HONDA

Power

Equipment

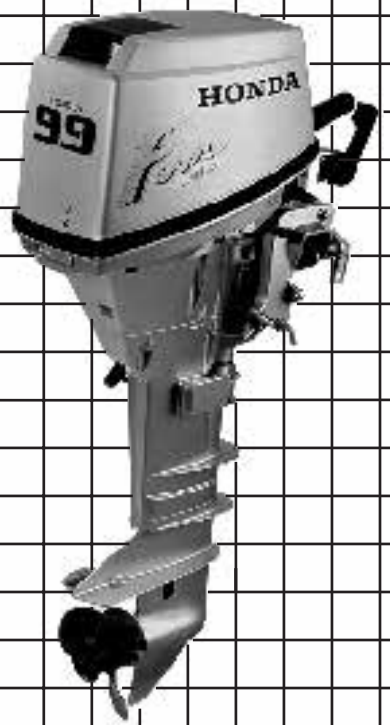
Owner's Manual

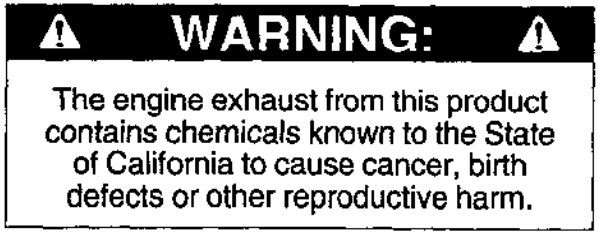
Outboard Motor

BF9.9A/15A

Click here to save this manual to your computer.

Includes Remote Control Supplement




WARNING:
The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

Thank you for purchasing a Honda Outboard Motor.

This manual describes the operation and maintenance of the Honda Outboard Motor: BF9.9A/15A
All information in this publication is based on the latest product information available at the time of printing.
Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.
No part of this publication may be reproduced without written permission.
This manual should be considered a permanent part of the Outboard Motor and it must stay with the Outboard motor if resold.
READ THIS OWNER'S MANUAL CAREFULLY. Pay special attention to these symbols and any instructions that follow.

⚠DANGER You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠WARNING You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

CAUTION: You CAN be HURT if you don't follow instructions.

NOTICE Your outboard motor or other property could be damaged if you don't follow instructions.

Honda Outboard Motors are designed to give safe and dependable service if operated according to instructions. Operating this Outboard Motor requires special effort on your part to ensure your safety and the safety of others.

⚠WARNING

Careless operation or misuse may cause injury or property damage. Read and understand this owner's manual before operating the Outboard Motor.

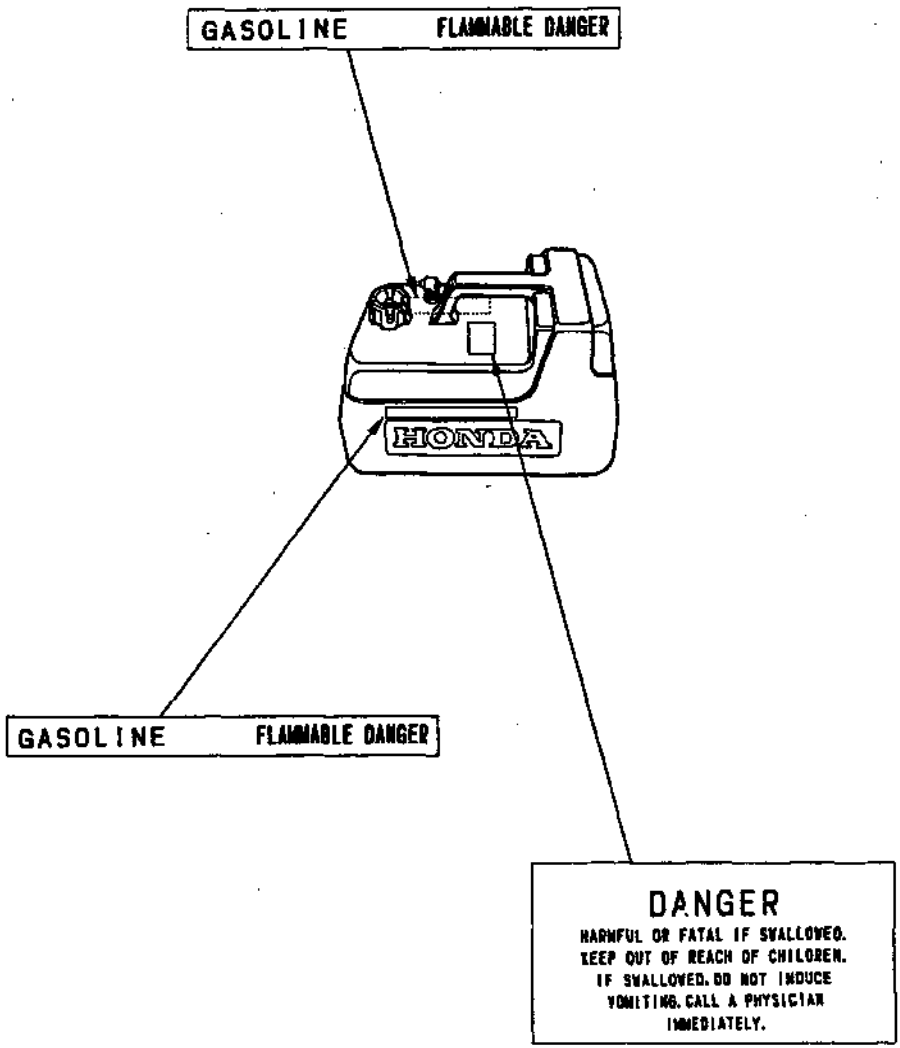
If a problem should arise, or if you have any questions about your Outboard Motor, see an authorized Honda Outboard Motor dealer.

Illustrations are mainly based on: BF15A LAS type

CONTENTS

Safety label locations

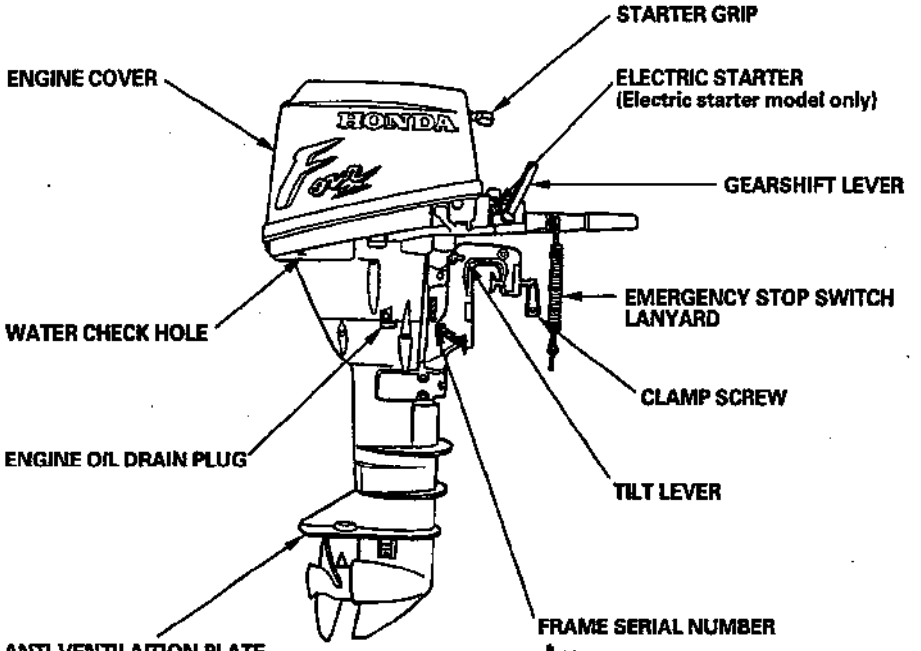
Read all safety instructions before using the Outboard Motor.

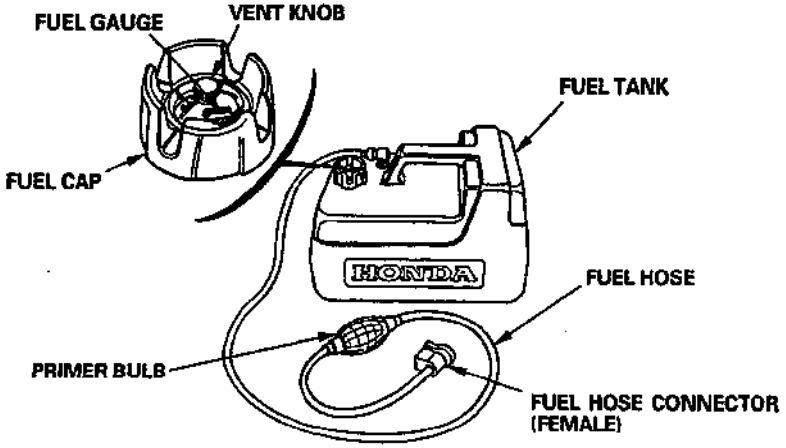


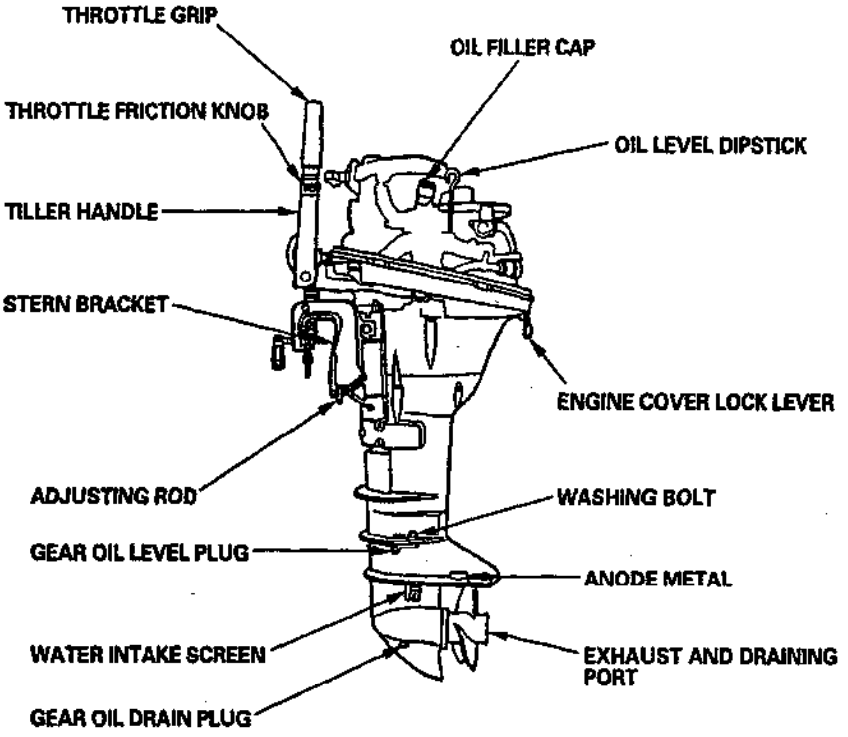
SAFETY INFORMATION

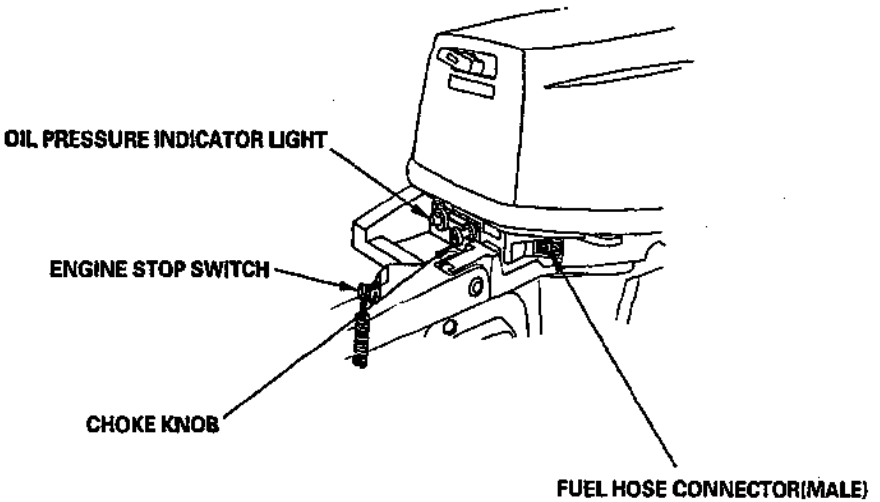
For your safety and the safety of others, pay special attention to these precautions.

- **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 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 PERSONAL FLOTATION DEVICE (PFD) when on board.**
- **Exhaust contains poisonous carbon monoxide which can cause unconsciousness and may lead to death. Never run the outboard in a closed garage or confined area.**
- **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.**
- **Do not remove any guards, labels, shields, covers or safety devices; they are installed for your safety.**


STARTER GRIP
ENGINE COVER
ELECTRIC STARTER
(Electric starter model only)
GEARSHIFT LEVER
EMERGENCY STOP SWITCH LANYARD
WATER CHECK HOLE
CLAMP SCREW
ENGINE OIL DRAIN PLUG
TILT LEVER
FRAME SERIAL NUMBER
*Always list the serial number when ordering parts.
ANTI-VENTILATION PLATE


FUEL GAUGE
VENT KNOB
FUEL TANK
FUEL CAP
HONDA
FUEL HOSE
PRIMER BULB
FUEL HOSE CONNECTOR
(FEMALE)


THROTTLE GRIP
OIL FILLER CAP
THROTTLE FRICTION KNOB
OIL LEVEL DIPSTICK
TILLER HANDLE
STERN BRACKET
ENGINE COVER LOCK LEVER
ADJUSTING ROD
WASHING BOLT
GEAR OIL LEVEL PLUG
ANODE METAL
WATER INTAKE SCREEN
EXHAUST AND DRAINING PORT
GEAR OIL DRAIN PLUG

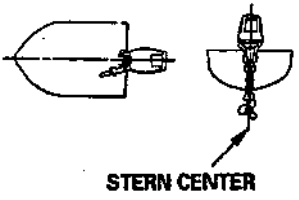

OIL PRESSURE INDICATOR LIGHT
ENGINE STOP SWITCH
CHOKE KNOB
FUEL HOSE CONNECTOR(MALE)

It is your responsibility to choose a boat suitable for the engine.
BF9.9A: 9.9 HP (7.4 kW)
BF15A: 15 HP (11.2 kW)

⚠WARNING

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

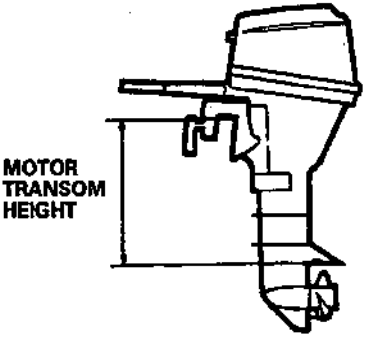
1. Installation position
Install at the stern, at the center line of the boat.



2. Installation height
For proper propeller depth and engine cooling, the boat and outboard motor transom height must match.

Three outboard motor transom heights are available. Match your boats transom height to the outboard motor transom height shown below.

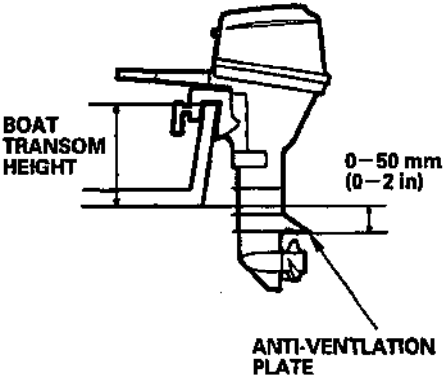
Outboard Motor	
Type	Transom Height
Short : S	440 mm (17.3 in)
Long : L	570 mm (22.4 in)
Extra Long : X	710 mm (28.0 in)



The anti-ventilation plate should be 0—50 mm (0—2 in) below the bottom of the boat. With the boat in the water, loaded and motor off, the anti-ventilation plate should be about 100 mm (3.9 in) below the surface of the water.

NOTICE

Running the outboard motor without sufficient cooling water will damage the water pump *and overheat the engine.*

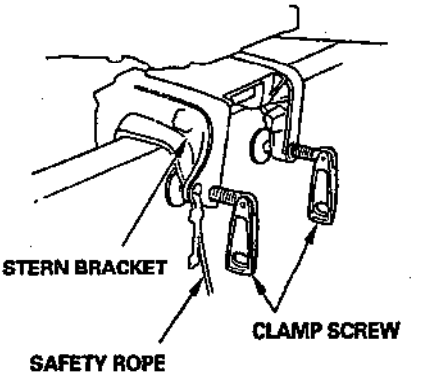


3. Motor attachment

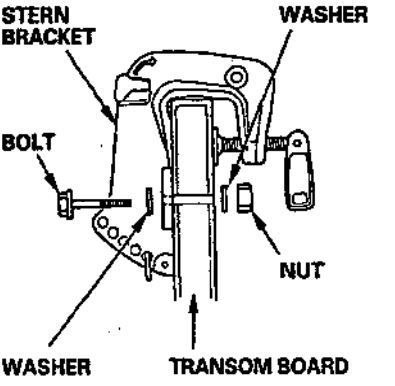
Attach the stern bracket to the transom and tighten the clamp screws.

NOTICE

- **Before operating the boat, check the tightness of the clamp screws.**
- **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.**

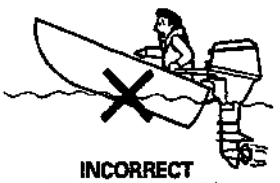


NOTE:
To prevent the outboard motor from falling accidentally, you may further secure the stern bracket to the transom board with commercially available bolts, nuts and washers.
After attaching the stern bracket to the transom board, be sure to apply sealant (THREEBOND 1216 or equivalent) to the bolt holes.
This modification should be made by your authorized Honda Outboard Motor dealer.



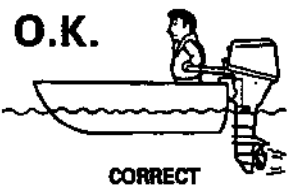
4. Motor angle (cruising)

Adjust the motor so the propeller shaft is parallel with the water surface.



INCORRECT
CAUSES BOAT TO
"SQUAT"

INCORRECT
CAUSES BOAT TO
"PLOW"

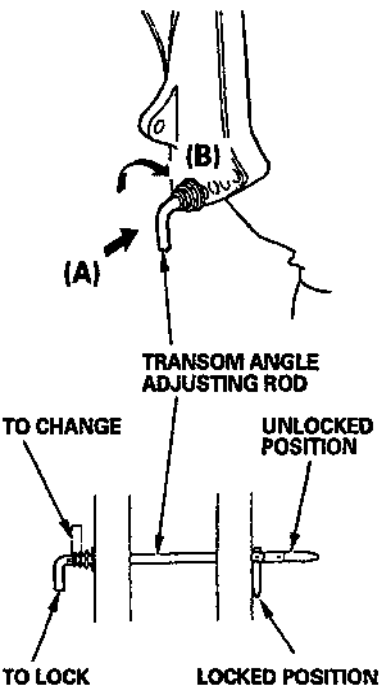


CORRECT
GIVES MAXIMUM
PERFORMANCE

5. Motor angle adjustment

If the propeller shaft is not parallel with the water surface, adjust by changing the transom angle adjusting rod position.
There are four adjusting stages.

1. Push in (A) the adjusting rod, twist upwards (B) and pull out to remove.
2. Inserting the rod in the proper hole, twist it down to lock.



NOTICE

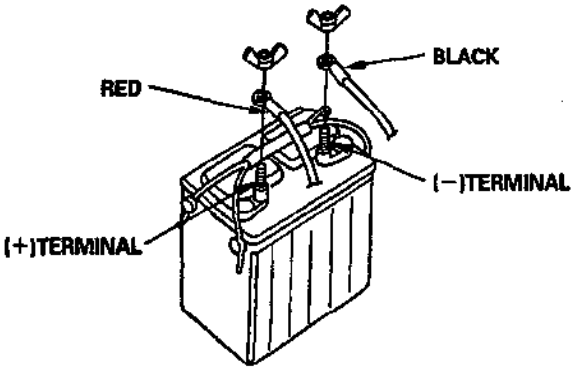
To prevent damage to the motor or boat, make sure the transom angle adjusting bolt is locked.

6. Battery connections (for electric starter)

Use a 12V40AH battery.
Place the battery in a corrosion-resistant battery box and fix the battery box securely to the hull.
Install the battery box in a location such that remains level while the boat is cruising and is not exposed to spray or direct sunlight.

Connecting the battery cord

1. Connect the cable with the red terminal cover to the (+) side of the battery.
2. Connect the cable with the black terminal cover to the (−) side of the battery.



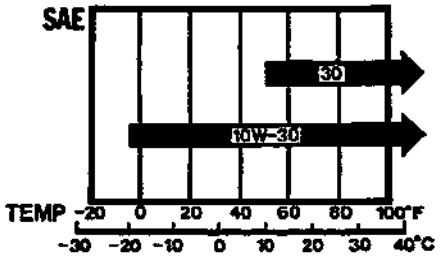
NOTICE

- **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.**
- **Do not place the fuel tank near the battery.**

1. Engine oil level

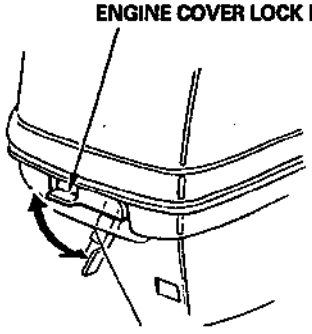
NOTICE

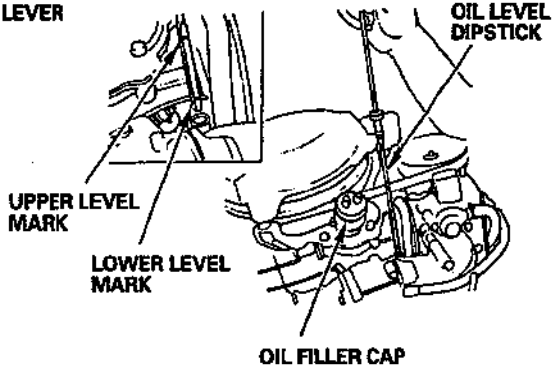
- **Engine oil is a major factor affecting engine performance and sevice life. Nondetergent and low quality oils are not recommended, because they have inadequate lubricating properties.**
- **Running the engine with insufficient oil can cause serious engine damage.**



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 Classification SG, SF. Motor oils classified SG, SF will show this designation on the container.
SAE 10W/30 is recommended for general, all-temperature use. Other viscosities shown in the chart may be used when the average temperature in your area is within the indicated range.

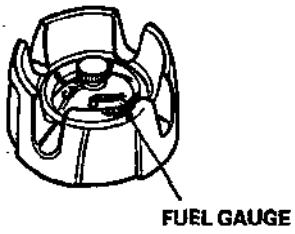
1. Position the outboard motor vertically,and remove the engine cover by pushing down the engine cover lock lever.
2. Remove the oil level dipstick and wipe with a clean rag.
3. Reinsert the dipstick all the way in, then pull it out and read the level. If the oil level is down toward the lower level mark, fill to the upper level mark.
   Tighten the oil filler cap securely.
4. Install the engine cover and lock it securely by pulling up lock lever.
   Oil capacity: 1.1 ℓ (1.2 US qt , 1.0 Imp qt)

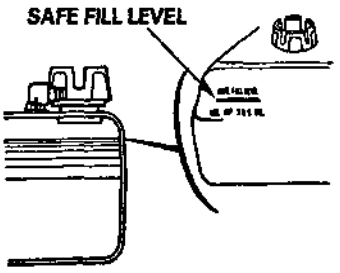




2. Fuel level

Fuel tank capacity: 12 ℓ (3.0 US gal, 2.6 Imp gal)

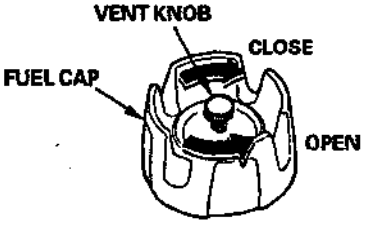




Check the fuel gauge and refill the tank to the SAFE FILL LEVEL mark if necessary.

⚠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.



Refilling

Remove the fuel tank from the boat for refilling. Turn the vent knob counterclockwise to the open position and remove the fuel cap.
Refuel in a well-ventilated area. Fill the fuel tank up to the SAFE FILL LEVEL mark only. Inspect the condition of the fuel cap gasket and replace if necessary.
After refilling, install and tighten the fuel cap securely. Turn the vent knob clockwise to the closed position. Return the fuel tank to the boat.

Fuel Recommendations

Use unleaded gasoline with a pump octane rating of 86 or higher.

This engine is designed to operate on unleaded gasoline. Unleaded gasoline produces fewer engine and spark plug deposits and extends exhaust system life.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt or water in the fuel tank.

Occasionally you may hear light "spark knock" or "pinging" (metallic rapping noise) while operating under heavy loads. This is no cause for concern.

If spark knock or pinging occurs at a steady engine speed, under normal load, change brands of gasoline. If spark knock or pinging persists, see an authorized Honda dealer.

NOTICE

Running the engine with persistent spark knock or pinging can cause engine damage.

Running the engine with persistent spark knock or pinging is misuse, and the Distributor's Limited Warranty does not cover parts damaged by misuse.

OXYGENATED FUELS

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the EPA approved percentages of oxygenates:

ETHANOL —— (ethyl or grain alcohol) 10% by volume
You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

MTBE ——— (Methyl Tertiary Butyl Ether) 15% by volume
You may use gasoline containing up to 15% MTBE by volume.

METHANOL — (methyl or wood alcohol) 5% by volume
You may use gasoline containing up to 5% methanol by volume, as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station, or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

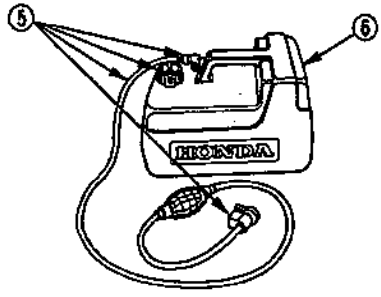
3. Pre-operation check list:

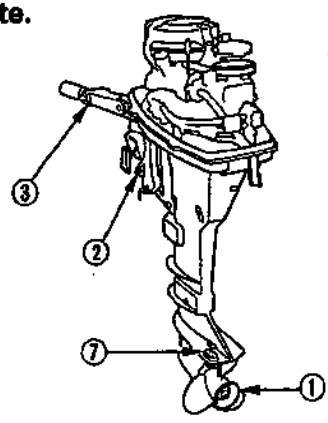
①The propeller and cotter pin for damage or looseness.
②Check the stern bracket to be sure the motor is securely installed.
③Check tiller handle operation.
④Make sure you have the tool kit and spare parts with you (P. 31).
⑤Check the condition of the fuel cap, fuel cap gasket, fuel hose, or fuel hose connectors. Replace if they are cracked or damaged. Replace the fuel hose connectors if they leak. Be sure the fuel hose is not kinked, collapsed, or has any loose connections.
⑥Make sure the fuel tank is properly secured in the boat. This will protect the fuel tank from mechanical damage caused by the fuel tank shifting. Also make sure the fuel tank is in a well ventilated area to reduce the chance of a gasoline vapor explosion.Avoid direct sunlight on the fuel tank.
⑦Check 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 increases if the anode metal is painted over or allowed to deteriorate.





The following materials should be kept with the boat:

1. Owner's Manual.
2. Tool Kit.
3. Spare engine oil, spark plugs, propeller and propeller cotter pins.
4. Required information regarding boating laws and regulations.

Fuel line connection

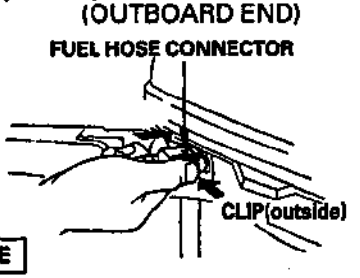
Check the fuel tank related components and fuel tank positioning (refer step ⑤ and ⑥ on page 15).

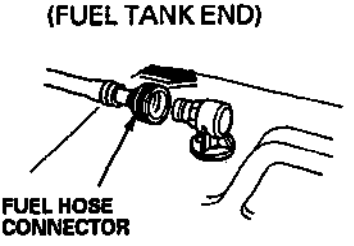
Due to the fuel pump capacity, do not place the fuel tank more than 6 feet away from the motor or lower than 3 feet below the outboard end fuel hose connector.

⚠WARNING

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.

1. Connect the fuel hose connectors to the outboard motor and fuel tank as shown. The outboard end fuel hose connector must be installed with the clip toward the outside or the fuel hose connector O-ring seal can be damaged. Replace the fuel hose connectors if they leak. Check to be sure that both connectors are securely snapped in place.





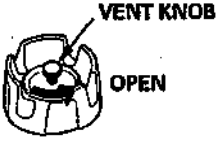
NOTICE

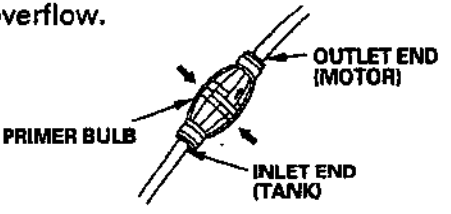
If the outboard end fuel hose connector is installed in the reversed direction, the fuel hose connector O-ring seal can be damaged. A damaged O-ring seal can cause a fuel leak.

2. Open the fuel cap vent knob 2 to 3 turns.
3. Hold the primer bulb so that the outlet end is higher than the inlet, and squeeze it until it feels firm, indicating that fuel has reached the motor. Check for leaks.

NOTE:

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





Starting

⚠WARNING

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

NOTICE

The anti-ventilation plate must be lowered into the water and be at least 2 inches below the surface. Running the outboard motor out of the water will damage the water pump and overheat the engine.

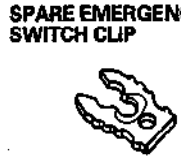
1. Engage the emergency stop switch clip located at one end of the emergency stop switch lanyard with the engine stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.

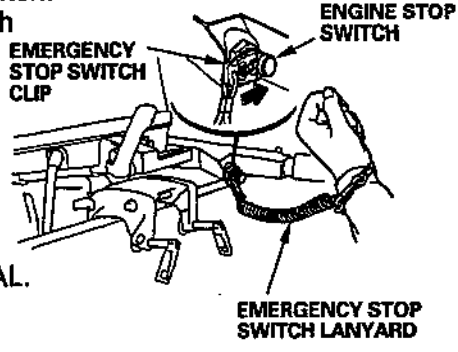
⚠WARNING

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.

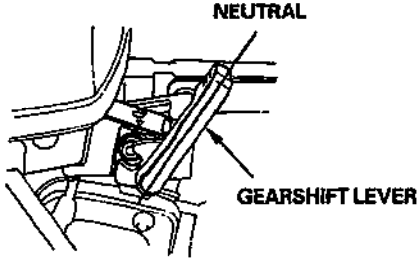
NOTE:

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

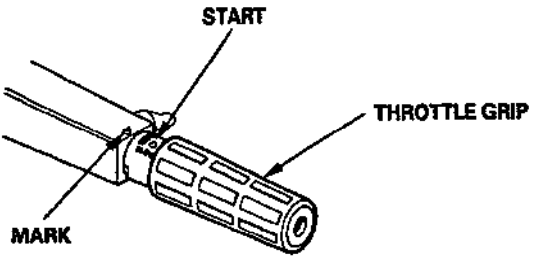




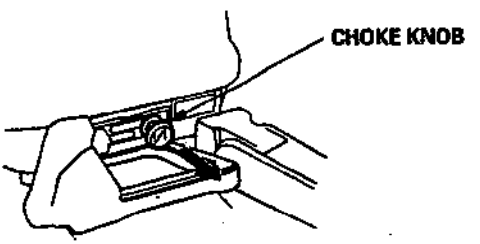
2. Put the gearshift lever in NEUTRAL.



3. Align the throttle grip START position with the mark on the tiller handle.



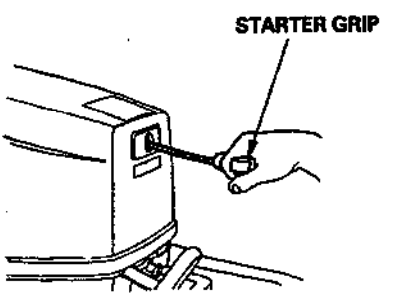
4. If the engine is "cold", pull out the choke knob for starting and then push it in gradually as the engine warms up.



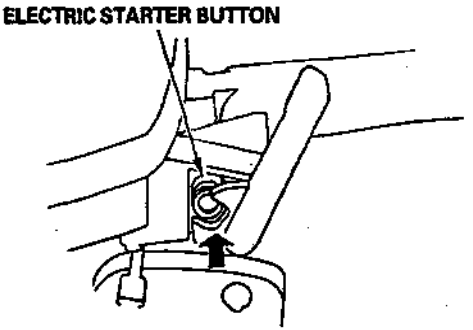
5. Pull the starter rope slowly until a resistance is felt, then pull briskly.

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.**



6. Electric starter (Electric starter model only)
Put the outboard motor in NEUTRAL, then press the electric starter button and start the engine.



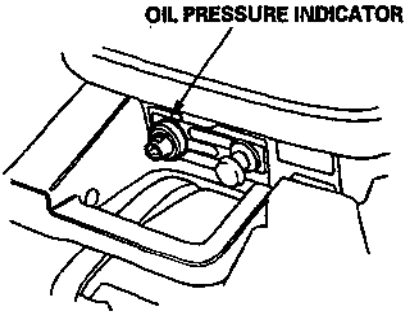
NOTICE

- **Do not use the starter motor for more than 5 seconds. If the engine fails to start, release the key, and wait at least 10 seconds before operating the starter motor again.**
- **Do not press the electric starter button while the engine is running. This may damage the starting unit.**

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

7. The oil pressure indicator light should be ON while the engine is running. If the light goes off, stop the engine immediately, check the engine oil level and inspect engine for oil leaks.

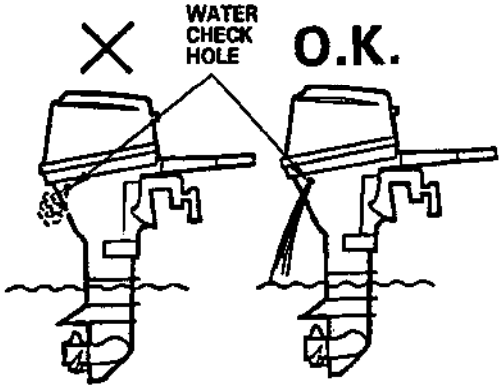
NOTE:
If the oil level is OK, but the light stays off while the engine is running, take the motor to an authorized Honda Outboard dealer immediately.



8. After starting, be sure water is flowing out of the water check hole.

⚠WARNING

If water does not flow out, or if steam comes out, stop the engine. Check to see if the screen in the cooling water inlet is obstructed. Do not operate the engine until the problem has been corrected.



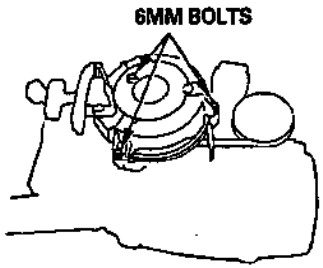
9. If the choke was used, push it in gradually as the engine warms up.

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

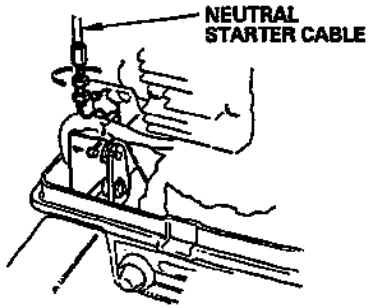
Emergency starting

If the recoil starter is not working properly, the engine can be started with the spare starter rope in the tool kit.

1. Remove the engine cover.
2. Remove the recoil starter by removing the three 6 mm bolts.



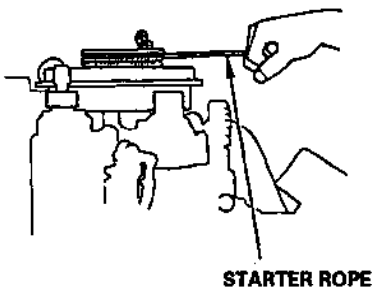
3. Disconnect the neutral starter cable.



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

NOTICE

Keep clear of moving parts.



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

AWARNING

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

6. OPERATION

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

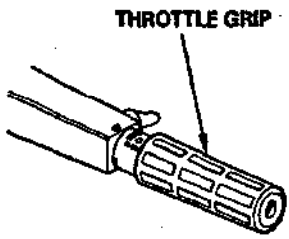
1. Gear shifting

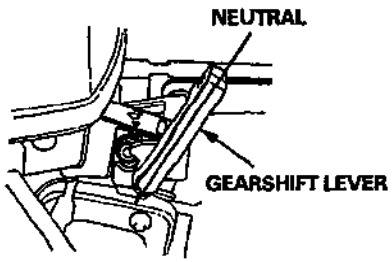
Put the tilt lever in the RUN position to prevent the outboard motor from tilting up, when operating in reverse (refer to page 25).
The gearshift lever has 3 positions : FORWARD, NEUTRAL, and REVERSE. An indicator at the base of the gearshift lever aligns with letters F, N, or R on the engine case to show the gear that has been selected.
Turn the throttle grip to SHIFT to decrease engine speed before moving the gearshift lever.

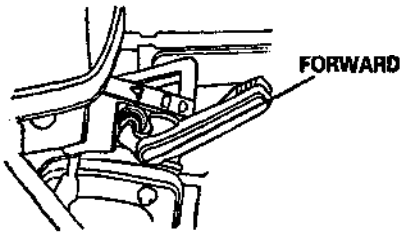
NOTICE

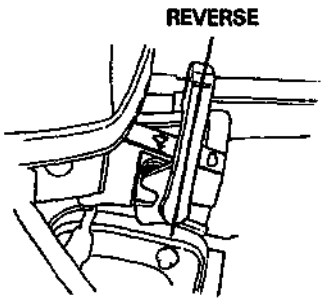
When operating in reverse, proceed with caution to avoid hitting any underwater obstructions with the propeller.

NOTE:
The throttle mechanism is designed to limit throttle opening in REVERSE and NEUTRAL. The throttle can be opened to FAST only in FORWARD gear.



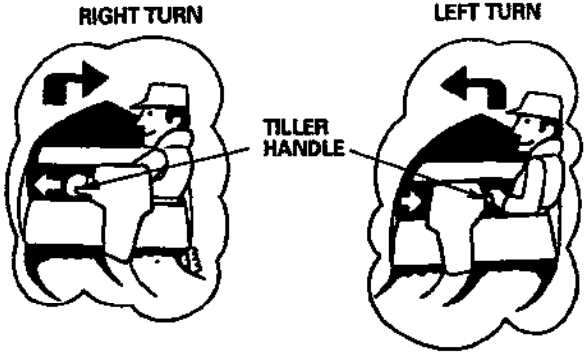






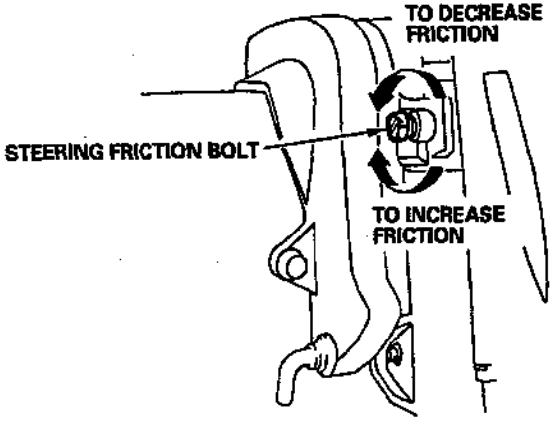
2. Steering

To turn to the right, swing the tiller handle to the left. To turn to the left, swing the tiller handle to the right.
Boats equipped with a remote control steering wheel are controlled in the same way as a car.



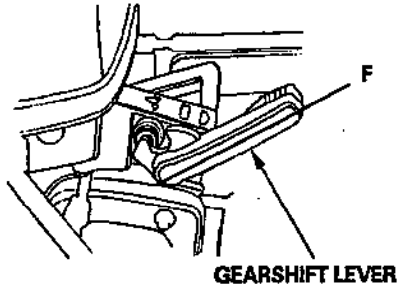
Swing the tiller handle to the left. Swing the tiller handle to the right.

The steering friction should be adjusted so that stable boat operation is maintained with a minimum of operator effort.

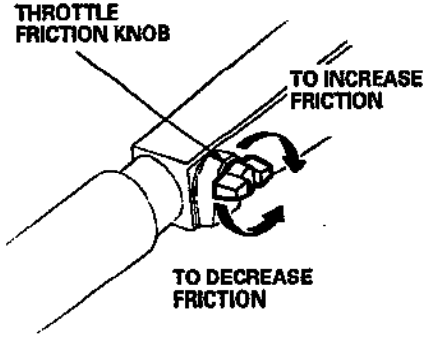


3. Cruising

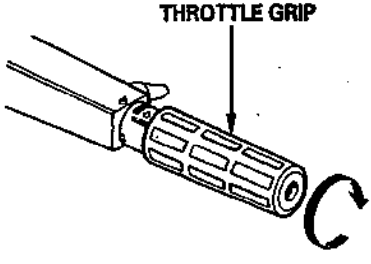
With the gearshift lever in the forward position F, turn the throttle grip toward FAST to increase speed. For normal cruising, open the throttle about 3/4.



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



NOTE:
This outboard motor is provided 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 "fully open" position, return the grip to the "low speed" side until the speed becomes stable.



NOTICE

- **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 (page 25).**
- **For best performance, passengers and equipment should be distributed evenly to balance the boat.**

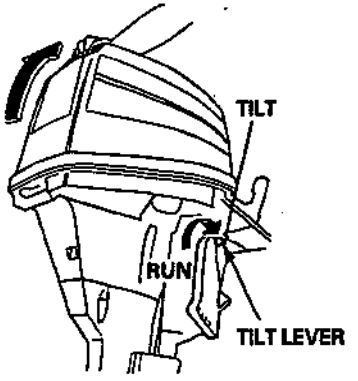
4. Tilting the motor

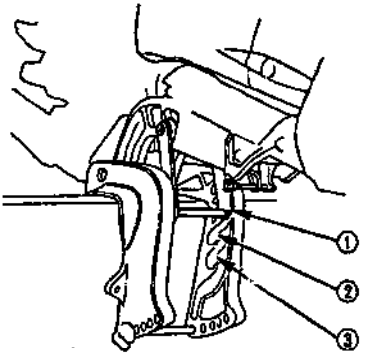
Tilt the motor to prevent the propeller and gear case from hitting bottom when the boat is beached or stopped in shallow water.

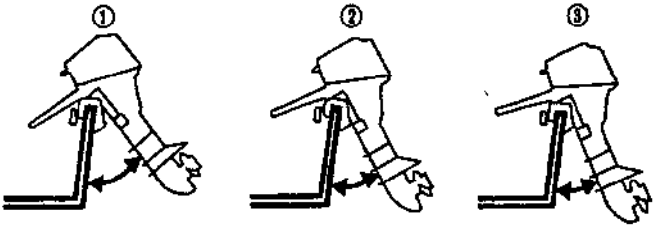
1. Stop the engine and put the gearshift lever into NEUTRAL.
2. Pull the tilt lever toward you, set the lever in the TILT position, and raise the engine to either the 30°, 45° and 70° tilt position.

NOTICE

Do not use the throttle grip to tilt the outboard motor.







70°(when mooring) 45° 30°(when cruising in shallow water)

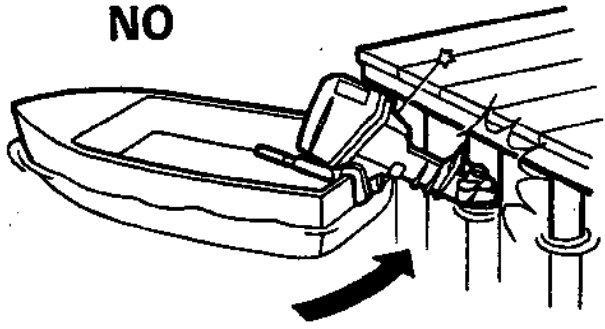
3. To return the engine to the normal RUN position, move the tilt lever away from you until it stops, tilt the engine up slightly, then lower the engine slowly.

NOTICE

- **Make sure water comes out from the cooling water check hole.**
- **When the outboard motor is tilted up, cruise at low speed.**
- **Never operate in reverse when the outboard motor is tilted up. The outboard motor will rise and may cause damage or injury.**

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.



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. Tilt lever should be in the tilt position.

5. Battery charging (Equipped with DC receptacle types only)

⚠WARNING

Batteries produce explosive gases. Keep sparks, flames, and cigarettes away. To prevent the possibility of creating a spark near the battery, connect the charging cord first to the battery and then to the outboard motor; when disconnecting the charging cord remove it from the outboard first.

NOTE:
Refer to page 9 for battery specifications, and mounting instructions.

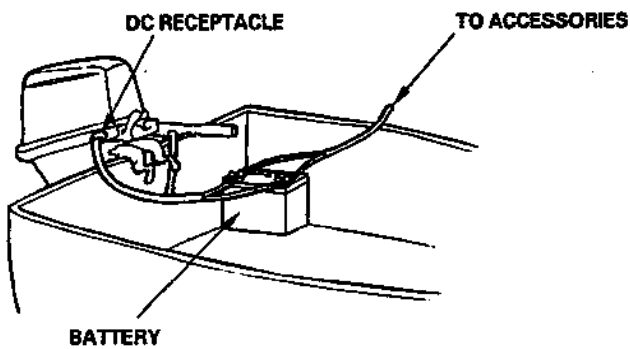
The DC receptacle provides a 12 volt, 6 amp output for battery charging. The charging circuit is protected by a 15 Amp fuse that is mounted inside the engine cover.

A male plug for the DC receptacle is provided with the outboard motor ; connect your battery charging wires to that plug (Refer to the wiring diagram on page 51). Be sure that the positive (Red) battery lead is connected to the (+) plug terminal.

NOTICE

- **Reversing the battery leads will damage the charging system and/ or the battery.**
- **When it is not in use, keep the DC receptacle dry and clean by covering it with the rubber cap provided.**

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



● 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 installing a smaller diameter main fuel jet in the carburetor and readjusting the pilot screw. If you always operate the outboard motor at altitudes higher than 6,000 feet above sea level, have your authorized Honda Outboard Motor dealer perform these carburetor modifications.

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

NOTICE

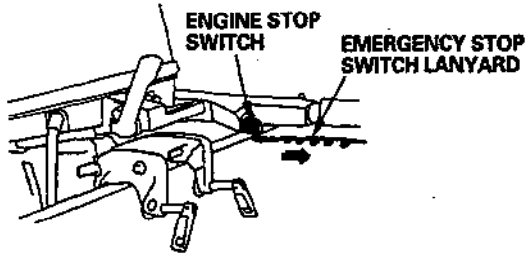
Operation of the outboard motor at an altitude lower than the carburetor is jetted for may result in reduced performance, overheating, and serious engine damage caused by an excessively lean air/fuel mixture.

• **In an emergency**

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

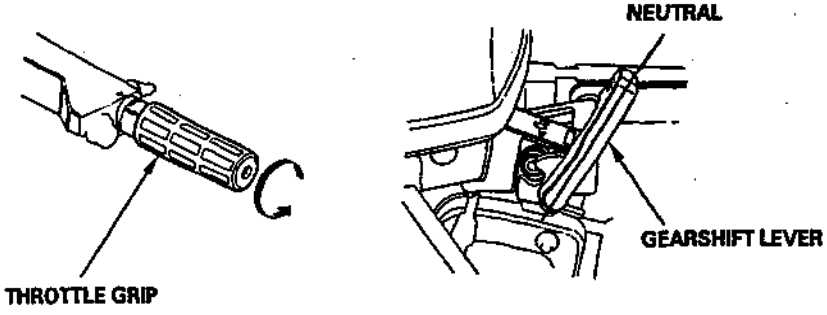
NOTE:

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

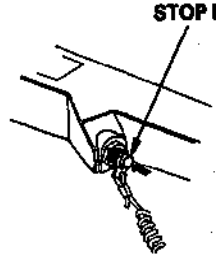


• **In normal use**

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



2. Push the engine stop switch until the engine stops.
3. Remove the emergency stop switch lanyard and store it.



NOTICE

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

8. MAINTENANCE

Periodic maintenance and adjustment are important to keep the motor in the best operating condition. Inspect or service as scheduled below.

⚠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.

NOTICE

- **If the engine must be run, make sure there is water at least 2 inches above the anti-ventilation plate, otherwise the water pump may not receive sufficient cooling water, and the engine will overheat.**
- **To maintain cooling system efficiency, flush the outboard motor with fresh water after each use in salt water or dirty water.**
- **Use only genuine HONDA parts or their equivalent. The use of replacement parts which are not of equivalent quality may damage the motor.**

ITEM (Performed at every indicated month or operating hour intervals, whichever comes first.) REGULAR SERVICE PERIOD		EACH USE	FIRST MONTH OR 20 HRS (3)	EVERY 6 MONTHS OR 100 HRS (3)	EVERY YEAR OR 200 HRS (3)
Engine oil	Check level	O			
	Change		O	O	
Gear case oil	Check level			O	
	Change		O		O
	Check for water contamination			O	
Starter rope	Check			O	
Carburetor linkage	Check		O(2)	O(2)	
Valve clearance	Check-Readjust		O(2)		O(2)
Spark plug	Check-Clean			O	
Propeller(cotter pin)	Check			O	
Lubrication	Grease			O(1)	
Fuel tank	Clean				O
Fuel filter	Replace				O(2)
Thermostat	Check				O(2)
Fuel hose	Check (Replace if necessary)	O	Every 2 years(2)		

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

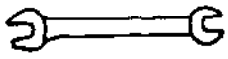
(2)These items should be serviced by an authorized Honda outboard dealer, unless the owner has the proper tools and is mechanically proficient. See the Honda Shop Manual.

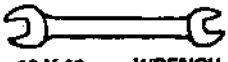
(3)For professional commercial use, log hours of operation to determine proper maintenance intervals.

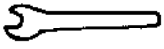
Tool kit and spare parts

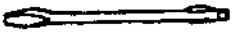
The following tools and spare parts are supplied with the outboard motor for maintenance, adjustment, and emergency repairs.

Tool kit

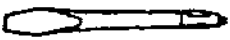

9 X 12 mm WRENCH

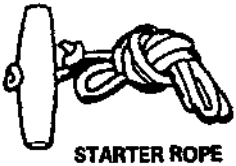

10 X 12 mm WRENCH


8 mm WRENCH

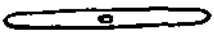

FLAT SCREWDRIVER

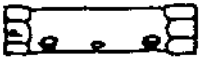

PHILIPS SCREWDRIVER

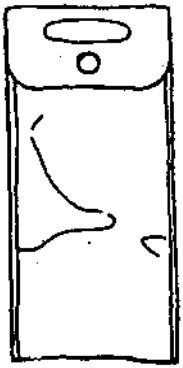

OIL CHECK SCREWDRIVER


STARTER ROPE

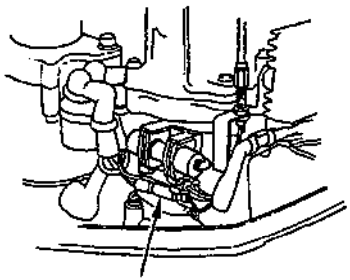

PLIERS


SCREWDRIVER HANDLE

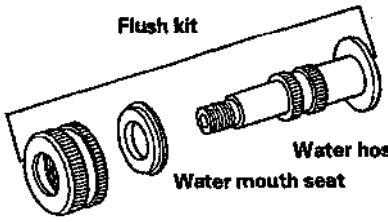

18 X 19 mm
SOCKET WRENCH


TOOL BAG


SPARE SPARK
PLUG


SPARE FUSE(ELECTRIC
STARTER MODEL ONLY)

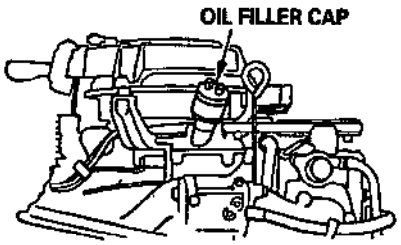

EMERGENCY STOP
SWITCH CLIP

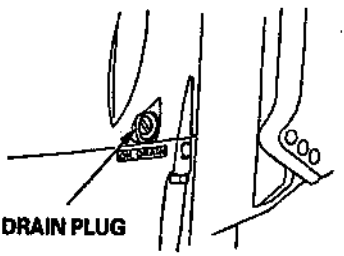


Engine oil change

The engine must be stopped. Drain the oil while the engine is still warm to assure rapid and complete draining.

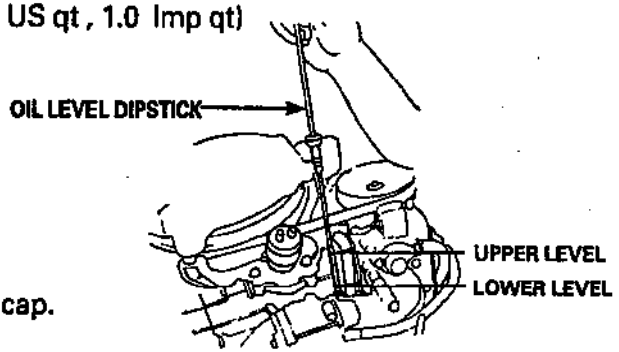
1. Remove the engine cover. Remove the oil drain plug and oil filler cap, and drain the oil into a suitable container. Install a new sealing washer on the oil drain plug and install the oil drain plug securely.





2. Refill to the upper level mark on the oil level dipstick with the recommended oil (see p. 11).

Oil capacity: 1.1 ℓ (1.2 US qt , 1.0 Imp qt)



3. Reinstall the oil filler cap.

Always wash your hands after handling used oil.
Also, 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 reclamation center. Do not throw it in the trash, pour it on the ground, down a drain, or into the water.

Gear oil check/change

Recommended oil: Marine SAE 90 hypoid gear oil
API Service Classification (GL-4 or GL-5)

Oil Capacity: 0.24 ℓ (0.25 US qt, 0.21 Imp qt)

Oil level check

Check the oil level when the motor is in the vertical position. Remove the level plug and see if oil flows out.

If no oil flows out, use a commercially available oil pump or squeeze tube to fill the gear case with the recommended gear oil. Pump or squeeze fresh oil through the OIL DRAIN plug hole until oil begins flowing out through the OIL LEVEL plug hole.

If there is water in the oil, the water will flow out first when the drain plug is removed, or the oil will be a milky color.

NOTICE

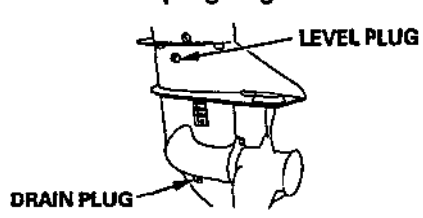
If water is detected in the oil, the outboard motor should be inspected by an authorized Honda Outboard Motor dealer.

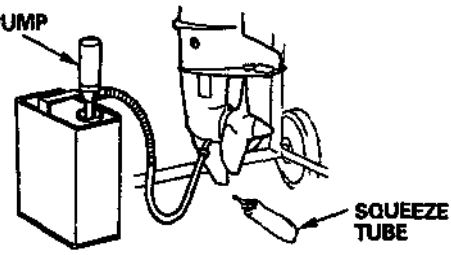
Oil change

Remove the level plug and drain plug and allow the gear oil to thoroughly drain into a suitable container.

Pump or squeeze the recommended gear oil through the OIL DRAIN plug hole until oil starts flowing out through the OIL LEVEL plug hole.

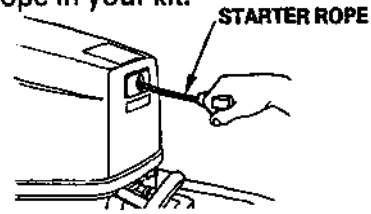
Use new sealing washers and install the oil level plug first and then the oil drain plug. Tighten securely.





Starter rope check

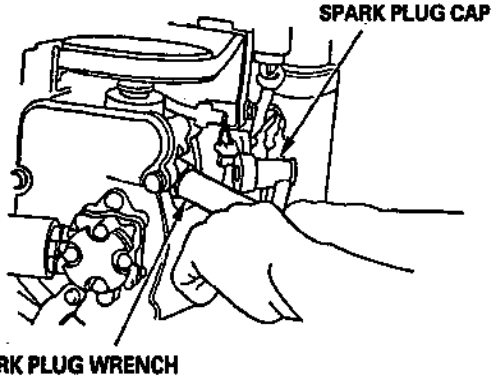
Check the starter rope every 6 months or after every 100 hours of outboard motor operation. Replace the rope if it is frayed. Always keep a replacement starter rope in your kit.



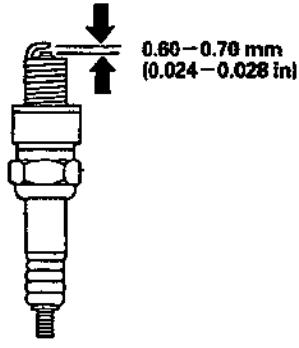
Spark plug service

Recommended spark plug:
BF9.9A: DR-5HS(NGK), X16FSR-U(NIPPONDENSO)
BF15A: DR-6HS(NGK), X20FSR-U(NIPPONDENSO)

To ensure proper engine operation, the spark plug must be properly gapped and free of deposits.
1. Remove the engine cover.
2. Remove the spark plug caps.
3. Use the wrench supplied in the tool kit to remove the spark plugs.



4. Visually inspect the spark plugs. Discard the spark plugs if there is apparent wear, or if the insulators are cracked or chipped. Clean the spark plugs with a wire brush if they are to be reused.
5. Measure the plug gaps with a feeler gauge.
   Correct as necessary by carefully bending the side electrode.
   The gaps should be:
   0.60−0.70 mm (0.024−0.028 in)



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.

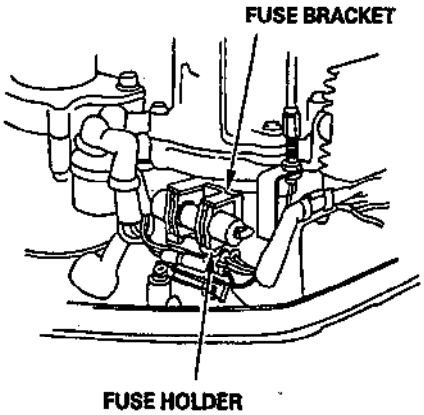
NOTE:
If installing new spark plugs, tighten 1/2 turn after the spark plugs seat to compress the washers. If reinstalling used spark plugs, tighten 1/8–1/4 turn after the spark plugs seat to compress the washers.

NOTICE

- **The spark plugs must be securely tightened. Improperly tightened plugs can become very hot and may cause engine damage.**
- **Use only the recommended spark plugs or equivalent. Spark plugs which have an improper heat range may cause engine damage.**

Replacing the 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. Withdraw the fuse holder from the fuse bracket.
4. Remove the fuse from the fuse holder.

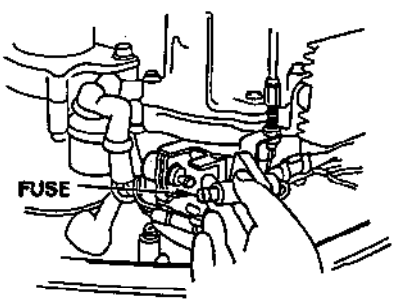
<Designated fuse> 15 A

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.



Cleaning and flushing

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

AWARNING

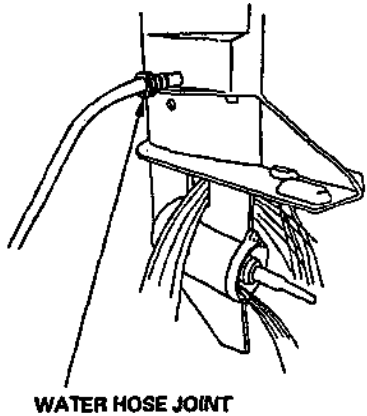
- **For safety, the propeller must be removed.**
- **Be sure the outboard motor is securely mounted, and do not leave it unattended while running.**
- **Keep children and pets away from the area, and stay clear of moving parts during this procedure.**

NOTICE

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

(With water hose joint)

1. Wash the outside of the outboard motor with clean, fresh water.
2. Remove the flush bolt.
3. Flush the cooling system, using the water hose joint.
   a. Attach a hose from a fresh water faucet to the water hose joint.
   b. Remove the propeller.
   c. Turn on the fresh water supply to the hose.
   d. Start the engine and run in neutral at idle for at least 10 minutes.



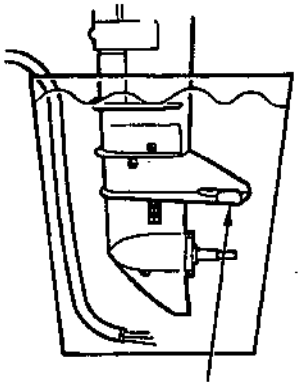
WATER HOSE JOINT

(Without water hose joint)

1. Wash the outside of the outboard motor with clean, fresh water.
2. Remove the propeller.
3. Stand the motor in a suitable container of water. The water level must be at least 2 inches above the anti-ventilation plate.

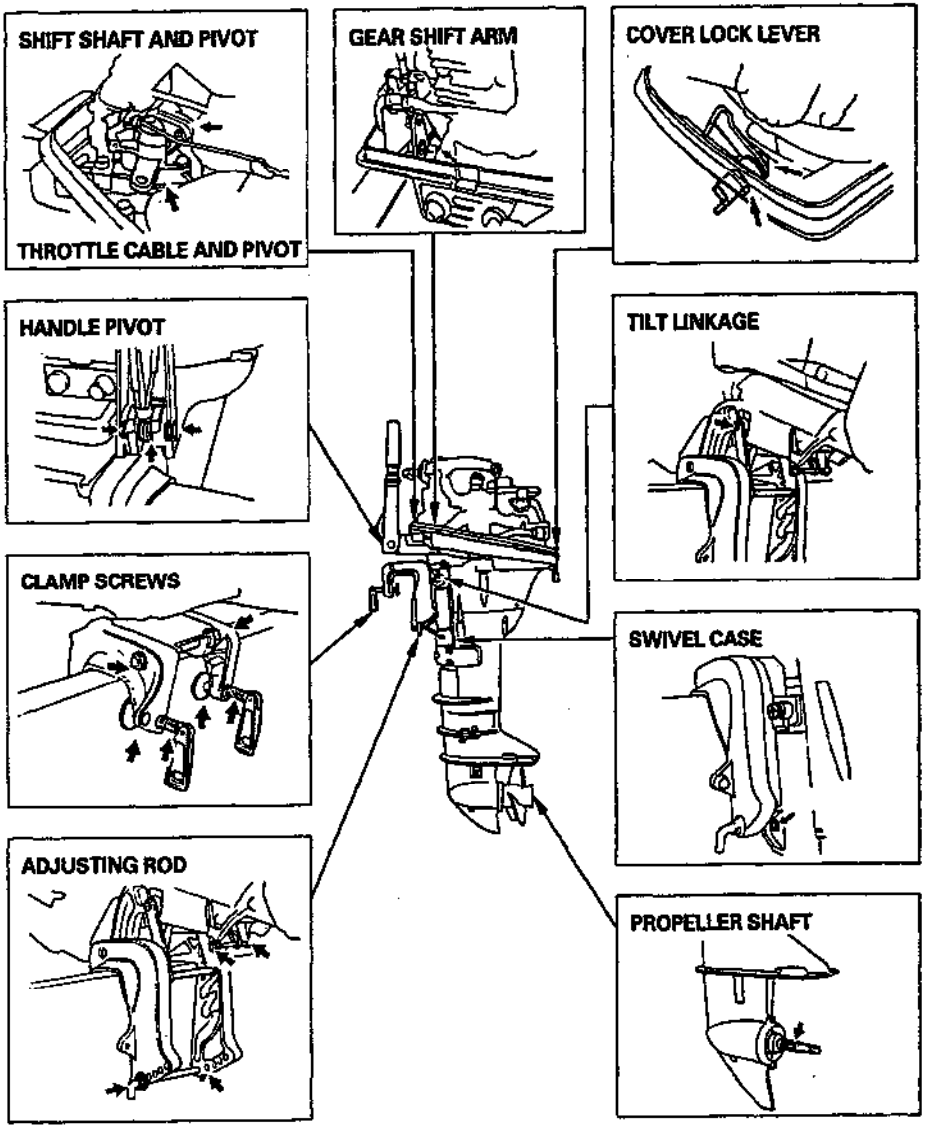
NOTE:
Maintain the water level at least 2 inches above the anti-ventilation plate.

4. Start the engine and run slowly for at least 10 minutes.



Lubrication

Apply marine anti-corrosion grease to the following areas:

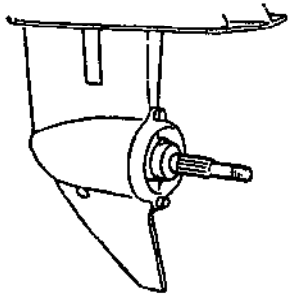


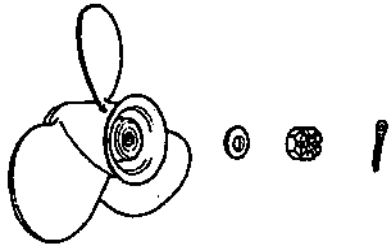
NOTE:
Apply anti-corrosion oil to pivot surfaces where grease cannot penetrate.

Propeller change

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

1. Remove the cotter pin, then remove the 14 mm castle nut, plain washer, and the propeller.
2. Install the new propeller in the reverse sequence to removal. Be sure to replace the cotter pin with a new one.





Fuel filter replacement

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. To prevent engine malfunction, replace the fuel filter regularly.

(SERVICE PERIOD) Every 200 operating hours or every one year.

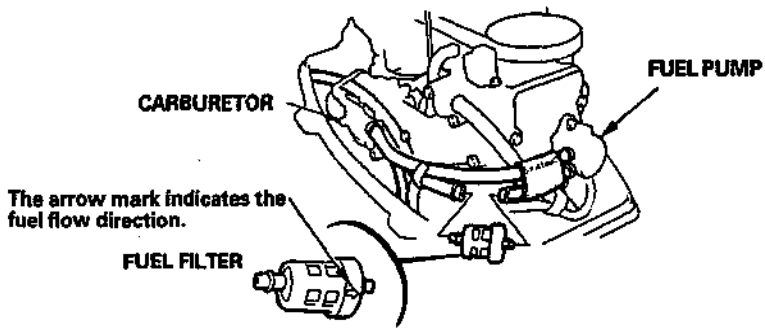
⚠WARNING

- **Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow flames or sparks near the outboard motor while draining fuel.**
- **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.**

1. Disconnect the fuel tank line from the motor.
2. Remove the engine cover, and remove the fuel filter.
3. Install the new fuel filter, so that the arrow on the fuel filter is on the fuel pump side.

NOTE:

- Before removing the filter, place clamps on the fuel tubes on each side of the filter to prevent fuel leakage.
- Fuel flow will be impeded if the filter is installed backward.



4. Remove the clamps used to close the fuel tubes. Connect the fuel tank line to the motor. Turn the fuel tank vent knob to the ON position, pump the primer bulb, and check for leaks.

NOTE:
If loss of power or hard starting is found to be caused by excessive water or sediment accumulated in the fuel filter, inspect the fuel tank. Clean the fuel tank if necessary.

Servicing a submerged motor

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

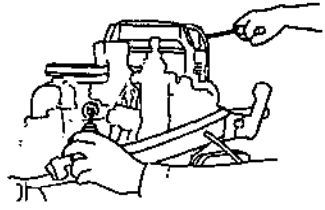
If there is a Honda outboard motor dealership nearby, take the motor immediately to the dealer. If you are far from a dealership, proceed as follows:

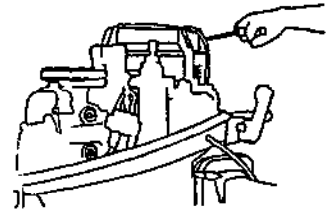
1. Remove the engine cover, and rinse the motor with fresh water to remove salt water, sand, mud, etc.
2. Loosen the carburetor drain screw (p. 44), drain the contents of the carburetor into a suitable container, then tighten the drain screw.
3. Change the engine oil (p. 32). If there was water in the engine crankcase, or the used engine oil showed signs of water contamination, then a second engine oil change should be performed after running the engine for 1/2 hour.
4. Remove the spark plugs. Disengage the emergency stop switch clip from the engine stop switch and pull the recoil starter several times to completely expel water from the cylinders.

NOTICE

- **When cranking the engine with an open ignition circuit (spark plugs removed from the ignition circuit), disengage the emergency stop switch clip from the engine stop switch 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.**

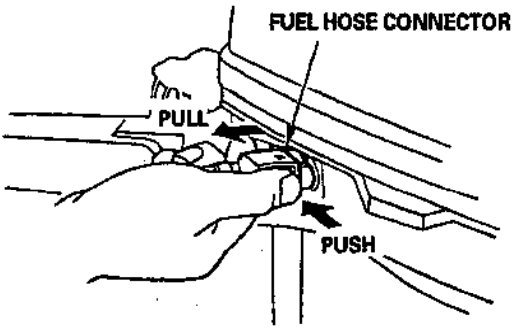
5. Pour a teaspoon of engine oil into each spark plug hole, then pull the recoil starter several times to lubricate the inside of the cylinders. Reinstall the spark plugs and engage the emergency stop switch clip with the engine stop switch.
6. Attempt to start the engine.
   - If the engine fails to start, remove the spark plugs, clean and dry the electrodes, then reinstall the spark plugs and attempt to start the engine again.
   - If 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 2 inches above the anti-ventilation plate).
7. As soon as possible, take the motor to a Honda outboard motor dealer for inspection and service.





9. TRANSPORTING/STORAGE

1. Disconnect the fuel hose and install the cap on the engine fuel inlet. Firmly close the fuel cap vent knob.



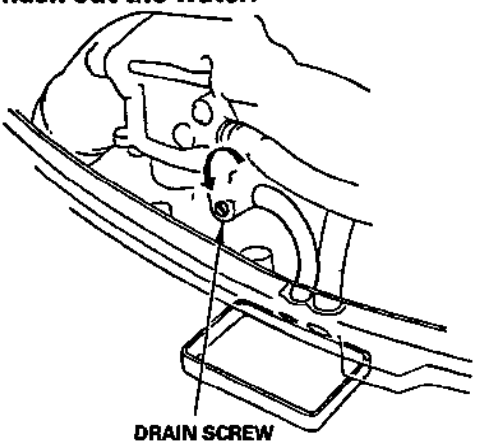
2. Loosen the carburetor drain screw, and drain the gasolineinto a suitable container. After draining, tighten the drain screw.

⚠WARNING

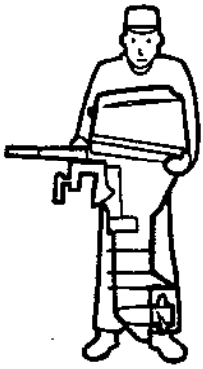
- **Be careful not to spill fuel. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before storing or transporting the motor.**
- **Do not smoke or allow flames or sparks where fuel is drained or stored.**

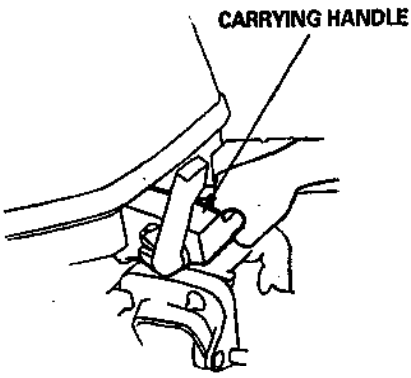
NOTICE

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



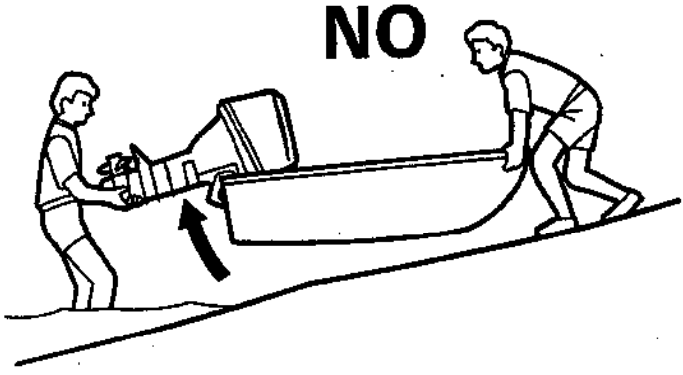
3. To carry, hold the motor by the carrying handle, or hold by the carrying handle and engine cover lock lever as shown here. Do not carry by the engine cover.



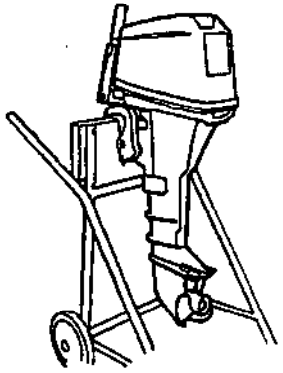


NOTICE

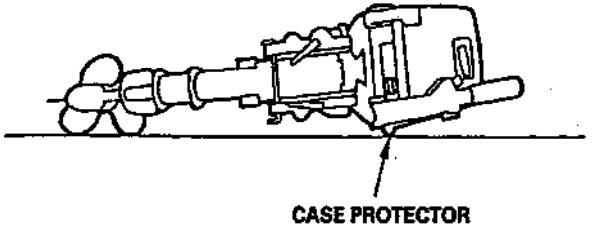
To avoid damaging the motor, never use it as a handle for lifting or moving the boat.



4. Transport and store the motor either vertically or horizontally, as shown below,with the tiller handle raised.
Vertical transport or storage: Attach the stern bracket to a stand.



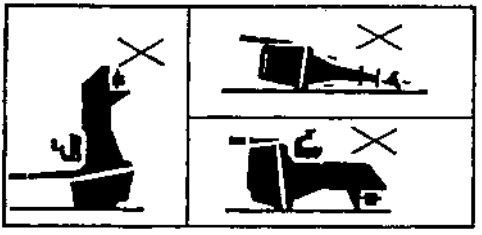
Horizontal transport or storage: Rest the motor on the case protector (tiller handle side of the motor).



NOTICE

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

INCORRECT



5. Tilt the outboard motor and remove the plug caps and disengage the emergency stop switch clip from the engine stop switch. Pull the recoil starter several times and completely drain off the cooling water.

NOTICE

If the outboard motor is put on its side immediately after stopping it without completely draining the cooling water, water may enter the engine from the exhaust port. Be sure to drain the cooling water before putting the outboard motor on its side.

6. Change the engine oil.
7. Remove the spark plugs and pour about a tablespoon of clean engine oil into the cylinders. Crank the engine several revolutions to distribute the oil, then install the spark plugs.
8. Pull the starting grip until resistance is felt (i.e. until the engine valve closes, preventing dust from entering the combustion chamber).
9. Store the outboard motor in a clean, dry area.

NOTE:

Before storing, clean, flush, and lubricate the outboard motor as described on pages 37 and 38 .

10. TROUBLESHOOTING

Engine will not start:

1. Is the emergency stop switch clip in place?
2. Is the gearshift lever in neutral?
3. Is there fuel in the fuel tank?
4. Is the fuel cap vent knob turned to ON?
5. Is the fuel system primed by squeezing the primer bulb?
6. Is fuel reaching the carburetor?

Loosen the carburetor drain screw to see if there is fuel in the carburetor float bowl.

AWARNING

If any fuel is spilled, make sure the area is dry before testing the spark plug or starting the engine. Spilled fuel or fuel vapor may ignite.

7. Are the spark plugs firing?

Method of detecting spark

(1)Remove and inspect the spark plugs. Clean and dry the plugs, and check the electrode gaps(P. 34).
(2)Install the spark plugs in their caps, and ground the side electrode to any engine ground away from the spark plug holes.
(3)Recoil starter type
Put the gearshift lever in the "NEUTRAL" position, pull the starter grip hard, and check to see whether or not a spark appears across the gap of the spark plug.

Starter motor type
Put the gear lever in the "NEUTRAL" position, rotate the starter motor, and check to see whether or not a spark appears across the gap of the spark plug.

If the spark plugs are OK, reinstall them, and try to start the engine.

If a spark does not appear, either replace the spark plug or contact your authorized Honda outboard motor dealer.

Engine overheats:

1. Is the water intake screen clogged?
2. Is the thermostat faulty?
3. Is the water level correct?

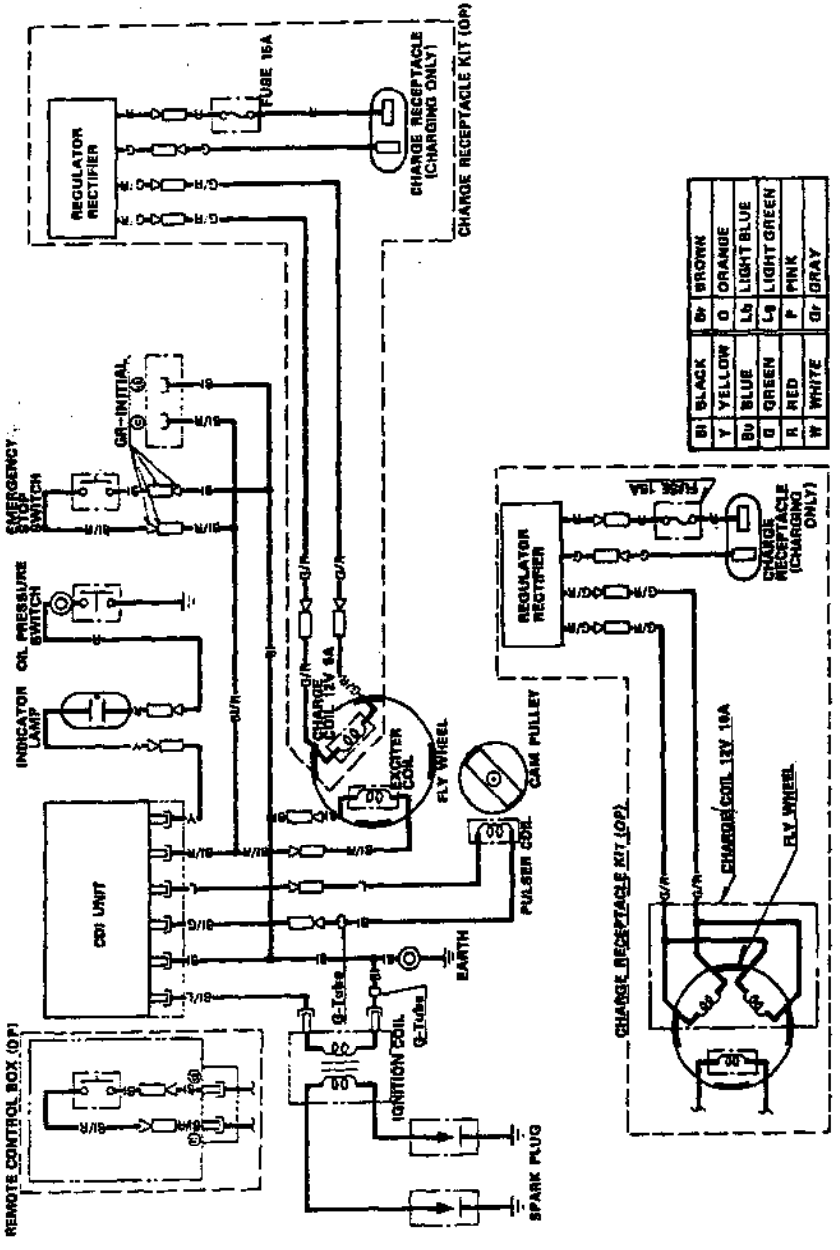
Model	BF9.9A		
Description code	S Model BABS	L Model BABL	X Model BABU
Rated power	9.9 HP (7.4 kW)		
Full throttle range	4,500–5,500 rpm		
Engine type	4-stroke OHC in-line twin cylinder		
Displacement	280 cm^3 (17.1 cu-in)		
Spark plug gap	0.60–0.70 mm (0.024–0.028 in)		
Starter system	With recoil starter(without electric starter)		
	Recoil starter & electric starter(with electric starter)		
Ignition system	C.D.I.		
Lubrication system	Trochoid pump pressure lubrication		
Specified oil	Engine: API standard (SG, SF) SAE 10W-30 Gear case: Marine SAE 90 hypoid gear oil API Service Classification(GL-4 or GL-5)		
Oil capacity	Engine: 1.1 ℓ (1.2 US qt , 1.0 Imp qt) Gear case: 0.24 ℓ (0.25 US qt , 0.21 Imp qt)		
D.C.output	12V–6A/6,000min^{-1} (rpm)		
Cooling system	Water cooling with thermostat (volumetric pump)		
Exhaust system	Underwater exhaust		
Spark plug	DR-5HS(NGK),X16FSR-U(NIPPONDENSO)		
Fuel pump	Diaphragm type fuel pump		
Fuel	Automotive gasoline (86 pump octane)		
Tank capacity	12 ℓ (3.0 US gal, 2.6 Imp gal)		
Steering equipment	Tiller handle		
Tilt angle	3-stage adjustment (30°,45°and 70°)		
Angle of rotation	40°(both sides)		
Dimensions	S Model	L Model	X Model
Length	550 mm (21.7 in)	550 mm (21.7 in)	550 mm (21.7 in)
Height	1,050 mm (41.3 in)	1,180 mm (46.5 in)	1,320 mm (52.0 in)
Width	320 mm (12.6 in)	320 mm (12.6 in)	320 mm (12.6 in)
Outboard motor transom height	440 mm (17.3 in)	570 mm (22.4 in)	710 mm (28.0 in)
Standard propeller (No. of blades-diameter x pitch)	S Model	3-240 x 240 mm (9-1/2 x 9-1/2 in)	
	L, X Model	3-240 x 220 mm (9-1/2 x 8-5/8 in)	
Gear change	Forward-Neutral-Reverse(dog type)		
Dry weight	S Model	L Model	X Model
without electric starter	42.0 kg (92.6 lbs)	43.0 kg (94.8 lbs)	———
with charge coil and without electric starter	42.5 kg (93.7 lbs)	43.5 kg (95.9 lbs)	46.5 kg (102.5 lbs)
with electric starter	46.0 kg (101.4 lbs)	47.0 kg (103.6 lbs)	50.0 kg (110.2 lbs)

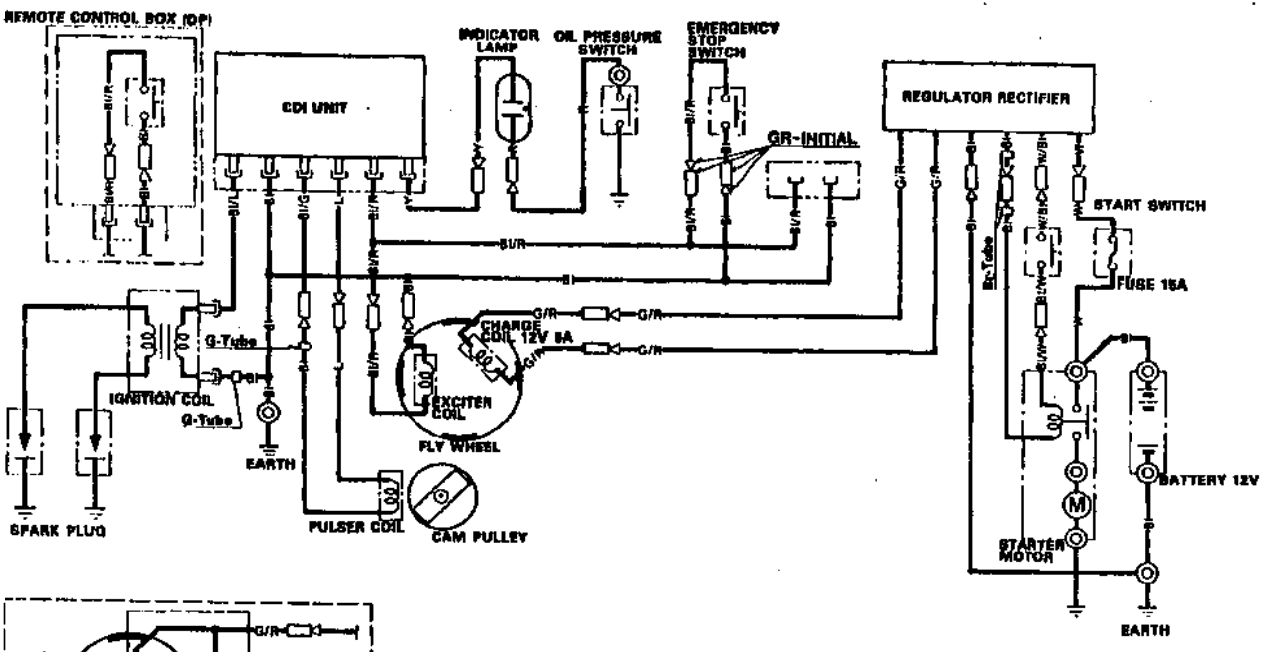
Honda outboards are power rated in accordance with NMMA procedures and using the ICOMIA standard 28/23.

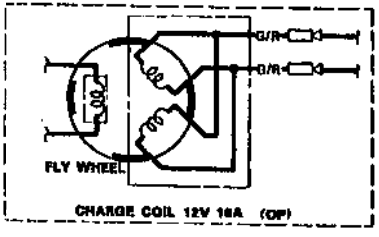
Model	BF15A		
Description code	S Model BAAS	L Model BAAL	X Model BAAU
Rated power	15 HP (11.2 kW)		
Full throttle range	5,000–6,200 rpm		
Engine type	4-stroke OHC in-line twin cylinder		
Displacement	280 cm^3 (17.1 cu-in)		
Spark plug gap	0.60–0.70 mm (0.024–0.028 in)		
Starter system	With recoil starter(without electric starter)		
	Recoil starter & electric starter(with electric starter)		
Ignition system	C.D.I.		
Lubrication system	Trochoid pump pressure lubrication		
Specified oil	Engine: API standard (SG, SF) SAE 10W-30 Gear case: Marine SAE 90 hypoid gear oil API Service Classification(GL-4 or GL-5)		
Oil capacity	Engine: 1.1 ℓ (1.2 US qt, 1.0 Imp qt) Gear case: 0.24 ℓ (0.25 US qt, 0.21 Imp qt)		
D.C.output	12V–6A/6,000min^{-1} (rpm)		
Cooling system	Water cooling with thermostat (volumetric pump)		
Exhaust system	Underwater exhaust		
Spark plug	DR-6HS(NGK),X20FSR-U(NIPPONDENSO)		
Fuel pump	Diaphragm type fuel pump		
Fuel	Automotive gasoline (86 pump octane)		
Tank capacity	12 ℓ (3.0 US gal, 2.6 Imp gal)		
Steering equipment	Tiller handle		
Tilt angle	3-stage adjustment (30°,45°and 70°)		
Angle of rotation	40°(both sides)		
Dimensions	S Model	L Model	X Model
Length	550 mm (21.7 in)	550 mm (21.7 in)	550 mm (21.7 in)
Height	1,050 mm (41.3 in)	1,180 mm (46.5 in)	1,320 mm (52.0 in)
Width	320 mm (12.6 in)	320 mm (12.6 in)	320 mm (12.6 in)
Outboard motor transom height	440 mm (17.3 in)	570 mm (22.4 in)	710 mm (28.0 in)
Standard propeller (No. of blades-diameter x pitch)	S Model	3-240 x 240 mm (9-1/2 x 9-1/2 in)	
	L, X Model	3-240 x 220 mm (9-1/2 x 8-5/8 in)	
Gear change	Forward-Neutral-Reverse(dog type)		
Dry weight	S Model	L Model	X Model
without electric starter	42.0 kg (92.6 lbs)	43.0 kg (94.8 lbs)	———
with charge coil and without electric starter	42.5 kg (93.71 lbs)	43.5 kg (95.91 lbs)	———
with electric starter	46.0 kg (101.4 lbs)	47.0 kg (103.61 lbs)	50.0 kg (110.2 lbs)

Honda outboards are power rated in accordance with NMMA procedures and using the ICOMIA standard 28/23.

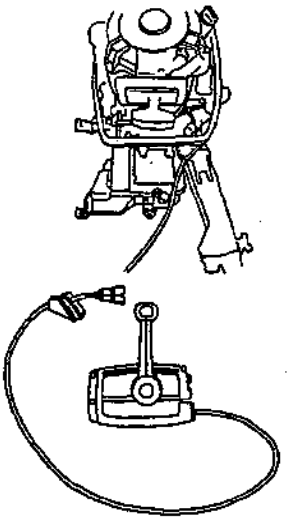
(Without electric starter)



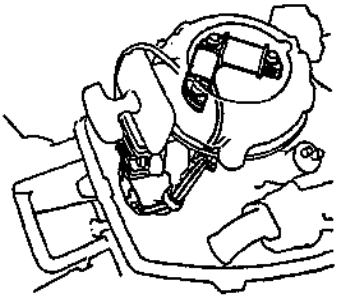




Bl	BLACK	Br	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY



REMOTE CONTROL KIT



10A CHARGING COIL KIT

14. WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty details are explained in the Distributor's Limited Warranty, which you should have received from your dealer at the time of delivery. Normally, any problems concerning the product will be handled by your dealer's service department. If you have a warranty problem that has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If you are dissatisfied with the decision made by the dealership's management, contact the Honda Power Equipment Customer Service Office, You can write to:

American Honda Motor Co., Inc.
Honda Power Equipment Division
Customer Service Office
4475 River Green Parkway
Duluth, GA 30136-2565

Or telephone: (404) 497-6400

We will need the following information in order to assist you:

—You name, address, and telephone number
—Product model and serial number
—Date of purchase
—Dealer name and address
—Nature of the problem

Your purchase of a Honda product is greatly appreciated by both your dealer and American Honda Motor Co.,Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

Current customer service contact information:

Your owner's manual was written to cover most of the questions you might ask about your Honda. Any questions not answered in the owner's manual can be answered by your Honda dealer. If your dealer doesn't have an immediate answer, they should be able to get it for you.

If you have a difference of opinion with your dealer, please remember that each dealership is independently owned and operated. That's why it's important to work to resolve any differences at the dealership level. If the service personnel are unable to assist you, please discuss your concerns with the dealer management such as the Service Manager or the dealership's owner.

If you need to contact American Honda regarding your experiences with your Honda product or with your dealer, please send your comments to the following address:

American Honda Motor Co., Inc.
Marine Division
Customer Relations Office
4900 Marconi Drive
Alpharetta, GA 30005-8847

Or telephone: (770) 497-6400 M-F, 8:30 am - 7:00 pm EST

When you write or call, please provide the following information:

- Your name, address and telephone number (complete with area code)
- Model and complete serial number
- Date of purchase
- Name and location of the selling dealer
- Name and location of the servicing dealer (if different)
- A detailed description of your concerns

MEMO

MEMO

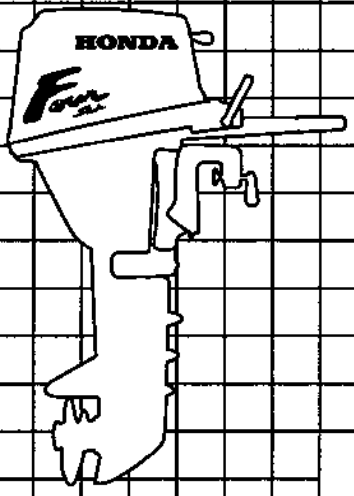
HONDA
MARINE

Owner's Manual

Outboard Motor

BF9.9A/15A

〈SUPPLEMENT〉



REMOTE CONTROL

Thank you for purchasing a Honda Outboard Motor.

This owner's manual supplement covers specific information about the Honda remote control equipped BF9.9A and BF15A outboard motors. Refer to the BF9.9A/15A owner's manual for all other information.

The owner's manual and this supplement contain information on how to operate your new outboard motor safely. Please read them carefully.

Keep the owner's manual and this supplement handy, so you can refer to them at any time, and be sure they accompany the outboard motor if you sell it.

We recommend that you read the warranty policy to fully understand your rights and responsibilities. The warranty policy is a separate document provided by your dealer.

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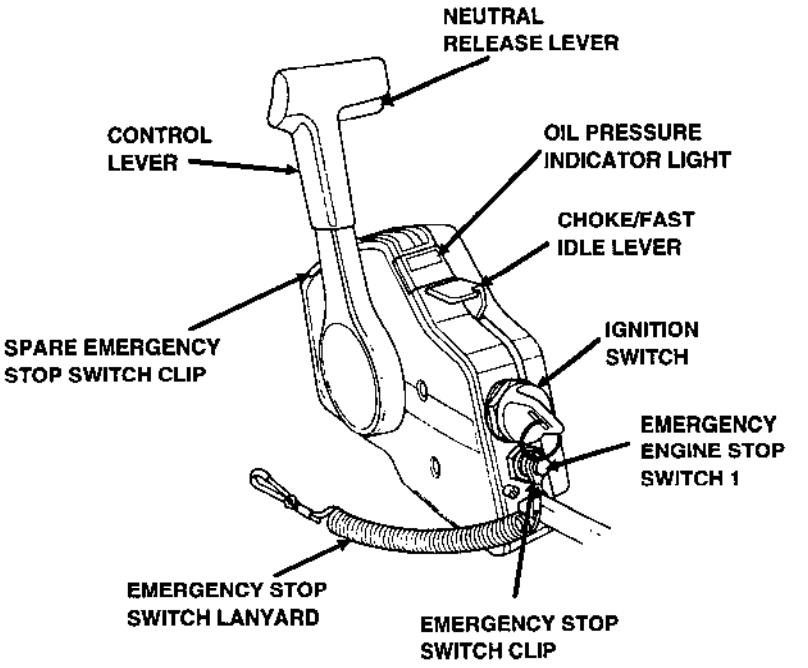
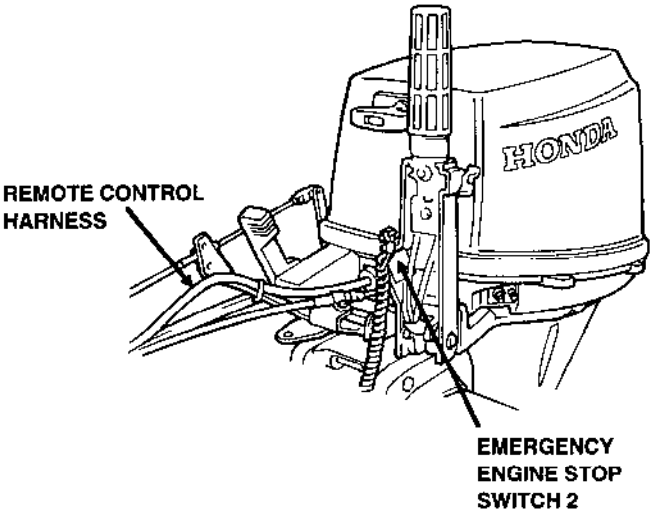
CONTENTS

The **HIGHLIGHTED** sections required no changes from the BF9.9A/15A owner's manual. These sections are not covered in this supplement.

The NON-HIGHLIGHTED sections contain only **new** information about a Remote Control Equipped BF9.9A/15A.

Refer to the BF9.9A/15A owner's manual for all other information.

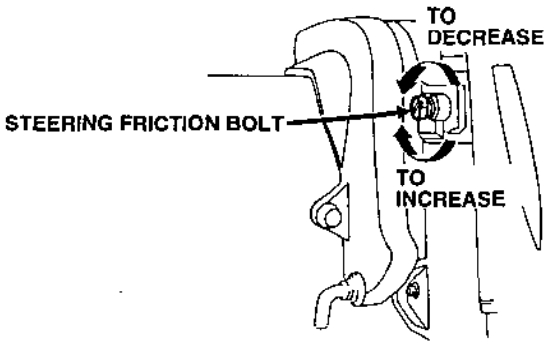

NEUTRAL
RELEASE LEVER
CONTROL
LEVER
OIL PRESSURE
INDICATOR LIGHT
CHOKE/FAST
IDLE LEVER
SPARE EMERGENCY
STOP SWITCH CLIP
IGNITION
SWITCH
EMERGENCY
ENGINE STOP
SWITCH 1
EMERGENCY STOP
SWITCH LANYARD
EMERGENCY STOP
SWITCH CLIP


HONDA
REMOTE CONTROL
HARNESS
EMERGENCY
ENGINE STOP
SWITCH 2

Steering friction bolt

Operate the steering wheel right and left and check for the amount of drag felt.

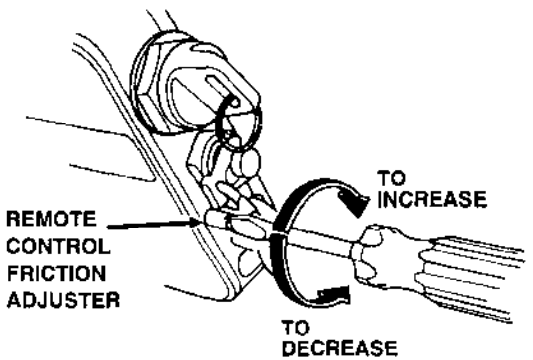
Adjust the steering friction bolt so that a slight amount of drag is felt. The steering should move smoothly and freely.



Remote control friction adjustment

Operate the remote control lever into forward and reverse gears and check for the amount of drag felt.

Adjust the remote control friction adjuster so that a slight amount of drag is felt. The remote control lever should move smoothly and freely.

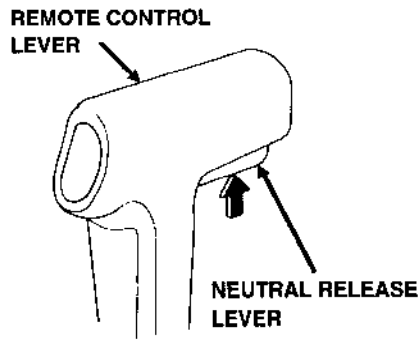


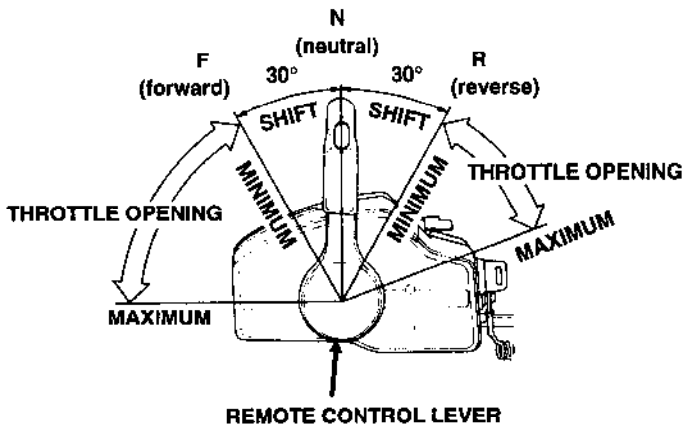
In addition to the above items review the pre-operation check list shown in the BF9.9A/15A owner's manual page 14.

Controls

Remote control lever

The remote control lever controls gear selection and throttle opening positions. It is necessary to pull up the neutral release lever to operate the remote control lever.





F (forward):
Moving the lever to the F position (approximately 30° from the N position) will engage the forward gear. Moving the lever farther from the F position will increase the throttle opening and the boat forward speed.

N (neutral):
The engine idles and the transmission gears are disengaged.

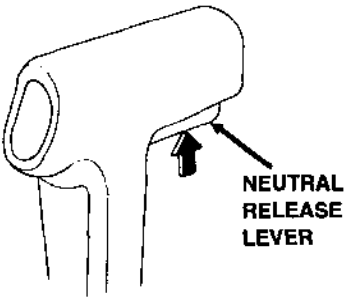
R (reverse):
Moving the lever to the R position (approximately 30° from the N position) will engage the reverse gear. Moving the lever farther from the R position will increase the throttle opening and the boat reverse speed.

5. STARTING THE ENGINE

Neutral release lever

The neutral release lever is on the remote control lever to prevent an accidental gear engagement.

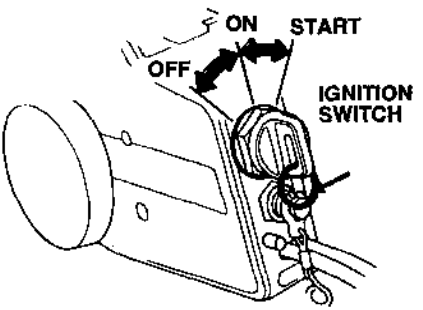
The remote control lever will not engage forward or reverse gear unless the neutral release lever is pulled up.



Ignition switch

The remote control box is equipped with a key type ignition switch.

Key positions:



START
To activate the starter motor and start the engine. The remote control lever must be in the neutral position.

ON
To run the engine after starting. The battery will discharge if the key is left in this position with the engine not running.

OFF
To stop the engine (IGNITION OFF).

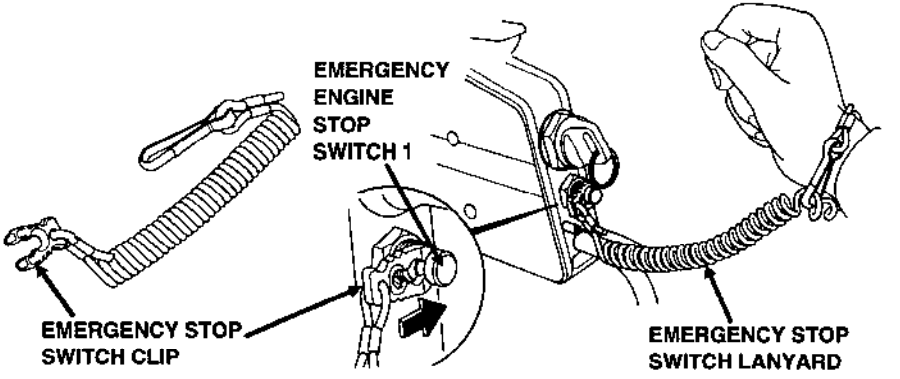
Emergency stop switch lanyard

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

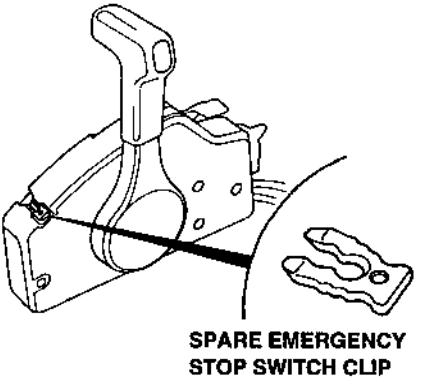
The emergency stop switch clip must be engaged with the emergency engine stop switch or the engine will not start. When the emergency stop switch clip becomes disengaged from the emergency engine stop switch the engine will stop immediately.

The emergency engine stop switch should not be used to normally stop the engine. Use the ignition switch to normally stop the engine.

Attach the emergency stop switch lanyard securely to the operator when operating the outboard motor.



A spare emergency stop switch clip is provided on the remote control box.



5. STARTING THE ENGINE

Choke/Fast idle lever

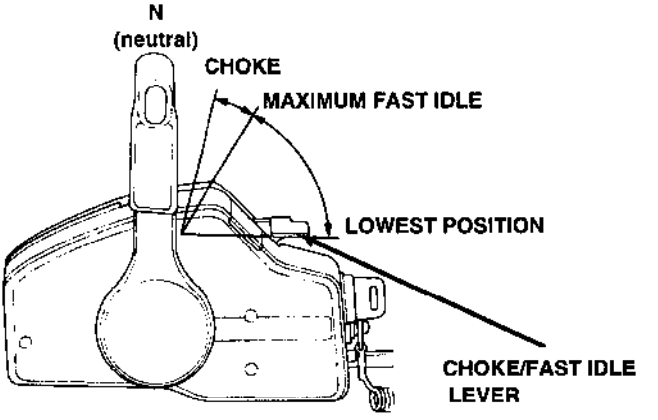
The choke/fast idle lever provides two functions:

1. Electric choke solenoid activation for easy engine start up.
2. Engine fast idle.

The choke/fast idle lever will not move unless the remote control lever is in the N (neutral) position. Conversely, the remote control lever will not move unless the choke/fast idle lever in the lowest position.

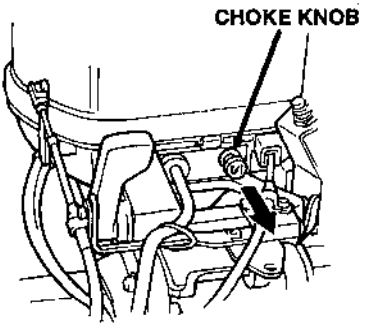
Lift and hold the choke/fast idle lever up fully, this will provide a rich fuel mixture and the correct fast idle. Do not run the engine while holding the lever in the choke position.

Gradually lower the choke/fast idle lever to the lowest position to decrease the choke and fast idle.



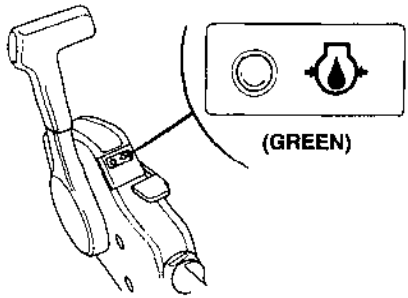
Manual choke knob

A manual choke knob is provided on the left side of the motor which can be used in the event the battery is discharged. When recoil starting, pull the choke knob and a rich fuel mixture will be provided to the engine. After the engine starts, be sure to push in the choke knob.



Oil pressure indicator light

The green oil pressure indicator light turns OFF when the oil level is low and/or the engine lubrication system is faulty.



5. STARTING THE ENGINE

Fuel line connection

Refer to the BF9.9A/15A owner's manual page 15.

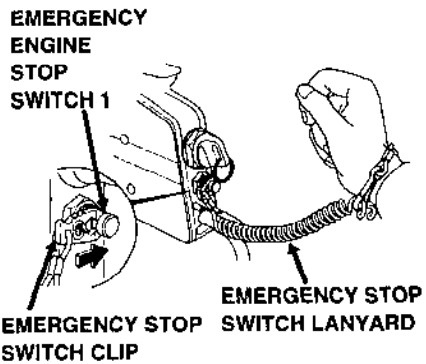
Electric starting (ignition key)

NOTICE

The anti-ventilation plate must be lowered into the water and be at least 2 inches below the surface. Running the outboard motor out of the water will damage the water pump and overheat the engine.

1. Engage the emergency stop switch clip located at one end of the emergency stop switch lanyard with the emergency engine stop switch 1. Attach the other end of the emergency engine stop switch lanyard securely to the operator.

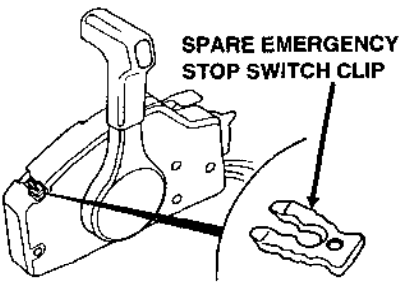
   The engine will not start unless the emergency stop switch clip is engaged with the emergency engine stop switch.



⚠WARNING

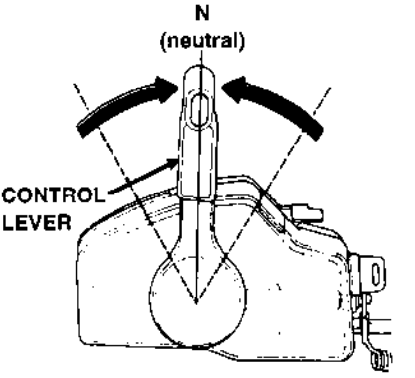
If the operator does not attach the emergency stop switch lanyard, and is thrown from his seat or out of the boat, the out-of-control boat can seriously injure the operator, passengers, or bystanders. Always properly attach the lanyard before starting the motor.

A spare emergency stop switch clip is provided on the remote control box.



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

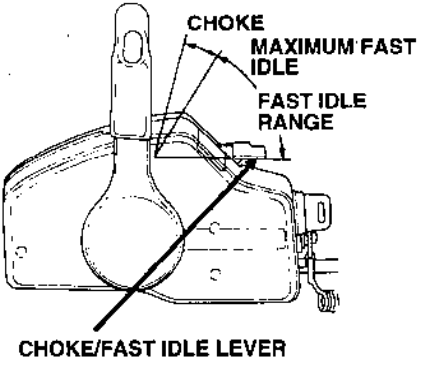
   The engine will not start unless the control lever is in the N (neutral) position.



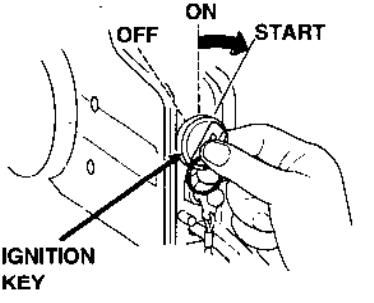
3. When the engine is cold and/or the ambient temperature is low, lift and hold the choke/fast idle lever up fully. This will provide a rich fuel mixture and the correct fast idle.

   When the engine is warm, it may be necessary to raise the choke/fast idle lever slightly. Hold it in this position.

   The choke/fast idle lever will not move unless the control lever is in the N (neutral) position.



4. While holding the choke/fast idle lever in the up position, turn the ignition key to the START position and release the key when the engine starts. The starter motor consumes a large amount of current. Do not 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* using the starter motor again.

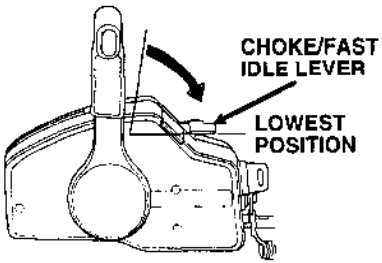


NOTICE

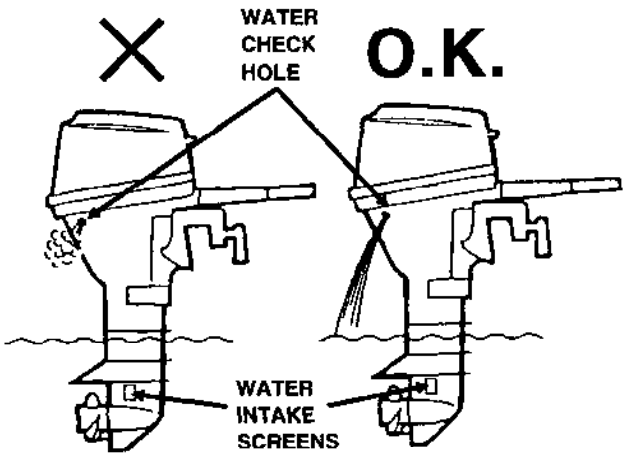
Do not turn the ignition key to the start position while the engine is running. This can damage the starter motor and flywheel.

5. After starting the engine, return the lever slowly to the position where the engine does not stall. Hold the lever in position.

   The control lever will not move unless the choke/fast idle lever is returned to the lowest position.



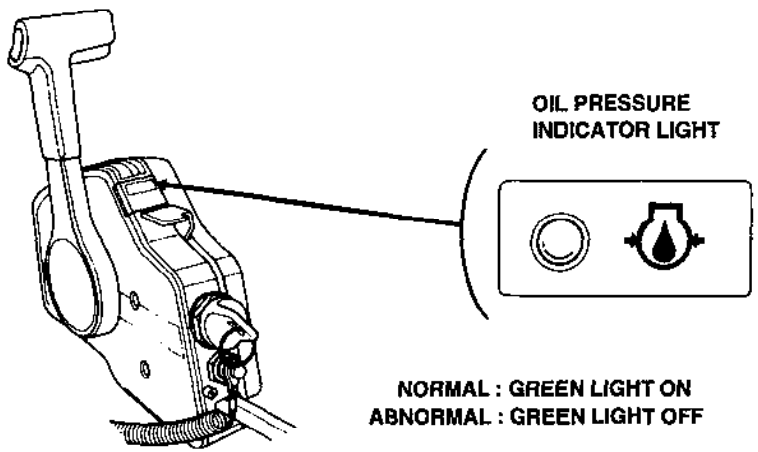
6. After the engine starts, verify water is flowing through the water check hole. The amount of water coming out of the water check hole will vary due to thermostat operation. Stop the engine if water does not come out the water check hole or if you see steam. Check the water intake screens and the water check hole port and if necessary remove any obstructions. If the problem continues, contact your closest authorized Honda Marine or Honda Outboard Motor dealer.



NOTICE

Running the outboard motor with an obstruction in the cooling system can damage the water pump and overheat the engine.

7. With the engine running, check to see if the green engine oil pressure indicator light turns ON.
   Stop the engine if the oil pressure indicator light does not turn ON. Check the engine oil level. If the oil level is normal and the oil pressure indicator light does not turn ON, contact your closest authorized Honda Marine or Honda Outboard Motor dealer.

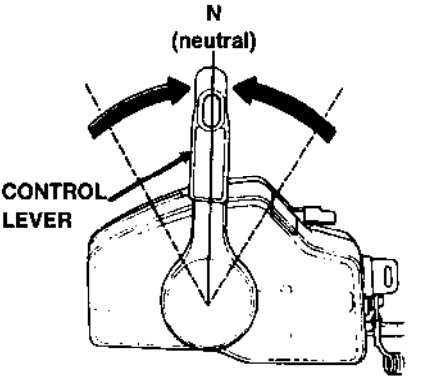


5. STARTING THE ENGINE

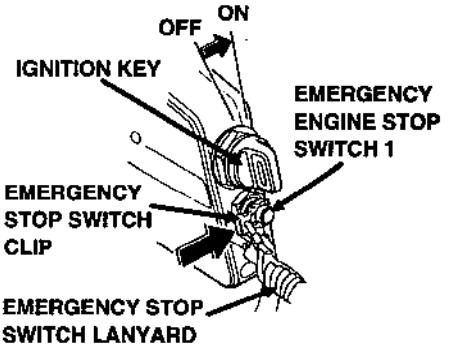
Recoil starting

If the electric starting system will not start the engine. The engine can be started using the recoil starter.

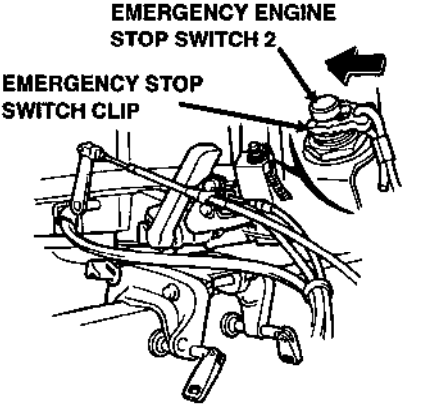
1. Move the control lever to the N (neutral) position.



2. Turn the ignition key to the ON position. Engage the emergency stop switch clip, located at one end of the emergency stop switch lanyard, with emergency engine stop switch 1.

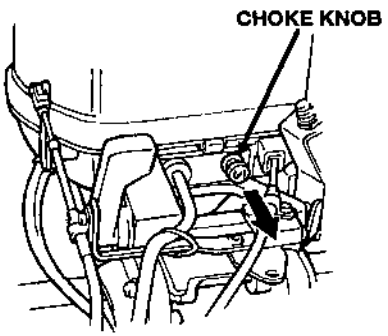


3. Engage an emergency stop switch clip with emergency engine stop switch 2.

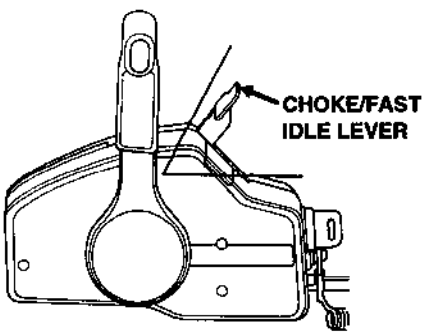


4. If the engine is cold and/or the ambient temperature is low, pull and hold the manual choke knob out. The choke knob is located on the front of the outboard motor.

   If the fuel system is working properly, it should only be necessary to pull the recoil starter 1 or 2 times with the choke knob out.



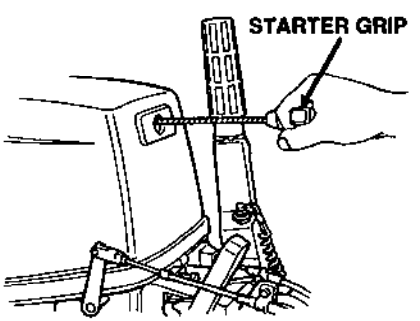
5. Lift the choke/fast idle lever. The choke/fast idle lever will stay up in the fast idle position.



6. Pull the recoil starter rope slowly until resistance is felt, then pull briskly.

7. If it was necessary to use the manual choke knob to start the engine, slowly return it to its initial position.

8. Slowly return the choke/fast idle lever to the lowest position to where the engine does not stall.



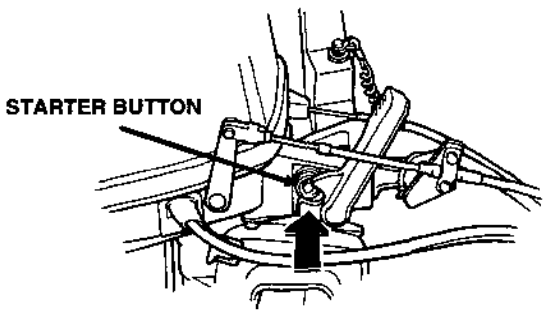
9. After the engine starts, monitor the water discharge and the oil pressure indicator light.

5. STARTING THE ENGINE

Electric starting (starter button)

If the choke solenoid kit is not installed or not working, the engine can be started using the starter button on the side of the engine.

1. Perform steps 1 ~ 5 in this supplement (pages 14,15).
2. Press the electric starter button and start the engine.



3. Perform steps 7 ~ 9 in this supplement (page 15).

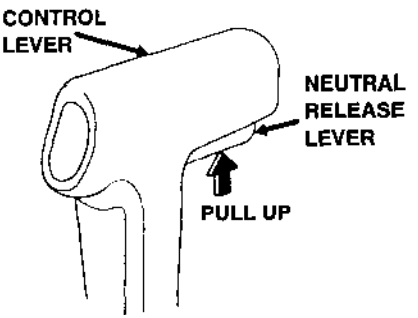
Emergency starting

If the electric starting system and/or the recoil starter will not start the engine. The engine can be started using the spare starter rope from the tool kit.

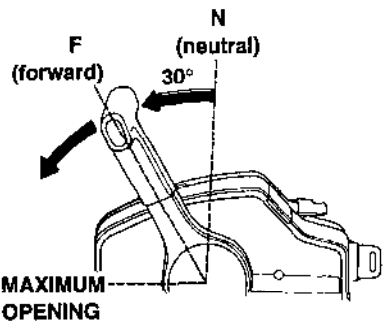
1. Perform steps 1 ~ 5 in this supplement (pages 14,15).
2. Perform steps 1 ~ 4 in the BF9.9A/15A owner's manual (page 20).
3. Perform steps 7 ~ 9 in this supplement (page 15).
4. Perform step 5 in the BF9.9A/15A owner's manual (page 20).

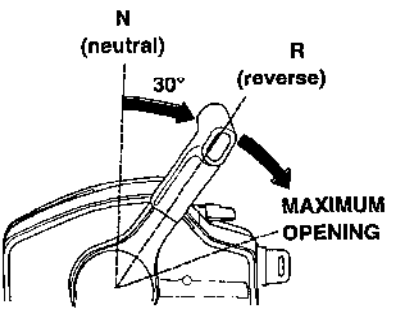
Gear shifting

While pulling up the neutral release lever, move the control lever 30° toward F (forward) or 30° toward R (reverse) to engage the desired gear.



Moving the control lever farther from 30° will increase throttle opening and boat speed.





The control lever will not move unless the neutral release lever is pulled up and the choke/fast idle lever is in the lowest position.

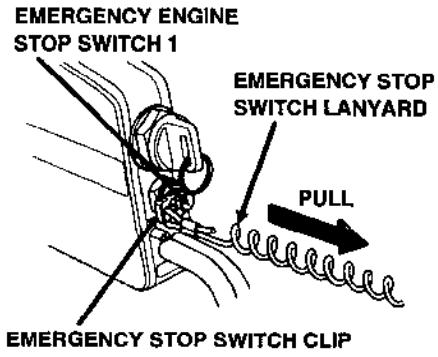
For optimum fuel economy, limit throttle opening to 2/3.

7. STOPPING THE ENGINE

Emergency engine stop

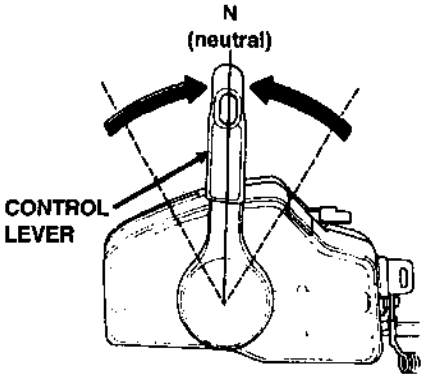
Disengage the emergency stop switch clip from either emergency engine stop switch 1 or 2 by pulling the emergency stop switch lanyard.

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



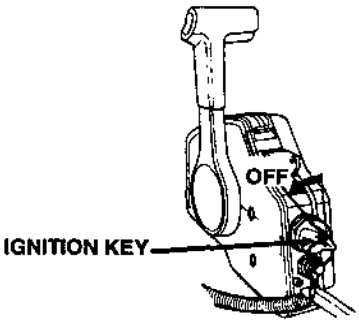
Normal engine stop

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



2. Turn the ignition key to the OFF position.

   When the boat is not in use, remove and store the ignition key.



Bl	BLACK	Br	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY

Certain wire color codes are determined by the colored rings close to the connector. The colored ring closest to the connector is the first color in the color code.

Example:

Wire color code is Bl/R

IGNITION SWITCH

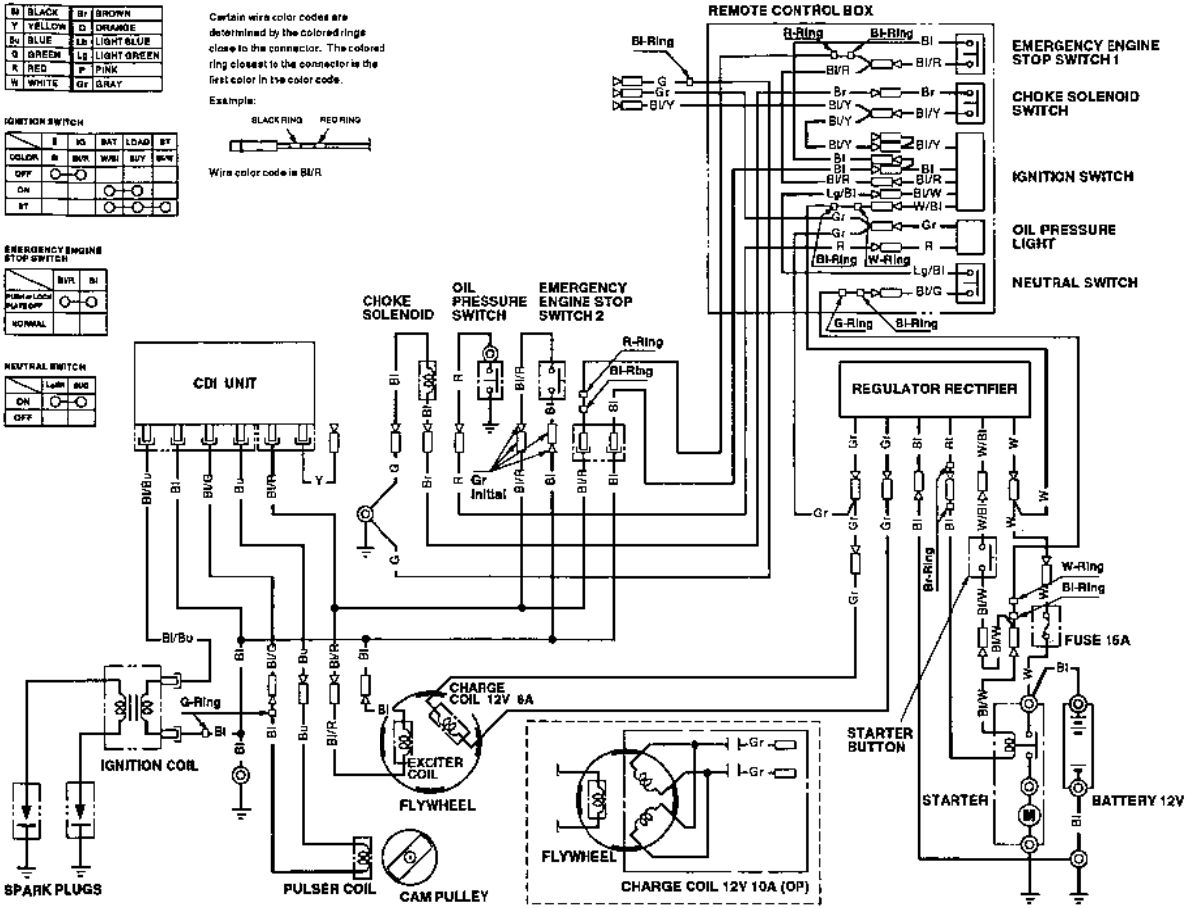
	B	KS	BAT	LOAD	ST
COLOR	Bl	Bl/R	W/Bl	Bl/Y	Bl/W
OFF	○	○			
ON			○	○	
ST			○	○	○

EMERGENCY ENGINE STOP SWITCH

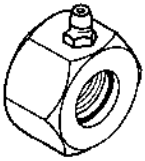
	Bl/R	Bl
PUSH or LOCK PLATE OFF	○	○
NORMAL		

NEUTRAL SWITCH

	Lg/Bl	B/G
ON	○	○
OFF		



13. OPTIONAL PARTS



Steering Tube Seal
(Anodized Aluminum or Stainless Steel)

There are additional optional parts available. See your authorized Honda Marine or Honda Outboard Motor dealer for a complete list.

HONDA

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00X31-ZV4-600A

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