



BF200 (200hp Outboard)

POA

Specifications

Boat Details

Price	POA	Boat Brand	Honda
Model	BF200	Length	0.00
Year	2021	Category	Boat Engines and Outboards
Hull Style		Hull Type	
Power Type		Stock Number	
Condition	New	State	South Australia
Suburb	MAITLAND	Engine Make	Honda Marine

Disclaimer

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Description

Introducing the BF200 (200hp Outboard) DESIGN

Debating the new Honda Progressive V Form, with aerodynamic lines and an emphasized “V” with the centre grille and chrome line detail, exhibiting an elegant, aerodynamic design aesthetic. The new design also delivers boaters increased engine cover durability, better protection from water entering the engine and protection from paint chips and scrapes.

The outboard is equipped with a three-latch lock and seal system and two inverted grip points that make the cover easy to remove and carry—the first step in easy maintenance. To enhance performance and provide better protection from water intrusion, the new cowling incorporates a dual channel, indirect-air-circuit induction system improving airflow while helping funnel moisture away from the throttle body.

The undercase design has been streamlined to incorporate three pieces (instead of seven on the previous model), along with a heavy protective rubber edge at the base of the cowling, further protecting against outside elements and increasing durability. **NOW WITH DRIVE BY WIRE**

All four of Honda’s flagship V6 engines now feature multiple rigging options for a customized on-the-water experience; choices include both electronic Intelligent Shift and Throttle (iST®) which is more commonly known as Drive By Wire (DBW) and mechanical control options; newly designed user interfaces; and multi-function colour display.

The Drive By Wire engine control units offer binnacle-mounted throttle controls for as many as four engines, or side-flush mount for single engines. The mechanical control supports up to two engines and a single-helm location as well as a side-mount control box. The design of the components compliments their operation; the DBW throttle controls are sleek and modern, while the mechanical controls are tough and rugged. **TECHNOLOGY**

The technology applied to the refreshed Honda BF200 V6 engine is derived from the very same technology that powers Honda automobiles such as the Honda Ridgeline, Honda Odyssey, and Honda Pilot, gaining from years of proven Honda engineering, precision manufacturing and reliability. This cross-platform integration of technology illustrates the Honda commitment to high performance, fuel efficiency and environmental excellence for its customers. Key technologies include:

- Programmed Fuel Injection (PGM-FI) delivers precise amounts of fuel and air to each cylinder, resulting in quick starts, instant throttle response and low fuel consumption. PGM-FI employs microprocessor technology to accurately control the ignition timing during start-up and across the entire rpm range, providing optimum overall operation.
- Boosted Low Speed Torque (BLAST™) System dramatically improves performance and acceleration by advancing ignition timing during ‘hammer down’ acceleration. The Engine Control Module (ECM) steps in to increase injector timing, creating a more potent air/fuel mixture. The resulting boost in available torque at low rpm contributes to a strong holeshot to get the boat up on plane quickly.
- Lean Burn Control automatically adjusts the air/fuel mixture according to speed and load while maximizing power throughout the acceleration range, increasing fuel efficiency in cruise mode (2,000 to 4,500 rpm). **MAINTENANCE**

The revamped Honda V6 engine also features a number of enhancements for improved reliability and ease of

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maintenance. Corrosion resistance is improved with a new coating on the surface of engine hardware that utilizes a chemically treated, zinc-nickel plating with a high corrosion-resistant top coat. In addition, components including the oil pan, thermostat cover, upper mount cover, and prop shaft holder use a higher corrosion-resistant material, resulting in a more durable engine and gear case. Finally, the number of anodes on each engine's V bank has been increased from two to four. And for more time on the water, routine maintenance time is reduced for activities such as oil and filter changes on the refreshed V6 outboard, courtesy of a larger diameter dipstick tube, the integration of a water separator and fuel strainer and relocation of the high-pressure filter (from the high-pressure pump) for easier access. For example, changing a high-pressure fuel filter on any of the new V6 motors now can take as little as five minutes as compared to the 60 minutes on existing models.

ENGINE

TYPE

4-Stroke, SOHC, 60° V6, 24 Valve

DISPLACEMENT

3583cc

BORE & STROKE

89 mm x 96 mm

FULL THROTTLE RPM RANGE

5000 - 6000 RPM

RATED POWER

200 HP (147.1kW) @ 5500 RPM

COOLING SYSTEM

Water Cooled

FUEL DELIVERY

Programmed Fuel Injection

IGNITION SYSTEM

Micro-Computer Programmed

STARTING SYSTEM

Electric

EXHAUST

Through Hub

LUBRICATION

Wet Sump

TRIM RANGE

-4° to +16°

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TILT RANGE

68°

DRIVE

GEAR RATIO 2.00:1 (24/12)

GEAR SHIFT

F-N-R

ALTERNATOR 12V 90Amp (1118 watt)

BATTERY CHARGING POWER 60Amp

PROPELLER

Optional

POWER TRIM & TILT Standard

OIL PRESSURE ALERT

Standard

TEMPERATURE ALERT

Standard

REV-LIMITER Standard

SPEEDOMETER PICKUP

Standard

DIMENSIONS

OVERALL WIDTH

660mm

OVERALL LENGTH

948mm

OVERALL HEIGHT - L TYPE

1789mm

OVERALL HEIGHT - XL TYPE 1916mm

OVERALL HEIGHT - UL TYPE 2043mm

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TRANSOM HEIGHT

L TYPE

N/A

XL TYPE

635mm

UL TYPE

N/A

DRY WEIGHT

L TYPE N/A

XL TYPE

285kg

UL TYPE N/A

Engine Details

Engine Make

Honda Marine

Displacement

3583cc

Horse Power

200

Propeller

Optional

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