



The FI light

The road is curvy the sun is shining and your light jacket is making the temperature perfect. It is going to be a great day to ride. Your mind and body are relaxed and at this time you reflect on why we ride. We love the sights the smells and it makes riding and living all seem worthwhile.

You scan the dash and something does not look right. The FI light is on. You have never seen this light on before. What does it mean? How can this be the perfect day the perfect trip and the weather is perfect but this \$*# light is on!

If you are driving your motorcycle and the fuel injection (FI) light comes on what should you do? Stop riding and call a tow truck? Cancel the rest of your trip or keep riding? I want to give some free advice on how to deal with a FI light. But most of all I want you to understand when and why it may have come on.

The first fuel injected Gold Wing came out in 1985 as a limited edition L.T.D. In 1986 they renamed it Special Edition Injected S.E.I. and they were GL1200's. The next Gold Wing with fuel injection was not until the 2001 GL1800.

I remember shortly after the GL1800 came out a customer spending his entire vacation in Colorado trying to get his Wing into a dealership to have the FI light (problem) checked out. If I recall the details of the problem he was very, very upset about spending his vacation going to every Honda dealership in Colorado that was too busy to get his Gold Wing in and diagnose the problem.

When I ask him why he did not call us his response was "what could we have done he was 800 miles away". Keep in mind that if you are in another state or city and you are having motorcycle problems you can always call Shawnee Honda service. We have years of experience and we might save you a lot of grief. I would have asked him a few questions and probably told him to enjoy the trip. Bring it into the dealership when you get back.

The malfunction indicator light (mil) comes on when there is no signal or a faulty signal. It is programmed to run in the default map when a faulty signal is recognized which means it may not run at its very optimum but it will run and most of the time it is not even a noticeable difference. I call it the carburetion mode.

When you run a carburetor you have what you have, nothing is changeable while riding, and that is the same thing your fuel injection does in the default map. It quits making adjustments or limits the adjustments it makes.

Fuel injection is a great thing for engines it can monitor fuel going in and exhaust gasses coming out and can make changes at 100 times a second. Most of the time it is very trouble free and Honda's fuel injection system are very basic systems with less to fail then some of the more complex fuel injections found on some machines.

The light comes on when a sensor gives an erratic signal or no signal. We call them codes and we have soft codes and hard codes. A soft code resets itself when the key is turned on and off. A hard code stays in the system and continues to keep the light on. Typically if it is a hard code the fuel injection goes into carburetor mode (making limited adjustments).

Without getting completely lost in the how to of a fuel injection there are just a few components that are called essential components and will completely shut down the system. The rest of them are called non essential and on a Honda 3 or 4 are essential and around 13 are non essential.

If you are ever faced with that situation (the FI light on) don't panic because now you know that little red light on the dash that says FI is your bikes way of saying it might have a problem and your favorite dealership has the cure. Enjoy the ride.

Ray Jones
Service Manager
Shawnee Honda