

## **Hino Fuel Injection Timing**

Injection timing – check and adjust – every 500 hours

It is easy to check the injection timing on your Hino, but you have to know where to look.

The timing mark is on the injection pump. This tells you when the pump begins to inject fuel into the #1 cylinder. The injection process starts BEFORE the piston hits Top Dead Center, so injection timing is always labeled in degrees "BTDC." Advanced timing has a higher number of degrees BTDC, and delayed timing has a lesser number of degrees BTDC.

Now we need to go back to the flywheel to know what the number 1 cylinder is up to. The rubber boot covering the timing wheel is shown in the valve adjustment post. Remember that for a 4 stroke engine, the crank shaft turns twice for every one revolution of the injection pump, so you might have to turn the flywheel around a full revolution for the timing mark to show up at the pump.

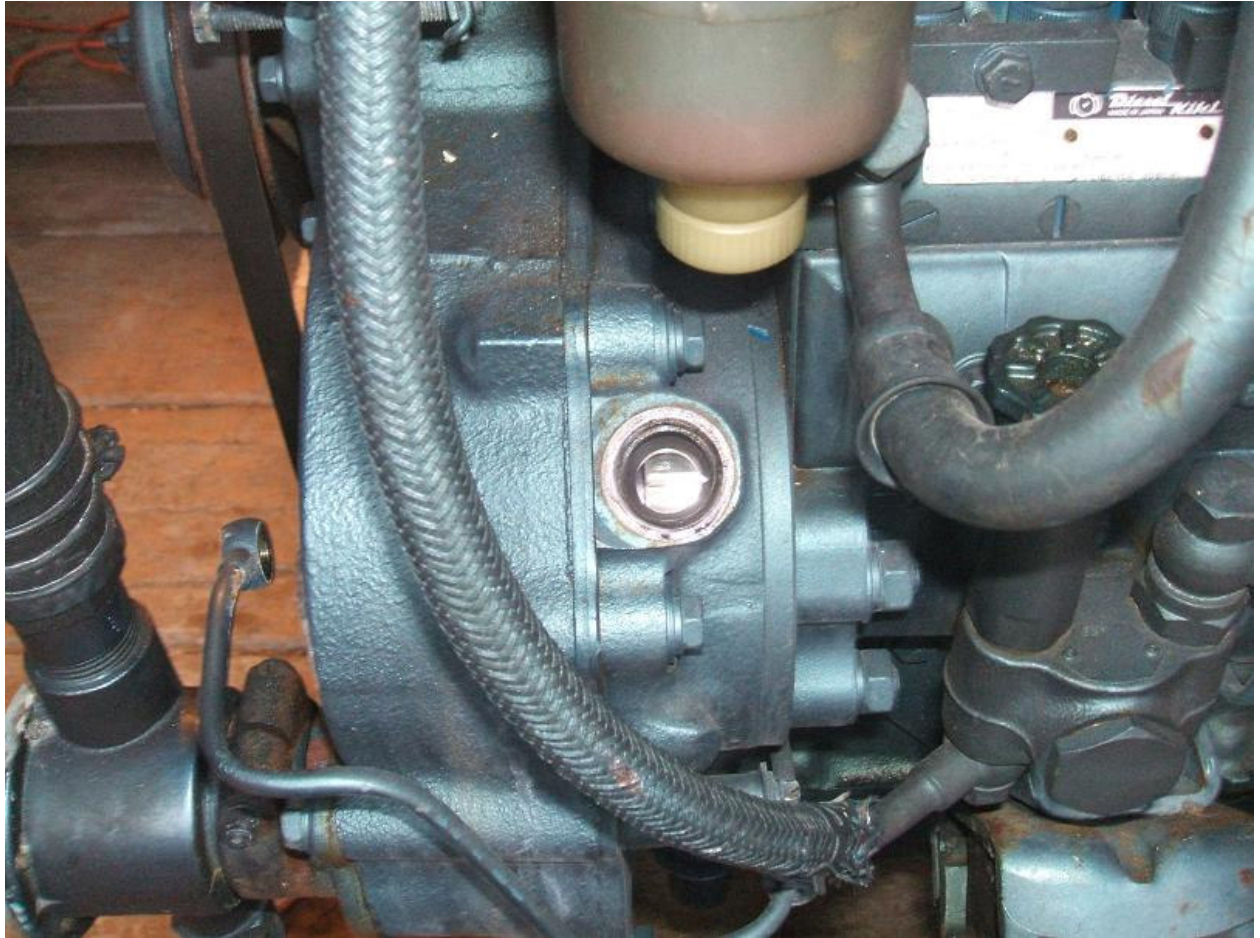
Degree marks on the flywheel are easily found before the 1/4 mark on the flywheel.

From the Database...

Injector Pump Bosch-A.....	Timing, ref. cylinder 1.....	Injector opening pressure
WO4D.....	14 degrees before TDC.....	3,129 psi
WO4C-T.....	17.....	3,129 psi
WO4C-TI.....	17.....	3,129 psi

The attached photo shows the injection pump timing mark viewing port. This is covered with a conspicuously large hex nut, and the timing mark should align with the notch at the 3 O'clock position as shown in the photo.

Adjusting the timing will be covered if I ever need to do it...



Access Port