



P1330 · Toyota

Igniter Circuit Malfunction No 7

P1330 on Toyota vehicles indicates that the engine control module (ECM) has detected a malfunction in the ignition coil circuit for cylinder number 7, specifically the igniter feedback signal. The ECM monitors the ignition coil's firing confirmation and sets this code when the expected electrical pulse is missing or out of range.

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

Symptoms you may notice

- Check Engine Light (CEL) illuminated on the dashboard
- Engine misfire, often noticeable as rough idle or hesitation during acceleration
- Reduced engine power and poor fuel economy
- Shaking or vibration from the engine, especially under load
- In some cases, no noticeable symptoms besides the warning light

Common causes, most likely first

- 1 Faulty ignition coil (igniter) for cylinder 7
- 2 Damaged or corroded wiring or connector at the ignition coil
- 3 Open or short circuit in the igniter feedback circuit
- 4 Failed spark plug or excessive spark plug gap causing coil stress
- 5 Engine control module (ECM) internal fault (rare)
- 6 Poor ground connection for the ignition coil circuit

How to diagnose and fix it

- 1 Perform a visual inspection of the ignition coil, connector, and wiring for cylinder 7
- 2 Swap the ignition coil from cylinder 7 with a known-good coil from another cylinder to see if the misfire moves
- 3 Check for spark at cylinder 7 using a spark tester
- 4 Measure resistance of the ignition coil primary and secondary windings and compare to specifications
- 5 Inspect and test the wiring harness for continuity and shorts between the coil and ECM
- 6 Check the spark plug condition and gap, replace if worn or fouled
- 7 If all else checks out, diagnose the ECM and its connections



Common misdiagnosis and hidden causes of P1330

- A misfire in cylinder 7 can be caused by a faulty fuel injector or vacuum leak, which may mimic an ignition coil failure and set P1330 indirectly.
- The igniter circuit includes a feedback line to the ECM; a break in this wire can set P1330 even if the coil still fires normally.
- Toyota ignition coils often fail intermittently when hot, so testing them cold may not reveal the fault.
- Corrosion inside the coil connector can cause high resistance and intermittent signals without visible damage.
- Replacing the coil without addressing a worn spark plug can lead to repeat failure due to increased voltage demand.

Can I keep driving with P1330?

Driving with P1330 is possible but not recommended because continued misfire can damage the catalytic converter and reduce engine performance. Avoid heavy acceleration and have the vehicle inspected promptly.

Tools that help

- OBD-II scanner
- Digital multimeter
- Spark tester
- Socket set and ratchet
- Feeler gauge or spark plug gap tool

Reading P1330

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

Often seen with

P1300 Misfire Detected Fuel Level Too Low · **P1325** Cylinder 1 Knock Control Limit Attained · **P1300** Igniter Circuit Malfunction No 1 · **P1310** Igniter Circuit Malfunction No 3 · **P1325** Igniter Circuit Malfunction No 6 · **P1325** Knock Sensor Circuit Low Input · **P1300** Random Misfire · **P1300** Ignition Timing Adjustment Circuit · **P1300** Random Misfire · **P1300** Ignition Coil 1 Primary Feedback Circuit · **P1310** Ignition Coil 3 Primary Feedback Circuit · **P1300** Boost Calibration Fault · **P1300** Ignitor Circuit · **P1310** Ignition Coil 3 Primary Feedback Circuit · **P0307** Cylinder 7 Misfire Detected · **P0357** Ignition Coil 'G' Primary/Secondary Circuit



See it working

Watch the animated explainer [How a Manual Transmission Works: Four-Speed Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/toyota-p1330/>

