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Document ID# 647861
2001 Chevrolet/Geo Blazer - 4WD

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Base Engine Misfire without Internal Engine Noises

Cause	Correction
<p>Abnormalities - severe cracking, bumps, or missing areas in the accessory drive belt</p> <p>Abnormalities in the accessory drive system and/or components may cause engine RPM variations and lead to a misfire DTC. A misfire code may be present without an actual misfire condition.</p>	<p>Replace the drive belt. Refer to Drive Belt Replacement .</p>
<p>Worn, damaged, or mis-aligned accessory drive components or excessive pulley runout may lead to a misfire DTC.</p> <p>A misfire code may be present without an actual misfire condition.</p>	<p>Inspect the components, and repair or replace as required.</p>
<p>Loose or improperly installed engine flywheel or crankshaft balancer</p> <p>A misfire code may be present without an actual misfire condition.</p>	<p>Repair or replace the flywheel and/or balancer as required. Refer to Engine Flywheel Replacement or Crankshaft Balancer and Hub Replacement .</p>
<p>Improper installation or a loose propeller shaft hub clamp - Corvette automatic transmission applications</p>	<p>Repair or replace as required.</p>
<p>Restricted exhaust system</p> <p>A severe restriction in the exhaust flow can cause significant loss of engine performance and may set a DTC. Possible causes of restrictions include collapsed or dented pipes or plugged mufflers and/or catalytic converters.</p>	<p>Repair or replace as required.</p>
<p>Improperly installed or damaged vacuum hoses</p>	<p>Repair or replace as required.</p>
<p>Improper sealing between the intake manifold and cylinder heads or throttle body.</p>	<p>Replace the intake manifold, gaskets, cylinder heads, and/or throttle body as required.</p>
<p>Improperly installed or damaged MAP sensor</p> <p>The sealing grommet of the MAP sensor should not be torn or damaged.</p>	<p>Repair or replace the MAP sensor as required.</p>
<p>Damage to the MAP sensor housing and/or O-ring seal</p>	<p>Replace the intake manifold.</p>
<p>Worn or loose rocker arms</p> <p>The rocker arm bearing end caps and/or needle bearings should be intact and in the proper position.</p>	<p>Replace the valve rocker arms as required.</p>

<p>Stuck valves</p> <p>Carbon buildup on the valve stem can cause the valve not to close properly.</p>	<p>Repair or replace as required.</p>
<p>Excessively worn or mis-aligned timing chain</p>	<p>Replace the timing chain and sprockets as required.</p>
<p>Worn camshaft lobes</p>	<p>Replace the camshaft and valve lifters.</p>
<p>Excessive oil pressure</p> <p>A lubrication system with excessive oil pressure may lead to excessive valve lifter pump up and loss of compression.</p>	<ul style="list-style-type: none"> • Perform an oil pressure test. Refer to Oil Pressure Diagnosis and Testing . • Repair or replace the oil pump as required.
<p>Faulty cylinder head gaskets and/or cracking or other damage to the cylinder heads and engine block cooling system passages. Refer to Diagnostic Starting Point - Engine Cooling in Engine Cooling.</p> <p>Coolant consumption may or may not cause the engine to overheat.</p>	<ul style="list-style-type: none"> • Inspect for spark plugs saturated by coolant. Refer to Spark Plug Inspection in Engine Controls. • Inspect the cylinder heads, engine block, and/or head gaskets. • Repair or replace as required.
<p>Worn piston rings</p> <p>Oil consumption may or may not cause the engine to misfire.</p>	<ul style="list-style-type: none"> • Inspect the spark plugs for oil deposits. Refer to Spark Plug Inspection in Engine Controls. • Inspect the cylinders for a loss of compression. Refer to Engine Compression Test . • Perform cylinder leak down and compression testing to identify the cause. • Repair or replace as required.
<p>A damaged crankshaft reluctor wheel</p> <p>A damaged crankshaft reluctor wheel can result in different symptoms depending on the severity and location of the damage.</p> <ul style="list-style-type: none"> • Systems with electronic communications - DIS or coil per cylinder - and severe reluctor ring damage may exhibit periodic loss of crankshaft position, stop delivering a signal, and then re-sync the crankshaft position. • Systems with electronic communication - DIS or coil per cylinder - and slight reluctor ring damage may exhibit no loss of crankshaft position and no misfire may occur. However, a P0300 DTC may be set. • Systems with mechanical communications - high voltage switch - and severe reluctor ring damage may cause additional pulses and effect fuel and spark delivery to the point of generating a P0300 DTC or P0336. 	<p>Replace the sensor and/or crankshaft as required.</p>

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