4.3 l firing order

Forums New posts Search forums. What's new New posts New media New resources Latest activity. Media New media New comments Search media. Resources Latest reviews Search resources. Members Current visitors. Log in Register. Search titles only. Search Advanced search…. New posts. Search forums. Log in. Install the app. For a better experience, please enable JavaScript in your browser before proceeding. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser.

Pulled all wires without marking, now I can't get it to crank Joined Jul 5, Messages A few weeks back the engine got really hot because the seawater pump had gone out and I didn't realize it. Regardless when I went to shut it off, it was dieseling, meaning I turned off the key and the engine kept on running. I couldn't figure out what was going on, it ran for over a minute after the key was off. In a panic I went back there and disconnected the battery, no luck, disconnected all spark plug wires at the distributor, still no luck. It eventually died on its own. All that said, now that I've replaced the impellar on the pump I hooked the plug wires back up in what I thought was the firing order going clockwise from 1 being on the right hand side of the cap. I tried a couple different ways, ie clockwise and counter clockwise, but the thing just won't crank now. At one point in jacking around with the wires it cranked and barely idled with a miss, but I can't remember what that was. Now, it turns over and then binds up a little as if a cylinder is firing out of order, then turns over, then binds up. Can someone show me a diagram or some pictures of your distributor cap and labeled wires? I'm pretty automotively sabby, but I don't know why this thing isn't firing up. The intake is labled on it. Again I started on the right hand side of the cap with 1 and went clockwise with around the cap. Don S Honorary Moderator Emeritus. Joined Aug 31, Messages 62, Re: 4. Pulled all wires without marking, now I can't get it to crank You first need to find 1 TDC on the compression stroke, here is how you do that. Remove all the spark plugs. This makes the engine easier to turn, and if using a remote start button keeps the engine from kicking back when you are trying to make very small movements. The Merc OEM service manual suggests you put your finger over 1 spark plug hole and turn the engine until you feel compression building in the cylinder. In real life, that can become almost impossible to do and turn the engine at the same time. What I have found that works very well is to use the hose from your compression tester so. Then just put your thumb over the end of the hose to feel the compression. Now, bump the starter over with a remote start button or turn the engine by hand until you feel compression building on the 1 cylinder. Once you feel compression building, you no longer have to feel for the compression. Now you need to watch the timing mark on the vibration damper and the timing tab. Continue turning the engine in the same direction until the timing marks line up on 0? You now have 1 piston at TDC on the compression stroke. At this point, if your distributor is in the engine, remove the cap and look at where the rotor is pointing. That is where 1 spark plug wire should be located. The firing order is and the rotor turns clockwise. Pulled all wires without marking, now I can't get it to crank I don't see a specific timing pointer that points to the balancer on the motor. Should it line up with a bolt or something? Where does it normally point when piston is at TDC? I'm used to fords, on a ford its on the passenger side a couple inches from the center of the motor. Pulled all wires without marking, now I can't get it to crank. Pulled all wires without marking, now I can't get it to crank Don, thanks for posting that diagram. My engine doesn't have that timing pointer. It has the mark on the balancer, but not a pointer like that. Best I could do was see it pointed towards a bolt in that general area. When I felt the compression on the cylinder, I looked and the pointer was at the back of the distrubutor, so I started there. That wasn't right, still backfiring. So I tried to rotate the wires over 1 spot counter clockwise on the distributor. Still no luck. They wouldn't reach around to go any further around, so I moved the opposite direction and started rotating them clockwise on the distributor. She fired right up. Good news is there doesn't appear to be any problems from the overheat engine wise. I do see a trickle of water seeping out the rubber boot on the port side down pipe for the exhaust. I tried tightening her up, but still a slight trickle. Gonna look at that more later. For now at least I know she runs. The outdrive is a little loose on the transom and it looks like it needs to be tightened up a bit. Its taking in some water around the outdrive into the bilge. So it shouldn't be a rotted transom. Fear is that some hard impacts with the outdrive with U. O underwater, unidentified, foreign objects may have taken its toll and cracked the transom. All I see externally is a lot of what appears to be stress cracks in the gel coat around the bottom of the stern drive and around the bilge drain hole. I've got a post with pictures about that in the hull repair forum. Thanks for yall's help! Pulled all wires without marking, now I can't get it to crank Take a picture of the front area of your engine shown in my picture. Then we can see what you see. Pulled all wires without marking, now I can't get it to crank Don S said:. Take a picture of the front area of your engine shown in my picture. What does that have to do with your firing order????????? Pulled all wires without marking, now I can't get it to crank I have no idea what happened to your timing

mark, but it's sure missing. Is it the OEM engine or perhaps an automotive replacement. PS: You might want to start a new thread with your other problem. With a firing order title, not many are going to be expecting to give reasons for a leak. Pulled all wires without marking, now I can't get it to crank Thanks Don. I already started a thread in hull repair forum. Was just sharing my next undertaking. We bought the boat new in I have done all work on the boat and its all original. Only repairs I have done has been new seawater impellar, new trim pump motor, new water circulation pump, and new power steering pump. Capn G Cadet. Joined Jun 29, Messages Pulled all wires without marking, now I can't get it to crank On the 4. You'll need to have compression build-up at the same time. Pulled all wires without marking, now I can't get it to crank Thanks G. Thats what I found as well whenever I finally got the wires on there and it ran. You must log in or register to reply here. The first side even 's I just pulled all the wires off at one time. So I really didn't get the order down. The odd side I did one at a time so it should be correct. I tried moving them all around but no luck. Any ideas on how to get the right order back in place? The ignition thing is numbered but I do not know which plug goes to which number. Please let us know if you need anything else to get the problem fixed. Well I tried to change the plugs and wires myself. Do you. Check out the diagrams Below. Was this answer. Six cylinder, two wheel drive manual , miles. I have the model with the 4. I recently did a tune up on the engine due to the mileage. I had my new brother-in-law help me out with the tune up. Well he pulled the wire off the plugs without marking the distributor cap and I am trying to find out how to set cylinder one so I can restart it. Please help! This truck is a business truck, and I am losing money just having it sit. Here is the firing order for a 4. Images Click to enlarge. Putting the engine in now. Will you please send me a firing order diagram? Thank you Was this answer. Firing order 1, 6, 5, 4, 3, 2. The driver side bank, front to back, 1, 3, 5. The passenger bank from front to back, 2, 4, 6. Please login or register to post a reply. Asked by c. Sponsored links. Ask a Car Question. It's Free! The 43l vortec built today is certainly significantly different from the original vortec first offered in the mid s. Head gasket job on this 43 video 1 instagram 13bdorito here is some useful links for tools that you need to get this job done and that you will need on any other projects you might have. Lots of people searching for details about 43 liter v6 vortec engine diagram and of course one of them is. This 10 video series comprises all the videos i took for myself to document the rebuild of a gm chevy tahoe 53 vortec ls type engine. I dont intend for this to be a how to video for. The engine is based on what general motors calls vortex technology. The 43 liter vortec engine is built by general motors. This is a v6 engine that has had a long history although much has changed along the way. The list of cars that have used the 43l vortec is a long one. Chevy 43l obd ii code p is generic cylinder 6 misfire detected. At this time were pleased to announce we have found a very interesting content to be discussed namely 43 liter v6 vortec engine diagram. All engines have cast iron blocks and cylinder heads. It has been removed from the vehicle and we take it apart except for crank and piston removal. This engine has. These engines have a v block with 12 valves activated by a pushrod valvetrain. The technology produces a vortex or mini tornado inside the combustion chamber. The 43 liter vortec chevy v6 was the first vortec engine ever made in and was used in gmc and chevy trucks. The engine boasted horsepower when it first appeared. The 43l v6 vortec lu3 is an engine produced by general motors for use in full size light duty pickup truck and vans. The engines are based on the chevrolet small block engine and the v6 is formed by the removal of the 3 and 6 cylindersthe v6s share the same 44 inch mm bore spacing and inch mm deck height as the v8 engines. Gmc chevy 43l vortec engine serpentine belt routing diagram with ac for no ac belt diagram check out this video. Displacing 43 liters in a v6 configuration the lu3 served as the standard. Repair Guides. Chevy 4 3 Wiring Diagram Wiring Diagram. Chevy Firing Order. Gmc 2 2l Engine Diagram Wiring Diagram General Motors 90 V6 Engine Wikipedia. Chevy 4 3l ci V 6 Engine Build. Chevrolet 3 4 Engine Diagram Wiring Diagram. Straight Six Engine Wikipedia. Wrg 96 Vortec Engine Sensor Diagram. Inline Four Engine Wikiwand. Mercruiser 4 3l Engine Performance Specifications. Autozine Technical School. Gm 4 3 Marine Engines. Chevy 5 3l Engine Diagram Wiring Diagram. Chevrolet S 10 And Gmc S 15 93 4 3l. Chevy 4 3l ci V 6 The 3 4 General Motors Atlas Engine Wikipedia. Solved What Is The Firing Order On 4 3l Vortec Fixya In this video we take apart the engine in order to solve this nasty and annoying also very common issue on gm 43l engines. All 43 l. This video goes through the teardown process of a gm 43l v6. Share this post. Newer Post Older Post Home. Iklan Atas Artikel. Iklan Tengah Artikel 1. Iklan Tengah Artikel 2. Iklan Bawah Artikel. About Contact Privacy Policy Disclaimer. Asked by Wiki User. We are going to need to know what engine you have in that 93 S The wiring diagram from the distributor cap to the spark plugs for firing order for a 93 Chevy Caprice 5. You can search the site by vehicle year, make, and model. The number one cylinder is at the front of the engine. What is the fireing order plug 93 ford ranger xlt 3. A 93 cavaliers firing order is actually That would depend on what size of engine that you have. The firing order should be The firing order

is Rotor turns counterclockwise. It is important to know the firing order of a car when trying to diagnose engine problems. A person can find the firing order of this car in the owners manual. Knowing the firing order of a cars engine can help with diagnosing car issues. The firing order for a Toyota Camry is The firing order for a 93 Aerostar is The number one cylinder is the front one on the passenger side. Click the link for a diagram. The firing order for a 93 Oldsmobile - Cutlass Ciera S is On the 3 cylinder model the firing order is Four-cylinder engine firing order is Six-cylinder engine firing order is this is from haynes repair manual for ford ranger. What do you mean by what order. Go here pick the proper engine and you will get your answer. Ask Question. Timing and Firing Orders. Intel Plural Nouns. The Difference Between. See Answer. Top Answer. Wiki User Answered Firing Order: Distributor rotation: Clockwise Chevy 4. Related Questions. What is the firing order for a Chevy S 10? Firing order for 93 Chevy Caprice? Does anyone have a wiring diagram from distributor cap to spark plug for firing order for a 93 Chevy caprice fivepointseven liter engine? Whats the firing order for a 93 cavalier 2. The firing order of a 93 2. What is the firing order 93 3. What is the firing order for a Chevy Cavalier? What is the firing order for a 93 I? What is the firing order for a 93 Dodge 3. What is the firing order on 93 mercury villager? Where can you find the firing order on a seat ibiza 93 model? What is the timing on a 93 full size Chevy Blazer? What is a 93 Toyota Camry firing order? Firing order for spark plug wires on a 93 Ford Aerostar van? Distributor cap order for 93 silverado? What is the firing order of 93 suzuki vitara sport? Need diagram firing order 93 town car? What is the Firing order for Renault clio yr 93 1. What is the firing order on Olds Cutlass Ciera? What is the timing on a 93 Geo Metro? Counter clockwise or clockwise on the firing order on the distributor cap for a 93 Chevy caprice? What order does the distributor caps have to be in a 93 Oldsmobile cutlass sierra? Trending Questions Is silence a sound? Asked By Ciara Parker. Has a human ever been mailed via the United States Postal Service? Asked By Annamarie Trantow. Who would you swap lives with for a day? Asked By Fletcher Altenwerth. How many feet are in seven minutes? Asked By Wiki User. Why were the English able to defeat the french in early battles such as the one at crecy? What are the duties of a health prefect? What letter in the Alphabet is always waiting in order? What number is the opposite of 0. Hottest Questions How did chickenpox get its name? When did organ music become associated with baseball? Asked By Curt Eichmann. How can you cut an onion without crying? Asked By Leland Grant. Why don't libraries smell like bookstores? Asked By Veronica Wilkinson. How long will the footprints on the moon last? Asked By Daija Kreiger. Do animals name each other? Asked By Danika Abbott. Who is the longest reigning WWE Champion of all time? Asked By Consuelo Hauck. What was the first TV dinner? Asked By Roslyn Walter. Previously Viewed 93 Chevy 4. Unanswered Questions What values can we get in the folk dance tiklos? What happens when heat energy is not properly used and handled? How did Jose rizals parents raise their children? Moral lesson of tale of pilandok story? What online sites don't ask for cvv? Does Melissa Fumero smoke? Give the summary in the poem myopia by syl cheney-coker?

The testing is explained step by step, making the whole diagnostic and troubleshooting as pain free as possible. With the tests in this article, you'll be able to test and diagnose: A bad ignition control module, or a bad ignition coil, or a bad distributor cap, or bad spark plug wires. For a complete list of GM vehicles these tests apply to, take a look at the bottom of the page. If your GM car or pick up, van , or mini-van is suffering a misfire; the check engine light CEL will be on to let you know that YES, there really is something wrong. Here are a couple of other symptoms your vehicle may experience with a misfire condition:. To successfully diagnose a Misfire or No Start on your GM car pick up, van, SUV, or mini-van it'll help to know how spark is created and fed to the engine cylinders. This is what happens, in a nutshell, when you turn the key and crank the engine:. With the simple and easy tests presented in this test article you'll be able to find the exact cause of your vehicle's misfire or no start condition if it's ignition system related and in the process save time and money. This tutorial has a lot of the information you'll need to diagnose and solve the ignition system problem causing your GM vehicle's no-start problem or a misfire problem. But, if you'd like to have access to a wiring diagram, ignition component connector pin-outs, and the entire testing procedure in one place, then take a look at the following:. All of the information you need to diagnose a misfire or a no-start problem caused by the ignition coil, the ignition module, or the crankshaft position sensor. All Tutorials: 4. This material may not be reproduced without the author's consent. As an Amazon Associate, I may earn a small commission from qualifying purchases from the Amazon product links from this website. Your purchase helps support my work in bringing you real diagnostic testing information to help you solve the problem on your vehicle. Diagnostic manual comes with: Wiring diagrams. Component pin outs. Connector pin outs. Ignition system component part numbers. Firing orders. Complete step-by-step testing

instructions. The illustrations in the diagnostic manual are printer friendly! Firing order. Applies to: Chevrolet Express Van. Diagnostic manual comes with: Wiring diagram. Applies to: Chevrolet Tahoe 4x2 and 4x4. Applies to: Chevrolet Suburban 4x2 and 4x4. Applies To:. Chevrolet Vehicles: Astro , , , , , , , , Blazer , , , , , , , , ,Blazer TrailBlazer , , GMC Vehicles: Savana Van , , , , , , , , , , , Sonoma , , , , , , , , Cadillac Vehicles: Escalade , Do NOT follow this link or you will be banned from the site! Hate Spam. Forums New posts Search forums. What's new New posts New media New resources Latest activity. Media New media New comments Search media. Resources Latest reviews Search resources. Members Current visitors. Log in Register. Search titles only. Search Advanced searchâ€¦. New posts. Search forums. Log in. Install the app. For a better experience, please enable JavaScript in your browser before proceeding. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Pulled all wires without marking, now I can't get it to crank Joined Jul 5, Messages A few weeks back the engine got really hot because the seawater pump had gone out and I didn't realize it. Regardless when I went to shut it off, it was dieseling, meaning I turned off the key and the engine kept on running. I couldn't figure out what was going on, it ran for over a minute after the key was off. In a panic I went back there and disconnected the battery, no luck, disconnected all spark plug wires at the distributor, still no luck. It eventually died on its own. All that said, now that I've replaced the impellar on the pump I hooked the plug wires back up in what I thought was the firing order going clockwise from 1 being on the right hand side of the cap. I tried a couple different ways, ie clockwise and counter clockwise, but the thing just won't crank now. At one point in jacking around with the wires it cranked and barely idled with a miss, but I can't remember what that was. Now, it turns over and then binds up a little as if a cylinder is firing out of order, then turns over, then binds up. Can someone show me a diagram or some pictures of your distributor cap and labeled wires? I'm pretty automotively sabby, but I don't know why this thing isn't firing up. The intake is labled on it. Again I started on the right hand side of the cap with 1 and went clockwise with around the cap. Don S Honorary Moderator Emeritus. Joined Aug 31, Messages 62, Re: 4. Pulled all wires without marking, now I can't get it to crank You first need to find 1 TDC on the compression stroke, here is how you do that. Remove all the spark plugs. This makes the engine easier to turn, and if using a remote start button keeps the engine from kicking back when you are trying to make very small movements. The Merc OEM service manual suggests you put your finger over 1 spark plug hole and turn the engine until you feel compression building in the cylinder. In real life, that can become almost impossible to do and turn the engine at the same time. What I have found that works very well is to use the hose from your compression tester so. Then just put your thumb over the end of the hose to feel the compression. Now, bump the starter over with a remote start button or turn the engine by hand until you feel compression building on the 1 cylinder. Once you feel compression building, you no longer have to feel for the compression. Now you need to watch the timing mark on the vibration damper and the timing tab. Continue turning the engine in the same direction until the timing marks line up on 0? You now have 1 piston at TDC on the compression stroke. At this point, if your distributor is in the engine, remove the cap and look at where the rotor is pointing. That is where 1 spark plug wire should be located. The firing order is and the rotor turns clockwise. Pulled all wires without marking, now I can't get it to crank I don't see a specific timing pointer that points to the balancer on the motor. Should it line up with a bolt or something? Where does it normally point when piston is at TDC? I'm used to fords, on a ford its on the passenger side a couple inches from the center of the motor. Pulled all wires without marking, now I can't get it to crank. Pulled all wires without marking, now I can't get it to crank Don, thanks for posting that diagram. My engine doesn't have that timing pointer. It has the mark on the balancer, but not a pointer like that. Best I could do was see it pointed towards a bolt in that general area. When I felt the compression on the cylinder, I looked and the pointer was at the back of the distrubutor, so I started there. That wasn't right, still backfiring. So I tried to rotate the wires over 1 spot counter clockwise on the distributor. Still no luck. They wouldn't reach around to go any further around, so I moved the opposite direction and started rotating them clockwise on the distributor. She fired right up. Good news is there doesn't appear to be any problems from the overheat engine wise. I do see a trickle of water seeping out the rubber boot on the port side down pipe for the exhaust. I tried tightening her up, but still a slight trickle. Gonna look at that more later. For now at least I know she runs. The outdrive is a little loose on the transom and it looks like it needs to be tightened up a bit. Its taking in some water around the outdrive into the bilge. So it shouldn't be a rotted transom. Fear is that some hard impacts with the outdrive with U. O underwater, unidentified, foreign objects may have taken its toll and cracked the transom. All I see externally is a lot of what appears to be stress cracks in the gel coat around the bottom of the stern drive and around the bilge drain hole. I've got a post with

pictures about that in the hull repair forum. Thanks for yall's help! Pulled all wires without marking, now I can't get it to crank Take a picture of the front area of your engine shown in my picture. Then we can see what you see. Pulled all wires without marking, now I can't get it to crank Don S said:. Take a picture of the front area of your engine shown in my picture. What does that have to do with your firing order?????????? Pulled all wires without marking, now I can't get it to crank I have no idea what happened

legacy gt wagon manual
24 tigershark engine reliability
2001 ford explorer sport owners manual pdf

 to your timing mark, but it's sure missing. Is it the OEM engine or perhaps an automotive replacement. PS: You might want to start a new thread with your other problem. With a firing order title, not many are going to be expecting to give reasons for a leak. Pulled all wires without marking, now I can't get it to crank Thanks Don. I already started a thread in hull repair forum. Was just sharing my next undertaking. We bought the boat new in I have done all work on the boat and its all original. Only repairs I have done has been new seawater impellar, new trim pump motor, new water circulation pump, and new power steering pump. Capn G Cadet. Joined Jun 29, Messages Pulled all wires without marking, now I can't get it to crank On the 4. You'll need to have compression build-up at the same time. Pulled all wires without marking, now I can't get it to crank Thanks G. Thats what I found as well whenever I finally got the wires on there and it ran. You must log in or register to reply here.