



BF150

The BF150 sets the standard in innovation with its advanced inline four-cylinder technology, placing this engine in a league of its own.

INTRODUCTION

MAXIMUM POWER

The BF150 features Variable Valve Timing and Lift Electronic Control (VTEC™) initially developed for Honda's high-performance sportscars.

Introduced in the early 1990s, VTEC™ is the benchmark technology used on every Honda motor vehicle sold today.

The system ensures smooth, stable idling with an even further reduction in fuel consumption, while the increased valve lift at high revs broadens the torque curve and provides incredible top-end power.

ECOMO

Along with Honda's Programmed Fuel Injection, the BF150 incorporates Lean Burn Control technology, which allows combustion to operate on a leaner air/fuel ratio than stoichiometric air/fuel.

An O2 sensor, together with the ECM, precisely controls the air/fuel mixture for the best fuel economy at cruise setting. The mode in which lean burn control is used during cruising to achieve higher fuel economy is referred to as ECOmo (Economy Controlled Motor).

Pair this with the BF150's Multi-Port Programmed Fuel Injection (PGM-FI) that delivers the precise amount of air/fuel to each cylinder, and what do you get? Quick starts, instant throttle response and low fuel consumption.

MORE FEATURES

All shafts, the Steering Arm and the Tilt Tube are made from stainless steel. Alongside the Freshwater Flushpoint that flushes debris and saltwater out of the engine, extending the life of the outboard, you've got durability with long-term corrosion resistance!

The starter motor is inverted into a sealed chamber that protects the starter bendix drive from the elements.

And a crankshaft-driven, automotive-style trichoid oil pump ensures the long-term durability of critical engine components.

STILL MORE FEATURES!

The BF150's Linear Air Fuel and knock sensors help determine the correct fuel flow and ignition curve. They improve the overall engine operation and efficiency and prevent engine damage.

The BF150 also benefits from the patented, 'double sealed' multi-layered paint process of its Corrosion Protection System. Sacrificial anodes and stainless steel technology, along with waterproof connectors, all enhance corrosion protection.

And three separate cooling systems keep the BF150's cylinder head cooler for more long-term durability.

BLAST

A quick movement of the throttle control activates the BLAST™ system, advancing the ignition curve aggressively. 'Hole shot' is vastly improved as more horsepower gets the hull up on plane quicker.

DUAL OVERHEAD CAM (DOHC)

A powerful, compact 24-valve DOHC design creates more valve lift to pull in more air for increased horsepower. The low-maintenance design allows easy adjustment of the rocker arms. No multiple shims or trial-and-error adjusting needed.

DUAL STAGE INDUCTION

A variable air intake manifold delivers top performance at every speed. At low speeds, air passes through a long intake runner, increasing low-end torque. Above 3500rpm, shutter valves open to shorten the air's path, boosting air flow for more high-end torque. The result is a simple, compact design that delivers top performance at every speed.

40AMP BATTERY CHARGING POWER

Honda's proven 'on demand', 51amp belt-driven alternator reduces heat buildup and provides superior battery charging capability. 30amp at 1000rpm and 40amp+ above 2000rpm.

NMEA2000 COMPATIBLE

The BF150 can communicate with onboard electronics to deliver a widerange of information to head-unit displays. When networked with a Lowrance HDS unit, for example, engine data such as speed, revs, temperature, fuel usage and other data can be displayed on the unit's screen.

ENGINE COMMAND

The ECM receives constant input from 18 different sensors to deliver instant starts, smooth operation, strong performance and excellent fuel efficiency.

ENGINE ALERT SYSTEM

With Honda's Engine Alert System, the ECM monitors vital engine functions and prevents engine damage by alerting the operator of overheating, low oil PSI, over-rev, water in fuel, battery condition, and critical engine functions.

SINGLE LATCH COWL

Four securing points to ensure a water-tight seal, along with a convenient front-mounted single latch.

BUILT-IN PILOT TUBE

Built-in pilot tube in the gear case eliminates the need to drill holes in your boat for installation.

SPECS

ENGINE

TYPE 4-stroke DOHC inline 4-cylinder / 16-valves

DISPLACEMENT 2,354cc

BORE & STROKE 87 x 99 mm

FULL THROTTLE RPM RANGE 5,000-6,000 RPM

RATED POWER 150HP @ 5,500 RPM

COOLING SYSTEM Water cooled

INDUCTION Programmed fuel injection

IGNITION SYSTEM Full transistorised battery ignition

STARTING SYSTEM	Electric
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EXHAUST	Through prop
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ALTERNATOR	40-Amp
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POWER TRIM & TILT	Standard
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TRIM RANGE	-4 to +16
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TILT RANGE	72
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SAFETY FEATURES

EMERGENCY STOP SWITCH	Standard
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OIL PRESSURE ALERT	Standard
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TEMPERATURE ALERT	Standard
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REV-LIMITER	Standard
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SPEEDOMETER PICKUP	Standard
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DRIVE

GEAR RATIO	2.14:1
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GEAR SHIFT	F-N-R
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PROPELLER	Optional
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DIMENSIONS

OVERALL LENGTH	845mm
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OVERALL WIDTH	580mm
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OVERALL HEIGHT (L-TYPE)	1,665mm
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OVERALL HEIGHT (X-TYPE)	1,790mm
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OVERALL HEIGHT (XXL-TYPE)	n/a
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TRANSOM HEIGHT (L-TYPE)	508mm
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TRANSOM HEIGHT (X-TYPE)	635mm
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TRANSOM HEIGHT (XXL-TYPE)	n/a
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DRY WEIGHTS (L-TYPE)	217kg
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DRY WEIGHTS (X-TYPE)	220kg
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