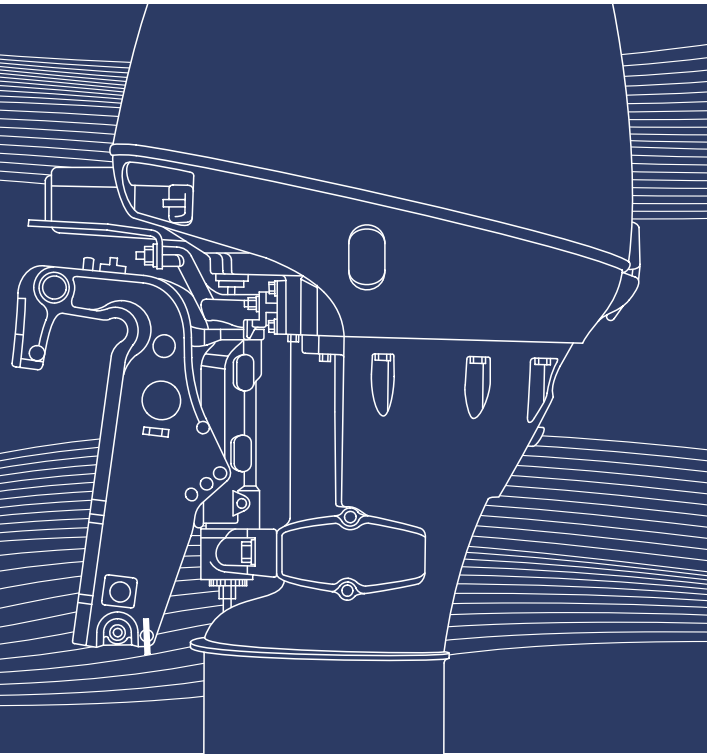
HONDA MARINE

Owner`s Manual

BF25D • BF30D



Original instructions

Thank you for purchasing a Honda Outboard Motor.

This manual covers operation and maintenance of the Honda BF25D/ 30D Outboard Motor.
All information in this publication is based on the latest product information available at the time of approval for printing.
Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

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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 proceeded 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.

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

Model	BF25D		
Type	SHG□	LHG□	LHT□
Shaft Length	S	L	L
Tiller Handle	H	H	H
Remote Control			
Gas-assisted Tilt	G	G	
Power Trim/Tilt			TT
Tachometer	*	*	●
Trim meter			
Electric starter	S	S	S

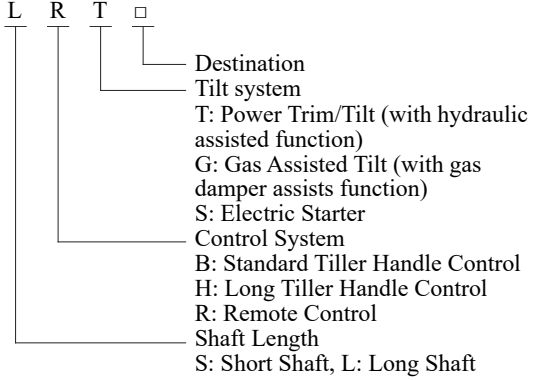
NOTE: Note that the types of the outboard motor differ according to the countries where they are sold.

BF25D/30D is provided with the following types according to the shaft length, control system, and tilt system.

- According to Shaft Length
  S: Short Shaft
  L: Long Shaft
- According to Control System
  B: Standard Tiller Handle Control
  H: Long Tiller Handle Control
  R: Remote Control
- According to tilt system
  G: Gas-assisted Tilt (with gas damper assist function)
  TT: Power Trim & Tilt (with hydraulic assist function)

● : Standard Equipment
* : Optional Equipment

TYPE CODE Example



Model	BF30D							
Type	SBS□	SHG□	SHT□	SRT□	LBS□	LHG□	LHT□	LRT□
Shaft Length	S	S	S	S	L	L	L	L
Tiller Handle	B	H	H		B	H	H	
Remote Control				R				R
Gas-assisted Tilt	G	G			G	G		
Power Trim/Tilt			TT	TT			TT	TT
Tachometer		*	*	●		*	*	●
Trim meter				●				●
Electric starter	S	S	S	S	S	S	S	S

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  TT: Power Trim & Tilt (with hydraulic assist function)

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TYPE CODE Example

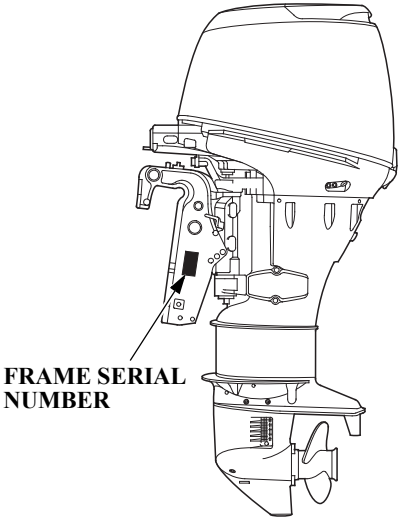
L R T □

- □: Destination
- T: Tilt system
  T: Power Trim/Tilt (with hydraulic assisted function)
  G: Gas Assisted Tilt (with gas damper assists function)
  S: Electric Starter
- R: Control System
  B: Standard Tiller Handle Control
  H: Long Tiller Handle Control
  R: Remote Control
- L: Shaft Length
  S: Short Shaft, L: Long Shaft

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

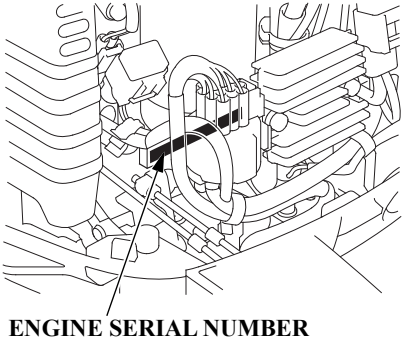
Standard tiller handle type:	B type
Long tiller handle type:	H type
Remote control type:	R type
Gas-assisted tilt type:	G type
Power trim/tilt type:	T type

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.



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.

Frame serial number:



The frame serial number is stamped on a plate attached on the left side of the stern bracket.
The engine serial number is stamped on the cylinder block under the starter motor which is located in front of the engine.

Engine serial number:

CONTENTS

CONTENTS

1. SAFETY

SAFETY INFORMATION

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

Operator Responsibility

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

- **Gasoline is harmful or fatal if swallowed. Keep the fuel tank out of reach of children.**
- **Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped.**
- **Do not smoke or allow flames or sparks where the engine is refueled or where gasoline is stored.**
- **Do not overfill the fuel tank. After refueling make sure that the fuel tank cap is closed properly and securely.**
- **Be careful not to spill any fuel while refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled make sure that the area is dry before starting the engine.**

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

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

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

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

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

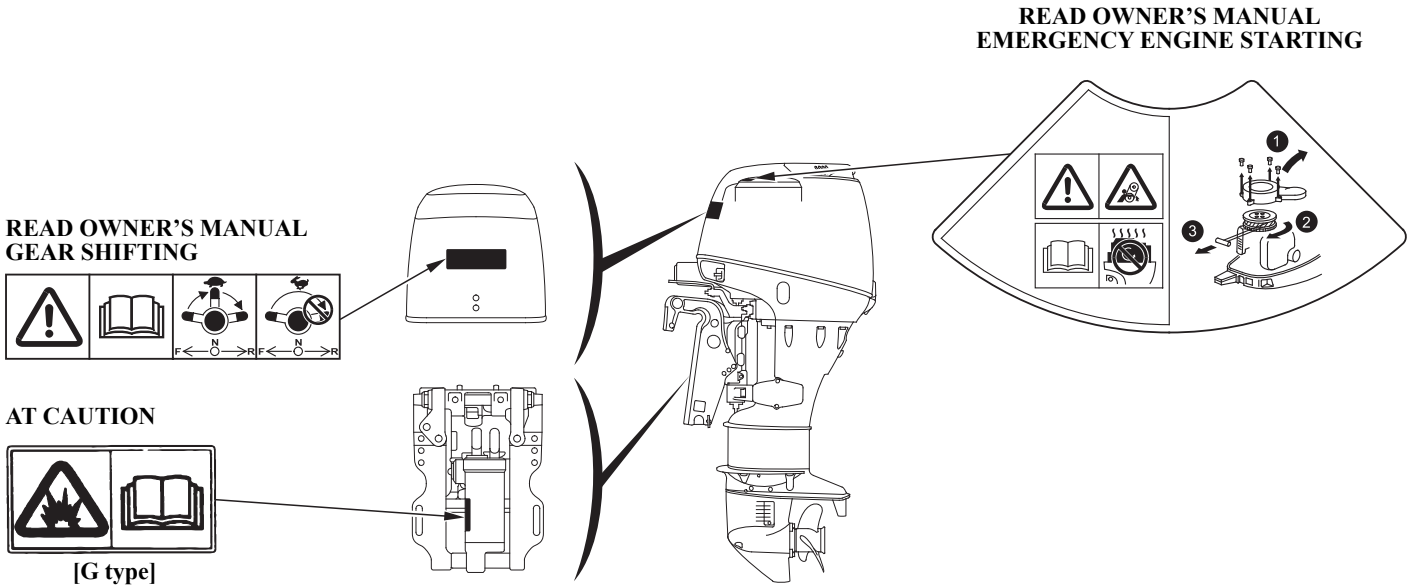
The engine and exhaust system become very hot during operation and remain hot for a while after stopping. Contact with hot engine components can cause burns and may ignite some materials.

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

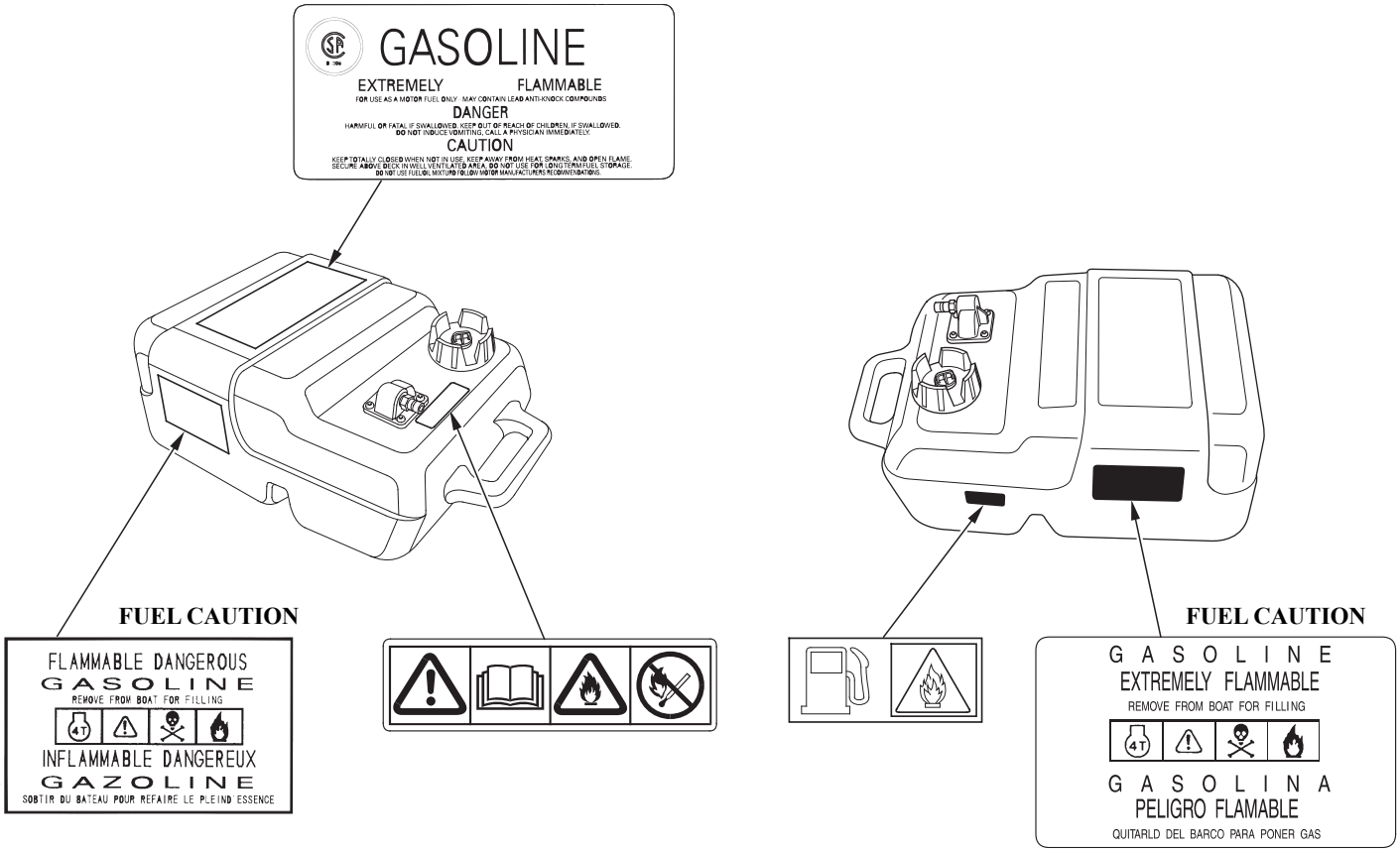
Carbon Monoxide Poisoning Hazard
Exhaust contains poisonous carbon monoxide, a colorless and odorless gas. Breathing exhaust can cause loss of consciousness and may lead to death.

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

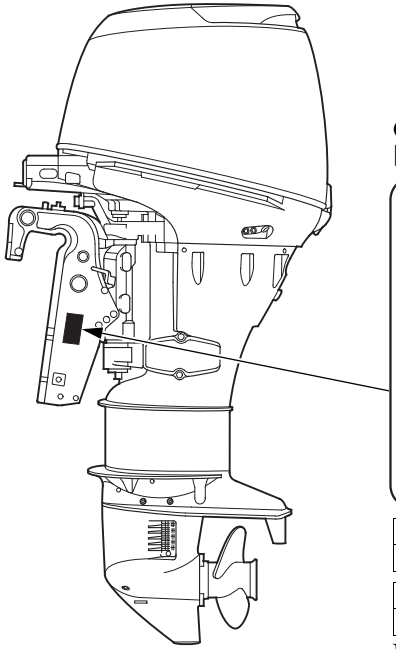
[Equipped type]
These labels and indications warn you of potential hazards that can cause serious injury.
Read the labels, indications and safety notes and precautions described in this manual carefully.
If a label comes off or becomes hard to read, contact your outboard motor dealer for a replacement.



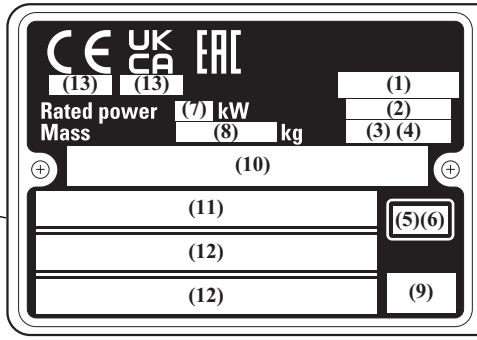
SAFETY LABEL LOCATIONS



CE mark/UKCA mark location [European Types]



CE MARK/UKCA MARK
[Example : BF30D]



(1) Model name
(2) Engine family name
(3) Minor model change code
(4) Type name
(5) Year code
(6) Month code
(7) Rated power
(8) Dry mass (weight) (with propeller)
(9) Country of manufacture
(10) Frame serial number
(Type and serial number of Declaration of Conformity)
(11) Manufacture and address
(12) Name and address of authorized representative
(13) The identification number of the notified body

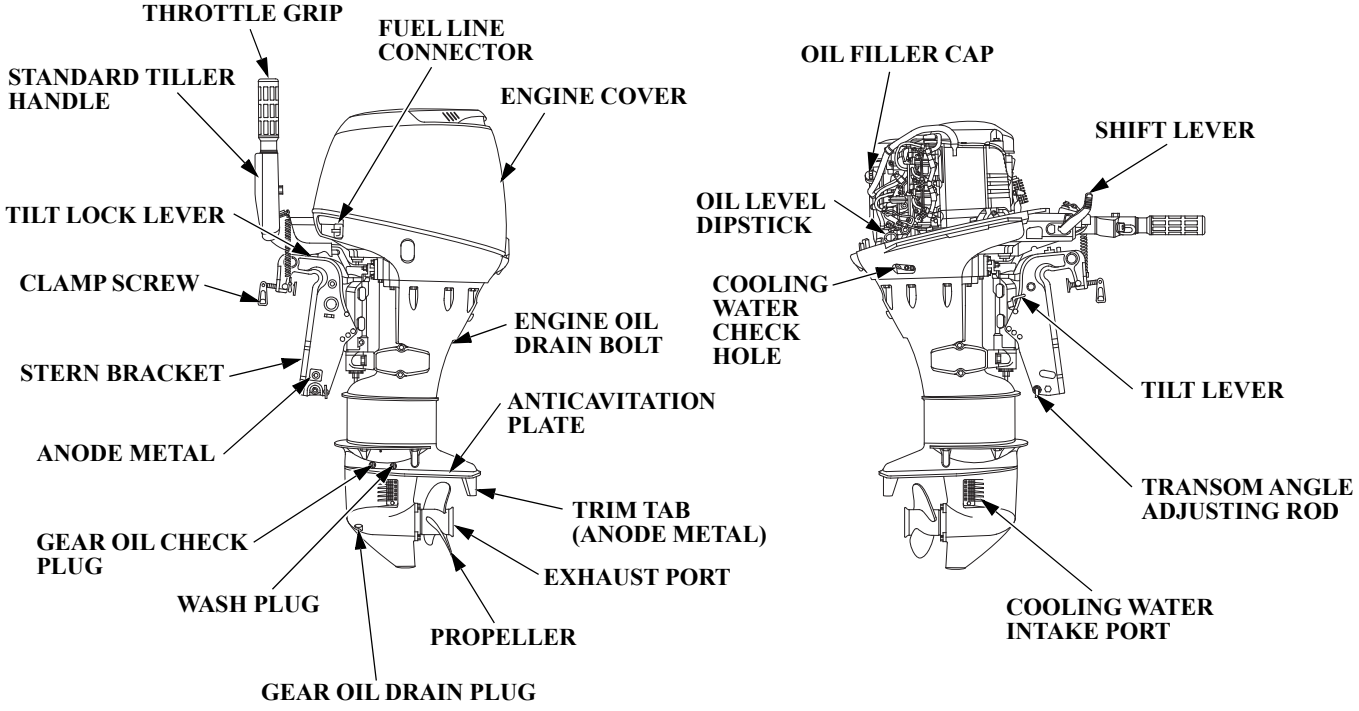
Year code	M	N	P	R	S	T	U	V	W	X
Year of manufacture	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030

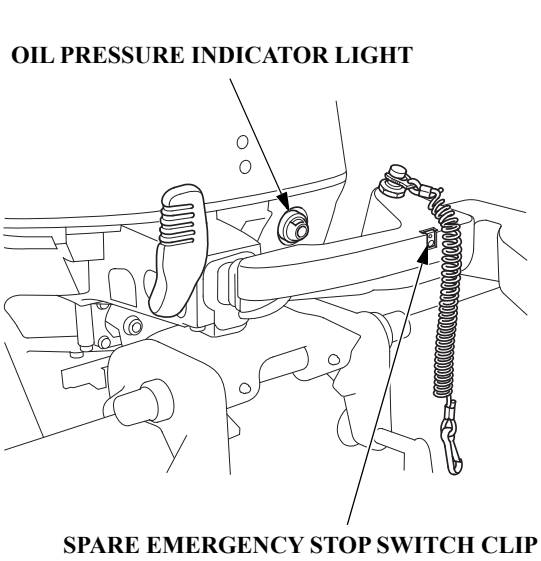
Month code	A	B	C	D	E	F	G	H	J	K	L	M
Month of manufacture	1	2	3	4	5	6	7	8	9	10	11	12

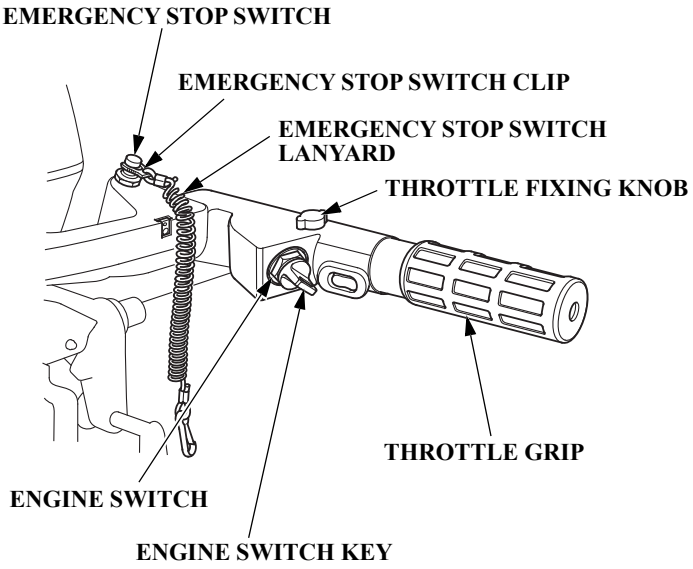
Name and address of manufacturer and authorized representative are written in the “Declaration of Conformity” CONTENT OUTLINE in this Owner’s Manual.

3. COMPONENT IDENTIFICATION

STANDARD TILLER HANDLE TYPE (B type)

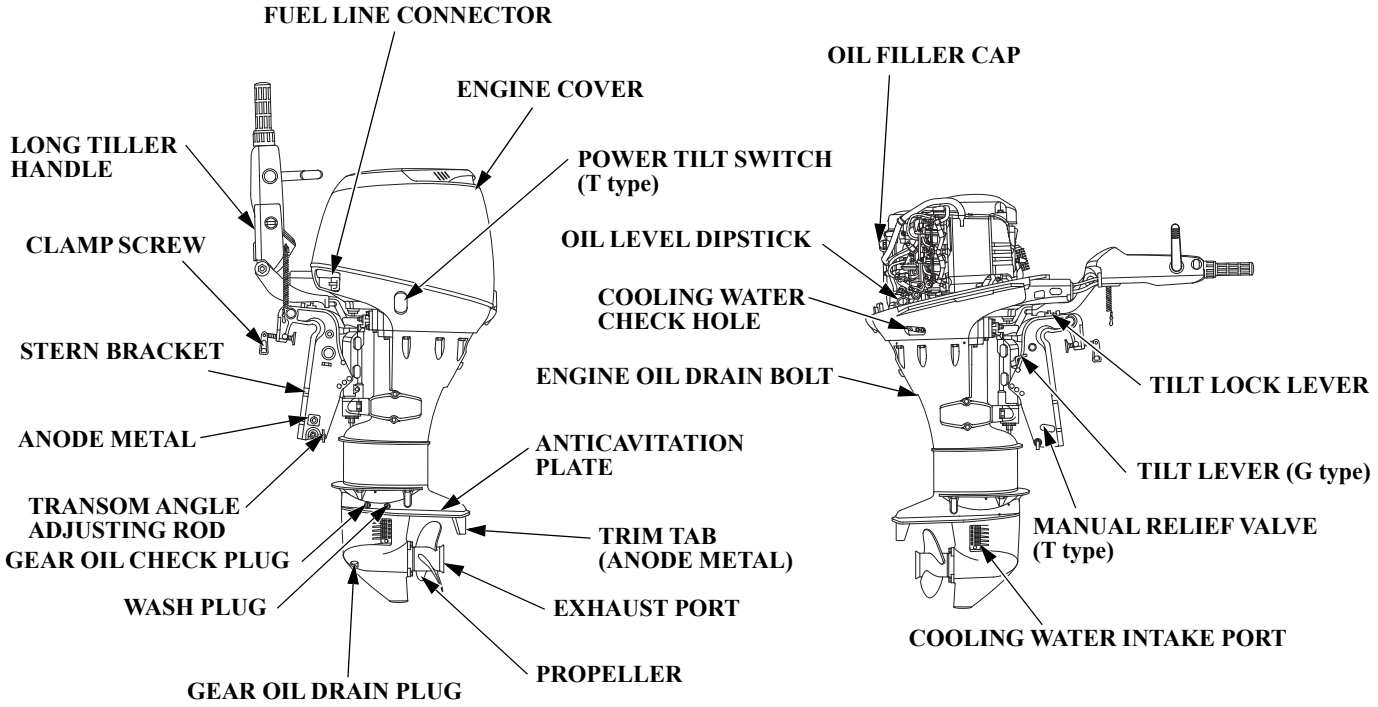


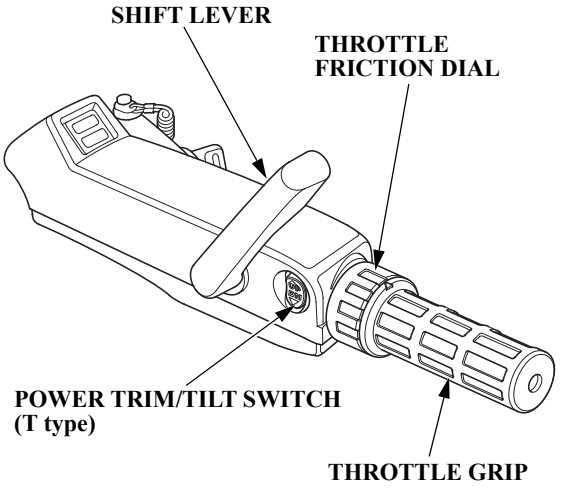

OIL PRESSURE INDICATOR LIGHT
SPARE EMERGENCY STOP SWITCH CLIP

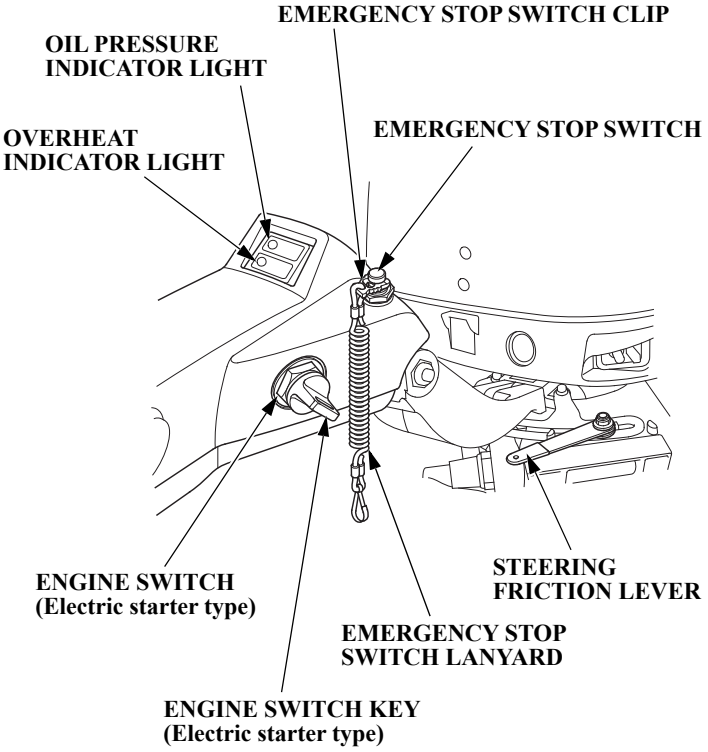

EMERGENCY STOP SWITCH
EMERGENCY STOP SWITCH CLIP
EMERGENCY STOP SWITCH LANYARD
THROTTLE FIXING KNOB
THROTTLE GRIP
ENGINE SWITCH
ENGINE SWITCH KEY

COMPONENT IDENTIFICATION

LONG TILLER HANDLE TYPE (H type)





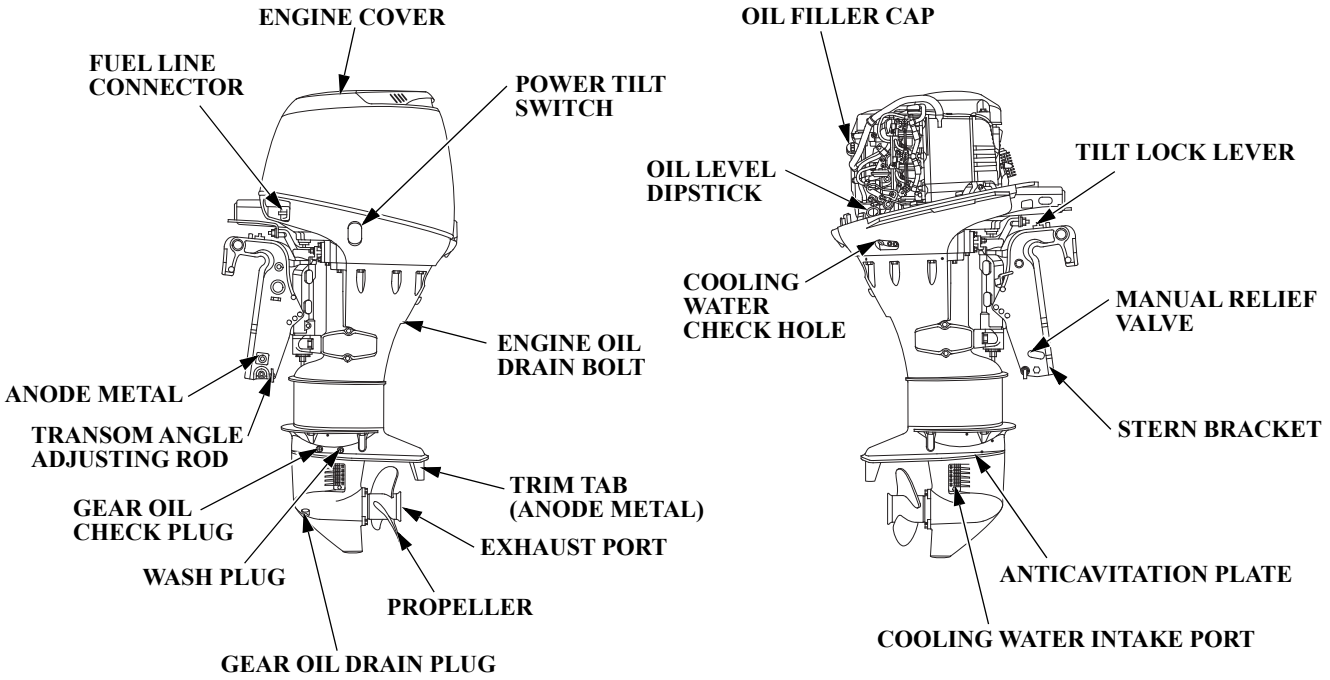


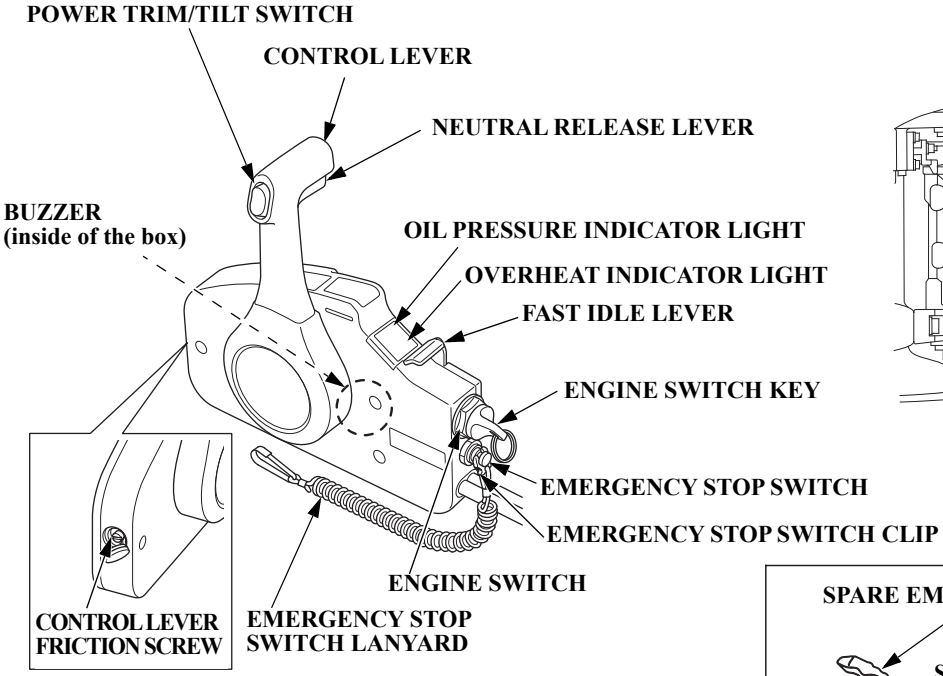
SPARE EMERGENCY STOP SWITCH CLIP

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

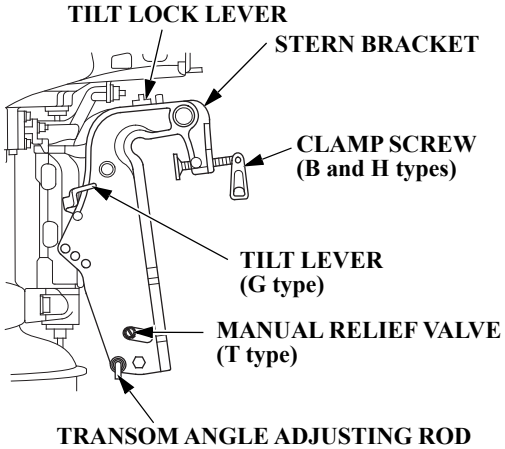
COMPONENT IDENTIFICATION

REMOTE CONTROL TYPE (R type)



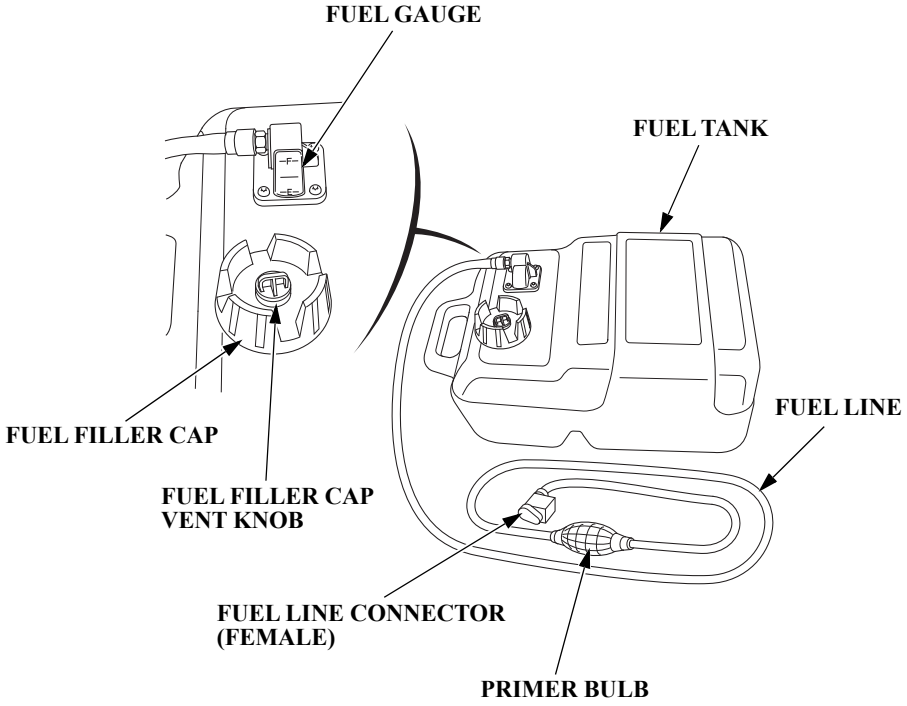


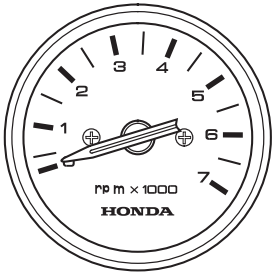
COMMON



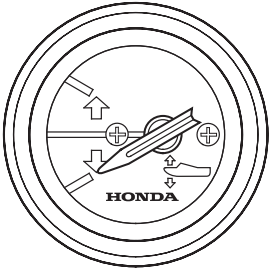
SPARE EMERGENCY STOP SWITCH CLIP

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



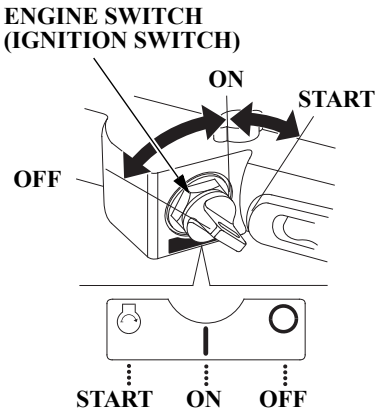


TACHOMETER
[equipped type or optional equipment]



TRIM METER
[equipped type or optional equipment]

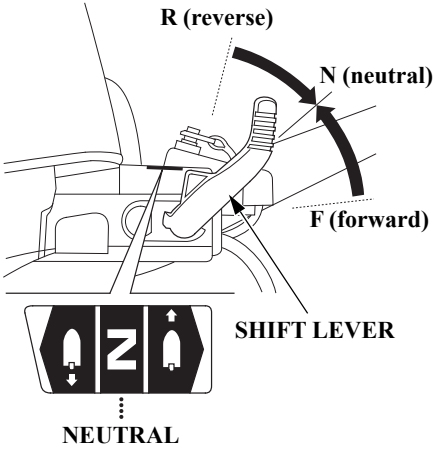
Engine Switch



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

Key positions:

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



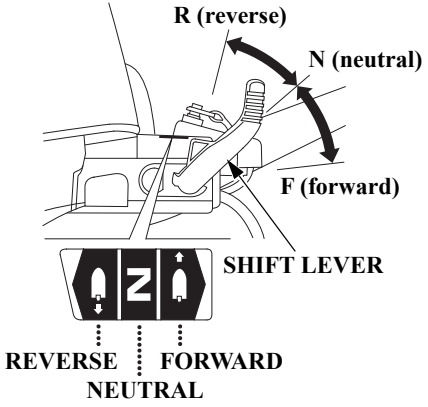
NOTICE

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

NOTE:
The starter motor will not work unless the shift lever is in the N (neutral) position.

CONTROLS (B type)

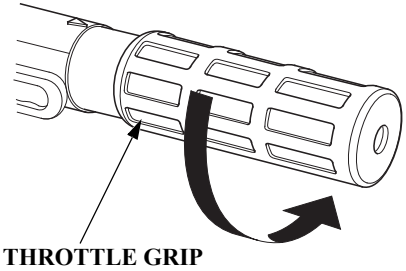
Shift Lever



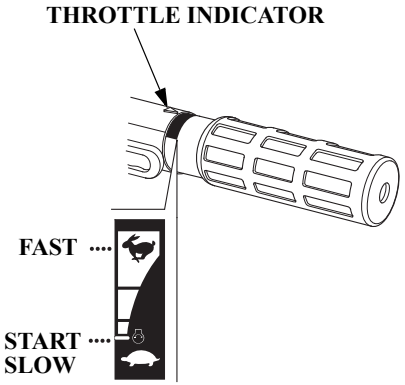
Use the shift lever to run the boat in forward or reverse gear, or to cut off the engine power from the propeller. There are three positions for the shift lever.

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

Throttle Grip

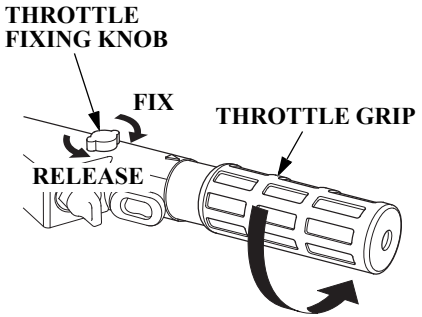


Turn the grip clockwise or counterclockwise to adjust the engine speed. Turning the grip in the direction shown by arrow increases the engine speed.



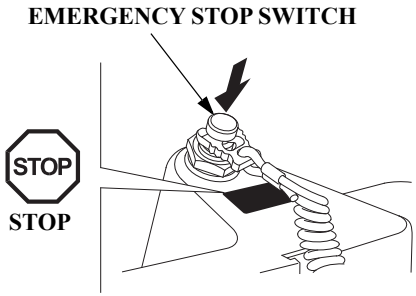
The curve on the grip indicates the engine speed.

Throttle Fixing Knob



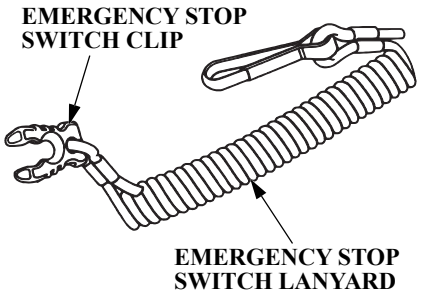
Use the engine throttle fixing knob to cruise at a certain constant speed. Turning the fixing knob clockwise fixes the throttle grip in the place, and it is released by turning the fixing knob counterclockwise.

Emergency Stop Switch



Press the emergency stop switch to stop the engine.

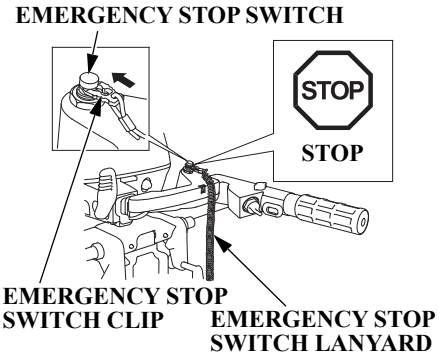
Emergency Stop Switch Lanyard/ Clip



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

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

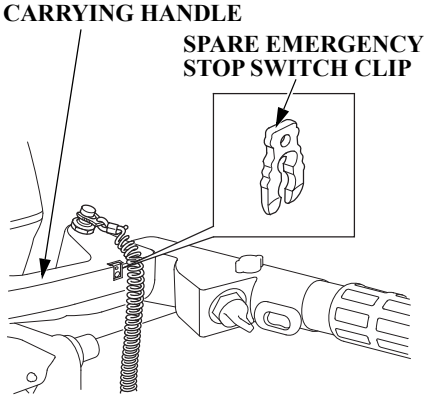
When operating the outboard motor, be sure to attach one end of the emergency stop switch lanyard securely to the operator.



⚠WARNING

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

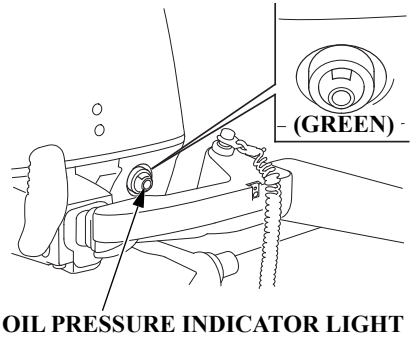
For the sake of the operator's and the passengers' safety, be sure to set the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.



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

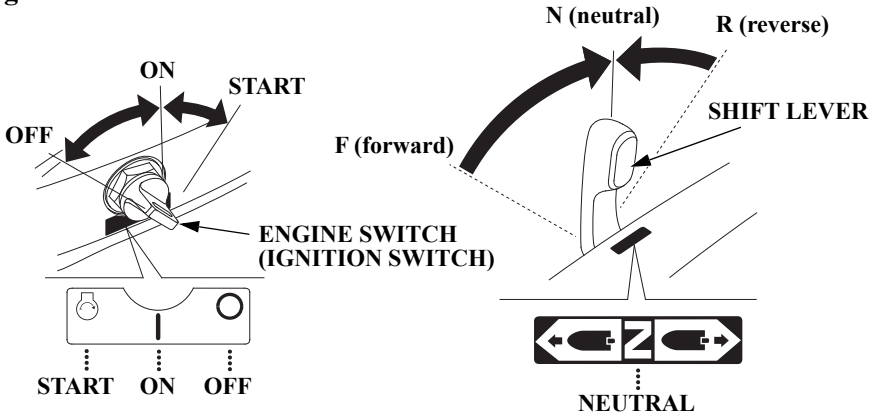
A spare emergency stop switch clip is provided on the carrying handle. Use the spare emergency stop switch clip to make the emergent engine start when the emergency stop switch lanyard is not available as, for example, the operator falls outboard.

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 speed decreases gradually.

Engine Switch



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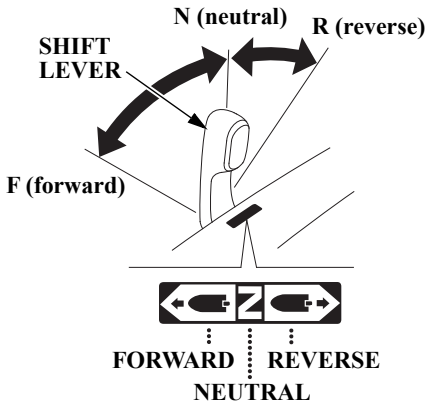
CONTROLS (H type)

Shift Lever



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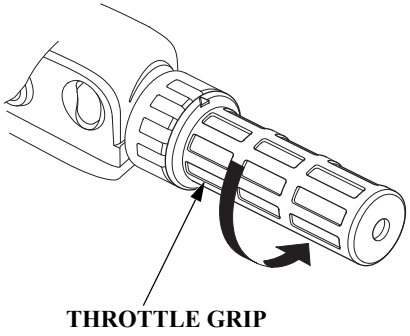
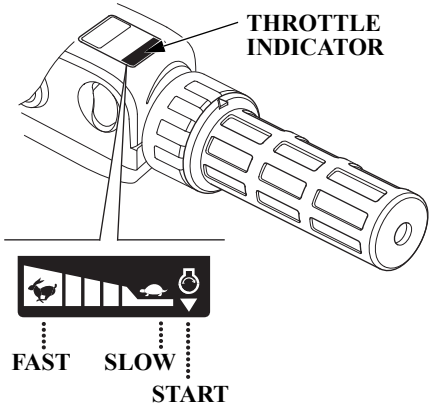
Throttle Grip

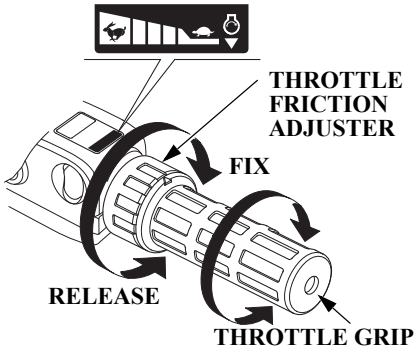


Turn the grip clockwise or counterclockwise to adjust the engine speed. Turning the grip in the direction shown by arrow increases the engine speed.



The curve on the grip indicates the engine speed.

Throttle Friction Adjuster

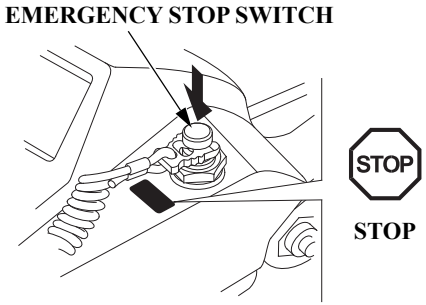


The throttle friction adjuster adjusts resistance to throttle grip rotation.

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

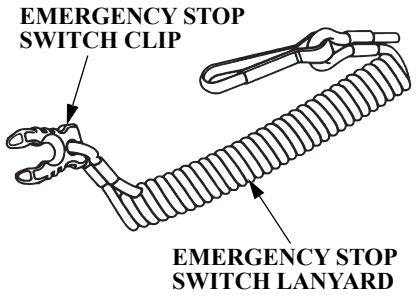
Turn the adjuster counterclockwise to decrease friction for easy throttle grip rotation.

Emergency Stop Switch



Press the emergency stop switch to stop the engine.

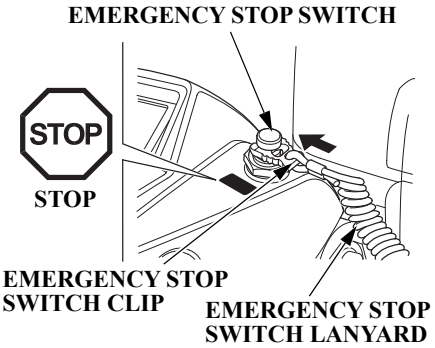
Emergency Stop Switch Lanyard/ Clip



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

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

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

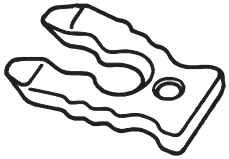


⚠WARNING

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

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

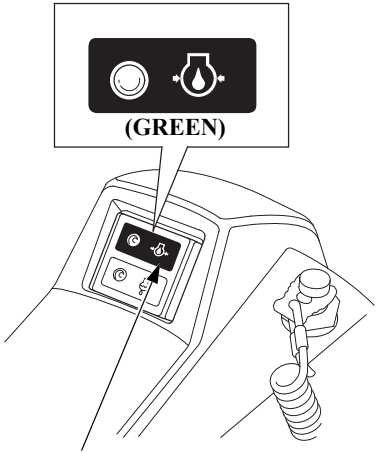
SPARE EMERGENCY STOP SWITCH CLIP



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

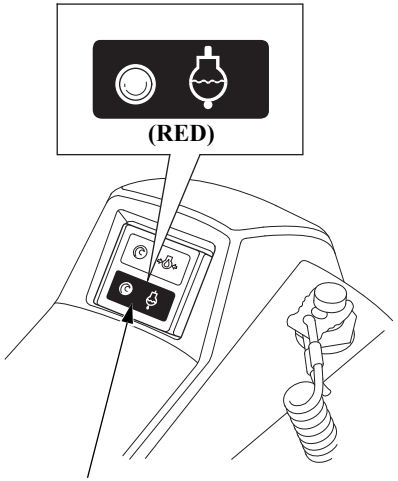
Store the spare emergency stop switch clip in the tool bag.
Use the spare emergency stop switch clip to make the disabled engine start when the emergency stop switch lanyard is not available as, for example, when the operator falls overboard.

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 speed decreases gradually.

Overheat Indicator Light

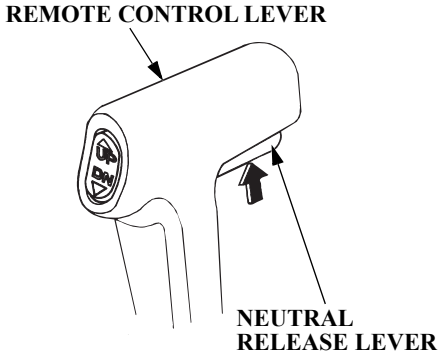


OVERHEAT INDICATOR LIGHT

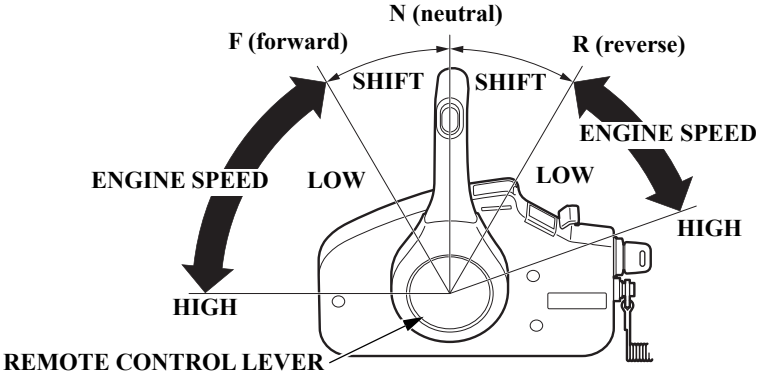
When the engine cooling system is faulty, the overheat indicator light turns on and the engine speed decreases gradually.

CONTROLS (R type)

Remote Control Lever



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

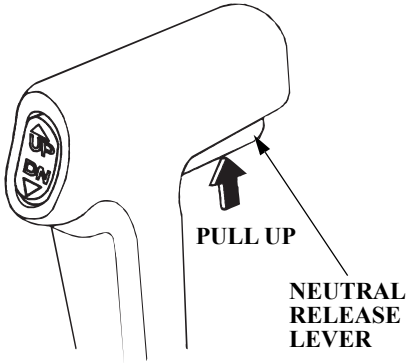


FORWARD:
Moving the lever to the FORWARD position (i.e. approximately 32° from the NEUTRAL position) engages the gear into forward. Moving the lever further from the FORWARD position will increase the throttle opening and the boat forward speed.

NEUTRAL:
Engine power is cut off from the propeller.

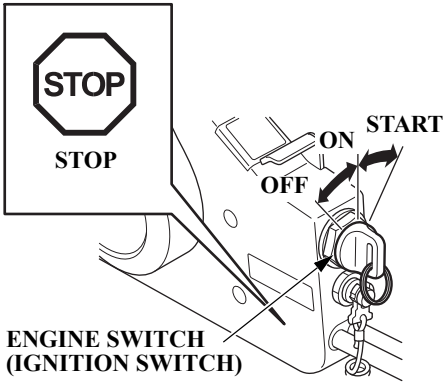
REVERSE:
Moving the lever to the REVERSE position (i.e. approximately 32° from the NEUTRAL position) engages the gear into reverse. Moving the lever further from the REVERSE position will increase the throttle opening and the boat reverse speed.

Neutral Release Lever



The neutral release lever is set on the remote control lever to prevent an accidental operation of the remote control lever.
The remote control lever does not operate unless it is moved while pulling the neutral release lever up.

Engine Switch



This remote control is equipped with an automotive type ignition switch.

Key positions:

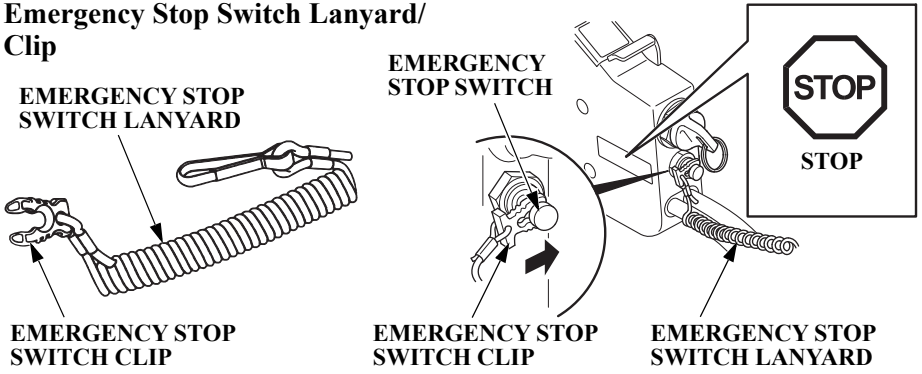
START:	to start the engine.
ON:	to run the engine after starting.
OFF:	to stop the engine (IGNITION OFF).

NOTICE

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

NOTE:
The starter motor will not work unless the remote control lever is in the N (neutral) position.

Emergency Stop Switch Lanyard/ Clip



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

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

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

⚠WARNING

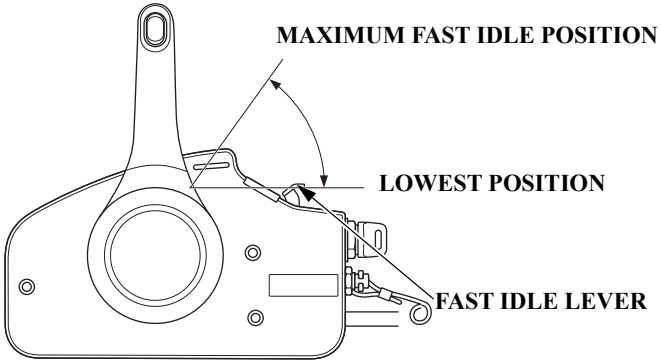
If the emergency stop switch lanyard is not set, the boat might run out of control when the operator, for example, falls overboard and is not able to operate the outboard motor.

For the sake of the operator's safety, be sure to set the emergency stop switch clip and attach one 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.

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

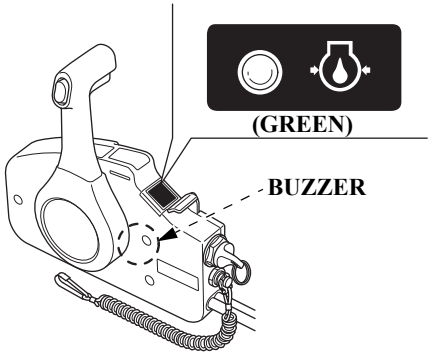
Fast Idle Lever



The fast idle lever is provided with the engine speed adjustment function. The lever does not move unless the remote control lever is in the "N" (neutral) position. Note also that the control lever does not move unless the fast idle lever is in the "full close" position.

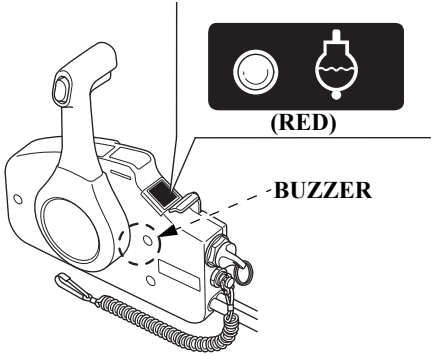
Use the fast idle lever for engine warm-up after starting a cold engine and when starting a warm engine.

Oil Pressure Indicator Light/ Buzzer



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

Overheat Indicator Light/Buzzer



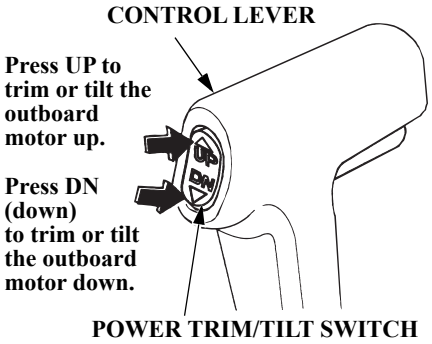
The overheat indicator light turns on and the buzzer sounds when the engine cooling circuit is faulty. The engine speed slows down this time.

Power Trim/Tilt Switch

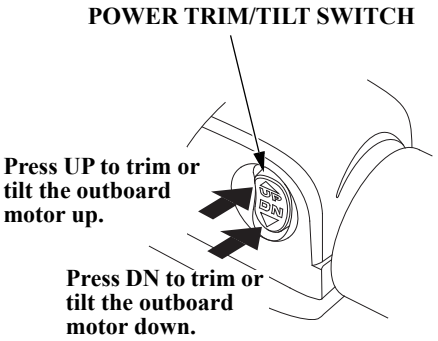
Press the power trim/tilt switch on the control lever (R type) or the tiller handle (H type), and the outboard motor installation angle (trim angle) and boat angle can be adjusted while sailing or stopping the boat. Acceleration, maximum high speed, operational stability and fuel consumption are improved by setting the outboard motor at the suitable trim angle.

⚠WARNING

Do not trim excessively while cruising through rough waves, or it may cause an accident.



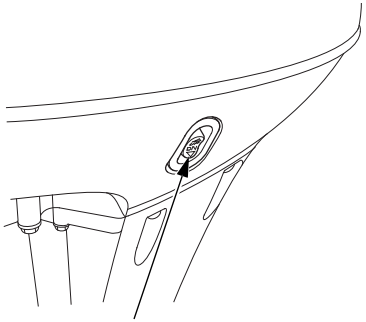
(R type)



(H type)

Excessive trim angle can result in cavitation and racing of the propeller, and trimming up the outboard motor excessively can cause damage to the impeller pump.

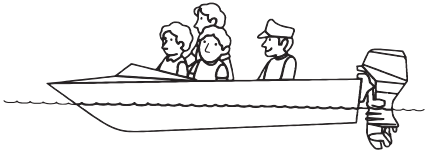
Power Tilt Switch (outboard motor pan)



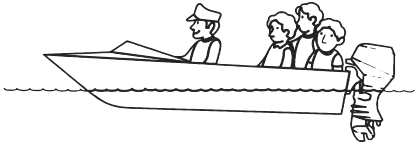
POWER TILT SWITCH

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

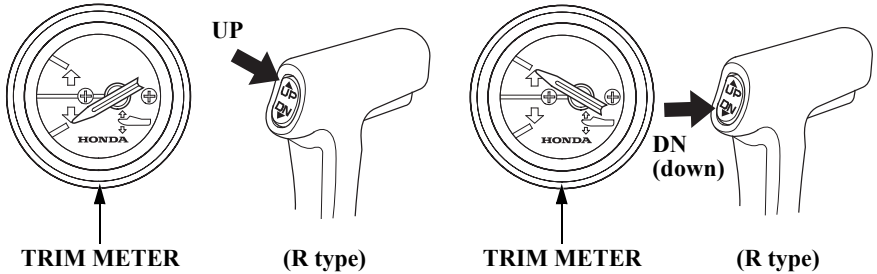
Trim Meter
[equipped type or optional equipment]



Increase the trim angle by pressing UP of the power trim/tilt switch.



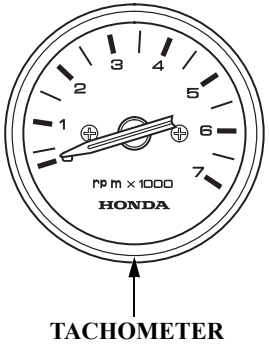
Decrease the trim angle by pressing DN (down) of the power trim/tilt switch.



The trim meter indicates the trimming condition of the outboard motor. Referring to the trim meter, press the power trim/tilt switch and trim the boat at the best angle for optimum stability and speed.

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

Tachometer
[equipped type or optional equipment]



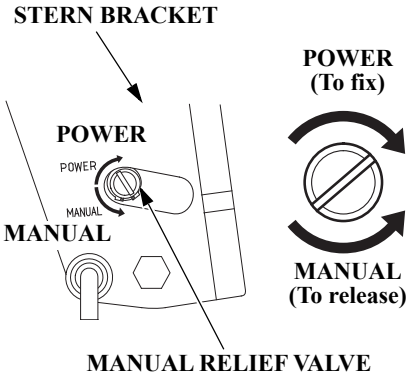
The tachometer shows the engine speed in revolutions per minute.

Manual Relief Valve

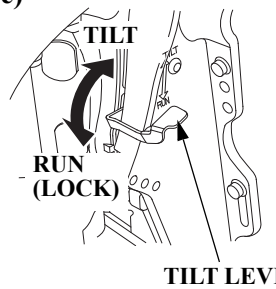
If the power trim/tilt switch does not operate because of, for example, dead battery, the outboard motor can be tilted manually by opening the manual relief valve.
To move the outboard motor by hand, turn the manual relief valve under the stern bracket 2 and a half turns counterclockwise using a screw driver.
After moving the outboard motor, turn the screw clockwise securely.

⚠WARNING

Be sure to tighten the manual relief valve securely. The outboard motor could rise when sailing in the reverse gear, resulting in an accidental injury to the passenger(s).



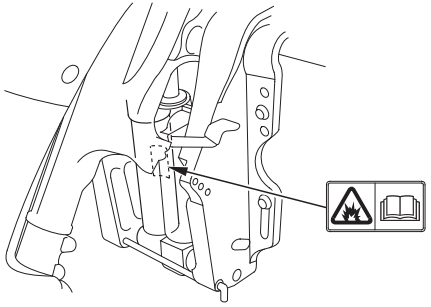
Tilt Lever (G type)



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

⚠WARNING

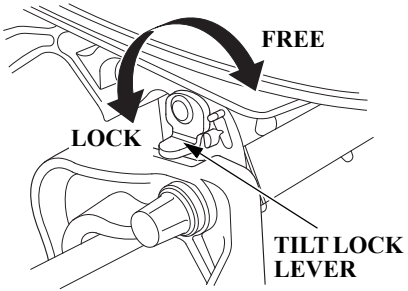
Be sure to lower the tilt lever and lock the outboard motor before sailing. The outboard motor could rise when sailing in the reverse gear, resulting in an accidental injury to the passenger(s).



⚠WARNING

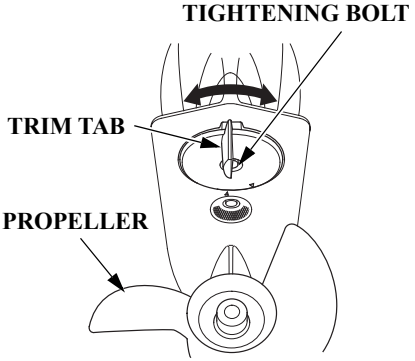
Do not disassemble the gas assisted damper assembly as it is filled with the high pressure gas.

Tilt Lock Lever



Use the tilt lock lever to raise the outboard motor and lock it in the position when the boat is moored or anchored for a long time.
Tilt the outboard motor as far as it goes and move the lock lever in the locking direction.

Trim Tab

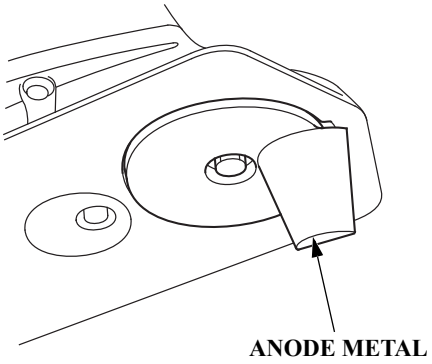


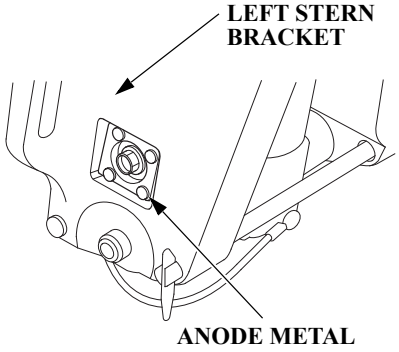
If the steering wheel/handle is pulled to the side while running at full speed, adjust the trim tab so that the boat runs straight ahead.

Loosen the tightening bolt and turn the trim tab right or left to adjust.

The trim tab also functions as the anode metal.

Anode Metal



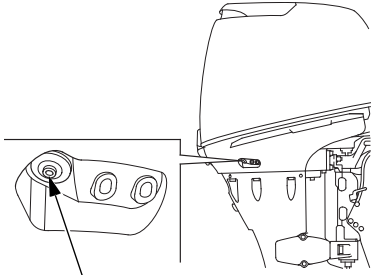


The anode metal is a sacrificed metal which protects the outboard motor from corrosion.

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

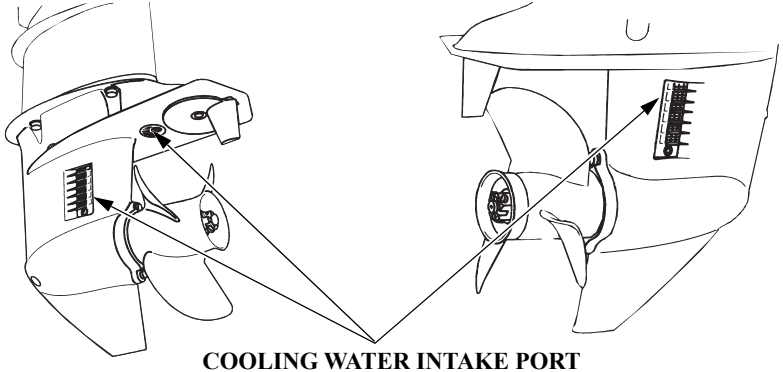


COOLING WATER CHECK HOLE

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.

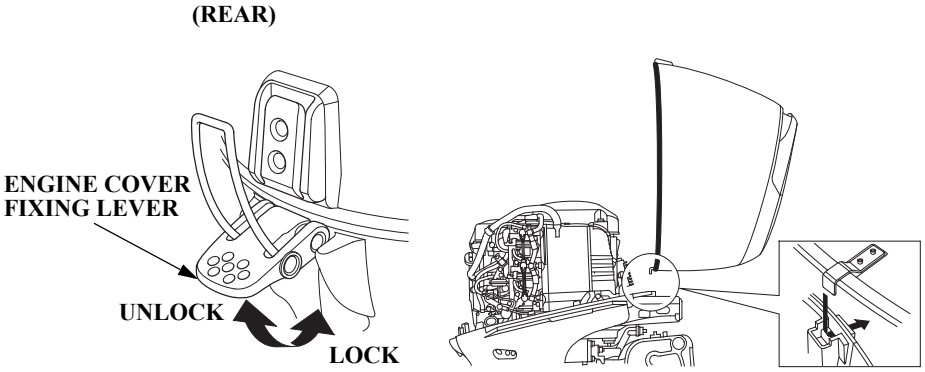
Cooling Water Intake Port



COOLING WATER INTAKE PORT

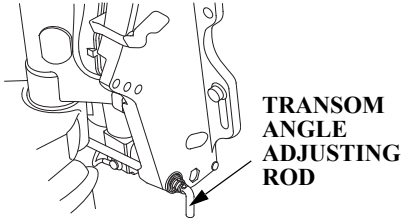
The engine cooling water is drawn into the engine through this port.

Engine Cover Fixing Lever



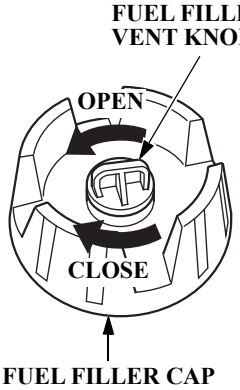
Latch/unlatch the engine cover fixing lever to install or remove the engine cover.

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 or four angles by changing the adjusting rod position.

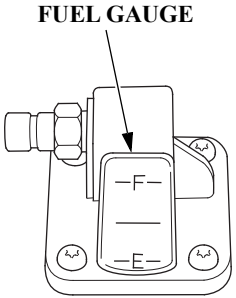
Fuel Filler Cap (with vent knob)



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

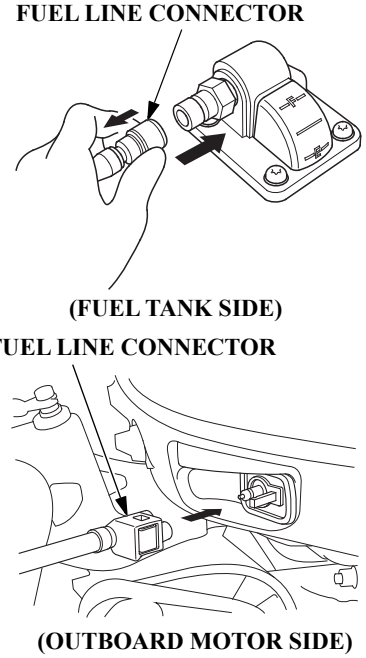
When refilling the fuel tank, turn the vent knob counterclockwise to open and remove the fuel filler cap.
Turn the vent knob clockwise and close it securely before transporting or storing the fuel tank.

Fuel Gauge



The fuel gauge indicates the fuel level in the tank.

Fuel Line Connector



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

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.

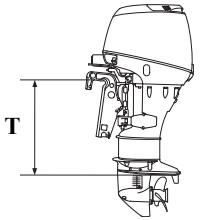
Engine power:
BF25D: 18.4 kW (25 PS)
BF30D: 22.1 kW (30 PS)

Power recommendation is indicated on most of the boats.

⚠WARNING

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

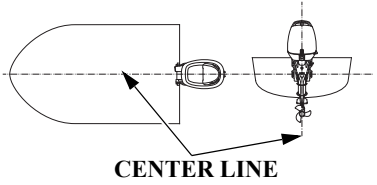
Transom Height



Type:	T (Transom Height) (when transom angle is 12°)
S:	431 mm (17.0 in)
L:	552 mm (21.7 in)

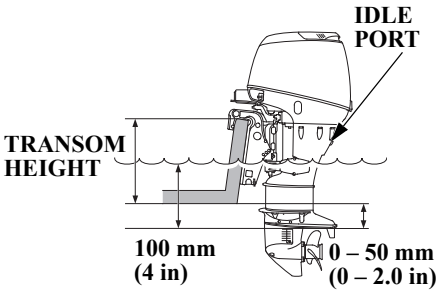
Select the outboard motor which is correct for the boat transom height of your boat.

Location



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

Installation Height



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.

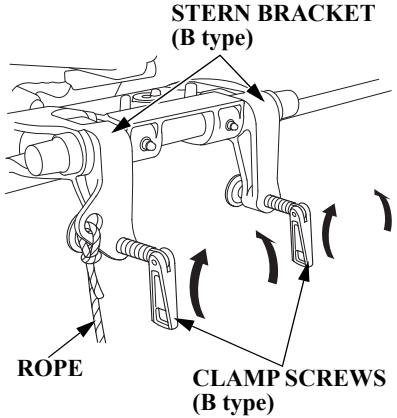
If the outboard motor is installed too low, the boat will squat and be hard to plane, and the engine will spray water that may enter the boat. It will tend to porpoise, and high-speed stability will be reduced.

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 anticavitation plate with the engine not running, otherwise the water pump may not receive sufficient cooling water, and the engine will overheat.

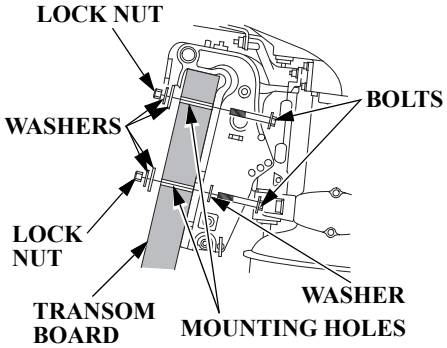
Outboard Motor Installation



1. Attach the stern bracket to the transom and tighten the clamp screws (B type).

⚠CAUTION

- **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.**



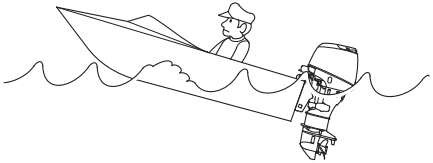
2. Apply the silicone sealant (Three Bond 1216 or equivalent) to the outboard motor mounting holes.
3. Set the outboard motor on the boat and secure with the bolts, washers, and lock nuts.

NOTE:
Standard torque:
29 – 39 N·m
(3.0 – 4.0 kgf·m, 22 – 29 lbf·ft)
The standard torque is given just as a guideline. Torque of the nut can be different according to the material of the boat. Consult with an authorized Honda outboard motor dealer.

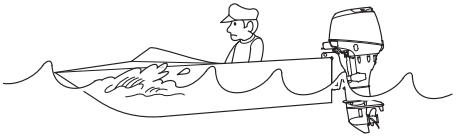
⚠CAUTION

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

Outboard Motor Angle Inspection (Cruising)

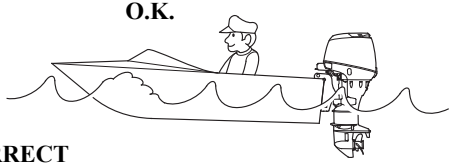


INCORRECT
CAUSES BOAT TO "SQUAT"



INCORRECT
CAUSES BOAT TO "PLOW"

O.K.



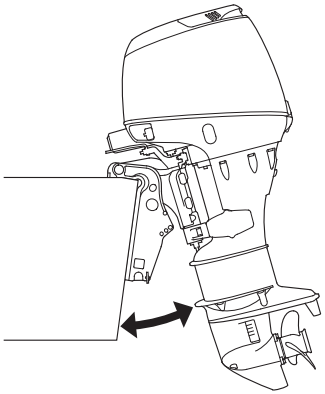
CORRECT
GIVES MAXIMUM PERFORMANCE

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.

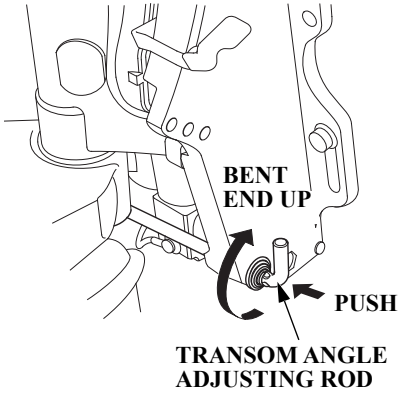
<Outboard Motor Angle Adjustment>

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).

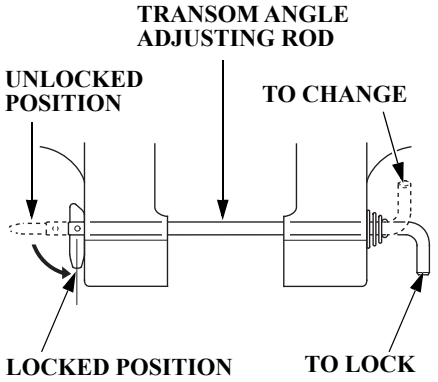


There are four adjusting stages.

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



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



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

NOTICE

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

Battery Connections
Use a battery which has 12V-65 Ah or more specifications.
The battery is an optional part (i.e. part to be purchased separately from the outboard motor).

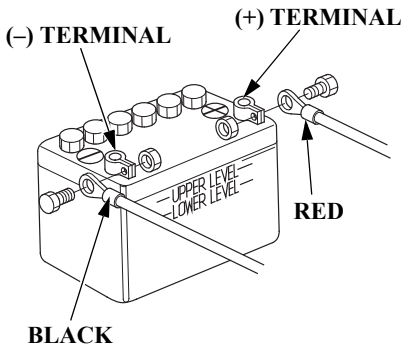
⚠WARNING

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.**

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

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



Connect the battery cables:

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

NOTICE

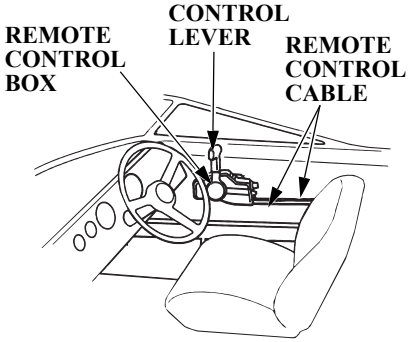
- **Be sure to connect the (+) side battery cable first. When disconnecting the cables, disconnect the (–) side first then the (+) side.**
- **Unless the cables are properly connected to the terminals, the starter motor may fail to operate normally.**
- **Be careful to avoid connecting the battery in reverse polarity, as this will damage the battery-charging system in the outboard motor.**
- **Do not disconnect the battery cables while the engine is running. Disconnecting the cables while the engine is running, will damage the outboard motor's electrical system.**
- **Do not place the fuel tank near the battery.**
- **Battery cable extension: Extending the original battery cable will cause the battery voltage to drop due to the increased length of the cable and number of connections. The outboard may not start if the battery voltage reaching the engine is too low.**

Remote Control Installation

NOTICE

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

<Remote Control Box Location>



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

<Remote Control Cable Length>

Measure the distance from the center of the remote control box via the transom corner to the center of the engine.
Recommended cable length is 300 mm (11.8 in) longer than the measured distance.
Set the cable along the predetermined route and be sure that it is long enough to the route.
Connect the cable to the engine and be sure it is not kinked, bent sharp, pulled taut, or interfered while steering.

NOTICE

Do not bend the remote control cable as sharp as its route diameter is 400 mm (16 in) or less, or it affects the service life of the cable and the remote control lever operation.

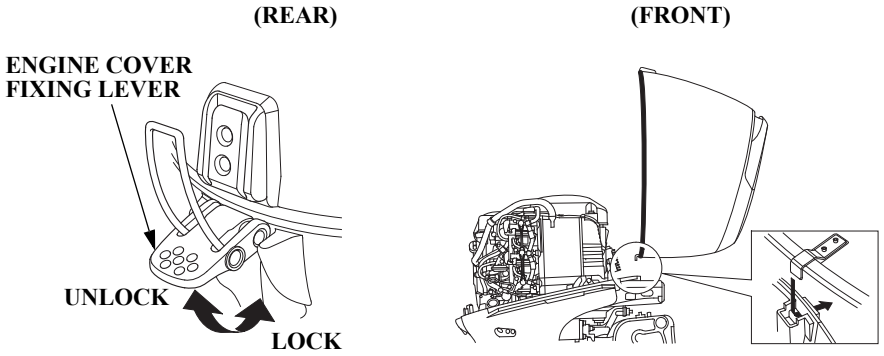
BF25D/30D is the 4-stroke, water cooled outboard motor which uses unleaded regular gasoline for fuel. It also requires the engine oil. Check the following before operating the outboard motor.

⚠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.

Engine Cover Removal/Installation



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

⚠WARNING

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

Engine Oil

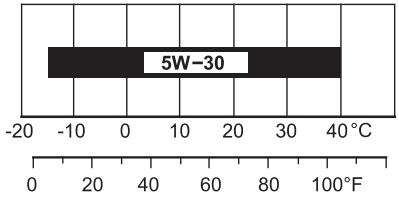
NOTICE

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

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

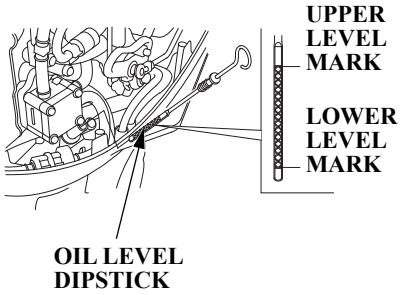
<Recommended oil>
Use Honda 4-stroke oil or an equivalent high detergent, premium quality outboard motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for Service category SG, SH or SJ. Outboard motor oils category SG, SH or SJ will show this designation on the container.

SAE 5W-30 is recommended for general use.



AMBIENT TEMPERATURE

<Inspection and Refilling>



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

When the engine oil is contaminated or discolored, replace with the fresh engine oil (see page 125 for replacement interval and procedure).

5. Install the engine cover and lock it securely.

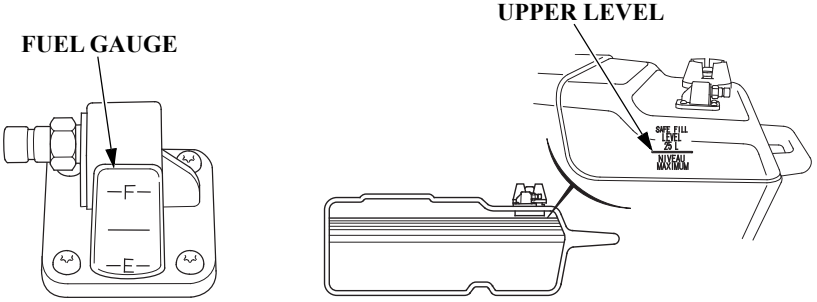
NOTICE

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

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

Operating Method	Result	Effect
Running the engine below 3,000 min^{-1} (rpm) for more than 30% of the time so the engine does not warm up.	• Water condenses in the engine and mixes with the oil, resulting in a milky appearance. • Unburned fuel mixes with the oil, increasing the volume of oil.	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.		

Fuel Level



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

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

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

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

Fuel tank capacity (separate tank):
25 L (6.6 US gal, 5.5 Imp gal)

⚠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 tank cap is closed properly and securely.**
- **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- **Avoid repeated or prolonged contact with skin or breathing of vapor.**
- **KEEP OUT OF REACH OF CHILDREN.**

Gasoline Containing Alcohol

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

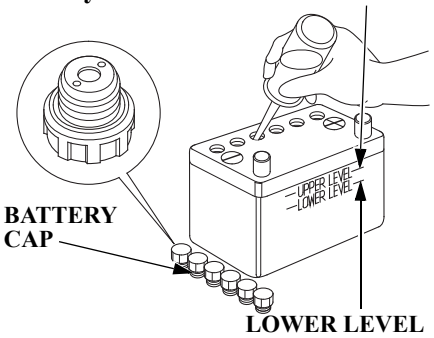
Do not use gasohol that contains more than 10% ethanol.

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

NOTE:

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

Battery



NOTICE

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

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.

Check that the battery cables are connected securely.
If the battery terminals are contaminated or corroded, remove the battery and clean the terminals (see page 129).

⚠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.**

Propeller and Split Pin Inspection

⚠WARNING

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

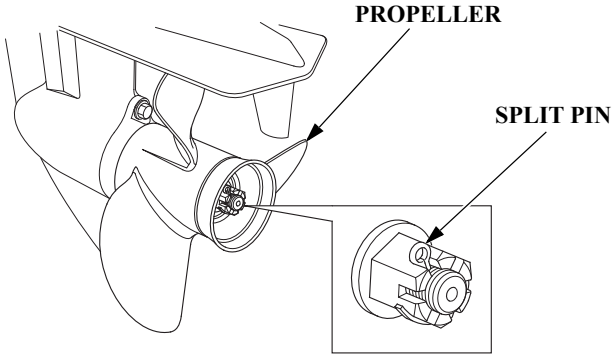
- **Remove the emergency stop switch clip to prevent an accidental start of the engine.**
- **Wear heavy gloves.**

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

Obtain a spare propeller for the event of an unpredictable accident while cruising. If no spare propeller is available, return to the pier at low speed and replace.

Consult an authorized Honda outboard motor dealer for propeller selection.

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

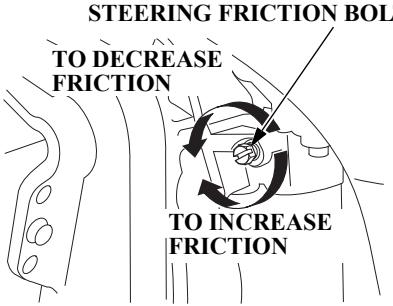


Engine speed varies according to the propeller size and the boat condition. Use of the outboard motor outside the full throttle speed range will adversely affect the engine and cause a serious problem. Use of the correct propeller assures powerful acceleration, top speed, excellency in terms of economy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

Consult with your authorized Honda outboard motor dealer for proper propeller selection.

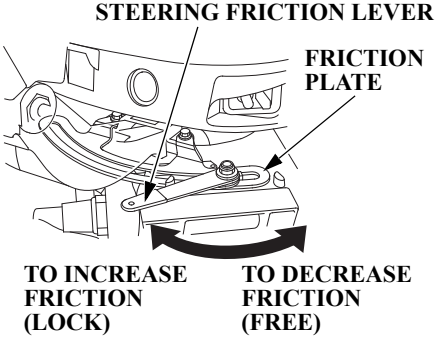
1. Check the propeller for damage, wear, or deformation.
2. Check whether the propeller is installed properly.
3. Check the split pin for damage. Replace whenever the propeller is faulty.

Steering Handle Friction (B type)



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

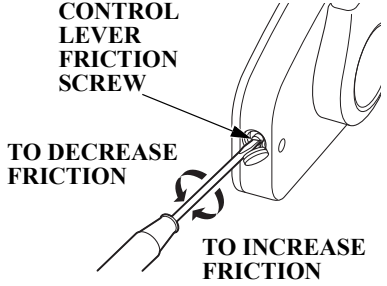
(H type)



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

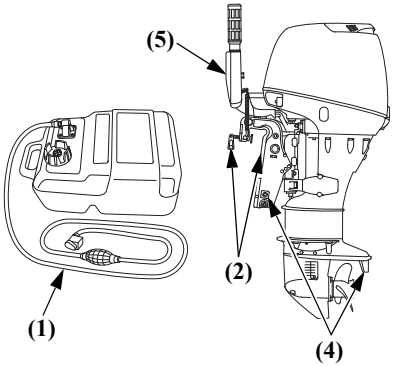
NOTE:
Do not apply grease or oil on the friction plate. Grease or oil will reduce the friction of the lever.

Remote Control Lever Friction (R type)



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

Other Checks



(3) TOOL KIT (see page 122)

Check the following items:

(1) The fuel hose for kinking, collapsing or a loose connection.
(2) The stern bracket for damage and clamp screw tightened.
(3) The tool kit for missing spare parts and tools (see page 122).
(4) 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 anodes when they have been reduced to about two-thirds of their original size, or if they are crumbling.

NOTICE

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

(5) The tiller handle for loose installation, wobble, or operation (B and H types).

(6) The remote control lever and switch for operation (R type).

Parts/materials which should be installed on board:

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

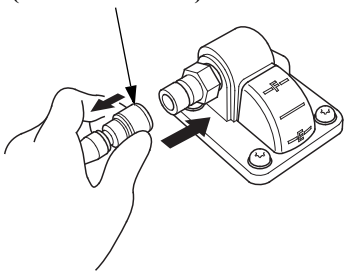
Fuel Line Connection

NOTE:
- Set the fuel tank securely so that it does not move or fall down while cruising.
- Position the fuel tank so the tank fuel line connector is no more than 1 m (3.3 feet) below the outboard motor fuel line connector.
- Do not place the fuel tank more than 2 m (6.6 feet) away from the outboard motor.
- Be sure that the fuel line is not kinked.
- Be sure to insert the outboard motor side connector in the direction as shown (the clip should be at the right side).

⚠CAUTION

The sealing material will be damaged if the outboard end fuel line connector is inserted with force in the opposite direction, resulting in fuel leaks.

FUEL LINE CONNECTOR (TO FUEL TANK)

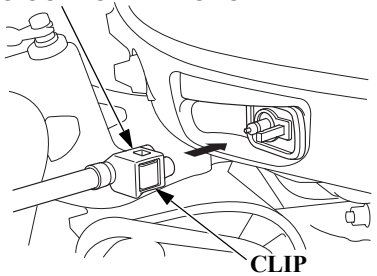


(FUEL TANK SIDE)

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

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

FEMALE FUEL LINE CONNECTOR –TO OUTBOARD MOTOR

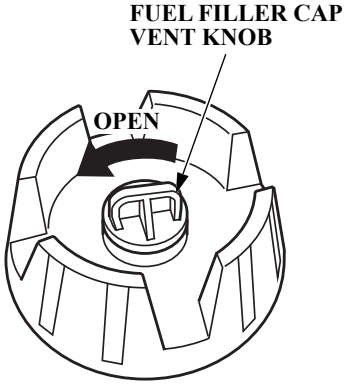


(OUTBOARD MOTOR SIDE)

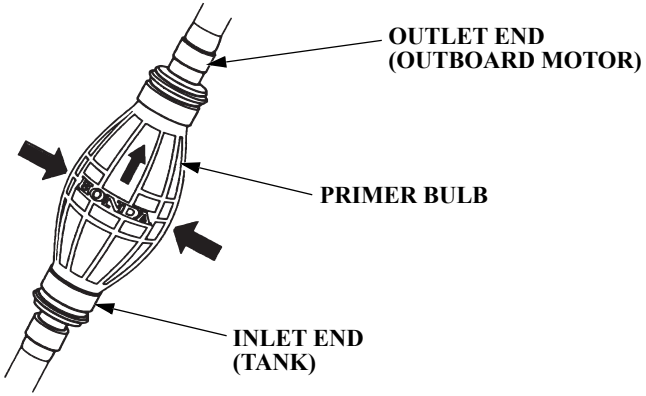
2. Connect the fuel line connector to the outboard motor. Install the outboard end fuel line connector with the clip toward the outside as shown.
   Be sure the fuel line connector is securely snapped in place.

NOTICE

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



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



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

⚠WARNING

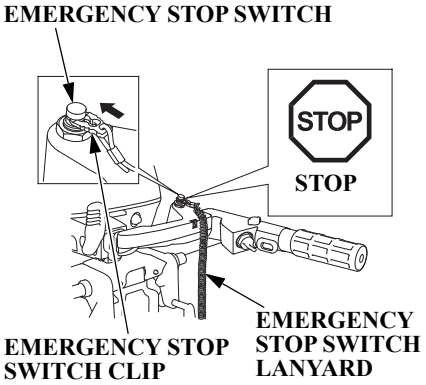
Be careful not to spill any fuel. Spilled fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

NOTICE

Do not squeeze the primer bulb when the engine is running because this could cause the carburetor to overflow.

STARTING THE ENGINE (B type)

Starting the Engine



⚠WARNING

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

NOTICE

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

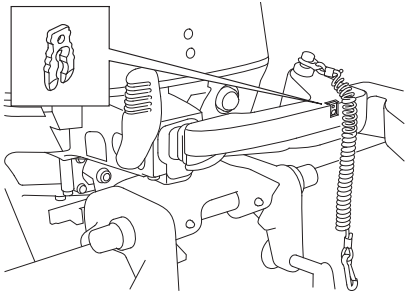
1. Insert the emergency stop switch clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the lanyard securely to the operator.

⚠WARNING

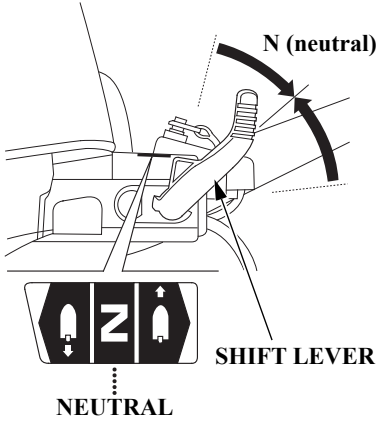
If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

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

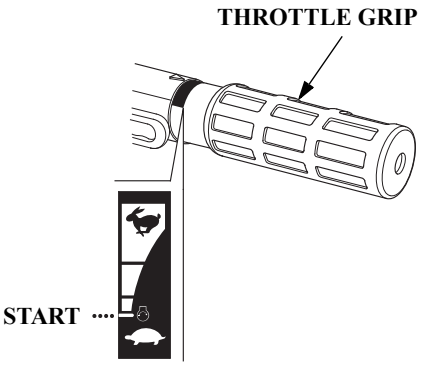
SPARE EMERGENCY STOP SWITCH CLIP



A spare emergency stop switch clip is provided on the carrying handle. 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.

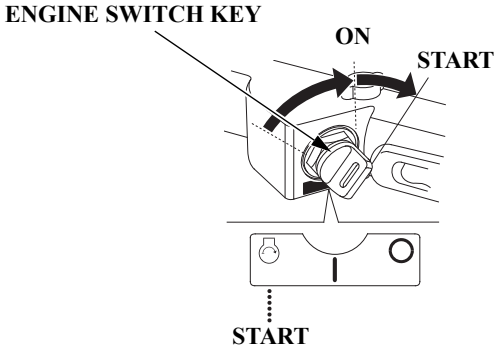


2. Move the shift lever to the N (neutral) position. The engine does not start unless the shift lever is set in the N (neutral) position.



3. Align the "⏱" mark on the throttle grip with the projected end of the "▶" mark on the handle.

NOTE:
This engine is equipped with an accelerator pump. Do not turn the throttle grip frequently before starting. Hard starting may result. If the throttle grip has been turned frequently before starting, open the throttle grip 1/8 – 1/4 turns and start.

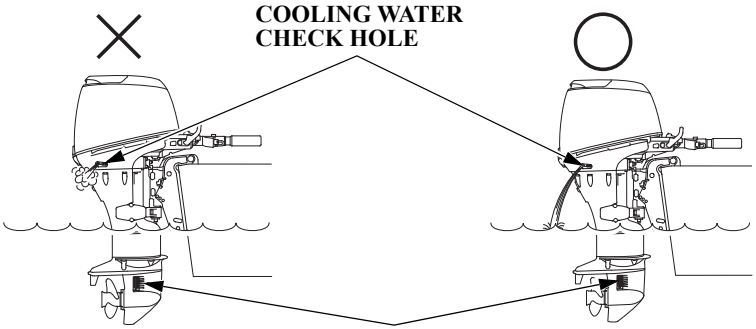


4. Turn the engine switch key to the START position and hold it there until the engine starts.
   When the engine starts, release the key, allowing it to return to the ON position.

NOTICE

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

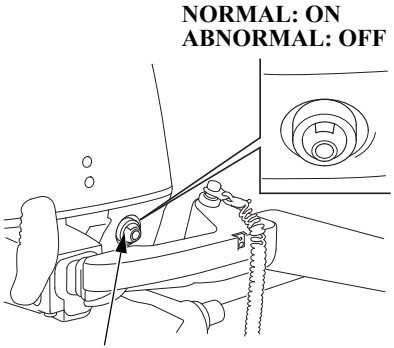
NOTE:
The “Neutral Starting System” prevents the engine from being started unless the control lever is set in the N (neutral) position even though the engine is cranked by the starting engine.



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

NOTICE

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



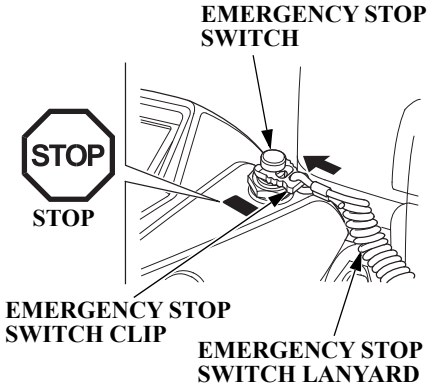
6. Check to see if the oil pressure indicator light turns ON.
   If it does not turn on, stop the engine and perform the following inspections.
   1) Check the oil level (see page 54).
   2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with an authorized Honda outboard motor dealer.

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

   In an area where the temperature goes down below 0°C (32°F), the engine cooling system may freeze. High speed operation without proper engine warm up may damage the engine.

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

Starting the Engine



⚠WARNING

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

NOTICE

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

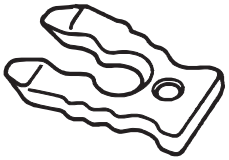
1. Insert the emergency stop switch clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the lanyard securely to the operator.

⚠WARNING

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

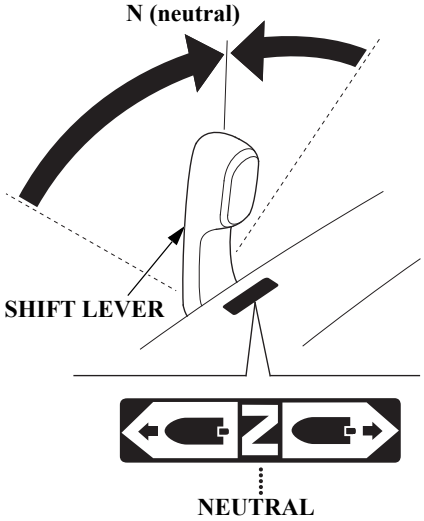
NOTE:
The engine will not start unless the emergency stop switch clip is engaged with the emergency stop switch.

SPARE EMERGENCY STOP SWITCH CLIP

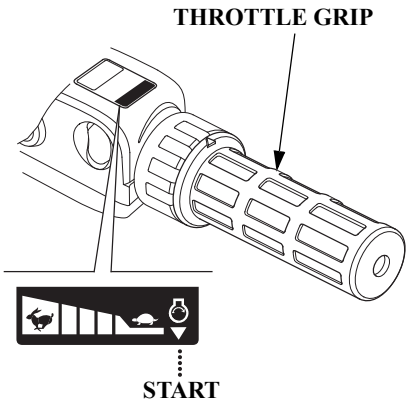


Store the spare emergency stop switch clip in the tool bag.
Use the spare emergency stop switch clip to make the disabled engine start when the emergency stop switch lanyard is not available as, for example, when the operator falls overboard.

STARTING THE ENGINE (H type)

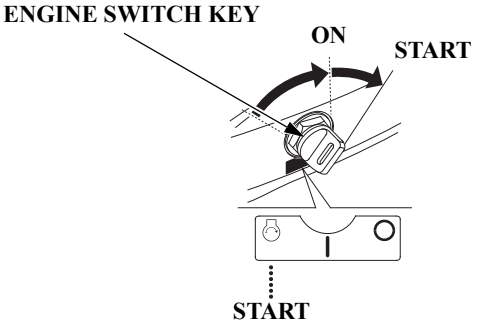


2. Move the shift lever to the N (neutral) position. The engine does not start unless the shift lever is set in the N (neutral) position.



3. Align the "⏱" mark on the throttle grip with the projected end of the "▶" mark on the handle.

NOTE:
This engine is equipped with an accelerator pump. Do not turn the throttle grip frequently before starting. Hard starting may result. If the throttle grip has been turned frequently before starting, open the throttle grip 1/8 – 1/4 turns and start.



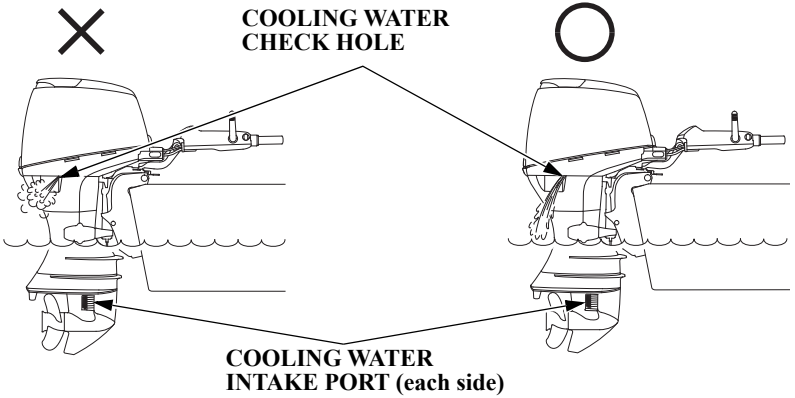
4. Turn the engine switch key to the START position and hold it there until the engine starts.
   When the engine starts, release the key, allowing it to return to the ON position.

NOTICE

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

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

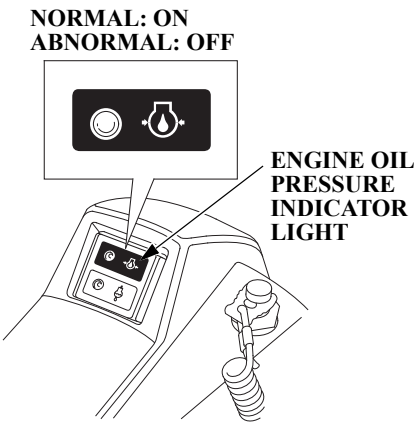
STARTING THE ENGINE (H type)



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

NOTICE

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



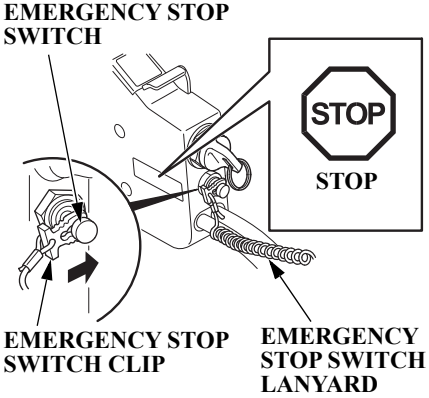
6. Check to see if the oil pressure indicator light turns ON.
   If it does not turn on, stop the engine and perform the following inspections.
   1) Check the oil level (see page 54).
   2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with an authorized Honda outboard motor dealer.

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

   In an area where the temperature goes down below 0°C (32°F), the engine cooling system may freeze. High speed operation without proper engine warm up may damage the engine.

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

Starting the Engine



⚠WARNING

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

NOTICE

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

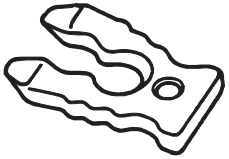
1. Insert the emergency stop switch clip at one end of the emergency stop switch lanyard into the emergency stop switch. Attach the other end of the lanyard securely to the operator.

⚠WARNING

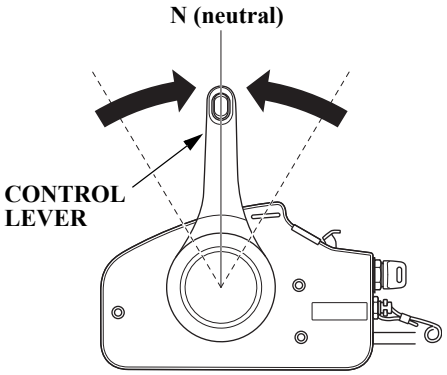
If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the engine.

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

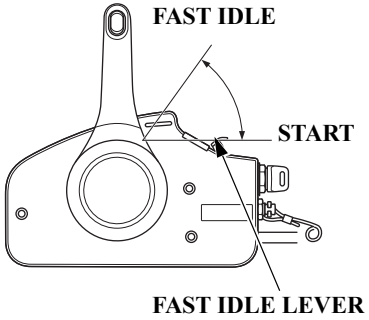
SPARE EMERGENCY STOP SWITCH CLIP



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



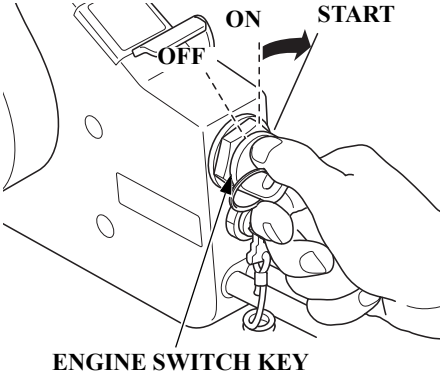
2. Set the control lever in the N (neutral) position.
   The engine does not start unless the control lever is set in the N (neutral) position.



3. When the engine is cold or the ambient temperature is low, leave the fast idle lever in the initial position. (This will provide rich fuel mixture to the engine by the automatic choke.)
   When the engine is warm, raise the fast idle lever to the FAST IDLE position and hold it in the position.

NOTE:
The fast idle lever does not move unless the control lever is set in the N (neutral) position.

STARTING THE ENGINE (R type)

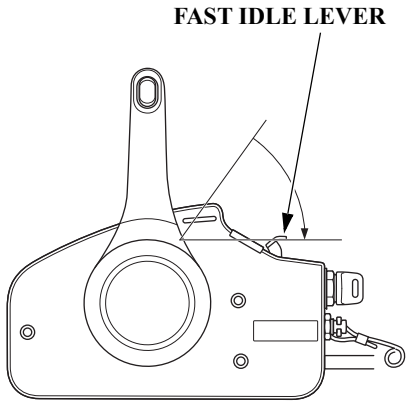


4. Holding the fast idle lever in position, turn the engine switch key to the START position and release the key when the engine starts.

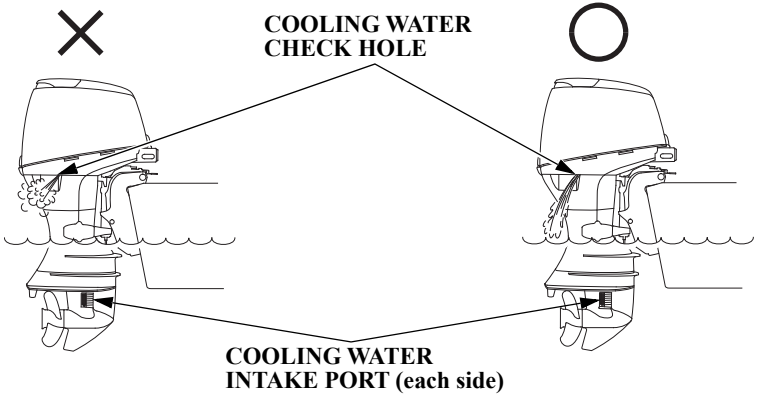
NOTICE

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

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



5. If the fast idle lever is raised, return the fast idle lever slowly to the position where the engine does not stall and hold the lever in the position.

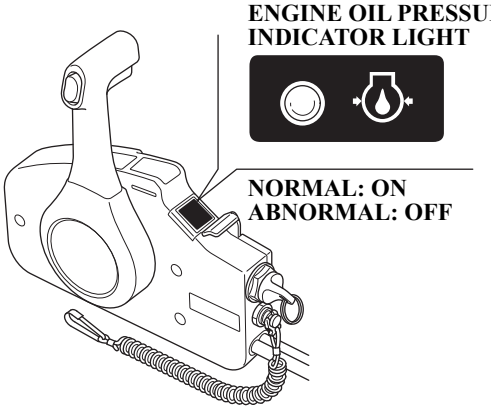


6. After starting, check whether the cooling water is flowing out of the cooling water check hole. Amount of water flowing out of the check hole might vary due to the thermostat operation, but this is normal.

NOTICE

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

STARTING THE ENGINE (R type)



7. Check to see if the oil pressure indicator light turns ON.

   If it does not turn on, stop the engine and perform the following inspections.
   1) Check the oil level (see page 54).
   2) If the oil level is normal and the oil pressure indicator light does not turn ON, consult with an authorized Honda outboard motor dealer.

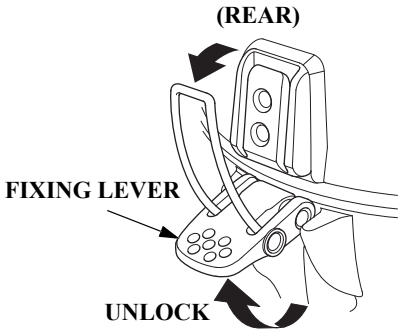
8. Warm up the engine as follows:
   Above 5°C (41°F) – run the engine for 2 or 3 minutes.
   Below 5°C (41°F) – run the engine for at least 5 minutes at 2,000 min^{-1} (rpm) – 3,000 min^{-1} (rpm).
   Failure to completely warm up the engine will result in poor engine performance.

   In an area where the temperature goes down below 0°C (32°F), the engine cooling system may freeze.

   High speed operation without proper engine warm up may damage the engine.

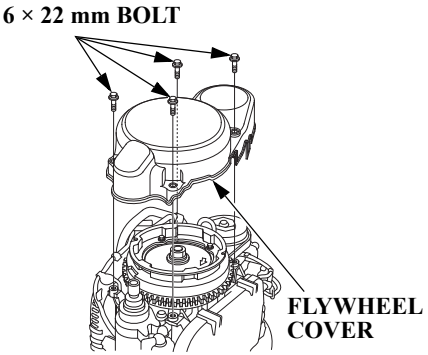
NOTE:
Before leaving the dock, check the operation of the emergency stop switch.

Emergency Starting



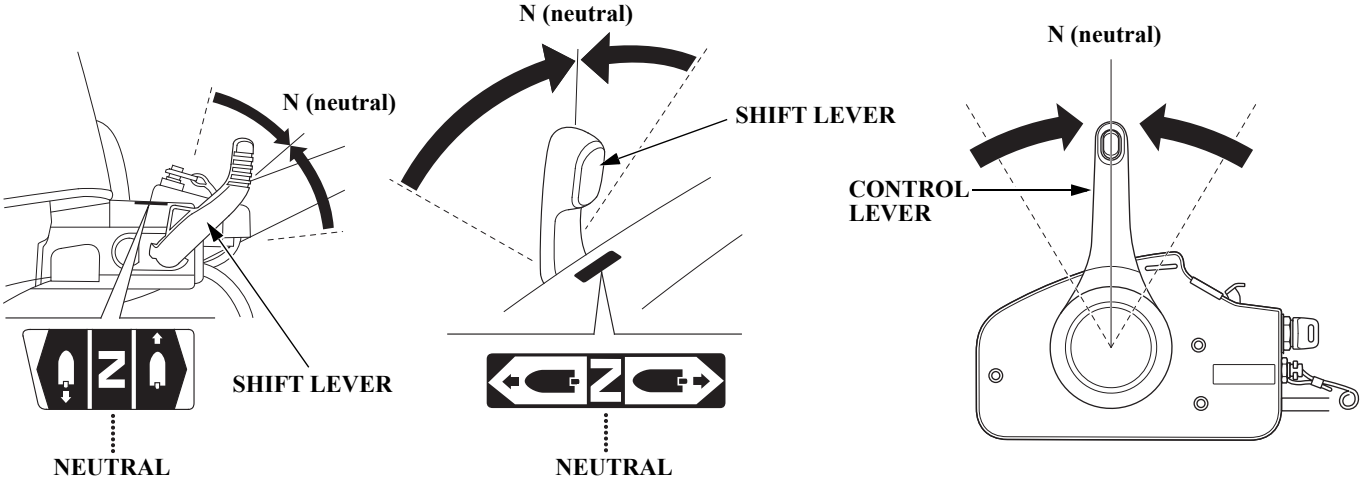
If the electric starting system does not operate properly for some reasons, the engine can be started using the spare starter rope that came with your outboard motor.

1. Raise the rear fixing lever and remove the engine cover.



Remove the four 6 × 22 mm bolts and flywheel cover.

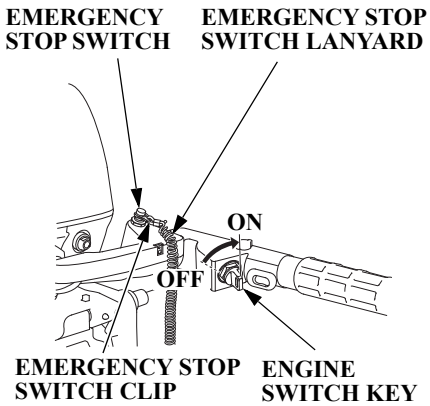
NOTE:
Take care not to lose the bolts.



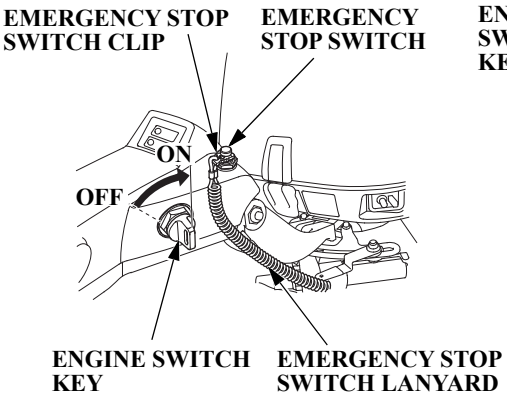
3. Set the shift lever/control lever in the N (neutral) position.

⚠WARNING

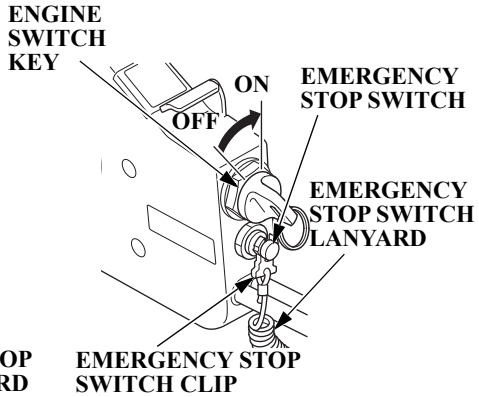
The "Neutral Starting System" will not work in emergency starting. Be sure to set the shift lever/control lever into the NEUTRAL position to prevent start-in-gear when starting the engine in emergency. Sudden unexpected acceleration could result in serious injury or death.



(B type)



(H type)



(R type)

NOTICE

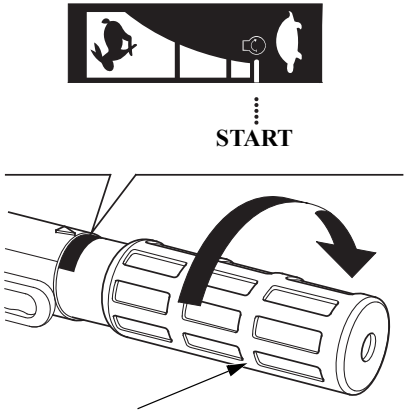
The propeller must be lowered into the water, running the outboard motor out of the water will damage the water pump and overheat the engine.

4. Turn the engine switch key to the ON position.
   Engage the emergency stop switch clip 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.

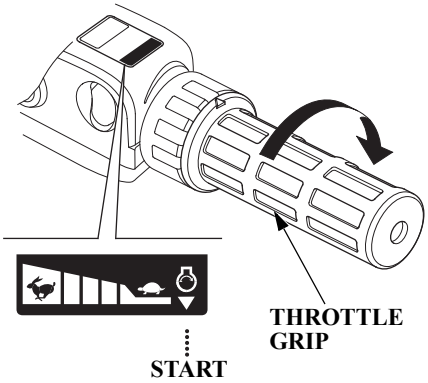
B type:
A spare emergency stop switch clip is provided on the carrying handle (see page 24).

H type, R type:
Store the spare emergency stop switch clip in the tool bag.



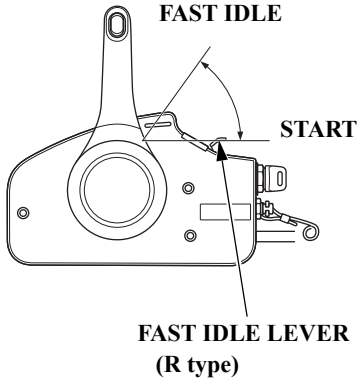
(B type)

5. B type and H type:
   Align the "⏢" mark on the throttle grip with the projected end of the "▶" mark on the handle.



(H type)

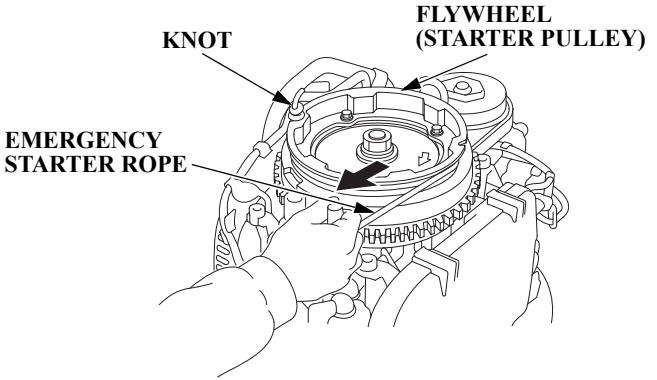
NOTE:
This engine is equipped with an accelerator pump. Do not turn the throttle grip frequently before starting. Hard starting may result. If the throttle grip has been turned frequently before starting, open the throttle grip 1/8 – 1/4 turns and start.



(R type)

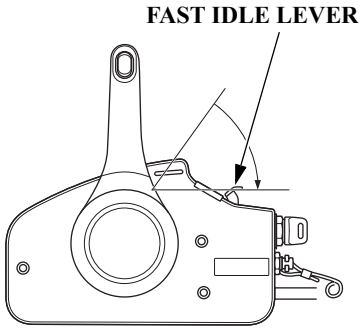
R type:
When the engine is cold or the ambient temperature is low, leave the fast idle lever in the initial position. (This will provide rich fuel mixture to the engine by the automatic choke.) When the engine is warm, raise the fast idle lever to the FAST IDLE position and hold it in the position.

NOTE:
The fast idle lever does not move unless the control lever is set in the N (neutral) position.



6. Set the knot at the end of the emergency starter rope in the notch in the flywheel, and while pulling the emergency starter rope clockwise around the flywheel.

7. Pull the emergency starter rope lightly until resistance is felt, then pull briskly.



(R type)

8. R type:
   If the fast idle lever is raised, return the fast idle lever slowly to the position where the engine does not stall and hold the lever in the position.

9. Reinstall the engine 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.

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

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

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

Troubleshooting Starting Problems

SYMPTOM	POSSIBLE CAUSE	REMEDY
Starter motor doesn't turn over.	1. Engine switch OFF. 2. Emergency stop switch clip is not set. 3. Shift lever not in NEUTRAL position. 4. Blown fuse. 5. Loose battery connector.	1. Turn engine switch key START. (page 66, 71, 76) 2. Set emergency stop switch clip. (page 64, 69, 74) 3. Set shift lever in NEUTRAL position. (page 65, 70, 75) 4. Replace fuse. (page 136) 5. Connect battery cable securely. (page 50)
Starter motor turns but the engine doesn't start.	1. Out of fuel. 2. Vent knob not open. 3. Primer bulb not squeezed. 4. Engine flooded. 5. Weak battery. 6. Plug caps are not installed properly.	1. Supply fuel. (page 56) 2. Open vent knob. (page 63) 3. Squeeze primer bulb to supply fuel. (page 63) 4. Clean and dry spark plugs. (page 127) 5. Start using emergency starter rope. (page 79) 6. Install plug caps securely. (page 127) Have your authorized outboard motor dealer charge battery.

8. OPERATION (B type)

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.

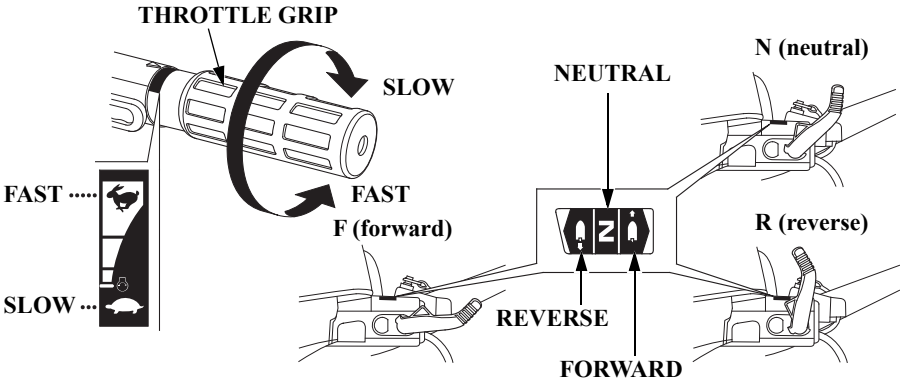
For the initial 15 minutes:
Run the outboard motor at idling or trolling speeds (i.e. the lowest possible speed).

For the next 45 minutes:
Run the outboard motor at 2,000 –3,000 min^{-1} (rpm) (with 10% – 30% of throttle).

For the next to the second 60 minutes:
Run the outboard motor at 4,000 – 5,000 min^{-1} (rpm) (with 50% – 80% of throttle).

For the initial 10 hours:
Avoid continuous full throttle (100% throttle) operation for more than 5 minutes.

Gear Shifting



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

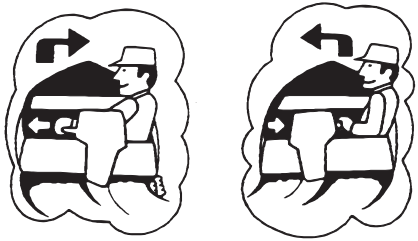
An indicator at the base of the gearshift lever aligns with the icon attached at the base of the gearshift lever.

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

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

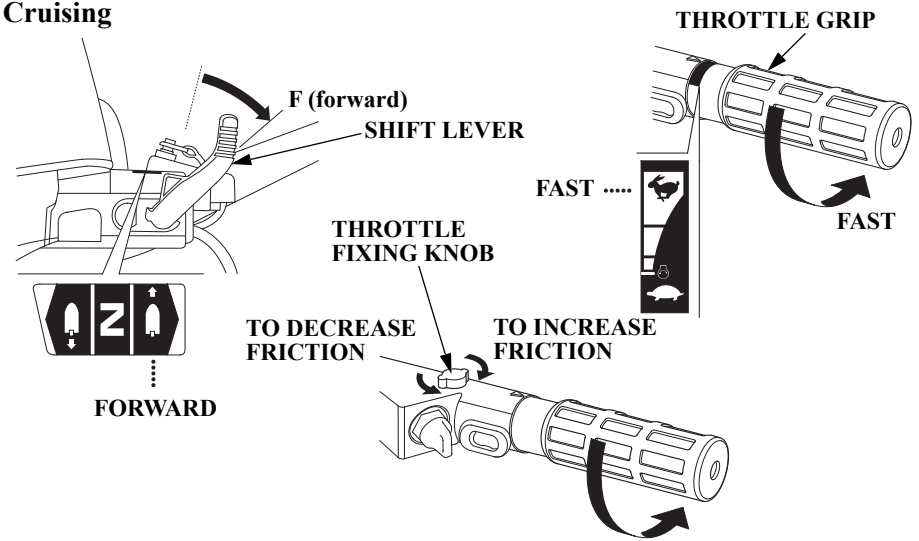
Be sure that the tilt lever is in the LOCK position.

Steering



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

Cruising



1. With the shift lever in the FORWARD position, turn the throttle grip in the FAST direction to increase the speed.
2. For the sake of fuel economy, open the throttle about 80%.

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

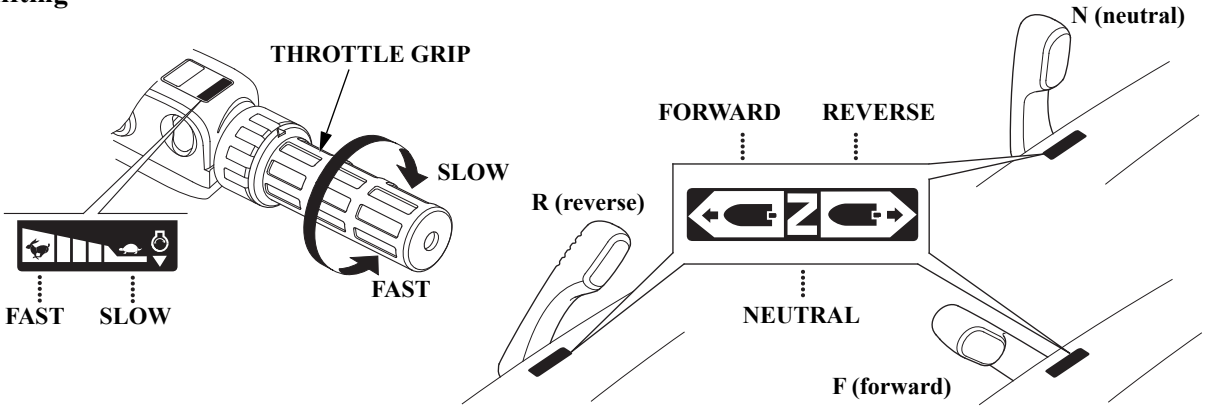
NOTE:
This outboard motor is equipped with an over-rev limiter in order to prevent a breakdown due to excessive engine speed.
Depending upon the running condition of the outboard motor (if the force applied to the propeller is light, for example), the limiter may operate, causing the engine speed to become unstable, thus preventing stable running.
If the engine speed becomes unstable when the outboard motor is run with the grip near the full open position, return the grip to the SLOW side until the speed becomes stable.

⚠CAUTION

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

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

Gear Shifting

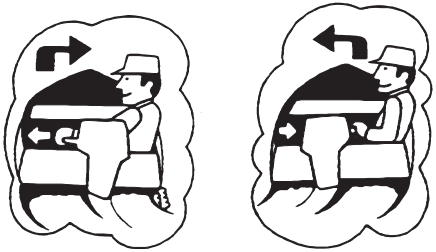


The gearshift lever has 3 positions: FORWARD, NEUTRAL, and REVERSE.
An indicator at the base of the gearshift lever aligns with the icon attached at the base of the gearshift lever.
Turn the throttle grip to SLOW to decrease engine speed before moving the gearshift lever.

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

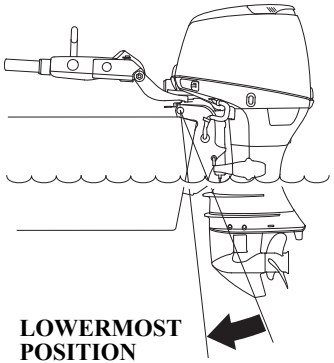
Be sure that the tilt lever is in the LOCK position.

Steering

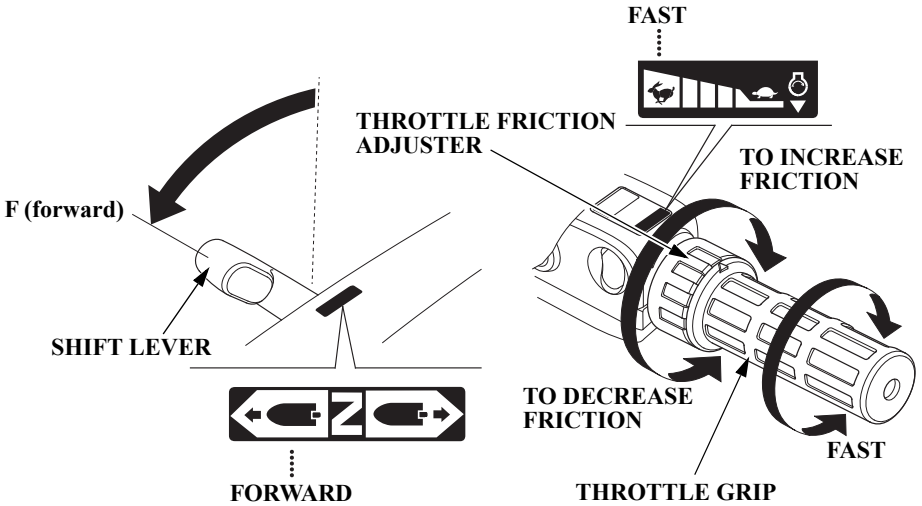


The boat swings its stern in the opposite direction in which it is to turn. To turn to the right, swing the steering handle to the left. To turn to the left, swing the steering handle to the right.

Cruising



1. T type:
   Press the DN (down) of the power trim/tilt switch and tilt the outboard motor to the lowermost position.



2. With the shift lever in the FORWARD position, turn the throttle grip in the FAST direction to increase the speed.
3. For the sake of fuel economy, open the throttle about 80%.

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

NOTE:
This outboard motor is equipped with an over-rev limiter in order to prevent a breakdown due to excessive engine speed.
Depending upon the running condition of the outboard motor (if the force applied to the propeller is light, for example), the limiter may operate, causing the engine speed to become unstable, thus preventing stable running.
If the engine speed becomes unstable when the outboard motor is run with the grip near the full open position, return the grip to the SLOW side until the speed becomes stable.

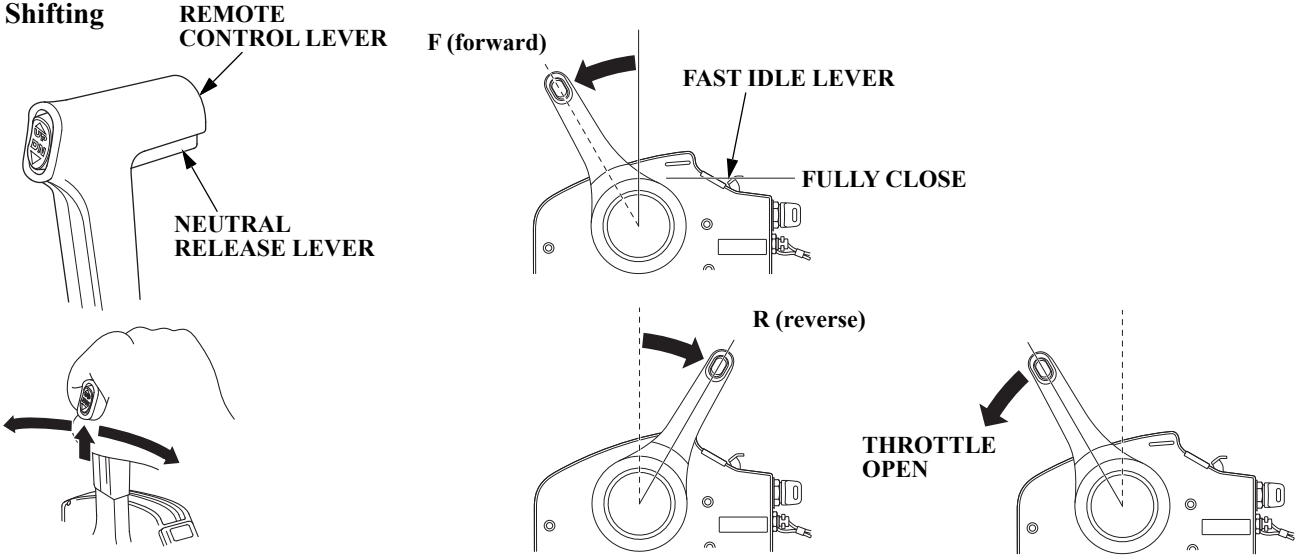
⚠CAUTION

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

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

OPERATION (R type)

Gear Shifting



While pulling the neutral release lever, move the control lever 32° toward the FORWARD or REVERSE position to engage the clutch. Moving the control lever further opens the throttle and the engine speed increases.

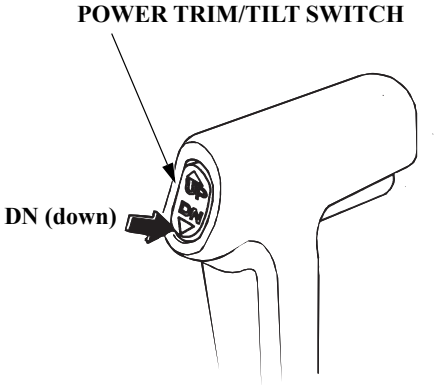
⚠CAUTION

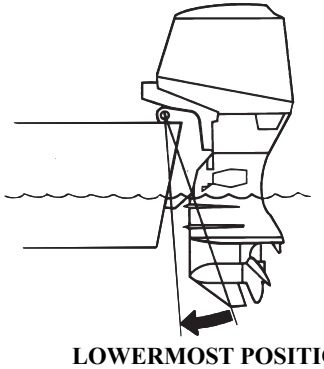
Avoid jerky operation of the control lever. An accident or unpredictable injury could result.

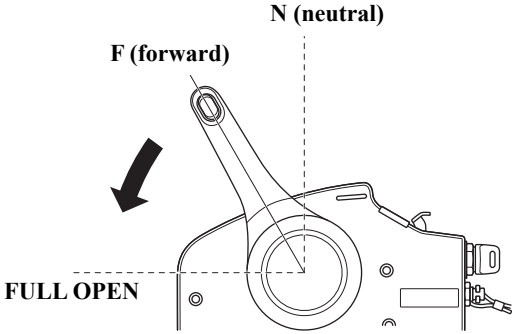
NOTE:

- The control lever might not move unless the neutral release lever is lifted fully.
- Set the fast idle lever in the fully closed throttle position, or the control lever does not operate.

Cruising







1. T type:
   Press the DN (down) of the power trim/tilt switch and tilt the outboard motor to the lowermost position.

2. Move the control lever from NEUTRAL toward FORWARD position.
   Moving about 32° engages the gear. Moving the control lever further opens the throttle and increases the engine speed.
3. For the sake of fuel economy, open the throttle about 80%.

NOTE:
This outboard motor is equipped with an over-rev limiter in order to prevent a breakdown due to excessive engine speed.
Depending upon the running condition of the outboard motor (if the force applied to the propeller is light, for example), the limiter may operate, causing the engine speed to become unstable, thus preventing stable running.
If the engine speed becomes unstable when the outboard motor is run with the control lever near the full open position, return the control lever to the LOW side until the speed becomes stable.

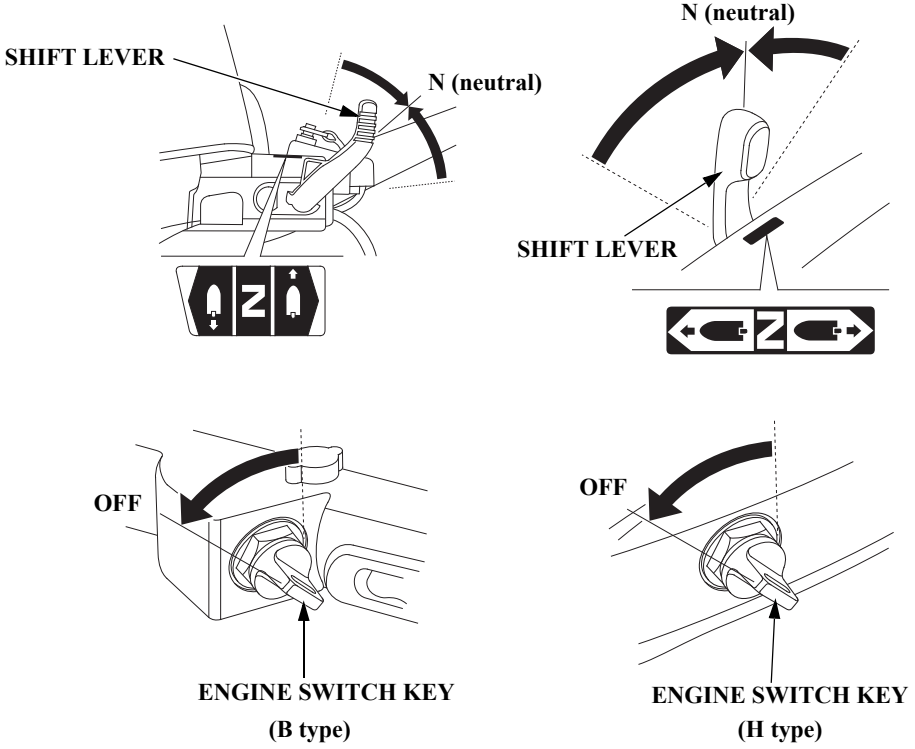
⚠CAUTION

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

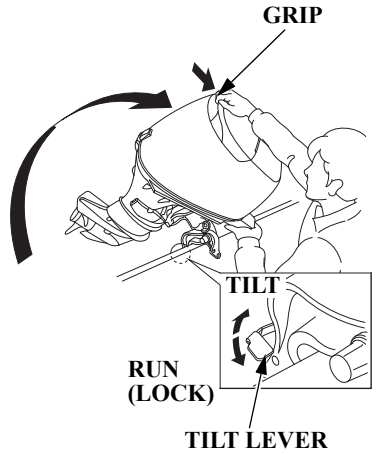
NOTE:
For best performance, passengers and equipment should be distributed evenly to balance the boat.

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.

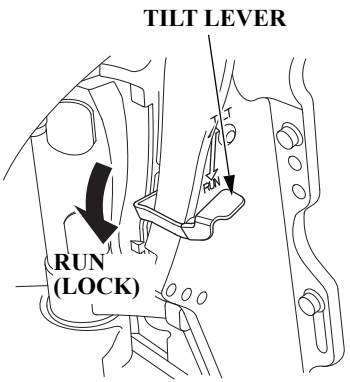
Tilting the Outboard Motor



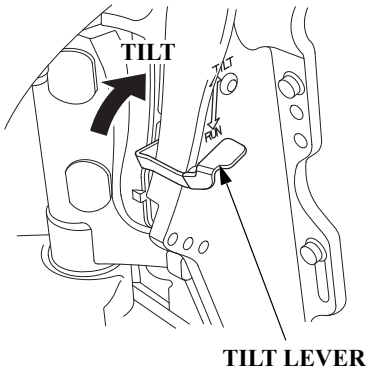
1. Move the shift lever to the N (neutral) position and stop the engine.



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



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

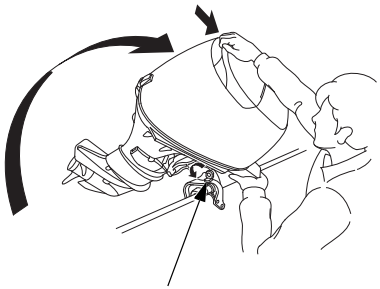


4. To return the outboard motor, move the tilt lever to the TILT position, tilt up the outboard motor slightly by holding the engine cover grip, and lower the engine gently to the designated position.

⚠CAUTION

Set the tilt lever in the TILT/RUN positions securely.

Moorage

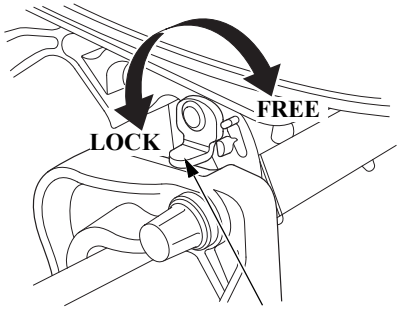


TILT LOCK LEVER

Tilt-up using the tilt lock lever. Use this mechanism when mooring 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.

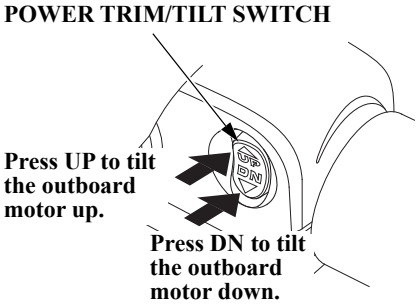


TILT LOCK LEVER

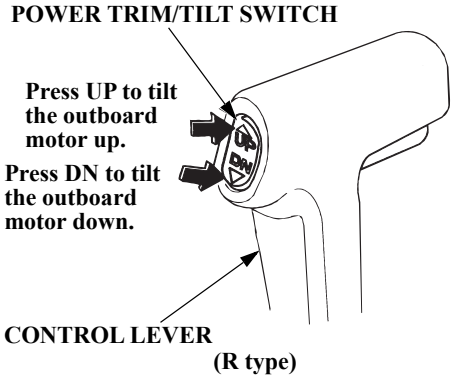
1. Move the tilt lever the TILT position and raise the outboard motor as full as it goes by holding it by the grip of the engine cover.
2. Move the tilt lock lever to the LOCK position and lower the outboard motor slowly.
3. Move the tilt lever to the RUN (LOCK) position.
4. To tilt down, move the tilt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

OPERATION (T type)

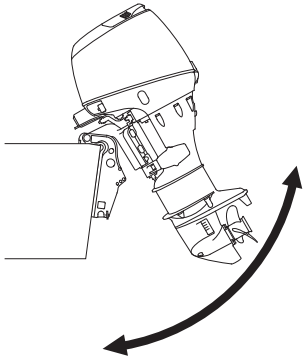
Tilting the Outboard Motor



(H type)



(R type)



The outboard motor equipped with the power trim/tilt system can adjust the outboard motor angle (trim angle) while cruising and mooring. The outboard motor angle can also be adjusted while cruising and accelerating to obtain the maximum speed and optimum driveability and fuel economy.
Press either UP or DN (down) of the power trim/tilt switch and tilt the outboard motor to the best position in compliance with the cruising conditions.

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

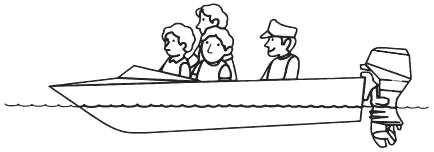
⚠CAUTION

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

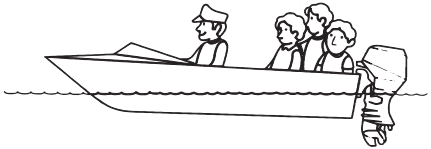
NOTE:

- When cruising against strong wind, trim down slightly to improve the stability of the boat.
- When cruising with the wind, trim up slightly to improve the stability of the boat.

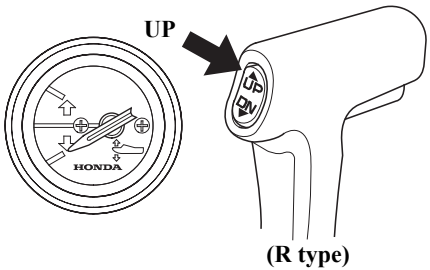
Trim Meter
[equipped type or optional equipment]



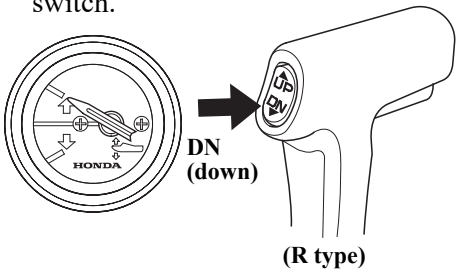
Increase the trim angle by pressing UP of the power trim/tilt switch.



Decrease the trim angle by pressing DN (down) of the power trim/tilt switch.



(R type)

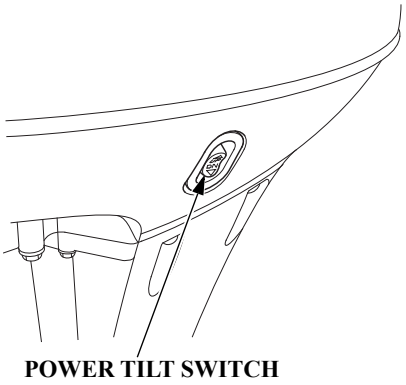


(R type)

The trim meter indicates the trimming condition of the outboard motor. Referring to the trim meter, press the power trim/tilt switch and trim the boat at the best angle for optimum stability and speed.

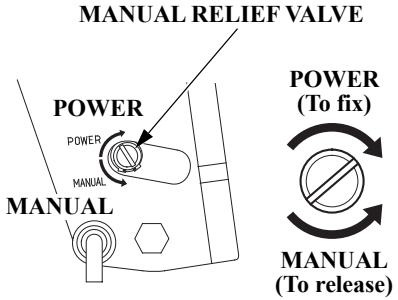
The illustration represents R type. Perform the same procedure for the other types.

Power Tilt Switch



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

Manual Relief Valve



When power trim/tilt system does not operate because of dead battery or faulty power trim/tilt motor, the outboard motor can be manually tilted up or down by operating the manual relief valve.
To tilt the outboard motor manually, turn the manual relief valve under the stern bracket 2 and a half turns counterclockwise using a screwdriver.

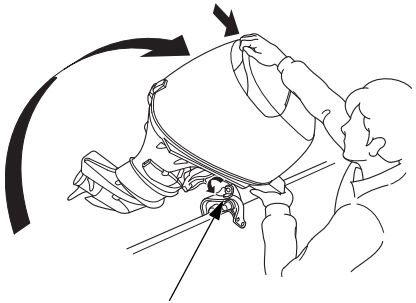
Check that no person is under the outboard motor before carrying out this operation because if the manual relief valve is loosened (turned counterclockwise) when the outboard motor is tilted up, the outboard motor will suddenly tilt down.

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

⚠CAUTION

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

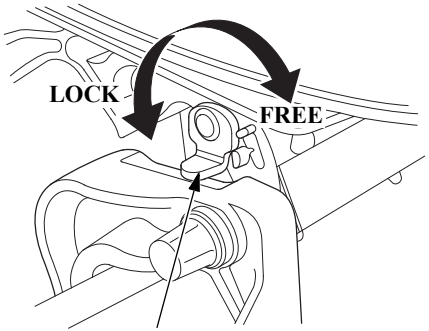
Moorage



Tilt-up using the tilt lock lever. Use this mechanism when mooring the outboard motor.

NOTE:
Before tilting up, hold the outboard motor in the position for one minute after stopping the engine to drain the water inside the engine.

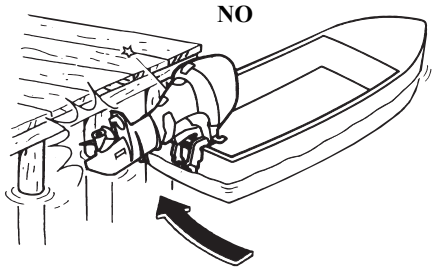
1. Raise the outboard motor as full as it goes using the power trim/tilt switch.
2. Move the tilt lock lever to the LOCK position and lower the outboard motor until the lock lever contacts the stern bracket.



NOTE:
If more clearance is needed to swing the tilt lock lever into the LOCK position, rock the outboard motor back slightly by pulling on the engine cover grip.

3. To tilt down, raise the outboard motor slightly, move the tilt lock lever to the FREE position, and lower the outboard motor to the designated position.

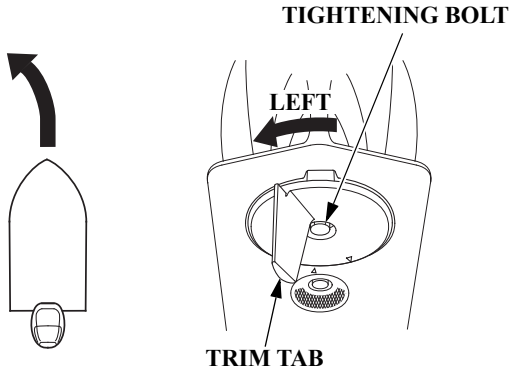
<Mooring>



⚠CAUTION

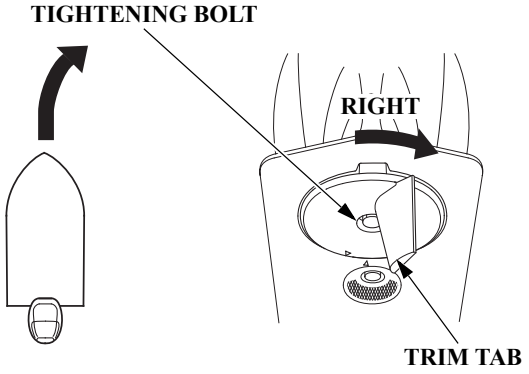
To avoid damaging the outboard motor, use the utmost care when mooring a boat, especially when its outboard motor is tilted up. Don't allow the outboard motor to strike against the pier or other boats.

Trim Tab Adjustment



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

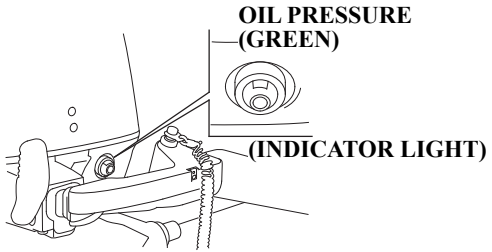
If less effort is required to make left turns:
Loosen the trim tab tightening bolt and turn the rear end of the trim tab toward the left. Tighten the bolt securely.



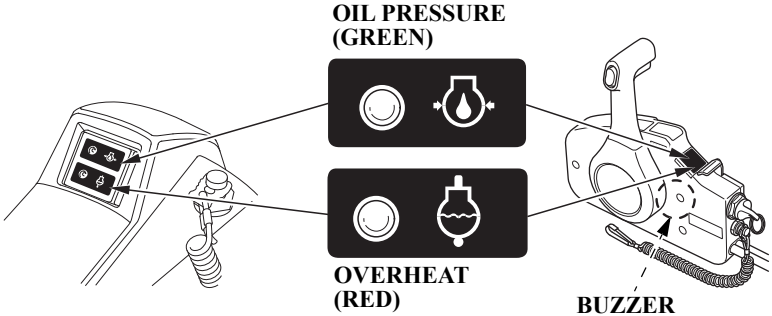
If less effort is required to make right turns:
Loosen the trim tab tightening bolt and turn the rear end of the trim tab toward the right. Tighten the bolt securely.

NOTE:
- Stable steering cannot be obtained unless the trim tab is adjusted properly.
- After adjustment, test run the boat several times to find the best adjustment position.
- Do not paint the trim tab as it also functions as an anode metal.

Engine Protection System <Engine Oil Pressure and Overheat Warning Systems>



(B type)



(H type) (R type)

Oil Pressure Indicator

- When the green light is lit, oil pressure is OK.
- If oil pressure becomes low, the green light will go off, and the engine protection system will limit engine speed.
- Remote control types are also equipped with a buzzer that sounds when the green light goes off.
  The buzzing sound stops below an engine speed of 1,400 min^{-1} (rpm).
- The engine speed does not increase if the throttle is opened widely.
- The engine speed increases gradually as soon as the cause of the warning is removed.

Overheat Warning Indicator

- If the engine overheats, the engine protection system will limit engine speed.
  If the condition persists for another 20 seconds, the engine will shut off (All types).
- Remote control types are also equipped with a warning light and a buzzer. Red light will come on and a buzzer sounds if the engine overheats.
- The engine speed does not increase if the throttle is opened widely.
- The engine speed increases gradually as soon as the cause of the warning is removed.

System / Type	Low oil pressure			Overheat		
	Warning light	Buzzer sounds	Engine speed control	Warning light	Buzzer sounds	Engine speed control
B type	o	×	o	×	×	o
H type	o	×	o	o	×	o
R type	o	o	o	o	o	o

System / Symptom		Warning light		Buzzer
		Oil pressure	Overheat (H type and R type)	R type
Normal		ON	OFF	—
Abnormal	Low oil pressure	OFF	OFF	Continuous beep*1
	Overheat	ON	ON	Continuous beep*1
	Low oil pressure & overheat	OFF	ON	Continuous beep*1

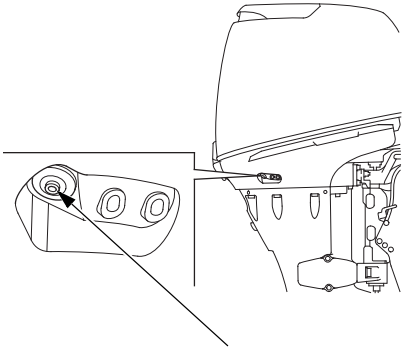
*1: The buzzing sound stops below an engine speed of 1,400 min^{-1} (rpm).

When the oil pressure warning system operated (green indicator light turned off):

1) Stop the engine immediately and check the engine oil level (see page 54).
2) If the oil is up to the recommended level, operate the outboard motor at low speed (within 30 seconds). The warning system is normal if it stops.

NOTE:
If the throttle is closed suddenly while sailing with the throttle fully open, the engine speed temporarily drops below the specified idle speed. The oil pressure indicator light can turn off this time.

3) If the warning system is still operating, return to the pier at low speed and service the system.



COOLING WATER CHECK HOLE

When the overheat warning system operated (red indicator light turned on):

1) Return the shift lever to the N (neutral) position (idle speed) immediately, and check whether water is flowing out of the cooling water check hole.

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.

2) If water is flowing, continue idling (within 30 seconds).
   The warning system is normal if it stops.

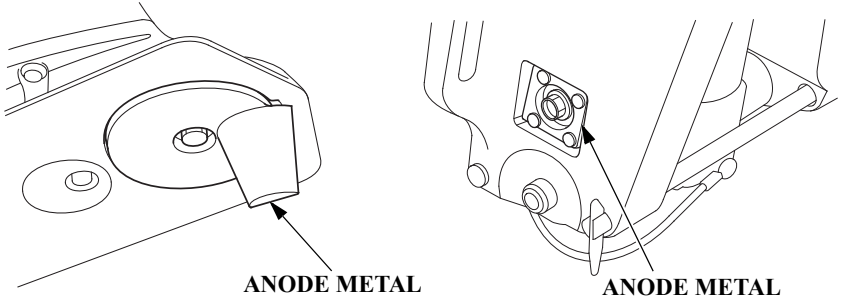
NOTE:
The overheat warning system might work when the engine is started while it is excessively hot after, for example, along sailing with the full open throttle.

3) If the warning system is still operating, return to the pier at low speed and service the system.

<Over-rev Limiter>
The BF25D/30D outboard motor is equipped with the over-rev limiter which operates when the engine speed increases excessively for some reasons while cruising or when the propeller races while tilting up the outboard motor or changing the cruising course.

When the over-rev limiter operated:
1) Slow down the engine speed immediately and check the tilt angle.
2) If the tilt angle is proper but the engine speed is too high, stop the engine and check the outboard motor and propeller for installation condition and damage. Correct or service if necessary.

<Anode>



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

NOTICE

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

Shallow Water Operation

NOTICE

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

When operating in shallow water, tilt the outboard motor up to prevent the propeller and gear case from hitting the bottom (refer to pages 94, 95 and 98). With the outboard motor tilted up, operate the outboard motor at low speed.
Monitor the cooling system indicator for water discharge. Be sure that the outboard motor is not tilted so high that the water intakes are out of the water.
If an excessive amount of throttle is used when operating in forward gear, the outboard motor will return to the transom angle adjusting rod. (G type)

High Altitude Operation

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

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.

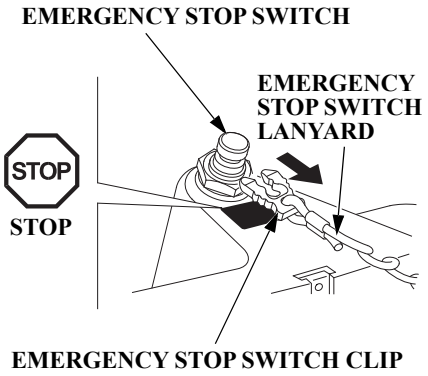
Even with suitable carburetor jetting, engine horsepower will decrease approximately 3.5% for each 300-m (1,000-foot) increase in altitude. The effect of altitude on the horsepower will be greater than this if no carburetor modification is made.

NOTICE

Operation of the outboard motor at an altitude lower than the carburetor is jetted for may result in reduced performance, overheating, and serious engine damage caused by an excessively lean air/fuel mixture.

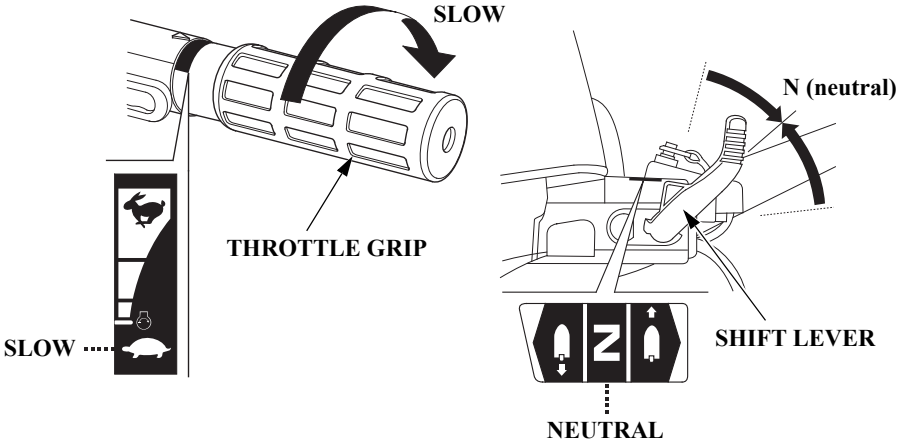
9. STOPPING THE ENGINE (B type)

Stopping the Engine



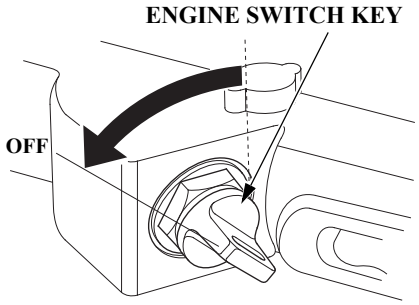
• **In an emergency;**
Pull the emergency stop switch lanyard and remove the emergency stop switch clip from the switch; this will stop the engine.

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 N (neutral).

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



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

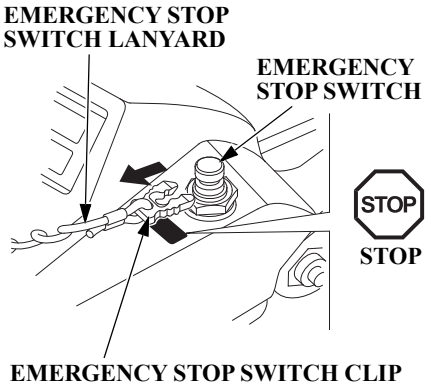
NOTE:
In the event that the engine does not stop when the engine switch is turned OFF, disconnect the fuel line connector.

3. Remove the engine switch key and store it.

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

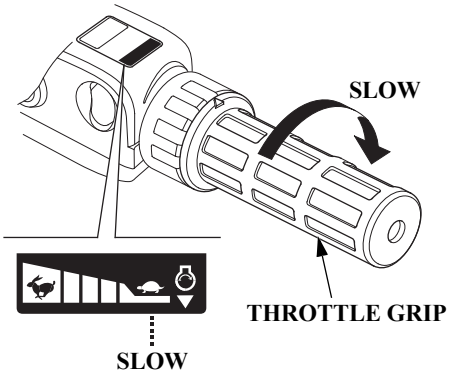
STOPPING THE ENGINE (H type)

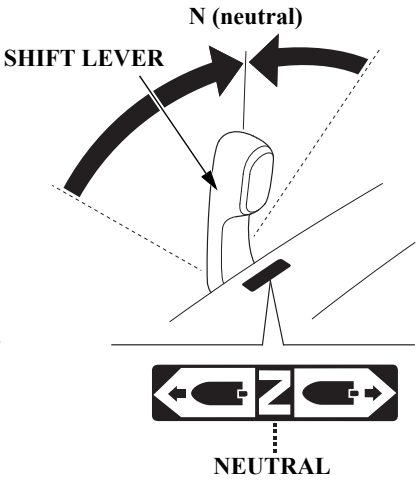
Stopping the Engine



• **In an emergency;**
Pull the emergency stop switch lanyard and remove the emergency stop switch clip from the switch; this will stop the engine.

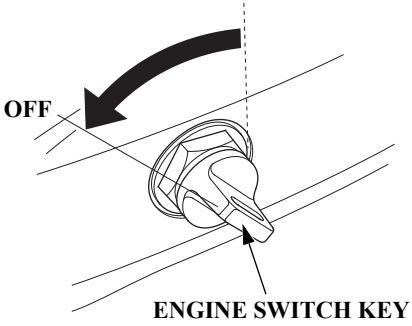
NOTE:
It is a good idea to stop the engine with the emergency stop switch lanyard from time to time to be sure that the emergency stop switch is operating properly.





• **In normal use;**
1. Turn the throttle grip to SLOW position and move the shift lever to N (neutral).

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



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

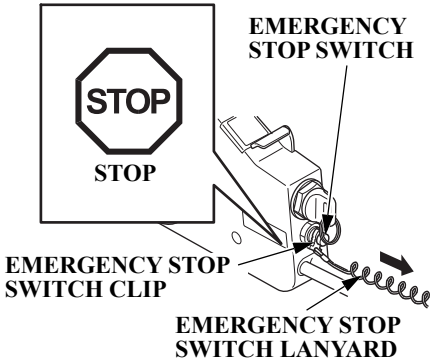
NOTE:
In the event that the engine does not stop when the engine switch is turned OFF, disconnect the fuel line connector.

3. Remove the engine switch key and store it.

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

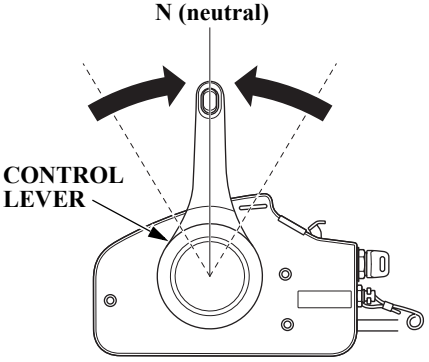
STOPPING THE ENGINE (R type)

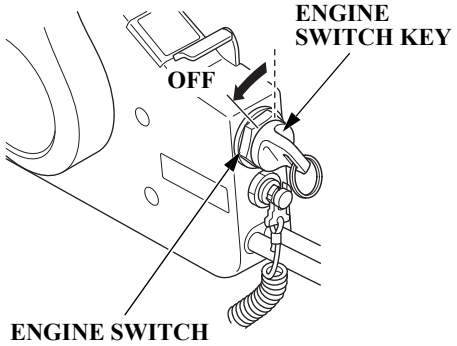
Stopping the Engine



• In an emergency;
Pull the emergency stop switch lanyard and remove the emergency stop switch clip from the switch; this will stop the engine.

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. Move the control lever to the N (neutral) position.

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

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

NOTE:
In the event that the engine does not stop when the engine switch is turned OFF, disconnect the fuel line connector and move the fast idle lever to the upmost position.

3. Remove the engine switch key and store it.

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

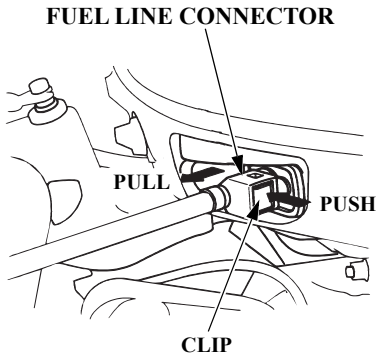
Fuel Line Disconnection

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

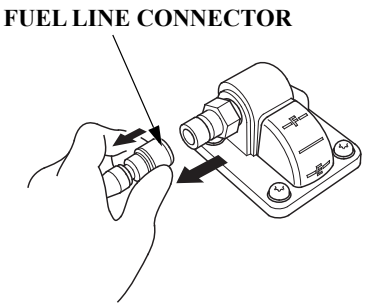
⚠WARNING

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

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

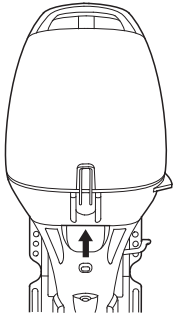


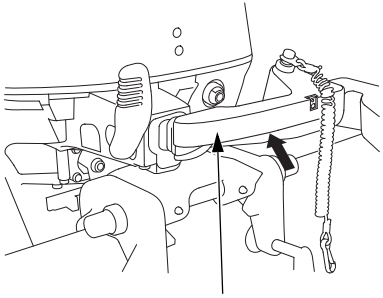
1. While pressing the fuel line connector clip, pull the fuel line connector and disconnect it from the outboard side joint.



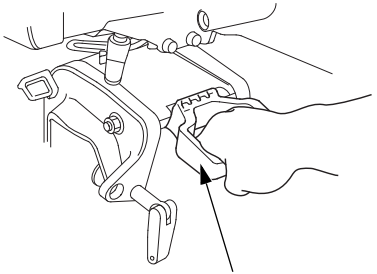
2. While pulling the fuel line connector cover, pull the fuel line connector to disconnect the fuel line connector from the fuel tank.

Transporting

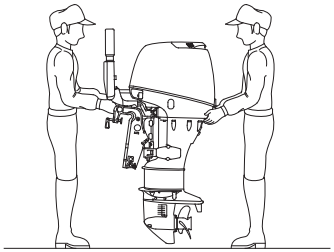




CARRYING HANDLE
(B type)



CARRYING HANDLE
(H type)



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 lug beneath the engine cover lock lever as shown here. Do not carry by the engine cover.

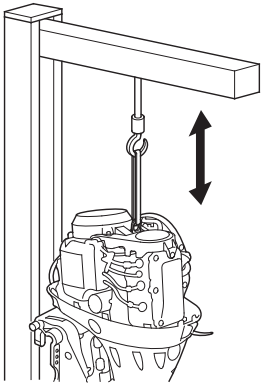
⚠CAUTION

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

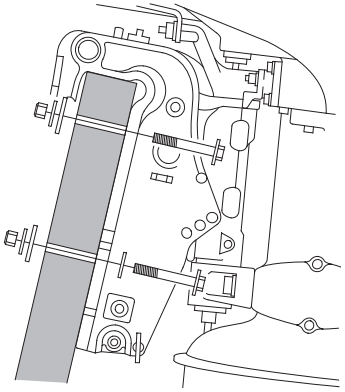
Do not carry the outboard motor by the carrying handle more than five minutes.
Prolonged carrying of the outboard motor by the handle can cause the engine oil leak in the cylinders, make the engine hard starting or smoke when started.

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

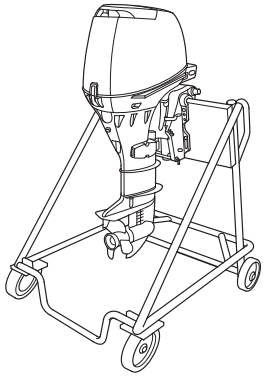


When transporting the outboard motor on a vehicle, perform the following.

1. Remove the engine cover, lift the outboard motor using the engine hanger hook, and place on the outboard motor stand.



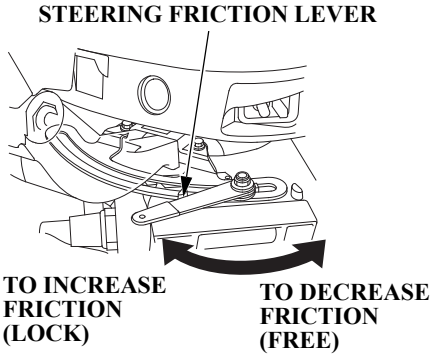
2. Secure the outboard motor with the bolts and nuts.



3. Reinstall the engine cover.

Trailering

STEERING FRICTION BOLT
(B type)



(H type)

B type:
When trailering or transporting the boat with the outboard motor attached always disconnect the fuel line from the portable fuel tank and tighten the steering friction bolt securely (see page 60).

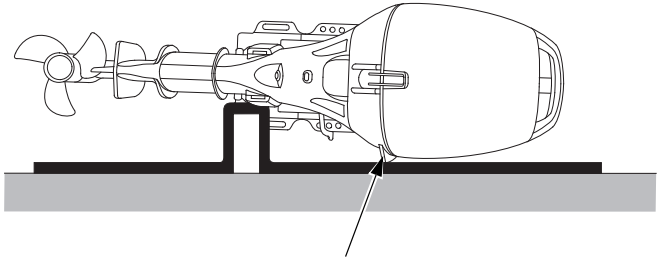
H type:
When trailering or transporting the boat with the outboard motor attached always disconnect the fuel line from the portable fuel tank and move the steering friction lever locked position (see page 60).

NOTICE

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

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

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



⚠CAUTION

Before transporting the outboard motor horizontally, be sure to drain the gasoline and oil from the outboard motor as instructed on pages 125 and 142.

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

11. CLEANING AND FLUSHING

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

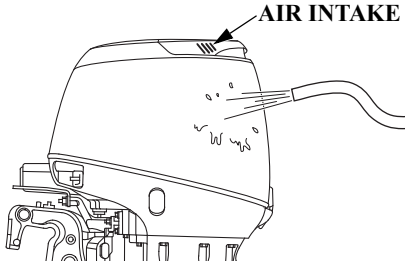
⚠WARNING

- **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.

Cleaning



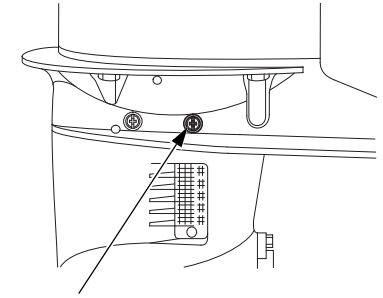
Wash the outside of the outboard motor with clean, fresh water.

Cleaning of the outside of the outboard motor should be performed with the engine cover installed.

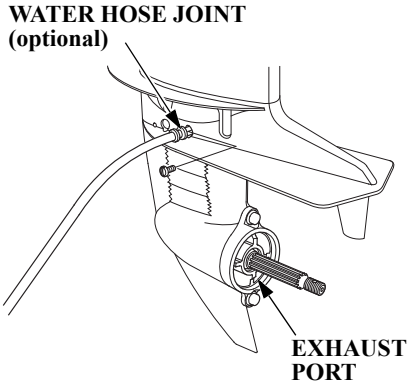
NOTICE

Be careful not to spray water into the air intake. If water penetrates inside the engine cover from the air intake, it may cause malfunction.

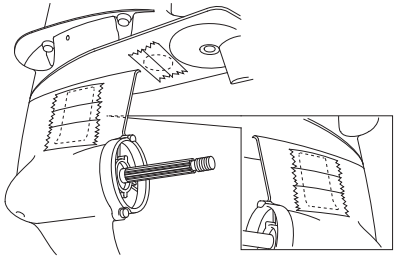
With Water Hose Joint (Optional part)



1. Tilt down the outboard motor.
2. Remove the wash plug.

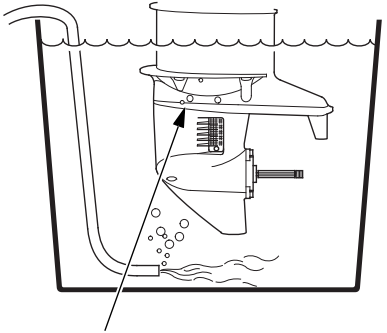


3. Insert the water hose joint into the plug hole and connect the hose from a fresh water faucet to the hose joint.



4. Plug the three cooling water intake ports with tape.
5. Remove the propeller (see page 137).
6. Move the shift lever or control lever to the N (neutral) position.
7. Turn on the fresh water supply to the hose.
8. Start the engine. Monitor the cooling system indicator and the exhaust port for water discharge. Stop the engine if water does not come out of the cooling system indicator and the exhaust port and check the fresh water supply.
9. Run in neutral position for at least 10 minutes to clean inside of the engine.
10. After flushing, stop the engine, and disconnect the fuel line from the outboard motor. Remove the hose joint, and reinstall the wash plug and the propeller (see page 137).
11. Tilt up the outboard motor and move the tilt lever to the LOCK position.

Without Water Hose Joint



ANTICAVITATION PLATE

When the water hose joint is not used, stand the outboard 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 137).
4. Stand the outboard motor in a suitable container of water. The water level must be at least 100 mm (4 in) above the anticavitation plate.
5. Move the shift lever or control lever to the N (neutral) position.
6. Turn on the fresh water supply to the hose.
7. Start the engine and run in neutral for at least 5 minutes to clean inside of the engine.
8. After flushing, stop the engine, and disconnect the fuel line from the outboard motor. Reinstall the propeller (see page 137).
9. Tilt up the outboard motor and move the tilt lever to the LOCK position.

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 lowering the fixing levers.

NOTICE

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

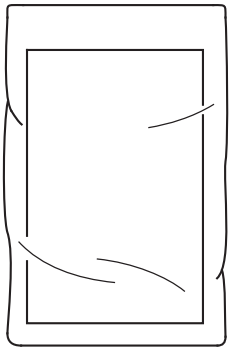
Tool Kit and Spare Parts

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

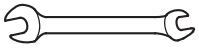
<Spare Emergency Stop Switch Clip (optional equipment)>

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

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



OWNER'S MANUAL



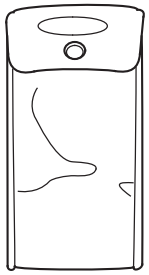
8 × 10 mm WRENCH

FLAT SCREWDRIVER

GRIP

EMERGENCY STARTER ROPE

18 × 19 mm SOCKET WRENCH



TOOL BAG

Maintenance Schedule

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

NOTE: (1) Lubricate more frequently when used in salt water.

(2) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda Shop Manual for service procedures.

(3) For professional commercial use, log hours of operation to determine proper maintenance intervals.

(6) Replace the anodes when they have been reduced to about two-thirds of their original size, or if they are crumbling.

REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first. Item		Each use	After use	First month or 20 hrs.	Every 6 months or 100 hrs.	Every year or 200 hrs.	Every 2 years or 400 hrs.
Fuel filter	Check				o		
	Replace						o
Fuel line	Check	o (8)					
	Replace	Every 2 years (If necessary) (2) (9)					
Battery and cable connection	Check level-tightness	o					
Bolts and Nuts	Check-tightness			o (2)	o (2)		
Crankcase breather tube	Check					o (2)	
Cooling water passages	Clean		o (4)				
Water pump	Check					o (2)	
Emergency stop switch	Check	o					
Engine oil leak	Check	o					
Each operation part	Check	o					
Engine condition (5)	Check	o					
Power Trim/Tilt	Check				o (2)		
Shift cable	Check-adjust				o (2) (7)		

NOTE: (2) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda Shop Manual for service procedures.

(3) For professional commercial use, log hours of operation to determine proper maintenance intervals.

(4) When operating in salt water, turbid or muddy water, the engine should be flushed with clean water after each use.

(5) Upon starting, check for unusual engine sounds and cooling water flowing freely from the check hole.

(7) The user who performs shift operation frequently will recommend you exchange of a shift cable around three years.

(8) Check the fuel line for leaks, cracks, or damage. If it is leaking, cracked, or damaged, take it to your servicing dealer for replacement before using your outboard.

(9) Replace the fuel line if there are signs of leaks, cracks, or damage.

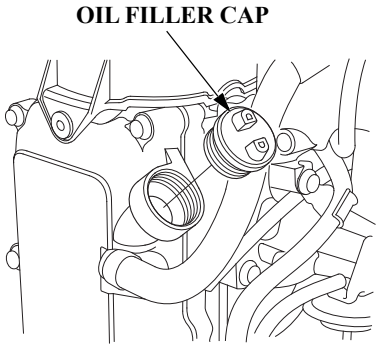
Engine Oil
Insufficient or contaminated engine oil adversely affects the service life of the sliding and moving parts.

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:
1.6 L (1.7 US qt, 1.4 Imp qt)
…when oil filter is not replaced.
1.7 L (1.8 US qt, 1.5 Imp qt)
…when oil filter is replacement.

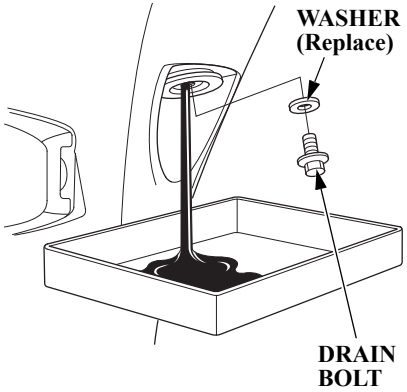
Recommended oil:
SAE 5W-30 engine oil or equivalent, API Service classification SG, SH or SJ.

<Engine Oil Replacement>



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

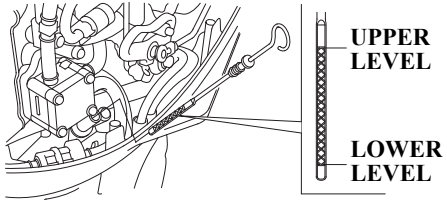
1. Position the outboard motor vertically, and remove the engine cover. Remove the oil filler cap.



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

Install the new washer and drain bolt and tighten bolt securely.

DRAIN BOLT TIGHTENING TORQUE:
23 N·m (2.3 kgf·m, 17 lbf·ft)



3. Refill to the upper level mark on the oil level dipstick with the recommended oil.

4. Reinstall the oil filler cap securely.

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.

Spark Plugs

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

⚠CAUTION

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

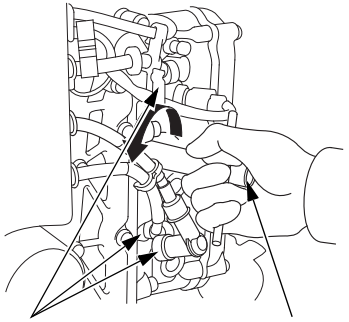
Check-Adjust interval:
Every 100 operating hours or 6 months.

Replacement interval:
Every 100 operating hours or 6 months.

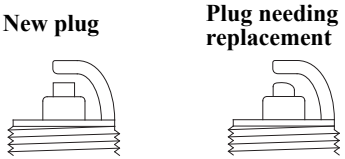
Recommended spark plug:
DR7EA (NGK)
X22 ESR-U (DENSO)

NOTICE

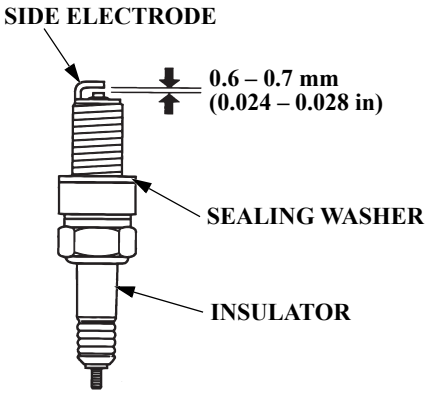
Use only the recommended spark plugs or equivalent. Spark plugs which have an improper heat range may cause engine damage.



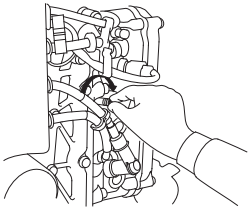
1. Remove the engine cover.
2. Remove the spark plug caps.
3. Use the wrench and screwdriver to remove the spark plugs.



4. Inspect the spark plugs.
   (1) If the electrodes are heavily corroded or carbon-soiled, clean with a wire brush.
   (2) Replace a spark plug if the central electrode is worn.
   The spark plug can wear out in different ways.
   If the sealing washer shows signs of wear, or if the insulators are cracked or chipped, replace the spark plugs.



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



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

SPARK PLUG TORQUE:
18 N·m (1.8 kgf·m, 13 lbf·ft)

NOTE:
If installing new spark plugs, tighten 1/2 turn after the spark plugs seat to compress the washers.
If reinstalling used spark plugs, tighten 1/8 – 1/4 turn after the spark plugs seat to compress the washers.

NOTICE

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

Battery

NOTICE

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

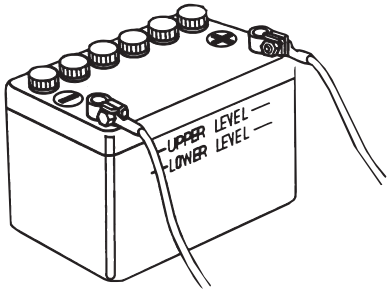
Check that the battery cables are connected securely.
If the battery terminals are contaminated or corroded, remove the battery and clean the terminals.

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.

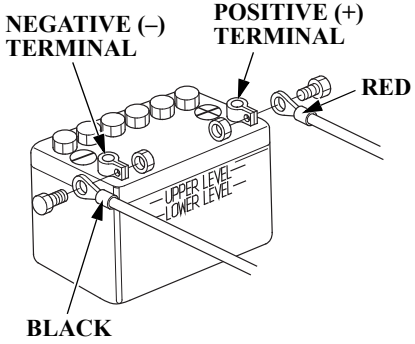
- **CHEMICAL HAZARD: Battery electrolyte contains sulfuric acid. Contact with eyes or skin, even through clothing, may cause severe burns.**
  Wear a faceshield and protective clothing.
- **Keep flames and sparks away, and do not smoke in the area.**
  ANTIDOTE: If electrolyte gets into your eyes, flush 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 Fluid Level>
Check whether the battery fluid is between the upper and lower levels, and check the vent hole in the battery caps for clogging.
If the battery fluid is near or below the lower level, add the distilled water to the upper level.

<Battery Cleaning>



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

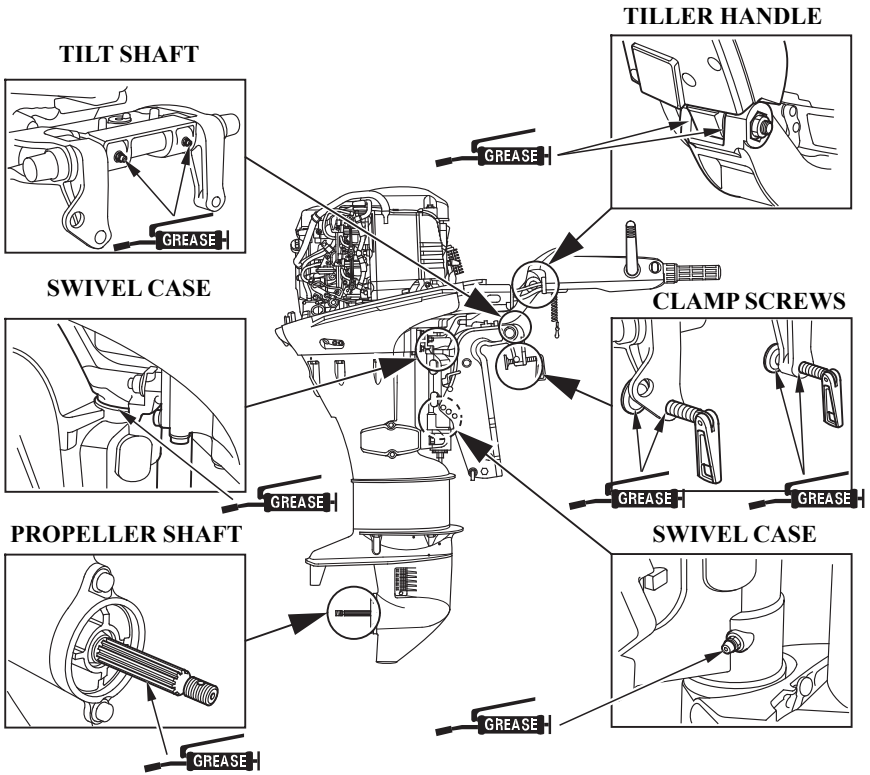
⚠CAUTION

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

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

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

NOTE:
Apply anticorrosion oil to pivot surfaces where grease cannot penetrate.



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

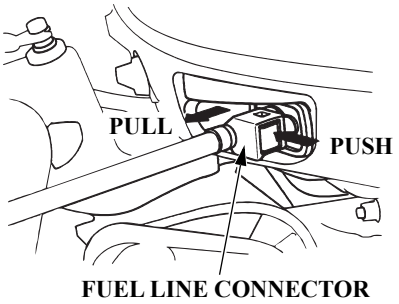
Inspection interval:
Every 100 operating hours or 6 months.
Replacement interval:
Every 400 operating hours or 2 years

⚠WARNING

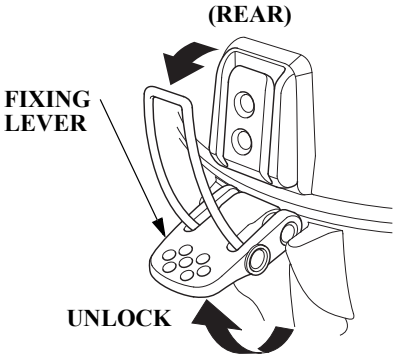
Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

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

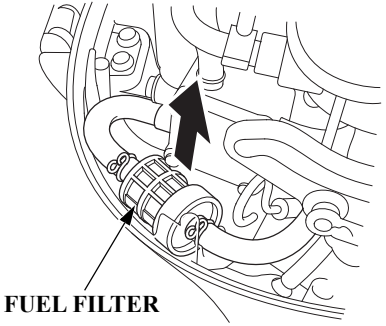
<Inspection>



1. Disconnect the fuel line connector from the outboard motor.

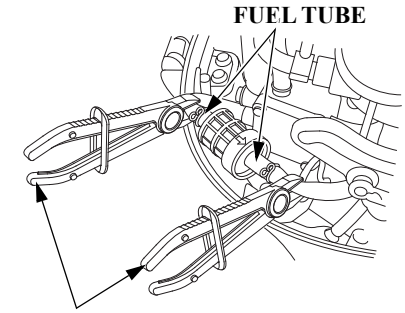


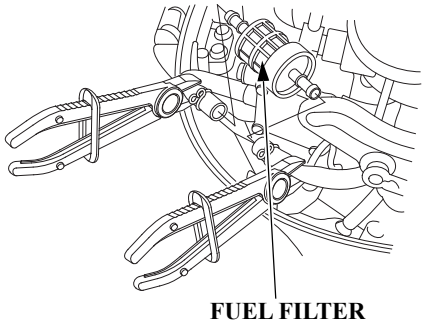
2. Raise the rear fixing lever and remove the engine cover.



3. Raise the fuel filter, and remove it from the engine under case.
4. Check the fuel filter for water accumulation and clogging. After inspection, reinstall the fuel filter properly.

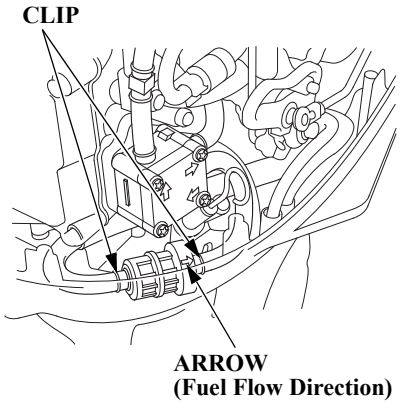
<Replacement>





1. Remove the fuel filter, disconnect the right and left fuel tubes, and replace with a new fuel filter.

NOTE:
Before removing the filter, place clamps on the fuel tubes on each side of the filter to prevent fuel leakage.

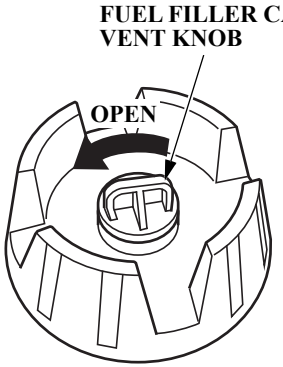


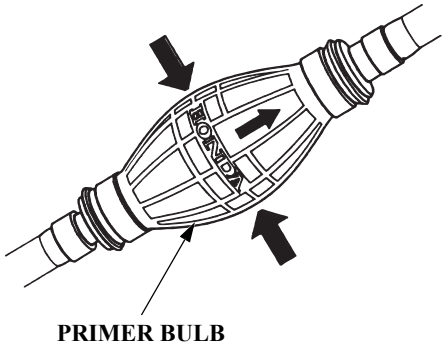
2. Install the new fuel filter so that the arrow mark on the fuel filter is toward the fuel pump side.

NOTE:
Fuel flow will be impeded if the filter is installed backward.

3. Connect the fuel tubes to the fuel filter securely with the tube clips.

4. Remove the hose clamp grippers.

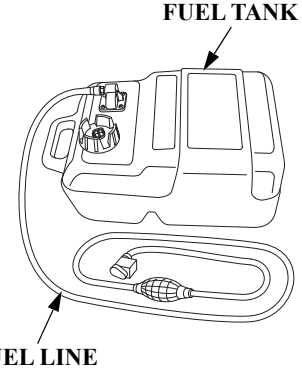




5. Connect the fuel line connector securely.
   Turn the vent knob to OPEN side, squeeze and release the primer bulb to feed the fuel, and check for leaks.

NOTE:
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.

Fuel Tank and Tank Filter



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

⚠WARNING

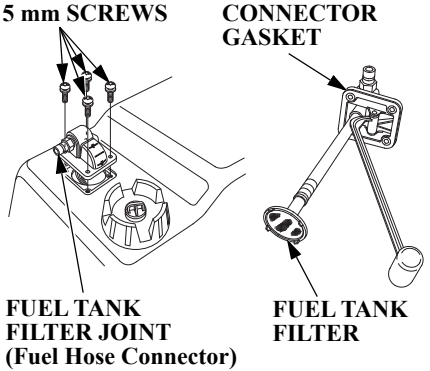
Gasoline is extremely flammable, and gasoline vapor can explode, causing serious injury or death. Do not smoke or allow flames or sparks in your working area. KEEP OUT OF REACH OF CHILDREN.

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

<Fuel Tank Cleaning>

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

<Tank Filter Cleaning>



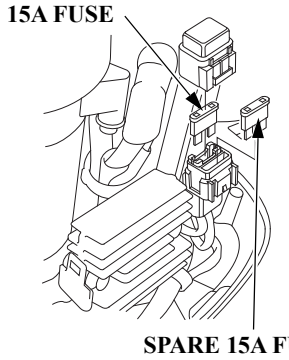
1. Remove the four 5 mm screws using a flat screwdriver, then remove the fuel hose connector and fuel tank filter from the tank.
2. Clean the filter in nonflammable solvent. Inspect the fuel tank filter and the connector gasket. Replace them if damaged.
3. Reinstall the filter and hose connector in the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

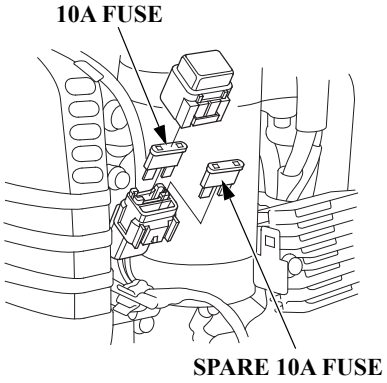
Problems that May Affect Outboard Motor Emissions

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

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

Fuse

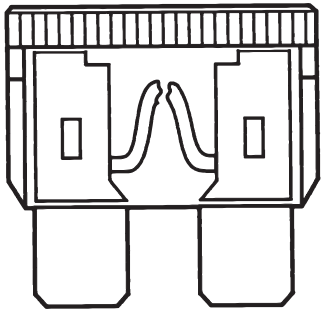




If the fuse blows, running the engine will not charge the battery. Before replacing the fuse, check the current ratings of the electrical accessories and ensure that there are no abnormalities.

<How to replace the fuse>

1. Stop the engine.
2. Remove the engine cover.
3. Remove the fuse case lid and pull the old fuse out of the clip with your finger.
4. Push a new fuse into the clips.



BLOWN FUSE

<Designated fuse> 15A, 10A

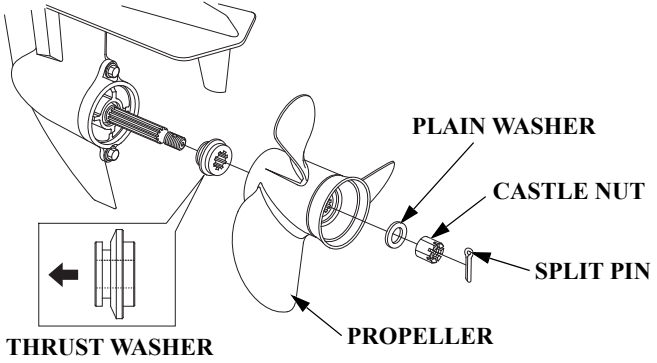
⚠WARNING

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

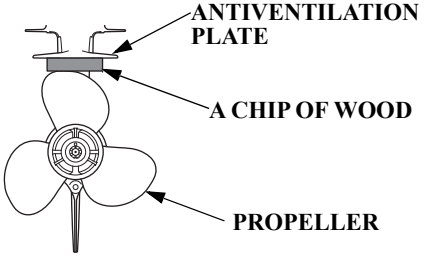


If the propeller is damaged by striking a rock, or other obstacle, replace the propeller as follows.

⚠WARNING

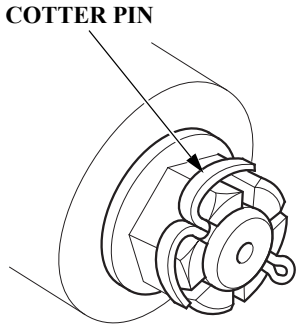
- **When replacing, remove the emergency stop switch clip to prevent an accidental startup of the engine.**
- **The propeller is thin and sharp. To protect your hands, wear the heavy gloves during replacement.**

When replacing the propeller, put a suitable chip of wood between the propeller and the anticavitation plate to prevent the propeller from rotating.



<Replacement>

1. Remove the split pin then remove the 14 mm castle nut, 15 mm plain washer, propeller and thrust washer.



2. Install the new propeller in the reverse sequence to removal.
3. Tighten the castle nut with your hand first until the propeller has no play.
4. Tighten the castle nut again with a tool. (Note that this tool is not included in the tools that come together with the outboard motor.)

CASTLE NUT TIGHTENING TORQUE:
12 N·m (1.3 kgf·m, 9.4 lbf·ft)

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

UPPER LIMIT OF TORQUE:
65 N·m (6.6 kgf·m, 48 lbf·ft)

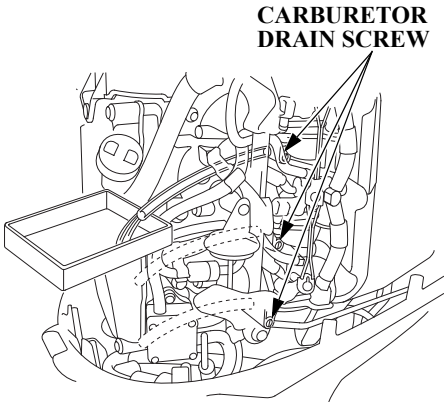
6. Be sure to replace the cotter pin with a new one.

NOTE:
- Do not tighten the castle nut above the UPPER LIMIT OF TORQUE, or the propeller and shaft may be damaged.
- Install the thrust washer with the grooved side toward the gear case.
- Use a genuine Honda split pin and bend the pin ends as shown.

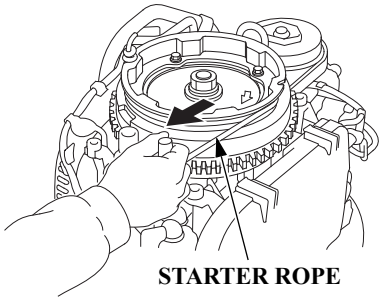
Submerged Outboard Motor

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.



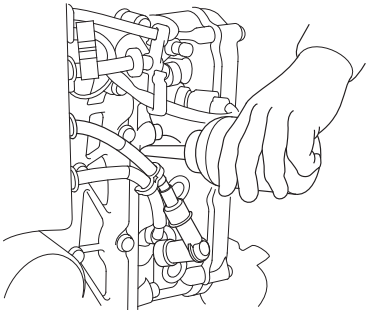
2. Loosen the carburetor drain screw, drain the contents of the carburetor into a suitable container, then retighten the carburetor drain screw (see page 142).



3. Remove the spark plugs. Remove the flywheel cover and wind the emergency starter rope following the emergency starting procedure (pages 79 through 83) and drain the water from the cylinder by pulling the emergency starter rope several times.

NOTICE

- **When cranking the engine with an open ignition circuit (spark plugs 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 rods. If the engine binds when cranked, do not attempt to run the outboard motor until it has been repaired.**

4. Change the engine oil (see page 125). 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.
5. Pour a teaspoon of engine oil into each spark plug hole, then pull the emergency starter rope several times to lubricate the inside of the cylinders.
   Reinstall the spark plugs.
6. 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 plugs, clean and dry the electrodes, then reinstall the spark plugs 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 4 inches above the anticavitation plate).

7. As soon as possible, take the outboard motor to a outboard motor dealer for inspection and service.

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 56).
- Use fresh and clean gasoline.
- To slow deterioration, keep gasoline in a certified fuel container.
- If long storage (more than 30 days) is foreseen, drain fuel tank and carburetor.

Carburetor Draining

Draining the outboard motor before storing it for a long time.

⚠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.

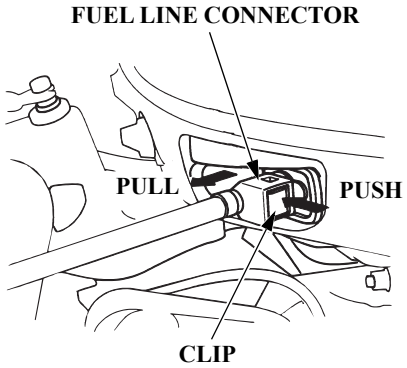
- **Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the outboard motor.**
- **Do not smoke or allow flames or sparks where fuel is drained or stored.**

How to extract the fuel

The following maintenance required involves following many procedures and takes a long time. Make sure you fully understand each procedure. If there is anything you can't do yourself, have it done by your dealer. Present your dealer with this manual and have them follow the instructions.

NOTE:

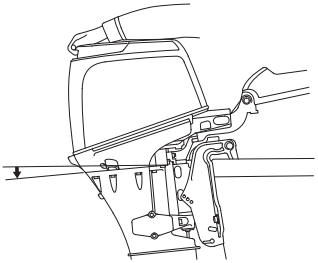
Carry out the removal of fuel by following the procedures described in the manual. If you don't follow the procedures correctly, some fuel may remain in the carburetor and starting enrichment system passage causing damage to the engine.



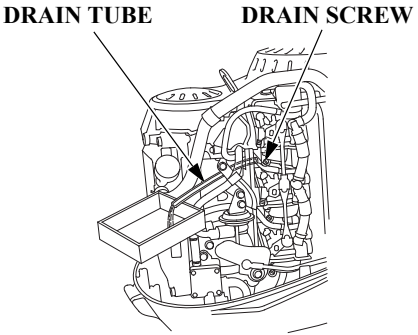
1. Use up all fuel in the fuel supply pipe.
   (1) Remove the fuel supply hose (see page 113).
   (2) Submerge the antiventilation plate.
   (3) Start the engine and idle the engine until it stops.
   - Tiller handle type (see pages 64 and 69)
   - Remote control type (see page 74)

   (4) Turn the engine switch "OFF" after the engine stops.

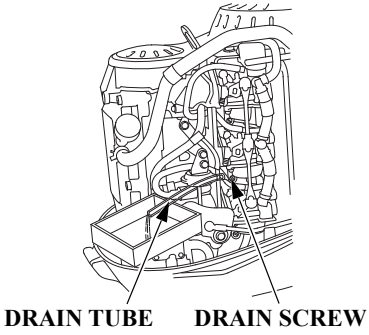
2. Make it possible to discharge the fuel from the starting enrichment system fuel supply passage.
   (1) To open up the starting enrichment system outlet, wait for an hour or more after the engine stops.
      • It is OK to drain the carburetor float during while waiting.
   (2) Remove the emergency stop switch clip from the emergency stop switch (see pages 108, 110 and 112).
   (3) Put the shift lever or control lever into the "N" (neutral) position (see pages 86, 89 and 92).



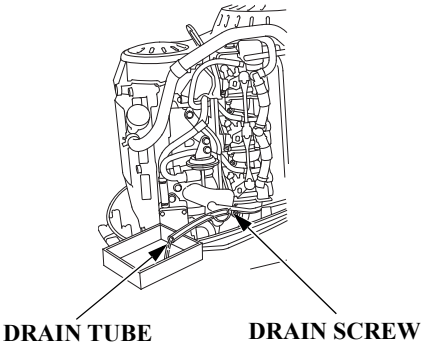
 # 1 CARBURETOR DRAIN SCREW



 # 2 CARBURETOR DRAIN SCREW

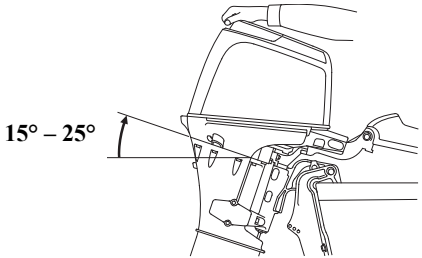


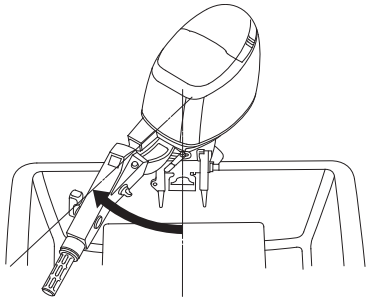
 # 3 CARBURETOR DRAIN SCREW



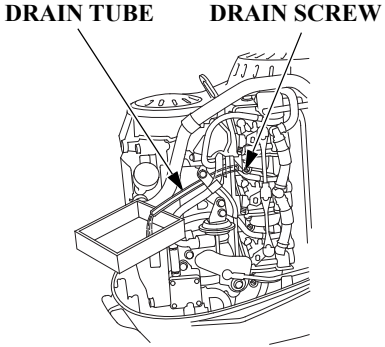
3. Remove fuel from the carburetor float.
   (1) Using the tilt mechanism, tilt the outboard motor down slightly.
   - Gas assist tilt type (see page 39)
   - Power trim/tilt type (see page 35)

   (2) Remove the engine cover (see page 43).
   (3) Number 1 carburetor:
      1) Make sure the drain hose is attached.
      2) Loosen carburetor 1 drain screw and drain off the fuel into a container.
      3) When the fuel has run out, tighten the screw.
   (4) Number 2 carburetor:
      1) Remove the drain hose and install it to carburetor 2.
      2) Loosen carburetor 2 drain screw and drain off the fuel into a container.
      3) When the fuel has run out, tighten the screw.
   (5) Number 3 carburetor:
      1) Remove the drain hose and install it to carburetor 3.
      2) Loosen carburetor 3 drain screw and drain off the fuel into a container.
      3) When the fuel has run out, tighten the screw.
      4) Remove the drain hose and reinstall it to carburetor 1.





 # 1 CARBURETOR DRAIN SCREW



4. Extract the fuel from the starting enrichment system fuel route.
   (1) Tilt up the outboard motor 15° –25°.
   - Gas assist tilt type (see page 39)
   - Power trim/tilt type (see page 35)

   (2) Turn the outboard motor all the way to the left.
   (3) Crank the engine by operating the starting mechanism to drain fuel from the fuel enrichment system passage into a cylinder.
      1) Start the starter motor by turning the ignition switch to "START".
         Operate for 4 seconds, wait for 10 seconds, then operate again for 4 seconds.
      2) Turn the engine switch to "OFF" to stop the engine.
   (4) Using the tilt mechanism, tilt the outboard motor down slightly.
   - Gas assist tilt type (see page 39)
   - Power trim/tilt type (see page 35)

   (5) Remove fuel from carburetor 1 (work not required for carburetors 2 and 3).
      1) Check that the drain hose is attached.
      2) Loosen carburetor 1 drain screw and drain off the fuel into a container.
      3) When the fuel has run out, tighten the screw.
   (6) Repeat steps 1 to 5.
      Repeat steps 1 to 5 with the carburetor 1 drain screw loosened until all fuel is removed (usually requires repeating 3 times).

5. Reassemble the removed parts.
   (1) Install the engine cover.
   (2) Install the emergency stop switch clip to the emergency stop switch (see pages 64, 69 and 74).

Battery Storage

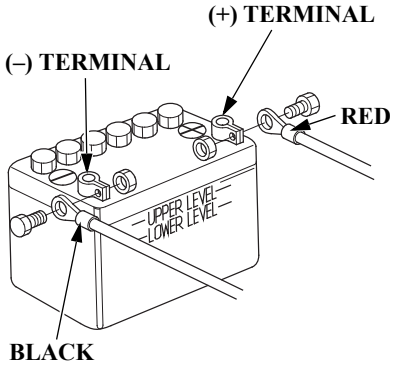
NOTICE

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

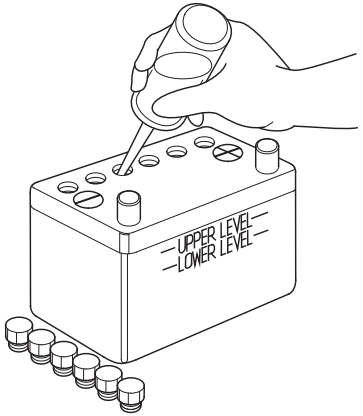
⚠WARNING

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.**

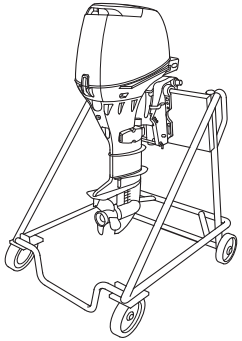


1. Disconnect the battery cable at the battery negative (–) terminal, then at the battery positive (+) terminal.
2. Remove the battery and clean the battery terminals and battery cable terminals with a wire brush or sand paper.
   Clean the battery with a solution of baking soda and warm water, taking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



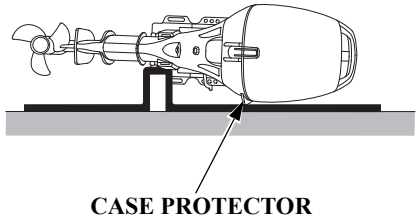
3. Fill the battery with distilled water to the upper level line. Never overfill the battery.
4. Store the battery on a level surface in a cool, dry, well ventilated place out of direct sunlight.
5. Once a month, check the specific gravity of the electrolyte and recharge as required to prolong battery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

Outboard Motor Position



Transport and store the outboard motor either vertically or horizontally, as shown here. Store the outboard motor in a well-ventilated area free from direct sunlight and humidity.

Vertical transport or storage:
Attach the stern bracket to a stand.



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

⚠CAUTION

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

14. DISPOSAL

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.

<Engine fails to start>

1. No fuel in tank. → Fill tank with fuel.
2. Fuel line is flattened or kinked. → Check for excessively bent or pinched fuel line.
3. Fuel connector is not connected properly. → Connect properly.
4. Fuel is contaminated or stale. → Replace with new fuel.
5. Battery is discharged. → Charge battery.
6. Battery terminal is loose. → Tighten battery terminal.
7. Spark plug cap is loose or disconnected. → Install and tighten spark plug cap securely.
8. Fuse is blown out. → Replace with new fuse.
9. Engine is started in wrong procedure. → Start in correct procedure.

<Engine speed fluctuates or engine stalls>

1. Fuel level is low. → Add fuel.
2. Fuel line is flattened or kinked. → Check for excessively bent or pinched fuel line.
3. Fuel filter is clogged. → Replace fuel filter.
4. Spark plug is fouled. → Remove spark plug and dry and clean it.
5. Spark plug heat range is incorrect. → Replace with spark plug of proper heat range.
6. Spark plug gap is incorrect. → Adjust to proper gap.

<Engine speed does not increase>

1. Fuel line is flattened or kinked. → Check for excessively bent or pinched fuel line.
2. Fuel filter is clogged. → Replace fuel filter.
3. Engine oil level is low. → Check engine oil and add to specified level.
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.

<Engine overheats>

1. Water intake port and/or water check hole are/is clogged.	→ Clean water intake port and/or water check hole.
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.

<Engine overrevs>

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

<Power trim/tilt does not operate> (T type)

1. Battery is undercharged.	→ Charge battery.
2. Manual relief valve is loose.	→ Tighten manual relief valve.
3. Power trim/tilt oil level is low or air is in the oil.	→ Have your outboard motor checked by an authorized outboard motor dealer.

MODEL		BF25D
Description Code		BATJ
Type		HG
Overall length		720 mm (28.3 in)
Overall width		375 mm (14.8 in)
Overall height	S	1,195 mm (47.0 in)
	L	1,320 mm (52.0 in)
Transom height (when transom angle at 12°)	S	431 mm (17.0 in)
	L	552 mm (21.7 in)
Dry mass (weight)*	S	80 kg (176 lbs)
	L	82 kg (181 lbs)
Rated power		18.4 kW (25 PS)
Full throttle range		5,000 – 6,000 min^{-1} (rpm)
Engine type		4 stroke OHC in-line 3 cylinder
Displacement		552 cm^3 (33.7 cu-in)
Spark plug gap		0.6 – 0.7 mm (0.024 – 0.028 in)
Starter system		Electric starter
Ignition system		Digital C.D.I.
Lubrication system		Trochoid pump pressure lubrication

Specified oil	Engine: API standard (SG, SH, SJ) SAE 5W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement: 1.6 L (1.7 US qt, 1.4 Imp qt) With oil filter replacement: 1.7 L (1.8 US qt, 1.5 Imp qt) Gear case: 0.27 L (0.29 US qt, 0.24 Imp qt)
D.C. output	12V – 10A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EA (NGK), X22 ESR-U (DENSO)
Fuel pump	Diaphragm type fuel pump
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Forward – Neutral – Reverse (dog type)
Steering angle	40° right and left
Trim angle (when transom angle at 12°)	– 4° to 12°
Transom angle	4 stages (8°, 12°, 16°, 20°)
Tilt angle (when transom angle at 12°)	Stageless adjustment (64°)
Remote control steering system	—

* Without battery cable, with propeller

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

SPECIFICATIONS

MODEL		BF25D
Description Code		BATJ
Type		HT
Overall length		720 mm (28.3 in)
Overall width		375 mm (14.8 in)
Overall height	S	—
	L	1,320 mm (52.0 in)
Transom height (when transom angle at 12°)	S	—
	L	552 mm (21.7 in)
Dry mass (weight)*	S	—
	L	84 kg (185 lbs)
Rated power		18.4 kW (25 PS)
Full throttle range		5,000 – 6,000 min^{-1} (rpm)
Engine type		4 stroke OHC in-line 3 cylinder
Displacement		552 cm^3 (33.7 cu-in)
Spark plug gap		0.6 – 0.7 mm (0.024 – 0.028 in)
Starter system		Electric starter
Ignition system		Digital C.D.I.
Lubrication system		Trochoid pump pressure lubrication

Specified oil	Engine: API standard (SG, SH, SJ) SAE 5W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil	
Oil capacity	Engine: Without oil filter replacement: 1.6 L (1.7 US qt, 1.4 Imp qt) With oil filter replacement: 1.7 L (1.8 US qt, 1.5 Imp qt) Gear case: 0.27 L (0.29 US qt, 0.24 Imp qt)	
D.C. output	12V – 10A	
Cooling system	Water cooling with thermostat	
Exhaust system	Water exhaust	
Spark plugs	DR7EA (NGK), X22 ESR-U (DENSO)	
Fuel pump	Diaphragm type fuel pump	
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)	
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)	
Gear change	Forward – Neutral – Reverse (dog type)	
Steering angle	40° right and left	
Trim angle (when transom angle at 12°)	– 4° to 12°	
Transom angle	4 stages (8°, 12°, 16°, 20°)	
Tilt angle (when transom angle at 12°)	Stageless adjustment (64°)	
Remote control steering system	—	Motor-mounted

* Without battery cable, with propeller

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

MODEL		BF30D	
Description Code		BAUJ	
Type		BS	HG
Overall length		675 mm (26.6 in)	720 mm (28.3 in)
Overall width		380 mm (15.0 in)	375 mm (14.8 in)
Overall height	S	1,195 mm (47.0 in)	1,195 mm (47.0 in)
	L	1,320 mm (52.0 in)	1,320 mm (52.0 in)
Transom height (when transom angle at 12°)	S	431 mm (17.0 in)	431 mm (17.0 in)
	L	552 mm (21.7 in)	552 mm (21.7 in)
Dry mass (weight)*	S	76.5 kg (168.7 lbs)	80 kg (176 lbs)
	L	78.5 kg (173.1 lbs)	82 kg (181 lbs)
Rated power		22.1 kW (30 PS)	
Full throttle range		5,000 – 6,000 min^{-1} (rpm)	
Engine type		4 stroke OHC in-line 3 cylinder	
Displacement		552 cm^3 (33.7 cu-in)	
Spark plug gap		0.6 – 0.7 mm (0.024 – 0.028 in)	
Starter system		Electric starter	
Ignition system		Digital C.D.I.	
Lubrication system		Trochoid pump pressure lubrication	

Specified oil	Engine: API standard (SG, SH, SJ) SAE 5W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil
Oil capacity	Engine: Without oil filter replacement: 1.6 L (1.7 US qt, 1.4 Imp qt) With oil filter replacement: 1.7 L (1.8 US qt, 1.5 Imp qt) Gear case: 0.27 L (0.29 US qt, 0.24 Imp qt)
D.C. output	12V – 10A
Cooling system	Water cooling with thermostat
Exhaust system	Water exhaust
Spark plugs	DR7EA (NGK), X22 ESR-U (DENSO)
Fuel pump	Diaphragm type fuel pump
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)
Gear change	Forward – Neutral – Reverse (dog type)
Steering angle	40° right and left
Trim angle (when transom angle at 12°)	– 4° to 12°
Transom angle	4 stages (8°, 12°, 16°, 20°)
Tilt angle (when transom angle at 12°)	Stageless adjustment (64°)
Remote control steering system	—

* Without battery cable, with propeller

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

SPECIFICATIONS

MODEL		BF30D	
Description Code		BAUJ	
Type		HT	RT
Overall length		720 mm (28.3 in)	640 mm (25.2 in)
Overall width		375 mm (14.8 in)	375 mm (14.8 in)
Overall height	S	1,195 mm (47.0 in)	1,195 mm (47.0 in)
	L	1,320 mm (52.0 in)	1,320 mm (52.0 in)
Transom height (when transom angle at 12°)	S	431 mm (17.0 in)	431 mm (17.0 in)
	L	552 mm (21.7 in)	552 mm (21.7 in)
Dry mass (weight)*	S	82 kg (181 lbs)	77.5 kg (170.9 lbs)
	L	84 kg (185 lbs)	79.5 kg (175.3 lbs)
Rated power		22.1 kW (30 PS)	
Full throttle range		5,000 – 6,000 min^{-1} (rpm)	
Engine type		4 stroke OHC in-line 3 cylinder	
Displacement		552 cm^3 (33.7 cu-in)	
Spark plug gap		0.6 – 0.7 mm (0.024 – 0.028 in)	
Starter system		Electric starter	
Ignition system		Digital C.D.I.	
Lubrication system		Trochoid pump pressure lubrication	

Specified oil	Engine: API standard (SG, SH, SJ) SAE 5W-30 Gear case: API standard (GL-4) SAE 90 Hypoid gear oil	
Oil capacity	Engine: Without oil filter replacement: 1.6 L (1.7 US qt, 1.4 Imp qt) With oil filter replacement: 1.7 L (1.8 US qt, 1.5 Imp qt) Gear case: 0.27 L (0.29 US qt, 0.24 Imp qt)	
D.C. output	12V – 10A	
Cooling system	Water cooling with thermostat	
Exhaust system	Water exhaust	
Spark plugs	DR7EA (NGK), X22 ESR-U (DENSO)	
Fuel pump	Diaphragm type fuel pump	
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)	
Tank capacity	25 L (6.6 US gal, 5.5 Imp gal)	
Gear change	Forward – Neutral – Reverse (dog type)	
Steering angle	40° right and left	
Trim angle (when transom angle at 12°)	– 4° to 12°	
Transom angle	4 stages (8°, 12°, 16°, 20°)	
Tilt angle (when transom angle at 12°)	Stageless adjustment (64°)	
Remote control steering system	—	Motor-mounted

* Without battery cable, with propeller

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

Noise and Vibration

MODEL	BF25D	BF30D	
CONTROL SYSTEM	T (Tiller handle)	T (Tiller handle)	R (Remote control)
Sound pressure level at operator's ears (2006/42/EC, ICOMIA 39-94)	82 dB (A)	83 dB (A)	79 dB (A)
Uncertainty	2 dB (A)	2 dB (A)	2 dB (A)
Measured sound power level (Reference to EN ISO3744)	88 dB (A)	90 dB (A)	—
Uncertainty	2 dB (A)	2 dB (A)	—
Vibration level at hand arm (2006/42/EC, ICOMIA 38-94)	3.1 m/s^2	2.9 m/s^2	Not exceed 2.5 m/s^2
Uncertainty	2.1 m/s^2	2.1 m/s^2	—

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

17. MAJOR Honda DISTRIBUTOR ADDRESSES

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http://www.honda.co.uk

18. “UK DECLARATION OF CONFORMITY” CONTENT OUTLINE

1) **UK-DECLARATION OF CONFORMITY**

2) THE UNDERSIGNED, (13), REPRESENTING THE MANUFACTURER, HEREWITH DECLARES
THAT THE PRODUCT IS IN CONFORMITY WITH THE PROVISIONS OF THE FOLLOWING STATUTORY REQUIREMENTS

SI 2008 No. 1597 ; SI 2016 No. 1091

3) REFERENCE TO DESIGNATED 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 Motor Co., Ltd.
2-1-1 Minamiaoyama Minato-ku Tokyo 107-8556 Japan

11) Authorized representative and able to compile the technical documentation: Honda Motor Europe Ltd
Cain Road, Bracknell, Berkshire, RG12 1HL,
United Kingdom

12) SIGNATURE: 12)
13) NAME: 13)
14) TITLE 15)
16) DATE: 16)
17) PLACE: 17)

19. “EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

1) **EC-DECLARATION OF CONFORMITY**

2) THE UNDERSIGNED, (13), REPRESENTING THE MANUFACTURER, HEREWITH DECLARES
THAT THE PRODUCT IS IN CONFORMITY WITH THE PROVISIONS OF THE FOLLOWING EC-DIRECTIVES

2006/42/EC, 2014/30/EU

3) REFERENCE TO HARMONIZED STANDARDS:
EN 61000-6-1: 2007, EN 55012:2007+A1:2009

4) **DESCRIPTION OF THE MACHINERY**

5) Generic denomination: Outboard engine 6) Function: Propulsion system 7) MAKE: Honda/Tohatsu

8) TYPE: 9) SERIAL NUMBER:

10) Manufacturer: Honda Motor Co., Ltd.
2-1-1 Minamiaoyama Minato-ku Tokyo 107-8556 Japan

11) Authorized representative and able to compile the technical documentation: Honda Motor Europe Ltd – Aalst Office
Wijngaardveld 1 (Noord V)
9300 Aalst - Belgium

12) SIGNATURE: 12)
13) NAME: 13)
14) TITLE 15)
16) DATE: 16)
17) PLACE: 17)

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

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

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

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

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

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

“EC DECLARATION OF CONFORMITY” CONTENT OUTLINE

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 3) Atsaucoties uz saskaņotajiem standartiem 4) Iekārtas apraksts 5) Vispārējais nosukums : Piekarināmais laivas dzinējs 6) Funkcija : Virzošā spēka sistēma 7) Preču zīme 8) Tips 9) Sērijas numurs 10) Izgatavotājs 11) Autorizētais pārstāvis, kas spēj sastādīt tehnisko dokumentāciju 12) Paraksts 13) Vārds, Uzvārds 14) Tituls 15) Kvalitātes vadītājs 16) Datums 17) Vieta **latviešu (LATVIAN)**
1) EB ATITIKTIES DEKLARACIJA 2) ŽEMIAUI PASIRAŠĘS, (13), ATSTOVAUJANTIS GAMINTOJĄ DEKLARUOJA KAD PRODUKTAS ATITINKA REIKALAVIMUS PAGAL ŠIAS EB DIREKTYVAS. 3) NUORODA Į HARMONIZUOTUS STANDARTUS. 4) MAŠINOS APRAŠYMAS. 5) Bendras pavadinimas : PAKABINAMAS VARIKLIS 6) Funkcija : Varomasis būdas 7) MARKĖ. 8) TIPAS 9) SERIJINIS NUMERIS. 10) GAMINTOJAS. 11) Įgaliotasis atstovas ir galintis sudaryti techninę dokumentaciją 12) PARAŠAS. 13) V. PAVARDĖ 14) PAREIGOS 15) KOKYBĖS VADYBININKAS. 16) DATA. 17) VIETA **lietuvių kalba (LITHUANIAN)**
1) ES-DEKLARACIJA O USTREZNOSTI 2) PODPISANI (13), PREDSTAVNIK PROIZVAJALCA, IZJAVLJAM DA IZDELKI USTREZAJO NASLEDNJIM DEKLARACIJAM 3) SKLADNOST Z NASLEDNJIMI STANDARDI 4) OPIS IZDELKOV 5) Vrsta stroja : Izvenkrmni motorji 6) Funkcija : Pogonski sistem 7) PROIZVAJA 8) TIP 9) SERIJSKA ŠTEVILKA 10) PROIZVAJALEC 11) Pooblaščeni predstavnik ki lahko predloži tehnično dokumentacijo 12) PODPIS 13) IME 14) FUNKCIJA 15) Direktor presoje 16) DATUM 17) KRAJ **slovenščina (SLOVENIAN)**
1) EB-YFIRLÝSING 2) UNDIRRITAÐUR HR. (13) LÝSI YFIR FYRIR HÖND FRAMLEIÐANDA AÐ VARAN UPPFYLLIR EFTIRFARANDI EC-TILSKIPANIR 3) TILVÍSUN UM HEILDARSTAÐAL 4) LÝSING Á VÉLBÚNAÐI 5) Flokkur : Utanborðsmótorar 6) Virkni : knúningsafl kerfi 7) FRAMLEIÐSLA 8) GERÐ 9) SERÍAL NÚMER 10) FRAMLEIÐANDI 11) Löggildir aðilar og fær um að taka saman tækniskjölin 12) UNDIRSKRIFT 13) NAFN 14) TITILL 15) Skráningarstjóri 16) DAGSETNING 17) STAÐUR **Íslenska (ICELANDIC)**
1) AT UYGUNLUK BEYANI 2) AŞAĞIDA İMZASI BULUNAN VE İMALATÇININ YETKİLİ TEMSİLCİSİ OLAN (13) ÜRÜNÜN ŞU AT YÖNETMELİKLERİNİN HÜKÜMLERİNE UYGUN OLDUĞUNU BEYAN EDER. 3) UYUMLAŞTIRILMIŞ STANDARTLARA ATIF 4) MAKİNANIN TARIFİ 5) Flokkur : Dıştan takma motor 6) Virkni : tahrik sistemi 7) MARKA 8) TİP 9) SERİ NUMARASI 10) İMALATÇI 11) Teknik dosyayı hazırlamakla yetkili olan Toplulukta yerleşik yetkili temsilci 12) İMZA 13) ADI 14) ÜNVANI 15) Homologasyon Yöneticisi 16) TARİH 17) YER **Türk (TURKISH)**
1)EK-IZJAVA O SUKLADNOSTI 2)POTPISANI (13), PREDSTAVNIK PROIZVOĐAČA, IZJAVLJUJE DA JE PROIZVOD U SUKLADNOSTI S ODREDBAMA SLJEDEĆEG EK PROPISA 3)REFERENCA NA USKLAĐENE NORME 4)OPIS STROJA 5)Opća vrijednost : Vanbrodski motor 6)Funkcionalnost : Pogonski sustav 7)IZRADIO 8)TIP 9)SERIJSKI BROJ 10)PROIZVOĐAČ 11) Ovlašteni predstavnik i osoba za sastavljanje tehničke dokumentacije 12) POTPIS 13) IME 14) TITULA 15) Upravitelj homologacije 16) DATUM 17) MJESTO **hrvatski (CROATIAN)**

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