

It seems there are very few common problems that afflict the Hyundai lineup. We have compiled a list of the most popular.

Ignition
1996-Present
Tiburon

Problem: Some of the Tiburon models (particularly the earlier versions) will experience a failure in the coil pack assembly. The coil packs are responsible for generating the high voltage required for jumping the spark plug gap and igniting the air/fuel mixture.

Description: Due to the waste spark ignition setup on these vehicles, this high voltage is required to make two high resistance jumps for reliable combustion. Quite a few models will experience a sluggish, unsmooth acceleration, poor idle, and when the problem becomes bad enough a MIL (malfunction indicator light/lamp).

Testing for: One simple way to test for this condition is to open the hood in pitch blackness and watch carefully at the area between the rocker cover and the coil pack assembly while an assistant revs the motor up to 3500 rpm and down again. If you notice ANY blue sparking (arcing) you have a bad set of coil packs.

Cause: Because of these two highly resistive jumps the spark energy must travel it has a tendency to jump through the plastic housings of the coil packs in search of an easy path to ground. Unfortunately, the metal bracket that the coil packs are mounted to often touches these plastic housings providing an easier less resistive path of travel. This results in a weaker or if left unfixed a non-existent spark during combustion.

Solution: One option is to replace the coil packs with those from a 2001 model Tiburon. It's reported that the 2001 models have been updated to provide further spacing between the coils and the mounting bracket. Another option is to disassemble the coil packs and file away the metal bracket for at least 1/16" of gap at the corners. A coating of liquid electrical tape will also help.

MIL
PO455
Most Models

Problem: MIL for "Emission control system gross leak"

Description: MIL is illuminated on dashboard. Particularly after filling up with gas. Applicable to US spec only.

Testing for: N/A

Cause: Due to stringent control of emissions by the ECM the gas tank is monitored to prevent the leakage of gas fumes. When this system fails the ECM activates a code. The most common cause is a loose or faulty gas cap. The prior being most frequent. Another possibility is a cracked fuel tank.

Solution: Tighten gas cap 3 clicks, replace gas cap, or obtain a new version of the gas cap from Hyundai. The light should reset itself shortly.

**TPS
Failure**
96-98 Tiburons

Problem: Engine rpms remain high at idle, vehicle stalls when coming to a stop, vehicle performs poorly.

Description: When the vehicle is at idle the engine will often keep the rpms very high at about 2k rpm or so. When approaching a traffic light or stop sign the vehicle will stall for no reason. The vehicles overall performance is not up to par. If the connector becomes loose a MIL will often result.

Testing for: Locate the TPS (throttle position sensor) on the side of the throttle body. It is a black plastic sensor with three wires exiting from it. First verify that the connector is firmly connected to the sensor. With the vehicle idling grab the TPS and attempt to rotate it in either direction. If the engine shows a noticeable change in idle speed or begins to stumble, this would indicate a loose or faulty TPS. To verify this an analog voltage meter can be connected to the white wire. While carefully watching the voltmeter slowly open and close the throttle body. The needle should make a smooth transition from .25v-.8v to 4.25v-4.8v

Cause: Some sensors have a tendency to become twisted which results in them giving a false reading to the ECM.

Solution: Replacement with an updated version from Hyundai. (careful those screws tend to strip out)

SRS
All Models

Problem: "Airbag" light is illuminated

Description: "Airbag" malfunction indicator does not turn off.

Testing for: N/A

Cause: This problem is most often caused by the replacement of a weakening battery or a disconnected power wire. The airbag system is a very sensitive one and will activate the "Airbag" light for minor problems. Most often the problem turns out to be a "Low Voltage" code. As far as we know a Low Voltage code will still allow the SRS (supplemental restraint system) to operate properly.

Solution: Due to the fact that the airbag system is a very sensitive and important system it's important that only the dealer diagnose and repair the problem.

**Hatch
Squeak**
96-Present
Tiburons

Problem: Annoying high pitched squeak originating from the rear of the vehicle.

Description: While driving over semi-rough roads an annoying high pitched squeak is heard from the rear of the vehicle.

Testing for: Have an assistant sit in the back seat of the vehicle and listen carefully while you take the vehicle over some moderately rough roads, to help pinpoint the problem.

Cause: There appear to be many causes for this, and a definite one has not been determined yet. It would seem the noise comes from the locking mechanism for the hatch.

Solution: Some have had success by adjusting the two black rubber bumpers mounted on either side of the hatch lid. By turning the bumpers counter-clockwise more force is applied upward on the hatch lid, helping to push it against the locking mechanism.

**Light
Harness**
All Models

Problem: Headlight harness that plugs into bulb is melted or burned.

Description: The insulation and/or plastic connector for the headlight bulbs have been severely damaged.

Testing for: Visual inspection of headlight harness and light bulb.

Cause: High wattage, high current "ION" bulbs commonly used to replace factory bulbs. Due to the fact that these bulbs often draw twice the amount of power as the stock bulbs (without producing much more light), the wiring harness and plastic connector become very hot. This then causes the wire insulation and plastic connector to burn or melt.

Solution: Splice in a new bulb connector and install bulbs that do not exceed the factory wattage. This problem also indicates a failure on Hyundai's part, in that the fuse should be lower amperage.