



**BF200**

The BF200 delivers superior torque, top-end speed and world-class performance in a narrow, balanced V6 powerplant.

## INTRODUCTION

### MAXIMUM POWER

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Packed with power, the BF200 incorporates Honda's revolutionary Boosted Low Speed Torque (BLAST™) air/fuel ratio and ignition-timing technology, and lean burn control to deliver powerful acceleration during cruising (ECOMO).

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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).

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A high-performance gear case further contributes to the powerful, compact 24-valve SOHC design V6 engine's impressive acceleration and top-end speed.

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### MINIMUM CONSUMPTION

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The BF200 consumes up to 50% less fuel than conventional two-stroke engines, thanks to Honda's exclusive Programmed Fuel Injection (PGM-FI) and lean burn control systems.

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These advanced systems optimise the air/fuel mixture to ensure maximum performance out of every drop.

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The PGM-FI delivers the precise amount of fuel/air to each cylinder. The result is easy starts and instant throttle response with superior fuel efficiency, and less impact on the environment.

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### EASY TO USE, SO YOU CAN RELAX!

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Honda introduces a proven 'on demand' 90amp belt-driven alternator that reduces heat buildup and provides superior battery charging capability, for whatever extras you like to take out with you.

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The BF200 can also communicate with onboard electronics to deliver a wide range of information to head-unit displays, through its NMEA2000 compatibility.

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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.

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## EXTRA FEATURES

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The BF200's Corrosion Protection System includes Honda's patented, 'double sealed' multi-layered paint process. Sacrificial anodes and stainless steel technology, along with waterproof connectors, all enhance corrosion protection.

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A Freshwater Flushpoint flushes debris and saltwater out of the engine, extending the life of the outboard.

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And a crankshaft-driven, automotive-style trichoid oil pump ensures the longterm durability of critical engine components, so you get more life out of your outboard!

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## WORLD FAMOUS QUALITY

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By sharing many components with the Honda Odyssey and Honda Pilot, the BF200 gains years of proven Honda engineering, precision manufacturing and reliability.

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## ENGINE COMMAND SYSTEM

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

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## DUAL STAGE INDUCTION

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Most four-strokes use long manifolds to deliver air into the cylinder head. Honda's variable intake system utilises a plenum chamber with twin butterfly valves to control the volume of intake air into the combustion chambers. The result is a simple, compact design that improves overall operation.

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## DUAL ENGINE APPLICATIONS

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Easy for re-powers. 26" centre-to-centres. Many competitors have to mount on 28" centre. Ensures maximum performance and manoeuvrability.

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## ENGINE ALERT SYSTEM

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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.

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## TUNED DUAL EXHAUST

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The competition's exhaust track goes through the middle of the oil pan, pre-heating the oil. Honda's dual exhaust headers wrap around the outside of the oil pan, which not only reduces heat build-up, but also increases engine efficiency and performance!

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## 2-PASS COOLING SYSTEM

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The unique cooling system maintains an even temperature on all cylinders. The incoming water passes through each aluminum exhaust manifold, then through the cylinder heads and back around the exhaust manifolds before entering the exhaust. This results in increased cooling efficiency and long-term durability!

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## SINGLE LATCH COWL

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

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## SEALED STARTER

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

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## STAINLESS STEEL

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Steering Arm, Tilt Tube and all Shafts. Durability with long-term corrosion resistance!

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## BUILT-IN PILOT TUBE

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

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# SPECS

## ENGINE

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### TYPE

4-stroke SOHC 60 V6 / 24-valves

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<b>DISPLACEMENT</b>	3,471cc
<b>BORE &amp; STROKE</b>	89 x 93 mm
<b>FULL THROTTLE RPM RANGE</b>	5,000-6,000 RPM
<b>RATED POWER</b>	200HP @ 5,500 RPM
<b>COOLING SYSTEM</b>	Water cooled (Thermostatically controlled)
<b>INDUCTION</b>	Programmed fuel injection
<b>IGNITION SYSTEM</b>	Micro-computer programmed
<b>STARTING SYSTEM</b>	Electric
<b>EXHAUST</b>	Through prop
<b>ALTERNATOR</b>	60-Amp
<b>POWER TRIM &amp; TILT</b>	Standard
<b>TRIM RANGE</b>	-4 to +16
<b>TILT RANGE</b>	72

## **SAFETY FEATURES**

<b>EMERGENCY STOP SWITCH</b>	Standard
<b>OIL PRESSURE ALERT</b>	Standard
<b>TEMPERATURE ALERT</b>	Standard
<b>REV-LIMITER</b>	Standard
<b>SPEEDOMETER PICKUP</b>	Standard

## DRIVE

GEAR RATIO	1.87:1
GEAR SHIFT	F-N-R
PROPELLER	Optional

## DIMENSIONS

OVERALL LENGTH	920mm
OVERALL WIDTH	625mm
OVERALL HEIGHT (L-TYPE)	1,670mm
OVERALL HEIGHT (X-TYPE)	1,800mm
OVERALL HEIGHT (XXL-TYPE)	n/a
TRANSOM HEIGHT (L-TYPE)	508mm
TRANSOM HEIGHT (X-TYPE)	635mm
TRANSOM HEIGHT (XXL-TYPE)	n/a
DRY WEIGHTS (L-TYPE)	267kg
DRY WEIGHTS (X-TYPE)	272kg

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