

DTC	P0340	Camshaft Position Sensor Circuit Malfunction
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CIRCUIT DESCRIPTION

The camshaft position sensors (G1 and G2 signals) consist of a signal plate and a pick up coil. The G1, G2, signal plates each have one tooth on the outer circumference and are built into the distributor. When the camshaft rotates, the protrusion on the signal plate and the air gap on the pick up coil change, causing fluctuations in the magnetic field and generating an electromotive force in the pick up coil. The ECM detects the standard crankshaft angle based on the G1, G2 signals, detects the actual crankshaft angle and engine speed by the NE signals, and detects misfire by NE2 signals.

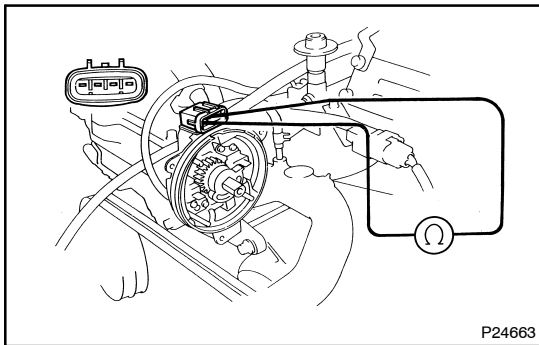
DTC No.	DTC Detecting Condition	Trouble Area
P0340	No camshaft position sensor signal (G signal) to ECM with engine speed 550 rpm or more.	• Open or short in camshaft position sensor circuit • Camshaft position sensor • ECM

WIRING DIAGRAM

Refer to DTC P0335 on page [DI-62](#) for the WIRING DIAGRAM.

INSPECTION PROCEDURE

1	Check resistance of camshaft position sensor.
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PREPARATION:

Disconnect camshaft position sensor connector.

CHECK:

Measure resistance between terminals 2, 3 and 4 of distributor connector.

OK:

	Resistance
Cold	185 – 275 Ω
Hot	240 – 325 Ω

"Cold" is from -10°C (14°F) to 50°C (122°F) of engine coolant temperature and "Hot" is from 50°C (122°F) to 100°C (212°F).

Reference INSPECTION USING OSCILLOSCOPE

Refer to page [DI-62](#) for Reference INSPECTION USING OSCILLOSCOPE.

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Replace distributor housing assembly.

OK

2	Check for open and short in harness and connector between ECM and camshaft position sensor (See page IN-27)
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Repair or replace harness or connector.

OK

3	Check air gap (See page IG-8).
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Replace distributor housing assembly.

OK

Check and replace ECM (See page [IN-27](#)).