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Boating Tip #32: Honda 2 hp Outboard Operation

To START the Engine:

- Perform a brief safety and maintenance inspection.
- Make sure the outboard motor is properly installed on the dinghy transom and that clamp screws are tightened.
- Check the fuel level in the tank. If the fuel level is low, fill the tank with regular unleaded gasoline.
- Put the emergency stop switch clip in the engine stop switch and attach the other end of the lanyard to your PFD.
- Open the fuel tank vent counterclockwise a couple of turns.
- Move the fuel lever valve to the ON position.
- Move the throttle grip to the START position.
- Pull the choke knob to the CLOSED position when starting a cold engine. (Move the choke knob to the OPEN position when restarting a warm engine.)
- Pull the recoil starter grip.
- Allow the engine to warm up and gradually push the choke knob into the OPEN position.
- Steer by moving the tiller handle in the opposite direction you want the boat to turn.
- If necessary, trim the angle of the outboard to compensate for weight, water or wind conditions.
- If after sunset, turn on the navigation lights.

To STOP the Engine:

- Pull on the lanyard and pull the clip out of the engine stop switch. (Or, move the throttle grip lever to the SLOW position, and push and hold down the engine stop button until the engine stops).
- Move the fuel valve lever to the OFF position.
- Close the fuel tank vent clockwise.

To Operate the Engine in REVERSE:

- Move the throttle grip to the SLOW position.
- Turn the outboard 180° and pivot the tiller handle so it faces you.

To TOW the Dinghy ASTERN:

- Attach a sailboat halyard to the outboard.
- Loosen the clamp screws from the dinghy transom.
- Remove the outboard from the dinghy by manually lifting it away from the transom and hoisting it using the halyard and winch. Lift the outboard to a position above the sailboat lifelines.
- Guide the outboard to the rail mounted bracket on the sailboat. Secure it to the bracket by tightening the clam screws clockwise.
- Secure the clamp screws with plastic zip ties.
- Tie the dinghy tow line (hawser) to the sailboat and tow SHORT while leaving the slip, anchorage or mooring, or while in astern propulsion.
- After clearing the marina, anchorage or mooring, and in open water free of obstructions, let out the hawser and tow LONG. To reduce shock stress on the towing hawser, make sure there is enough catenary so the line dips into the water. Let out enough line so that both vessels are in step and reach a wave crest or trough at the same time.
- Make sure bridle legs are of equal lengths.
- To reduce yaw, use longer bridle legs.

Outboard Stats Honda 2 hp outboard BF2

Type:	4-stroke OHV, 1 cylinder / 2 valves
Displacement:	57 cc (3.4 in ³)
Bore & stroke:	1.8 x 1.4 inches
Full throttle range:	5000 – 6000 rpms
Rated power:	2 hp @ 5500 rpm
Cooling system:	Forced air
Fuel delivery:	1 carburetor
Ignition system:	Transistorized pointless
Starting system:	Recoil
Exhaust:	Underwater and above propeller
Gear ratio:	2.4:1
Gear shift:	360° pivot
Propeller:	3-blade plastic, 7.25" diameter x 4.75" pitch
Dry weight:	28 pounds