The old (blue & white) Honda BF75 and BF100 were essentially the same engine with the aforementioned changes in cam and carb. The 'new' Honda BF9.9 and BF15 are an entirely different design. Furthermore, the old BF100 is still made and now marketed as the BF8. Prior to about 1988 the horsepower was designated by the FLYWHEEL horsepower, after that, it was designated by available horsepower at the PROP; thus the old BF100 really put about 8HP at the prop.

There is no economical or practical way I know of to hop-up the old BF100 (at least not in the way of parts swaps). The new BF9.9 actually puts out 13.2HP (at the prop). It is limited to 9.9HP (for legal reasons on small inland lakes requiring "less than 10HP") by a stop screw in the throttle system. Removal of this screw gives you 13.2 HP engine with a power curve that puts the max torque a little lower in the power band as compared to the BF15.

Various props can be used on the Hondas. There are several available thru Honda and Michigan Prop. Size depends on what you're trying to accomplish. The props are all the same (from a fit standpoint) for the BF75, the BF100 and the BF8. They are quite different for the BF9.9/15 as it uses thru-the-hub exhaust.

The B75's (7.5 hp) were first, starting in 1973. They're completely white. The BF75 (7.5 hp) was an improved version of the B75 and started in 1978. The BF100 was introduced at the same time with bigger carb jets and different cam for 9.9 hp. In 1987 they started rating hp at the prop instead of the flywheel.

The BF75 was dropped (it puts out about 6 hp at the prop) and the BF100 was given the new designation of BF8 to reflect the 8 hp it put out at the prop. It is still available and the oldest continuous model in Honda's line up: 1978 to present.

With the BF100 (the 9.9 of the time) becoming an 8, Honda needed a new 9.9. That came in 1987. They engineered it as a 15 hp engine, the BF15, and detuned it by changing the cam and carb jets. When they did this they only got the engine down to 13.2 hp.