

GM · POWERTRAIN

P1234

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1234 · GM

Injector Circuit Cylinder 5 Intermittent

P1234 on a GM vehicle means the engine control module (ECM) has detected an intermittent fault in the electrical circuit for fuel injector number 5, which is the fifth cylinder in the firing order on most V8 engines. The ECM monitors injector current and voltage and sets this code when the circuit momentarily opens, shorts, or behaves erratically without staying failed long enough to set a hard circuit code.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	GM specific	Medium	Intermediate	Fuel and air metering (injector circuits)

Symptoms you may notice

- Often no symptoms besides the warning light, especially if the intermittent fault has not recurred recently.
- A slight engine miss or stumble that comes and goes, most noticeable at idle or during light acceleration.
- Occasional rough running or a shake that disappears after a few seconds.
- A faint fuel smell or occasional puff of black smoke from the tailpipe if the injector sticks open briefly.
- Poor fuel economy or slightly elevated emissions during the intermittent episodes.
- In rare cases, a brief loss of power or hesitation when merging or climbing a hill.

Common causes, most likely first

- 1 Chafed, cracked, or corroded wiring in the injector 5 circuit, often near the intake manifold or where the harness bends.
- 2 A failing fuel injector 5 with an internal coil that opens when hot or vibrates intermittently.
- 3 Loose or contaminated electrical connector at injector 5, including backed-out terminals or water intrusion.
- 4 A faulty engine control module (ECM) driver for that injector, though this is less common than wiring issues.
- 5 Poor ground connection for the injector bank or engine block, causing reference voltage fluctuations.
- 6 Aftermarket alarm or remote-start wiring spliced into the injector harness, creating an intermittent short.
- 7 Vibration damage from a loose intake manifold or broken engine mount that stresses the injector harness.



How to diagnose and fix it

- 1 Inspect the injector 5 connector and harness for corrosion, chafing, or loose pins, and clean or repair as needed.
- 2 Perform a wiggle test on the injector harness while watching injector 5 operation on a scan tool or listening for a change in engine idle.
- 3 Measure the resistance of injector 5 with a multimeter and compare it to the other injectors; a significant difference indicates a failing injector.
- 4 Check for technical service bulletins (TSBs) or known harness routing issues on your specific GM model and engine.
- 5 Use a noid light or oscilloscope to verify the ECM is pulsing injector 5 consistently; an intermittent noid light points to a wiring or ECM issue.
- 6 If wiring and connectors are good, replace injector 5 with a quality OEM or equivalent unit and clear the code.
- 7 After repairs, road-test the vehicle under various conditions and recheck for pending or stored codes to confirm the fix.

Intermittent injector faults that fool technicians

- A common misdiagnosis is replacing the injector when the real problem is a chafed wire inside the harness loom, often where it rubs against a bracket or the intake manifold.
- The code can be set by a loose ground at the engine block or chassis, which affects the injector driver's reference voltage and mimics an injector fault.
- Aftermarket remote starters or alarm systems spliced into the injector wiring are a frequent hidden cause of intermittent injector codes on older GM trucks and SUVs.
- A failing ignition coil or spark plug on cylinder 5 can create misfire symptoms that lead a technician to chase the injector circuit when the real fault is ignition-related.
- The ECM driver for injector 5 can fail intermittently, especially if the injector coil is shorted; always check injector resistance before replacing the ECM.

Can I keep driving with P1234?

You can usually drive with this code if the engine runs smoothly, but avoid heavy acceleration or long trips until it is diagnosed. If the engine begins to misfire steadily or the check engine light starts flashing, stop driving and have it serviced immediately to prevent catalytic converter damage.

Tools that help

- OBD-II scan tool with live data and injector balance test capability
- Digital multimeter
- Noid light or oscilloscope
- Wire piercing probes and back-probe kit
- Factory service information or wiring diagrams for your GM model



Reading P1234

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (GM): its meaning depends on the make.
- 2** Fuel and air metering (injector circuits).
- 34** The exact fault within that area.

Often seen with

P1235 Fuel Pump Control Circuit · **P1224** Electronic Throttle Control Position Error · **P1235** VSV 1/2/3 Circuit Range Performance · **P1224** Throttle Position Sensor B Out of Self-Test Range · **P1235** Fuel Pump Control Out of Range · **P0205** Injector Circuit/Open - Cylinder 5 · **P0305** Cylinder 5 Misfire Detected · **P2149** Fuel Injector Group 'B' Supply Voltage Circuit/Open

See it working

Watch the animated explainer [Disc Brake Trainer: How Car Brakes Stop a Wheel](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1234/>

