

PGM-FI System

Misfire Detected in One Cylinder

- P1201** or **P1301** The scan tool indicates Diagnostic Trouble Code (DTC) P1201 or P1301: Cylinder 1 misfire detected.
- P1202** or **P1302** The scan tool indicates Diagnostic Trouble Code (DTC) P1202 or P1302: Cylinder 2 misfire detected.
- P1203** or **P1303** The scan tool indicates Diagnostic Trouble Code (DTC) P1203 or P1303: Cylinder 3 misfire detected.
- P1204** or **P1304** The scan tool indicates Diagnostic Trouble Code (DTC) P1204 or P1304: Cylinder 4 misfire detected.
- P1205** or **P1305** The scan tool indicates Diagnostic Trouble Code (DTC) P1205 or P1305: Cylinder 5 misfire detected.
- P1206** or **P1306** The scan tool indicates Diagnostic Trouble Code (DTC) P1206 or P1306: Cylinder 6 misfire detected.

Description

Misfire detection is accomplished by monitoring the voltage of the spark plug with the spark plug voltage sensor which is built into the ignition coil.

If misfiring strong enough to damage the catalyst is detected, the MIL will blink during the time of its occurrence, and a misfire DTC will be stored. Then, after the misfire has ceased, the MIL will come on and stay on whenever the ignition switch is ON (II).

If misfiring that increases emissions is detected during two consecutive driving cycles, the MIL will come on, and a misfire DTC will be stored.

NOTE: If some of the DTCs listed below are stored at the same time as a misfire DTC, troubleshoot those DTCs first, then troubleshoot the misfire DTC.

P0106*¹, P1128*², P1129*²: MAP sensor

P0171, P0172, P0174, P0175: Fuel supply system

P0401, P1491, P1498: EGR system

P1316, P1317, P1318, P1319: Spark Plug Voltage Detection System

P0335, P0336, P1336, P1337: CKP sensor

P1381, P1382, P1386, P1387: CYP sensor

*1: '96 model only

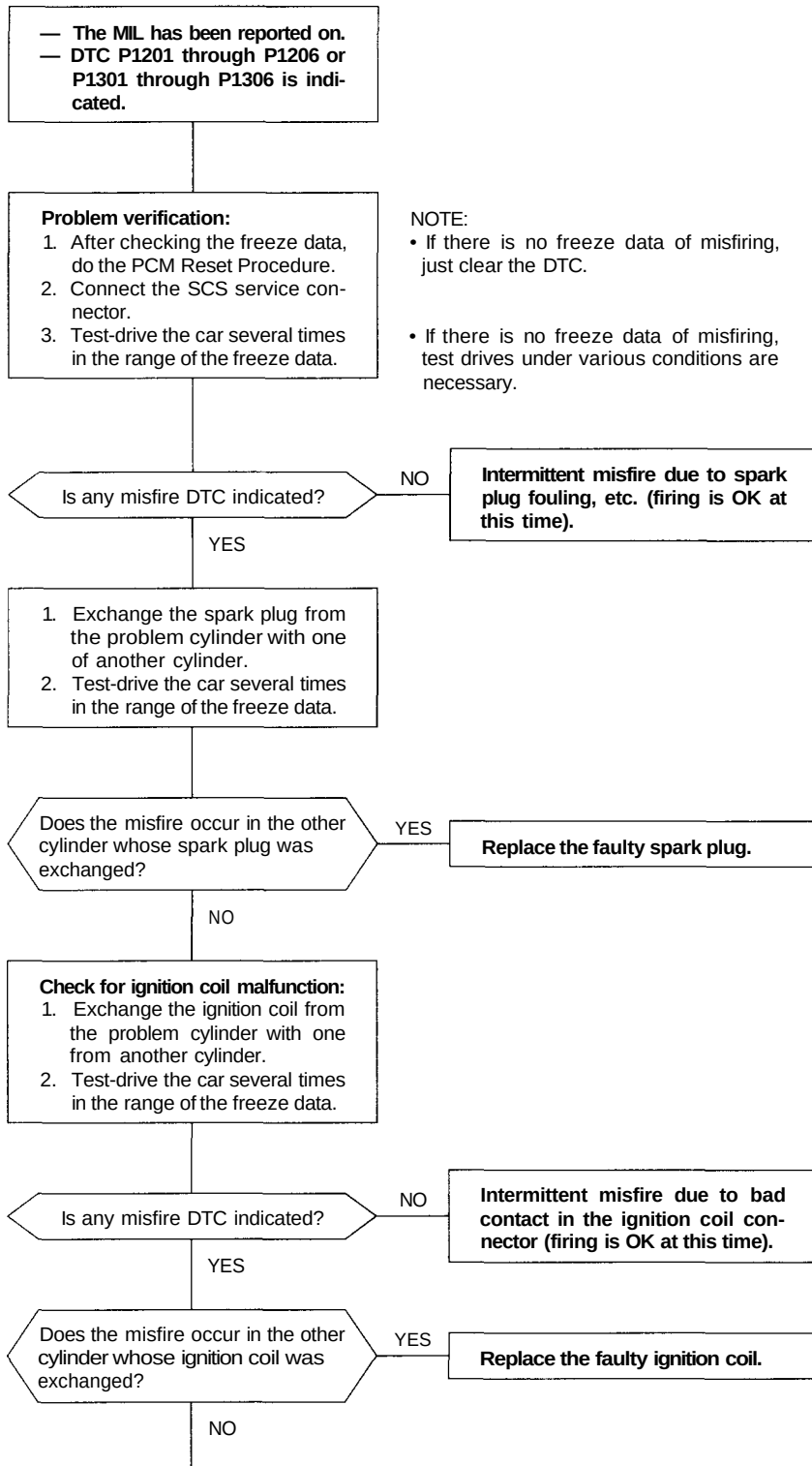
*2: '97 - 01 models

Possible Cause

- Injector clogging, fuel leakage, air leakage
- Injector circuit open or shorted
- Injector resistor malfunction
- Spark plug carbon deposits, fouling, malfunction
- Ignition coil malfunction
- ICM malfunction
- Compression low



Troubleshooting Flowchart



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(cont'd)

PGM-FI System

Misfire Detected in One Cylinder (cont'd)

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Check the injector function:
Listen for a clicking sound at the injector in the problem cylinder.

Does it click?

NO

YES

Check for an open or short in the harness between the PCM and the injector.

Are the wires OK?

NO

Repair open or short in the wire.

YES

- Replace the injector.
- Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom/indication goes away, replace the original PCM.

Check for injector malfunction:

1. Exchange the injector from the problem cylinder with one from another cylinder.
2. Let the engine idle for 2 minutes.
3. Test-drive the car several times in the range of the freeze data.

NOTE: If there is no freeze data of misfiring, test drives under various conditions are necessary.

Is any misfire DTC indicated?

NO

Intermittent misfire due to bad contact in the injector connector (firing is OK at this time).

YES

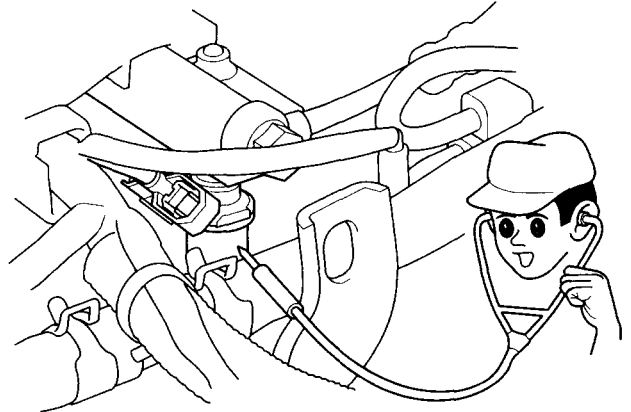
Does the misfire occur in the other cylinder whose injector was exchanged?

YES

Replace the faulty injector.

NO

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