Getting Fault Codes from a Honda BF 200 or BF 225

You need to retrieve the codes from the EPROM in the on-board engine computer - the Electronic Control Module or ECM (also known as the Electronic Control Unit or ECU.)

This procedure works ONLY with engines that are equipped with the four-light key switch – green = oil pressure; red = coolant temperature; red = alternator output; red = malfunction indicator light (MIL.)

Take off the engine cover and then the black plastic cover over the electronics on the front of the engine. (This is the cover that sits right by the oil filter. Just unhook the rubber strap on the right and it will slide right off.) There you will see a red four-pronged female plug. Remove the plug from its holder by pressing down on the clip and pulling it to your right as you are facing it. Use a paper clip to shunt the lime green/white wire to the black wire – that is, the two wires that are closest to the engine when the red service connector is correctly set in its holder. If in doubt, invest in a SCS service connector, which you can order online - part number 070PZ-ZY30100.

Once connected, turn on the key switch and observe the number of blinks on the check engine (MIL) light. The blinks will repeat until you turn off the key.

If the MIL comes on, then stays on, there are no codes in the EPROM. This is contrary to what it implies in the Helm Shop Manual (Page 5-14.)

If the MIL starts blinking, then count the blinks, which will indicate the fault code. You may get long blinks and short blinks. For example, two long blinks, followed by five short blinks, would be a fault code 25. The blink sequence will repeat itself until you turn the key off. If there is more than one fault, you will get multiple fault codes. For example, three short blinks, followed by two long blinks and five short blinks would be fault codes 3 and 25. Look up the codes on the accompanying .pdf file. Or, send me an e-mail at wdneal@sdrnet.com and I will send you the codes.

If you get only one blink, that repeats about every three seconds, that is a faulty O2 sensor. If a faulty O2 sensor is indicated, first check the wiring and connector. A loose or corroded connection can set off that

alarm. Also, a misfiring spark plug or failing coil can generate that fault code. Furthermore, the Honda diagnostic procedure implies that low fuel pressure can also trigger that code.

Clearing Fault Codes (From Honda Dude – Mike Boyd)

Essentially, to clear the codes, you operate the kill switch 5 times with the shunt (shorting device, or paper clip) in place and within 20 seconds of the key switch being turned on.

I recommend grabbing the safety lanyard very close to the switch that it is attached to so you can pull it to off and push it to on without losing the lanyard.

- Connect the shunting device (technical term for paper clip.)
- Turn on the key switch.
- Pull the safety switch to off, then push to on, then pull to off, then push to on, then pull to off, then push to on, then pull to off, then push to on, then pull to off. That should be five times off and on and off within 20 seconds from when you turn the key switch to on. When you get to the fifth time off...you should hear one or two beeps. The codes are clear. If you did not hear the beeps, try again.
- Turn the key switch off

Remove the shunting device and run the engine. Then check for codes again. If all is clear, you may just have had a onetime occurrence. If you do have codes, you will just have to troubleshoot depending on the code number that you get.