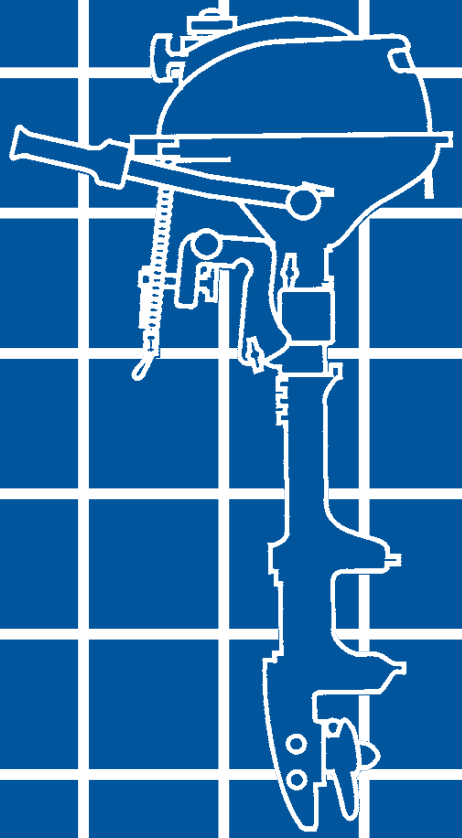
HONDA MARINE

BF2D•BF2.3D

OWNER'S MANUAL



ECOLOGY CONSCIOUS TECHNOLOGY

The “e-SPEC” mark symbolizes environmentally responsible technologies applied to Honda power equipment, which contains our wish to “preserve nature for generations to come.”

Thank you for purchasing a Honda Outboard Motor.

This manual covers operation and maintenance of the Honda BF2D/ BF2.3D 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.

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.

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

Model		BF2D					BF2.3D							
Type		SD	SCD	SHD	LD	LCHD	SU	SCU	SHU	SCHK SCHU	LU	LCU	LHU	LCHK LCHU
Shaft Length	Short	●	●	●			●	●	●	●				
	Long				●	●					●	●	●	●
Throttle type	Lever	●	●		●		●	●			●	●		
	Grip			●		●			●	●			●	●
Centrifugal clutch			●			●		●		●		●		●

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

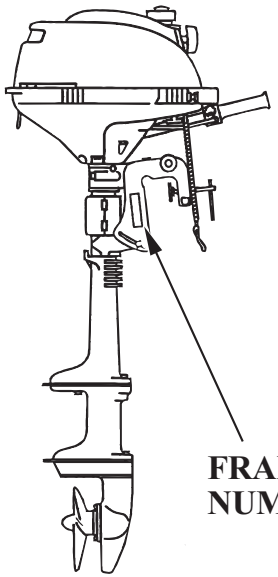
BF2D is provided with the following types according to the shaft length, throttle type and the equipment whether a centrifugal clutch is installed or not.

K type is an outboard motor which meets all the requirements of the emission control regulations established for Bodensee-Lake Constance.

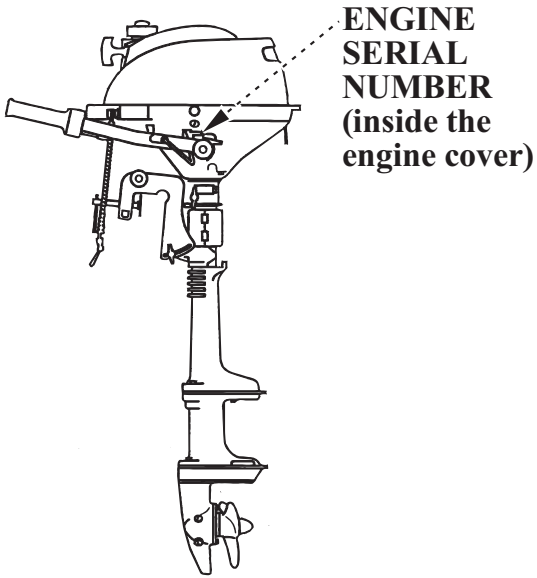
TYPE CODE
Example L C H K

- K: Destination
  D: General Export, K: Bodensee-Lake Constance,
  U: Europe (BF2.3D)
- H: Throttle type
  H: Throttle grip type
  None: Throttle lever type
- C: The motor is equipped with a centrifugal clutch.
  None: The motor is not equipped with a centrifugal clutch.
- L: Shaft Length
  S: Short Shaft, L: Long Shaft

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.



The frame serial number is stamped on the stern bracket.
The engine serial number is stamped on the clutch housing.

Frame serial number:

_____

Engine serial number:

_____

CONTENTS

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.

- **The engine system will be heated during operation and remain hot immediately after stopping the engine.**

- 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 motor 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.

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

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

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

Carbon Monoxide Poisoning Hazard

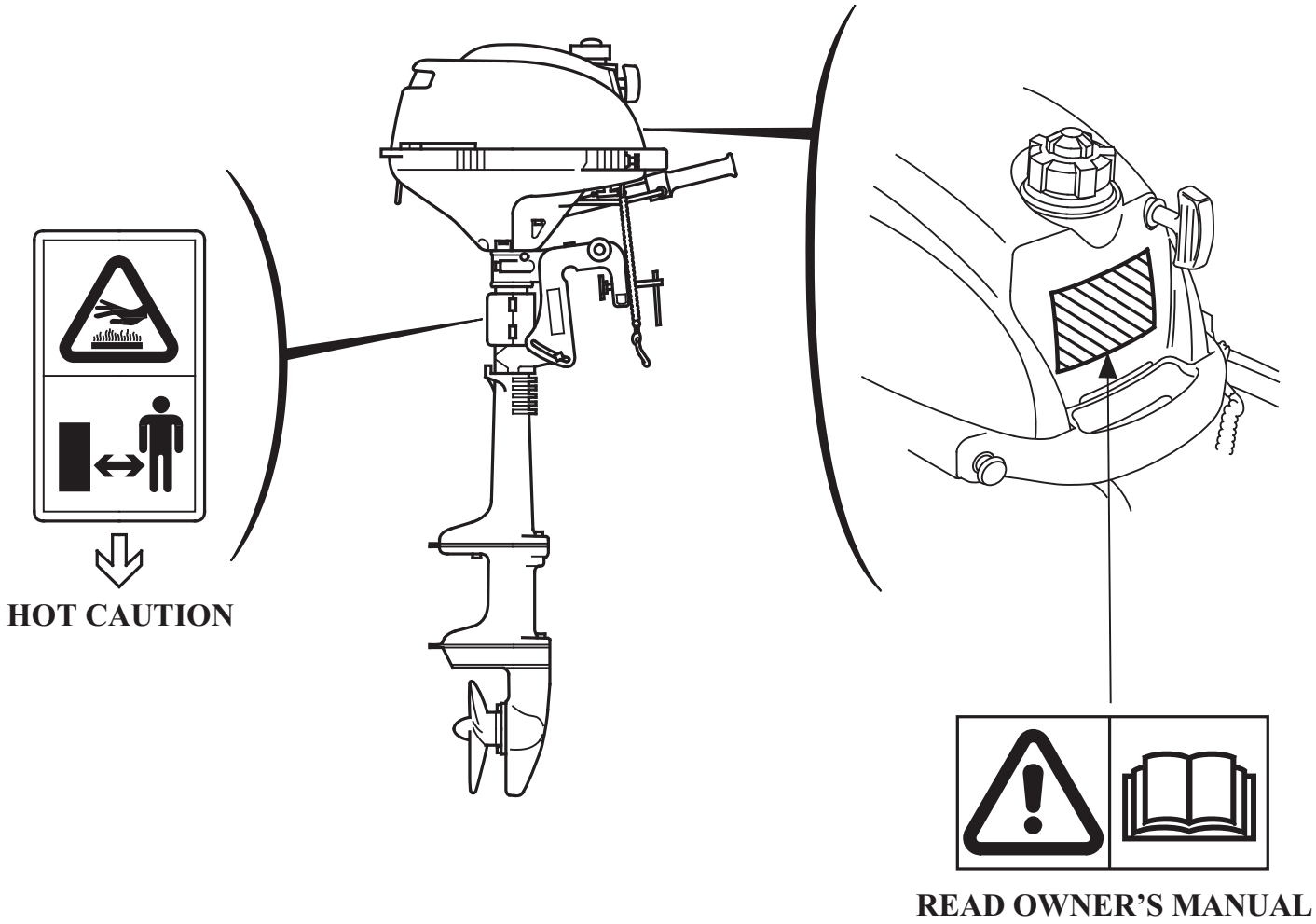
Exhaust contains poisonous carbon monoxide, a colorless and odorless gas. Breathing exhaust can cause loss of consciousness and may lead to death.

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

2. SAFETY LABEL LOCATIONS

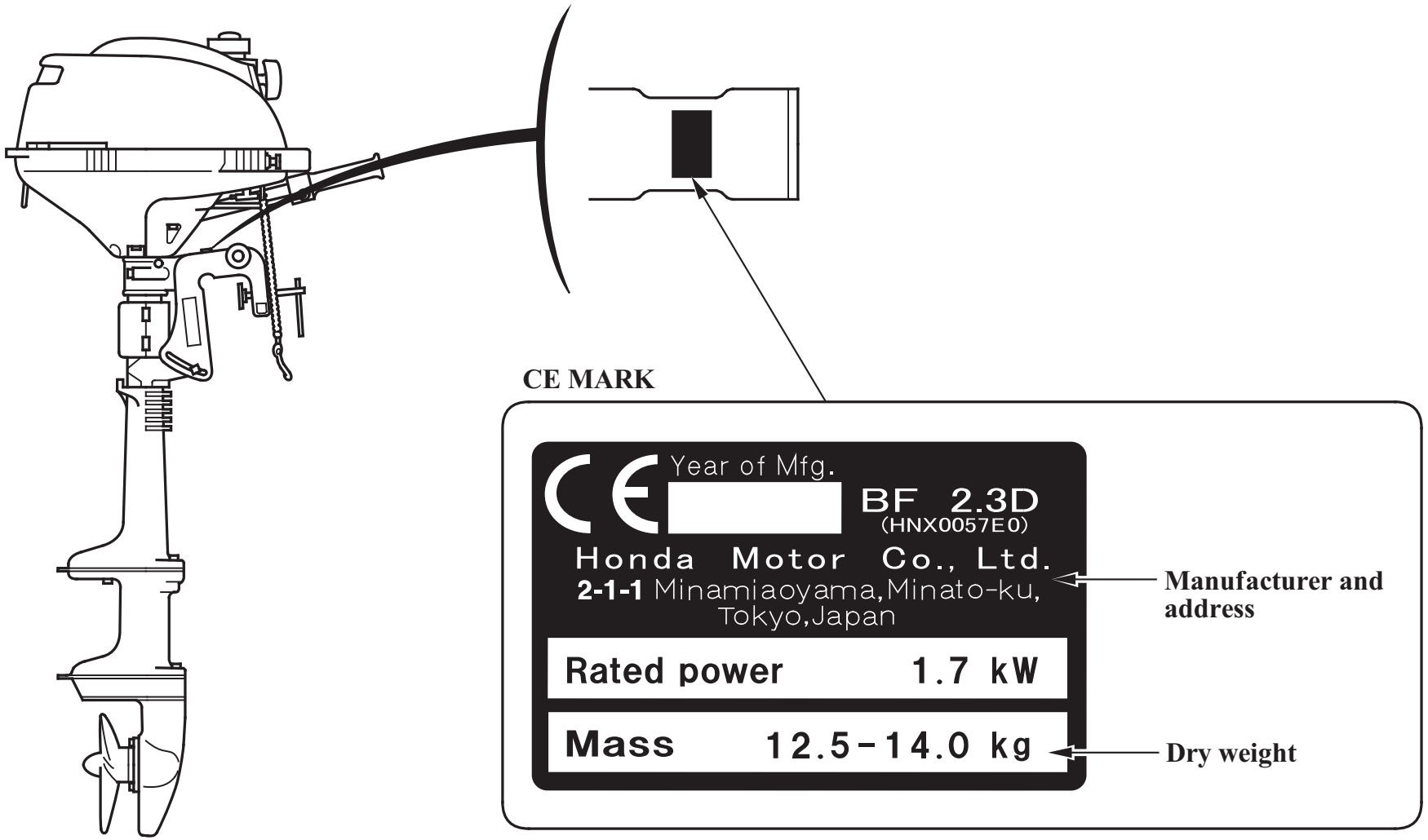
[Equipped type]

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

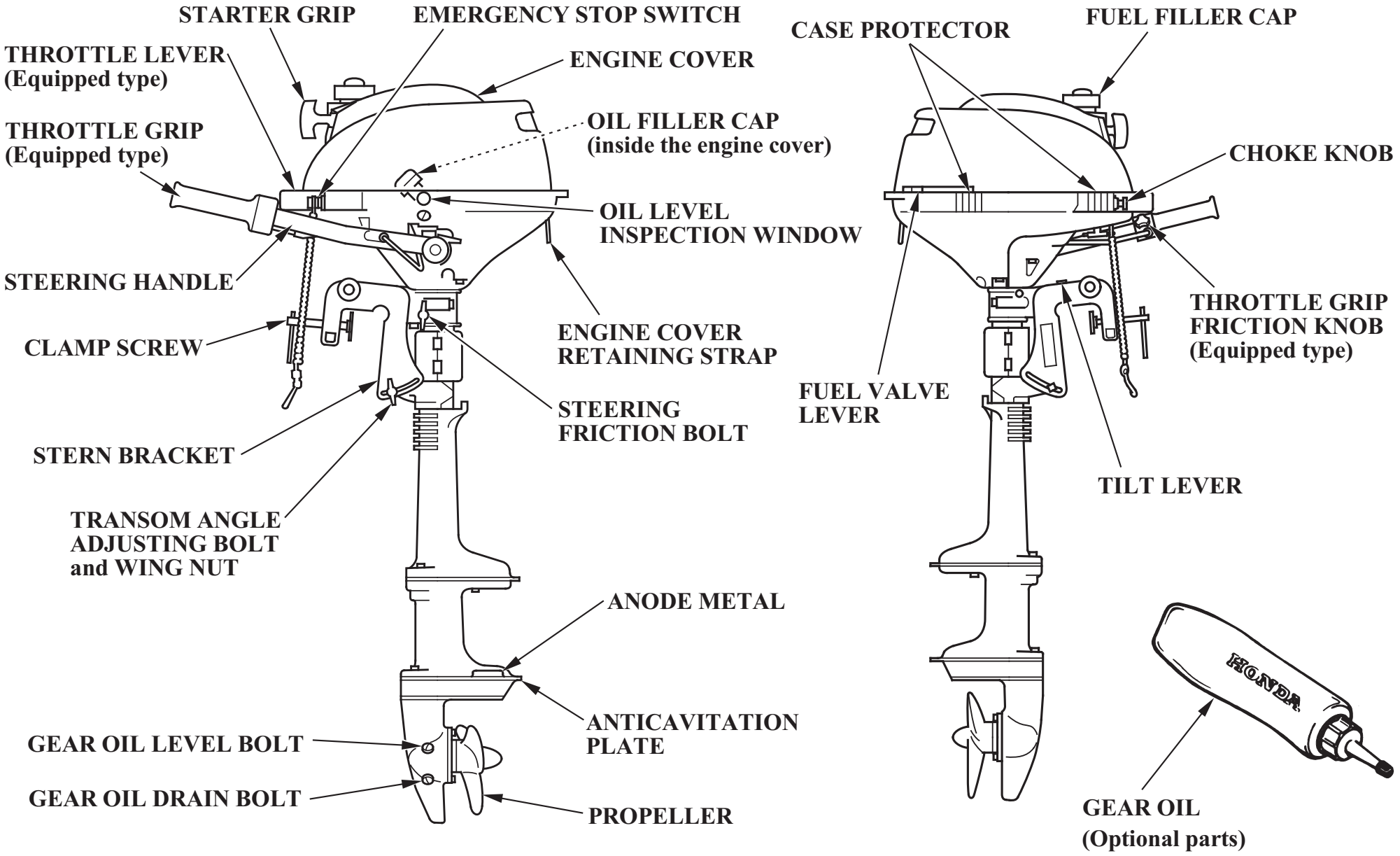


CE mark location

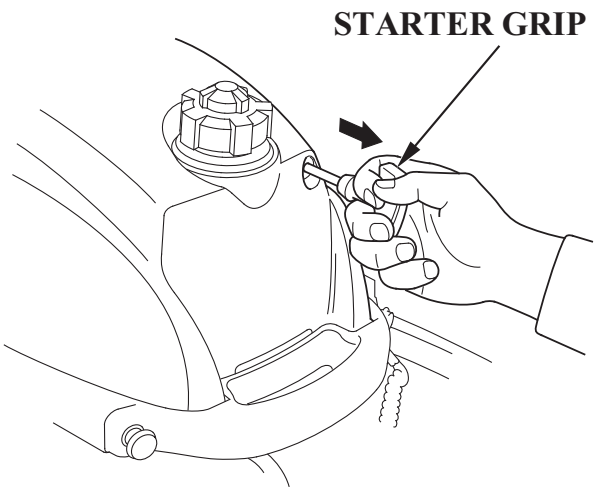
[BF2.3D]



3. COMPONENT IDENTIFICATION

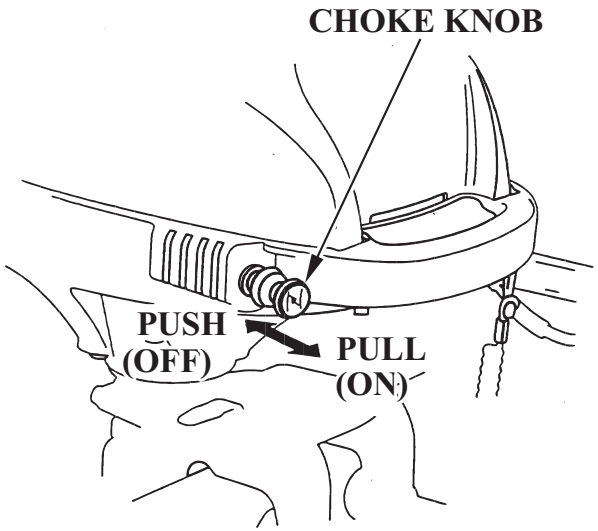


Starter Grip



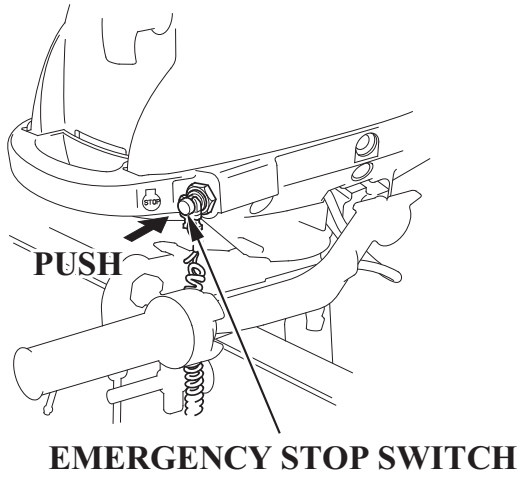
Use the starter grip to start the engine.

Choke Knob



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

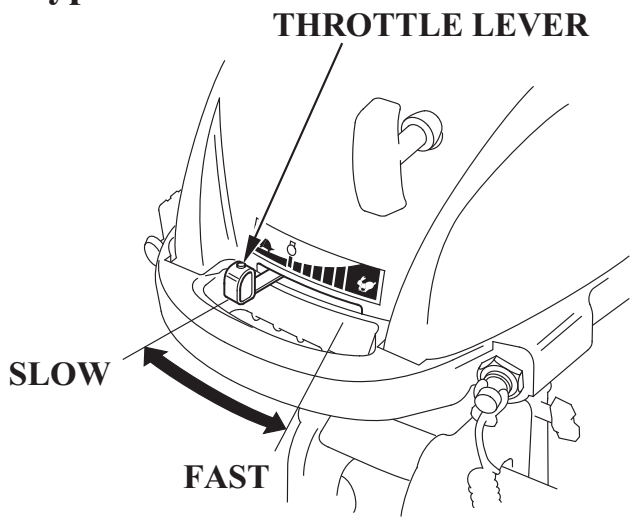
Emergency Stop Switch



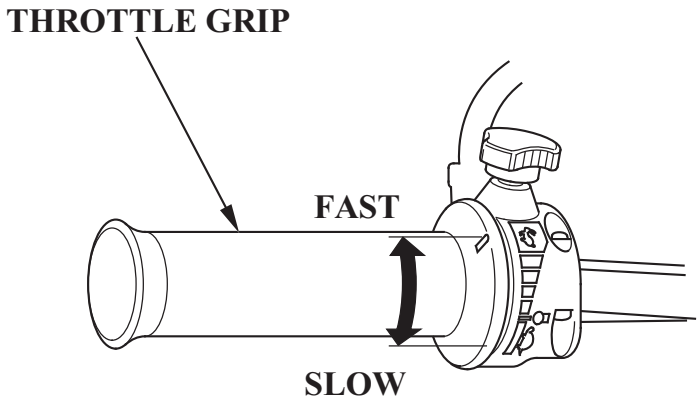
Press the emergency stop switch to stop the engine.

Throttle Lever/Throttle Grip
Move the throttle lever or the throttle grip in the directions shown to make the engine run faster or slower.

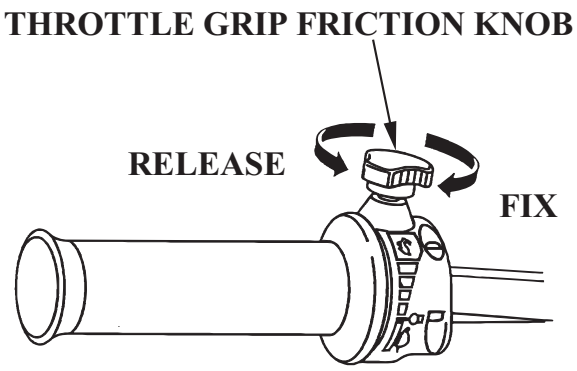
THROTTLE LEVER type:



THROTTLE GRIP type:

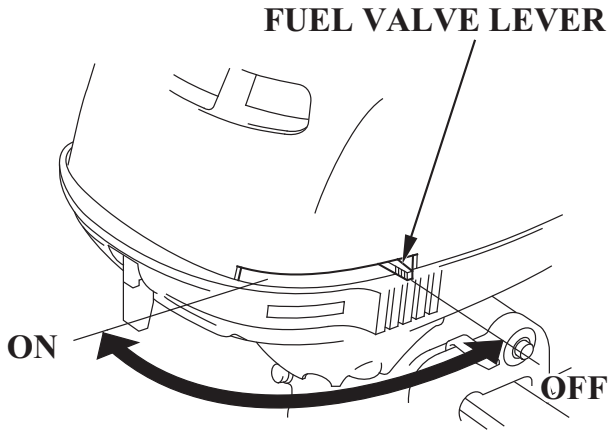


Throttle Grip Friction Knob



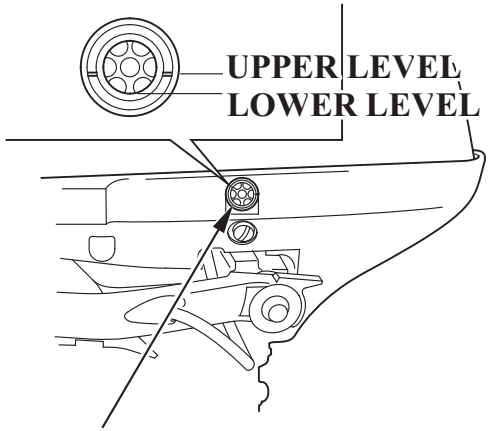
Use the throttle grip friction knob to cruise at a certain constant speed. Turning the throttle grip friction knob clockwise fixes the throttle grip in the place, and it is released by turning the throttle grip friction knob counterclockwise.

Fuel Valve Lever



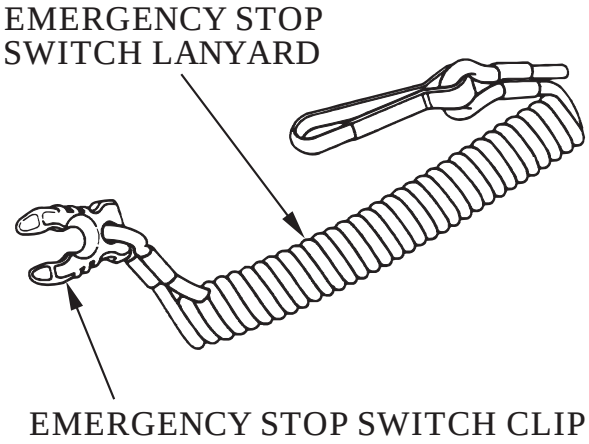
Turn the fuel valve lever ON to open the fuel valve for the engine to run.

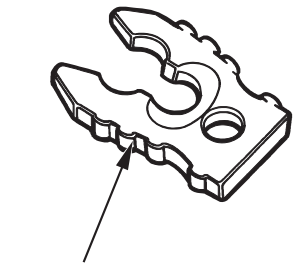
Oil Level Inspection Window

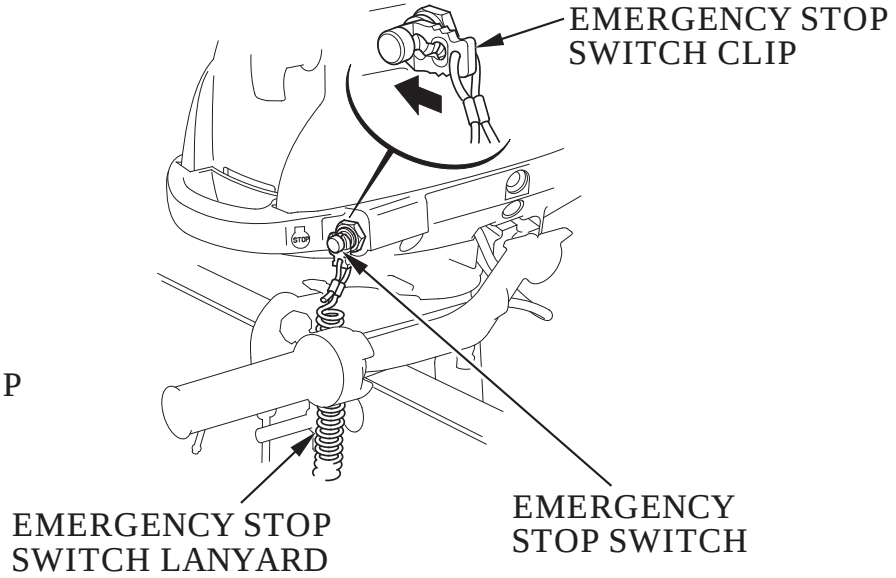


Use the oil level inspection window to check the engine oil level with the engine stopped and the outboard motor in the upright position.

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.

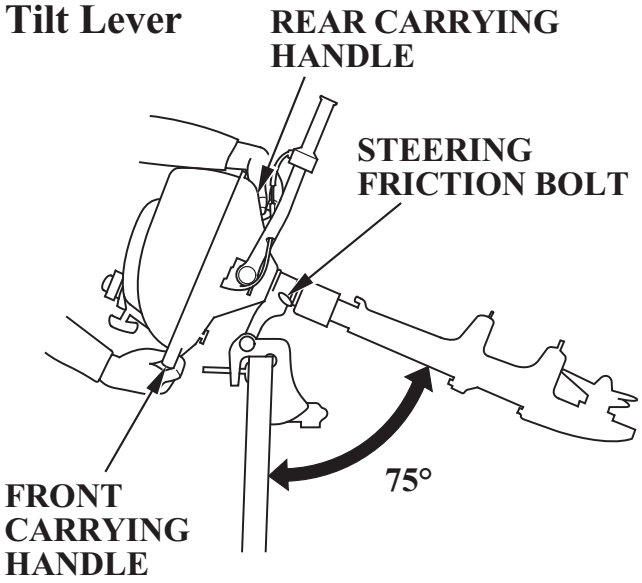
⚠WARNING

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.

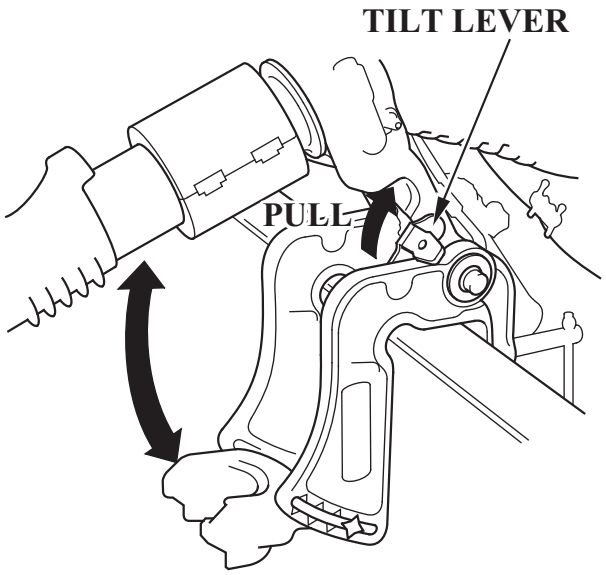
For the sake of the operator's and the passengers' safety, be sure to set the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

NOTE:
The engine does not start unless the emergency stop switch clip is set on the emergency stop switch.
A spare emergency stop switch clip is provided in the tool bag.

Tilt Lever

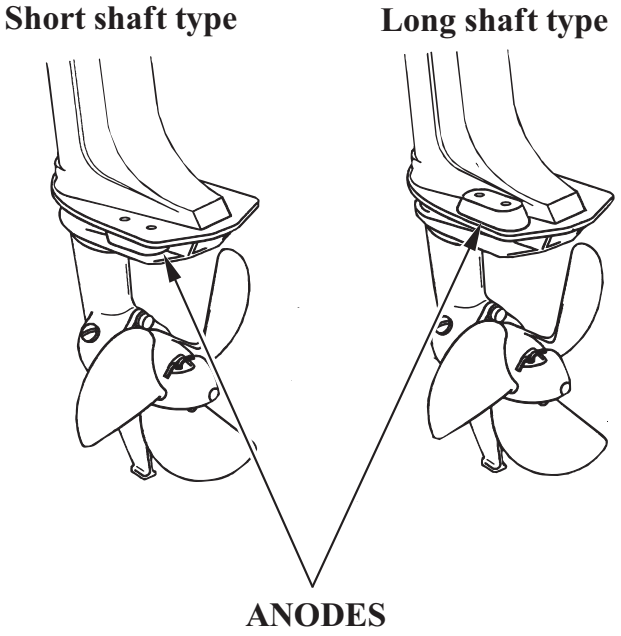


Use the tilt lever to tilt the motor for shallow water operation, beaching, launching, or mooring.
Tilt the outboard motor by holding the carrying handles, as shown. The spring-loaded tilt lever will automatically move into position and hold the outboard motor when it reaches approximately 75°.



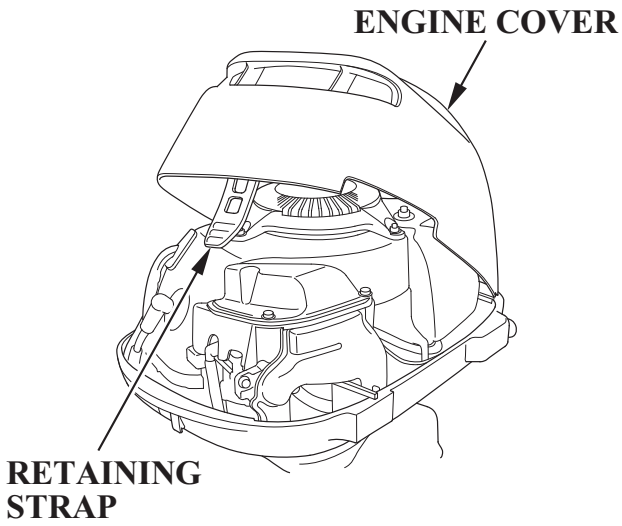
To return the outboard motor to the normal running position, hold the outboard motor and pull the tilt lever, then slowly lower the outboard motor.

Anode Metal



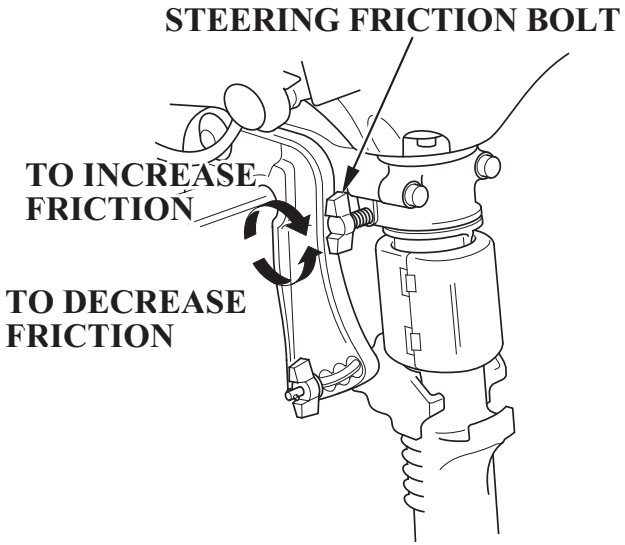
The anode metal is a sacrificed metal which protects the outboard from corrosion.

Engine Cover Retaining Strap



Use the retaining strap to hold the engine cover closed. Do not remove the engine cover while the engine is running.

Steering Friction Bolt

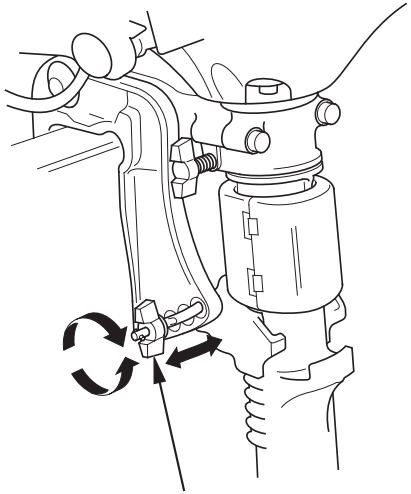


The steering friction bolt adjusts steering resistance.

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

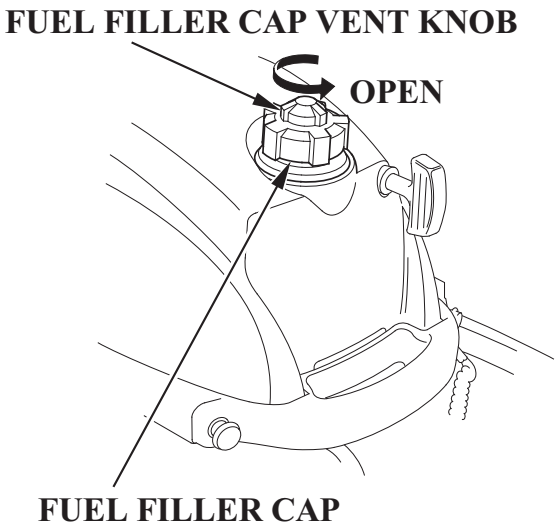
Turn the bolt counterclockwise to reduce steering friction.

Transom Angle Adjusting Bolt and Wing Nut



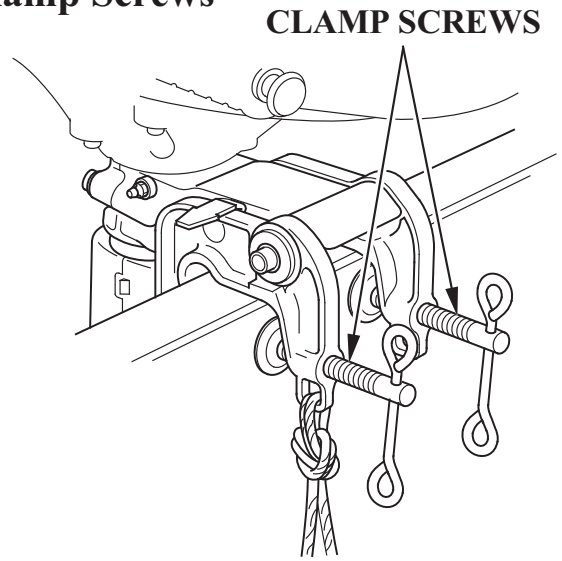
Use the adjusting bolt to adjust the motor angle in the normal operating position.
The motor angle can be adjusted to the four angles by changing the adjusting bolt position.

Fuel Filler Cap Vent Knob



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

Clamp Screws



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

NOTICE

Improperly installed outboard motor can result in the 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 Honda 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:

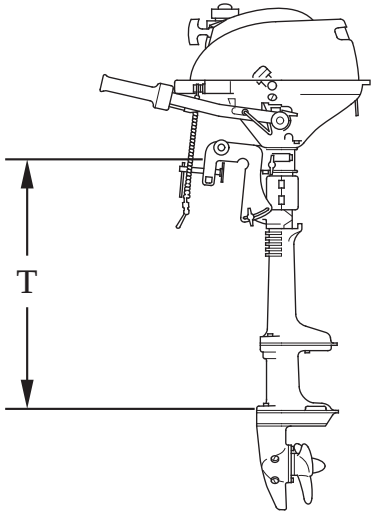
BF2D: 1.5 kW (2.0 PS)
BF2.3D: 1.7 kW (2.3 PS)

Power recommendation is indicated on most of the boats.

⚠WARNING

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

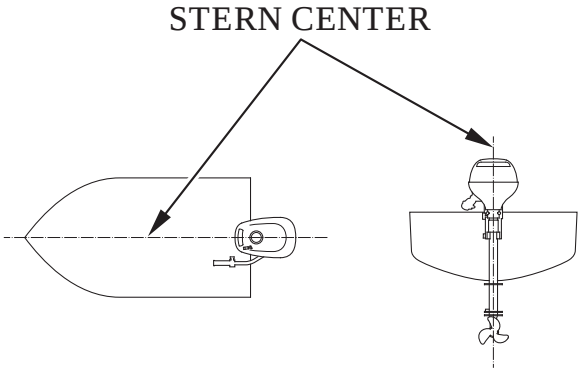
Transom Height



Type:	T (Motor Transom Height)
S:	418 mm (16.5 in)
L:	571 mm (22.5 in)

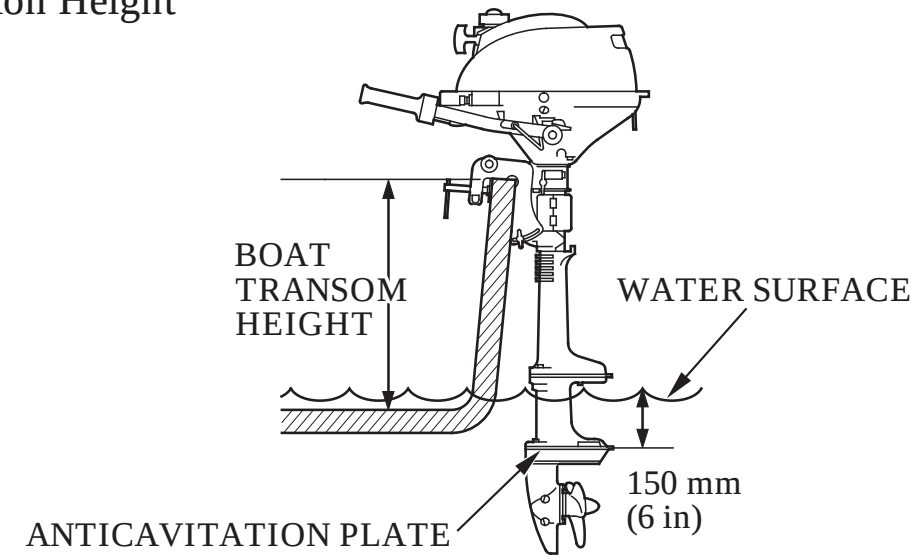
Select the outboard motor which is correct for the boat transom height of your boat.

Location



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

Installation Height



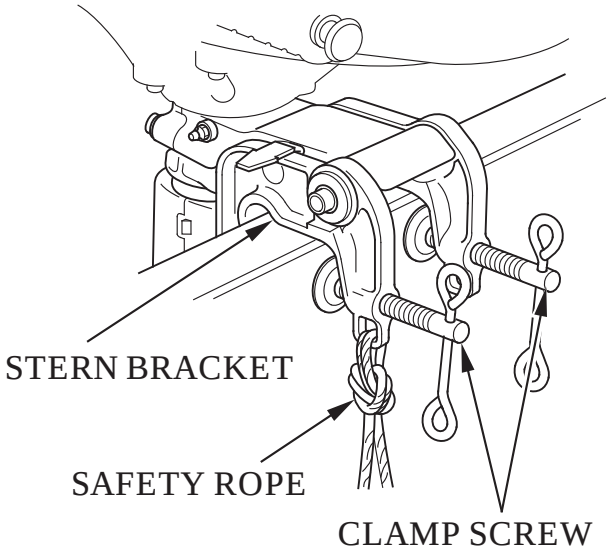
With the boat in the water, properly loaded, and the engine stopped, check the installed depth of the outboard motor by looking at the anticavitation plate.
The anticavitation plate should be at least 150 mm (6 in) below the surface of the water.
The correct dimensions differ according to the type of 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 motor 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

When the outboard motor is installed extremely low, water may enter into the engine under case and negatively affect the performance and durability. When installing, check that the outboard motor is high enough from the water level to keep the engine under case from waves, splash, etc. when the engine is stopped with the boat fully loaded.

Motor Attachment

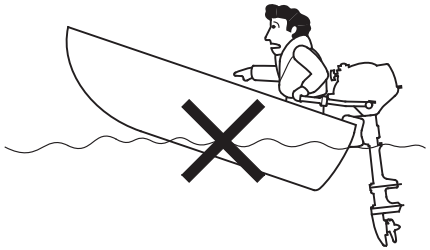


Attach the stern bracket to the transom and tighten the clamp screws.

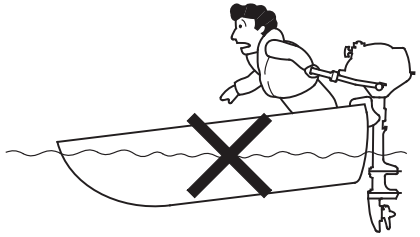
NOTICE

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

Motor Angle (Cruising)

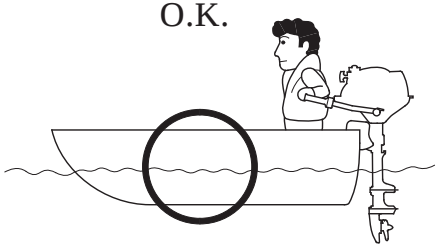


INCORRECT
CAUSES BOAT TO ‘‘SQUAT’’



INCORRECT
CAUSES BOAT TO ‘‘PLOW’’

O.K.



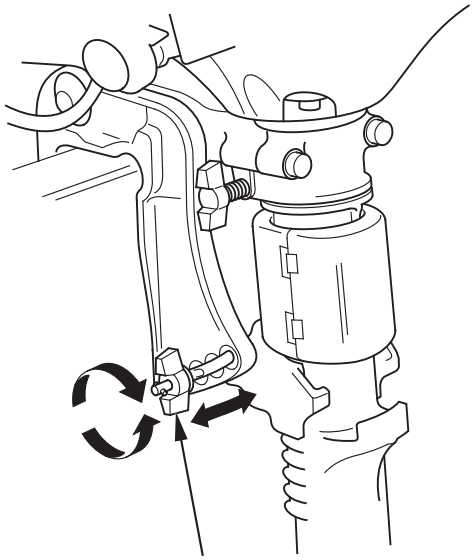
CORRECT
GIVES MAXIMUM PERFORMANCE

Install the outboard motor at the best trim angle for stable cruising and maximum power.
Trim angle too large: Incorrect causes boat to squat.’’
Trim angle too small: Incorrect causes boat to plow.’’

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

〈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).



ADJUSTING BOLT AND WING NUT

1. Loosen the wing nut to free the adjusting bolt.
2. Adjust the angle of the motor, and tighten the wing nut. Be sure that the bolt head and wing nut are seated in one of the four recesses on the adjustment slot.

NOTICE

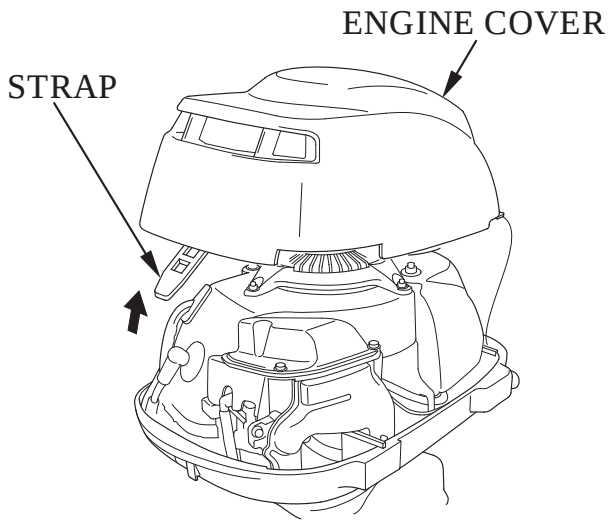
To prevent damage to the motor or boat, make sure the adjusting bolt is locked.

The BF2D/BF2.3D is the 4-stroke, forced air cooled outboard motor which uses automotive unleaded gasoline with a Research Octane Number of 91 or higher (a Pump Octane Number of 86 or higher) 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.

Removing/Installing Engine Cover



Use the retaining strap to hold the engine cover closed or remove the engine cover.

⚠WARNING

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

Engine Oil Level

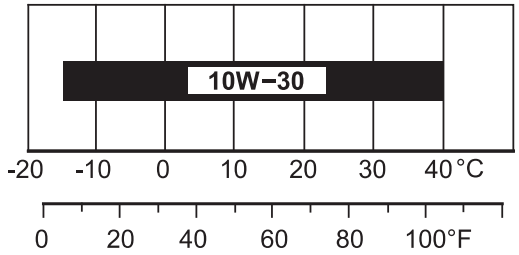
NOTICE

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

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

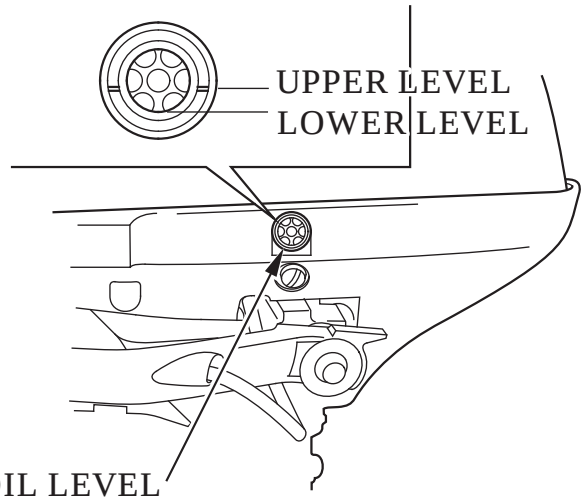
〈Recommended oil〉

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



AMBIENT TEMPERATURE

〈Inspection and Refilling〉



OIL LEVEL
INSPECTION WINDOW

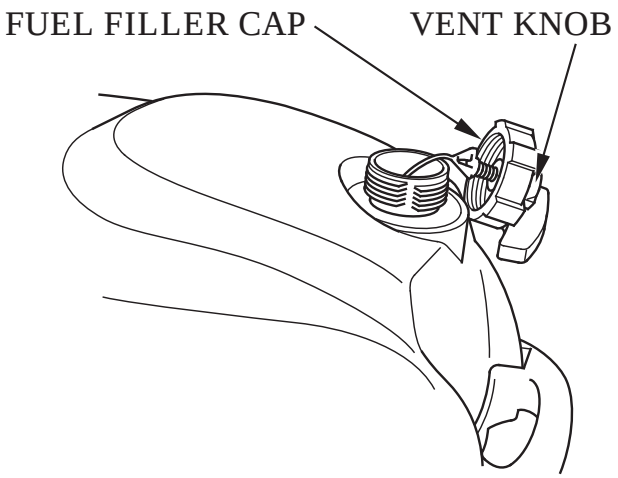
1. Position the outboard motor vertically and level, and check the oil level in the oil level inspection window.
2. If the oil level is down toward the lower level mark on the window, fill up to the upper level mark (see page 51).

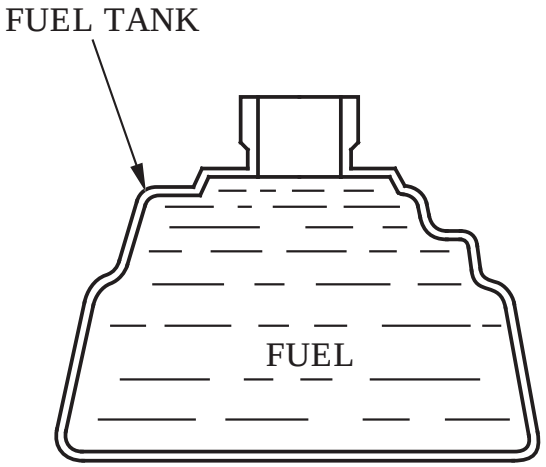
Oil capacity:
0.25 L (0.26 US qt, 0.22 Imp qt)

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.

Fuel Level





Remove the fuel filler cap and check the fuel level. Refill the tank if the fuel level is low.

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.

After refueling, be sure to tighten the fuel filler cap firmly.

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

Never use an oil/gasoline mixture or dirty gasoline. Avoid getting dirt, dust or water in the fuel tank.

FUEL TANK CAPACITY:
1.0 L (0.26 US gal, 0.22 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.

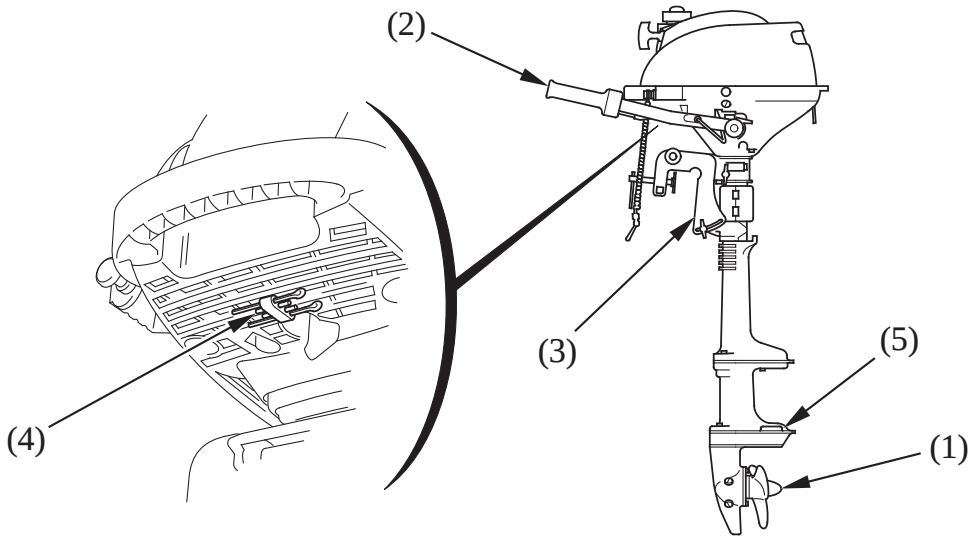
GASOLINE CONTAINING ALCOHOL

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 methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use gasoline containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

NOTE:

- Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of the fuels containing methanol since evidence of their suitability is as yet incomplete.
- Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol, if it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using gasoline that contains alcohol, or one that you think contains alcohol, switch to a gasoline that you know does not contain alcohol.

Other Checks



Check the following items:
(1)The propeller and cotter pin for damage or looseness.
(2)The steering handle for impaired operation.
(3)The stern bracket for damage and looseness.
(4)The tool kit for missing spare parts and tools.
(5)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 motor is in use. Replace the anode metal when it has been reduced to approximately one half of its original size.

NOTICE

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

Parts/materials which should be installed on board:
(1)Owner's Manual
(2)Tool kit
(3)Spare spark plugs, engine oil, propeller and cotter pins.
(4)Required information regarding boating laws and regulations.

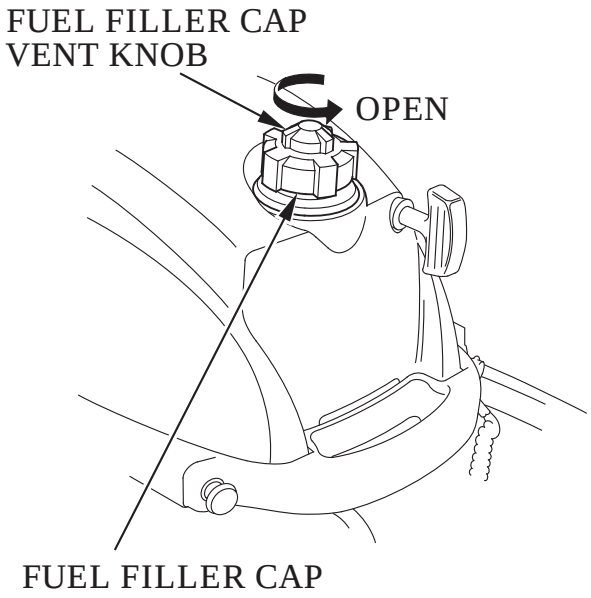
Starting the Engine

⚠WARNING

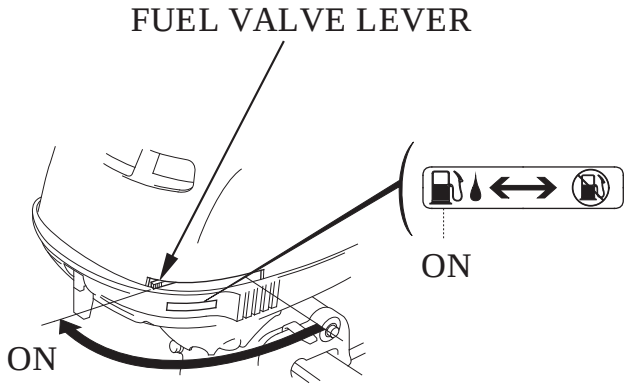
Exhaust contains poisonous carbon monoxide which can cause unconsciousness and may lead to death.
Never run the outboard motor in a closed garage or confined area.

NOTICE

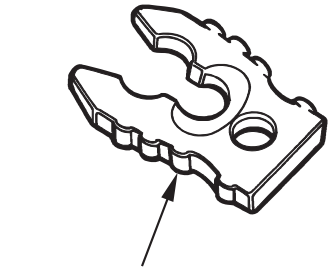
The propeller must be lowered into the water, running the outboard motor out of the water will overheat the engine.



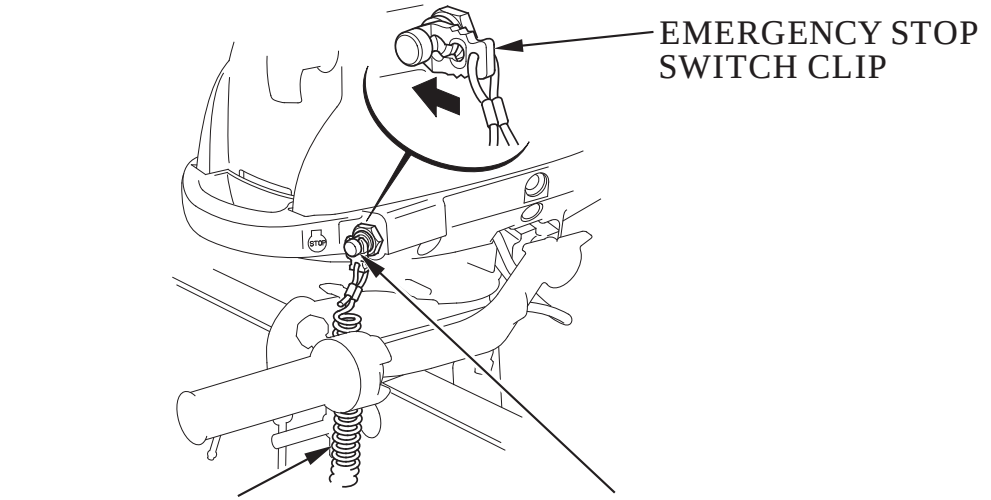
1. Open the fuel filler cap vent knob 2 to 3 turns.



2. Turn the fuel valve lever ON.



SPARE EMERGENCY
STOP SWITCH CLIP



3. Engage the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

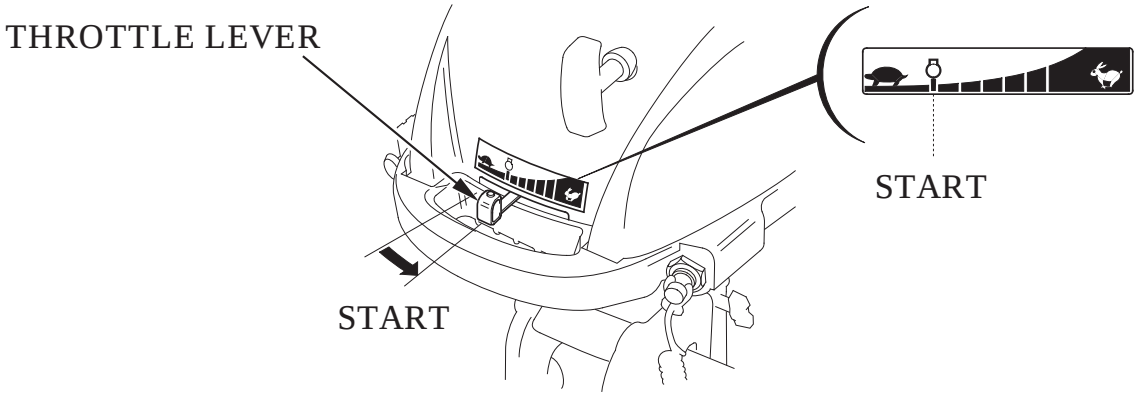
⚠WARNING

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 motor.

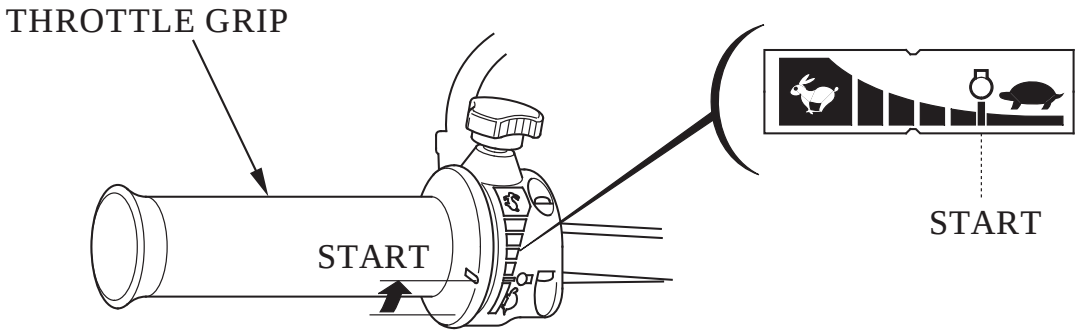
NOTE:

- The engine will not start unless the emergency stop switch clip is engaged with the emergency stop switch.
- A spare emergency stop switch clip is provided in the tool bag.

THROTTLE LEVER type:



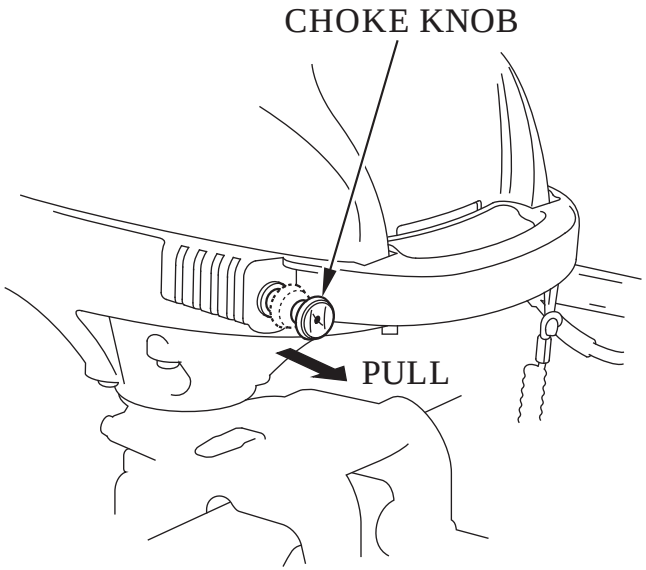
THROTTLE GRIP type:



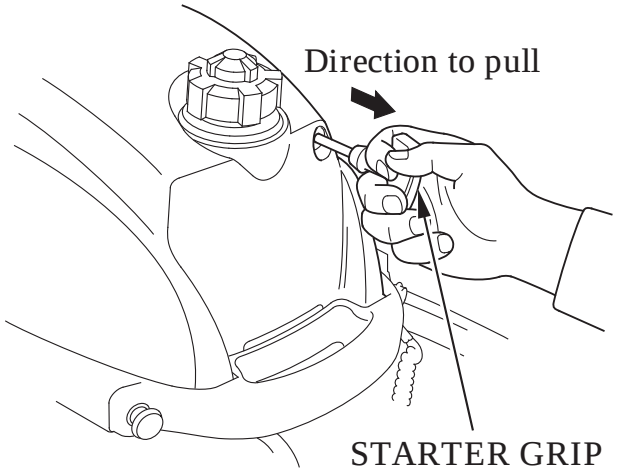
4. Move the throttle lever or the throttle grip to the START position.

⚠CAUTION

Do not start the engine with the throttle lever or the throttle grip in the FAST position, or the boat will move suddenly when the engine starts.



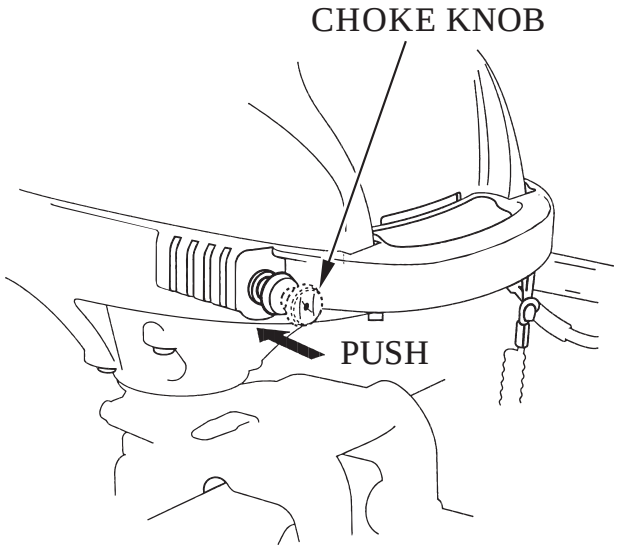
5. When the engine is cold or ambient temperature is low, pull the choke knob to the ON position. (It provides rich fuel mixture to the engine.)



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

NOTICE

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



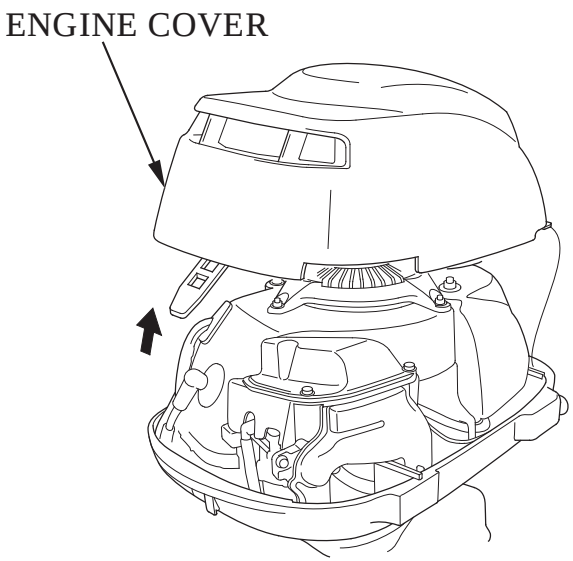
If the engine fails to start, check the emergency stop switch clip.

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

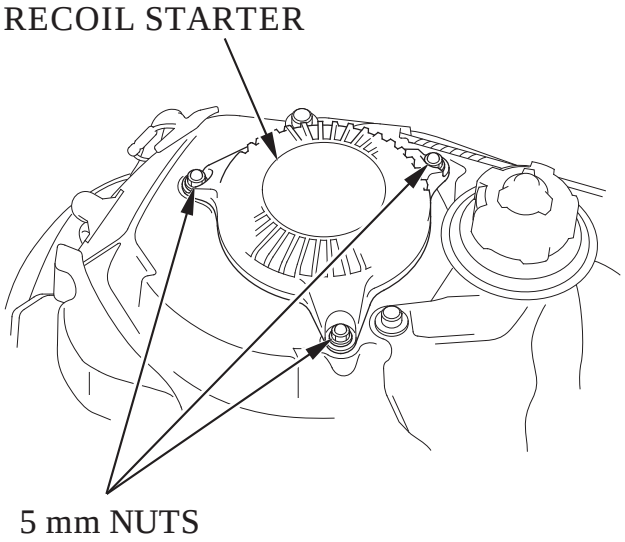
During operation, check to be sure the anticavitation plate remains underwater at all times. Excessive or imbalanced loading will affect the motor's water depth. Loading too far forward will raise the motor out of the water, reducing engine cooling. Loading too much or too far rearward will push the motor deeper, reducing performance.

Emergency Starting

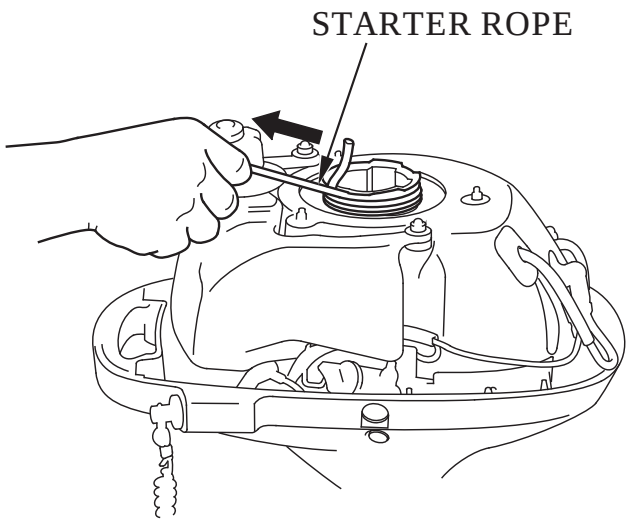
If the recoil starter does not operate properly for some reasons, the engine can be started using the spare starter rope in the tool kit.



1. Remove the engine cover.



2. Remove the recoil starter by removing the three 5 mm nuts.



3. Wind the spare starter rope clockwise around the pulley, and then pull it straight out to start the engine.

⚠WARNING

Keep clear of moving parts.

4. Leave the recoil starter off and reinstall the engine cover.

⚠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.

Troubleshooting Starting Problems

SYMPTOM	POSSIBLE CAUSE	REMEDY
The engine does not start.	Emergency stop switch clip is not engaged.	Engage the emergency stop switch clip. (page 28)
	Throttle lever or throttle grip is not in the START position.	Move the throttle lever or the throttle grip to the START position. (page 29)
	Out of fuel.	Supply fuel. (page 24)
	Fuel valve is not opened.	Move the fuel valve lever to the ON position. (page 27)
	Vent knob not open.	Open vent knob. (page 27)
	Engine flooded.	Clean and dry spark plug. (page 54)
	Plug cap is not installed properly.	Install plug cap securely. (page 54)

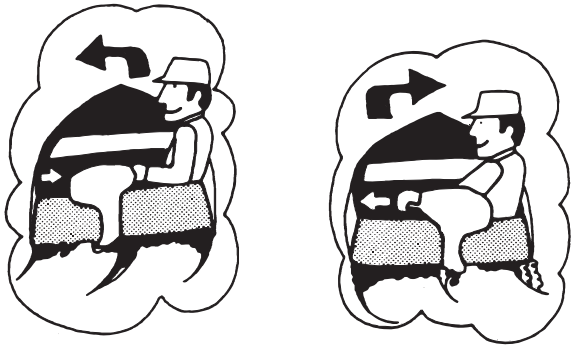
Operation

Break-in Procedure

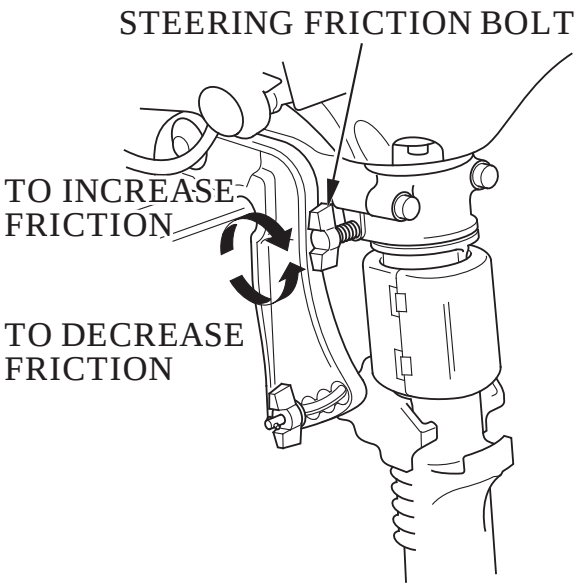
Break-in operation allows the mating surfaces of the moving parts to wear evenly and thus ensures proper performance and longer outboard motor life.
Break-in your new outboard motor as follows.

For the first 10 hours of operation, run the outboard motor at low speed, avoid prolonged full-throttle speed, and avoid abrupt operation of the throttle.

1. Steering



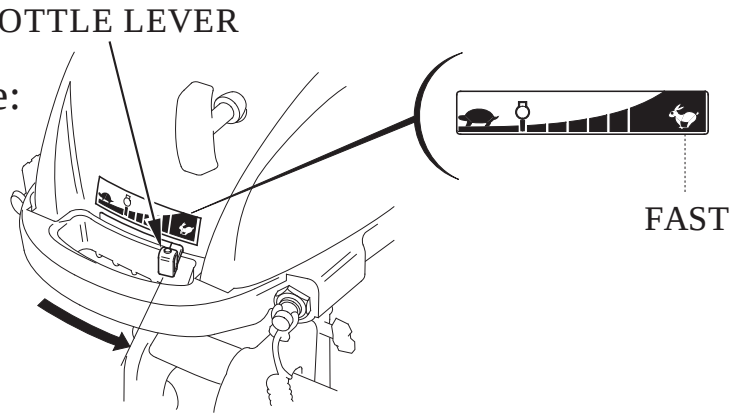
To change the direction of the boat to the right, swing the steering handle to the left. To turn to the left, swing the steering handle to the right.



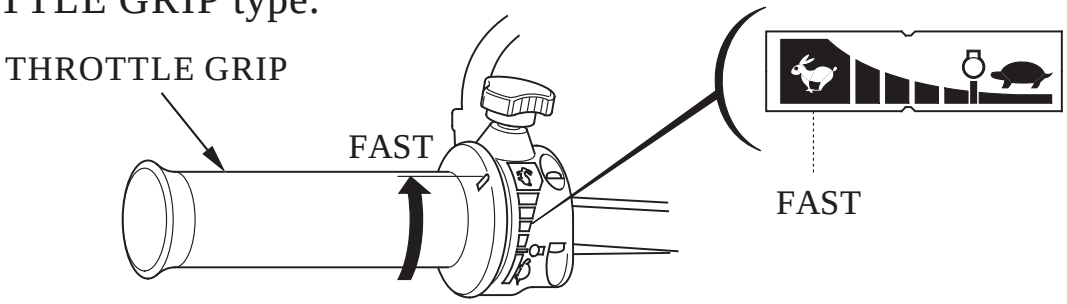
For smooth steering, adjust the steering friction bolt so that a slight drag is felt when turning.

2. Cruising

THROTTLE LEVER type:



THROTTLE GRIP type:



Move the throttle lever or the throttle grip toward FAST to increase speed. For normal cruising, open the throttle about 2/4.

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.

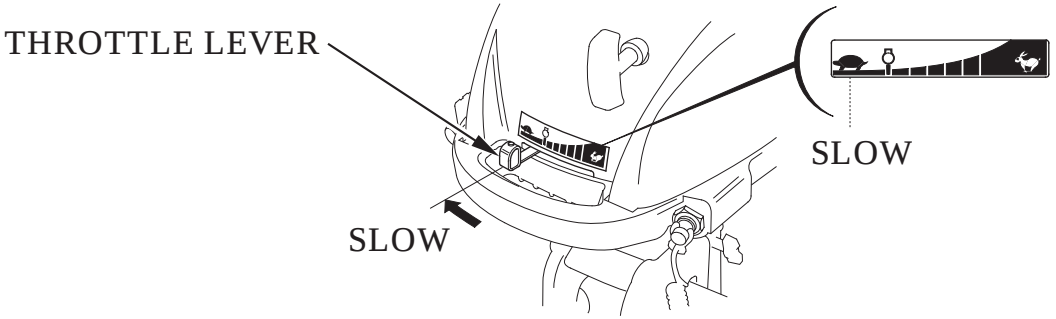
⚠CAUTION

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

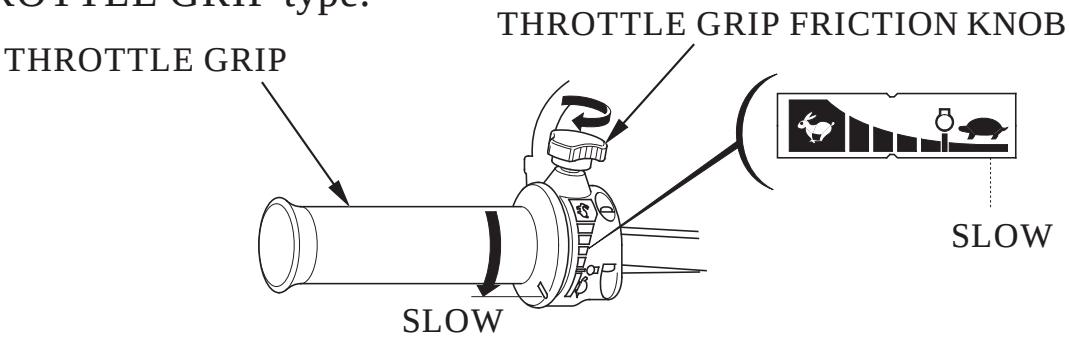
NOTE:
For best performance, passengers and equipment should be distributed evenly to balance the boat.

3. Reversing the Outboard Motor

THROTTLE LEVER type:



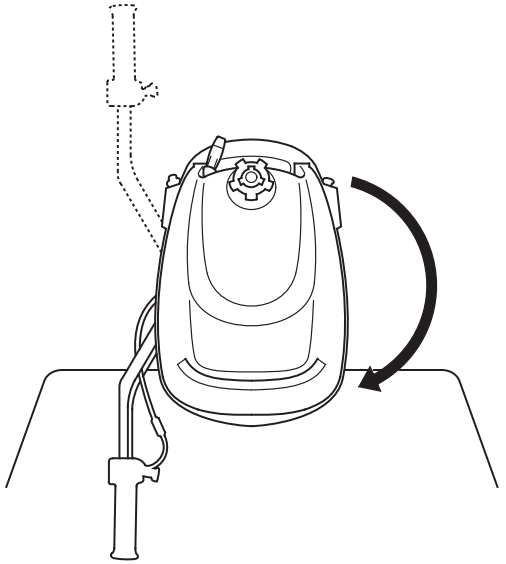
THROTTLE GRIP type:



1. For the throttle lever type: Move the throttle lever to the SLOW position. For the throttle grip type: Move the throttle grip to the SLOW position and hold it there by turning the throttle grip friction knob clockwise.

NOTICE

Before rotating the outboard motor (from either forward to reverse or from reverse to forward) reduce the engine speed to SLOW, or the boat could capsize.



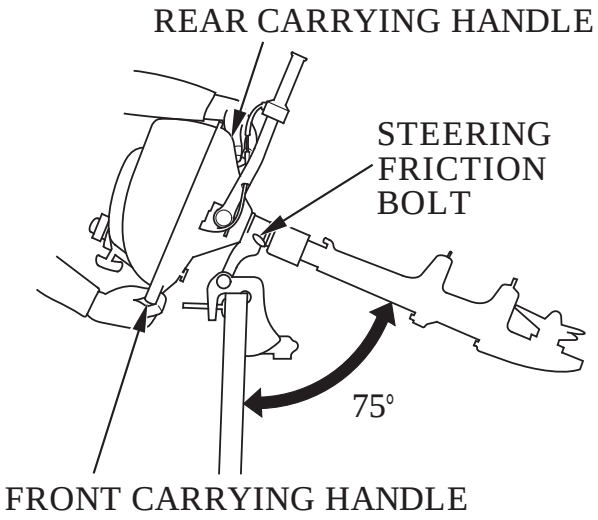
2. To reverse direction, turn the outboard motor 180 and then pivot the tiller handle as shown. For the throttle grip type, be careful not to hold and move the throttle grip when pivoting the tiller handle.

NOTICE

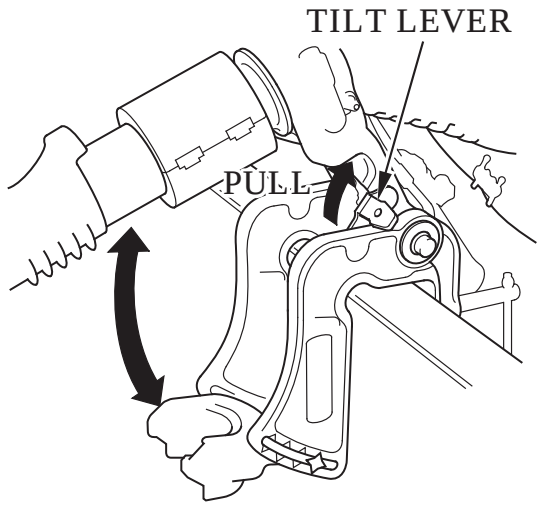
When operating in reverse, proceed with caution to avoid hitting any underwater obstructions with the propeller.

Tilting the Motor

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



1. Stop the engine (page 40) and turn the fuel valve lever off (page 41).
2. Close the fuel tank vent by turning the vent knob clockwise (page 41).
3. With the motor in the forward position, tilt the outboard motor using the front and rear carrying handles on the engine cover. The spring-loaded tilt lever will automatically move into position and hold the outboard motor when it reaches approximately 75 .
4. Adjust the steering friction bolt to keep the motor from moving.



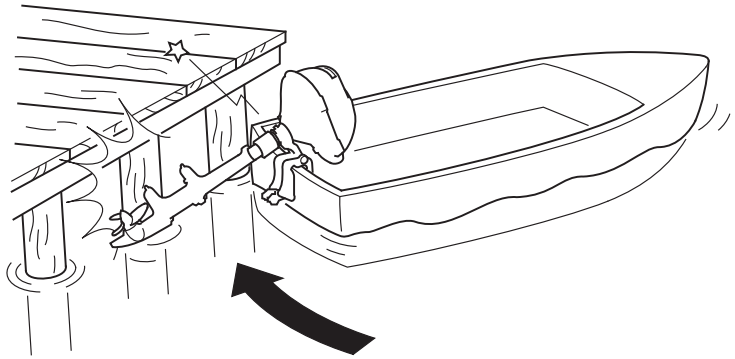
NOTICE

- If the motor is tilted in the reverse position, crankcase oil will enter the cylinder and may cause difficult starting or may prevent the engine from being cranked.
- Do not use the tiller handle to tilt the outboard motor.

5. To return the outboard motor to the normal running position, hold the outboard motor by the front carrying handle on the engine crankcase and pull the tilt lever toward you, then lower the motor slowly.

〈Mooring〉

NO



NOTICE

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

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.

When operating in shallow water, tilt the motor up to prevent the propeller and gear case from hitting the bottom (see page 37). With the motor tilted up, operate the motor at low speed.

High Altitude Operation

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. A very rich mixture will also foul the spark plug and cause hard starting.

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

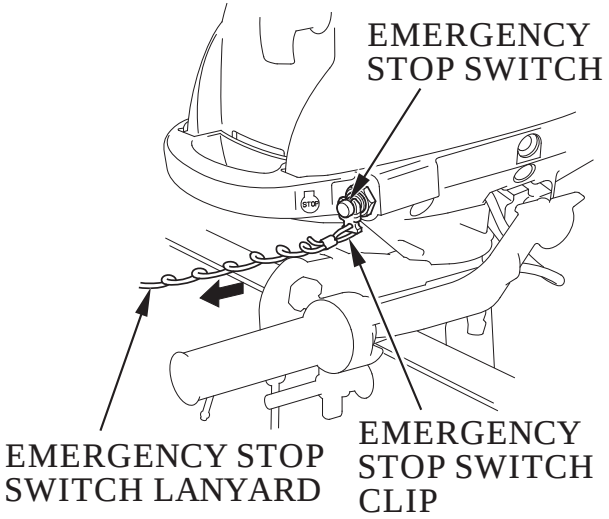
Even with suitable carburetor jetting, engine horsepower will decrease approximately 3.5 % for each 300 m (1,000 feet) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

NOTICE

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

9. STOPPING THE ENGINE

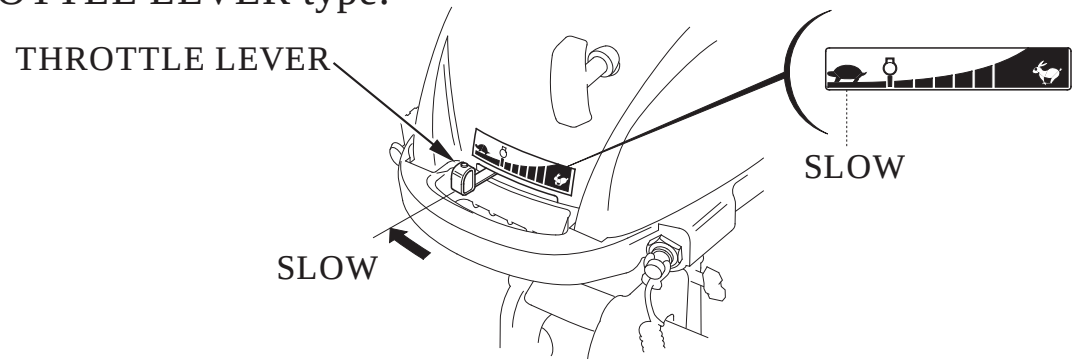
Stopping the Engine



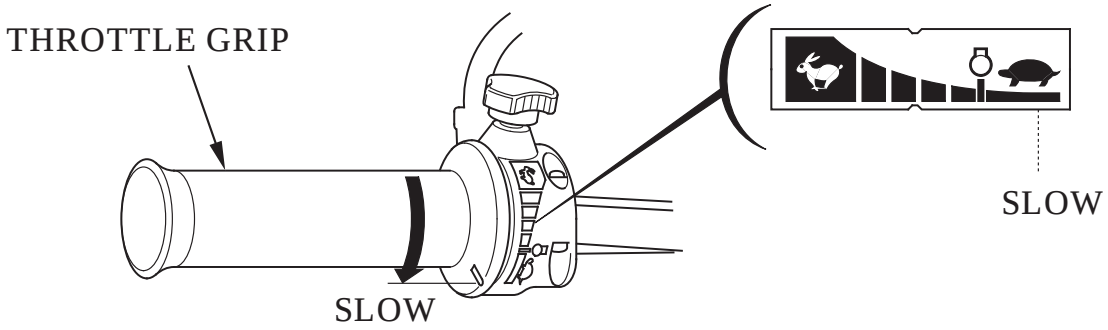
• In an emergency;
Disengage the emergency stop switch clip from the emergency stop switch by pulling the emergency stop switch lanyard.

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

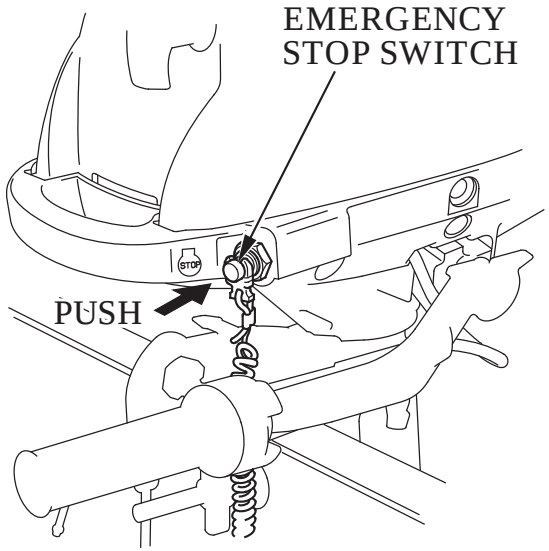
THROTTLE LEVER type:



THROTTLE GRIP type:

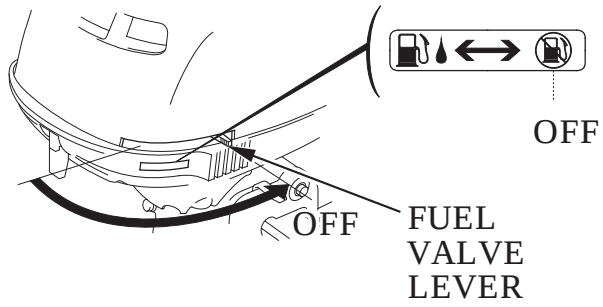


• In normal use;
1. Move the throttle lever or the throttle grip to the SLOW position.



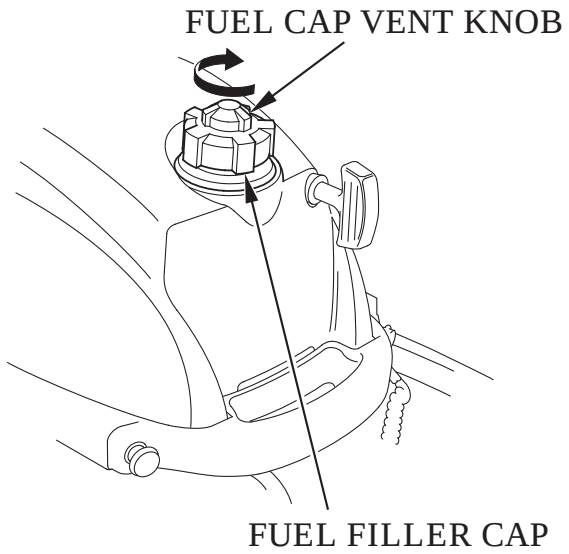
2. Push the emergency stop switch until the engine stops.

In the event that the engine does not stop when you push the emergency stop switch, pull the emergency stop switch lanyard. If the engine continues to run, move the fuel valve lever to the OFF position and pull the choke knob to stop the engine.



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

3. Turn the fuel valve lever OFF.

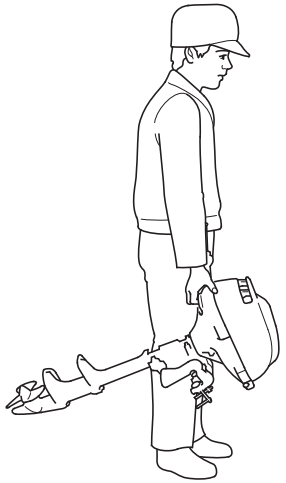


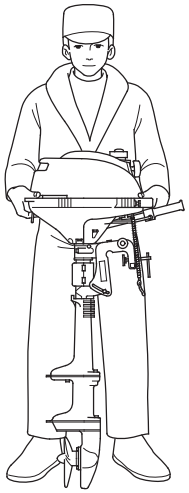
4. Close the fuel cap vent knob.
5. Remove the emergency stop switch lanyard and store it.

⚠WARNING

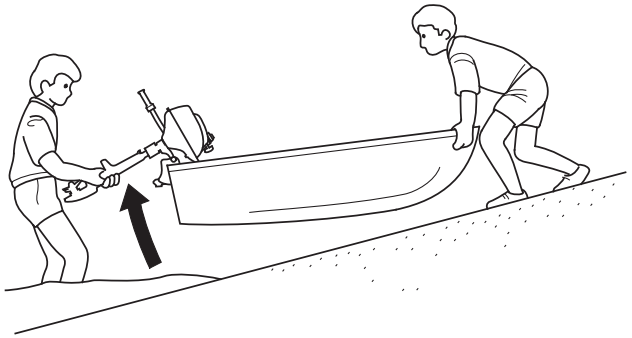
- Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the motor.
- Do not smoke or allow flames or sparks where fuel is drained or stored.

Transporting





NO



INCORRECT

To carry, hold the motor by the carrying handle, or hold by the carrying handle and the lug beneath the engine cover retaining strap as shown here. Do not carry by the engine cover.

⚠CAUTION

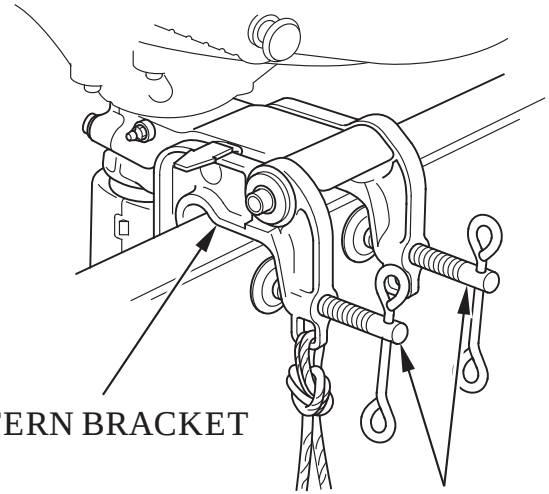
Do not carry the outboard motor by the engine cover. The outboard motor can drop, resulting in an accidental injury and damage.

NOTICE

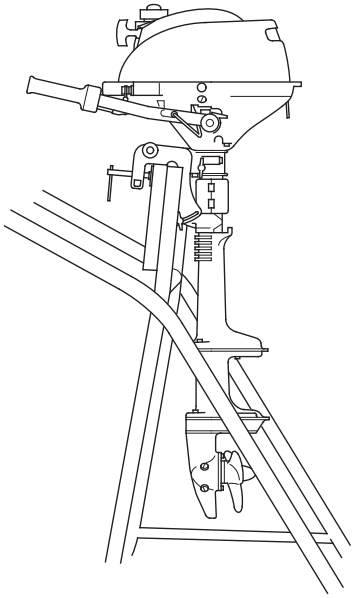
To avoid damaging the motor, never use it as a handle for lifting or moving the boat.

Transport the motor either vertically or horizontally as shown here when removed from the boat.

Vertical transport

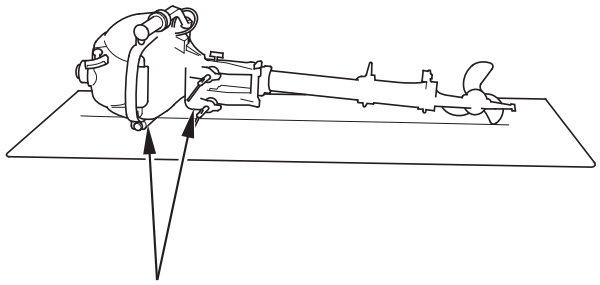


1. Attach the stern brackets to a motor stand and tighten the clamp screws to install the outboard motor securely.



2. Transport the motor as shown above.

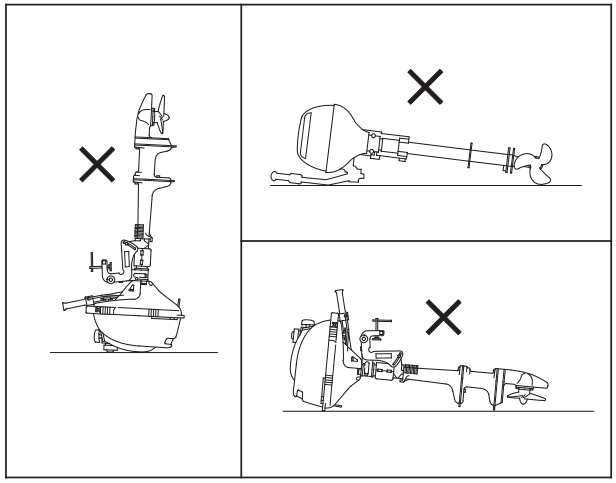
Horizontal transport



CASE PROTECTOR

Rest the motor on the case protectors with the tiller handle folded.

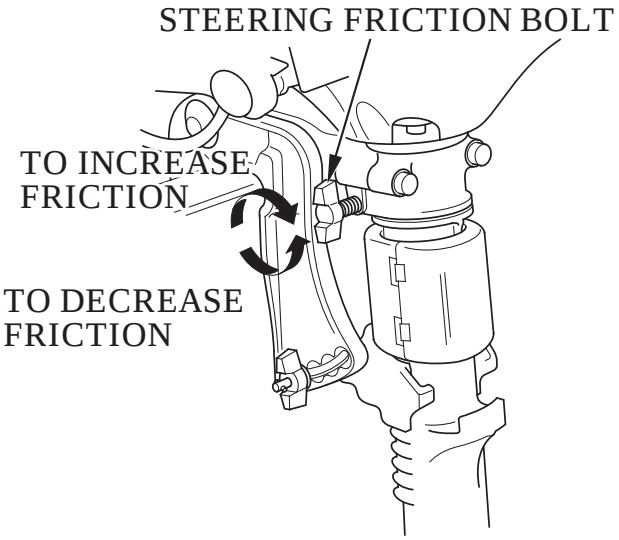
INCORRECT



NOTICE

- Any other transport or storage position may cause damage or oil leakage.
- If the motor is tilted in the reverse position, crankcase oil will enter the cylinder and may cause difficult starting or may prevent the engine from being cranked.

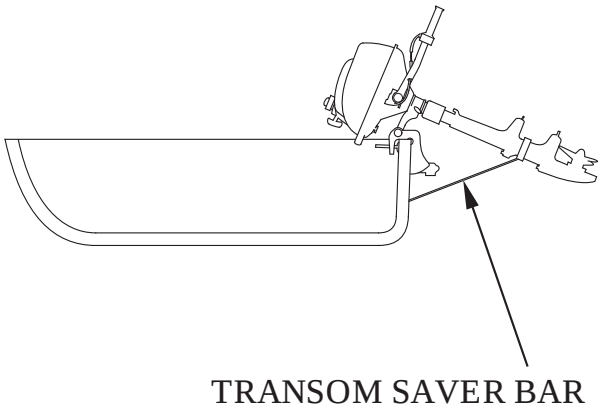
Trailering



When trailering or transporting the boat with the motor attached, it is recommended that the motor remain in normal running position with the steering friction bolt tightened securely.

NOTICE

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



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

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

⚠WARNING

Be sure the outboard motor is securely mounted.

Periodic maintenance and adjustment are important to keep the 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. Hold the engine cover closed by using the engine cover retaining strap.

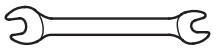
NOTICE

- If the engine must be run, make sure there is water at least 150 mm (6 in) above the anticavitation plate, otherwise 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 motor.

Tool Kit and Spare Parts

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

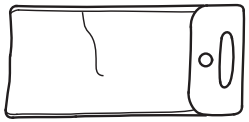
Tool Kit



8 × 10 mm WRENCH

FLAT/PHILLIPS SCREWDRIVER

EMERGENCY STOP SWITCH CLIP



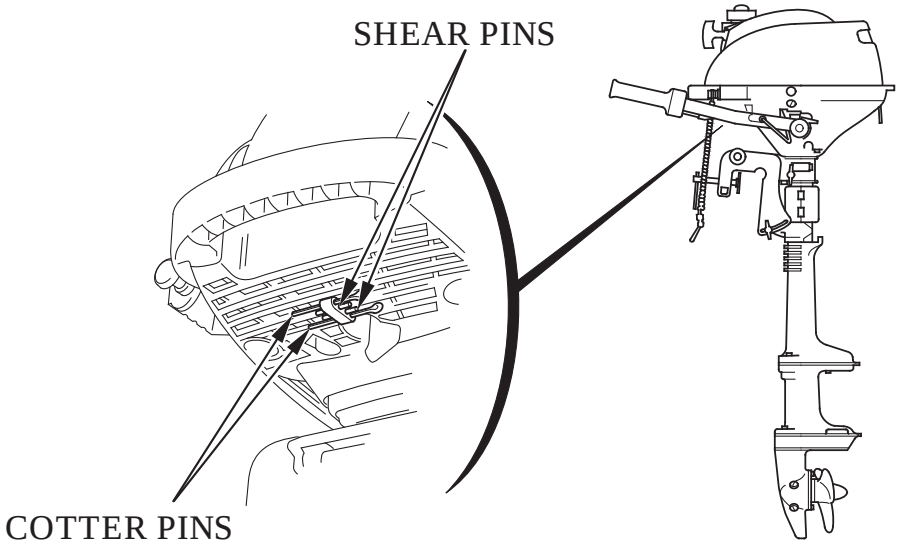
TOOL BAG

SOCKET WRENCH

PLIERS

EMERGENCY STARTER ROPE

Spare Parts



MAINTENANCE SCHEDULE

ITEM / REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first.		Each use	First month or 10 hrs.	Every 6 months or 50 hrs.	Every year or 150 hrs.
Engine oil	Check level	○			
	Change		○	○	
Gear case oil	Change		○	○	
Starter rope	Check			○	
Carburetor linkage	Check-adjust		○(2)	○ (2)	
Valve clearance	Check-adjust				○ (2)
Spark plug	Check-adjust			○	
	Replace	Every 200 hrs.			
Propeller and Cotter pin	Check	○			
Anode	Check	○			
Idling speed	Check-adjust		○(2)	○ (2)	
Clutch shoes and drum (with clutch type)	Replace				○ (2)

NOTE:

(1) Lubricate more frequently when used in salt water.
(2) These items should be serviced by an authorized Honda Marine dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda Shop Manual for service procedures.
(3) For professional commercial use, log hours of operation to determine proper maintenance intervals.

ITEM / REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first.		Each use	First month or 10 hrs.	Every 6 months or 50 hrs.	Every year or 150 hrs.
Swivel case lining and bush	Replace	Every 3 years (2)			
Water sealing	Replace	Every 3 years (2)			
Fuel line	Check	○			
	Replace	Every 2 years (If necessary) (2)			
Bolts and nuts	Check-tightness		○ (2)		○ (2)
Lublication	Grease		○ (1)	○ (1)	
Fuel tank and tank filter	Clean			○ (2)	
Crankcase breather tube	Check				○ (2)
Emergency stop switch	Check	○			

NOTE:

(1) Lubricate more frequently when used in salt water.
(2) These items should be serviced by an authorized Honda Marine dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda Shop Manual for service procedures.
(3) For professional commercial use, log hours of operation to determine proper maintenance intervals.

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

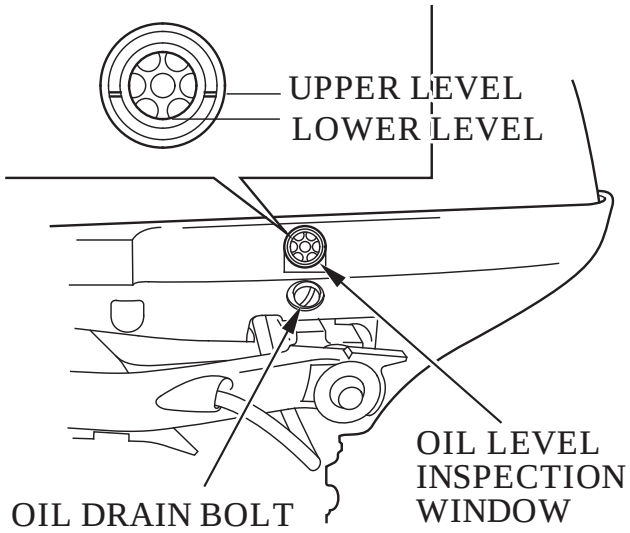
Wash your hands with soap and water after handling used oil.

Oil change interval:
10 hours after the date of purchase or first month for initial replacement, then every 50 hours or 6 months.

Oil capacity:
0.25 L (0.26 US qt, 0.22 Imp qt)

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

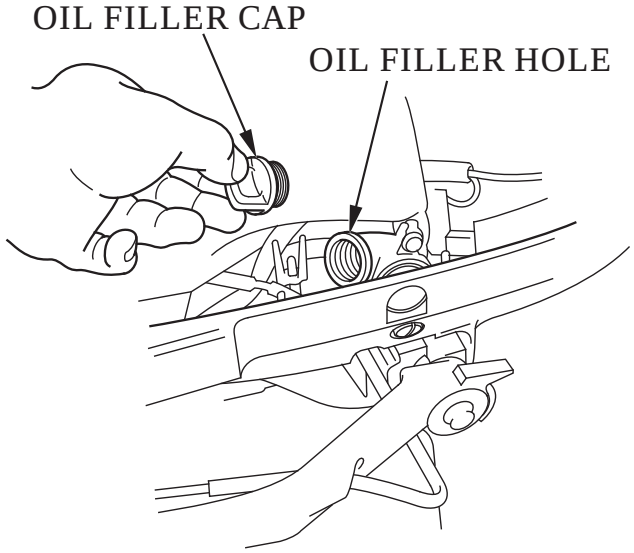
〈Engine Oil Change〉



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

1. Turn the fuel valve lever OFF, and close the fuel cap vent knob.
2. Loosen the oil drain bolt, and turn the motor on its steering handle side.
3. Remove the oil drain bolt and washer to drain the oil.

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



4. Stand the engine in upright position and install a new washer and the oil drain bolt securely.
5. Remove the engine cover.
6. Remove the oil filler cap and fill the crankcase with the recommended oil (see page 23) up to the upper level mark in the oil level inspection window.
7. Reinstall the oil filler cap securely.

8. Reinstall the engine cover.

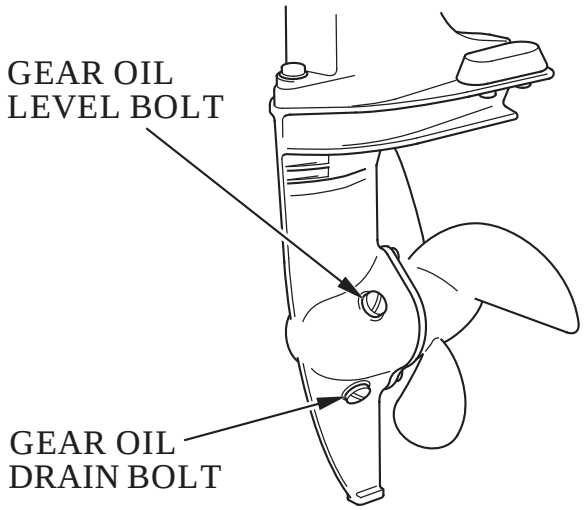
Gear Oil Change

Oil change interval:
10 hours or 1 month after initial use for initial change, then every 6 months or 50 hours.

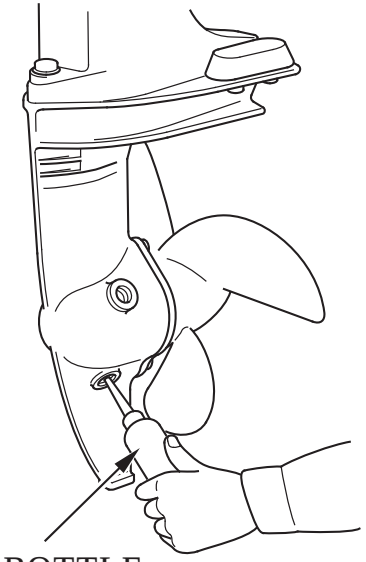
Oil capacity:
0.05 L (0.05 US qt, 0.04 Imp qt)

Recommended Oil:
SAE #90 Hypoid gear oil or equivalent, API Service Classification (GL-4)

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



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



GEAR OIL BOTTLE

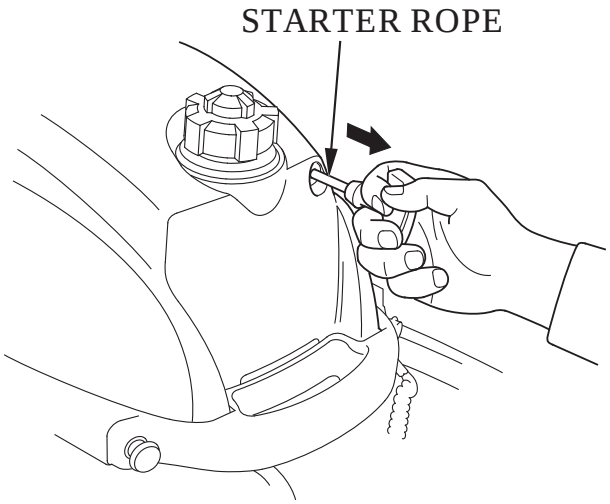
2. Allow the used oil to drain completely, then install an oil pump adapter in the oil drain hole. If water or contaminated (milky-colored) oil flows out the drain hole when the bolt is removed, have the outboard motor checked by and authorized Honda Marine dealer.
3. Add oil through the oil drain hole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

OIL LEVEL BOLT TORQUE:
3.4 N·m (0.35 kgf·m , 2.5 lbf·ft)

Avoid losing more than 30 cm^3 (1 US oz, 1,1 Imp oz) while reinstalling the drain bolt.

OIL DRAIN BOLT TORQUE:
3.4 N·m (0.35 kgf·m , 2.5 lbf·ft)

Starter Rope Check



Check the starter rope every 6 months or after every 50 hours of outboard motor operation. Replace the rope if it is frayed.

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

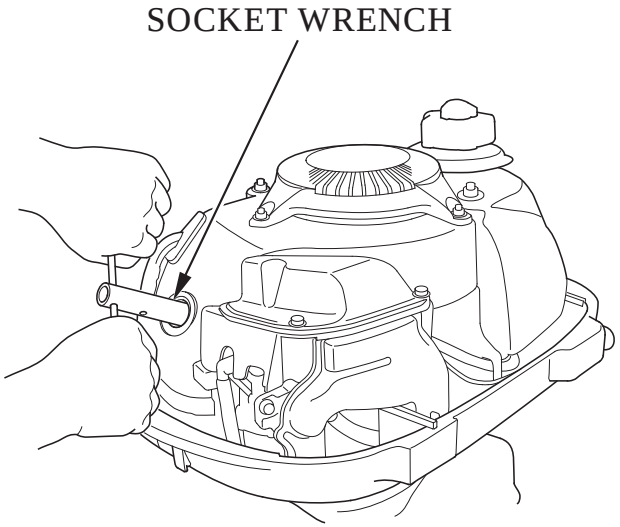
⚠CAUTION

The spark plug becomes very hot during operation and will remain hot to awhile after stopping the engine.

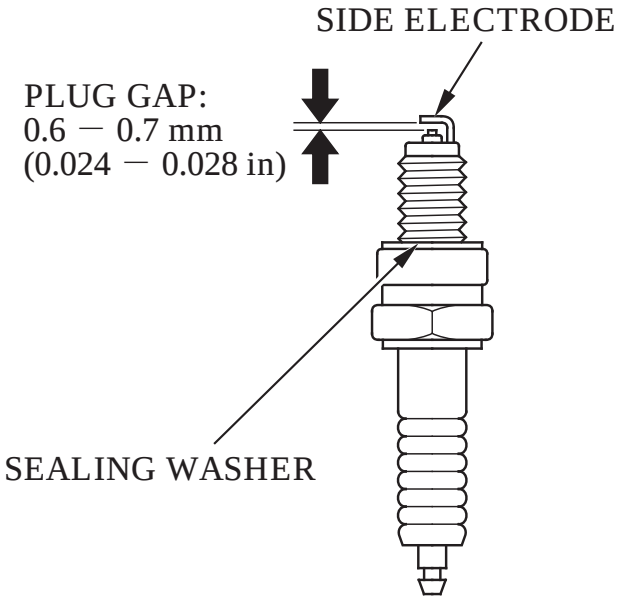
Check-Adjust interval:
Every 50 hours or 6 months.
Replacement interval:
Every 200 hours.
Recommended spark plug:
CR4HSB (NGK)
U14FSR-UB (DENSO)

NOTICE

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



1. Remove the engine cover.
2. Remove the spark plug cap.
3. Use the wrench and screwdriver supplied in the tool kit to remove the spark plug.
4. Visually inspect the spark plug. Discard the spark plug if there is apparent wear, or if the insulator is cracked or chipped. Clean the spark plug with a wire brush if it is to be reused.



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

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

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

8. Attach the spark plug cap.

NOTICE

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

9. Reinstall the engine cover.

Lubrication

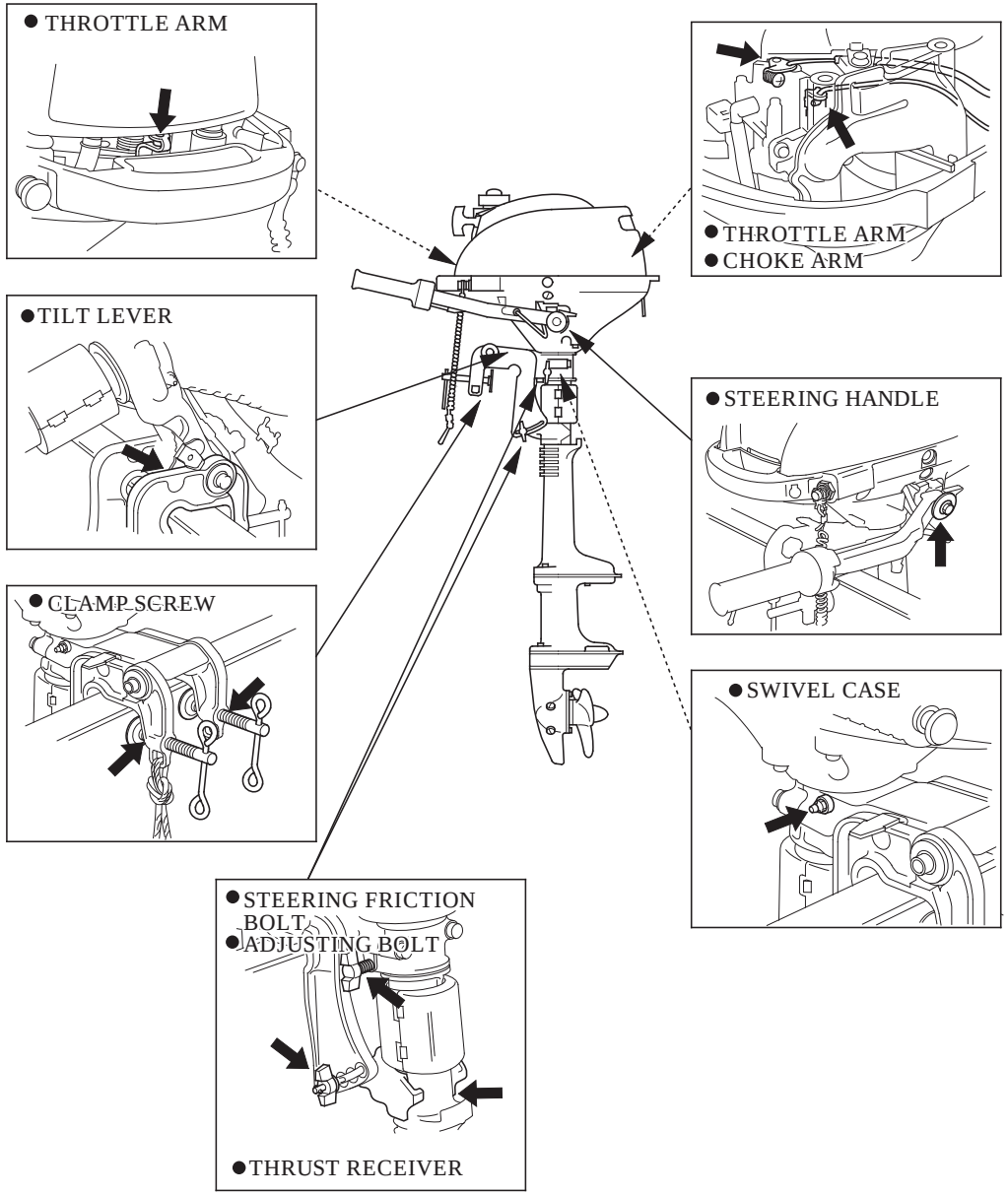
Wipe the outside of the engine with a cloth dipped in clean oil. Apply marine anticorrosion grease to the following parts:

Lubrication interval:

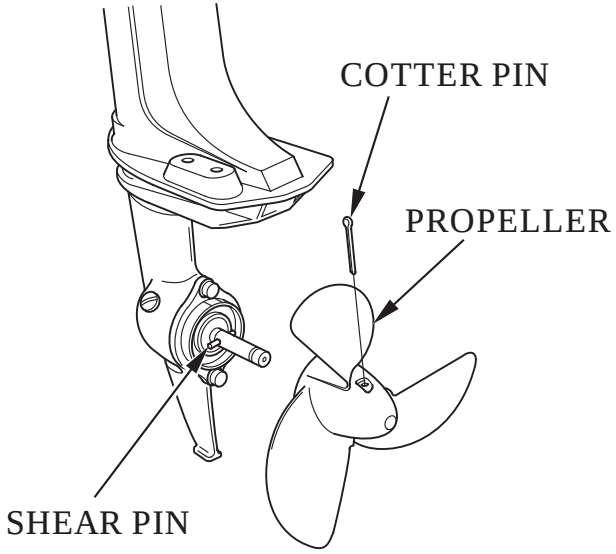
10 hours or a month after the date of purchase for initial lubrication, then every 50 hours or 6 months.

NOTE:

Apply anticorrosion oil to pivot surfaces where grease cannot penetrate.



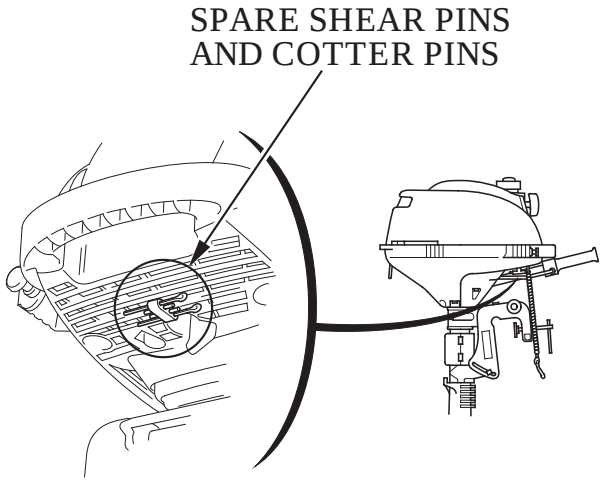
Shear Pin Change



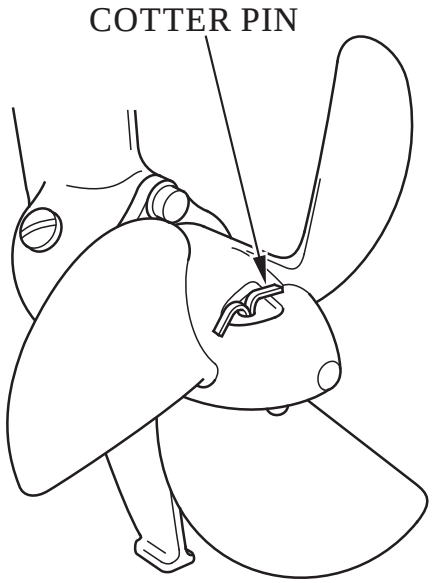
A shear pin is used to protect the propeller and drive mechanism from damage when the propeller strikes an obstruction.

⚠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.



1. Remove the cotter pin and the propeller.
2. Remove the broken shear pin and replace it with a new one.
3. Install the propeller.



4. Install a new cotter pin, and spread the ends of it as shown.

NOTE:

- Use a genuine Honda cotter pin and bend the pin ends as shown.

Servicing a Submerged Motor

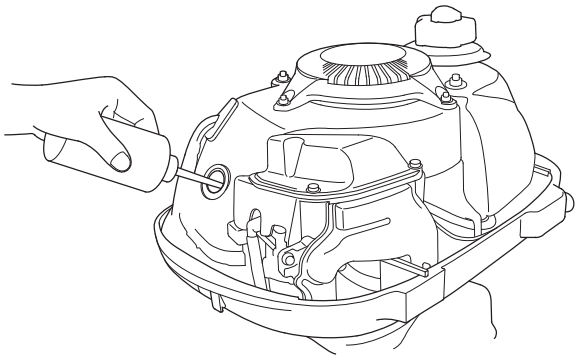
A submerged motor must be serviced immediately after it is recovered from the water in order to minimize corrosion.

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

1. Remove the engine cover, and rinse the motor with fresh water to remove salt water, sand, mud, etc.
2. Drain the fuel tank into a suitable container.
3. Loosen the carburetor drain screw, drain the contents of the carburetor into a suitable container, then retighten the drain screw (see page 60).
4. Change the engine oil (see page 51). 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. Remove the spark plug.
   Disengage the emergency stop switch clip from the emergency stop switch and pull the recoil starter rope several times to completely expel water from the cylinders.

NOTICE

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



- If the 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 motor until it has been repaired.

6. Pour a teaspoon (3－5 cm^3) of engine oil into the spark plug hole, then pull the starter rope several times to lubricate the inside of the cylinder.
   Reinstall the spark plug and engage the emergency stop switch clip with the emergency stop switch.

7. Attempt to start the engine.

⚠WARNING

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

- If the engine fails to start, remove the spark plug, clean and dry the electrode, then reinstall the spark plug and attempt to start the engine again.
- If the engine starts, and no mechanical damage is evident, continue to run the engine for 1/2 hour or longer (be sure the water level is at least 150 mm (6 in) above the anticavitation plate).

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

EMISSION CONTROL SYSTEM (FOR SCHK and LCHK types)

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic. Honda Motor Co., Ltd. utilizes lean carburetor settings and other system to reduce carbon monoxide and hydrocarbons.

Problems That May Affect Emissions

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

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

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:

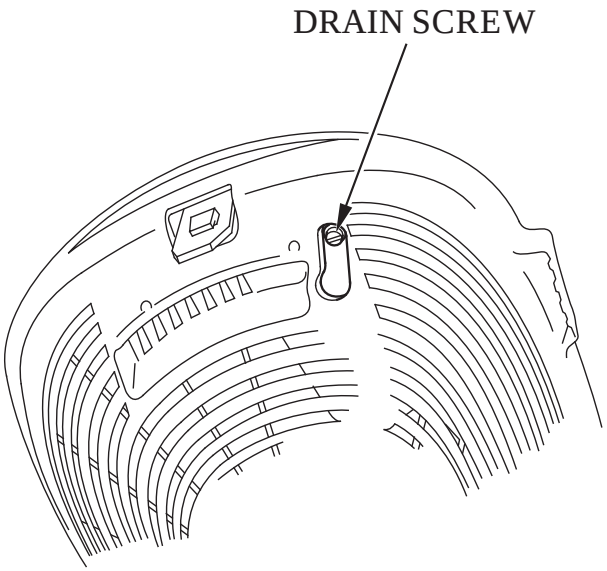
- Only use specified gasoline (see page 24).
- Use fresh and clean gasoline.
- To slow deterioration, keep gasoline in a certified fuel container.
- If long storage (more than 30 days) is foreseen, drain fuel tank and carburetor.

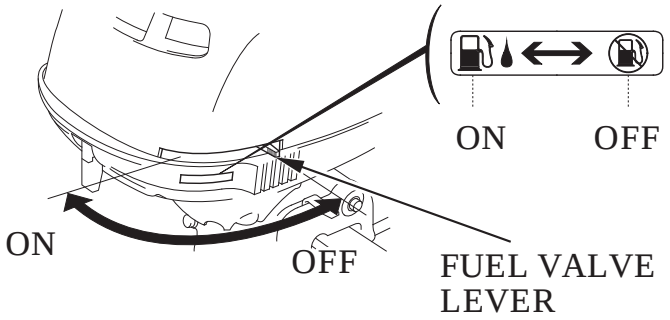
Draining the Gasoline

⚠WARNING

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

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





1. Turn the fuel valve lever OFF.
2. Remove the fuel filler cap and drain the gasoline from the fuel tank into a suitable container.
3. Turn the fuel valve lever ON, loosen the carburetor drain screw, and drain the gasoline into a suitable container.
4. After draining, retighten the drain screw.
5. Make sure the fuel cap vent knob is turned to OFF.

Engine Oil

1. Change the engine oil. (page 51)
2. Remove the spark plug (see page 54), and remove the clip from the emergency stop switch.
3. Pour a teaspoon (3－5 cm^3) of clean engine oil into the cylinder.
4. Pull the starter grip several times to distribute the oil in the cylinder.
5. Reinstall the spark plug.

Storage Position of the Outboard Motor

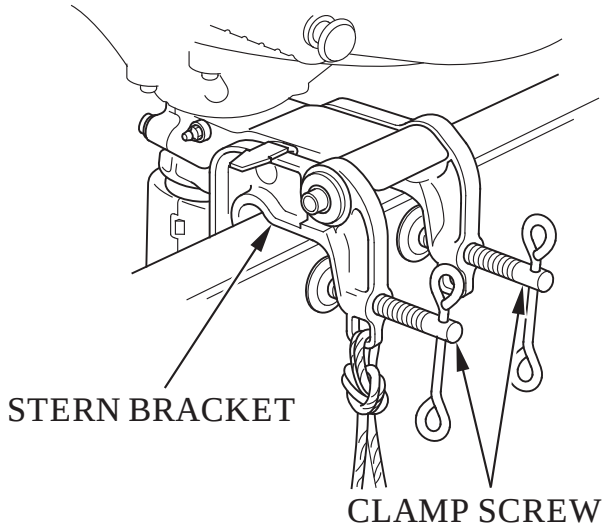
Store the motor either vertically or horizontally as follows with the steering handle folded.

Store the outboard motor in a clean and dry area.

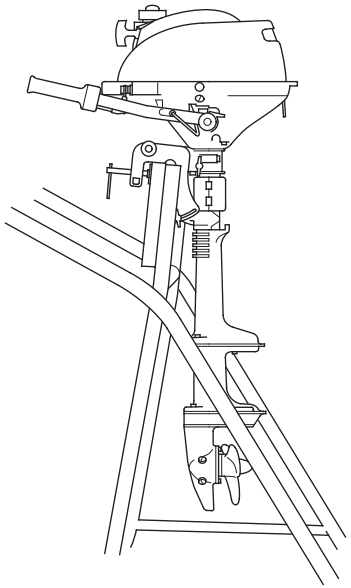
NOTE:

Before storing, clean, flush and lubricate the outboard motor as described on page 56.

Vertical storage

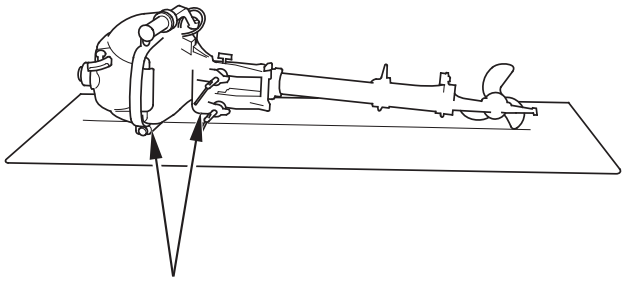


1. Attach the stern brackets to a motor stand and tighten the clamp screws to install the outboard motor securely.



2. Store the motor as shown above.

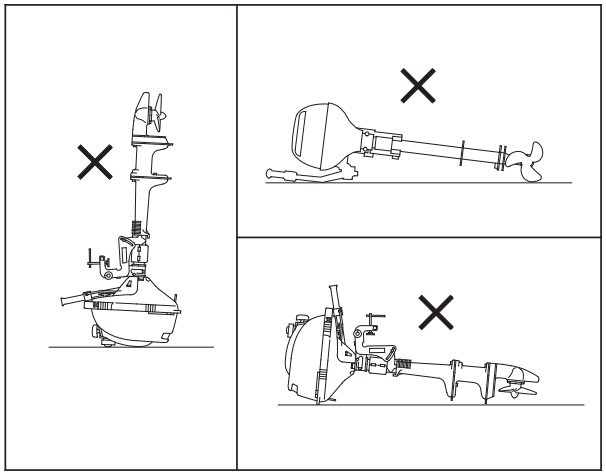
Horizontal storage



CASE PROTECTOR

Rest the motor on the case protectors with the tiller handle folded.

INCORRECT



NOTICE

- Any other transport or storage position may cause damage or oil leakage.
- If the motor is tilted in the reverse position, crankcase oil will enter the cylinder and may cause difficult starting or may prevent the engine from being cranked.

〈Engine fails to start〉

1. Emergency stop switch clip is not engaged.	→ Engage the emergency stop switch clip in place. (page 28)
2. Throttle lever or throttle grip is not in the START position.	→ Move the throttle lever or the throttle grip to the START position. (page 29)
3. Out of fuel.	→ Supply fuel. (page 24)
4. Fuel valve is not opened.	→ Move the fuel valve lever to the ON position. (page 27)
5. Fuel filler cap vent knob is not turned ON.	→ Open the fuel filler cap vent knob. (page 27)
6. Fuel is not reaching the carburetor?	→ Loosen the carburetor drain screw to see if there is fuel in the carburetor float bowl. (page 60)
7. Engine is flooded.	→ Clean and dry the spark plug. (page 54)

〈Engine speed fluctuates or engine stalls〉

1. Fuel level is low. → Add fuel. (page 24)
2. Fuel filter is clogged. → Replace fuel filter.
3. Spark plug is fouled. → Remove spark plug and dry and clean it. (page 54)
4. Spark plug heat range is incorrect. → Replace with spark plug of proper heat range. (page 54)
5. Spark plug gap is incorrect. → Adjust to proper gap. (page 54)

〈Engine speed does not increase〉

1. Fuel filter is clogged. → Replace fuel filter.
2. Engine oil level is low. → Check engine oil and add to specified level. (page 23)
3. Unmatched propeller is selected. → Consult with an authorized Honda outboard motor dealer.
4. Passengers are not distributed equally. → Distribute the passengers equally.
5. Outboard motor is not installed properly. → Install the outboard motor in proper position. (pages 19 to 21)

〈Engine overheats〉

1. 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.
2. Cavitation. → Install outboard motor proper position. (page 19)

〈Engine overrevs〉

1. Cavitation. → Install outboard motor in the proper position. (page 19)
2. Shear pin is damaged. → Replace shear pin. (page 57)
3. Unmatched propeller is selected. → Consult with an authorized Honda outboard motor dealer.
4. Trim angle is not correct. → Trim to correct angle. (page 21)

15. SPECIFICATIONS

MODEL	BF2D				
Description Code	BZBK	BZBF	BZBF	BZBK	BZBF
Shaft Length	S (Short)			L (Long)	
Type	SD	SCD	SCHD	LD	LCHD
Overall length	410 mm (16.1 in)			410 mm (16.1 in)	
Overall width	280 mm (11.0 in)			280 mm (11.0 in)	
Overall height	945 mm (37.2 in)			1,100 mm (43.3 in)	
Transom height	418 mm (16.5 in)			571 mm (22.5 in)	
Dry mass (weight)	12.5 kg (27.6 lbs)	13.0 kg (28.7 lbs)	13.5 kg (29.8 lbs)	13.5 kg (29.8 lbs)	14.0 kg (30.9 lbs)
Rated power	1.5 kW (2.0 PS)				
Full throttle range	5,000－6,000 min^{-1} (rpm)				
Engine type	4-stroke, overhead valve, one cylinder				
Displacement	57.2 cm^3 (3.49 cu-in)				
Valve tappet clearance	Intake: 0.06－0.10 mm (0.002－0.004 in) Exhaust: 0.09－0.13 mm (0.004－0.005 in)				
Spark plug gap	0.6－0.7 mm (0.024－0.028 in)				
Starter system	Recoil starter				
Ignition system	Transistorized magneto				
Lubrication system	Oil slinger system				
Specified oil	Engine: API standard SG, SH, SJ, SAE 10W-30 Gear case: API standard (GL-4) SAE 90 outboard motor gear oil				

Oil capacity	Engine: 0.25 L (0.26 US qt, 0.22 Imp qt) Gear case: 0.05 L (0.05 US qt, 0.04 Imp qt)
Cooling system	Forced air cooling
Exhaust system	Underwater exhaust
Spark plug	CR4HSB (NGK) , U14FSR-UB (DENSO)
Fuel pump	Diaphragm type fuel pump
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	1.0 L (0.26 US gal, 0.22 Imp gal)
Steering equipment	Bar handle
Steering angle	360°
Transom angle	4 stages (5° -10° -15° -20°)
Tilt angle	75°
Standard propeller (No. of blades－diameter × pitch)	3－184 × 120 mm (3－7-1/4 × 4-3/4 in)

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

MODEL	BF2.3D							
Description Code	BAWJ	BAVJ	BAWJ	BAVJ	BAWJ	BAVJ	BAWJ	BAVJ
Shaft Length	S (Short)				L (Long)			
Type	SU	SCU	SHU	SCHK SCHU	LU	LCU	LHU	LCHK LCHU
Overall length	410 mm (16.1 in)				410 mm (16.1 in)			
Overall width	280 mm (11.0 in)				280 mm (11.0 in)			
Overall height	945 mm (37.2 in)				1,100 mm (43.3 in)			
Transom height	418 mm (16.5 in)				571 mm (22.5 in)			
Dry mass (weight)	12.5 kg (27.6 lbs)	13.0 kg (28.7 lbs)	13.0 kg (28.7 lbs)	13.5 kg (29.8 lbs)	13.5 kg (29.8 lbs)	13.5 kg (29.8 lbs)	13.5 kg (29.8 lbs)	14.0 kg (30.9 lbs)
Rated power	1.7 kW (2.3 PS)							
Full throttle range	5,000－6,000 min^{-1} (rpm)							
Engine type	4-stroke, overhead valve, one cylinder							
Displacement	57.2 cm^3 (3.49 cu-in)							
Valve tappet clearance	Intake: 0.06－0.10 mm (0.002－0.004 in) Exhaust: 0.09－0.13 mm (0.004－0.005 in)							
Spark plug gap	0.6－0.7 mm (0.024－0.028 in)							
Starter system	Recoil starter							
Ignition system	Transistorized magneto							
Lubrication system	Oil slinger system							
Specified oil	Engine: API standard SG, SH, SJ, SAE 10W-30 Gear case: API standard (GL-4) SAE 90 outboard motor gear oil							

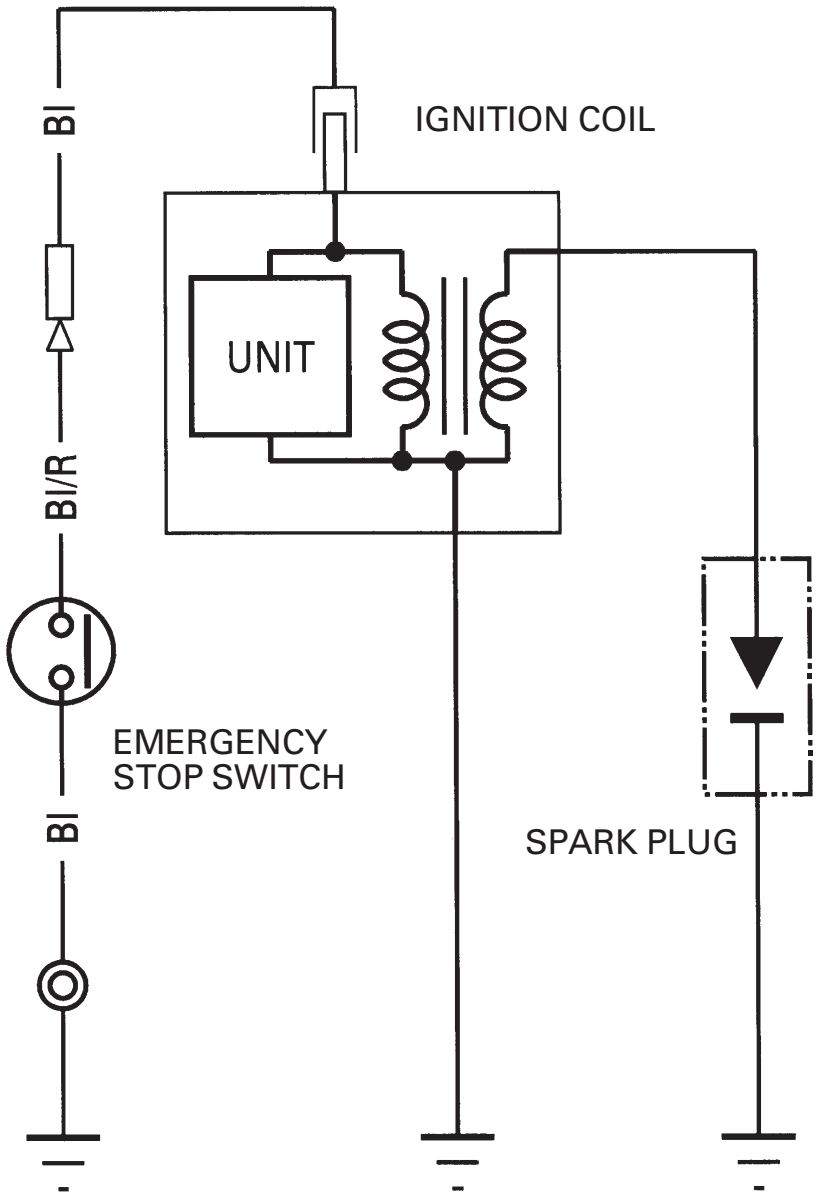
Oil capacity	Engine: 0.25 L (0.26 US qt, 0.22 Imp qt) Gear case: 0.05 L (0.05 US qt, 0.04 Imp qt)
Cooling system	Forced air cooling
Exhaust system	Underwater exhaust
Spark plug	CR4HSB (NGK) , U14FSR-UB (DENSO)
Fuel pump	Diaphragm type fuel pump
Fuel	Automotive unleaded gasoline (91 research octane, 86 pump octane, or higher)
Tank capacity	1.0 L (0.26 US gal, 0.22 Imp gal)
Steering equipment	Bar handle
Steering angle	360°
Transom angle	4 stages (5° -10° -15° -20°)
Tilt angle	75°
Standard propeller (No. of blades－diameter × pitch)	3－184 × 120 mm (3－7-1/4 × 4-3/4 in)

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

Noise and Vibration

MODEL	BF2D·BF2.3D
CONTROL SYSTEM	T (Tiller handle)
Sound Pressure Level At Operator's Ear (98/37/EC, ICOMIA 39-94)	82 dB
Vibration (98/37/EC, ICOMIA 38-94)	6.5 (m/s^2) rms

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



BI	BLACK
R	RED

17. MAJOR Honda DISTRIBUTOR ADDRESSES

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

For European

AUSTRIA
Honda Austria Gesellschaft Mbh.
Hondastraße 1
2351 Wiener Neudorf
Tel. : +43 (0)2236 690 0
Fax : +43 (0)2236 690 480
http://www.honda.at

BELGIUM
Honda Motor Europe (North)
Doornveld 180-184
1731 Zellik
Tel. : +32 2620 10 00
Fax : +32 2620 10 01
http://www.honda.be
✉ BH_PE@HONDA-EU.COM

BULGARIA
Kirov Ltd.
49 Tsaritsa Yoana Blvd
1324 Sofia
Tel. : +359 2 93 30 892
Fax : +359 2 93 30 814
http://www.kirov.net
✉ honda@kirov.net

CANARY ISLANDS
Automocion Canarias, S.A.
Carretera General del Sur, KM. 8,8
38107 Santa Cruz de Tenerife
Tel. : +34 (922) 620 617
Fax : +34 (922) 618 042
http://www.aucasa.com
✉ ventas@aucasa.com
✉ taller@aucasa.com

CROATIA
Fred Bobek d.o.o.
Honda-Marine Croatia - Trg. - Ind. zona bb
22211 Vodice
Tel. : +385 22 44 33 00/33 10
Fax : +385 22 44 05 00
http://www.honda-marine.hr

CYPRUS
Alexander Dimitriou & Sons Ltd.
162, Yiannos Kranidiotis Avenue
2235 Latsia, Nicosia
Tel. : + 357 22 715 300
Fax : + 357 22 715 400
http://www.dimitriou.com

CZECH REPUBLIC
BG Technik cs, a.s
U Zavodiste 251/8
15900 Prague 5 - Velka Chuchle
Tel. : +420 2 838 70 850
Fax : +420 2 667 111 45
http://www.hondamarine.cz

DENMARK
Tima Products A/S
Tårnfalkevej 16 - Postboks 511
2650 Hvidovre
Tel. : +45 36 34 25 50
Fax : +45 36 77 16 30
http://www.tima.dk

FINLAND
OY Brandt AB.
Tuupakantie 7B
01740 Vantaa
Tel. : +358 207757200
Fax : +358 (0)9 878 5276
http://www.brandt.fi

FRANCE
HONDA RELATIONS CLIENTS
TSA 80627
45146 St Jean de la Ruelle CEDEX
Tel. : 02 38 81 33 90
Fax : 02 38 81 33 91
http://www.honda.fr
✉ relationsclientele.produits-equipement@honda-eu.com

GERMANY
Honda Motor Europe (North) GmbH
Sprendlinger Landstraße 166
63069 Offenbach am Main
Tel. : +49 (0)69 8300 60
Fax : +49 (0)69 8300 65100
http://www.honda.de
✉ info@post.honda.de

GREECE
General Automotive Co S.A.
71, Leoforos Athinon
10173 Athens
Tel. : +30 210 3483582
Fax : +30 210 3418092
http://www.honda.gr
✉ info@saracakis.gr

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

For European (continued)

HUNGARY
Mo.Tor.Pedo Co., Ltd.
Kamaraerdei út 3
2040 Budaörs
Tel. : +36 23 444 971
Fax : +36 23 444 972
http://www.hondamarine.hu
✉ info@hondamarine.hu

IRELAND
Two Wheels Ltd.
Crosslands Business Park -
Ballymount Rd
Dublin 12
Tel. : +353 (0)1 460 2111
Fax : +353 (0)1 456 6539
http://www.hondaireland.ie

ITALY
Honda Italia Industriale S.p.A.
Via della Cecchignola, 5/7
00143 Roma
Tel. : +848 846 632
Fax : +39 065 4928 400
http://www.hondaitalia.com
✉ info.marine@honda-eu.com

LITHUANIA
JP Motors Ltd
Kubiliaus str. 6
08234 Vilnius
Tel. : +370 5 2765259
Fax : +370 5 2765250
http://www.hondamarine.lt

MALTA
Associated Motors Company Ltd.
New Street in San Gwakkin Road -
Mriehel Bypass
Mriehel QRM17
Tel. : +356 21 498 561
Fax : +356 21 480 150

NETHERLANDS
Honda Nederland Bv
Capronilaan 1
1119 NN Schiphol-Rijk
Tel. : +31 (0)20 7070000
Fax : +31 (0)20 7070001
http://www.honda.nl

NORWAY
AS Kellox
Boks 170 - Nygårdsveien 67
1401 Ski
Tel. : +47 64 97 61 00
Fax : +47 64 97 61 92
http://www.kellox.no

POLAND
Aries Power Equipment Ltd.
25A Wroclawska Str.
01-493 Warsaw
Tel. : +48 (22) 685 17 06
Fax : +48 (22) 685 16 03
http://www.ariespower.com.pl

PORTUGAL
Honda Portugal S.A.
Abrunheira
2714-506 Sintra
Tel. : +351 21 915 53 33
Fax : +351 21 915 23 54
http://www.honda.pt
✉ honda.produtos@honda-eu.com

REPUBLIC OF BELARUS
Scanlink Ltd.
Kozlova Drive, 9
220037 Minsk
Tel. : +375 172 999090
Fax : +375 172 999900

RUSSIA
Honda Motor Rus LLC
17/2, Krylatskaya Str.
Moscow 121614
Tel. : +7 (0 95) 745 20 80
Fax : +7 (0 95) 745 20 81
http://www.honda.co.ru

SLOVAK REPUBLIC (SLOVAKIA)
Honda Slovakia, s.r.o.
Prievozská 6 - 821 09 Bratislava
Slovak Republic
Tel. : +421 2 32131112
Fax : +421 2 32131111
http://www.honda.sk

MAJOR Honda DISTRIBUTOR ADDRESSES

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

For European (continued)

SPAIN
Greens Power Products S.L.
Poligono Industrial Congost -
Avda. Ramon Ciurans n°2
08530 La Garriga (Barcelona)
Tel. : +34 (93) 860 50 25
Fax : +34 (93) 871 81 80
http://www.hondaencasa.com

SWEDEN
Honda Power Equipment Sweden AB
Box 50583-Västkustvägen 17
20215 Malmö
Tel. : +46 (0)40 600 23 07
Fax : +46 (0)40 600 23 19
http://www.hondapower.se

SWITZERLAND
Honda Suisse S.A.
10 Route des Moulières
1214 Vernier-Genève
Tel. : +41 (0)22 939 09 09
Fax : +41 (0)22 939 09 97
http://www.honda.ch

UKRAINE
Honda Ukraine LLC
101 Volodymyrska Str. - Build. 2
Kiev 01033
Tel. : +380 44 390 14 14
Fax : +380 44 390 14 10
http://www.honda.ua

UNITED KINGDOM
Honda (UK) Power Equipment
470 London Road
Slough - Berkshire, SL3 8QY
Tel. : +44 (0)845 200 8000
Fax : +44 (0)1 753 590 732
http://www.honda.co.uk
✉ customer.servicepe@
honda-eu.com

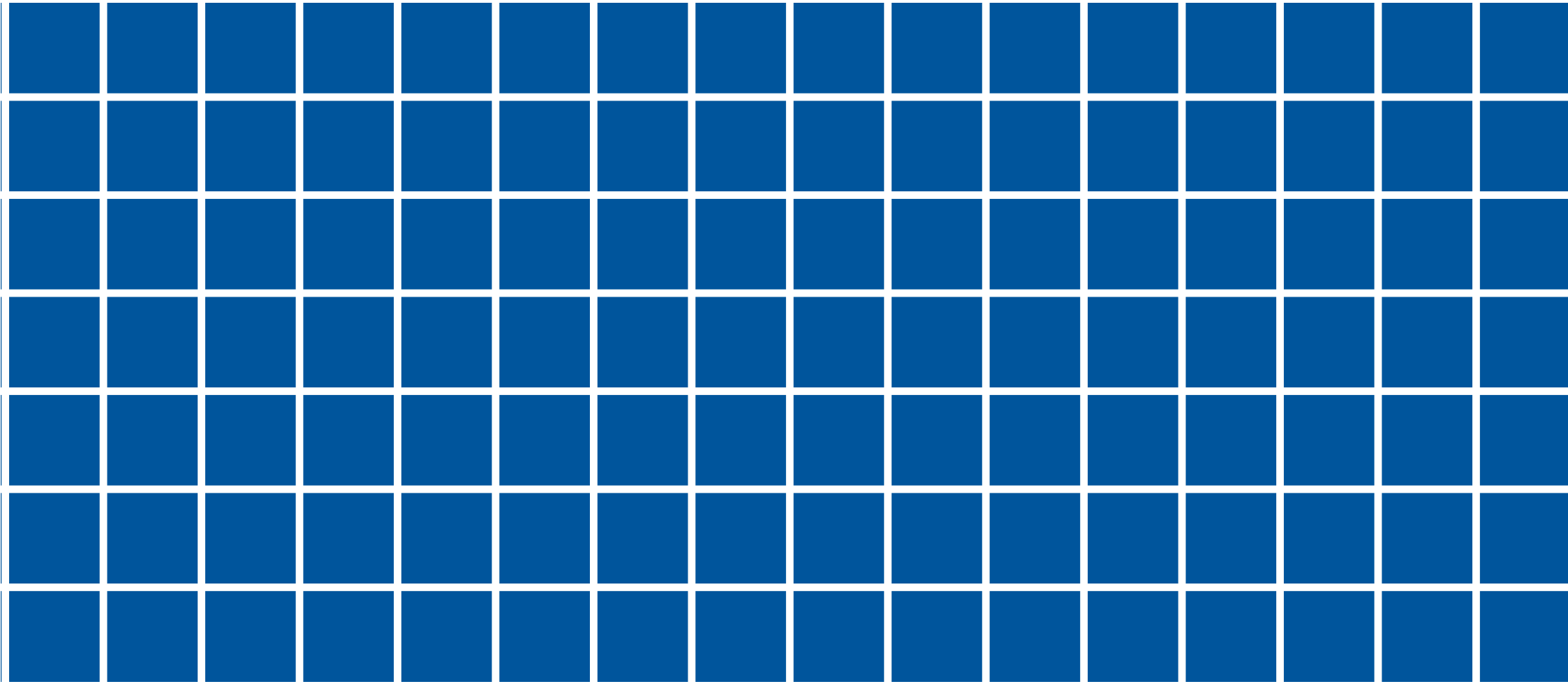
For Australian

AUSTRALIA
Honda Australia Motorcycle and Power Equipment Pty. Ltd
1954-1956 Hume Highway
Campbellfield Victoria 3061
Tel. : (03) 9270 1111
Fax : (03) 9270 1133
http://www.hondampe.com.au/

18. INDEX

HONDA

The Power of Dreams



BF2D4
BF2.3D6

32ZW6605
00X32-ZW6-6050

EU

英 Ⓞ HC 3000.2008.08
Printed in Japan