

DTC	P0300	Random/Multiple Cylinder Misfire Detected
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DTC	P0301	Cylinder 1 Misfire Detected
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DTC	P0302	Cylinder 2 Misfire Detected
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DTC	P0303	Cylinder 3 Misfire Detected
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DTC	P0304	Cylinder 4 Misfire Detected
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CIRCUIT DESCRIPTION

Misfire: The ECM uses the crankshaft position sensor and camshaft position sensor to monitor changes in the crankshaft rotation for each cylinder.

The ECM counts the number of times the engine speed change rate indicates that misfire has occurred. And when the misfire rate equals or exceeds the count indicating that the engine condition has deteriorated, the MIL lights up.

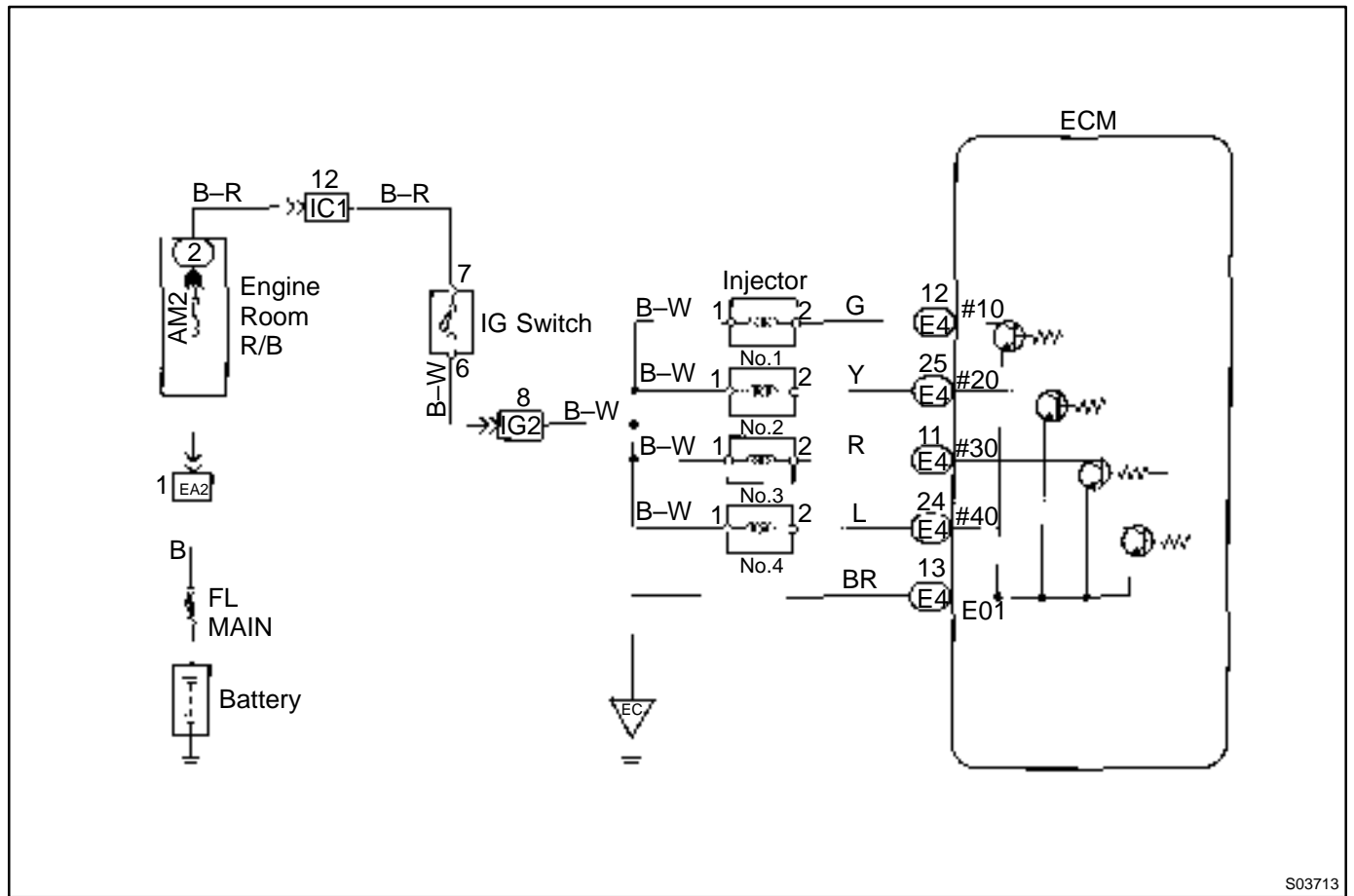
If the misfire rate is high enough and the driving conditions will cause catalyst overheating, the MIL blinks when misfiring occurs.

DTC No.	DTC Detecting Condition	Trouble Area
P0300	Misfiring of random cylinders is detected during any particular 200 or 1,000 revolutions	<ul style="list-style-type: none">• Ignition system• Injector• Fuel line pressure• Compression pressure• Valve clearance not to specification• Valve timing• Manifold absolute pressure sensor• Engine coolant temp. sensor
P0301	For any particular 200 revolutions of the engine, misfiring is detected which can cause catalyst overheating (This causes MIL to blink)	
P0302		
P0303	For any particular 1,000 revolutions of the engine, misfiring is detected which causes a deterioration in emissions (2 trip detection logic)	
P0304		

HINT:

When the 2 or more codes for a misfiring cylinder are recorded repeatedly but no Random Misfire code is recorded, it indicates that the misfires were detected and recorded at different times.

WIRING DIAGRAM



S03713

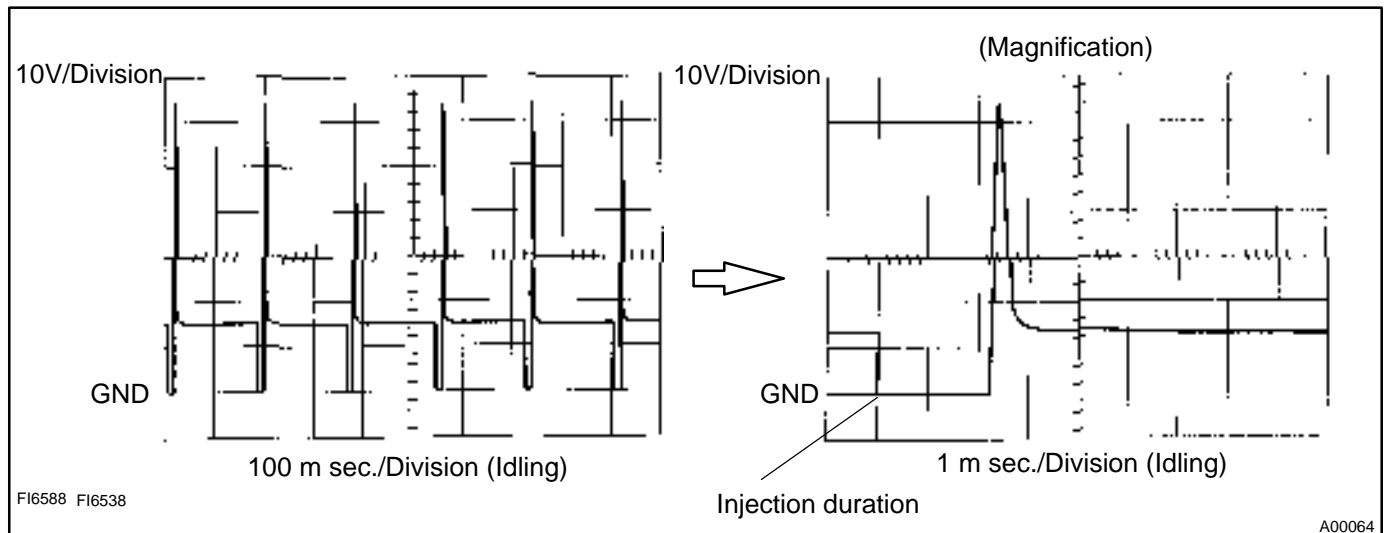
Reference: INSPECTION USING OSCILLOSCOPE

INJECTOR SIGNAL WAVEFORM

With the engine idling, measure between terminals #10, #20, #30, #40 and E01 of ECM.

HINT:

The correct waveform is as shown.



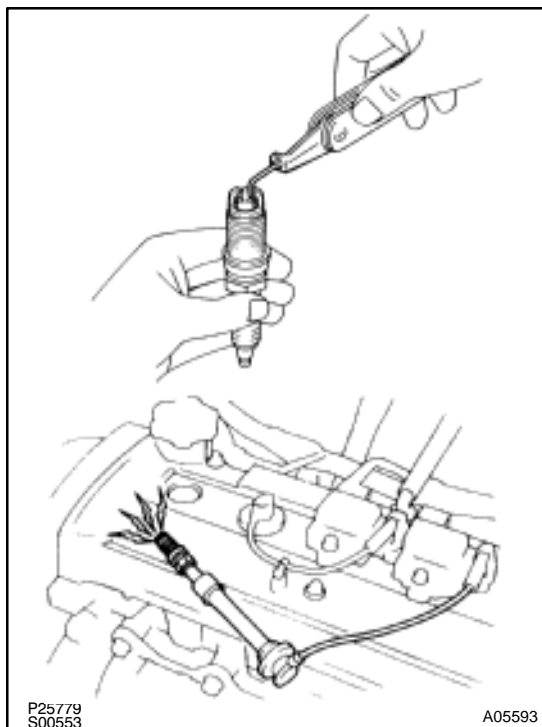
FI6588 FI6538

A00064

INSPECTION PROCEDURE

1

Check spark plug and spark of misfiring cylinder.

**PREPARATION:**

- (a) Disconnect the high-tension cord or ignition coil.
- (b) Remove the spark plug.

CHECK:

- (a) Check plug type.
- (b) Check for carbon deposits on electrode.
- (c) Check electrode gap.

OK:**(1) Twin ground electrodes type.****Recommended spark plug:****ND: K16TR11****NGK: BKR5EKB-11****(2) No large carbon deposit present.****Not wet with gasoline or oil.****(3) Electrode gap: 1.0 – 1.1 mm (0.039 – 0.043 in.).****PREPARATION:**

- (a) Install the spark plug to the high-tension cord or ignition coil.
- (b) Disconnect injector connector.
- (c) Hold the end about 12.5 mm (0.5 in.) from the ground.

CHECK:

Check if spark occurs while engine is being cranked.

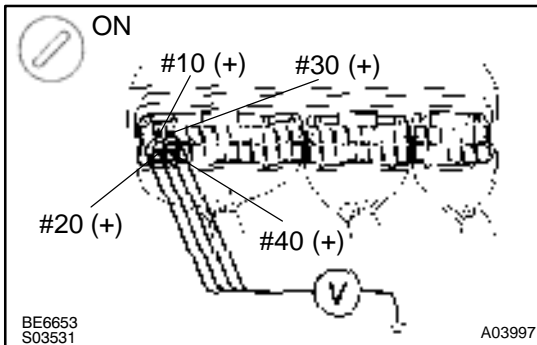
NOTICE:

To prevent excess fuel being injected from the injectors during this test, don't crank the engine for more than 5 – 10 seconds at a time.

OK:**Spark jumps across electrode gap.****NG**

Replace or check ignition system (See page [IG-1](#)).

OK

2 Check voltage of ECM terminal for injector of failed cylinder.**PREPARATION:**

- (a) Remove the lower finish panel.
- (b) Turn ignition switch ON.

CHECK:

Measure voltage between applicable terminal of ECM connector and body ground.

OK:

Voltage: 9 – 14 V

OK**Go to step 4.****NG****3 Check injector resistance of misfiring cylinder (See page [SF-16](#)).****NG****Replace injector.****OK**

Check for open and short in harness and connector between injector and ECM (See page [IN-27](#)).

4 Check fuel pressure (See page [SF-1](#)).**NG****Check and repair fuel pump, pressure regulator, fuel pipe line and filter (See page [SF-5](#)).****OK**

5	Check injector injection (See page SF-19).
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NG

Replace injector.

OK

6	Check manifold absolute pressure sensor and engine coolant temp. sensor (See page SF-48 , SF-44).
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NG

Repair or replace.

OK

Check the compression pressure (See page [EM-3](#)), valve clearance (See page [EM-5](#)) and valve timing (See page [EM-18](#)).