

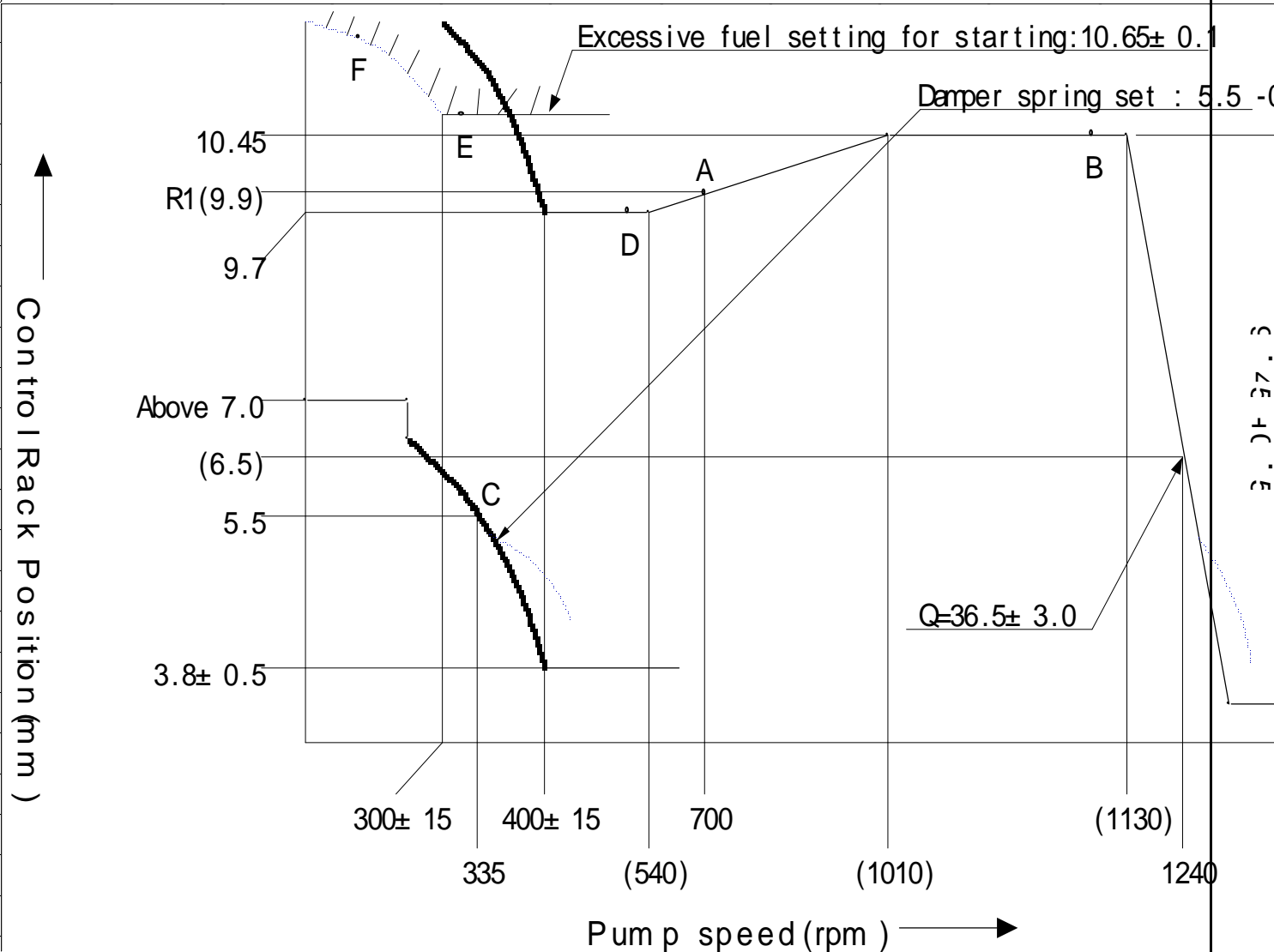
NJ. PUMP CALBRATION DATA				Ass' y Nb. : 1 0 6 6 7 1 - 9 2 9 0		
				E/ G Model : 6D22 '96 EM		- 9 3 0 0
				A ki nd of car: GA540 BUS		- 9 3 1 0
Drawing Nb. : 96 - 04 - 05				Company : HYUNDAI MOTORS		
General Ass' y Nb. :				Dat e : 1996. 04. 19.		
I n j e c t i o n p u m p		G o v e r n o r		T i m i n g d e v i c e		
KP - PE6P		KP - EP/ RFD- D		KP - EP/ SPG		
1. Test Conditions :						
Pump rotation : Clockwise (Viewed from drive side) Nbzzl e & Nbzzl e Hbl der Ass' y : 105780- 8140(BOSCH Type Nb. EF8511/ 9A) Nbzzl e Hbl der : 105780- 2080(BOSCH Type Nb. EF8511/ 9) Nbzzl e : 105780- 0000(BOSCH Type Nb. DN12SD12T) Nbzzl e opening pressure : 175 Kgf / cm ² Injection pipe : 3 mm× 8 mm × 600 mm Test Oil : ISO 4113 or SAE Standard Test Oil (SAE J967d) Overflow valve opening pressure : 1.6 Kgf / cm ² <div>Transfer pump pressure : 1.6 Kgf / cm² Oil Temp. : 40+5</div>						
2. Injection Timing :						
Pre- stroke : No.1 plunger 3.4 ± 0.05 mm Injection order : 1 5 3 6 2 4 (Interval 60° ± 30) Plunger are numbered from the Drive side. Tappet clearance : Bolt adjustment type More than 0.3mm for all cylinders. Shim adjustment type Manually rotate the camshaft 2 3times and confirm that it rotates smoothly.						
4. Injection Quantity :						
Adjust- ing point	Rack position (mm)	Pump speed (r/min)	Injection Q' ty (cc/1000st)	Max. var bet. cyl (%)	Fixed	Remarks
C	R1(9.9)	700	Each cylinder 116.5± 2.9		Rack	Basic
	(5.5)	335	Each cylinder 13.0± 1.7		Rack	
A	R1(9.9)	700	116.5± 1.0		Lever	Basic
B	10.45	1,100	(125.0)± 2.0		Lever	
D	9.7	500	(107.0)		Rack	
E	10.65±	330	(Messure)		Lever	
F	--	100	(160.0)± 10		Lever	Stroke limiter
5. Timing Advance Specification :						
Pump Speed						

Pump Speed (r/min)	Messure	Messure	700	1,100			
Advance Angle (°)	1.0± 0.5	0	0.5	4.5± 0.5			

DOOWON PRECISION INDUSTRY Co., Ltd. SERVICE DEPARTMENT
500-5, SHINSA-DONG, KANGNAM-GU, SEOUL, KOREA. TEL: (02) 510-7241 7, FAX: (02) 510-7110

Ass'y No.: 106671-9290

Unindication of a common difference the rack : ± 0.05



Variable speed specification

TIMING SETTING

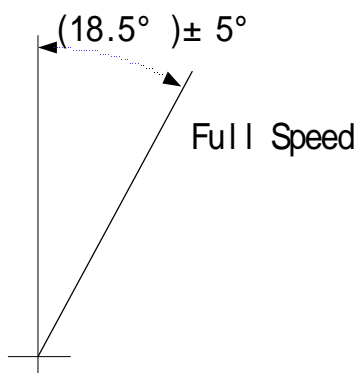
At No.1 plunger beginning of injection position.	
B.T.D.C : $13^{\circ} \quad 8^{\circ} \quad 33' \pm 3^{\circ}$	

Coupling key

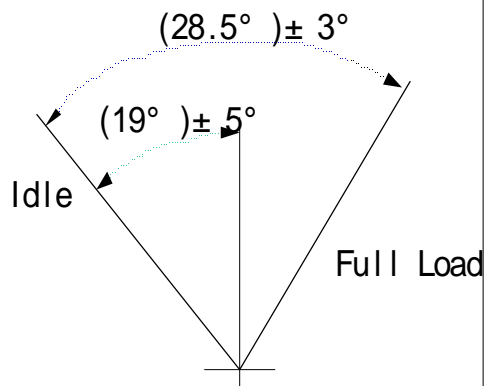
injection position.
B.T.D.C : $13^{\circ} 8' 33'' \pm 3''$

Coupling key
groove position

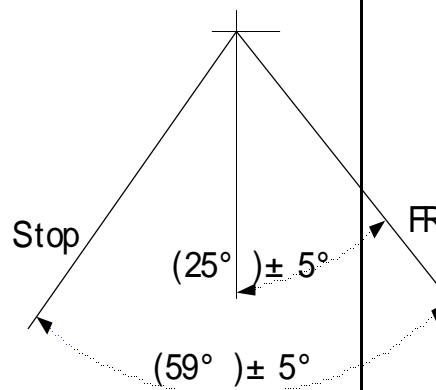
SPEED CONTROL LEVER ANGLE



LOAD CONTROL LEVER ANGLE



STOP LEVER ANGLE



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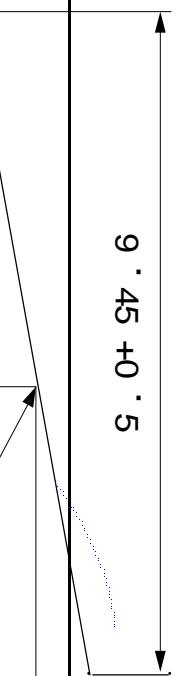
ARTIMENT
1C-711C

-9290

control
335r/min

0.1

: 5.5 -0.2



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1240

NG

nning of

33 ± 3°

