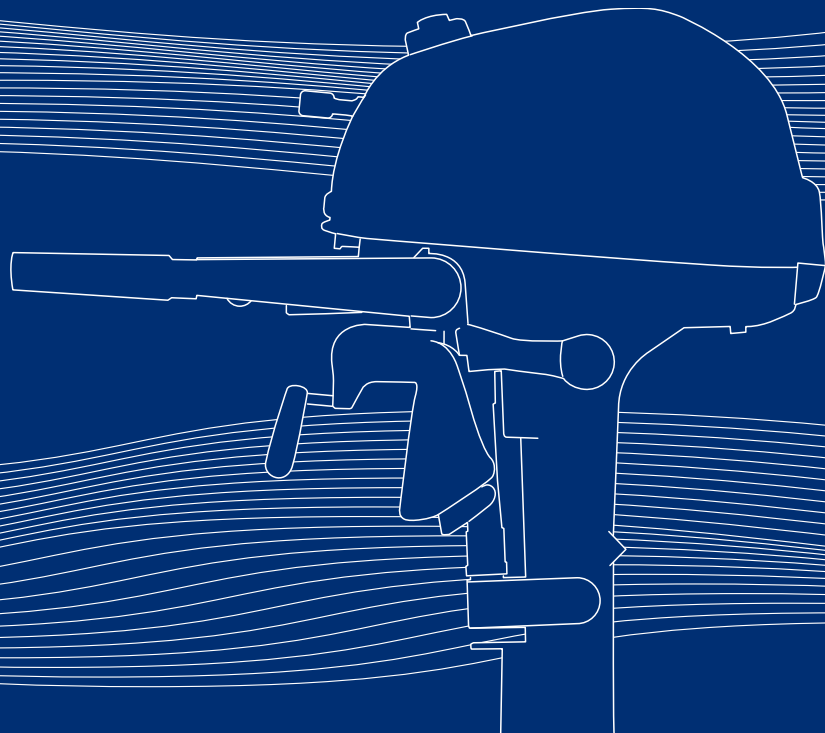




# Owner's Manual BF4A•BF5D•BF6A



Original instructions

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Thank you for purchasing a Honda Outboard Motor.

This manual covers operation and maintenance of the Honda BF4A/BF5D/BF6A Outboard Motors.

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 an authorized Honda 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.**

- **The illustration may vary according to the type.**

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Model		BF4A		BF5D				BF6A			
Type		SHN□	LHN□	SHN□	SH□	LHN□	LH□	SHN□	SH□	LHN□	LH□
Shaft Length	S	●		●	●			●	●		
	L		●			●	●			●	●
Fuel Tank	Internal fuel tank	●	●	●	●	●	●	●	●	●	●
	Portable fuel tank			*	*	*	*	*	*	*	*
Charging System		*	*	*	●	*	●	*	●	*	●

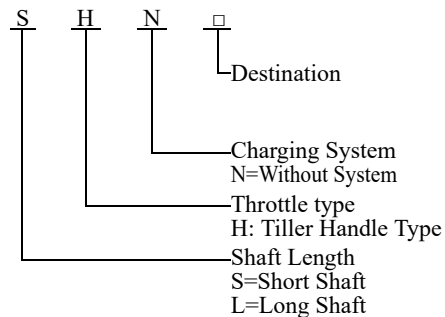
\*: Optional equipment

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

BF4A/BF5D/BF6A are provided with the following types according to the shaft length, control system, and charging system.

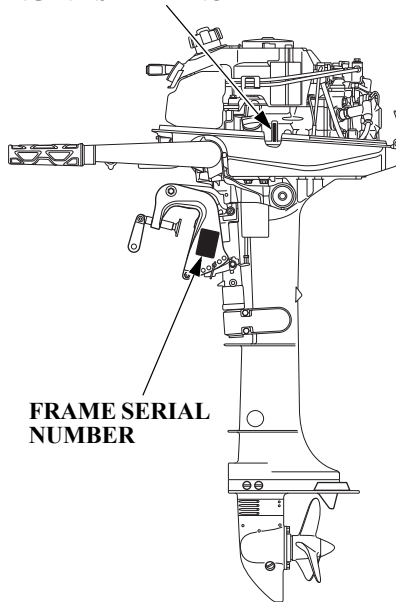
- According to Shaft Length  
S: Short Shaft  
L: Long Shaft
- According to Control System  
H: Tiller Handle Type
- According to Charging System  
N: Without System

TYPE CODE (Example)



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.

#### ENGINE 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. The engine serial number is located on the cylinder block.

Frame serial number:

---

Engine serial number:

---



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# 1. SAFETY

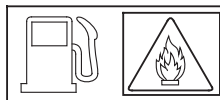
## SAFETY INFORMATION

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

### Operator Responsibility

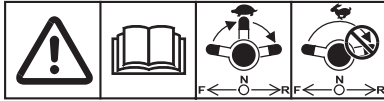


- **Honda outboard motor is designed to give safe and dependable service if operated according to instructions. Read and understand the Owner's Manual before operating the outboard motor. Failure to do so could result in personal injury or equipment damage.**



- **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 filler 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.

## **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 portable 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.

# SAFETY

---

- 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**

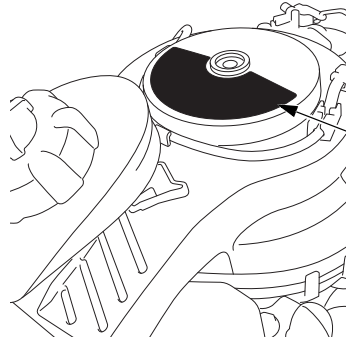
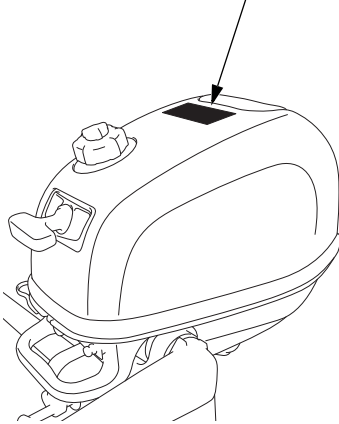
Exhaust contains poisonous carbon monoxide, a colorless and odorless gas. Breathing exhaust can cause loss of consciousness and may lead to death.

- 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.

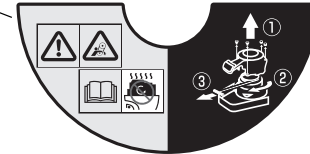
## 2. SAFETY LABEL LOCATIONS

These labels and indications warn you of potential hazards that can cause serious injury. Read the labels, indications 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.

### READ OWNER'S MANUAL GEAR SHIFTING

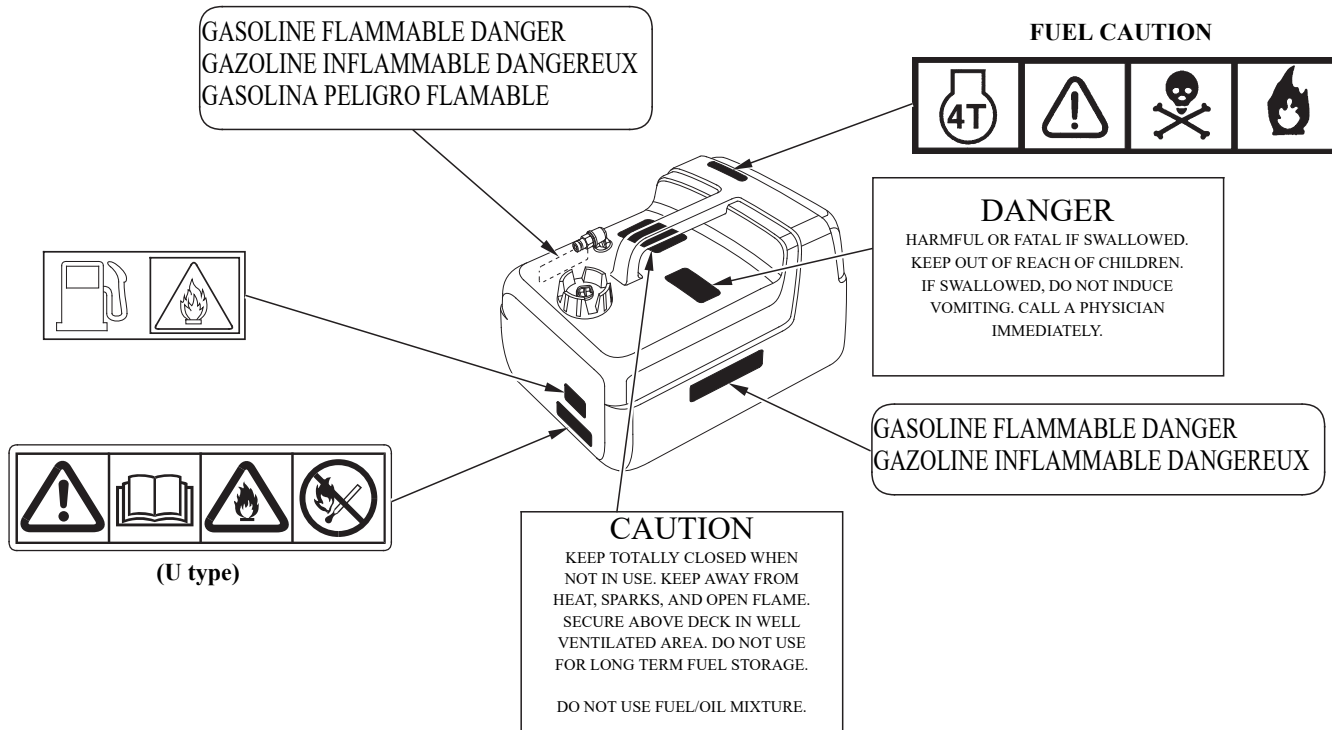


### READ OWNER'S MANUAL EMERGENCY ENGINE STARTING



# SAFETY LABEL LOCATIONS

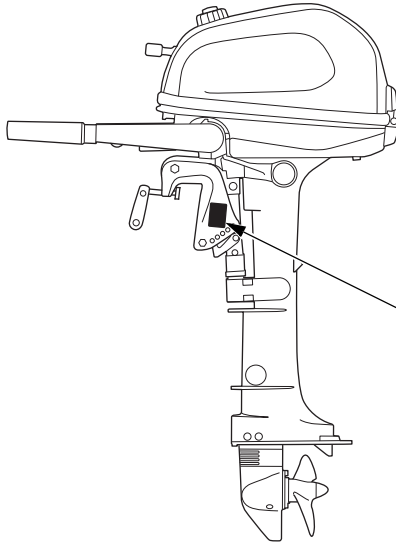
(Optional equipment for BF5D and BF6A)



# SAFETY LABEL LOCATIONS

## CE mark location

[U type]



## CE MARK

CE	(1)	(3)
	(2)	
(10) Rated power	(4) kW	(6)
Mass	(5) kg	
(7)		
(8)		
(9)		

(1) Model Name  
(2) Engine family name  
(3) Year code  
(4) Rated power  
(5) Dry mass (weight) (with propeller)  
(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

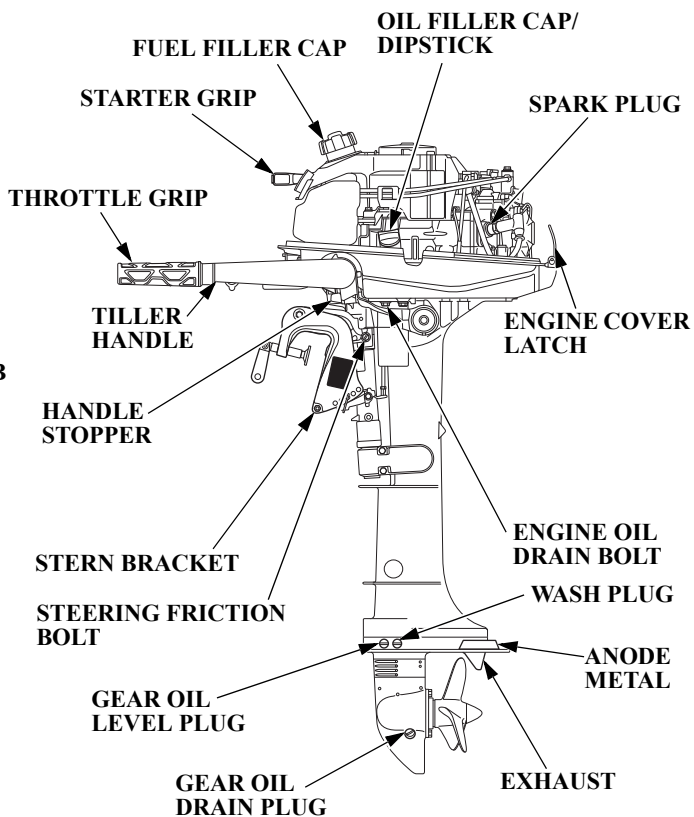
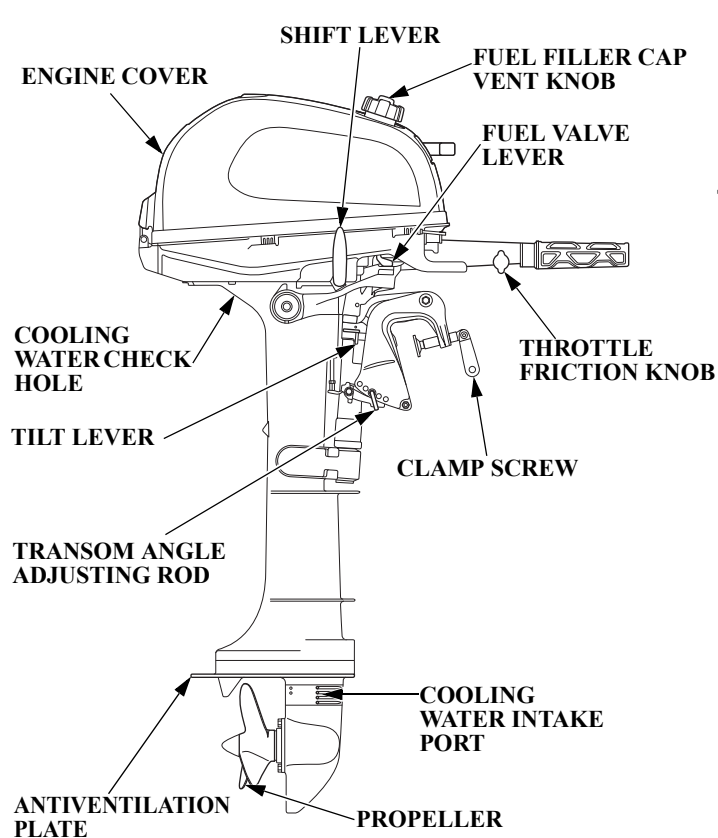
Year code	J	K	L	M	N	P
Year of manufacture	2018	2019	2020	2021	2022	2023

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



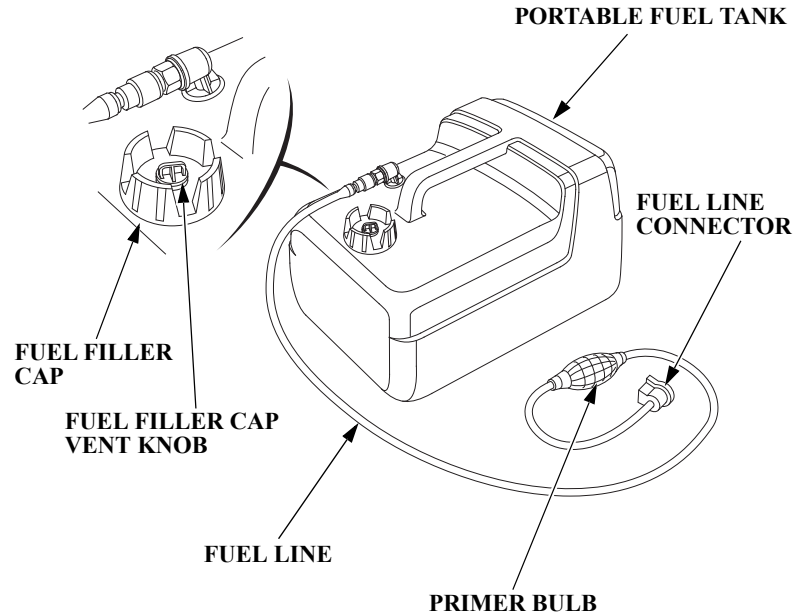
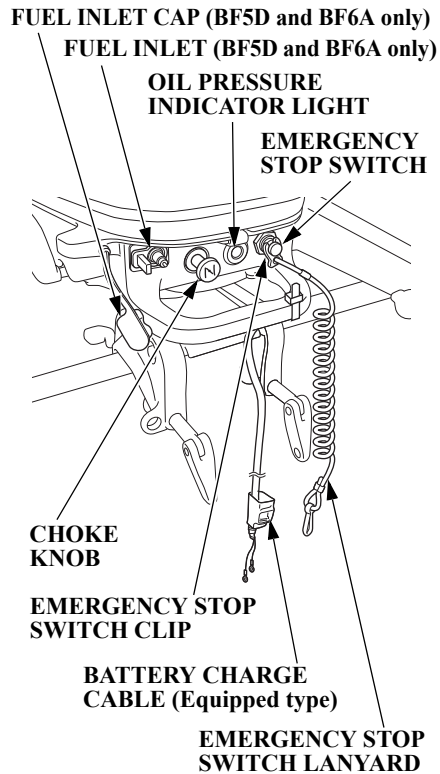
### 3. COMPONENT IDENTIFICATION

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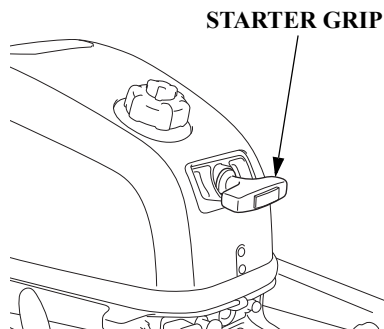
# COMPONENT IDENTIFICATION

(Optional equipment for BF5D and BF6A)



## 4. CONTROLS

### Starter Grip

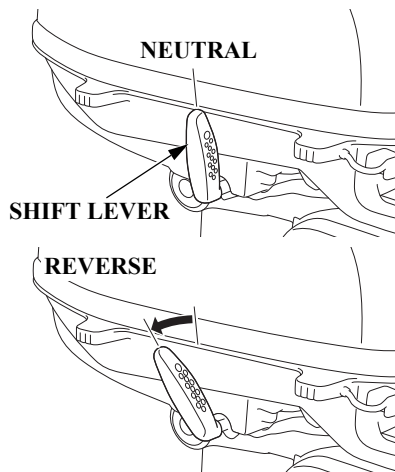


Pulling the starter grip operates the recoil starter to crank the engine for starting. Set the shift lever in the NEUTRAL position before starting.

#### NOTE:

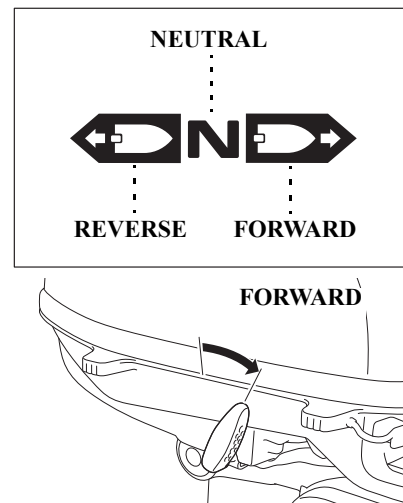
The “Neutral Starting System” prevents the starter rope from being pulled out for starting the engine unless the shift lever is set in the NEUTRAL position.

### 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.

The starter rope can be pulled out for starting the engine with the shift lever in the NEUTRAL position.



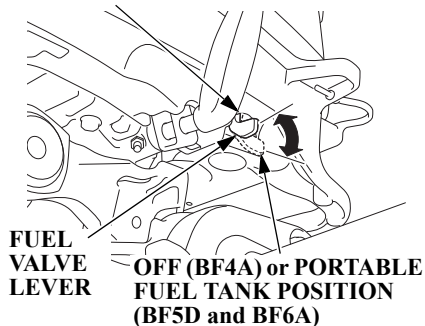
**FORWARD:** The boat moves ahead.

**NEUTRAL:** The engine power is cut off from the propeller. The boat does not move.

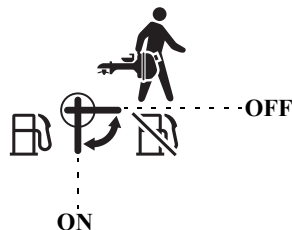
**REVERSE:** The boat reverses.

## Fuel Valve Lever

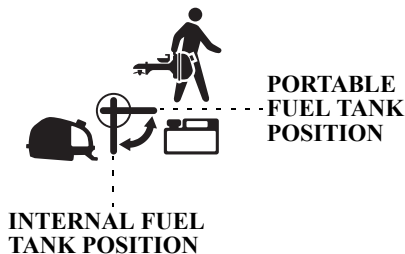
**ON (BF4A) or  
INTERNAL FUEL TANK POSITION**



**(BF4A)**



**(BF5D and BF6A)**



**(BF4A)**

The fuel valve opens and closes the passage between the internal fuel tank and the carburetor.

The fuel valve lever must be in the ON position for the engine to run.

When the engine is not in use, leave the fuel valve lever in the OFF position to prevent carburetor flooding and to reduce the possibility of fuel leakage.

**(BF5D and BF6A)**

The fuel valve lever has internal fuel tank position and portable fuel tank position.



When using the internal fuel tank, turn the fuel valve lever to the internal fuel tank position.

When not connecting the portable fuel tank, fuel is shut off at the portable fuel tank position.



When using the portable fuel tank, turn the fuel valve lever all the way to the portable fuel tank position.

# CONTROLS

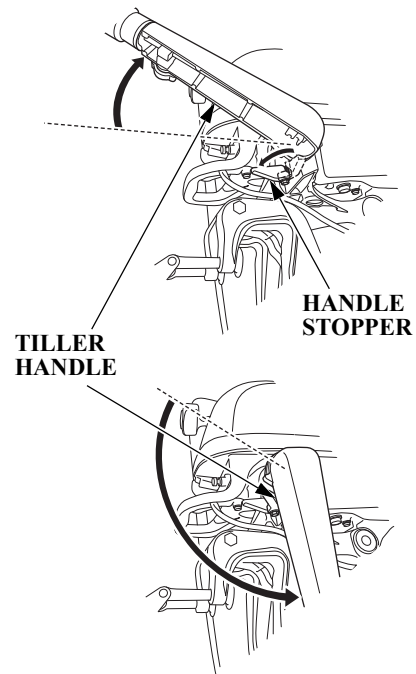
(BF4A):

LEVER POSITION		FUNCTION
	ON	Fuel from the internal fuel tank is supplied.
	OFF	Fuel supply is shut off. Set the fuel valve lever to the “OFF” position during transporting or storing the outboard motor.

(BF5D and BF6A):

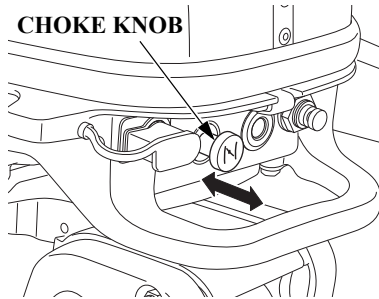
LEVER POSITION		FUNCTION
	INTERNAL FUEL TANK	Fuel from the internal fuel tank is supplied.
	PORTABLE FUEL TANK	<ul style="list-style-type: none"> <li>Fuel from the portable fuel tank is supplied.</li> <li>If the portable fuel tank is not connected, fuel supply is shut off. Set the fuel valve lever to the “PORTABLE FUEL TANK” position during transporting or storing the outboard motor.</li> </ul>

## Handle Stopper



The tiller handle can be moved to the bottom direction by turning the handle stopper.

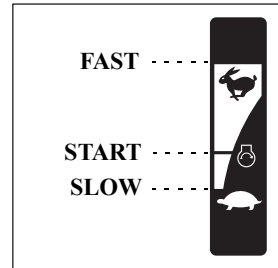
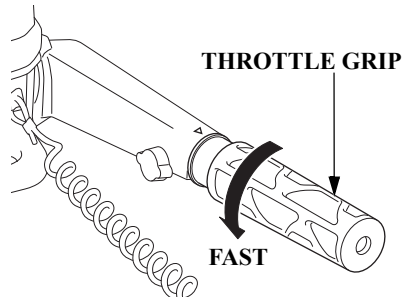
## Choke Knob



When the engine is cold, pull the choke knob to start easily. Rich fuel mixture is provided to the engine by pulling the choke knob.

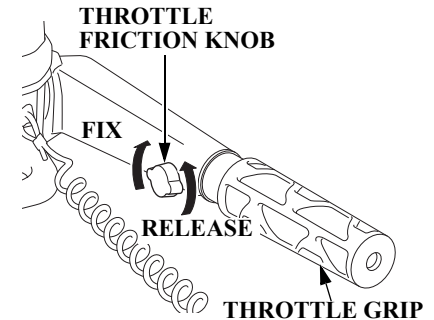
The choke knob is also used to restart the engine after supplying fuel when the internal fuel tank is out of fuel. For more information, refer to page 47.

## Throttle Grip



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

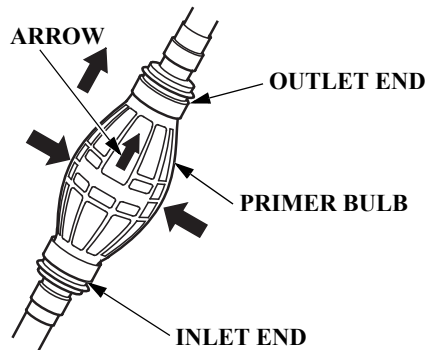
## Throttle Friction Knob



The throttle friction knob adjusts resistance to throttle grip rotation. Turn the throttle friction knob clockwise to increase friction for holding a throttle setting while cruising. Turn the throttle friction knob counterclockwise to decrease friction for easy throttle grip rotation.

# CONTROLS

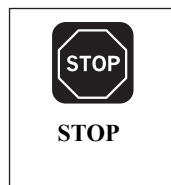
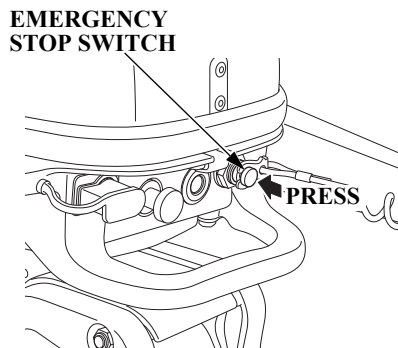
## Fuel Primer Bulb (Optional equipment for BF5D and BF6A)



A primer bulb is built into the fuel hose that connects the portable fuel tank to the outboard motor.

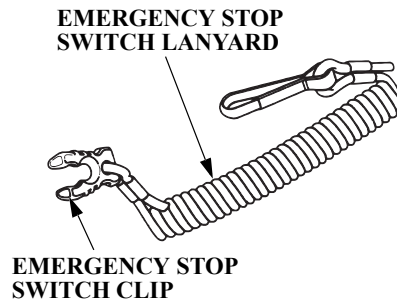
Before operating the outboard motor, hold the primer bulb so that the outlet end is higher than the inlet end with the arrow mark pointed upward and squeeze the primer bulb until it feels firm. This will ensure that fuel is supplied to the engine.

## Emergency Stop Switch



Press the emergency stop switch once to stop the engine.

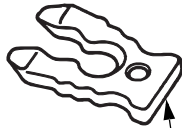
## Emergency Stop Switch Lanyard/ Clip



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

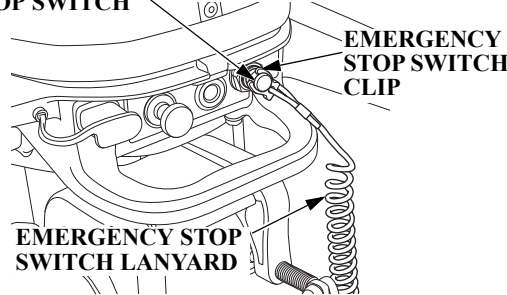
The engine stops when the clip at the end of the emergency stop switch lanyard is pulled out of the emergency stop switch.

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



SPARE EMERGENCY  
STOP SWITCH CLIP

EMERGENCY  
STOP SWITCH



## ⚠ 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.**

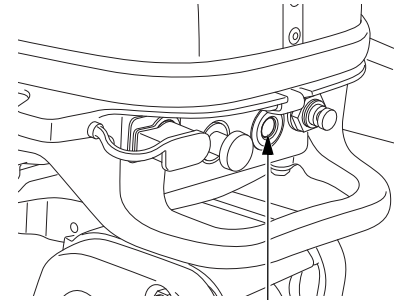
For the sake of the operator's and the passengers' safety, be sure to set the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the

emergency stop switch lanyard securely to the operator.

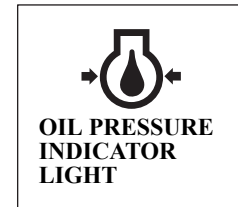
## NOTE:

The engine does not start unless the emergency stop switch clip is set on the emergency stop switch. A spare emergency stop switch clip is provided in the tool bag. Use the spare emergency stop switch clip to make the emergency engine start when the emergency stop switch lanyard is not available as, for example, the operator falls outboard motor.

## Oil Pressure Indicator Light



OIL PRESSURE  
INDICATOR LIGHT

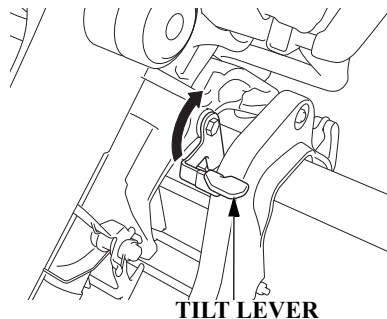


When the engine oil level is low or the engine lubrication system is faulty, the oil pressure indicator light turns off and the engine protection system will limit engine speed.



# CONTROLS

## Tilt Lever

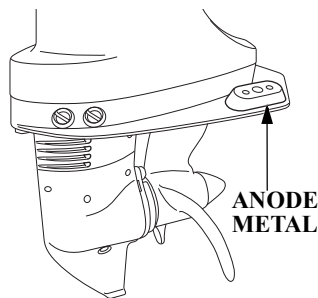


Use the tilt lever to temporarily raise the outboard motor when the boat is running in the shallows, or mooring or anchoring in the shallows. Raising the tilt lever unlocks the outboard motor and the outboard motor can be tilted. Lowering the tilt lever locks the outboard motor.

### **▲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).**

## Anode Metal

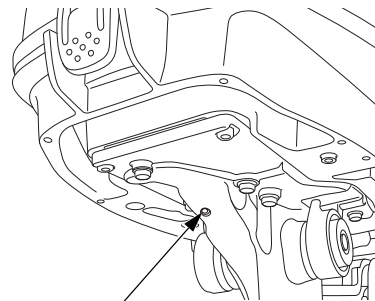


The anode metal is a sacrificed metal which protects the outboard motor from corrosion.

### **NOTICE**

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

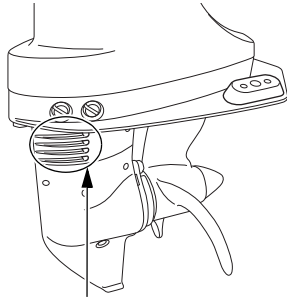
## Cooling Water Check Hole



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.

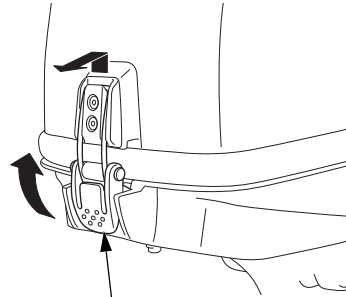
## Cooling Water Intake Port



**COOLING WATER  
INTAKE PORT**

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

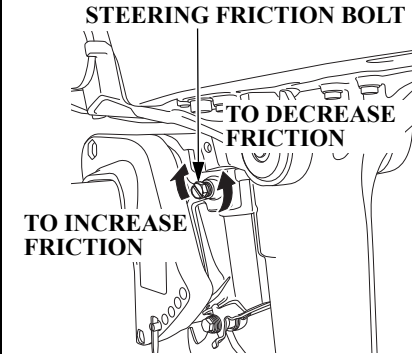
## Engine Cover Latch



**ENGINE COVER LATCH**

Latch/unlatch the engine cover latch to install or remove the engine cover.

## Steering Friction Bolt



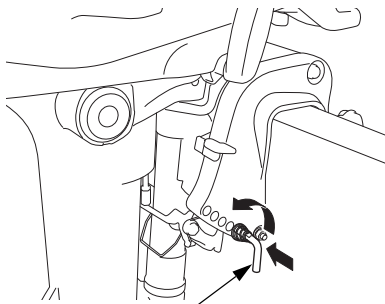
The steering friction bolt adjusts steering resistance.

Turn the steering friction bolt clockwise to increase friction for holding a steady course while cruising or to prevent the outboard motor from swinging while trailering the boat.

Turn the steering friction bolt counterclockwise to reduce steering friction.

# CONTROLS

## Transom Angle Adjusting Rod

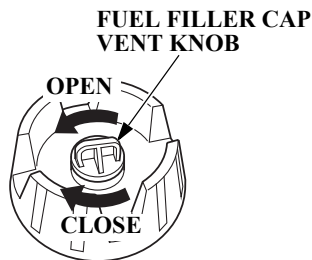


### TRANSOM ANGLE ADJUSTING ROD

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. (page 30)

## Fuel Filler Cap Vent Knob (Portable Fuel Tank) (Optional equipment for BF5D and BF6A)



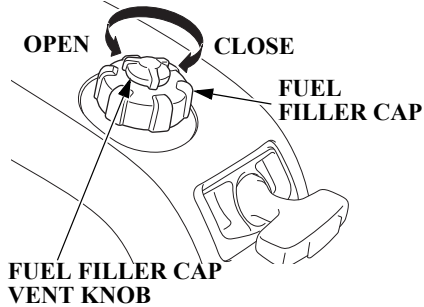
When refilling the fuel tank, turn the fuel filler cap vent knob counterclockwise to open and remove the fuel filler cap.

Open the vent by turning the fuel filler cap vent knob 2 or 3 turns counterclockwise all the way before starting the engine.

Turn the fuel filler cap vent knob clockwise and close it securely before transporting or storing the outboard motor.

The fuel filler cap vent knob shuts off the fuel tank from the open air.

## Fuel Filler Cap Vent Knob (Internal Fuel Tank)

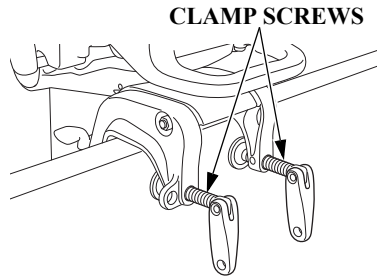


The fuel filler cap vent knob shuts off the fuel tank from the open air. Before operating the outboard motor, turn the fuel filler cap vent knob 2 or 3 turns counterclockwise to open the vent.

When refilling the fuel tank, turn the fuel filler cap vent knob counterclockwise to open and remove the fuel filler cap.

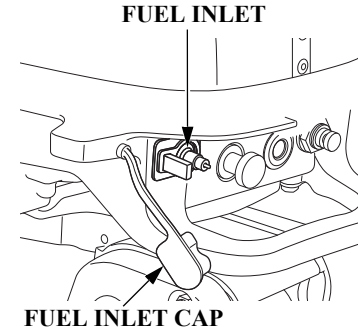
Turn the fuel filler cap vent knob clockwise and close it securely before transporting, tilting or storing the outboard motor.

## Clamp Screws



Use the clamp screws to secure the stern brackets to the transom.

## Fuel Inlet Cap and Fuel Inlet (BF5D and BF6A)



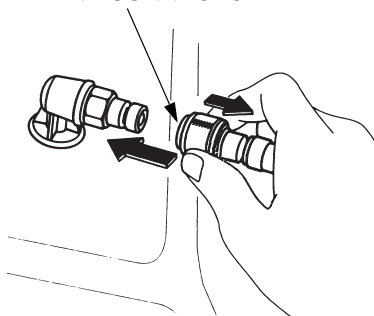
Remove the fuel inlet cap and connect the fuel line connector to the fuel inlet when using the portable fuel tank.

Always install the fuel inlet cap if the fuel line connector is not connected. Be sure the fuel inlet cap is securely installed.

# CONTROLS

## Fuel Line Connector (Portable Fuel Tank) (Optional equipment for BF5D and BF6A)

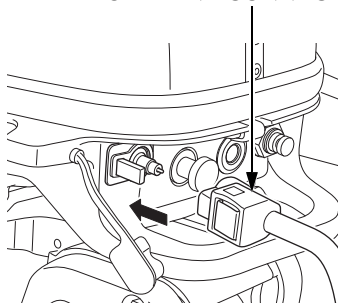
### FUEL LINE CONNECTOR



(FUEL TANK SIDE)

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

### FUEL LINE CONNECTOR



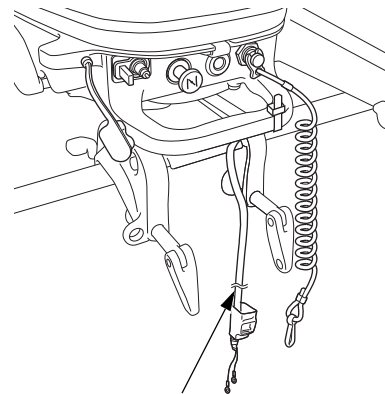
(OUTBOARD MOTOR SIDE)

## Battery Charge Cable

The battery charge cable is included in the battery charge cable kit (equipped type).

When removing the outboard motor or storing it for long periods, you can remove the battery charge cable from the outboard motor.

If the battery charge cable kit is attached, you must attach the battery. (page 31)



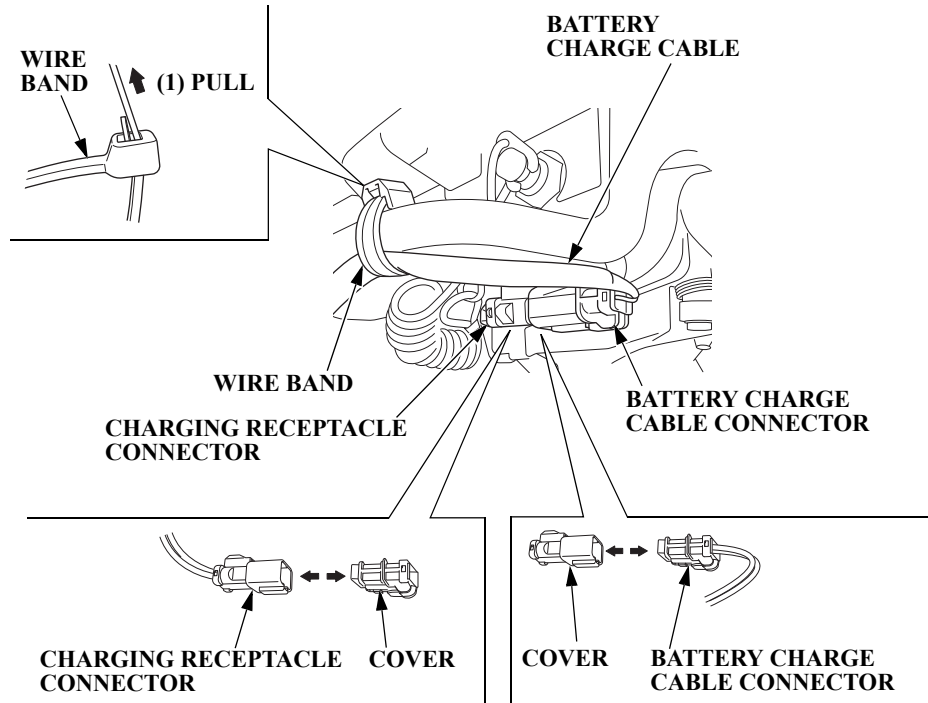
BATTERY CHARGE  
CABLE

## Battery Charge Cable Connection

1. Remove the covers off the charging connector and the battery charge cable connector, and save them in a secure place for later use if necessary.
2. Connect the battery charge cable connector to the charging receptacle connector.
3. Attach the wire band as shown in the figure.

### NOTICE

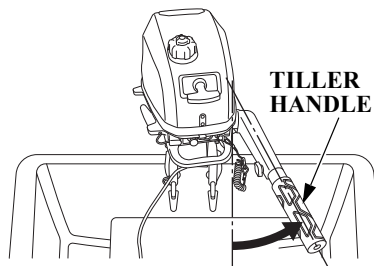
Starting the engine with the battery charge cable not securely connected to a battery may cause a spark if the cable terminals touch one another or a metal surface. Do not start the engine if the battery charge cable is connected to the outboard, but not connected to a battery. (page 31)



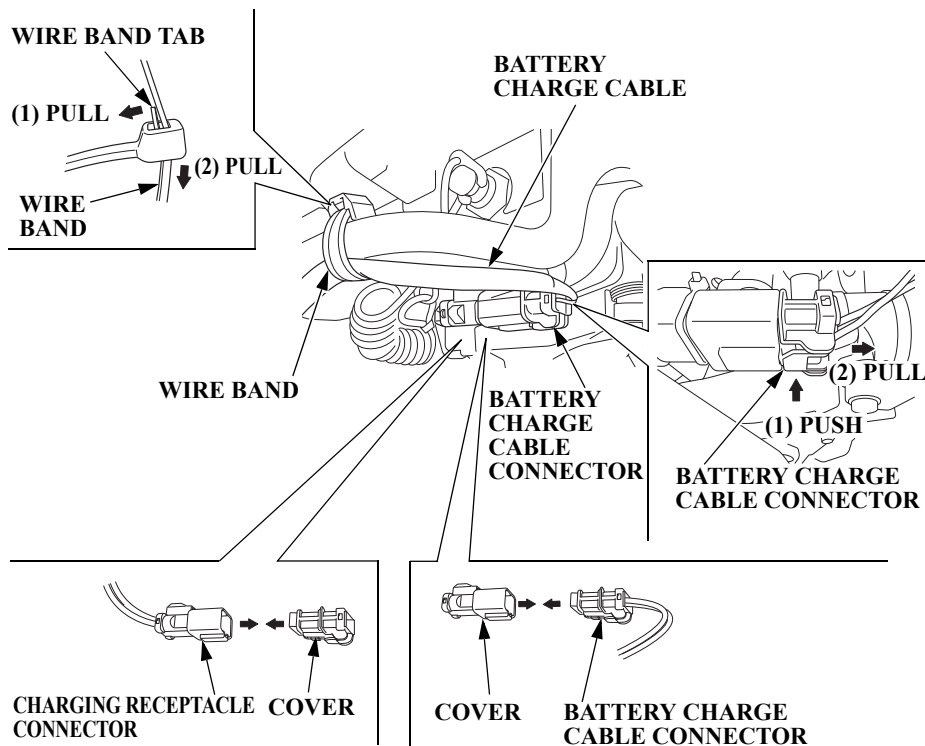
# CONTROLS

## Disconnecting Battery Charge Cable

1. Steer the tiller handle to the left with respect to the boat.



2. Remove the wire band by pulling the wire band tab in the direction shown and remove the wire band.
3. While pressing the lock on the connector, remove the battery charge cable connector from the charging receptacle connector.
4. Install the covers.



## 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 an authorized outboard motor dealer.  
Consult the authorized Honda 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:

BF4A: 2.9 kW (4 PS)

BF5D: 3.68 kW (5 PS) for U type  
3.7 kW (5 PS) for D type

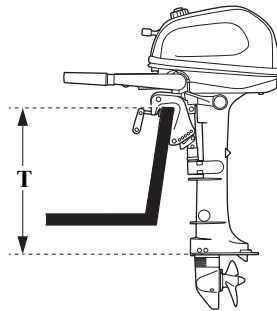
BF6A: 4.4 kW (6 PS)

Power recommendation is indicated on most of the boats.

### ⚠ WARNING

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

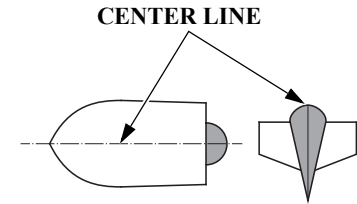
### Transom Height



Type:	T (Outboard Motor Transom Height)
S:	434 mm (17.1 in)
L:	561 mm (22.1 in)

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

### Location



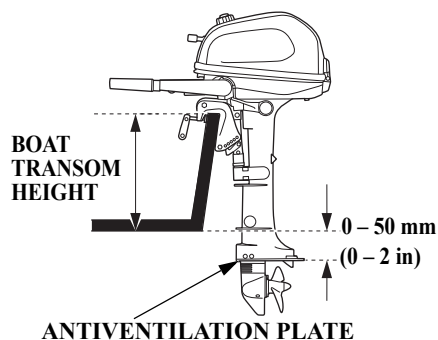
Install the outboard motor at the stern, at the center line of the boat.



# INSTALLATION

## Installation Height

With the boat in the water, properly loaded, and the engine stopped, check the installed depth of the outboard motor by looking at the antiventilation plate.



The antiventilation 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 the boats and the configuration of the bottom of the boats. Follow the manufacture's recommended installation height.

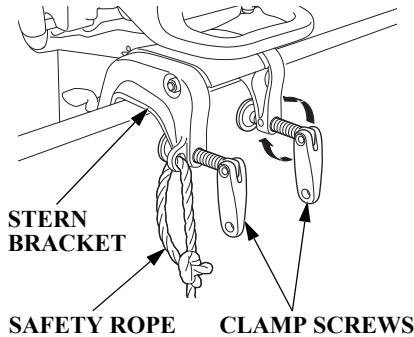
If the outboard motor is installed too low, the boat will squat and be hard to plane, and the engine will spray water that may enter the boat. It will tend to porpoise, and high-speed stability will be reduced.

If the outboard motor is installed too high, that will cause propeller ventilation.

### NOTICE

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

## Outboard Motor Attachment



Attach the stern bracket to the transom and tighten the clamp screws.

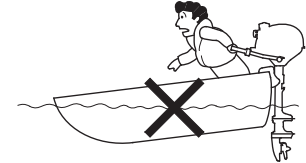
### NOTICE

- While operating the boat, check the tightness of the clamp screws occasionally.
- Tie a rope through the hole in the stern bracket and secure the other end of the rope to the boat. This will prevent accidental loss of the outboard motor.

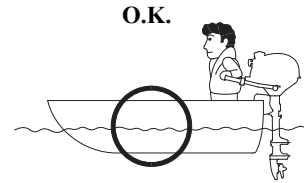
## Outboard Motor Angle (Cruising)



**INCORRECT**  
CAUSES BOAT TO "SQUAT"



**INCORRECT**  
CAUSES BOAT TO "PLOW"



**O.K.**  
**CORRECT**  
GIVES MAXIMUM PERFORMANCE

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

Trim angle too large: Incorrect causes boat to "squat."

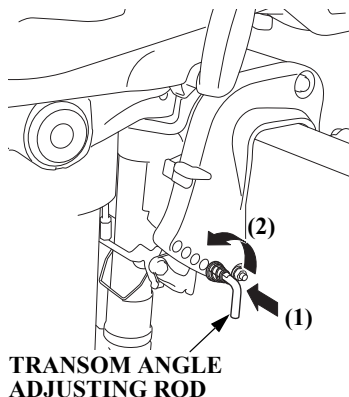
Trim angle too small: Incorrect causes boat to "plow."

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

# INSTALLATION

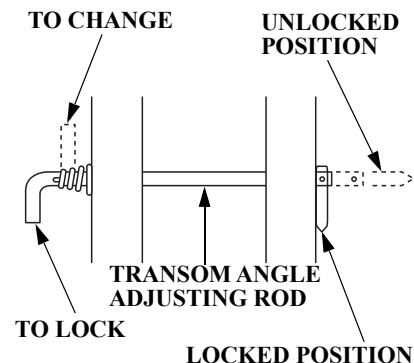
## <Outboard Motor Angle Adjustment>

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).



There are five adjusting stages.

1. Push in (1) the transom angle adjusting rod, twist upwards (2) to the unlocked position and pull out to remove.



2. Inserting the transom angle adjusting rod in the proper hole, twist it down to lock. After locking, pull the transom angle 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 12V-28 Ah or more specifications. The battery is an optional part (i.e. part to be purchased separately from the outboard motor).

### ▲WARNING

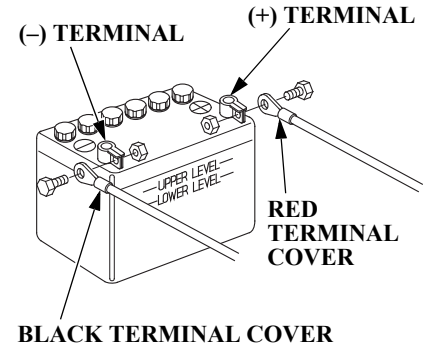
Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

- **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.**

Place the battery in the battery box and fix the battery box securely to the hull.

Install the battery box in a location such that it does not topple over while the boat is cruising or is not exposed to spray or direct of sunlight.



## Connect the battery charge cables:

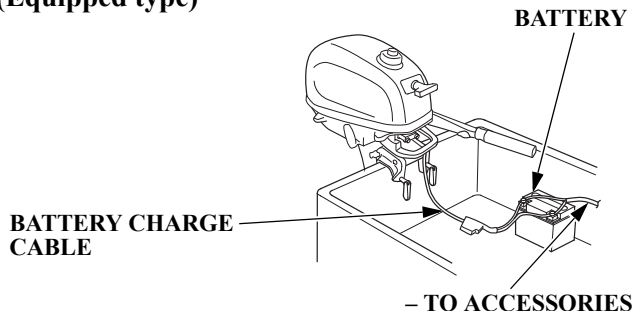
1. Connect the cable with the red terminal cover to the positive (+) terminal of the battery.
2. Connect the cable with the black terminal cover to the negative (-) terminal of the battery.

# INSTALLATION

## 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 battery is not charged.
- 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 Charge Cable (Equipped type)



The battery charge cable provides a 12 volt, 6 amp. output for battery charging.

The charging circuit is protected by a 15 amp. fuse that is attached to the battery charge cable.

## CAUTION

- Reversing the battery leads will damage the charging system and/or the battery.
- When it is not in use, keep the DC charging cable dry and clean by covering it with the insulation sheet.

The outboard motor's 12 volt output is intended for battery charging only. Electrical accessories should be connected to the battery as shown.

## 6. PRE-OPERATION CHECKS

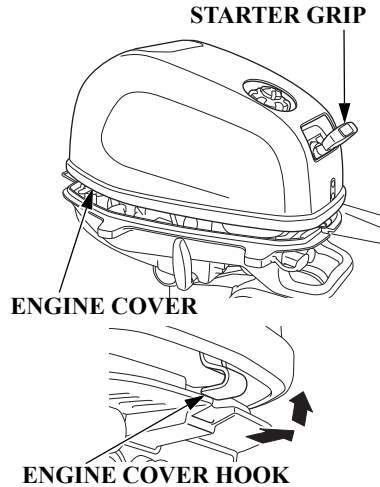
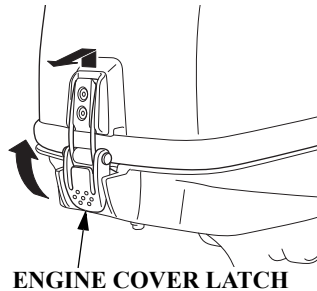
The BF4A/BF5D/BF6A are the 4-stroke, water cooled outboard motor which uses unleaded regular gasoline for fuel. It also requires the engine oil. Check the following before operating the outboard motor.

### ⚠ 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.

### Removing Engine Cover

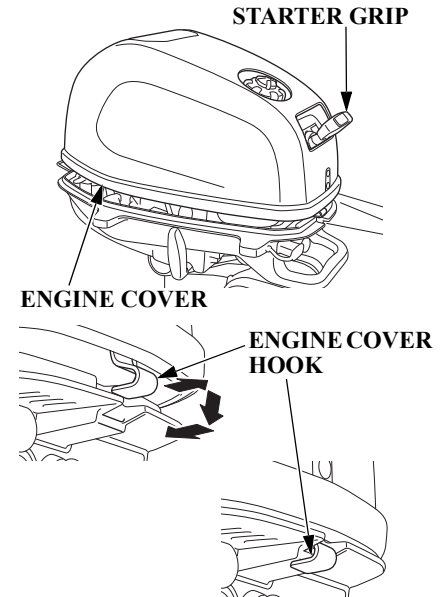


- To remove, unlatch the engine cover latch and slide the engine cover forward. Unhook the engine cover hook as shown. Remove the engine cover while turning a starter grip to the upward.

### ⚠ WARNING

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

### Installing Engine Cover



- To install, lower the engine cover while turning a starter grip to the upward. Hook the engine cover hook as shown, and latch the engine cover latch.

# PRE-OPERATION CHECKS

## Engine Oil Level

### NOTICE

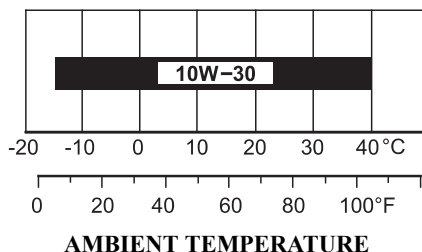
- **Engine oil is a major factor affecting engine performance and service life. Nondetergent and low quality oils are not recommended, because they have inadequate lubricating properties.**
- **Running the engine with insufficient oil can cause serious engine damage.**

### NOTE:

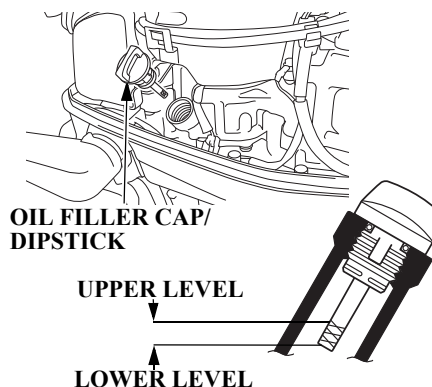
To avoid incorrect gauging of the engine oil level, inspect the oil level when the engine has cooled.

### <Recommended oil>

Use Honda 4-stroke oil or an equivalent high detergent, premium quality outboard motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for Service category SG, SH or SJ. Outboard motor oils category SG, SH or SJ will show this designation on the container. SAE 10W-30 is recommended for general, all-temperature use.



### <Inspection and Refilling>



1. Position the outboard motor vertically, and remove the engine cover (see page 33).
2. Remove the oil filler cap/dipstick and wipe it with a clean rag.
3. Insert the dipstick and screwing it into the oil filler neck. Remove the dipstick.  
Check the oil level shown on the dipstick.  
If near or below the lower level mark, fill to the upper level mark with the recommended oil. Tighten the oil filler cap securely.

When the engine oil is contaminated or discolored, replace with the fresh engine oil (see pages 74 and 76 for replacement interval and procedure).

4. Install the engine cover and lock it securely by push down the engine cover latch (see page 33).

### 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.**

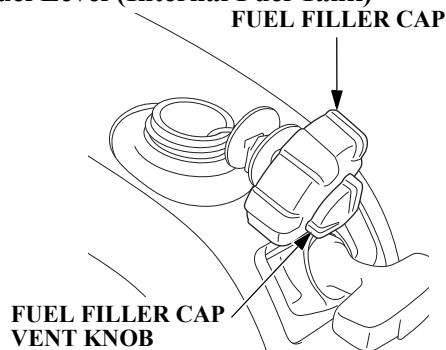
When you check the oil level with the dipstick, you might notice the engine oil appears milky or the oil level has increased. If you notice either condition, change the engine oil. See the following table for an explanation of these conditions.

Operating Method	Result	Effect
Running the engine below $3,000 \text{ min}^{-1}$ (rpm) for more than 30% of the time so the engine does not warm up.	<ul style="list-style-type: none"><li>• Water condenses in the engine and mixes with the oil, resulting in a milky appearance.</li></ul>	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"><li>• Unburned fuel mixes with the oil, increasing the volume of oil.</li></ul>	



# PRE-OPERATION CHECKS

## Fuel Level (Internal Fuel Tank)



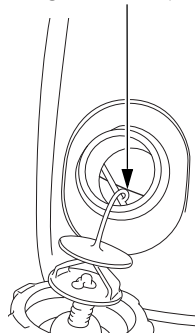
Open the fuel filler cap vent knob (see page 23). Remove the fuel filler cap and check the fuel level. Refill the fuel tank if the fuel level is low.

### NOTE:

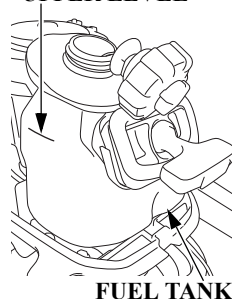
Open the fuel filler cap vent knob before removing the fuel filler cap. When the fuel filler cap vent knob is firmly closed, the fuel filler cap will be difficult to remove.

After refueling, be sure to tighten the fuel filler cap firmly and close the fuel filler cap vent knob firmly.

## UPPER LEVEL



## UPPER LEVEL



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:

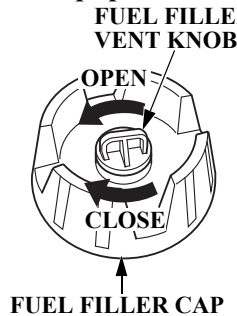
1.5 L (0.40 US gal, 0.33 Imp gal)

### ▲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.**

## PRE-OPERATION CHECKS

### Fuel Level (Portable Fuel Tank) (Optional equipment for BF5D and BF6A)



Open the fuel filler cap vent knob (see page 22).  
Remove the fuel filler cap and check the fuel level. Refill the fuel tank if the fuel level is low.

#### NOTE:

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

After refueling, be sure to tighten the fuel filler cap firmly and close the fuel filler cap vent knob firmly.

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:**  
12 L (3.2 US gal, 2.6 Imp gal)

#### **▲ 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.**

## PRE-OPERATION CHECKS

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### 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.

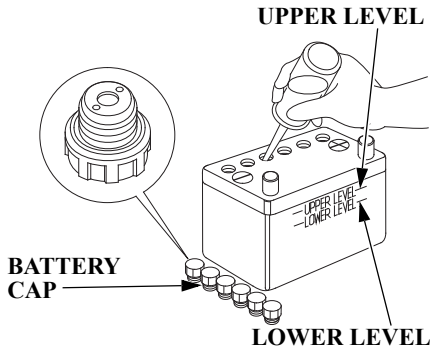
Do not use gasohol that contains more than 10% ethanol.

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.

### Battery Electrolyte Level



#### 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. 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.

#### ⚠ WARNING

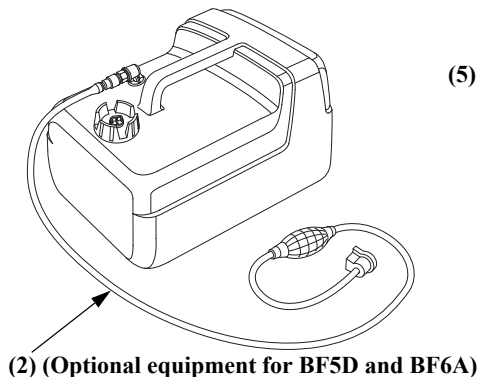
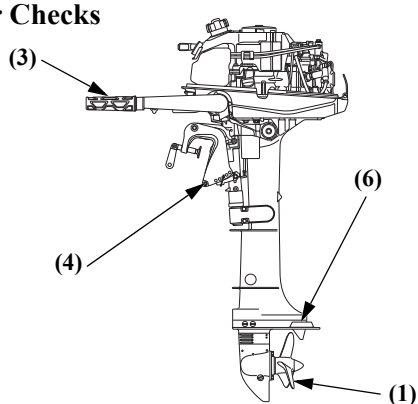
Batteries produce explosive gases: If ignited, an explosion can cause serious injury or blindness. Provide adequate ventilation when charging.

- **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.**

# PRE-OPERATION CHECKS

## Other Checks



(5) TOOL KIT (page 73)

### Check the following items:

- (1) The propeller and cotter pin for damage or looseness.
- (2) (Optional equipment for BF5D and BF6A) The fuel line for kinking, collapsing or a loose connection.
- (3) The tiller handle for impaired operation.
- (4) The stern bracket for damage and looseness.
- (5) The tool kit for missing spare parts and tools. (page 73)
- (6) The anode metal for damage, looseness or excessive corrosion.

The anode 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 anode when it has been reduced to about two-thirds of the original size, or if it is crumbling.

#### NOTICE

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

Parts/materials which should be installed on board:

- Owner's Manual
- Tool kit
- Spare spark plug, engine oil, propeller, shear pin and cotter pin.
- Required information regarding boating laws and regulations.

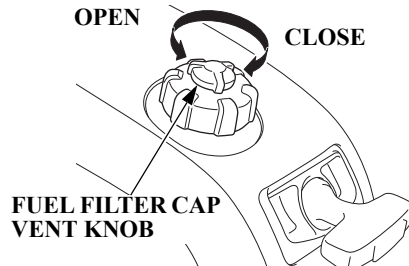
## 7. STARTING THE ENGINE

### Priming the Carburetor with Gasoline (When using the internal fuel tank )

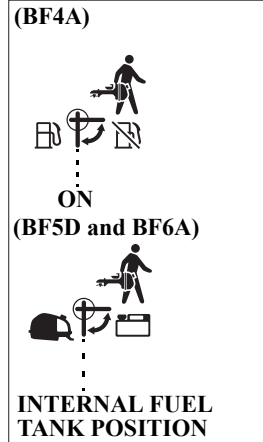
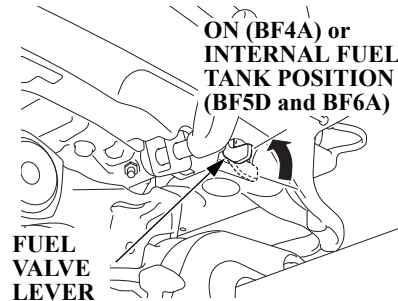
When starting the engine for the first time after purchasing an outboard motor, or when starting the engine after draining the gasoline, pull the starter grip about 10 times without attaching the emergency stop switch clip to fill the carburetor with gasoline.

#### NOTE:

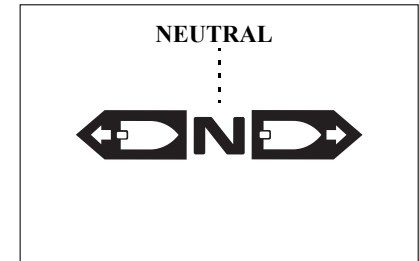
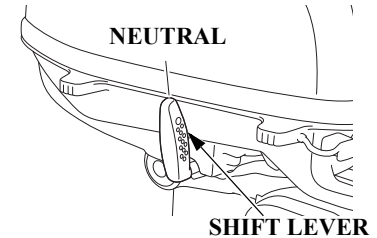
If you do not fill fuel to the upper level of the internal fuel tank, fuel loading to the carburetor may be insufficient.



1. Fill fuel to upper level of the internal fuel tank.
2. Open the internal fuel filler cap vent knob 2 to 3 turns counterclockwise.

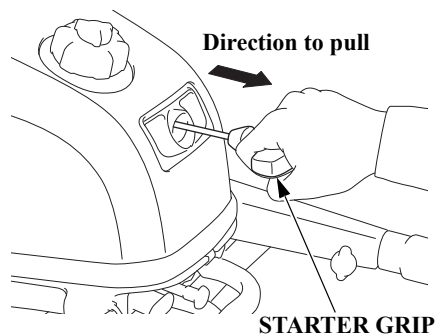


3. Turn the fuel valve lever to the ON position (BF4A) or internal fuel tank position (BF5D and BF6A).



4. Move the shift lever to the NEUTRAL position. The starter cannot be operated unless the shift lever is set in the NEUTRAL position.

# STARTING THE ENGINE

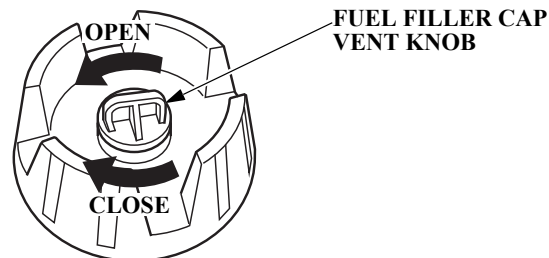


5. Pull the starter grip about 10 times.

## NOTICE

- **Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.**

## Fuel Tank and Vent Knob (Optional equipment for BF5D and BF6A) [When using the portable fuel tank]



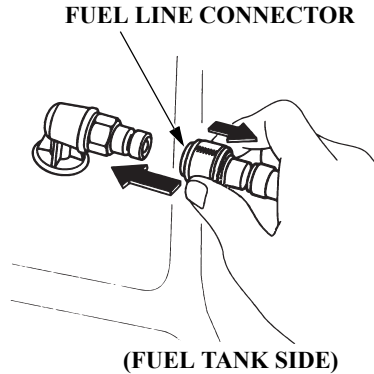
The fuel tank must be properly secured in the boat. This will protect the fuel tank from mechanical damage caused by the fuel tank shifting.

The fuel tank must be in a well-ventilated area to reduce the chance of a gasoline vapor explosion. Avoid direct sunlight on the fuel tank. Due to the fuel pump capacity, do not place the fuel tank more than 2 meters (6.6 feet) away from the outboard motor or lower than 1 meter (3.3 feet) below the outboard motor end fuel

line connector.

1. Turn the internal and portable side fuel filler cap vent knobs 2 or 3 turns counterclockwise all the way to open the vent. Allow the air pressure inside the fuel tank to equalize with the outside air. With the vent open, air can enter the fuel tank to displace the fuel as the fuel level goes down.
2. Remove the fuel filler cap and inspect the condition of the fuel filler cap and gasket. Replace the fuel filler cap or gasket if they are cracked, damaged or leak fuel.

### Fuel Line Connection (Optional equipment for BF5D and BF6A) [When using the portable fuel tank]

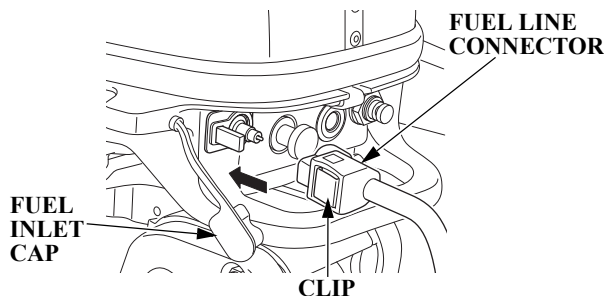


Inspect the fuel line, and the O-ring seals in the fuel line connectors. Replace the fuel line, or fuel line connectors if they are cracked, damaged or leak fuel. Be sure the fuel line is not kinked.

1. Connect the fuel line connector to the fuel tank. Be sure the fuel line connector is securely snapped in place.



# STARTING THE ENGINE



(OUTBOARD MOTOR SIDE)

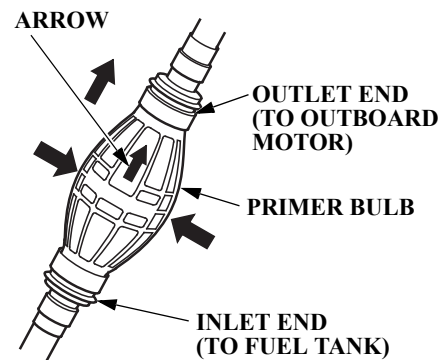
2. Remove the fuel inlet cap.
3. Connect the fuel line connector to the outboard motor with the clip toward the starboard side as shown. Be sure the fuel line connector is securely snapped in place.

Always disconnect the fuel line and install fuel inlet cap when storing, tilting or transporting the outboard motor.

4. Turn the fuel valve lever to the portable fuel tank position (see page 15).

## NOTICE

**If the outboard motor 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.**



5. Hold the primer bulb so that the outlet end is higher than the inlet end. The arrow on the primer bulb points upward. Squeeze the primer bulb several times until it feels firm, indicating that fuel has reached the carburetor. Check for fuel leaks and repair any leaks before starting the engine.

## NOTICE

**Do not touch the primer bulb with the engine running or when tilting up the outboard motor. The carburetor could overflow.**

# STARTING THE ENGINE

## Starting the Engine

### ▲WARNING

Exhaust contains poisonous carbon monoxide which can cause unconsciousness and may lead to death.

Never run the outboard motor in a closed garage or confined area.

### NOTICE

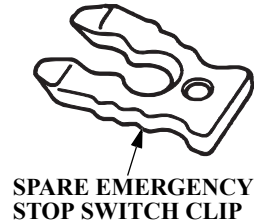
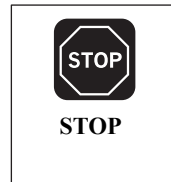
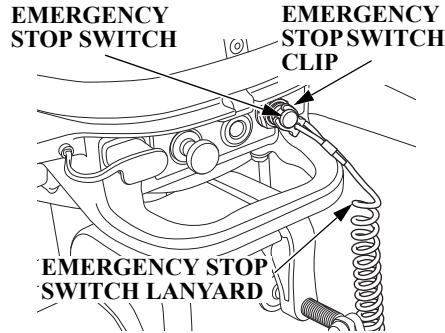
The propeller and cooling water intake port must be lowered into the water, running the outboard motor out of the water will damage the water pump and overheat the engine.

**(When using the internal fuel tank)**

Prime the carburetor with gasoline. When starting the engine for the first time after purchasing an outboard motor, or when starting the engine after draining the gasoline (see page 41).

**(When using the portable fuel tank)**

Connect the fuel line (see page 42).



1. Engage 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

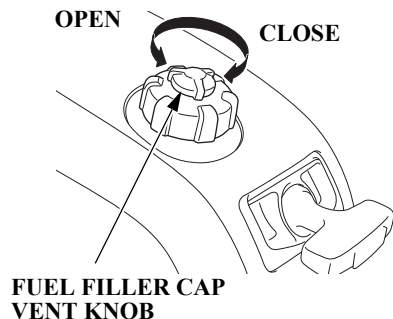
If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

### NOTE:

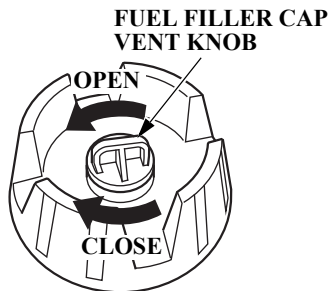
- The engine will not start unless the emergency stop switch clip is engaged with the emergency stop switch.
  - A spare emergency stop switch clip is provided in the tool bag. Use the spare emergency stop switch clip to make the emergency engine start when the emergency stop switch lanyard is not available as, for example, the operator falls outboard motor.
2. Connect the battery charge cable (equipped type) (see page 25).

# STARTING THE ENGINE

## (Internal fuel tank)



## (Portable fuel tank)



## 1. (When using the internal fuel tank)

Open the fuel filler cap vent knob 2 to 3 turns counterclockwise.

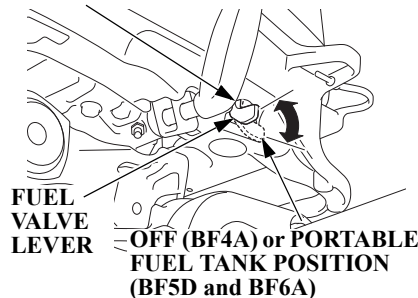
## (When using the portable fuel tank)

Open the internal and portable side fuel filler cap vent knobs 2 or 3 turns counterclockwise all the way to open the vent.

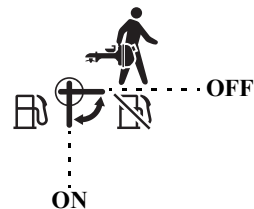
### ⚠ CAUTION

Always open the internal fuel filler cap vent knob when using the portable fuel tank.

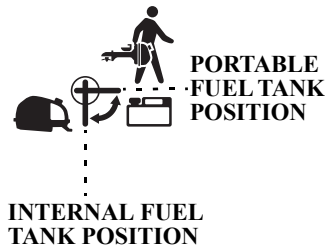
ON (BF4A) or  
INTERNAL FUEL TANK POSITION



(BF4A)



(BF5D and BF6A)



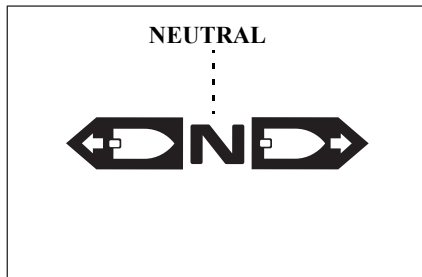
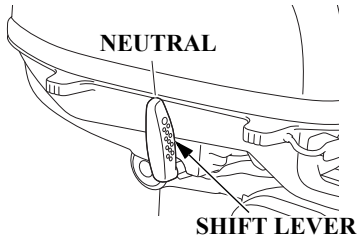
## 2. (When using the internal fuel tank)

Turn the fuel valve lever to the ON position (BF4A) or internal fuel tank position (BF5D and BF6A).

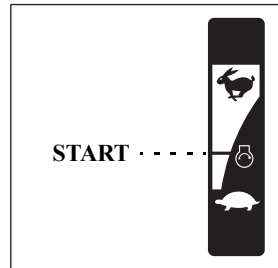
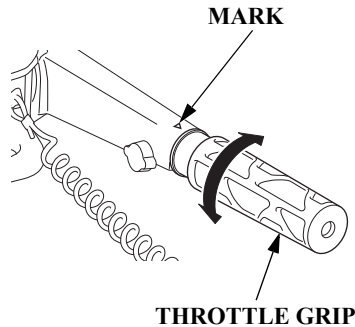
## (When using the portable fuel tank)



Turn the fuel valve lever to the portable fuel tank position.

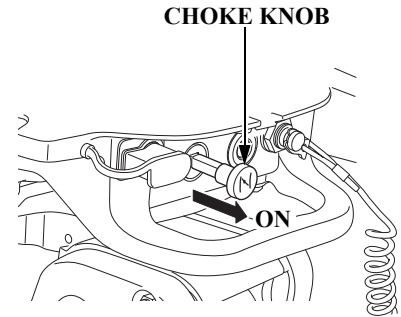
## STARTING THE ENGINE



3. Move the shift lever to the NEUTRAL position. The recoil starter cannot be operated unless the shift lever is set in the NEUTRAL position.

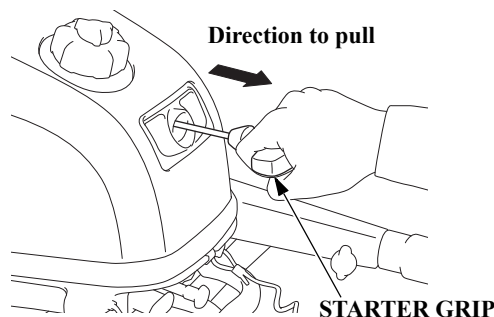


4. Align the “” mark on the throttle grip with the projected end of the “” mark on the handle.



5. Pull the choke knob when the engine is in any of the following conditions:
- When the engine is cold or the outside temperature is low.
  - When restarting the engine after supplying fuel due to the internal fuel tank running out of fuel.
- In this case, when the engine starts, immediately return the choke knob to its original position.

# STARTING THE ENGINE



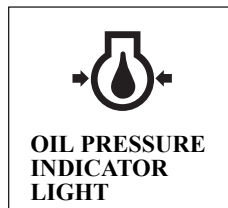
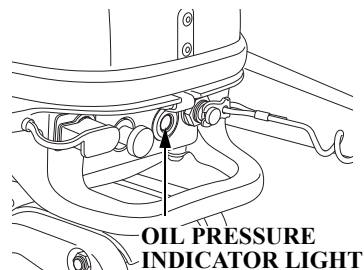
6. Pull the starter grip lightly until you feel resistance, then pull briskly in the direction of the arrow as shown above.

## NOTICE

- Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.
- Do not pull the starter grip while the engine is running, as that may damage the starter.

## NOTE:

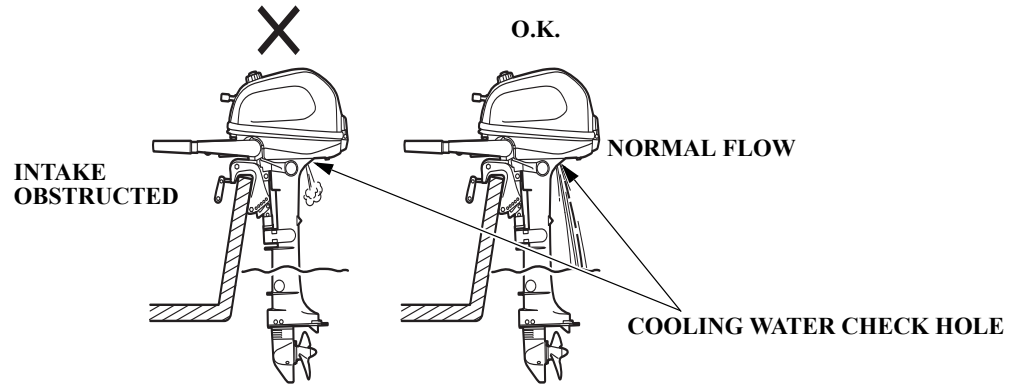
- The “Neutral Starting System” prevents the starter rope from being pulled out for starting the engine unless the shift lever is set in the NEUTRAL position.
- If the engine fails to start, check the emergency stop switch clip.



7. After the engine starts, confirm that the engine oil pressure indicator light is lit. In the event that the indicator is not lit, stop the engine and perform the following checks.

- 1) Is the oil quantity normal?
- 2) If the oil quantity is correct but the indicator lamp is not lit, have the outboard motor checked by the shop where you purchased it.

## STARTING THE ENGINE



8. 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 cooling water intake port is**

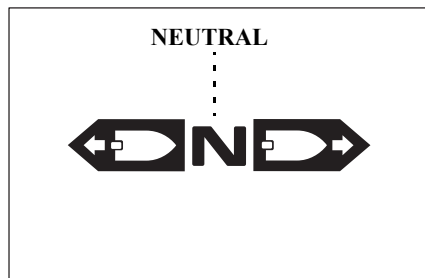
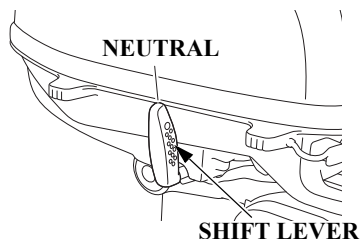
**obstructed and remove foreign materials if necessary. Check the cooling water check hole for clogging. If water still does not flow out, have your outboard motor checked by an authorized outboard motor dealer. Do not operate the engine until the problem has been corrected.**

9. If the choke was used, push it in gradually as the engine warms up.

# STARTING THE ENGINE

## Emergency Starting

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

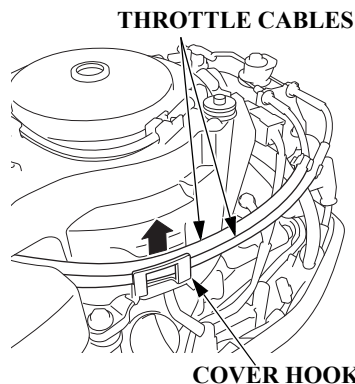


1. Move the shift lever in the NEUTRAL position.

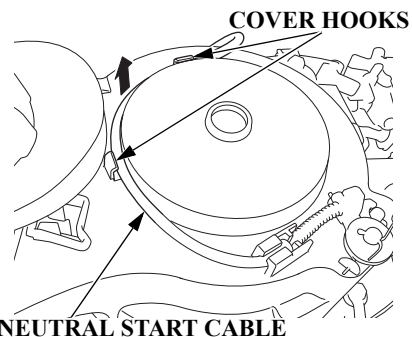
### ⚠ WARNING

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

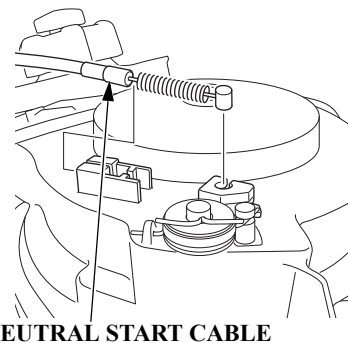
2. Remove the engine cover (see page 33).



3. Release the throttle cables from the cover hook.

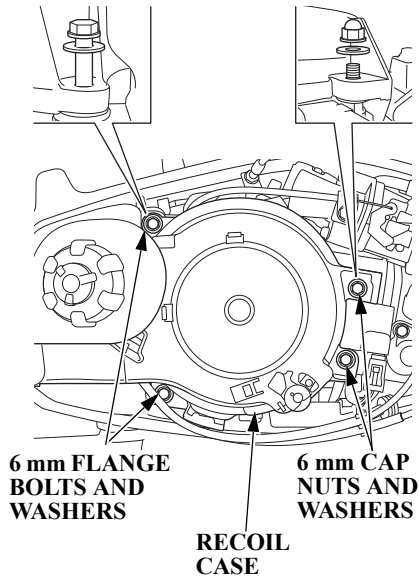


4. Release the neutral start cable from the cover hooks.



5. Disconnect the neutral start cable from recoil case.

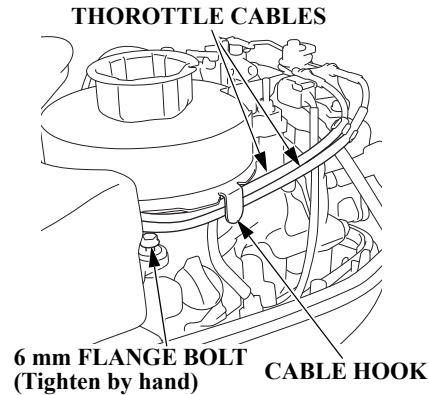
## STARTING THE ENGINE



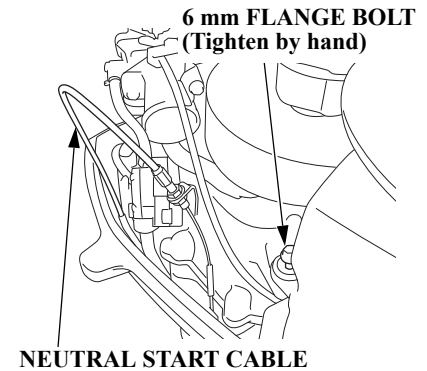
6. Remove the two 6 mm cap nuts, two washers, two 6 mm flange bolts and two washers. Remove the recoil case.

### NOTE:

Take care not to lose the bolts, nuts and washers.



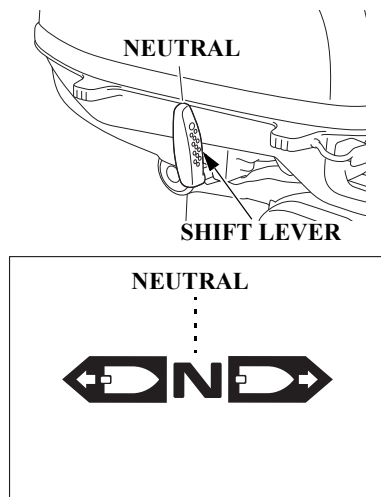
7. Install and tighten the 6 mm flange bolts by hand.
8. Hook the throttle cables to the cable hook.



9. Hook the neutral start cable to the under case.



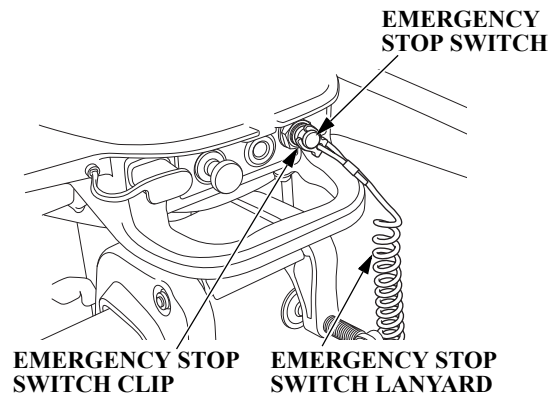
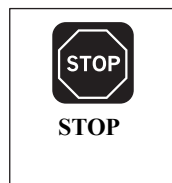
# STARTING THE ENGINE



10. Make sure the shift lever is in the NEUTRAL position.

## ⚠ WARNING

**The shift lever into NEUTRAL position to prevent start-in-gear when starting the engine in emergency. Sudden unexpected acceleration could result in serious injury or death.**



## NOTICE

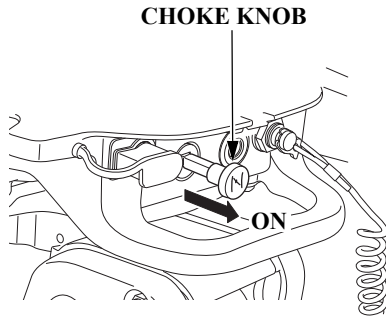
**The propeller and cooling water intake port must be lowered into the water, running the outboard motor out of the water will damage the water pump and overheat the engine.**

11. Engage the emergency stop switch clip (located at one end of the emergency stop switch lanyard) with the emergency stop switch.

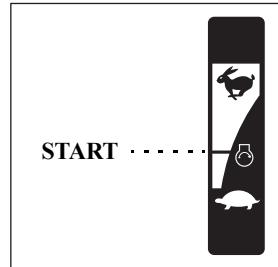
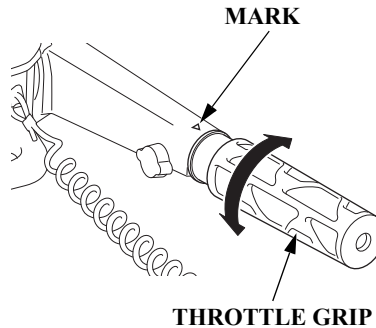
Attach the other end of the emergency stop switch lanyard securely to the operator.

12. Connect the battery charge cable (equipped type) (see page 25).

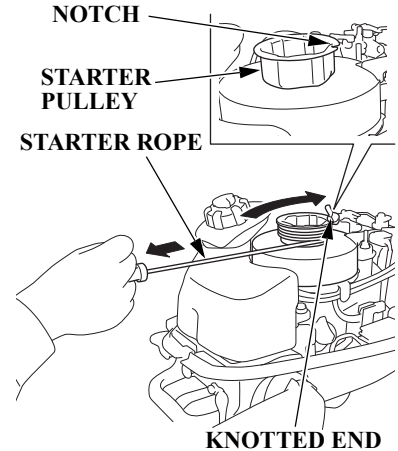
## STARTING THE ENGINE



13. When the engine is cold or ambient temperature is low, pull the choke knob to the ON position. (It provides rich fuel mixture to the engine.)



14. Align the “⌚” mark on the throttle grip with the projected end of the “▶” mark on the handle.



15. Set the knotted end of the emergency starter rope (provided with the engine) in the notch in the starter pulley, and while pulling the emergency starter rope clockwise around the starter pulley.
16. Pull the starter rope lightly until resistance is felt, then pull briskly.

## STARTING THE ENGINE

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17.If you pulled out the choke knob to the ON position to start the engine, return it slowly to the OFF position, and turn the throttle grip in the SLOW direction to a position where the engine does not stall.

### **▲WARNING**

**Keep clear of moving parts.**

18.Reinstall the engine cover (see page 33).  
(Do not install flywheel cover.)

### **▲WARNING**

**Take extreme care when installing the engine cover. The flywheel is rotating. Do not operate without the engine cover. Exposed moving parts could cause injury and starter may damage the engine.**

19.Attach the emergency stop switch lanyard securely to the operator and return to the closest boat landing.

20.After returning to the closest boat landing, contact your closest authorized outboard motor dealer and perform the following.

- Have the starting system and electrical system checked.
- Have your dealer reassemble the parts removed in the emergency starting procedure.

# STARTING THE ENGINE

## Troubleshooting Starting Problems

SYMPTOM	POSSIBLE CAUSE	REMEDY
The engine doesn't start.	Starter grip cannot be pulled out for starting the engine.	Set shift lever in NEUTRAL position. (page 47)
	Emergency stop switch clip is not engaged.	Engage the emergency stop switch clip. (page 45)
	Fuel filler cap vent knob not open.	Open fuel filler cap vent knob. (page 46)
	Fuel valve lever is not turned to the appropriate position.	Turn the fuel valve lever to the appropriate position. (page 15)
	Primer bulb not squeezed. (When using the portable fuel tank)	Squeeze primer bulb to supply fuel. (page 44)
	Engine flooded.	Clean and dry spark plug. (page 80)
	No sparks across spark plug.	Install plug cap securely. (page 81)
	Fuel does not reach the carburetor.	Loosen the carburetor drain screw to see if there is fuel in the carburetor float bowl. (page 92)
	Out of fuel.	Supply fuel. (page 36, 37)
	Supplying fuel to the internal fuel tank when it is out of fuel while using the internal fuel tank.	Pull the choke knob to restart the engine (page 47).

## 8. OPERATION

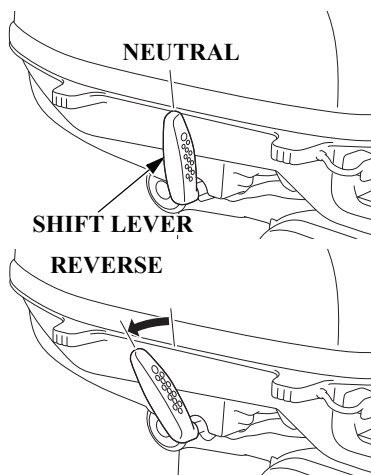
### Break-in Procedure

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 10% to 30% throttle opening.
- Next 60 minutes: Run the outboard motor up to maximum of 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.

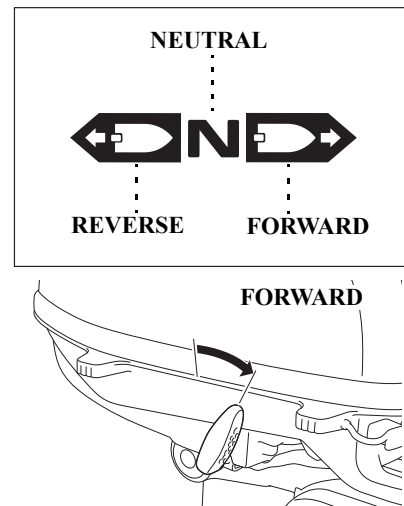
### Gear Shifting



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

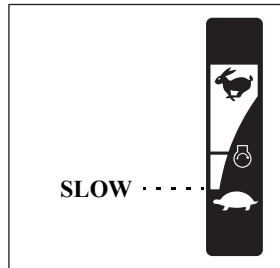
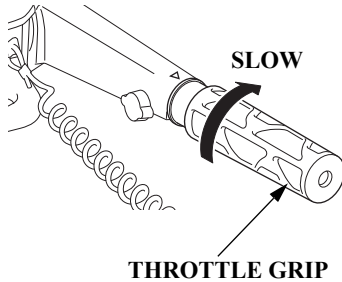
An indicator at the base of the shift lever aligns with the icon attached at the base of the shift lever.

Turn the throttle grip to SLOW to decrease engine speed before moving the shift lever.



### NOTE:

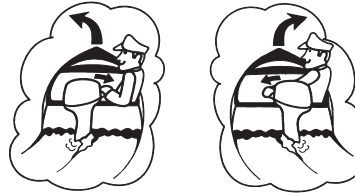
Do not turn the throttle grip in the FAST direction in REVERSE and NEUTRAL gear.



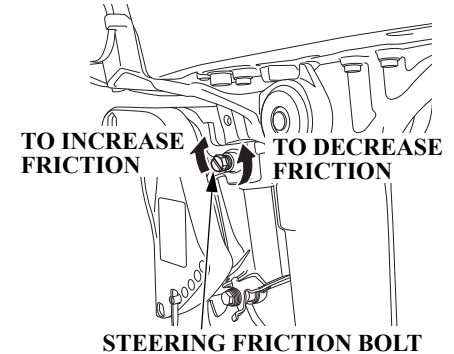
## NOTICE

When operating in reverse, proceed with caution to avoid hitting any underwater obstruction with the propeller.

## Steering



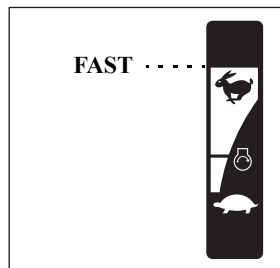
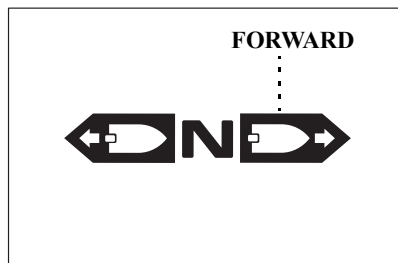
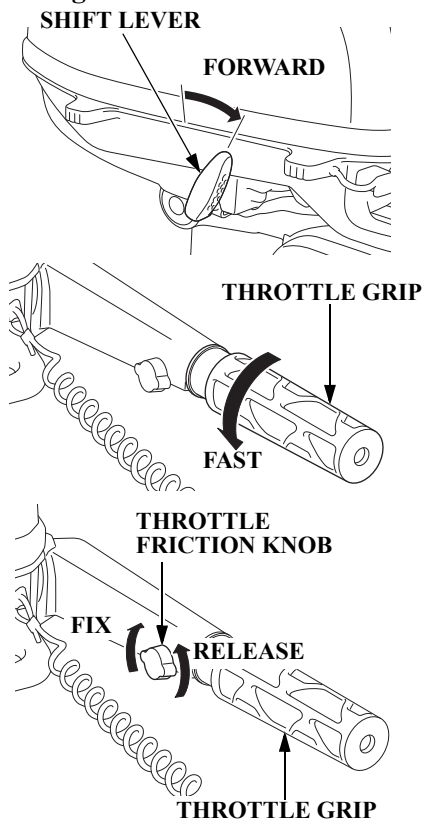
The boat swings its stern in the opposite direction in which it is to turn. To turn to the right, swing the tiller handle to the left. To turn to the left, swing the tiller handle to the right.



For smooth steering, adjust the steering friction bolt so that a slight drag is felt when turning.

# OPERATION

## Cruising



1. With the shift lever in the FORWARD position, turn the throttle grip in the FAST direction to increase the speed.
2. For normal cruising, open the throttle about 3/4 turn.

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

### CAUTION

- Do not operate without the engine cover. Exposed moving parts could cause injury; water may damage the engine.
- Confirm that the tilt lever is in the “RUN” position.

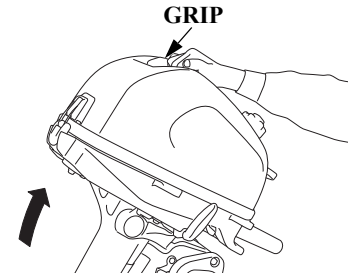
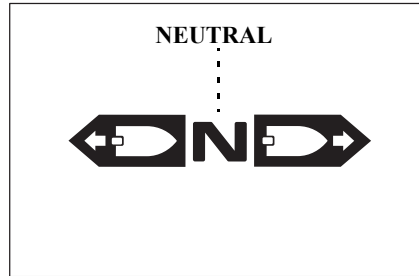
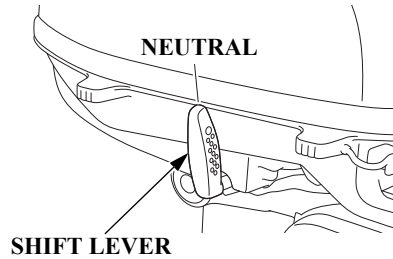
### NOTE:

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

## Tilting the Outboard Motor

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 to the NEUTRAL position and stop the engine. (see page 14).
2. Turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15).
3. Close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23).
4. When using a portable fuel tank, close the internal and portable fuel tank vents by turning the vent knob clockwise all the way (see page 22, 23), disconnect the fuel line connector from the outboard motor and install the fuel inlet cap (see page 23).



5. Move the tilt lever to the “TILT” position. Hold the engine cover grip and raise the outboard motor.

### **⚠ CAUTION**

**Do not use the tiller handle to tilt the outboard motor.**

### **NOTE:**

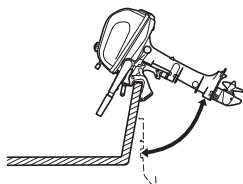
Before tilting up, leave the outboard motor in the running position for one minute after stopping the engine to drain the water from inside the engine.

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

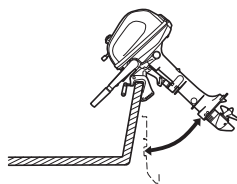


# OPERATION

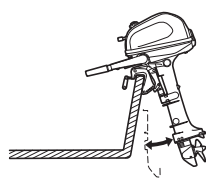
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58° (when mooring)

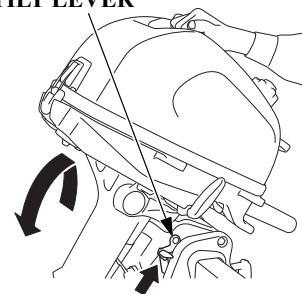


34°



18° (when cruising in shallow water)

TILT LEVER



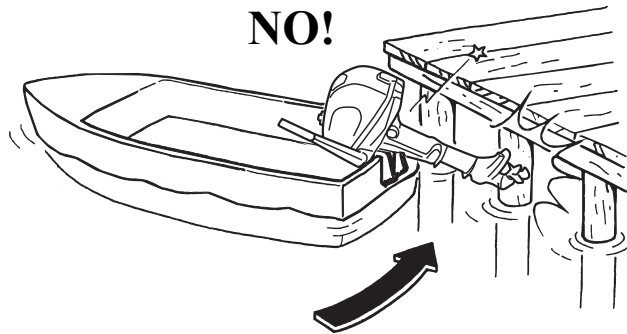
6. Set the tilt lever in the “TILT” position, and raise the outboard motor to any of the 18°, 34° and 58° tilt position.

7. To return the outboard motor to the normal “RUN” position, move the tilt lever away from you until it stops, tilt the outboard motor slightly, then lower the outboard motor slowly.

## ⚠ CAUTION

- Make sure water comes out from the cooling water check hole.
- When the outboard motor is tilted up, cruise at low speed.
- Never operate in reverse when the outboard motor is tilted up. The outboard motor will rise up, causing an accident.

### <Mooring>



#### NOTICE

**To avoid damaging the outboard motor, use the utmost care when mooring a boat, especially when its outboard motor is tilted up. Don't allow the outboard motor to strike against the pier or other boats.**

#### NOTE:

Close the internal fuel tank vent by turning the vent knob clockwise all the way. If you will be storing the outboard motor.

### <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 authorized outboard motor dealer.

# OPERATION

---

## Cruising in Shallows

When cruising in shallows, tilt up the outboard motor to prevent the propeller and gear case from hitting bottom.

Refer to “Tilting the Outboard Motor” (page 59) for the procedure.

### NOTICE

- **Be sure that the water is coming out of the cooling water check hole.**
- **When the outboard motor is tilted up, cruise at low speed.**

## High Altitude Operation

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase.

A very rich mixture will also foul the spark plug and cause hard starting.

High altitude performance can be improved by specific modifications to the carburetor. If you always operate the outboard motor at altitudes higher than 1,500 m (5,000 feet) above sea level, have your authorized dealer perform these carburetor modifications.

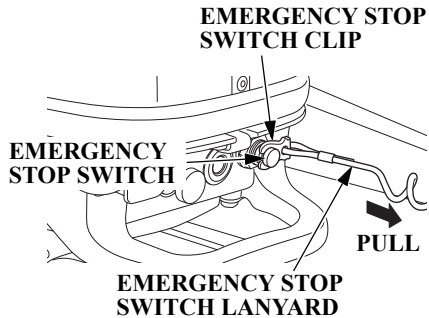
Even with suitable carburetor jetting, engine horsepower will decrease approximately 3.5% for each 300 m (1,000 feet) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

### NOTICE

**When the carburetor have been modified for high altitude operation, the air-fuel mixture will be too lean for low altitude use. Operation at altitudes below 1,500 m (5,000 feet) with modified carburetor may cause the engine to overheat and result in serious engine damage. For use at low altitudes, have an authorized outboard motor dealer return the carburetor to original factory specifications.**

## 9. STOPPING THE ENGINE

### Stopping the Engine

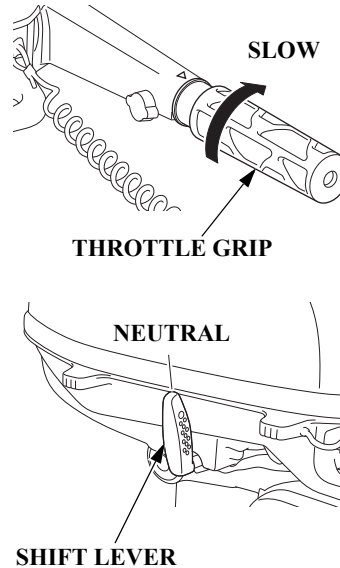


- **In an emergency;**

Disengage the emergency stop switch clip from the emergency stop switch by pulling the emergency stop switch lanyard.

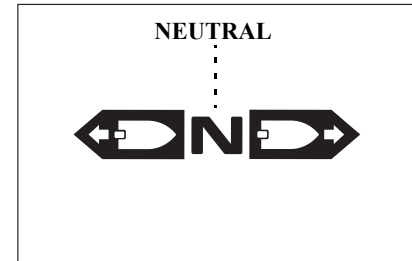
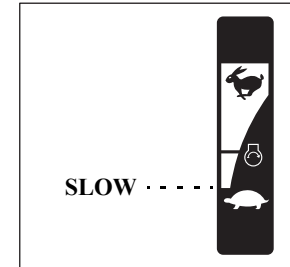
**NOTE:**

It is a good idea to stop the engine with the emergency stop switch lanyard from time to time to be sure that the emergency stop switch is operating properly.

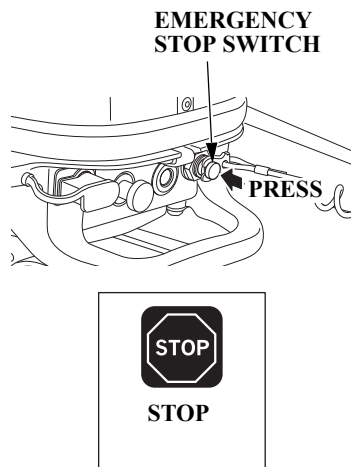


- **In normal use;**

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



# STOPPING THE ENGINE



2. Press the emergency stop switch once to stop the engine.

## NOTE:

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

## NOTE:

In the event that the engine does not stop when you press the emergency stop switch, and pull the emergency stop switch lanyard. If the engine continues to run, pull the choke knob to stop the engine.

3. Remove the emergency stop switch lanyard and store it.

4. If you are using the internal fuel tank, turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15) and close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23). If you will be storing, tilting or transporting the outboard motor.

If you are using a portable fuel tank, close the internal and portable fuel tank vents by turning the vent knob clockwise all the way (see page 22,23) and disconnect the fuel line and install fuel inlet cap if you

will be storing, tilting or transporting the outboard motor.

5. Disconnect the battery charge cable (equipped type) (see page 26).

## 10. TRANSPORTING

Before transporting the outboard motor:

If you are using the internal fuel tank, turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15) and close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23). If you are using a portable fuel tank, close the internal and portable fuel tank vents by turning the vent knob clockwise all the way (see page 22, 23) and disconnect the fuel line in the following procedure and install fuel inlet cap.

Be sure the fuel inlet cap is securely installed.

### NOTE:

Close the internal fuel tank vent by turning the vent knob clockwise all the way. If you will be storing, tilting or transporting the outboard motor.

### ⚠ 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.**

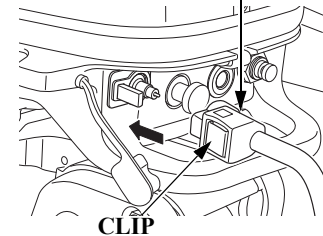
### NOTICE

**In cold weather, to prevent ice from forming inside the water pump, raise the outboard motor out of the water, remove the emergency stop switch clip and pull the starter grip several times to flush out the water.**

Disconnect the battery charge cable (equipped type) (see page 26).

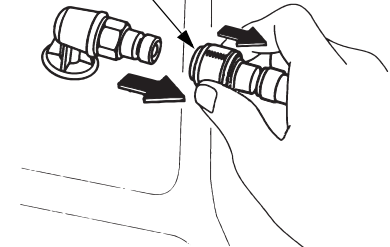
### Fuel Line Removal (Optional equipment for BF5D and BF6A)

#### FUEL LINE CONNECTOR



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

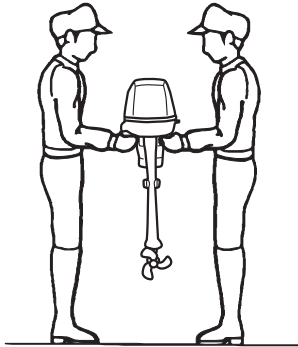
#### FUEL LINE CONNECTOR



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

# TRANSPORTING

## Transporting

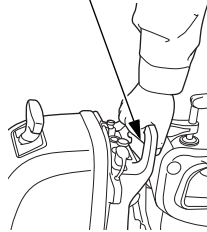


Carry the outboard motor with more than two people. To carry, hold the outboard motor by the carrying handle, or hold by the carrying handle and the engine under cover as shown here. Do not carry by the engine cover.

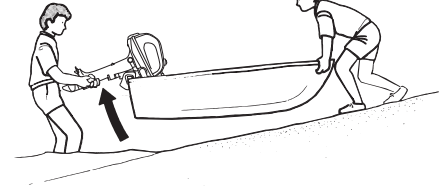
### NOTE:

Close the internal fuel tank vent by turning the vent knob clockwise all the way or drain the gasoline. If you will be transporting the outboard motor.

CARRYING HANDLE



**NO!**



### ⚠ CAUTION

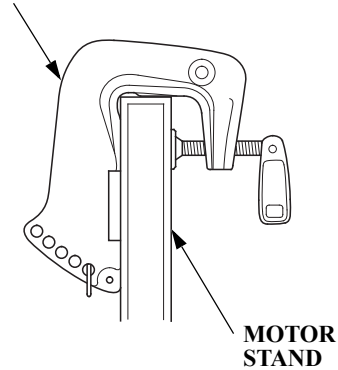
**Do not carry the outboard motor by the engine cover. The engine cover can be unlatched and outboard motor can drop, resulting in an accidental injury and damage.**

### NOTICE

**To avoid damaging the outboard motor, never use it as a handle for lifting or moving the boat.**

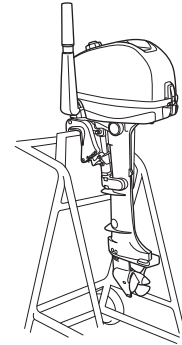
Transport the outboard motor either vertically or horizontally as follows with the tiller handle raised.

**STERN BRACKET**



1. Attach the stern brackets to a motor stand and mount the outboard motor to the brackets.

## Vertical transport

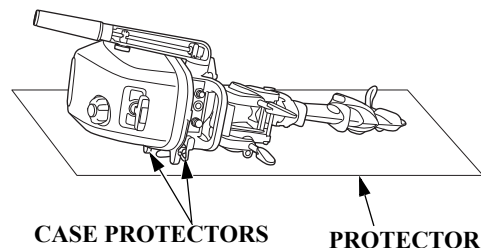


2. Move the shift lever to the REVERSE position and lock the tilt lever.
3. Transport the outboard motor with the tiller handle raised.

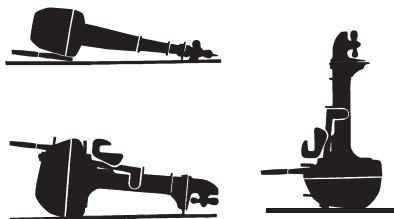


# TRANSPORTING

## Horizontal transport



### INCORRECT



Rest the outboard motor on the case protectors. (With tiller handle side of the outboard motor upward)

Always rest the outboard motor on a protector and be sure to protect it from impact and damage.

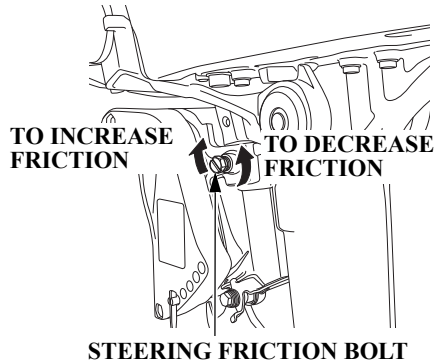
### NOTICE

**Position the outboard motor so that the engine side is higher than the propeller side. Failure to do so may cause engine oil leakage.**

### NOTICE

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

## Trailerding



When trailerding or transporting the boat with the outboard motor attached always disconnect the fuel line from the portable fuel tank, install the fuel inlet cap and tighten the steering friction bolt securely.

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

### NOTE:

Close the internal fuel tank vent by turning the vent knob clockwise all the way or drain the gasoline. If you will be transporting the outboard motor.

## 11. CLEANING AND FLUSHING

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

### ▲WARNING

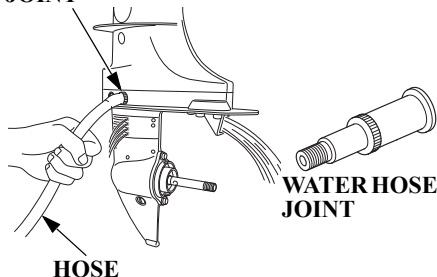
- For safety, the propeller must be removed.
- Be sure the outboard motor is securely mounted, and do not leave it unattended while running.
- Keep children and pets away from the area, and stay clear of moving parts during this procedure.

### NOTICE

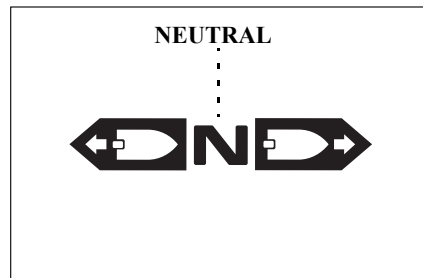
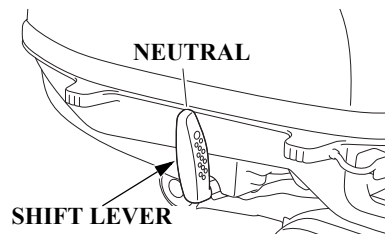
Running the engine without water can cause serious engine damage due to overheating. Be sure that water flows from the cooling water check hole while the engine is running. If not, stop the engine and determine the cause of the problem.

### With Water Hose Joint (Optional equipment)

#### WATER HOSE JOINT



1. Tilt down the outboard motor.
2. Wash the outside of the outboard motor with clean, fresh water.
3. Remove the wash plug.
4. Flush the cooling system, using the water hose joint.
  - a. Attach a hose from a fresh water faucet to the water hose joint.
  - b. Remove the propeller (see page 89).
  - c. Turn on the fresh water supply to the hose.



- d. Start the engine and run in neutral position for at least 10 minutes to clean inside of the engine.

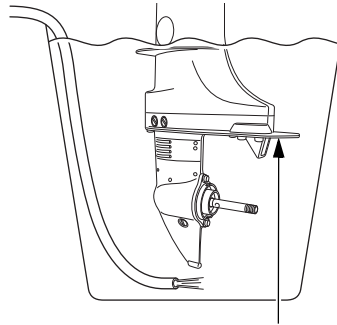
5. After flushing, stop the engine.

If you are using the internal fuel tank, turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15) and close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23).

If you are using a portable fuel tank, close the internal and portable fuel tank vents by turning the vent knob clockwise all the way (see page 22, 23) and disconnect the fuel line and install fuel inlet cap.

6. Remove the hose joint, and reinstall the wash plug and the propeller (see page 89).
7. Tilt up the outboard motor and move the tilt lever to the LOCK position.

### Without Water Hose Joint



**ANTIVENTILATION PLATE**

When the water hose joint is not used, stand the outboard motor in a suitable container of fresh water.

1. Tilt down the outboard motor.
2. Wash the outside of the outboard motor with clean, fresh water.
3. Remove the propeller (see page 89).
4. Stand the outboard motor in a suitable container of water. The water level must be at least 100 mm (4 in) above the antiventilation plate.
5. Start the engine and run slowly for

at least 5 minutes.

6. After flushing, stop the engine.

If you are using the internal fuel tank, turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15) and close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23).

If you are using a portable fuel tank, close the internal and portable fuel tank vents by turning the vent knob clockwise all the way (see page 22, 23) and disconnect the fuel line and install fuel inlet cap.

7. Remove the water container, and reinstall the propeller (see page 89).
8. Tilt up the outboard motor and move the tilt lever to the LOCK position.

## 12. MAINTENANCE

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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 it securely by pulling up the lock lever.**

### **NOTICE**

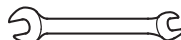
- **If the engine must be run, make sure there is water at least 100 mm (4 in) above the antiventilation plate, otherwise the water pump may not receive sufficient cooling water, and the engine will overheat.**
- **Use only Honda Genuine parts or their equivalents for maintenance or repair. The use of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

## Tool Kit and Spare Parts

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

Spare shear pin and cotter pin are located inside the engine compartment above the engine under cover.

### TOOL KIT



**10 × 12 mm  
WRENCH**



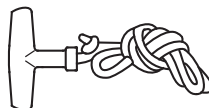
**FLAT  
SCREWDRIVER**



**GRIP**



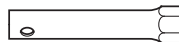
**EMERGENCY STOP  
SWITCH CLIP**



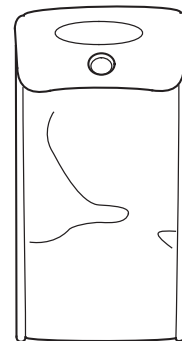
**EMERGENCY  
STARTER ROPE**



**PLIERS**



**SPARK PLUG  
WRENCH**

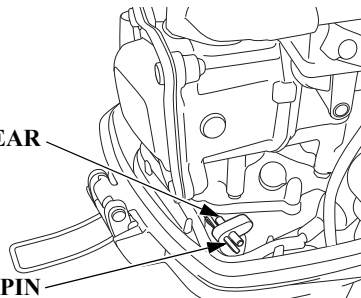


**TOOL BAG**

### Spare Parts

**SPARE SHEAR  
PIN**

**SPARE COTTER PIN**



# MAINTENANCE

## MAINTENANCE SCHEDULE

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.	Refer to page
ITEM							
Engine oil	Check level	o					34
	Change			o	o		76
Gear case oil	Change			o	o		78
Starter rope	Check				o		79
Carburetor linkage	Check-adjust			o (2)	o (2)		-
Valve clearance	Check-adjust			o (2)		o (2)	-
Spark plug	Check-adjust				o		80
	Replace					o	80
Propeller and Cotter pin	Check	o					40
Anode	Check	o (8)					40
Idling speed	Check-adjust			o (2)	o (2)		-
Lubrication	Grease			o (1)	o (1)		84
Fuel tank and tank filter (Internal)	Clean				o (2)		-
Fuel tank and tank filter (Portable)	Clean					o	87
Thermostat	Check					o (2)	-

### NOTE:

- (1) Lubricate more frequently when used in salt water.
- (2) These items should be serviced by an authorized Marine 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.
- (8) When there is 1/3 or more consumption, please exchange.

# MAINTENANCE

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.	Refer to page
ITEM							
Fuel filter	Check				o		85
	Replace					o	85
Fuel line	Check	o (5)					40, 43
	Replace	Every 2 years (If necessary) (2) (6)					-
Bolts and Nuts	Check-tightness			o (2)	o (2)		-
Breather tube	Check					o (2)	-
Cooling water passages	Clean		o (4)				70, 71
Water pump	Check					o (2)	-
Emergency stop switch	Check	o					18, 19
Engine oil leak	Check	o					-
Each operation part	Check	o					-
Engine condition (7)	Check	o					-

## NOTE:

- (2) These items should be serviced by an authorized Marine 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 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 motor.
- (6) Check the fuel line for leaks, cracks or damage. Replace the fuel line if there are signs of leaks, cracks or damage.
- (7) Upon starting, check for unusual engine sounds and cooling water flowing freely from the check hole.



# MAINTENANCE

---

## Engine Oil Change

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

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

## 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.

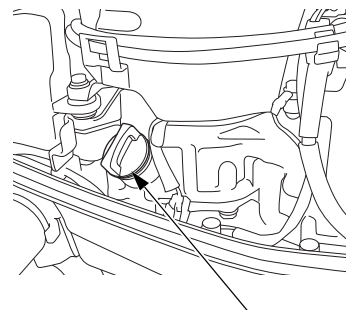
## Oil capacity:

0.55 L (0.58 US qt, 0.48 Imp qt)

## Recommended oil:

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

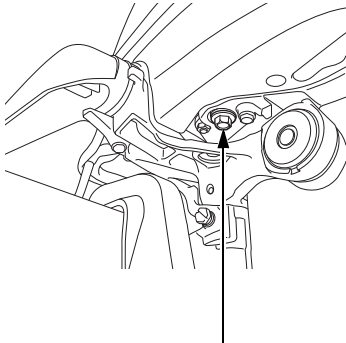
## <Engine Oil Replacement>



**OIL FILLER CAP/DIPSTICK**

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 (see page 33). Remove the oil filler cap/dipstick.



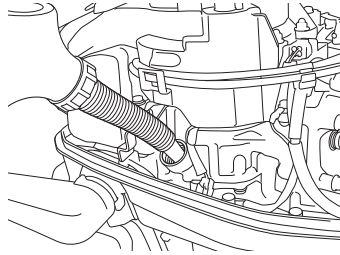
**DRAIN BOLT**

2. Remove the engine oil drain bolt and sealing washer, and drain the engine oil.

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

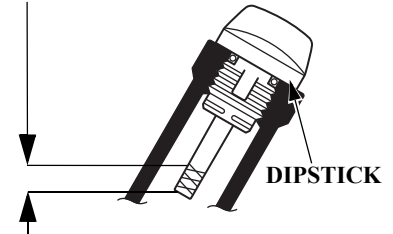
**OIL DRAIN BOLT TORQUE:**

33 N·m (3.4 kgf·m , 24 lbf·ft)



3. Refill to the upper level mark on the dipstick with the recommended oil. Insert the dipstick screwing it in, then remove it and check the oil level shown on the dipstick.

**UPPER LEVEL 0.55 L  
(0.58 US qt, 0.48 Imp qt)**



**LOWER LEVEL 0.45 L  
(0.48 US qt, 0.40 Imp qt)**

4. Reinstall the oil filler cap securely.
5. Install the engine cover and lock it securely by push down the engine cover latch (see page 33).

**NOTE:**

Please dispose of used outboard 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 or pour it on the ground.

# MAINTENANCE

## Gear Oil Change

### Oil change interval:

20 hours or first month after initial use for initial change, then every 6 months or 100 operating hours.

### Oil capacity:

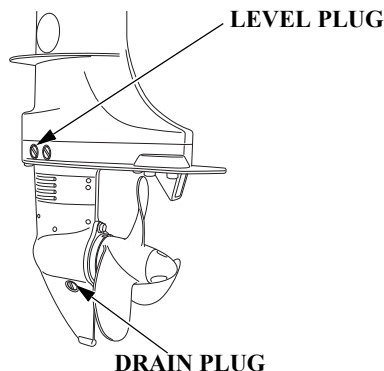
0.10 L (0.11 US qt, 0.09 Imp qt)

### Recommended Oil:

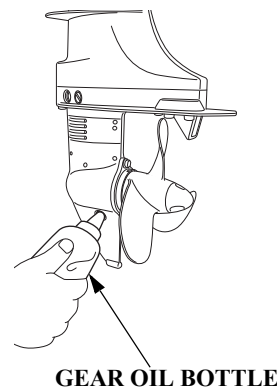
SAE 75W-90 or 90 hypoid gear oil,  
API Service Classification (GL-4)

Change the gear oil with the engine stopped and the outboard motor in the vertical position.

1. Place a suitable container below the oil drain hole to catch the used oil, then remove the oil level plug, oil drain plug and washers.



2. Allow the used oil to drain completely, then install an oil pump adapter in the oil drain hole. If water or contaminated (milky-colored) oil flows out the drain hole when the plug is removed, have the outboard motor checked by authorized Marine dealer.
3. Add oil through the oil drain hole until it flows out the oil level hole, then install the oil level plug, oil drain plug and new washers.



### OIL LEVEL PLUG TORQUE:

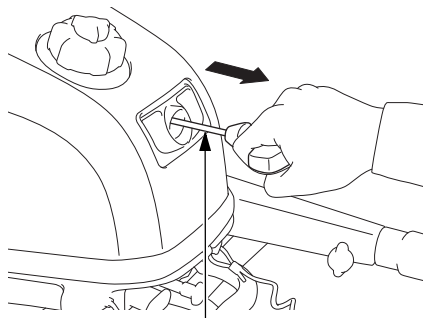
3.5 N·m (0.36 kgf·m , 2.6 lbf·ft)

Avoid losing more than 30 cm<sup>3</sup> (1 US oz, 1.1 Imp oz) while reinstalling the drain plug.

### OIL DRAIN PLUG TORQUE:

3.5 N·m (0.36 kgf·m , 2.6 lbf·ft)

### Starter Rope Check



**STARTER ROPE**

Check the starter rope every 6 months or after every 100 operating hours. Replace the rope if it is frayed.

# MAINTENANCE

## Spark Plug Service

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 to awhile after stopping the engine.

### Check-Adjust interval:

Every 100 operating hours or 6 months.

### Replace interval:

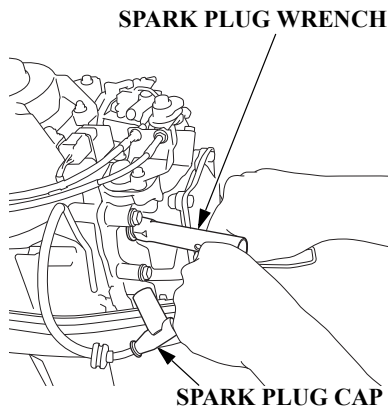
Every 200 operating hours or every year.

### Recommended spark plug:

BKR6E-E (NGK)

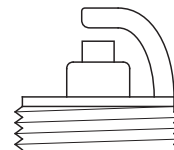
### NOTICE

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

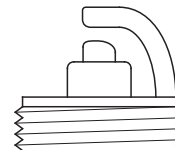


1. Remove the engine cover (see page 33).
2. Remove the spark plug cap.
3. Use the wrench and screwdriver to remove the spark plug.

New plug



Plug needing replacement

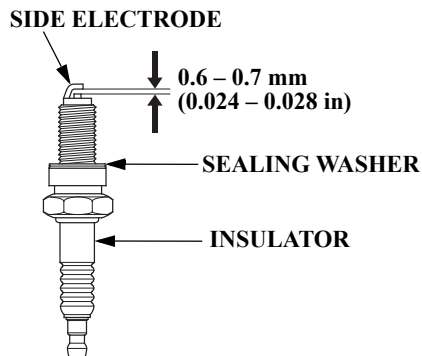


### 4. Inspect the spark plug.

- (1) If the electrode is 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 insulator is cracked or chipped, replace the spark plug.



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

6. Check the spark plug washer is in good condition, and thread the plug in by hand to prevent cross threading.
7. After the spark plug is seated, tighten with a spark plug wrench to compress the washer.

## SPARK PLUG TORQUE:

18 N·m (1.8 kgf·m , 13 lbf·ft)

## NOTE:

If installing new spark plug, tighten 1/2 turn after the spark plug seats to compress the washer. If reinstalling a used spark plug, tighten 1/8 – 1/4 turn after the spark plug seats to compress the washer.

## NOTICE

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

8. Reinstall the spark plug cap.
9. Reinstall the engine cover.

# MAINTENANCE

## Battery Service

### 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.

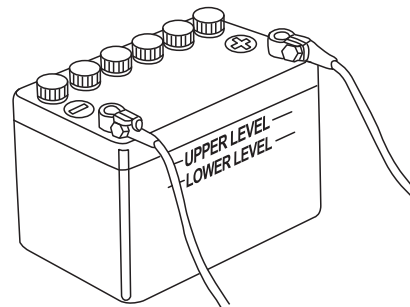
Check that the battery cables are connected securely.  
If the battery terminals are contaminated or corroded, remove the battery and clean the terminals.

**Battery check interval:**  
Before each use.

### ⚠ WARNING

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

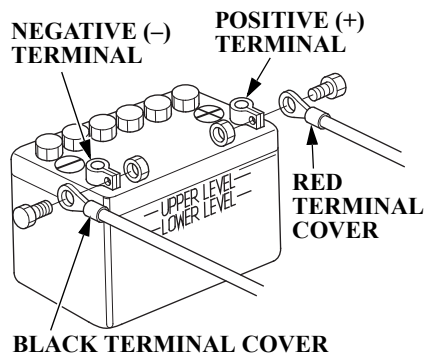
- **CHEMICAL HAZARD:** Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.
- Keep flames and sparks away, and do not smoke in the area.  
**ANTIDOTE:** If electrolyte gets into your eyes, flush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



### Installation check:

Check that the cables are connected to the battery terminals securely. Tighten the terminals if they are loose.

### <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.

3. Connect the battery positive (+) cable (red terminal cover) to the battery positive (+) terminal, then the battery negative (-) cable (black terminal cover) 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

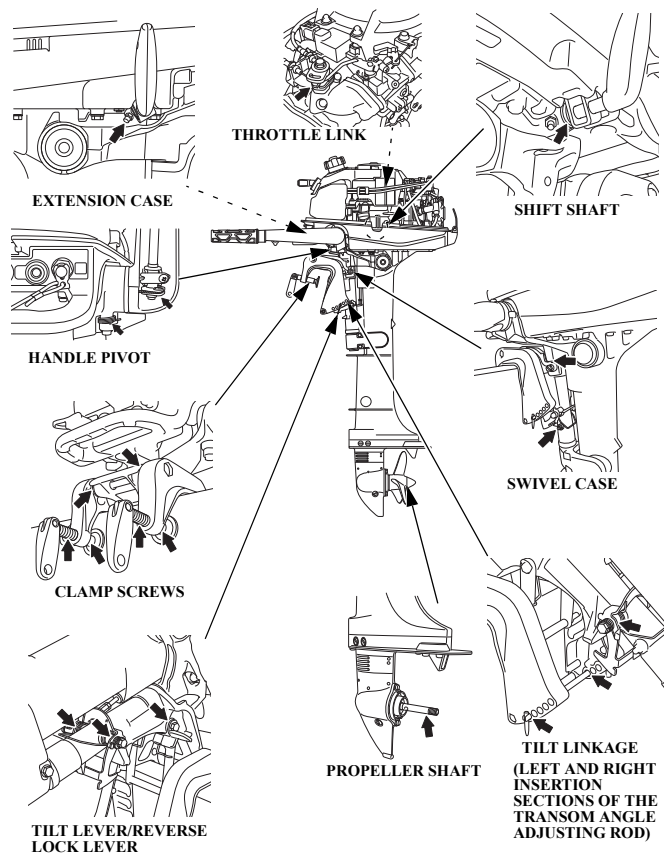
Wipe the outside of the engine with a cloth dipped in clean oil. Apply marine anticorrosion grease to the following parts:

## Lubrication interval:

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

## NOTE:

Apply anticorrosion oil to pivot surfaces where grease cannot penetrate.



### Fuel Filter Check/Replacement

The fuel filter is located between the fuel valve 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 filter periodically.

#### Inspection interval:

Every 100 operating hours or 6 months.

#### Replacement interval:

Every 200 operating hours or every year.

#### **▲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.**

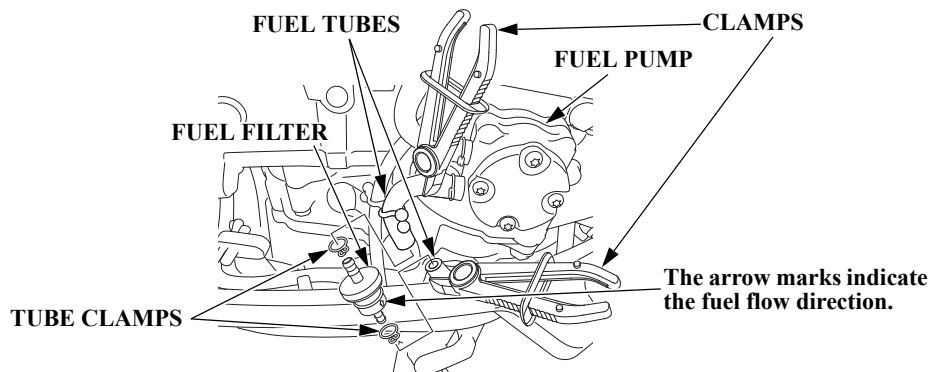
- **Always work in a well-ventilated area.**
- **Be sure that any fuel drained from the outboard motor is stored in a safe container.**
- **Be careful not to spill fuel when replacing the filter.**  
**Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting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

#### <Inspection>

1. Remove the engine cover (see page 33).
2. Check the fuel filter for water accumulation and clogging.
3. Install the engine cover (see page 33).

# MAINTENANCE

## <Replacement>

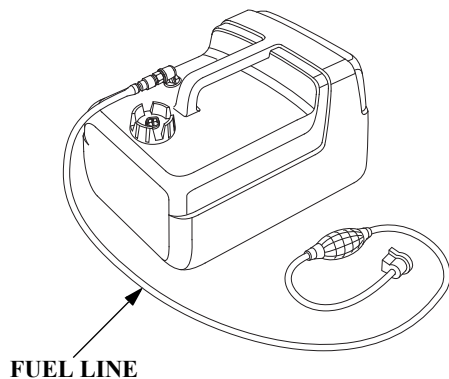


1. Turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A) (see page 15).
2. Close the internal fuel tank vent by turning the vent knob clockwise all the way (see page 23).
3. When using the portable fuel tank, close the internal and portable fuel tank vent by turning the vent knob clockwise all the way (see page 22,23) and disconnect the fuel line connector from the outboard motor

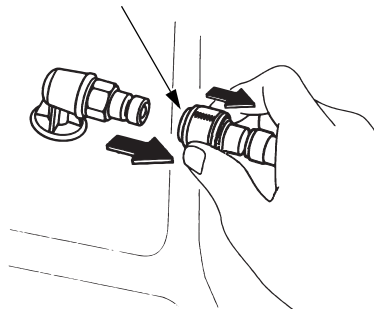
- and install the fuel inlet cap (see page 23).
4. Remove the engine cover (see page 33), and remove the fuel filter. Before removing the fuel filter, place clamps on the fuel tubes on each side of the filter to prevent fuel leakage.
5. Install the new fuel filter so that the arrow mark on the fuel filter is toward the fuel pump side. Fuel flow will be impeded if the filter is installed backward.

6. Connect the fuel tubes to the fuel filter securely with the tube clamps.
7. Remove the clamps used to close the fuel tubes.
8. Prime fuel to the fuel filter.  
**(When using the internal fuel tank)**  
Pull the starter grip to prime the carburetor with gasoline (see page 41) and check for leaks.  
**(When using the portable fuel tank)**  
Connect the fuel line and pump the primer bulb (see page 42) and check for leaks.
9. If loss of power or hard starting is found caused by excessive water or sediment accumulated in the fuel filter, inspect the fuel tank. Clean the fuel tank if necessary.
10. Install the engine cover (see page 33).

### Fuel Tank Cleaning and Tank Filter Cleaning (Portable Fuel Tank) (Optional equipment for BF5D and BF6A)



**FUEL LINE CONNECTOR**



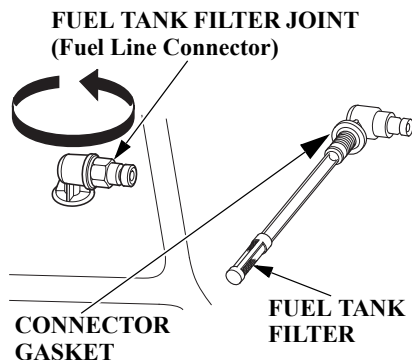
Clean the fuel tank and tank filter every year or after every 200 operating hours.

#### <Fuel Tank Cleaning>

1. Disconnect the fuel line connector 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.

# MAINTENANCE

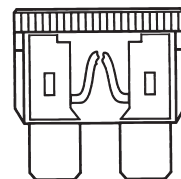
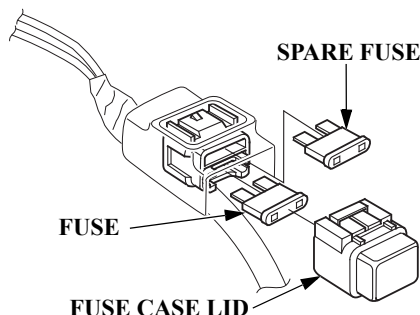
## <Tank Filter Cleaning>



1. Turn the fuel tank filter joint counterclockwise and remove the fuel tank filter.
2. Clean the fuel tank filter in nonflammable solvent. Inspect the fuel tank filter and the connector gasket. Replace them if damaged.
3. After cleaning, reinstall the fuel tank filter and fuel tank filter joint securely.

## Replacing the Fuse (Equipped type)

The fuse is attached to the battery charge cable.



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.

### <How to replace the fuse>

1. Stop the engine.
2. Remove the fuse case lid and pull the blown fuse out of the clip with your finger.
3. Push the spare fuse into the clips.

### <Designated fuse> 15A

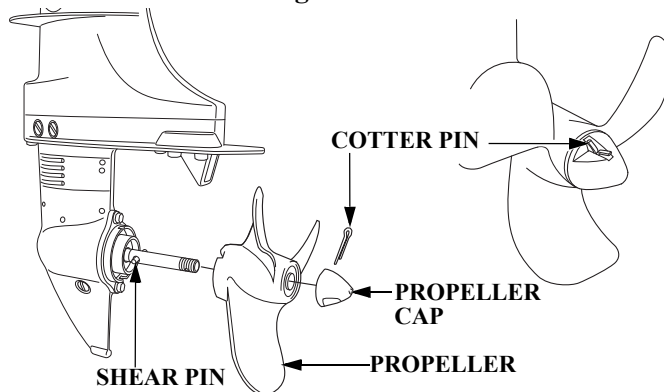
#### ▲WARNING

Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result.

#### 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.

## Propeller and Shear Pin Change



A shear pin is used to protect the propeller and drive mechanism from damage when the propeller strikes an obstruction.

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

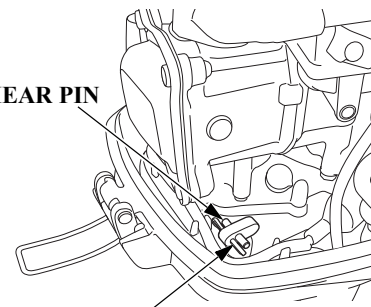
### ⚠ WARNING

- **When replacing, remove the emergency stop switch clip to prevent an accidental startup of the engine.**
- **The propeller is thin and sharp. To protect your hands, wear the heavy gloves during replacement.**

### Replacement

1. Remove the cotter pin, the propeller cap and the propeller.

### SPARE SHEAR PIN



### SPARE COTTER PIN

2. Remove the broken shear pin and replace it with a new one.
3. Install the propeller or install a new propeller if the propeller is damaged, then install the propeller cap finger tight.
4. Install a new cotter pin, and spread the ends of it as shown.

### NOTE:

Use a Honda Genuine shear pin and cotter pin.

# MAINTENANCE

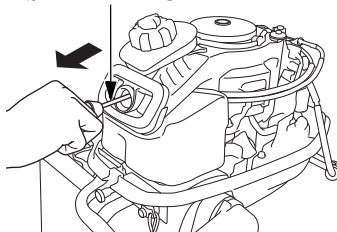
## Servicing a Submerged Outboard Motor

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

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

1. Remove the engine cover, and rinse the outboard motor with fresh water to remove salt water, sand, mud, etc.
2. Drain the fuel tank into a suitable container.
3. Loosen the carburetor drain screw, drain the contents of the carburetor into a suitable container, then retighten the drain screw (see page 92).

STARTER ROPE

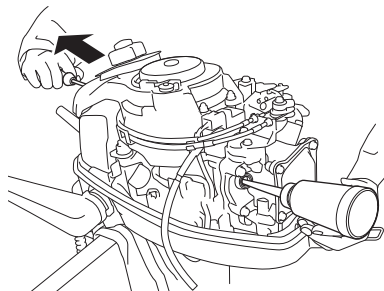


4. Remove the spark plug.  
Disengage the emergency stop switch clip from the emergency stop switch and pull the starter grip several times to completely expel water from the cylinder.

### NOTICE

- **When cranking the engine with an open ignition circuit (spark plug removed from the ignition circuit), disengage the emergency stop switch clip to prevent electrical damage to the ignition system.**

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



5. Change the engine oil (see page 76). If there was water in the engine crankcase, or if 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.
6. Pour a teaspoon (5 - 10 cm<sup>3</sup>) of engine oil into the spark plug hole, then pull the starter grip several times to lubricate the inside of the cylinder. Reinstall the spark plug and engage

- the emergency stop switch clip with the emergency stop switch.
7. Attempt to start the engine.

### **▲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.**

- If the engine fails to start, remove the spark plug, clean and dry the electrode, then reinstall the spark plug and attempt to start the engine again.
  - 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 antiventilation plate).
8. As soon as possible, take the outboard motor to a outboard motor dealer for inspection and service.



## 13. STORAGE

For longer service life of the outboard motor, have your outboard motor serviced by an authorized 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 (carburetor 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 36,37).
- 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 the internal and portable fuel tanks and carburetor.

### Draining the Gasoline

#### **▲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.**

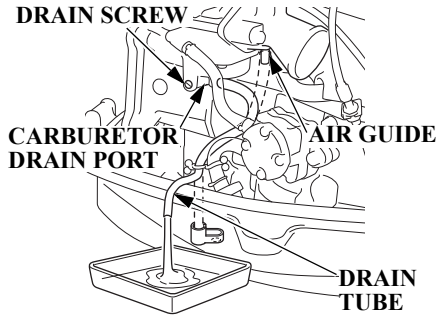
#### NOTE:

Close the internal fuel tank vent by turning the vent knob clockwise all the way. If you will be storing, tilting or transporting the outboard motor.

1. When using the portable fuel tank (BF5D and BF6A), disconnect the fuel line connector from the outboard motor. Remove the portable fuel filler cap (see page 37), drain the gasoline from the portable fuel tank into a suitable container, close the portable fuel tank vent by turning the vent knob clockwise all the way (see page 22) and install the fuel inlet cap (see page 23).
2. Remove the internal fuel filler cap (see page 36), and drain the gasoline from the internal fuel tank into a suitable container. Install the internal fuel filler cap.

3. Turn the fuel valve lever to the ON position (BF4A) or internal fuel tank position (BF5D and BF6A), and turn the internal fuel tank vent knob counterclockwise (see page 23).
4. Remove the engine cover (see page 33).
5. Disconnect the drain tube from the air guide, then connect it to the carburetor drain port as shown.

**CARBURETOR  
DRAIN SCREW**



6. Loosen the carburetor drain screw, and drain the gasoline into a suitable container.

7. After draining thoroughly, tighten the drain screws securely. Be sure to drain thoroughly as the gasoline deteriorates as time goes by.
8. Reconnect the drain tube to the air guide.
9. Turn the internal fuel tank vent knob clockwise all the way (see page 23).  
Turn the fuel valve lever to the OFF position (BF4A) or portable fuel tank position (BF5D and BF6A).
10. Install the engine cover (see page 33).

### **(When using the internal fuel tank)**

When starting the engine after draining the gasoline, prime the carburetor with gasoline (see page 41).

### **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<sup>-1</sup> (rpm) until it stops.

### **Outboard Motor Storage**

1. Tilt the outboard motor, remove the engine cover and plug cap, pull the starter grip several times and completely drain off the cooling water.

### **⚠ CAUTION**

- If the outboard motor is put on its side without completely draining off the cooling water immediately after stopping it, water may enter the engine from the exhaust port. Be sure, therefore, to drain off the cooling water before putting the outboard motor on its side.
- When pulling the starter grip, be careful not to touch the spark plug wire.

## STORAGE

2. Change the engine oil.
3. Remove the spark plug, and pour about a tablespoon (5 - 10 cm<sup>3</sup>) of clean engine oil into the cylinder. Crank the engine several revolutions to distribute the oil, then reinstall the spark plug and plug cap.
4. Slowly pull the starter grip until resistance is felt. At this point, the piston is coming up on its compression stroke and both the intake and exhaust valves are close. Storing the engine in this position will help to protect it from internal corrosion.
5. Store the outboard motor in a clean and dry area.

### NOTE:

Before storing, clean, flush and lubricate the outboard motor as described on pages 70, 71 and 84.

## Battery Storage

### NOTICE

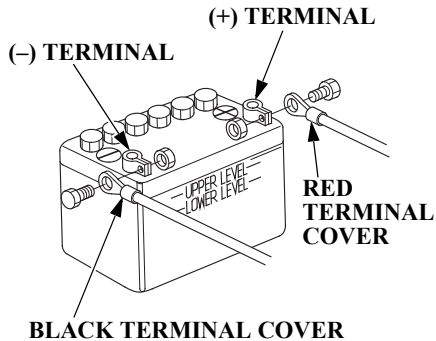
Battery handling differs according to the type of the battery. Refer to the battery manufacturer's instructions.

### ⚠ WARNING

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

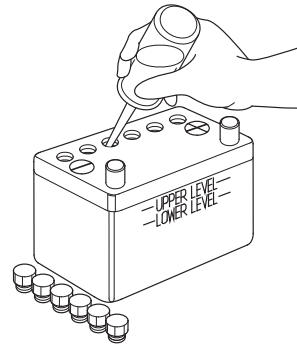
- **CHEMICAL HAZARD:** Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns. Wear a faceshield and protective clothing.

- 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.



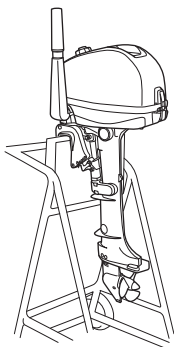
3. Fill the battery with distilled water to the upper level line. Never overfill the battery.
4. Store the battery on a level surface in a cool, dry, well ventilated place out of direct sunlight.
5. Once a month, check the specific gravity of the electrolyte and recharge as required to prolong battery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

# STORAGE

## Storage Position of the Outboard Motor

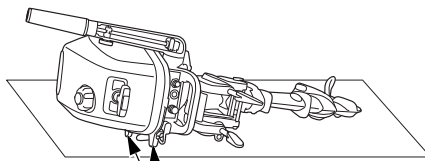
Store the outboard motor either vertically or horizontally as follows with the tiller handle raised.

### Vertical storage



1. Disconnect the battery charge cable (equipped type) (page 26).
2. Attach the stern brackets to a motor stand and mount the outboard motor to the brackets. (page 29).
3. Store the outboard motor with the tiller handle raised.

### Horizontal storage



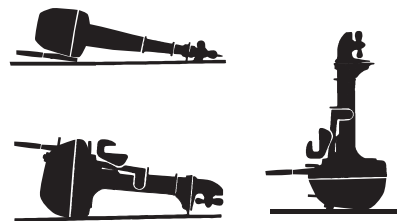
CASE PROTECTORS

Rest the outboard motor on the case protectors.  
(With tiller handle side of the outboard motor upward)

#### NOTICE

**Position the outboard motor so that the engine side is higher than the propeller side. Failure to do so may cause engine oil leakage.**

### INCORRECT



#### NOTICE

**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

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### <Engine fails to start>

1. Emergency stop switch —→ Engage the emergency stop switch clip in place. (page 45)
2. Starter grip cannot be operated. —→ Set the shift lever in NEUTRAL position. (page 47)
3. Out of fuel. —→ Supply fuel. (page 36,37)
4. Fuel line is flattened or kinked. —→ Check for bent or pinched fuel line.
5. Fuel connectors are not connected properly. (When using the portable fuel tank.) —→ Connect properly. (pages 43,44)
6. Fuel filler cap vent knob is not turned ON. —→ Open the fuel filler cap vent knob. (page 22,23)
7. Fuel system is not primed by squeezing the primer bulb. (When using the portable fuel tank.) —→ Squeeze the primer bulb to supply fuel. (page 44)
8. Fuel is not reaching the carburetor. —→ Loosen the carburetor drain screw to see if there is fuel in the carburetor float bowl. (page 92)
9. Engine is flooded. —→ Clean and dry the spark plug. (page 80)

10. Plug cap is not installed —→ Install plug cap securely. properly. (page 81)
11. Fuel valve lever is not turned to the appropriate position. —→ Turn the fuel valve lever to the appropriate position. (page 15)
12. Supplying fuel to the internal fuel tank when it is out of fuel while using the internal fuel tank. —→ Pull the choke knob to restart the engine (page 47).

### <Engine speed fluctuates or engine stalls>

1. Fuel level is low. —→ Add fuel. (page 36,37)
2. Fuel line is flattened or kinked. (When using the portable fuel tank.) —→ Check for excessively bent or pinched fuel line.
3. Fuel filter is clogged. —→ Replace fuel filter. (page 85)
4. Spark plug is fouled. —→ Remove spark plug and dry and clean it. (page 80)
5. Spark plug heat range is incorrect. —→ Replace with spark plug of proper heat range. (page 80)
6. Spark plug gap is incorrect. —→ Adjust to proper gap. (page 80)

### <Engine speed does not increase>

1. Fuel line is flattened or kinked. (When using the portable fuel tank.) —→ Check for excessively bent or pinched fuel line.
2. Fuel filter is clogged. —→ Replace fuel filter. (page 85)
3. Engine oil level is low. —→ Check engine oil and add to specified level. (page 34)
4. Unmatched propeller is selected. —→ Consult with an authorized Honda outboard motor dealer.
5. Passengers are not distributed equally. —→ Distribute the passengers equally.
6. Outboard motor is not installed properly. —→ Install the outboard motor in the proper position. (page 27 to 30)

### <Engine overheats>

1. Water intake and/or water check tube are/is clogged. —→ Clean water intake and/or water check tube.
2. Engine is overloaded because of unequally distributed passengers or excessive load on the boat. —→ Distribute the passengers equally. Do not load on the boat excessively.
3. Thermostat is faulty. —→ Consult with an authorized Honda outboard motor dealer.
4. Cavitation. —→ Install the outboard motor in the proper position. (page 27 to 30)

### <Engine overrevs>

1. Cavitation. —→ Install the outboard motor in the proper position. (page 27 to 30)
2. Propeller is damaged. —→ Replace propeller. (page 89)
3. Unmatched propeller is selected. —→ Consult with an authorized Honda outboard motor dealer.
4. Trim angle is not correct. —→ Trim to correct angle. (page 29)



## 16. SPECIFICATIONS

MODEL	BF4AH			
Description Code	BACC			
Type	SHND	SHNU	LHND	LHNU
Overall length	524 mm (20.6 in)			
Overall width	347 mm (13.7 in)			
Overall height	1,020 mm (40.2 in)		1,147 mm (45.2 in)	
Transom height (when transom angle at 14°)	434 mm (17.1 in)		561 mm (22.1 in)	
Dry mass (weight) *1	27 kg (60 lbs)		27.5 kg (60.6 lbs)	
Rated power	2.9 kW (4 PS)			
Full throttle range	4,500 – 5,500 min <sup>-1</sup> (rpm)			
Engine type	4-stroke, single cylinder, OHV type			
Displacement	127 cm <sup>3</sup> (7.7 cu-in)			
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)			
Starter system	Recoil starter			
Ignition system	C.D.I.			

\*1 With propeller

\*2 Optional Equipment

Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ) SAE 10W-30 Gear case: API standard (GL-4) SAE 75W-90 or 90 Hypoid gear oil
Oil capacity	Engine: 0.55 L (0.58 US qt, 0.48 Imp qt) Gear case: 0.10 L (0.11 US qt, 0.09 Imp qt)
D.C. output *2	12V – 6A
Cooling system	Water cooling with thermostat
Exhaust system	Underwater exhaust
Spark plug	BKR6E-E (NGK)
Fuel pump	Mechanical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane or higher)
Tank capacity	Internal fuel tank: 1.5 L (0.40 US gal, 0.33 Imp gal)
Gear change	Forward – Neutral – Reverse (dog type)
Steering equipment	Bar handle
Steering angle	45° (right and left)
Transom angle	5 stages (4°, 8°, 12°, 16°, 20°)
Tilt up angle (when transom angle at 12°)	3 stages adjustment (18°, 34° and 58°)
Standard propeller (No. of blades – diameter × pitch)	3 – 200 × 150 mm (3 – 7-7/8 × 5-7/8 in)

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

# SPECIFICATIONS

MODEL	BF5DH							
Description Code	BADC							
Type	SHD	SHU	SHND	SHNU	LHD	LHU	LHND	LHNU
Overall length	524 mm (20.6 in)							
Overall width	347 mm (13.7 in)							
Overall height	1,020 mm (40.2 in)				1,147 mm (45.2 in)			
Transom height (when transom angle at 14°)	434 mm (17.1 in)				561 mm (22.1 in)			
Dry mass (weight) *1	27.8 kg (61.3 lbs)		27 kg (60 lbs)		28.3 kg (62.4 lbs)		27.5 kg (60.6 lbs)	
Rated power	3.68 kW (5 PS)*3 3.7 kW (5 PS)*4							
Full throttle range	4,500 – 5,500 min <sup>-1</sup> (rpm)							
Engine type	4-stroke, single cylinder, OHV type							
Displacement	127 cm <sup>3</sup> (7.7 cu-in)							
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)							
Starter system	Recoil starter							
Ignition system	C.D.I.							

\*1 With propeller

\*2 SHND, SHNU, LHND, and LHNU types are Optional Equipment

\*3 For U types

\*4 For D types

Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ) SAE 10W-30 Gear case: API standard (GL-4) SAE 75W-90 or 90 Hypoid gear oil
Oil capacity	Engine: 0.55 L (0.58 US qt, 0.48 Imp qt) Gear case: 0.10 L (0.11 US qt, 0.09 Imp qt)
D.C. output *2	12V – 6A
Cooling system	Water cooling with thermostat
Exhaust system	Underwater exhaust
Spark plug	BKR6E-E (NGK)
Fuel pump	Mechanical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane or higher)
Tank capacity	Internal fuel tank: 1.5 L (0.40 US gal, 0.33 Imp gal) Portable fuel tank: 12 L (3.2 US gal, 2.6 Imp gal)
Gear change	Forward – Neutral – Reverse (dog type)
Steering equipment	Bar handle
Steering angle	45° (right and left)
Transom angle	5 stages (4°, 8°, 12°, 16°, 20°)
Tilt up angle (when transom angle at 12°)	3 stages adjustment (18°, 34° and 58°)
Standard propeller (No. of blades – diameter × pitch)	3 – 200 × 170 mm (3 – 7-7/8 × 6-3/4 in)

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

# SPECIFICATIONS

MODEL	BF6AH							
Description Code	BAEC							
Type	SHD	SHU	SHND	SHNU	LHD	LHU	LHND	LHNU
Overall length	524 mm (20.6 in)							
Overall width	347 mm (13.7 in)							
Overall height	1,020 mm (40.2 in)				1,147 mm (45.2 in)			
Transom height (when transom angle at 14°)	434 mm (17.1 in)				561 mm (22.1 in)			
Dry mass (weight) *1	27.8 kg (61.3 lbs)		27 kg (60 lbs)		28.3 kg (62.4 lbs)		27.5 kg (60.6 lbs)	
Rated power	4.4 kW (6 PS)							
Full throttle range	5,000 – 6,000 min <sup>-1</sup> (rpm)							
Engine type	4-stroke, single cylinder, OHV type							
Displacement	127 cm <sup>3</sup> (7.7 cu-in)							
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)							
Starter system	Recoil starter							
Ignition system	C.D.I.							

\*1 With propeller

\*2 SHND, SHNU, LHND, and LHNU types are Optional Equipment

\*3 For U types

\*4 For D types

Lubrication system	Trochoid pump pressure lubrication
Specified oil	Engine: API standard (SG, SH, SJ) SAE 10W-30 Gear case: API standard (GL-4) SAE 75W-90 or 90 Hypoid gear oil
Oil capacity	Engine: 0.55 L (0.58 US qt, 0.48 Imp qt) Gear case: 0.10 L (0.11 US qt, 0.09 Imp qt)
D.C. output *2	12V – 6A
Cooling system	Water cooling with thermostat
Exhaust system	Underwater exhaust
Spark plug	BKR6E-E (NGK)
Fuel pump	Mechanical type
Fuel	Unleaded gasoline (91 research octane, 86 pump octane or higher)
Tank capacity	Internal fuel tank: 1.5 L (0.40 US gal, 0.33 Imp gal) Portable fuel tank: 12 L (3.2 US gal, 2.6 Imp gal)
Gear change	Forward – Neutral – Reverse (dog type)
Steering equipment	Bar handle
Steering angle	45° (right and left)
Transom angle	5 stages (4°, 8°, 12°, 16°, 20°)
Tilt up angle (when transom angle at 12°)	3 stages adjustment (18°, 34° and 58°)
Standard propeller (No. of blades – diameter × pitch)	3 – 200 × 150 mm (3 – 7-7/8 × 5-7/8 in)*3 3 – 200 × 170 mm (3 – 7-7/8 × 6-3/4 in)*4

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

## Noise and Vibration [U type]

MODEL	BF4AH	BF5DH	BF6AH
CONTROL SYSTEM	T (Tiller handle)	T (Tiller handle)	T (Tiller handle)
Sound Pressure level at operator's ears (2006/42/EC, ICOMIA 39-94)	75 dB (A)	77 dB (A)	79 dB (A)
Uncertainty (2006/42/EC, ICOMIA 39-94)	2 dB (A)	2 dB (A)	3 dB (A)
Measured sound power level (Reference to EN ISO3744)	—	—	—
Uncertainty (Reference to EN ISO3744)	—	—	—
Vibration level at hand arm (2006/42/EC, ICOMIA 38-94)	2.8 m/s <sup>2</sup>	3.0 m/s <sup>2</sup>	3.1 m/s <sup>2</sup>
Uncertainty (2006/42/EC, ICOMIA 38-94)	0.4 m/s <sup>2</sup>	0.5 m/s <sup>2</sup>	0.4 m/s <sup>2</sup>

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  
13517 Tallinn  
Harju County Estonia  
Tel.: +372 651 7300  
Fax: +372 651 7301  
✉ info.baltic@ncgimport.com

### BELARUS

#### JV Scanlink Ltd

Montazhnikov lane 4th, 5-16  
Minsk 220019  
Republic of Belarus  
Tel.: +375172349999  
Fax: +375172380404  
✉ honda@jpmotors.lt

### 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

#### Fred Bobek d.o.o.

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

### CYPRUS

#### Powerline Products Ltd

Cyprus - Nicosia  
Vasilias 18 2232 Latsia  
Tel.: 0035799490421  
✉ info@powerlinecy.com  
http://www.powerlinecy.com

### 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'Equipeement  
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

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## 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:info.power@honda-eu.com)

### NORTH MACEDONIA

**Fred Bobek d.o.o.**

HONDA MARINE

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HR 22211 Vodice

Tel.: 00385 22 444336

Fax: 00385 22 440500

✉ [centrala@honda-croatia.com](mailto:centrala@honda-croatia.com)

### MALTA

**The Associated Motors  
Company Ltd.**

New Street in San Gwakklin Road  
Mriehel Bypass, Mriehel QRM17

Tel.: +356 21 498 561

Fax: +356 21 480 150

✉ [mgalea@gasanzammit.com](mailto: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](mailto:finn.hoge@kellox.no)

### POLAND

**Aries Power Equipment**

Puławska 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](mailto:info@ariespower.pl)

### PORTUGAL

**GROW Produtos de Força  
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](mailto:geral@grow.com.pt)

### ROMANIA

**Agrisorg SRL**

Sacadat Str Principala

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Romania

Tel.: (+4) 0259 458 336

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### SERBIA & MONTENEGRO

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# MAJOR Honda DISTRIBUTOR ADDRESSES

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## For European (continued)

### SLOVAK REPUBLIC

**Honda Motor Europe Ltd**  
**Slovensko, organizačná zložka**  
Prievozská 6 821 09 Bratislava  
Tel.: +421 2 32131111  
Fax: +421 2 32131112  
<http://www.honda.sk>

### SLOVENIA

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Fax.: 00385 22 440500  
✉ [centrala@honda-croatia.com](mailto:centrala@honda-croatia.com)

### SPAIN & all Provinces

**Greens Power Products, S.L.**  
Polígono 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](mailto:hpesinfo@honda-eu.com)

### SWITZERLAND

**Honda Motor Europe Ltd.**  
**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  
Albayrak 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](mailto: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](mailto: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

8) TYPE:

9) SERIAL NUMBER:

10) Manufacturer:

Honda Power Products (China) Co., Ltd.  
No.1, Guan Yue South Road, Yubei District,  
Chongqing, CHINA

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:

12)

13) NAME:

13)

14) TITLE

15)

16) DATE:

16)

17) PLACE:

17)



# “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</p> <p>3) REFERENCE AUX NORMES HARMONISÉES 4) DESCRIPTION DE MACHINE</p> <p>5) Denomination générique: moteur hors-bord 6) Fonction : Système de propulsion 7) MARQUE</p> <p>8) TYPE 9) NUMÉRO DI SERIE 10) CONSTRUCTEUR 11) Représentant autorisé et en charge des éditions de documentation techniques</p> <p>12) SIGNATURE 13) NOM 14) TITRE 15) Directeur Qualité 16) DATE 17) LIEU</p>	
<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</p> <p>3) RIFERIMENTO ALLE NORME ARMONIZZATE 4) DESCRIZIONE DELLA MACCHINA</p> <p>5) Denominazione generica: MOTORE FUORIBORDO 6) Funzione : Sistema di propulsione</p> <p>7) MARCA 8) TIPO 9) NUMERO DI SERIE 10) FABBRICANTE</p> <p>11) Rappresentante autorizzato e competente per la compilazione della documentazione tecnica</p> <p>12) FIRMA 13) NOME 14) TITOLO 15) DIRETTORE DELLA QUALITA' 16) ADDÌ 17) LUOGO</p>	français ( FRENCH )
<p>1) EG-KONFORMITÄTSERKLAÜNG 2) DER UNTERZEICHNER, (13), DER DEN HERSTELLER VERTRITT, ERKLÄRT HIERMIT, DAß DAS PRODUKT IN ÜBEREINSTIMMUNG MIT DEN BESTIMMUNGEN DER NACHSTEHENDEN EG-RICHTLINIEN IST</p> <p>3) VERWEIS AUF HARMONISIERTE NORMEN 4) BESCHREIBUNG DER MASCHINE</p> <p>5) Allgemeine Bezeichnung : Außenbordmotor 6) Funktion : Antriebsart</p> <p>7) FABRIKAT 8) TYP 9) SERIEN NUMMER 10) HERSTELLER</p> <p>11) Bevollmächtigter und in der Position, die technische Dokumentation zu erstellen</p> <p>12) UNTERSCHIFT 13) NAME 14) TITEL 15) Qualitätssi Cherung 16) DATUM 17) ORT</p>	italiano ( ITALIAN )
<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</p> <p>3) REFERENTIE NAAR GEHARMONISEERDE NORMEN 4) BESCHRIJVING VAN DE MACHINE</p> <p>5) Algemene benaming : buitenboordmotor 6) Functie : Aandrijfsysteem</p> <p>7) FABRIKAT 8) TYPE 9) SERIEN UMMER 10) FABRIKANT</p> <p>11) Gemachtigde van de fabrikant en in staat om de technische documentatie samen te stellen</p> <p>12) HANDTEKENING 13) NAAM 14) TITEL 15) Directeur Kwaliteitszorg 16) DATUM 17) PLAATS</p>	deutsch ( GERMAN )
<p>1) ΕΚ-ΔΗΛΩΣΗ ΕΝΑΡΜΟΝΙΣΗΣ 2) Ο ΥΠΟΓΡΑΦΩΝ, (13), ΕΚΠΡΟΣΩΠΟΝΤΑΣ ΤΟΝ ΚΑΤΑΣΚΕΥΑΣΤΗ, ΔΙΑ ΤΟΥ ΠΑΡΟΝΤΟΣ ΔΗΛΩΝΕΙ ΟΤΙ ΤΟ ΠΡΟΪΟΝ ΒΡΙΣΚΕΤΑΙ ΣΕ ΕΝΑΡΜΟΝΙΣΗ ΜΕ ΤΙΣ ΠΡΟΒΛΕΨΕΙΣ ΤΩΝ ΚΑΤΩΘΙ ΟΔΗΓΙΩΝ ΤΗΣ ΕΕ</p> <p>3) ΠΑΡΑΡΤΗΜΑ ΣΤΑ ΕΝΑΡΜΟΝΙΣΜΕΝΑ ΠΡΟΤΥΠΑ 4) ΠΕΡΙΓΡΑΦΗ ΜΗΧΑΝΗΜΑΤΟΣ</p> <p>5) Γενική ονομασία : Εξολέμβια μηχανή 6) Λειτουργία : Σύστημα Πρόωσης</p> <p>7) ΕΡΓΟΣΤΑΣΙΟ ΚΑΤΑΣΚΕΥΗΣ 8) ΤΥΠΟΣ 9) ΑΡΙΘΜΟΣ ΣΕΙΡΑΣ 10) ΚΑΤΑΣΚΕΥΑΣΤΗΣ</p> <p>11) Εξουσιοδοτημένος αντιπρόσωπος και είναι σε θέση να καταρτίσει τον τεχνικό φάκελο</p> <p>12) ΥΠΟΓΡΑΦΗ 13) ΟΝΟΜΑ 14) ΤΙΤΛΟΣ 15) Υπεύθυνος Ποιότητας 16) ΗΜΕΡΟΜΗΝΙΑ 17) ΤΟΠΟΣ</p>	nederlands ( DUTCH )
<p>1) EF OVERENSSTEMMELSESERKLÆRING 2) UNDERTEGNEDE, (13), DER PEPRÆSENTERER FABRIKANTEN, ERKLÆRER HERMED AT PRODUKTET ER I OVERENSSTEMMELSE MED BESTEMMELSERNE I FØLGE EF DIREKTIVERNE</p> <p>3) REFERENCE TIL HARMONISEREDE STANDARDER 4) BESKRIVELSE AF MASKINEN</p> <p>5) FÆLLESBETEGNELSE : Utenbordsmotor 6) ANVENDELSE : Fremdrivningssystem 7) FABRIKANT</p> <p>8) TYPE 9) SERIEN UMMER 10) FABRIKANT</p> <p>11) AUTORISERET REPRÆSENTANT OG I STAND TIL AT UDARBEJDE DEN TEKNISKE DOKUMENTATION</p> <p>12) SIGNATURE 13) NAVN 14) TITEL 15) Kvalitets Leder 16) DATO 17) STED</p>	Ελληνικά ( GREEK )
	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</p> <p>3) REFERENCIA A ESTÁNDARES ARMONIZADOS 4) DESCRIPCIÓN DE LA MAQUINARIA</p> <p>5) Denominación genérica : Motor fueraborda 6) Función : Sistema de propulsión 7) MARCA</p> <p>8) TIPO 9) NÚMERO DE SERIE 10) FABRICANTE 11) Representante autorizado que puede compilar el expediente técnico</p> <p>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</p> <p>5) Denominação genérica : Motor fora de borda 6) Função : Sistema propulsor</p> <p>7) MARCA 8) TIPO 9) NÚMERO DE SÉRIE 10) FABRICANTE</p> <p>11) Mandatário com capacidade para compilar documentação técnica</p> <p>12) ASSINATURA 13) NOME 14) TÍTULO 15) Director de Qualidade 16) DATA 17) LOCAL</p>	português ( PORTUGUESE )
<p>1) EY-VAATIMUSTENMUKAISUUSVAKUUTUS 2) ALLEKIRJOITANNUT, (13), JOKA EDUSTAA VALMISTAJAA, VAKUUTTAA TÄTEN, ETTÄ TUOTE ON SEURAAVIEN EU-DIREKTIIVIEN VAATIMUSTEN MUKAINEN</p> <p>3) VITTAUS YHTEISIIN STANDARDEIHIN 4) KUVAUS LAITTEESTA</p> <p>5) Yleisarvomäärä : Peramoottori 6) Toiminto : Työntöjärjestelmä 7) MERKKI 8) MALLI</p> <p>9) SARJANUMERO 10) VALMISTAJA 11) Valmistajan edustaja ja teknisten dokumenttien laatia</p> <p>12) ALLEKIRJOITUS 13) NIMI 14) TITTELI 15) Laatupäällikkö</p> <p>16) PÄIVÄMÄÄRÄ 17) PAIKKA</p>	suomi / suomen kieli ( FINNISH )
<p>1) ЕО-ДЕКЛАРАЦИЯ ЗА СЪОТВЕТСТВИЕ 2) ДОЛУ ПОДШИСАЛИЯТ СЕ (13), ПРЕДСТАВЛЯВАЩ ДИСТРИБУТОРА, ДЕКЛАРИРА, ЧЕ ПРОДУКТА СЪОТВЕТСТВА НА ИЗСКВАНИЯТА НА СЛЕДНИТЕ ЕВРОПЕЙСКИ ДИРЕКТИВИ</p> <p>3) СЪОТВЕТСТВИЕ С ХАРМОНИЗИРАНИТЕ СТАНДАРТИ 4) ОПИСАНИЕ НА АРТИКУЛА</p> <p>5) Общо наименование : ИЗВЪН БОРДОВИ ДВИГАТЕЛ 6) Функция : Задвижваща система</p> <p>7) МАРКА 8) ТИП 9) СЕРИЕН НОМЕР 10) ПРОИЗВОДИТЕЛ</p> <p>11) Упълномощен представител и отговорник за съставяне на техническа документация</p> <p>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</p> <p>3) REFERERANDE TILL HARMONISERADE STANDARDER 4) BESKRIVNING AV UTRUSTNINGEN</p> <p>5) Allmän benämning : Utomboromotor 6) Funktion : Framdrivningssystem</p> <p>7) MERKKI 8) TYPBETECKNING 9) SERIENUMER 10) TILLVERKARE</p> <p>11) Auktoriserad representant och ska kunna sammanställa teknisk dokumentationen.</p> <p>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 ZAWARTE W NASTĘPUJĄCYCH DYREKTYWACH UNIJNYCH</p> <p>3) ZASTOSOWANE NORMY ZHARMONIZOWANE 4) OPIS URZĄDZENIA</p> <p>5) Ogólne określenie : Silnik zaburtowy 6) Funkcja : Układ napędowy</p> <p>7) MARKA 8) TYP 9) NUMERY SERYJNE 10) PRODUCENT</p> <p>11) Upoważniony Przedstawiciel oraz osoba upoważniona do przygotowania dokumentacji technicznej 12) PODPIS</p> <p>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 KÉPVISELOJE NYILATKOZIK, HOGY AZ ALABBI TERMÉK MINDENBEN MEGFELEL A KÖVETKEZŐ EC ELŐÍRÁSOK RENDELKEZÉSEINEK: 98/37/EC, 89/336/EEC-93/68/EC:</p> <p>3) ÖSSZSHANGBAN A KÖV. SZABVÁNYOKKAL 4) A GÉP LEÍRÁSA</p> <p>5) Általános megnevezés : KÜLSŐ CSÓNAKMOTOR 6) Funkció : Hajtás rendszer</p> <p>7) GYÁRTOTTA 8) TÍPUS 9) SORSZÁM 10) GYÁRTÓ 11) Meghatalmazott képviselője és képes összeállítani a műszaki dokumentációt.</p> <p>12) ALÁÍRÁS 13) NÉV 14) BEOSZTÁS</p> <p>15) MINŐSÉGI IGAZGATÓ 16) KELTEZÉS DÁTUMA 17) KELTEZÉS HELYE</p>	<b>magyar ( HUNGARIAN )</b>
<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:</p> <p>3) ODKAZ NA HARMONIZOVANÉ NORMY: 4) POPIS VÝROBKU</p> <p>5) Všeobecné označení : ZÁVĚSNÝ LODNÍ MOTOR 6) Funkce : Pohonný systém</p> <p>7) ZNAČKA: 8) TYP: 9) VÝROBNÍ ČÍSLO: 10) VÝROBCE: 11) Zplnomocněný zástupce a osoba pověřená kompletací technické dokumentace</p> <p>12) PODPIS: 13) JMÉNO: 14) POZICE 15) Manažer kvality 16) DATUM: 17) MÍSTO:</p>	<b>čeština ( CZECH )</b>
<p>1) ES VYHLÁSENIE O ZHODE 2) DOLUPODPÍSANÝ, (13), ZASTUPUJÚCI VÝROBCU, TÝMTO DEKLARUJE, ŽE PRODUKT JE V SÚLADE S USTANOVENIAMÍ NASLEDOVNÝCH SMERNÍC ES</p> <p>3) REFERENCIA K HARMONIZOVANÝM ŠTANDARDOM 4) IDENTIFIKÁCIA STROJOV</p> <p>5) Druhové označenie : ZÁVESNÝ LODNÝ MOTOR 6) Funkcia : Systém pohonu</p> <p>7) VÝROBCA/ZNAČKA 8) TYP 9) SÉRIOVÉ ČÍSLO</p> <p>10) VÝROBCA 11) Autorizovaný zástupca schopný zostaviť technickú dokumentáciu 12) PODPIS 13) MENO 14) POZÍCIA</p> <p>15) MANAŽÉR KVALITY 16) DÁTUM 17) MIESTO</p>	<b>slovenčina ( SLOVAK )</b>
<p>1) EF SAMSVARSÆRKLERING 2) UNDERTEGNEDE, (13), SOM REPRESENTERER FABRIKANTEN, ERKLÆRER HERVED AT PRODUKTET ER I OVERENSSTEMMELSE MED BESTEMMELSENE I FØLGENDE EU DIREKTIV</p> <p>3) REFERANSER TIL HARMONISEREDE STANDARDER 4) BESKRIVELSE AV MASKINEN</p> <p>5) Felles benevnelse : Utenbordsmotor 6) Funksjon : Fremdrifts system</p> <p>7) FABRIKANT 8) TYPE 9) SERIE NUMMER 10) FABRIKANT 11) Autorisert representant og i stand til å utarbeide den tekniske dokumentasjonen</p> <p>12) SIGNATUR 13) NAVN 14) TITTEL 15) Kvalitetssjef 16) DATO 17) STED</p>	<b>norsk (NORWEGIAN)</b>
<p>1) EB-YFIRLÝSING 2) UNDIRRITADUR HR. (13) LÝSI 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) SERÍAL NÚMER 10) FRAMLEIÐANDI</p> <p>11) Löggildir aðilar og fæir um að taka saman tækniskjölin 12) UNDIRSKRIFT 13) NAFN 14) TITILL</p> <p>15) Skráningarstjóri 16) DAGSETNING 17) STAÐUR</p>	<b>Íslenska (ICELANDIC)</b>
<p>1) DECLARATIE DE CONFORMITATE. 2) SUBSEMNATUL, (13), REPRESENTAND PE PRODUCATOR, DECLAR PRIN PREZE NTA CA PRODUSUL ESTE IN CONFORMITATE CU PREVEDERILE URMATOARELOR DIRECTIVE CE</p> <p>3) REFERIRE LA STANDARDELE ARMONIZATE: 4) DESCRIEREA ECHIPAMENTULUI</p> <p>5) Denumire generica : MOTOR IN AFARA BORDULUI (EXTERN) 6) Domeniu de utilizare : Sistem de propulsie</p> <p>7) MARCA 8) TIPUL 9) NUMAR DE SERIE 10) PRODUCATOR 11) Reprezentant autorizat și abilitat să realizeze documentație tehnică</p> <p>12) SEMNATURA 13) NUME 14) TITLUL 15) DIRECTOR DE CALITATE 16) DATA 17) LOCATIE</p>	<b>română (ROMANIAN)</b>

# “EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

<p>1)EÜ VASTAVUSDEKLARATSIOON 2)ALLAKIRJUTANU, (13), ESINDADES TOOTJAT, DEKLAREERIB SIINKOHAL, ET TOODE ON VASTAVUSES JÄRGMISTE EC DIREKTIIVIDE SÄTETEGA</p> <p>3)VIIDE ÜHTLUSTATUD STANDARDITELE: 4)MEHCHANISMI KIRJELDUS</p> <p>5)Üldnimetus : Pardaväline mootor 6) Funktsiooon : Tõukursüsteem</p> <p>7)VALMISTAJA: 8)TÜÜP: 9)SEERIANUMBER:</p> <p>10)TOOTJA: 11) Volitatud esindaja, kes on pädev täitma tehnilist dokumentatsiooni 12)ALKKIRI: 13)NIMI: 14)AMET</p> <p>15)Kvaliteedijuht 16)KUUPÄEV: 17)KOHT:</p>	<b>cesti ( ESTONIAN )</b>
<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) Atsaucoties uz saskaņotajiem standartiem 4) Iekārtas apraksts</p> <p>5) Vispārējais nosukums : Piekarināmais laivas dzinējs 6) Funkcija : Virzošā spēka sistēma</p> <p>7) Preču zīme 8) Tips 9) Sērijas numurs 10) Izgatavotājs 11) Autorizētais pārstāvis, kas spēj sastādīt tehnisko dokumentāciju 12) Paraksts</p> <p>13) Vārds, Uzvārds 14) Tituls 15) Kvalitātes vadītājs 16) Datums 17) Vieta</p>	<b>latviešu (LATVIAN)</b>
<p>1) EB ATITIKTIES DEKLARACIJA 2) ŽEMIAUI PASIRAŠES, (13), ATSTOVAUJANTIS GAMINTOJĄ DEKLARUOJA KAD PRODUKTAS ATITINKA REIKALAVIMUS PAGAL ŠIAS EB DIREKTYVAS.</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) Įgaliotasis atstovas ir galintis sudaryti techninę dokumentaciją 12) PARAŠAS.</p> <p>13) V. PAVARDĖ 14) PAREIGOS 15) KOKYBĖS VADYBININKAS. 16) DATA. 17) VIETA</p>	<b>lietuvių kalba ( LITHUANIAN )</b>
<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 : Izvenkrmni motorji 6) Funkcija : Pogonski sistem</p> <p>7) PROIZVAJA 8) TIP 9) SERIJSKA ŠTEVILKA 10) PROIZVAJALEC</p> <p>11) Pooblašeni predstavnik ki lahko predloži tehnično dokumentacijo</p> <p>12) PODPIS 13) IME 14) FUNKCIJA 15) Direktor presoje 16) DATUM 17 ) KRAJ</p>	<b>slovenščina ( SLOVENIAN )</b>
<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 TARİFİ</p> <p>5) Flokkur : Distan takma motor 6) Virkni : tahrik sistemi 7) MARKA 8) TÍP</p> <p>9) SERİ NUMARASI 10) İMALATÇI 11) Teknik dosyayı hazırlamakla yetkili olan Toplulukta yerleşik yetkili temsilci</p> <p>12) İMZA 13) ADI 14) ÜNVANI 15) Homologasyon Yöneticisi 16) TARİH 17) YER</p>	<b>Türk (TURKISH)</b>
<p>1)EK-IZJAVA O SUKLADNOSTI 2)POTPISANI (13), PREDSTAVNIK PROIZVOĐAČA, IZJAVLJUJE DA JE PROIZVOD U SUKLADNOSTI S ODREDBAMA SLJEDEĆEG EK PROPISA</p> <p>3)REFERENCA NA USKLAĐENE 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) POTPIS 13) IME</p> <p>14) TITULA 15) Upravitelj homologacije 16) DATUM 17) MJESTO</p>	<b>hrvatski (CROATIAN)</b>

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## MEMO



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## MEMO

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