



## Troubleshooting Guide

BF175D, BF200D, BF225D, BF250D

### Contents

\*Tap or click the relevant issue.

- Indicator lamp turns on / off
- If the outboard motor was submerged
- Emergency gear shifting (for DBW types)

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 available at:

<https://www.hondapps.com/>

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## Denotation of Indicators



### **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.



### **Oil Pressure Indicator**

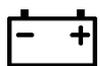
During normal operation, this indicator remains turned on.

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.



### **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.



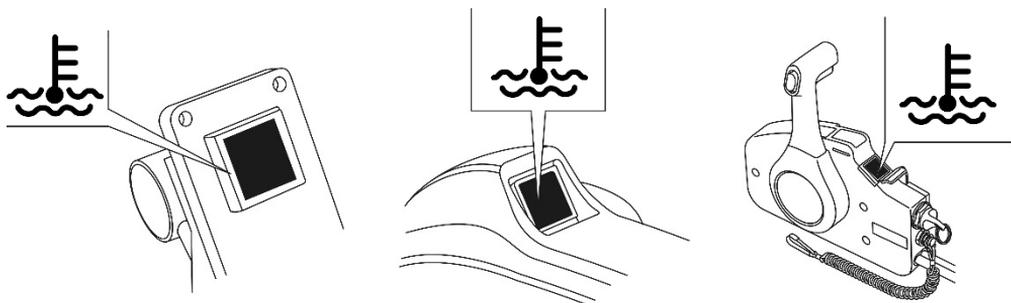
### **ACG Indicator**

During normal operation, this indicator is off. The ACG indicator turns on and the buzzer sounds when the charging system is faulty.

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

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## Symptom and solution



### **SYMPTOM**

Overheat warning system activates.

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.

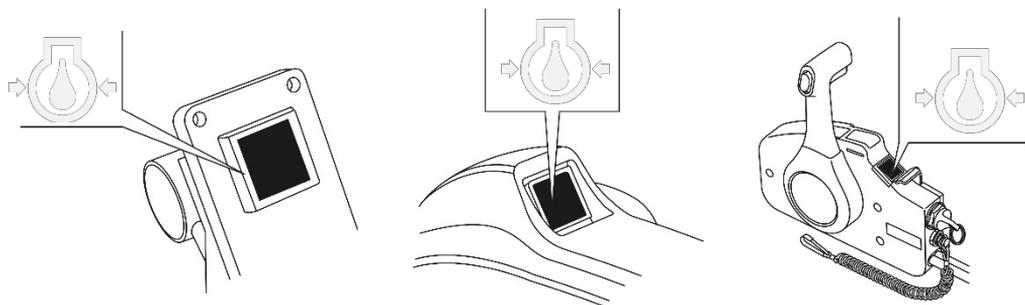
### **POSSIBLE CAUSES & SOLUTIONS**

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

Spark plugs have incorrect heat range. Replace the spark plugs.  
- Instructions available at <https://www.hondappsv.com/>

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

Consult your dealer.



## SYMPTOM

Oil pressure warning system activates.

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.

- Instructions available at <https://www.hondappsv.com/>

Incorrect engine oil is used. Change the engine oil.

- Instructions available at <https://www.hondappsv.com/>

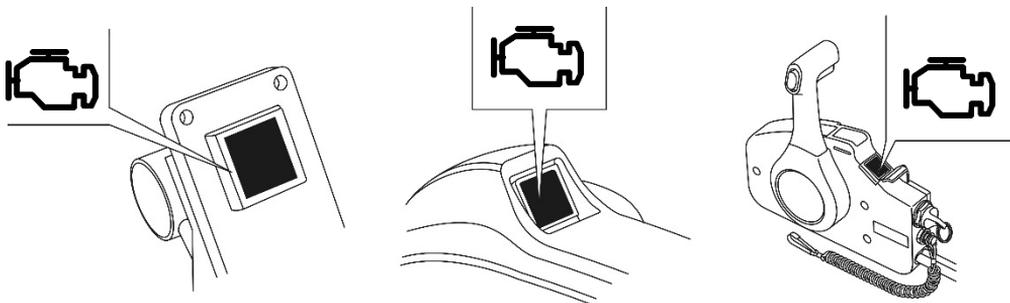
## SYMPTOM

Water separator warning system activates.

Water separator warning buzzer sound but no warning indicator turns on (Oil pressure indicator stays on).

## POSSIBLE CAUSES & SOLUTIONS

Water has accumulated in the water separator. Drain the water separator. Check the fuel tank and fuel line for water accumulation.  
- Instructions available at <https://www.hondapps.com/>  
If the buzzer sounds again, consult your dealer.



## SYMPTOM

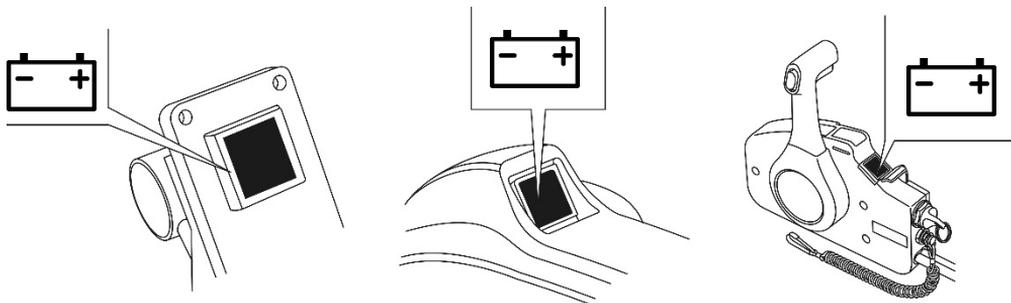
PGM-FI warning system activates.

PGM-FI indicator turns on.

PGM-FI warning buzzer sounds intermittently.

## POSSIBLE CAUSES & SOLUTIONS

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



## **SYMPTOM**

ACG warning system activates.

ACG indicator turns on.

ACG warning buzzer sounds intermittently.

## **POSSIBLE CAUSES & SOLUTIONS**

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

- Instructions available at <https://www.hondappsv.com/>

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 – Change the engine oil



3. Remove the oil filler cap.



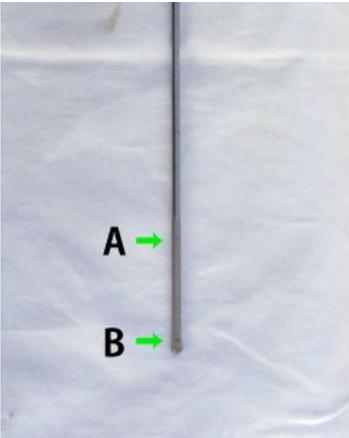
4. Place a suitable container under the oil drain bolt, remove the engine oil drain bolt and washer. Drain the engine oil until the flow of old oil reduces to a trickle.



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



6. 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.

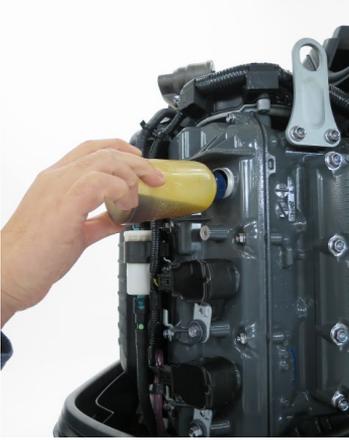


7. Check the oil level, insert the dipstick all the way to the engine then read the level. The oil level must be between the upper level (A) and lower level (B). If the oil level is correct, close the oil filler cap.

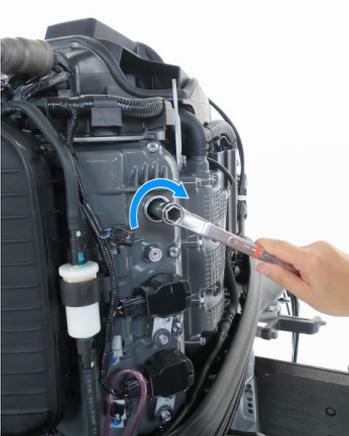
## STEP 3 – Lubricate the engine cylinder



8. Remove all the ignition coil wire connectors, ignition coils and spark plugs.



9. Pour a teaspoon of engine oil into all the spark plug holes to lubricate the inside of the cylinders.



10. Carefully install the spark plugs by hand to avoid cross-threading. Tighten  $1/8$ — $1/4$  turn after the spark plug seats. Install the ignition coils and connect the wire connectors to the ignition coils.

## STEP 4 – Attempt to start the engine



11. 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.

12. 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 (ensure the water level is at least 100 mm above the anticavitation plate).

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

# Emergency gear shifting (for DBW types)

1/2

If the gear cannot be shifted, perform shift operation manually according to the following procedures and return to your base at possible engine speed.

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



2. Stop the engine.



3. Remove the engine cover



4. Insert the phillips screwdriver with the grip of the tool kit into the hole of the shift actuator.

5. Shift gear into neutral by moving the shaft.

6. Start the engine.

7. Shift the gear into F(Forward) or R(Reverse) by moving the shaft.

