



## INJ. PUMP CALIBRATION DATA

Ass'y No.: 1 0 1 4 0 1 - 9 5 9 1

E/G Model: K-1 '96 E/M

A kind of car: 2.5Ton Truck

Drawing No. : 97 - 05 - 09 - 02

Company : HUNDAI MOTORS

General Ass'y No.:

Date : 1997. 05. 09.

Injection pump	Governor	Timing device
1 0 1 0 4 1 - 9 1 7 1 KP - PES4AD100B321R	1 0 5 9 2 1 - 8 3 8 1 KP - EP/RLD300-1800AFFR	1 0 5 6 7 6 - 3 0 0 0 KP - EP/SCDM1250-1700Z5.5DR

## 1. Test Conditions :

Pump rotation : Clockwise (Viewed from drive side)

Nozzle &amp; Nozzle Holder Ass'y : 105780-8140(BOSCH Type No.EF8511/9A)

Nozzle Holder : 105780-2080(BOSCH Type No.EF8511/9)

Nozzle : 105780-0000(BOSCH Type No.DN12SD12T)

Nozzle opening pressure : 175 Kgf/cm<sup>2</sup>Transfer pump pressure : 1.6 Kgf/cm<sup>2</sup>Injection pipe : 2 mm  $\phi$  6 mm  $\phi$  600 mmOil Temp. : 40 $\pm$ 5 $\pm$ 

Test Oil : ISO 4113 or SAE Standard Test Oil(SAE J967d)

Overflow valve opening pressure : 1.6 Kgf/cm<sup>2</sup>

## 2. Injection Timing :

Pre- stroke : No.1 plunger 3.9  $\pm$  0.05 mm

Note:Adjust with control rack position of mm

Injection order : 1  $\rightarrow$  3  $\rightarrow$  4  $\rightarrow$  2 (Interval 90 $\pm$ 30 $\pm$ )Plunger are numbered from the **Drive** side.Tappet clearance : Bolt adjustment type $\phi$ More than 0.3mm for all cylinders.Shim adjustment type $\phi$ Manually rotate the camshaft 2  $\rightarrow$  3 times and confirm that it rotates smoothly.

## 4. Injection Quantity :

Adjusting point	Rack position (mm)	Pump speed (r/min)	Injection Q'ty (cc/1000st)	Max. var bet. cyl ( % )	Fixed	B.C.S pressure (mmHg)	Remarks
D	(11.5)	1,000	Each cylinder 60.0 $\pm$ 1.5		Rack		Basic
	10.1	335	Each cylinder (16.0)		Rack		
A	R1(11.5)	1,000	60.0 $\pm$ 1.0		Lever		
B	11.2	1,700	(56.0) $\pm$ 2.0		Lever		
C	11.1	600	(39.6) $\pm$ 2.0		Lever		
D	9.5	460	8.0 $\pm$ 1.3		Lever		
I	--	100	70 $\pm$ 10		Lever		Rack Limit

## 5. Timing Advance Specification :

Pump Speed (r/min)	1,250	1,700					
Advance Angle ( $\pm$ )	Below 0.5	5.5 $\pm$ 0.5					

DPICO

DOOWON PRECISION INDUSTRY Co., Ltd.

SERVICE DEPARTMENT

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## 3. Governor Adjustment

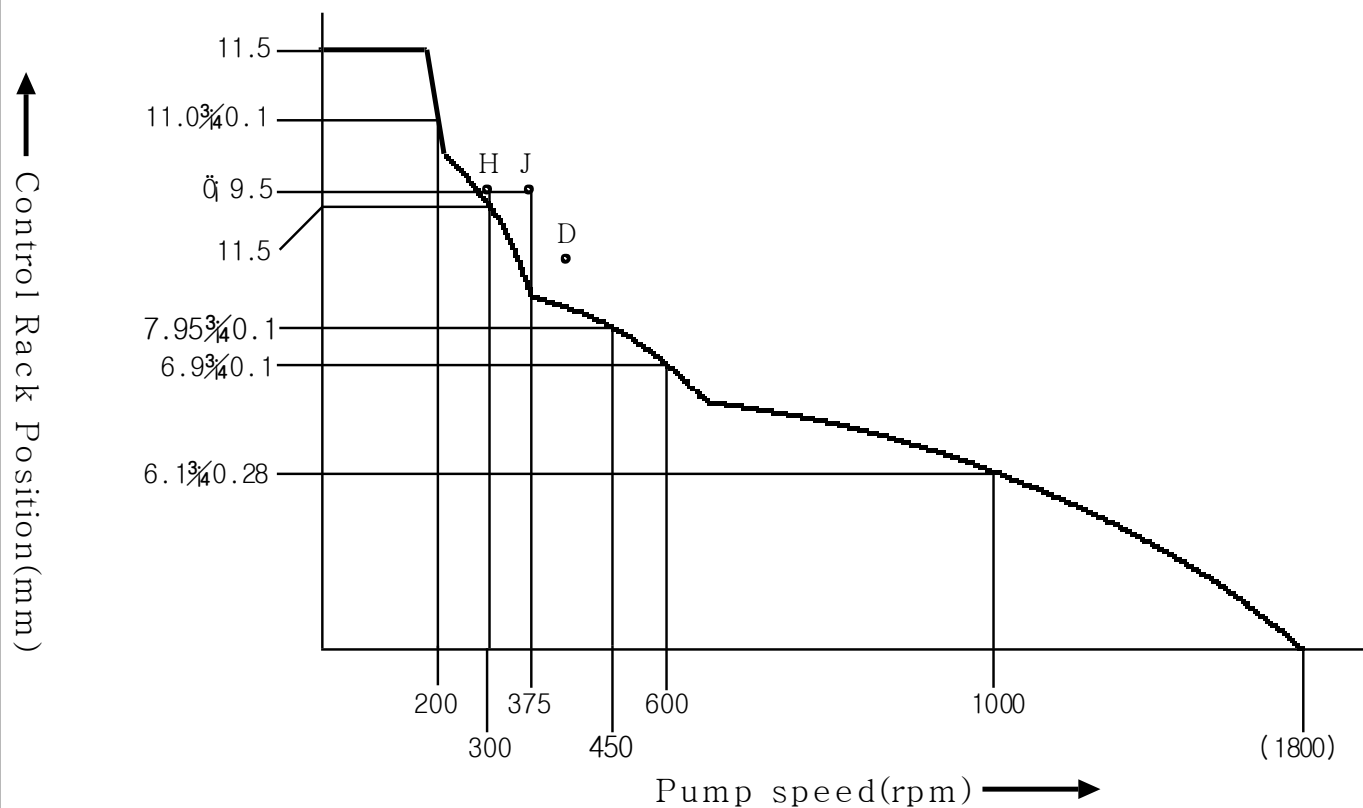
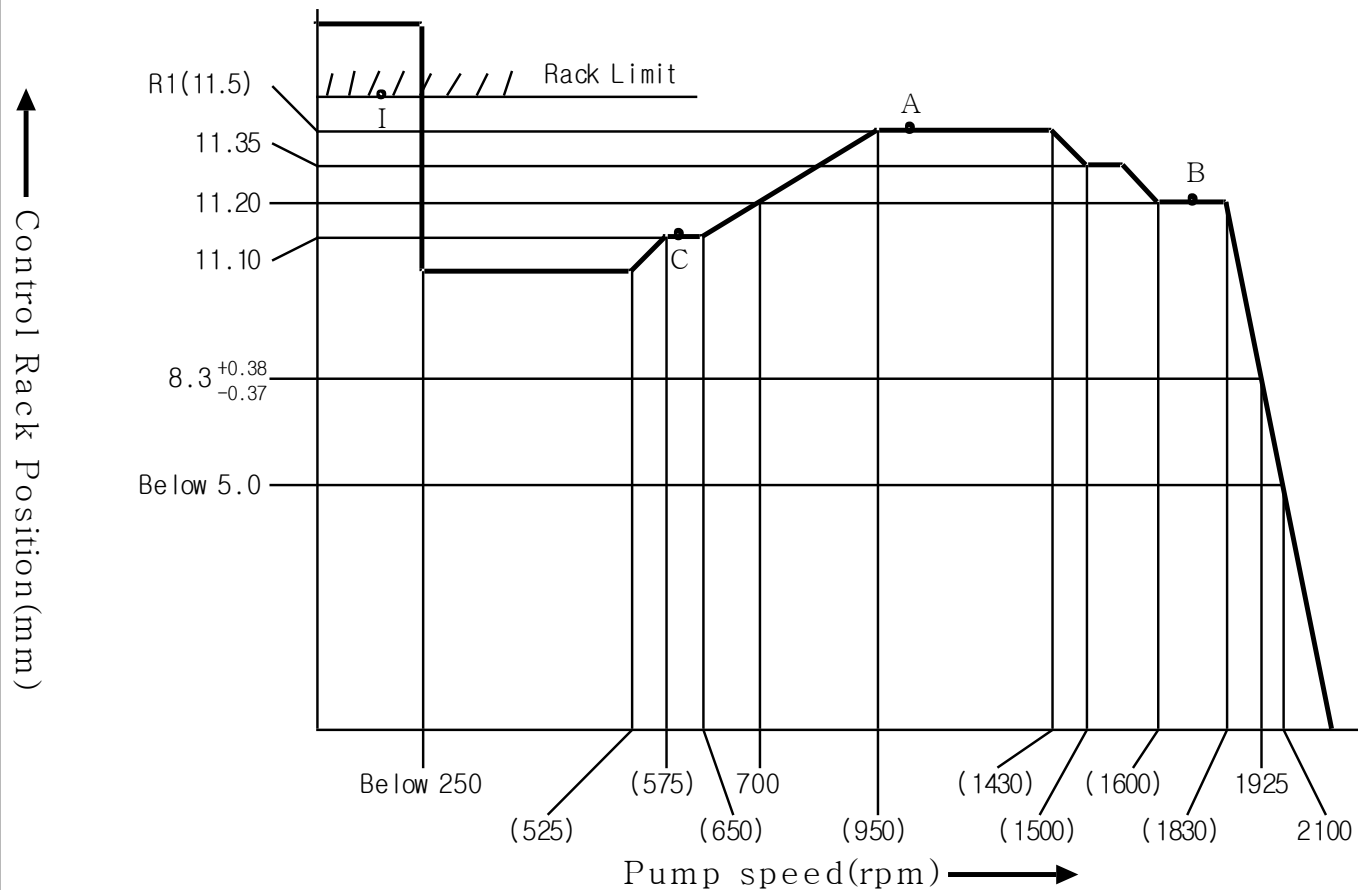
Ass'y No.: 101401 - 9591

### 3. Governor Adjustment

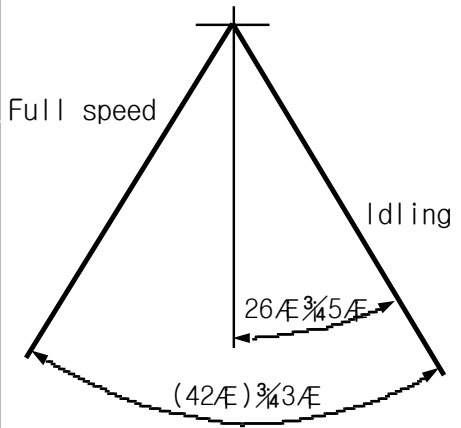
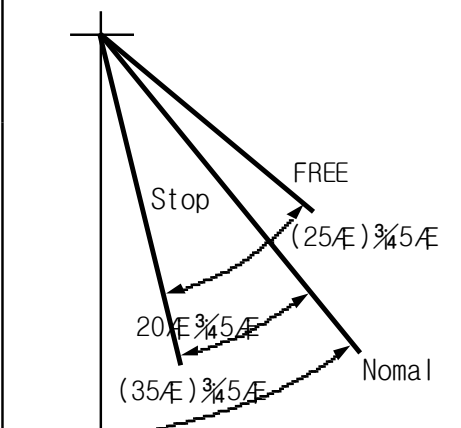
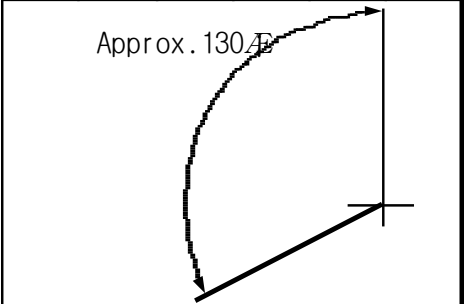
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Unindication of a common difference the rack :  $\frac{3}{4}0.05$

Torque Cam : " L56 "



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SPEED CONTROL LEVER	STOP LEVER ANGLE	TIMING SETTING
		<p>AT No.1 plunger beginning of injection position. B.T.D.C : 9°</p>  <p>Approx. 130°</p> <p>Gear mark "3"</p>