

PROS



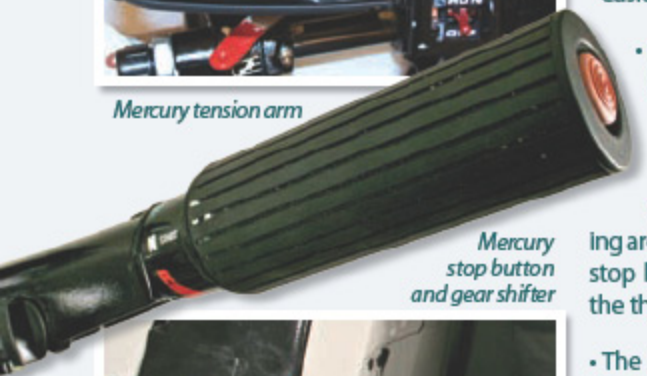
Mercury and Tohatsu oil fill and dipstick



Honda cowling closure



Mercury tension arm



Mercury stop button and gear shifter



Mercury tiller lock

OUTBOARD PROS & CONS

- The engine oil fill and dipsticks on the Tohatsu and Mercury are in plain view and easy to see, partly because they're bright yellow. The loops on the dipstick ends make them easy to grab and pull. There's good access to the Honda oil fill cap, but the dipstick is buried below the lower portion of the cowling and has no loop on the end.

- The beefy stainless steel clamp on the back of the Honda will likely stand up to wear and tear better than the plastic clips on the Mercury and the Tohatsu.

- All three of these engines have levers on the front that allow you to adjust the engine rotation tension. The Mercury and the Tohatsu levers extend forward farther than the Honda's. And they have a red rubber cap for easier grasping.

- The Tohatsu and Mercury both have separate gear shifts at the front of the engine. The Mercury gear shift is part of the throttle, which allows the operator to shift without turning around. We also like the Mercury's stop button, which is on the face of the throttle.

- The Mercury's tiller folds all the way up or down for storage purposes. The tiller lock secures it in position.

- The plastic carrying handle on the front of the Honda can get in the way, making it more difficult to carry and secure the engine. We prefer the Mercury and the Honda's larger handles.

CONS



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Honda tension arm



Honda lift handle