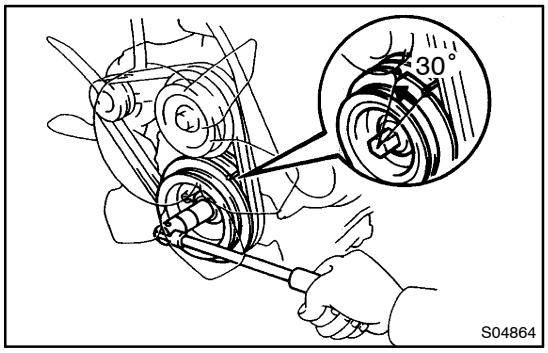
FU06Z–02

REMOVAL

1. **w/ Intercooler:**
   REMOVE INTER COOLER (See page EM–2)
2. **w/o Intercooler:**
   REMOVE INTAKE PIPE (See page EM–2)
3. **REMOVE INJECTION PIPES (See Pub. No. RM710E, page FU–5)**
4. **REMOVE TIMING BELT (See Pub. No. RM710E, page EM–13)**



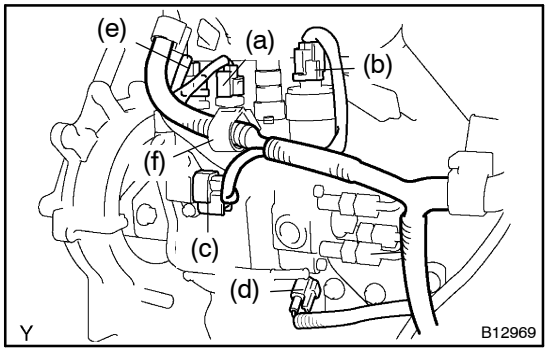
5. **CHECK INJECTION PUMP DRIVE SHAFT THRUST CLEARANCE**

(a) Turn the crankshaft pulley counterclockwise, so the pulley groove is about 30° from the timing pointer.

HINT:
To do this in order to adjust the teeth of the scissors portion of the idler gear.

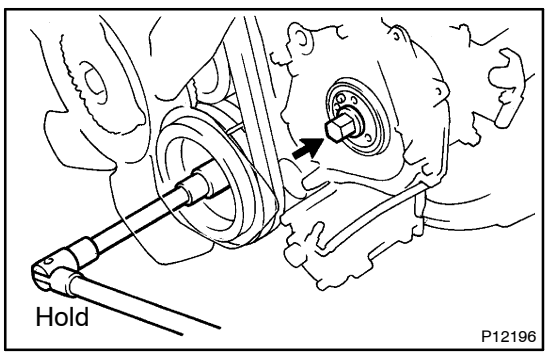
(b) Move the No. 2 camshaft timing pulley forward and backward and understand the sense of thrust clearance of the injection pump.

6. **REMOVE NO. 2 CAMSHAFT TIMING PULLEY (See Pub. No. RM710E, page EM–13)**

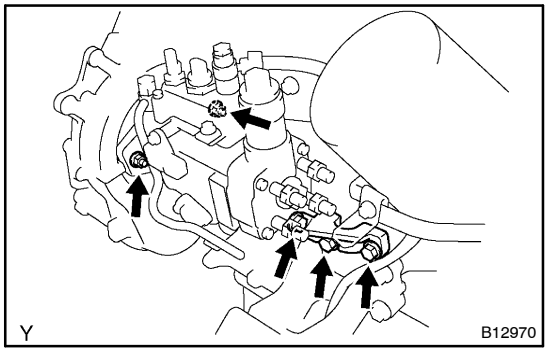


7. **REMOVE INJECTION PUMP**

(a) Disconnect the engine speed sensor connector.
(b) Disconnect the spill control valve connector.
(c) Disconnect the injection pump correction unit connector.
(d) Disconnect the timing control valve connector.
(e) Disconnect the fuel temperature sensor connector.
(f) Disconnect the engine wire clamp and fuel hose.

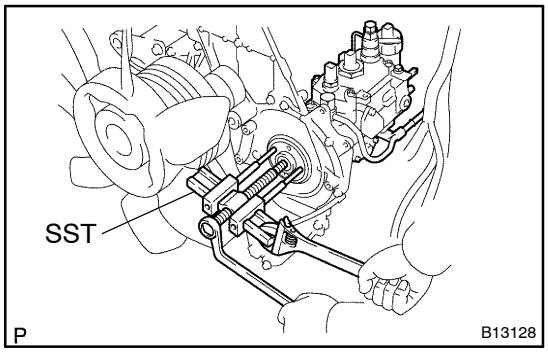


(g) Hold the crankshaft pulley bolt, and remove the injection pump drive gear set nut.
(h) Remove the O–ring from the injection pump drive gear.



(i) Loosen the 2 nuts holding the injection pump to the timing gear case.

(j) Remove the 3 bolts and injection pump stay.



(k) Using SST, disconnect the injection pump from the timing gear case.

SST 09960–50010 (09951–05010, 09952–05010, 09953–05020, 09954–05010)

(l) Remove the 2 nuts, injection pump and cylinder block insulator.

(m) Remove the O–ring from the injection pump.