47 47 80 90 00
Phone: +47 64 97 61 00
<http://kellox.no/>
✉ finn.hoge@kellox.no

POLAND

Aries Power Equipment

Pulawska 467
02-844 Warszawa
Tel.: +48 (22) 861 43 01
Fax: +48 (22) 861 43 02
<http://www.ariespower.pl>
<http://www.mojahonda.pl>
✉ info@ariespower.pl

PORTUGAL

**GROW Produtos de Forca
Portugal**

Rua Fontes Pereira de Melo, 16
Abrunheira, 2714-506 Sintra
Tel.: +351 211 303 000
Fax: +351 211 303 003
<http://www.grow.com.pt>
✉ geral@grow.com.pt

ROMANIA

Hit Power Motor Srl

7-15 Argonomici Boluevard
Building N3.2
Entrance A
Apt 8, Floor 2
Sector 1
015141 Bucharest
Tel.: +40 21 637 04 58
Fax: +40 21 637 04 78
<http://www.honda.ro/>
<http://honda-eu.ro>
✉ office@honda.ro

SLOVAK REPUBLIC

**Honda Motor Europe Ltd
Slovensko, organizačná zložka**

Prievozska 6 821 09 Bratislava
Tel.: +421 2 32131111
Fax: +421 2 32131112
<http://www.honda.sk>

MAJOR Honda DISTRIBUTOR ADDRESSES

For further information, please contact Honda Customer Information Centre at the following address or telephone number:

For European (continued)

SLOVENIA

AS Domzale Moto Center D.O.O.

Blatnica 3A
1236 Trzin

Tel.: +386 1 562 3700

Fax: +386 1 562 3705

<http://www.honda-as.com>

✉ infomacije@honda-as.com

SPAIN & all Provinces

Greens Power Products, S.L.

Poligono Industrial Congost –
Av Ramon Ciuirans n°2

08530 La Garriga - Barcelona

Tel.: +34 93 860 50 25

Fax: +34 93 871 81 80

<http://www.hondaencasa.com>

SWEDEN

Honda Motor Europe Ltd filial

Sverige

Box 31002 - Långhusgatan 4
215 86 Malmö

Tel.: +46 (0)40 600 23 00

Fax: +46 (0)40 600 23 19

<http://www.honda.se>

✉ hpesinfo@honda-eu.com

SWITZERLAND

Honda Motor Europe Ltd., Slough

Succursale de Satigny/Genève

Rue de la Bergère 5

1242 Satigny

Tel.: +41 (0)22 989 05 00

Fax: +41 (0)22 989 06 60

<http://www.honda.ch>

TURKEY

Anadolu Motor Uretim Ve

Pazarlama As

Sekerpinar Mah

Albaysak Sok No 4

Cayirova 41420

Kocaeli

Tel.: +90 262 999 23 00

Fax: +90 262 658 94 17

<http://www.anadolumotor.com.tr>

✉ antor@antor.com.tr

UKRAINE

Dnipro Motor LLC

3, Bondarsky Alley,

Kyiv, 04073, Ukraine

Tel.: +380 44 537 25 76

Fax: +380 44 501 54 27

✉ igor.lobunets@honda.ua

UNITED KINGDOM

Honda Motor Europe Ltd

Cain Road

Bracknell

Berkshire

RG12 1 HL

Tel.: +44 (0)845 200 8000

<http://www.honda.co.uk>

18. “EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

1) EC-DECLARATION OF CONFORMITY			
2) THE UNDERSIGNED, (13), REPRESENTING THE MANUFACTURER, HEREWITH DECLARES THAT THE PRODUCT IS IN CONFORMITY WITH THE PROVISIONS OF THE FOLLOWING EC-DIRECTIVES			
2006/42/EC, 2014/30/EU			
3) REFERENCE TO HARMONIZED STANDARDS:			
EN 61000-6-1: 2007, EN 55012:2007+A1:2009			
4) DESCRIPTION OF THE MACHINERY			
5) Generic denomination: Outboard engine	6) Function: Propulsion system	7) MAKE: Honda/Tohatsu	
8) TYPE:	<input type="text"/>	9) SERIAL NUMBER:	<input type="text"/>
10) Manufacturer:		Honda Motor Co., Ltd. 2-1-1 Minamiaoyama Minato-ku Tokyo 107-8556 Japan	
11) Authorized representative and able to compile the technical documentation:		Honda Motor Europe Ltd – Aalst Office Wijngaardveld 1 (Noord V) 9300 Aalst - Belgium	
12) SIGNATURE:	<input type="text"/>	16) DATE:	<input type="text"/>
13) NAME:	<input type="text"/>	17) PLACE:	<input type="text"/>
14) TITLE:	<input type="text"/>		

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

<p>1) DECLARATION CE DE CONFORMITE 2) LE SOUSSIGNÉ, (13), REPRÉSENTANT DU CONSTRUCTEUR, DÉCLARE PAR LA PRÉSENTE QUE LE PRODUIT EST CONFORME AUX DISPOSITIONS DES DIRECTIVES CE SUIVANTES 3) REFERENCE AUX NORMES HARMONISÉES 4) DESCRIPTION DE MACHINE 5) Denomination générique: moteur hors-bord 6) Fonction : Système de propulsion 7) MARQUE 8) TYPE 9) NUMÉRO DI SERIE 10) CONSTRUCTEUR 11) Représentant autorisé et en charge des éditions de documentation techniques 12) SIGNATURE 13) NOM 14) TITRE 15) Directeur Qualité 16) DATE 17) LIEU</p>	français (FRENCH)
<p>1) DICHIARAZIONE DI CONFORMITA' CE 2) IL SOTTOSCRITTO, (13), RAPPRESENTANTE DEL COSTRUTTORE, DICHIARA QUI DI SEGUITO CHE IL PRODOTTO E' CONFORME A QUANTO PREVISTO DALLE SEGUENTI DIRETTIVE COMUNITARIE 3) RIFERIMENTO ALLE NORME ARMONIZZATE 4) DESCRIZIONE DELLA MACCHINA 5) Denominazione generica: MOTORE FUORIBORDO 6) Funzione : Sistema di propulsione 7) MARCA 8) TIPO 9) NUMERO DI SERIE 10) FABBRICANTE 11) Rappresentante autorizzato e competente per la compilazione della documentazione tecnica 12) FIRMA 13) NOME 14) TITOLO 15) DIRETTORE DELLA QUALITA' 16) ADDI' 17) LUOGO</p>	italiano (ITALIAN)
<p>1) EG-KONFORMITÄT SERKLÄUNG 2) DER UNTERZEICHNER, (13), DER DEN HERSTELLER VERTRITT, ERKLÄRT HIERMIT, DAB DAS PRODUKT IN ÜBEREINSTIMMUNG MIT DEN BESTIMMUNGEN DER NACHSTEHENDEN EG-RICHTLINIEN IST 3) VERWEIS AUF HARMONISIERTE NORMEN 4) BESCHREIBUNG DER MASCHINE 5) Allgemeine Bezeichnung : Außenbordmotor 6) Funktion : Antriebsart 7) FABRIKAT 8) TYP 9) SERIEN NUMMER 10) HERSTELLER 11) Bevollmächtigter und in der Position, die technische Dokumentation zu erstellen 12) UNTERSCHIFT 13) NAME 14) TITEL 15) Qualitätssi Cherung 16) DATUM 17) ORT</p>	deutsch (GERMAN)
<p>1) EG-VERKLARING VAN OVEREENSTEMMING 2) ONDERGETEKENDE, (13), VERTEGENWOORDIGER VAN DE FABRIKANT, VERKLAART HIERMEE DAT HET PRODUCT VOLDOET AAN DE BEPALINGEN VAN DE VOLGENDE EG-RICHTLIJNEN 3) REFERENTIE NAAR GEHARMONISEERDE NORMEN 4) BESCHRIJVING VAN DE MACHINE 5) Algemene benaming : buitenboordmotor 6) Functie : Aandrijfsysteem 7) FABRIKAT 8) TYPE 9) SERIEN UMMER 10) FABRIKANT 11) Gemachtigde van de fabrikant en in staat om de technische documentatie samen te stellen 12) HANDTEKENING 13) NAAM 14) TITEL 15) Directeur Kwaliteitszorg 16) DATUM 17) PLAATS</p>	nederlands (DUTCH)
<p>1) ΕΚ-ΔΗΛΩΣΗ ΕΝΑΡΜΟΝΙΣΗΣ 2) Ο ΥΠΟΓΡΑΦΩΝ, (13), ΕΚΠΡΟΣΩΠΟΝΤΑΣ ΤΟΝ ΚΑΤΑΣΚΕΥΑΣΤΗ, ΔΙΑ ΤΟΥ ΠΑΡΟΝΤΟΣ ΔΗΛΩΝΕΙ ΟΤΙ ΤΟ ΠΡΟΪΟΝ ΒΡΙΕΚΕΤΑΙ ΣΕ ΕΝΑΡΜΟΝΙΣΗ ΜΕ ΤΙΣ ΠΡΟΒΛ ΕΨΕΙΣ ΤΩΝ ΚΑΤΩΘΙ ΟΔΗΓΙΩΝ ΤΗΣ ΕΕ 3) ΠΑΡΑΠΟΜΠΗ ΣΤΑ ΕΝΑΡΜΟΝΙΣΜΕΝΑ ΠΡΟΤΥΠΙΑ 4) ΠΕΡΙΓΡΑΦΗ ΜΗΧΑΝΗΜΑΤΟΣ 5) Γενική ονομασία : Εξωλέμβια μηχανή 6) Λειτουργία : Σύστημα Πρόωσης 7) ΕΡΙΣΤΑΣΙΟ ΚΑΤΑΣΚΕΥΗΣ 8) ΤΥΠΟΣ 9) ΑΡΙΘΜΟΣ ΣΕΙΡΑΣ 10) ΚΑΤΑΣΚΕΥΑΣΤΗΣ 11) Εξουσιοδοτημένος αντιπρόσωπος και είναι σε θέση να καταρτίσει τον τεχνικό φάκελο 12) ΥΠΟΓΡΑΦΗ 13) ΟΝΟΜΑ 14) ΤΙΤΛΟΣ 15) Υπεύθυνος Ποιότητας 16) ΗΜΕΡΟΜΗΝΙΑ 17) ΤΟΠΟΣ</p>	Ελληνικά (GREEK)
<p>1) EF OVERENSSTEMMELSESERKLÆRING 2) UNDERTEGNEDE, (13), DER REPRÆSENTERER FABRIKANTEN, ERKLÆRER HERMED AT PRODUKTET ER I OVERENSSTEMMELSE MED BESTEMMELSERNE I FØLGE EF DIREKTIVERNE 3) REFERENCE TIL HARMONISERED E STANDARDER 4) BESKRIVELSE AF MASKINEN 5) FÆLLESBETEGNELSE : Utenbordsmotor 6) ANVENDELSE : Fremdrivningssystem 7) FABRIKANT 8) TYPE 9) SERIEN UMMER 10) FABRIKANT 11) AUTORISERET REPRÆSENTANT OG I STAND TIL AT UDARBEJDE DEN TEKNISKE DOKUMENTATION 12) SIGNATURE 13) NAVN 14) TITEL 15) Kvalitets Leder 16) DATO 17) STED</p>	dansk (DANISH)

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

<p>1) DECLARACIÓN DE CONFORMIDAD 2) EL ABAJO FIRMANTE, (13), EN REPRESENTACIÓN DE FABRICANTE, DECLARA QUE EL PRODUCTO ES CONFORME CON LAS DISPOSICIONES DE LAS SIGUIENTES DIRECTIVAS CE 3) REFERENCIA A ESTÁNDARES ARMONIZADOS 4) DESCRIPCIÓN DE LA MAQUINARIA 5) Denominación genérica : Motor fueraborda 6) Función : Sistema de propulsión 7) MARCA 8) TIPO 9) NUMERO DE SERIE 10) FABRICANTE 11) Representante autorizado que puede compilar el expediente técnico 12) FIRMA 13) NOMBRE 14) CARGO 15) Director de calidad 16) FECHA 17) LUGAR</p>	español (SPANISH)
<p>1)DECLARAÇÃO CE DE CONFORMIDADE 2) O ABAIXO ASSINADO, (13), EM REPRESENTAÇÃO DO FABRICANTE, PELA PRESENTE DECLARA QUE O PRODUTO ESTÁ EM CONFORMIDADE COM O ESTABELECIDO NAS SEGUINTES DIRECTIVAS COMUNITÁRIAS 3) REFERÊNCIA AS NORMAS HARMONIZADAS 4) DESCRIÇÃO DA MÁQUINA 5) Denominação genérica : Motor fora de borda 6) Função : Sistema propulsor 7) MARCA 8) TIPO 9) NÚMERO DE SÉRIE 10) FABRICANTE 11) Mandatário com capacidade para compilar documentação técnica 12) ASSINATURA 13) NOME 14) TÍTULO 15) Director de Qualidade 16) DATA 17) LOCAL</p>	português (PORTUGUESE)
<p>1) EY-VAATIMUSTENMUKAISUUSVAKUUTUS 2) ALLEKIRJOITTANUT, (13), JOKA EDUSTAA VALMISTAJAA, VAKUUTTAA TÄTEN, ETTÄ TUOTE ON SEURAAVIEN EU-DIREKTIVIEN VAATIMUSTEN MUKAINEN 3) VITTAUS YHTEISIN STANDARDIIN 4) KUVAUS LAITTEESTA 5) Yleisarvomäärä : Peramoottori 6) Toiminto : Työntöjärjestelmä 7) MERKKI 8) MALLI 9) SARJANUMERO 10) VALMISTAJA 11) Valmistajan edustaja ja teknisten dokumenttien laatija 12) ALLEKIRJOITUS 13) NIMI 14) TITTELI 15) Laatupäällikkö 16) PÄIVÄMÄÄRÄ 17) PAIKKA</p>	suomi / suomen kieli (FINNISH)
<p>1) ЕО-ДЕКЛАРАЦИЯ ЗА СЪОТВЕТСТВИЕ 2) ДОЛУ ПОДПИСАЛИЯТ СЕ (13), ПРЕДСТАВЛЯВАЩ ДИСТРИБУТОРА, ДЕКЛАРИРА, ЧЕ ПРОДУКТА СЪОТВЕТСТВА НА ИЗСКВАНИЯТА НА СЛЕДНИТЕ ЕВРОПЕЙСКИ ДИРЕКТИВИ 3) СЪОТВЕТСТВИЕ С ХАРМОНИЗИРАНИТЕ СТАНДАРТИ 4) ОПИСАНИЕ НА АРТИКУЛА 5) Общо наименование : ИЗВЪН БОРДОВИ ДВИГАТЕЛ 6) Функция : Задвижваща система 7) МАРКА 8) ТИП 9) СЕРИЕН НОМЕР 10) ПРОИЗВОДИТЕЛ 11) Упълномощен представител и отговорник за съставяне на техническа документация 12) ПОДПИС 13) ИМЕ 14) ТИТЛА 15) МЕНИДЖЪР НА КАЧЕСТВОТО 16) ДАТА 17) МЯСТО</p>	български (BULGARIAN)
<p>1) EG-FÖRSÄKRAN OM ÖVERENSSTÄMMELSE 2) UNDERTECKNAD, (13), REPRESENTERANDE TILLVERKARE, FÖRSÄKRAR HÄRMED ATT PRODUKTEN ÖVERENSSTÄMMER MED BESTÄMMELSERNA I FÖLJANDE EG-DIREKTIVE 3) REFERERANDE TILL HARMONISERADE STANDARDER 4) BESKRIVNING AV UTRUSTNINGEN 5) Allmän benämning : Utomborotsmotor 6) Funktion : Framdrivningssystem 7) MERKKI 8) TYPBETECKNING 9) SERIENUMER 10) TILLVERKARE 11) Auktoriserad representant och ska kunna sammanställa teknisk dokumentationen. 12) SIGNATUR 13) NAMN 14) TITEL 15) Kvalitetschef 16) DATUM 17) ORT</p>	svenska (SWEDISH)
<p>1) DEKLARACJA ZGODNOŚCI WE 2) NIŻEJ PODPISANY (13), REPREZENTUJĄCY PRODUCENTA, DEKLARUJE Z CAŁĄ ODPOWIEDZIALNOŚCIĄ, ŻE PRODUKT SPEŁNIA WYMAGANIA ZA WARTĘ W NASTĘPUJĄCYCH DYREKTYWACH UNIJNYCH 3) ZASTOSOWANE NORMY ZHARMONIZOWANE 4) OPIS URZĄDZENIA 5) Ogólne określenie : Silnik zaburtowy 6) Funkcja : Układ napędowy 7) MARKA 8) TYP 9) NUMERY SERYJNE 10) PRODUCENT 11) Upoważniony Przedstawiciel oraz osoba upoważniona do przygotowania dokumentacji technicznej 12) PODPIS 13) NAZWISKO 14) TYTUŁ 15) Menadżer Jakości 16) DATA 17) MIEJSCE</p>	polski (POLISH)

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

<p>1) MEGFELELŐSÉGI NYILATKOZAT 2) ALULIROTT (13), MINT A GYÁRTÓ KÉPVISELŐJE NYILATKOZIK, HOGY AZ ALABBI TERMÉK MINDENBEN MEGFELEL A KÖVETKEZŐ EC ELŐÍRÁSOK RENDELKEZÉSEINEK: 98/37/EC, 89/336/EEC-93/68/EC: 3) ÖSSZHANGBAN A KÖV. SZABVÁNYOKKAL 4) A GÉP LEÍRÁSA 5) Általános megnevezés : KÜLSŐ CSÓNAKMOTOR 6) Funkció : Hajtás rendszer 7) GYÁRTÓTTA 8) TÍPUS 9) SORSZÁM 10) GYÁRTÓ 11) Meghatalmazott képviselője és képes összeállítani a műszaki dokumentációt. 12) ALÁÍRÁS 13) NÉV 14) BEOSZTÁS 15) MINŐSÉGI IGÁZGATÓ 16) KELTEZÉS DÁTUMA 17) KELTEZÉS HELYE</p>	magyar (HUNGARIAN)
<p>1) Prohlášení o shodě 2) ZÁSTUPCE VÝROBCE, (13), SVÝM PODPÍSEM POTVRZUJE, ŽE DANÝ VÝROBEK JE V SOULADU S NÁSLEDUJÍCÍMI SMĚRNICEMI A NORMAMI EVROPSKÉHO SPOLEČENSTVÍ: 3) ODKAZ NA HARMONIZOVANÉ NORMY: 4) POPIS VÝROBKU 5) Všeobecné označení : ZÁVĚSNÝ LODNÍ MOTOR 6) Funkce : Pohonný systém 7) ZNAČKA: 8) TYP: 9) VÝROBNÍ ČÍSLO: 10) VÝROBCE: 11) Zplnomocněný zástupce a osoba pověřená kompletací technické dokumentace 12) PODPIS: 13) JMÉNO: 14) POZICE 15) Manažer kvality 16) DATUM: 17) MÍSTO:</p>	čeština (CZECH)
<p>1) ES VYHLÁSENIE O ZHODE 2) DOLUPODPÍSANÝ, (13), ZAŠTUPUJÚCI VÝROBCU, TÝMTO DEKLARUJE, ŽE PRODUKT JE V SÚLADE S USTANOVENIAMÍ NASLEDOVNÝCH SMERNÍC ES 3) REFERENCIA K HARMONIZOVANÝM ŠTANDARDOM 4) IDENTIFIKÁCIA STROJVO 5) Druhové označenie : ZÁVESNÝ LODNÝ MOTOR 6) Funkcia : Systém pohonu 7) VÝROBCA/ZNAČKA 8) TYP 9) SÉRIOVÉ ČÍSLO 10) VÝROBCA 11) Autorizovaný zástupca schopný zostaviť technickú dokumentáciu 12) PODPIS 13) MENO 14) POZÍCIA 15) MANAŽÉR KVALITY 16) DÁTUM 17) MIESTO</p>	slovenčina (SLOVAK)
<p>1) EF SAMSVARSERKLÆRING 2) UNDERTEGNEDE, (13), SOM REPRESENTERER FABRIKANTEN, ERKLÆRER HERVED AT PRODUKTET ER I OVERENSSTEMMELSE MED BESTEMMELSENE I FØLGENDE EU DIREKTIV 3) REFERANSER TIL HARMONISEREDE STANDARDER 4) BESKRIVELSE AV MASKINEN 5) Felles benevnelse : Utenbordsmotor 6) Funksjon : Fremdrifts system 7) FABRIKANT 8) TYPE 9) SERIE NUMBER 10) FABRIKANT 11) Autorisert representant og i stand til å utarbeide den tekniske dokumentasjonen 12) SIGNATUR 13) NAVN 14) TITTEL 15) Kvalitetssjef 16) DATO 17) STED</p>	norsk (NORWEGIAN)
<p>1) DECLARATIE DE CONFORMITATE. 2) SUBSEMNATUL, (13), REPREZENTAND PE PRODUCATOR, DECLAR PRIN PREZE NTA CA PRODUSUL ESTE IN CONFORMITATE CU PREVEDERILE URMATOARELOR DIRECTIVEI CE 3) REFERIRE LA STANDARDDELE ARMONIZATE: 4) DESCRIEREA ECHIPAMENTULUI 5) Denumire generica : MOTOR IN AFARA BORDULUI (EXTERN) 6) Domeniu de utilizare : Sistem de propulsie 7) MARCA 8) TIPUL 9) NUMAR DE SERIE 10) PRODUCATOR 11) Reprezentant autorizat și abilitat să realizeze documentație tehnică 12) SEMNATURA 13) NUME 14) TITLUL 15) DIRECTOR DE CALITATE 16) DATA 17) LOCATIE</p>	română (ROMANIAN)
<p>1) EÜ VASTAVUSDEKLARATSIOON 2) ALLKIRJUTANU, (13), ESINDADES TOOTJAT, DEKLAREERIB SIINKOHAL, ET TOODE ON VASTAVUSES JÄRGMISTE EC DIREKTIIVIDE SÄTETEGA 3) VIIDE ÜHTLUSTATUD STANDARDITELE: 4) MEHHANISMI KIRJELDUS 5) Üldnimetus : Pardavälise mootor 6) Funktsioon : Tõukursüsteem 7) VALMISTAJA: 8) TÏÜÜP: 9) SEERIANUMBER: 10) TOOTJA: 11) Volitatud esindaja, kes on pädev täitma tehnilist dokumentatsiooni 12) ALLKIRI: 13) NIMI: 14) AMET 15) Kvaliteedijuht 16) KUUPÄEV: 17) KOHT:</p>	eesti (ESTONIAN)

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

<p>1) EK ATBILSTĪBAS DEKLARĀCIJA 2) ZEMĀK MINĒTAIS, (13), KĀ RAŽOTĀJA PĀRSTĀVIS AR ŠO APSTIPRINA, KA ŠIS PRODUKTS PILNĪBĀ ATBILST VISIEM STANDARTIEM, KAS ATRUNĀTI SEKOJOŠAJĀS EC-DIREKTĪVĀS</p> <p>3) Atsaucošies uz saskaņotajiem standartiem 4) Iekārtas apraksts 5) Vispārējais nosaukums : Piekarināmais laivas dzinējs 6) Funkcija : Virzošā spēka sistēma 7) Preču zīme 8) Tips 9) Sērijas numurs 10) Izgatavotājs 11) Autorizētais pārstāvis, kas spēj sastādīt tehnisko dokumentāciju 12) Paraksts 13) Vārds, Uzvārds 14) Tituls 15) Kvalitātes vadītājs 16) Datums 17) Vieta</p>	latviešu (LATVIAN)
<p>1) EB ATITIKTĪES DEKLARĀCIJA 2) ŽĒMIAUI PASIRAŠES, (13), ATSTOVAUJANTIS GAMINTOJĀ DEKLARUOJA KAD PRODUKTAS ATITINKA REIKALAVĪMUS PAGAL ŠIAS EB DIREKTĪVAS.</p> <p>3) NUORODA Į HARMONIZUOTUS STANDARTUS. 4) MAŠINOS APRAŠYMAS.</p> <p>5) Bendras pavadinimas : PAKABINAMAS VARIKLIS 6) Funkcija : Varomasis būdas 7) MARKĖ.</p> <p>8) TIPAS 9) SERIJINIS NUMERIS. 10) GAMINTOJAS. 11) Įgalintasis atstovas ir galintis sudaryti techninę dokumentaciją 12) PARAŠAS.</p> <p>13) V. PAVARDĖ 14) PAREIGOS 15) KOKYBĖS VADYBININKAS. 16) DATA. 17) VIETA</p>	lietuvių kalba (LITHUANIAN)
<p>1) ES-DEKLARACIJA O USTREZNOSTI 2) PODPISANI (13), PREDSTAVNIK PROIZVAJALCA, IZJAVLJAM DA IZDELKI USTREZAJO NASLEDNJIM DEKLARACIJAM</p> <p>3) SKLADNOST Z NASLEDNJIMI STANDARDI 4) OPIS IZDELKOV</p> <p>5) Vrsta stroja : Izvenkrmi motorji 6) Funkcija : Pogonski sistem</p> <p>7) PROIZVAJA 8) TIP 9) SERIJSKA ŠTEVILKA 10) PROIZVAJALEC</p> <p>11) Pooblaščeni predstavnik ki lahko predloži tehnično dokumentacijo 12) PODPIS 13) IME 14) FUNKCIJA 15) Direktor presoje 16) DATUM 17) KRAJ</p>	slovenščina (SLOVENIAN)
<p>1) EB-YFIRLYSING 2) UNDIRRITADUR HR. (13) LYSI YFIR FYRIR HÖND FRAMLEIÐANDA AÐ VARAN UPPFYLLIR EFTIRFARANDI EC-TILSKIPANIR 3) TILVÍSUN UM HEILDARSTAÐAL 4) LÝSING Á VÉLBÚNAÐI</p> <p>5) Flokkur : Utanborðsmótorar 6) Virkni : knúningsafl kerfi 7) FRAMLEIÐSLA 8) GERÐ 9) SERIAL NÚMÉR 10) FRAMLEIÐANDI</p> <p>11) Löggildir aðilar og fær um að taka saman tækniskjölin 12) UNDIRSKRIFT 13) NAFN 14) TITILL</p> <p>15) Skráningarstjóri 16) DAGSETNING 17) STAÐUR</p>	Íslenska (ICELANDIC)
<p>1) AT UYGUNLUK BEYANI 2) AŞAĞIDA İMZASI BULUNAN VE İMALATÇININ YETKİLİ TEMSİLCİSİ OLAN (13) ÜRÜNÜN ŞU AT YÖNETMELİKLERİNİN HÜKÜMLERİNE UYGUN OLDUĞUNU BEYAN EDER.</p> <p>3) UYUMLAŞTIRILMIŞ STANDARTLARA ATIF 4) MAKİNANIN TARIFI</p> <p>5) Flokkur : Diştan takma motor 6) Virkni : tahrik sistemi 7) MARKA 8) TIP</p> <p>9) SERİ NUMARASI 10) İMALATÇI 11) Teknik dosya y hazırlamakla yetkili olan Toplulukta yerleşik yetkili temsilci 12) İMZA 13) ADI 14) ÜNVANI 15) Homologasyon Yöneticisi 16) TARİH 17) YER</p>	Türk (TURKISH)
<p>1) EK-IZJAVA O SUKLADNOSTI 2) POTPIŠANI (13), PREDSTAVNIK PROIZVOĐAČA, IZJAVLJUJE DA JE PROIZVOD U SUKLADNOSTI S ODREDBAMA SLJEDEĆEG EK PROPISA</p> <p>3) REFERENCA NA USKLADENE NORME 4) OPIS STROJA</p> <p>5) Opća vrijednost : Vanbrodski motor 6) Funkcionalnost : Pogonski sustav</p> <p>7) IZRADIO 8) TIP</p> <p>9) SERIJSKI BROJ 10) PROIZVOĐAČ 11) Ovlašteni predstavnik i osoba za sastavljanje tehničke dokumentacije 12) POTPIŠ 13) IME 14) TITULA 15) Upravitelj homologacije 16) DATUM 17) MJESTO</p>	hrvatski (CROATIAN)

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