

GENERIC · POWERTRAIN

P2672

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2672

Injection Pump Timing Offset

P2672 indicates that the engine control module (ECM) has detected an offset in the injection pump timing that exceeds the manufacturer's acceptable range. The ECM compares the commanded injection timing with the actual timing reported by the pump or camshaft/crankshaft sensors and sets this code when the deviation is too large.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or engine misfire, especially when cold
- Reduced engine power or limp mode
- Hard starting or extended cranking
- Increased fuel consumption
- Excessive black smoke from the exhaust

Common causes, most likely first

- 1 Worn or stretched timing chain/belt affecting pump timing
- 2 Faulty injection pump timing solenoid or actuator
- 3 Contaminated or degraded fuel causing pump internal wear
- 4 Failed crankshaft or camshaft position sensor
- 5 Corroded or damaged wiring to the injection pump or sensors
- 6 ECM software issue requiring recalibration
- 7 Mechanical wear inside the injection pump

How to diagnose and fix it

- 1 Check for related diagnostic trouble codes (DTCs) and freeze-frame data to understand when the fault occurs
- 2 Inspect the timing belt/chain for wear, tension, and correct alignment
- 3 Test the crankshaft and camshaft position sensors for signal integrity
- 4 Verify fuel quality and check for contamination or air leaks in the fuel system
- 5 Perform a fuel system pressure and flow test
- 6 Check the injection pump timing solenoid for resistance and operation
- 7 If all else fails, perform a relearn or calibration procedure for the injection pump timing



Before you replace the injection pump

- A stretched timing chain is a common cause that is often overlooked because the engine may still run smoothly.
- The code can be set by a faulty camshaft sensor even if the sensor tests good with a basic multimeter; an oscilloscope may be needed.
- Low fuel pressure or air in the fuel system can mimic injection pump timing faults and trigger P2672.
- Some vehicles require a specific relearn procedure after battery replacement or ECM reprogramming to avoid false P2672.
- Always check for technical service bulletins (TSBs) for your specific make and model before replacing expensive components.

Can I keep driving with P2672?

Driving with P2672 is generally not recommended because it can lead to poor performance and increased emissions. Avoid heavy acceleration or towing until the issue is diagnosed and repaired.

Tools that help

- OBD-II scanner with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope for sensor signal analysis
- Timing light or timing tool kit
- Fuel pressure gauge

Reading P2672

P	Powertrain: engine, transmission and emissions.
2	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
6	Computer and output circuits.
72	The exact fault within that area.

Often seen with

P0016 Crankshaft/Camshaft Position Correlation (Bank 1 Sensor A) · **P0017** Crankshaft/Camshaft Position Correlation (Bank 1 Sensor B) · **P0087** Fuel Rail/System Pressure - Too Low · **P0216** Injector/Injection Timing Control Circuit · **P0251** Injection Pump Fuel Metering Control 'A' (Cam/Rotor/Injector)



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/p2672/>

