



Troubleshooting Guide

**BF75D, BF80A,
BF90D, BF100A**

Contents *Tap or click the relevant issue.

- Indicator lamp turns on / off
- Engine does not start
- Engine stops after it's started / Engine stops when it's running
- If the outboard motor was submerged
- If the starting system does not operate
(Start the engine with the emergency starter rope)

This troubleshooting guide is for reference purposes and supplements the owner's manual that came with your outboard motor. Always refer to the Owner's manual for clarification and more detail on the processes shown in this document.

Photos in this guide may not match your actual model. It is recommended that you download this PDF and store it in your device.

Web instruction manual, Official owner's manual PDF & Dealer locator

<https://www.hondapps.com>

Denotation of Indicators



Oil Pressure Indicator

During normal operation, this indicator remains turned on.

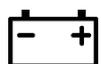
It turns off and the buzzer sounds when the oil level is low and/or the engine lubrication system is faulty. The engine speed slows down gradually.



Overheat Indicator

During normal operation, this indicator is off.

The overheat indicator turns on and the buzzer sounds when the engine cooling circuit is faulty. The engine speed slows down.



ACG Indicator

During normal operation, this indicator is off.

The ACG indicator turns on and the buzzer sounds when the charging system is faulty.



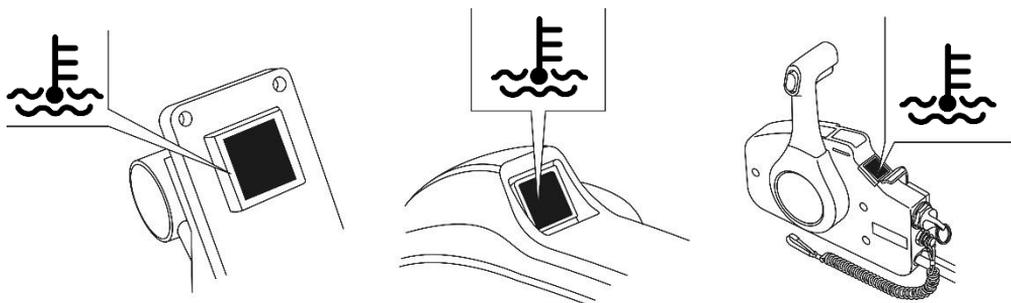
PGM-FI Indicator

During normal operation, this indicator is off.

The PGM-FI indicator turns on and the buzzer sounds when the engine control system is faulty.

When the engine key is turned on, all the indicators come on for a short time, and the buzzer sounds twice.

Symptom and solution



SYMPTOM

Overheat warning system comes on.

Overheat warning system comes on.

Overheat warning buzzer sounds.

Engine speed decreases and stops.

Engine speed cannot be increased by opening the throttle.

Engine will stop within 20 seconds after engine speed is limited.

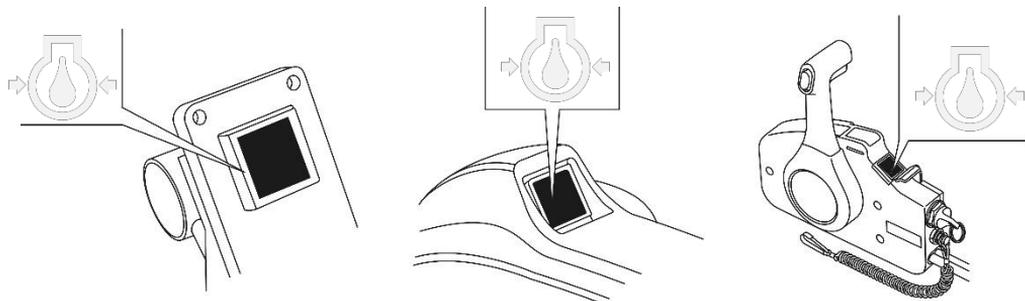
POSSIBLE CAUSES & SOLUTIONS

Cooling water intake port clogged. Clean the cooling water intake port.

Spark plugs have incorrect heat range. Replace the spark plugs. [>See method](#)

- Faulty water pump.
- Thermostat clogged.
- Faulty thermostat.
- Cooling water passage clogged.
- Exhaust gas enters cooling system.

Consult your dealer.



SYMPTOM

Oil pressure indicator does not turn on

Oil pressure indicator does not turn on.

Oil pressure warning buzzer sounds.

Engine speed decreases.

Engine speed cannot be increased by opening the throttle.

POSSIBLE CAUSES & SOLUTIONS

Insufficient engine oil. Add engine oil to the specified level.

>See [method](#)

Incorrect engine oil is used. Change the engine oil.

>See [method](#)

SYMPTOM

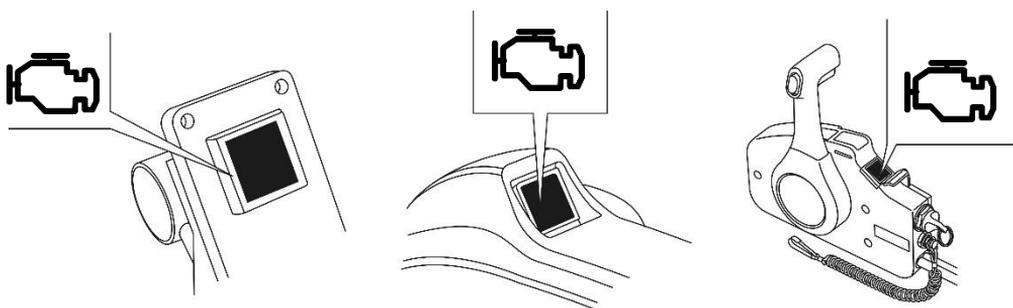
Buzzer sound alternates on and off but no warning indicator turns on. (Oil pressure indicator stays on.)

If buzzer sound alternates on and off at short intervals, this is a water separator warning.

POSSIBLE CAUSES & SOLUTIONS

Water has accumulated in the water separator. Clean the water separator. Check the fuel tank and fuel line for water accumulation. >See method

If the buzzer sounds again, consult your dealer.



SYMPTOM

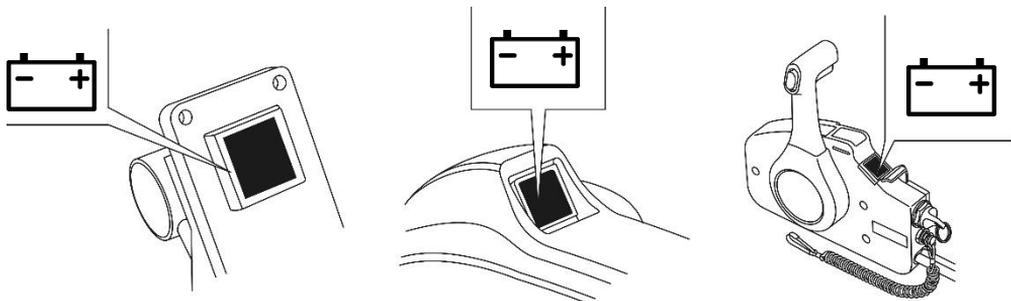
PGM-FI warning system comes on

PGM-FI indicator turns on.

PGM-FI warning buzzer sounds

POSSIBLE CAUSES & SOLUTIONS

PGM-FI warning system is faulty. Consult your dealer.



SYMPTOM

ACG warning system comes on

ACG indicator turns on.

ACG warning buzzer sounds intermittently.

POSSIBLE CAUSES & SOLUTIONS

Battery voltage is too high or low. Check the battery.

>[See method](#)

Starter motor operates but the engine does not start

| POSSIBLE CAUSES | SOLUTIONS |
|---|---|
| <p>No fuel in the fuel tank.</p> | <p>Refuel.</p>  <p>>See method</p> |
| <p>Fuel tank filter is clogged.</p> | <p>Clean the fuel tank filter.</p>   <p>>See method</p> |
| <p>Fuel filter (low pressure side) is clogged.</p> | <p>Replace the fuel filter.</p>  <p>>See method</p> |
| <p>Fuel hose is kinked.</p> | <p>Re-locate the fuel hose.</p> |
| <p>Fuel pump is faulty.</p> | <p>Consult your dealer.</p> |
| <p>Fuel filter (high pressure side) is clogged.</p> | <p>Consult your dealer.</p> |
| <p>Using contaminated or spoiled petrol.</p> | <p>Dispose of the old fuel and clean the fuel tank. Fill with new petrol.</p> <p>>See method</p> |

| POSSIBLE CAUSES | SOLUTIONS |
|---|---|
| Dirty spark plug. | Consult your dealer. |
| Spark plug gap is incorrect. | Adjust the gap. >See method |
| Spark plug is damaged. | Replace the spark plug.  >See method |
| TDC, CRANK sensor is faulty. | Consult your dealer. |
| ECU malfunction. | Consult your dealer. |
| Ignition coil is faulty. | Consult your dealer. |
| Wire harness is faulty. | Consult your dealer. |
| Electric leak of the emergency stop switch wire. | Consult your dealer. |
| Emergency stop switch does not return to the starting position. | Consult your dealer. |
| Spark plug is loose. | Tighten the spark plug.  >See method |

| POSSIBLE CAUSES | SOLUTIONS |
|---|---|
| Ignition coil is not installed correctly. | Reinstall the ignition coil.  >See method |
| Emergency stop switch is not installed correctly. | Reinstall the emergency stop switch. |

Starter motor does not operate

| POSSIBLE CAUSES | SOLUTIONS |
|---|---|
| ACG coil is faulty. | Consult your dealer. |
| Wire harness is faulty. | Consult your dealer. |
| Shift lever is not in the neutral position. | Shift to the neutral position. |
| Fuse has blown. | Replace the blown fuse with a new one.  >See method |

Engine stops; no fuel in the fuel tank

| POSSIBLE CAUSES | SOLUTIONS |
|---------------------------|---|
| No fuel in the fuel tank. | Refuel.  >See method |

Fuel tank contains fuel but engine stops

| POSSIBLE CAUSES | SOLUTIONS |
|---|---|
| Fuel contains water. | Consult your dealer. |
| Fuel tank knob is not open. | Open the fuel tank knob. |
| Fuel filter (low pressure side) is clogged. | Replace the fuel filter.  >See method |
| Fuel tank filter is clogged. | Clean the fuel tank filter.  >See method |

| POSSIBLE CAUSES | SOLUTIONS |
|---|----------------------|
| Engine idling speed is too low. | Consult your dealer. |
| Fuel pump is faulty. | Consult your dealer. |
| Fuel filter (high pressure side) is clogged. | Consult your dealer. |
| Sucking air from the fuel hose, hose joint, connector or primer bulb. | Consult your dealer. |

A submerged outboard motor must be serviced immediately after it is recovered from the water in order to minimize corrosion.

If there is a Honda outboard motor dealer nearby, take the outboard motor immediately to the dealer. If doing so is not an option, proceed as follows:

STEP 1 - Wash the outboard motor



1. Remove the engine cover



2. Rinse the outboard motor with fresh water to remove salt water, sand, mud, etc.

STEP 2 – Drain the fuel



3. Release the drain tube from the projection of the intake manifold and bring the end of the drain tube out from beneath the cover.



4. Tilt the outboard motor up.



5. Loosen the vapor separator drain screw. Drain the petrol into the drain pan as it flows out of the drain tube.



6. After draining, tighten the drain screw.



7. Secure the drain tube to the projection of the intake manifold.



8. Tilt the outboard motor down.

STEP 3 – Change the engine oil



9. Remove the oil filler cap.



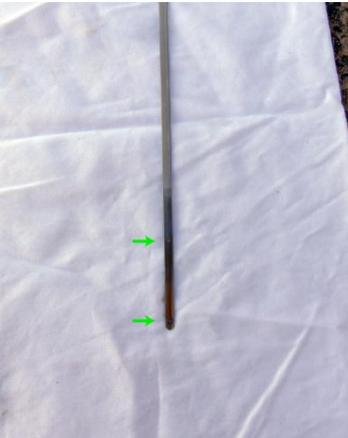
10. Place a suitable container under the oil drain guide, remove the engine oil drain bolt and washer. Drain the engine oil until the flow of old oil reduces to a trickle.



11. After draining the oil, install the drain bolt and new sealing washer, and tighten the bolt securely.



12. Refill to the upper level mark on the oil level dipstick with the recommended oil. Do not overfill. Too much engine oil may adversely affect the engine.



13. Check the oil level, insert the dipstick all the way to the engine then read the level. The oil level must be between the upper level (A) and lower level (B).

STEP 4 – Lubricate the engine cylinder



14. Remove all the spark plugs.



15. Pour a teaspoon of engine oil into all the spark plug holes.

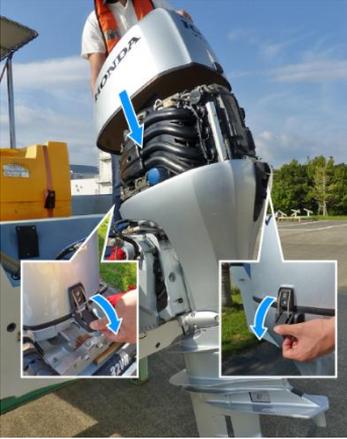


16. Pull the emergency starter rope several times to lubricate the inside of the cylinder. Then remove the emergency starter rope. See “If the starting system does not operate” to set the emergency starter rope.



17. Carefully install the spark plugs by hand to avoid cross-threading. Tighten 1/8—1/4 turn after the spark plug seats. Install the ACG cover.

STEP 5 – Attempt to start the engine



18. Install the engine cover.

NOTICE

If the outboard motor was running when it became submerged, there may be mechanical damage, such as bent connecting rods. If the engine binds when cranked, do not attempt to run the outboard motor until it has been repaired.

19. Attempt to start the engine.

- If the engine fails to start, remove the spark plugs, clean and dry the electrodes, then reinstall the spark plugs and attempt to start the engine again.
- If used engine oil showed signs of water contamination, then a second engine oil change should be performed after running the engine for 1/2 hour.
- If the engine starts and no mechanical damage is evident, continue to run the engine for 1/2 hour or longer.

Take the outboard motor to your dealer as soon as possible.

If the starting system does not operate properly for some reasons, the engine can be started using the emergency starter rope in the tool kit.



1. Stop the engine.



2. Remove the engine cover



3. Release the breather tube from the four clamps.



4. Remove the flange bolt and washer, then remove the ACG cover.



5. Secure the breather tube to the clamp of the silencer case.

6. Set the shift lever or remote control lever to the neutral position.

WARNING

The “Neutral Starting System” will not work for emergency starting. Attempting to start the engine in forward and reverse gear position may causes sudden unexpected acceleration and could result in serious injury or death.



7. Tiller handle type:
Align the "start" mark on the throttle grip with the projected end of the "▲" mark on the tiller handle.

Remote control type:
Leave the fast idle lever in the "START" (fully lowered) position.



8. Turn the AC generator rotor clockwise so that the cutouts are on the right and left sides of the AC generator rotor as shown.



9. Set the knotted end of the emergency starter rope in the notch in the fly wheel.



10. Wind the emergency starter rope clockwise around the fly wheel along the groove in the AC generator rotor.



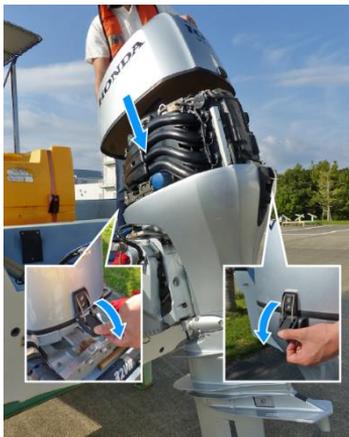
11. Insert the emergency clip into the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.



12. Turn the engine switch key to the ON position.



13. Pull the starter rope lightly until resistance is felt, then pull firmly.



14. Leave the AC generator cover off and install the engine cover. Lock the engine cover fixing levers.