

HONDA · POWERTRAIN

P1382

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1382 · Honda

CYP Sensor A No Signal

P1382 on Honda vehicles means the powertrain control module (PCM) is not receiving a usable signal from the CYP sensor, which is the cylinder position sensor inside the distributor. The PCM expects a pulse from this sensor every time a specific cylinder reaches top dead center, and when that pulse is missing or erratic, it stores this code and may substitute a default ignition timing strategy.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Honda specific	Medium	Intermediate	Ignition system and misfire

Symptoms you may notice

- The check engine light is on, and often there are no other symptoms besides the warning light.
- The engine may crank but fail to start, or it may start and then stall immediately.
- Intermittent misfiring or rough running, especially when the engine is cold or under load.
- A sudden loss of power or hesitation during acceleration, sometimes accompanied by a flashing check engine light.
- The tachometer may stop working or read erratically if the CYP signal is completely lost.
- Hard starting or a no-start condition that occurs only when the engine is hot, then clears after cooldown.

Common causes, most likely first

- A failed CYP sensor inside the distributor, which is the most common cause on high-mileage Honda engines.
- Worn or damaged distributor shaft bearings that allow the reluctor wheel to contact or misalign with the CYP sensor.
- Corroded, loose, or chafed wiring between the CYP sensor and the PCM, often at the distributor connector or along the harness near the exhaust manifold.
- Oil or moisture intrusion into the distributor housing, which contaminates the CYP sensor and its connector.
- A faulty PCM driver circuit for the CYP input, though this is rare compared to sensor and wiring failures.
- Aftermarket or remanufactured distributors with poorly made internal sensors that fail prematurely.



How to diagnose and fix it

- 1 Inspect the distributor connector and harness for corrosion, oil contamination, or chafed wires, and repair any damaged terminals before replacing parts.
- 2 Check for stored or pending misfire codes and freeze-frame data to confirm the CYP signal loss is the primary fault rather than a secondary effect.
- 3 Measure the CYP sensor signal with an oscilloscope or a graphing multimeter at the PCM connector while cranking, looking for a clean square wave or pulse pattern.
- 4 Check the distributor shaft for play and the reluctor wheel for damage or debris, since mechanical wear can mimic an electrical sensor failure.
- 5 If the sensor is internal to the distributor and the housing shows wear or oil intrusion, replace the distributor assembly with a quality unit rather than attempting to swap just the sensor.
- 6 After repair, clear the codes and verify the CYP signal returns, then road-test the vehicle to confirm the code does not reset.
- 7 If the signal is present at the sensor but not at the PCM, trace the harness for opens or shorts and repair the affected section.

CYP sensor failures that mimic other faults

- A failing CYP sensor often produces no driveability symptoms at all, so technicians who replace the distributor based only on the code without signal testing sometimes replace a good part.
- Oil leaking past the distributor shaft seal can coat the CYP sensor and cause an intermittent no-signal code that only appears after the engine is fully warmed and the oil thins out.
- A worn distributor shaft bearing can cause the reluctor wheel to wobble and strike the CYP sensor, which produces a code that looks electrical but is actually mechanical wear.
- Some aftermarket distributors use a CYP sensor with a different output waveform than the original Honda part, which can set P1382 even though the new distributor is functioning.
- The CYP sensor shares its ground reference with other sensors in the distributor, so a bad ground inside the housing can set this code along with misfire codes for multiple cylinders.

Can I keep driving with P1382?

You can usually drive the vehicle short distances to a repair shop if the engine runs smoothly and the check engine light is steady, but avoid heavy acceleration and long trips because the PCM may be running on a default ignition timing strategy. If the engine misfires, stalls, or the check engine light flashes, stop driving and have the vehicle towed to prevent catalytic converter damage.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Oscilloscope or graphing multimeter for signal waveform testing
- Digital multimeter for continuity and voltage checks
- Honda-specific service information for CYP sensor pinout and specifications
- Basic hand tools including a distributor wrench and socket set
- Feeler gauge or non-magnetic feeler tool for checking reluctor air gap

Reading P1382

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Honda): its meaning depends on the make.
3	Ignition system and misfire.
82	The exact fault within that area.

Often seen with

P1361 Cylinder 3 Ignition Circuit Open · **P1381** CYP Sensor A Intermittent Interruption · **P1361** TDC Sensor Intermittent Interruption · **P1361** Ignition Coil B Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1381** CYP Sensor A Intermittent Interruption · **P1361** IC Circuit Low Voltage · **P1381** Misfire Detected No Communication with Brake Control Module · **P1361** Ignition Control IC Circuit Low Voltage · **P1381** Cam Timing Advance is Excessive · **P1361** IC Circuit Low Voltage · **P1381** Misfire Detected No Communication with Brake Control Module · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P0300** Random/Multiple Cylinder Misfire Detected · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0335** Crankshaft Position Sensor A Circuit Malfunction

See it working

Watch the animated explainer [How Misfire Detection Works: Crankshaft Speed](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1382/>

