

FUEL SYSTEM (Programmed Fuel Injection)

PGM-FI SELF-DIAGNOSIS INFORMATION

SELF-DIAGNOSTIC PROCEDURE

Place the motorcycle on its side stand.

Start the engine and let it idle.

NOTE:

If the engine will not start, turn the starter motor for more than 10 seconds and check that the MIL blinks.

If the malfunction indicator lamp (MIL) does not light or blink, the system has no memory of problem data.

If the malfunction indicator blinks, note how many times the MIL blinks or read the Diagnosis Trouble Code (DTC) with the Honda Diagnosis System (HDS) Pocket Tester, and determine the cause of the problem (page 6-12, page 6-37).

If you wish to read the PGM-FI memory for trouble data, perform the following:

The MIL will blink only with the side stand down and with the engine off (engine stop switch is RUN) or engine revs are below 5,000 rpm. In any other condition, the MIL will illuminate and stay on.

DTC (With the HDS Pocket Tester)

Turn the ignition switch OFF.

Remove the seat (page 3-4).

Connect the HDS Pocket Tester to the Data Link Connector (DLC).

Turn the ignition switch ON and engine stop switch "Q".

Check the Diagnostic Trouble Code (DTC) and note it. Also check the freeze data.

Refer to the DTC index (page 6-33) and begin the appropriate troubleshooting procedure.

NOTE:

For specific operations, refer to the user's manual that came with the HDS Pocket Tester.

MIL CODE (Without the HDS Pocket Tester)

Turn the ignition switch OFF.

Remove the seat (page 3-4).

Short the Data Link Connector (DLC) terminals using the special tool.

TOOL:

SCS service connector 070PZ-ZY30100

Turn the ignition switch ON and engine stop switch "Q".

