

Honda 200/225 Design Flaws and Gripe List

Severity **Fault**

- 1 Engine block corrodes from the water jacket through to the outside in the V
- 1 Intermediate drive shaft bearing failure
- 1 Crank Shaft Thrust Bearing Failure
- 2 HO2 Sensor failure
- 2 HO2 Sensor failure (cracks internally)
- 2 ECM does not detect HO2 sensor failure
- 2 Corrosion develops in thermostat housing area.
- 3 Must remove exhaust manifolds to check/replace internal anodes
- 3 Must remove heads to test oil pressure sensors.
- 3 Upper cowling tends to warp and not fit together well
- 4 Fresh water flushing system inadequate - does not flush everything
- 4 Around 4600 rpm motor changes rpm's +/- 100 - 150
- 5 No NMEA 2000 interface
- 5 No gaugeable heat sensor
- 5 No gaugeable water pressure sensor

Engines Affected
(SN's or Years)

- Rare. Some early models
- Mid-2007 and earlier
- 2009 - 2011 Maybe others
- 2007 and earlier (SB#56)
- 1000001 - 1509999 (SB#70)
- 1600001 - 1600527 (SB#71)
- Any in saltwater
- All
- All
- All
- All
- some engines.
- Pre 2010 models
- All
- All

Fix

- Replace block, new internal anodes
- Replace bearing and upgraded intermediate cowling
- Some engines. Warranty repair to replace short block.
- Install new exhaust tubes per SB#56
- Some engines. Replace HO2. Some units require new ECM per SB#70
- Replace ECM
- Check annually and clean it up with vinegar or CLR.
- Possibly install bolt-in anodes.
- None known.
- Install spring latch - B006IHW06Q
- None known. Use as much pressure as possible.
- 225's Only. VTEC kicks in and out. No fix known.
- None known.
- Fabricate your own
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