

Yes

- Go To 2

No

- Perform the CHECKING FOR AN INTERMITTENT DTC diagnostic procedure. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure).

2. DIAGNOSTIC INSPECTION

NOTE: Anything that affects the speed of the crankshaft can cause this DTC to set. When a misfire is detected, the PCM will shut down the injector control circuit for the misfiring cylinder. Misfire may occur and may not be caused by component failure. Any of the following conditions can cause a misfire.

Inspect the engine for any of the following conditions:

- Worn serpentine belt
- Misalignment or binding water pump, P/S pump or A/C compressor pulleys
- Improper CKP, CMP, or MAP Sensor mounting.
- Poor connector/terminal to component connection for CKP sensor, CMP sensor, MAP sensor, throttle body, fuel injector, ignition coil, etc.
- Corroded PCM power or ground circuits.
- Vacuum leaks.
- Restriction in the air induction or exhaust system.
- Internal engine component malfunction.
- Moisture on ignition system components
- Insufficient fuel
- Low quality fuel
- Manual transmission bog
- Towing overload

Were any problems found?**Yes**

- Repair as necessary.
- Perform the PCM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure).

No

- Go To 3

3. CHECKING THE FUEL DELIVERY SYSTEM

1. Perform the diagnostic procedures for FUEL PRESSURE LEAK DOWN and FUEL DELIVERY SYSTEM OUTPUT - FLOW TEST. (Refer to 29 - Non-DTC Diagnostics/Drivability - Gas - Diagnosis and Testing).

Were any problems found?