

A Closer Look

Since these portable engines will likely be frequently installed and removed from the dinghy, the design of the mounting clamp handles is critical. The Suzuki's handles (below left) are nothing more than thin metal pins that are hard on the hands and fingers. The cowlings on the Honda (below center) and Suzuki cannot be fully removed because the pull cord remains attached even after the cowling is off the powerhead. The cover won't fall overboard but it can get in the way during maintenance. The gear shift levers on the Tohatsu and the Mercury (below right) are large and close to the front of the engine. The Suzuki's (right) is significantly smaller and located farther aft on the engine.



Suzuki DF2.5



Suzuki DF2.5



Honda BF2D



Mercury 2.5