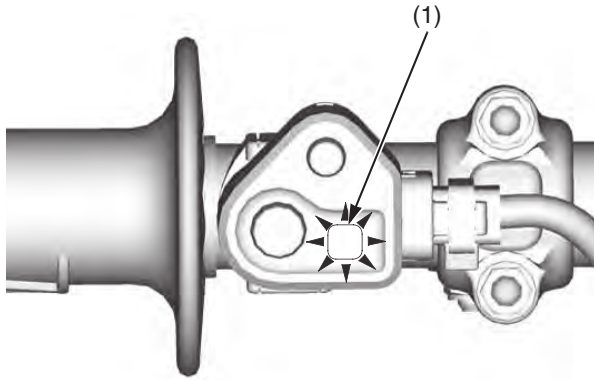The MIL (1) on your CRF keeps you informed, alerts you to possible problems, and makes your riding safer and more enjoyable. Refer to the MIL frequently.

(1) MIL (amber)

When starting the engine, the MIL (amber) will stays on for 2 seconds and then go off.
This is normal.

The MIL blinks when there is any abnormality in the PGM-FI system.
If the MIL comes on at any other time, reduce speed and refer to an official Honda Service Manual available for purchase from your dealer (page 186).

If the MIL does not come on when the engine is started, have your dealer check it for problems.

MIL Blink Pattern

The MIL will blink the appropriate DTC number if the ECM detects an active problem while the engine is running at less than 4,000 rpm.
The MIL will stay on when engine speed is over 4,000 rpm.

The MIL has two types of blinks: a long blink and short blink. The long blinking lasts for 1.2 seconds, the short blinking lasts for 0.4 seconds.
One long blink is the equivalent of ten short blinks.
For example, when one long blink is followed by two short blinks, the MIL is 12 (one long blink = 10 blinks, plus two short blinks).

When the ECM stores more than one DTC, the MIL will indicate them by blinking in the order from the lowest number to highest number.

Current DTC/Freeze DTC

The DTC is indicated in two ways according to the failure status.

– When the engine starts, the MIL stays on for 2 seconds, then goes off.
 If the ECM detects a DTC, the MIL starts blinking (indicating the DTC number by the number of blinks in amber).
 Even when the MIL is blinking, you can change the engine modes. However, you cannot change the engine modes when the indicator is blinking DTC 1, 2 or 8.
 After an engine mode is selected, the MIL restarts blinking the current DTC number.
– In the case that the ECM does not detect an active problem but has recorded a previous problem in its memory, the MIL will not come on. If it is necessary to retrieve any past problems stored in the memory, refer to an official Honda Service Manual.