



Troubleshooting Guide

BF60A, BFP60A

Contents

*Tap or click the relevant issue.

- Indicator lamp turns on / off
- 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.

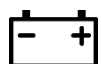
It turns off and the buzzer sounds when the oil level is low and/or the engine lubrication system is faulty. The engine speed slows down gradually.



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.



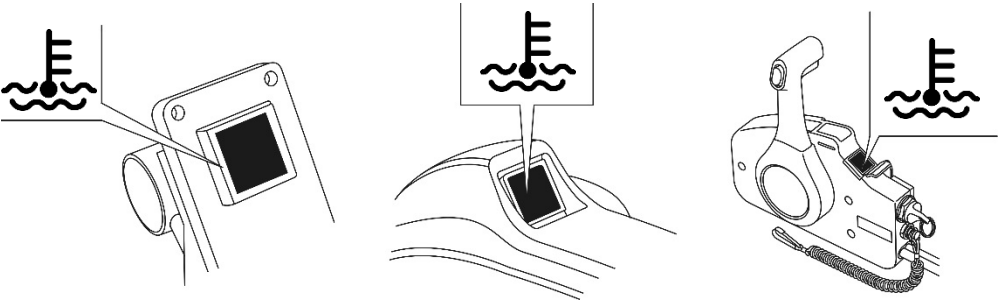
PGM-FI Indicator

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.

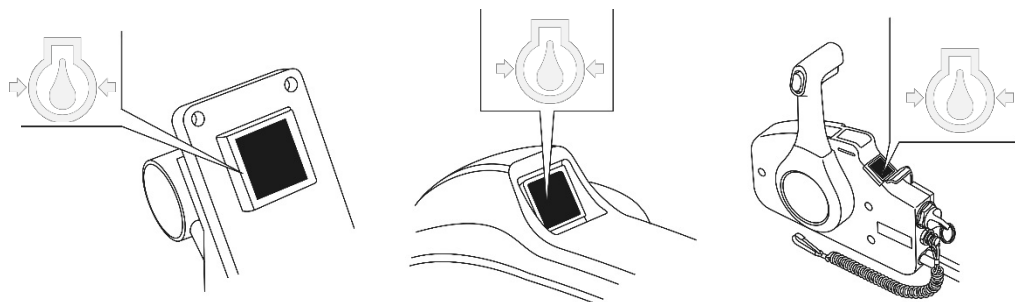
POSSIBLE CAUSES & SOLUTIONS

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 come on.

Oil pressure warning buzzer sounds.

Engine speed decreases.

Engine speed cannot be increased by opening the throttle.

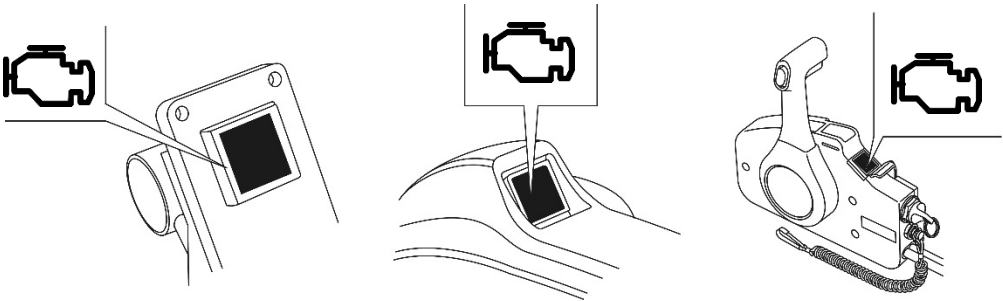
POSSIBLE CAUSES & SOLUTIONS

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

[>See method](#)

Incorrect engine oil is used. Change the engine oil.

[>See method](#)



SYMPTOM

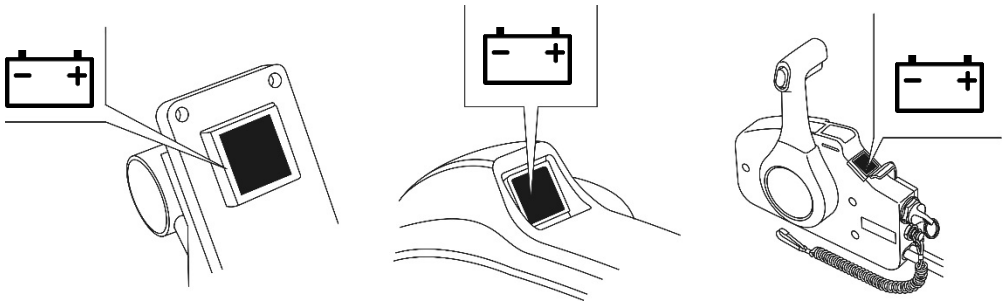
PGM-FI warning system comes on

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](#)

Faulty ACG. 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

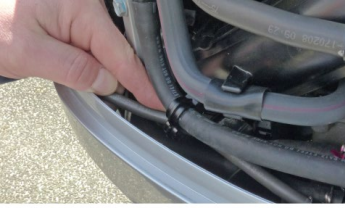


1. Remove the engine cover



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. 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.



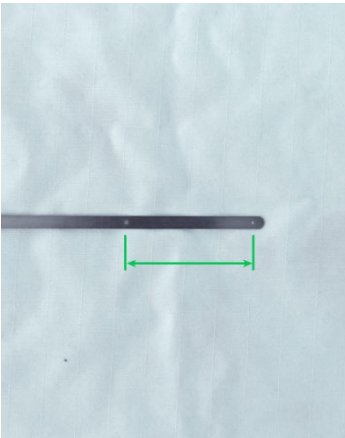
10. Place a suitable container under the oil drain guide, remove the engine oil drain bolt and washer. Drain the engine oil until the flow of old oil reduces to a trickle.



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

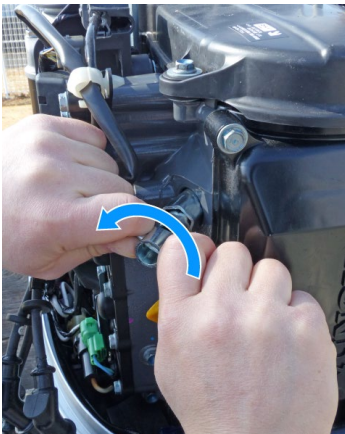


12. Refill to the upper level mark on the oil level dipstick with the recommended oil. Do not overfill. Too much engine oil may adversely affect the engine.



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. Remove the ACG cover. Wind the emergency starter rope (Refer to the Emergency starting procedure.) Drain the water from the cylinder by pulling the emergency starter rope several times.



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



17. Pull the emergency starter rope several times to lubricate the inside of the cylinder. Then remove the emergency starter rope.



18. 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



19. 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 (using the emergency starter rope)

1/5

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. Remove the two bolts and the ACG cover.

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

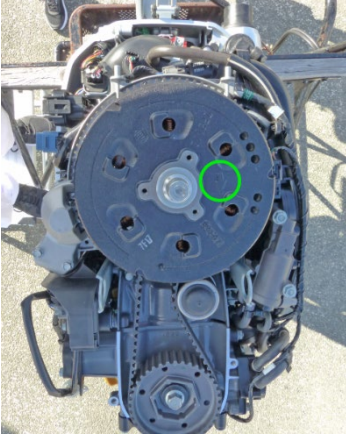
WARNING

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.

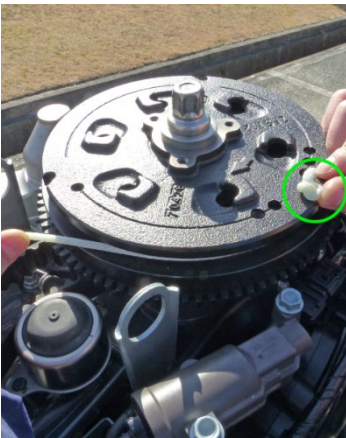


5. Tiller handle type:
Align the “start” mark on the throttle grip with the projected end of the “▲” mark on the tiller handle.

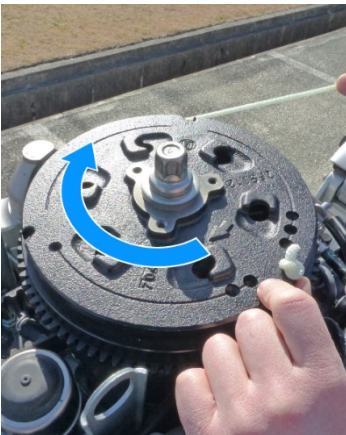
Remote control type:
Leave the fast idle lever in the “START” (fully lowered) position.



6. Set the ACG rotor so the cutouts are on the right and left sides of the ACG rotor as shown.



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



8. Wind the emergency starter rope clockwise 1 and half turns clockwise along the groove in the ACG rotor.



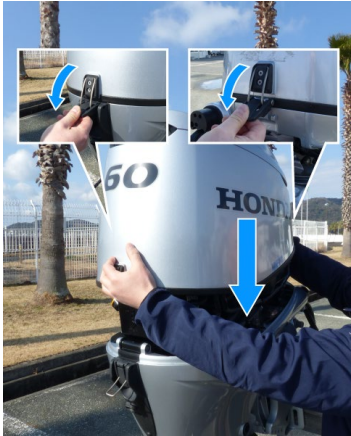
9. Insert the emergency clip into the emergency stop switch. Attach the other end of the emergency stop switch lanyard securely to the operator.



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



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



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