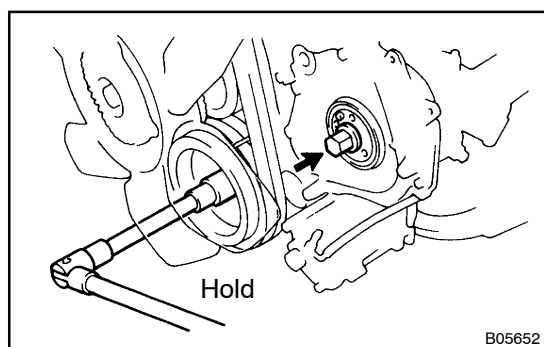


REMOVAL

1. REMOVE INTAKE PIPE (See page EM-77)
2. REMOVE CYLINDER HEAD COVERS (See page EM-77)
3. REMOVE TIMING BELT (See page EM-77)
4. REMOVE NO.2 CAMSHAFT TIMING PULLEY (See page EM-27)
5. REMOVE INJECTION PIPES (See page FU-33)
6. DISCONNECT FUEL RETURN HOSE
7. DISCONNECT CONNECTORS

Disconnect these connectors:

- Engine speed sensor connector
- Spill control valve connector
- Correction resistor connector
- Timing control valve connector
- Fuel temperature sensor connector



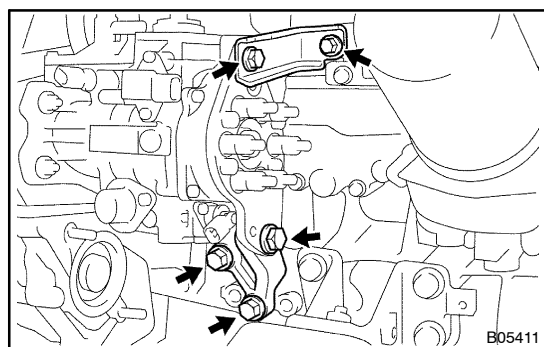
8. REMOVE INJECTION PUMP

- (a) Hold the crankshaft pulley, and remove the injection pump drive gear set nut.

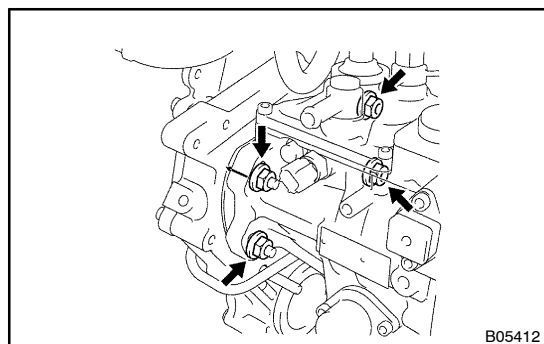
NOTICE:

Do not turn the crankshaft pulley. The valve heads will hit against the piston top.

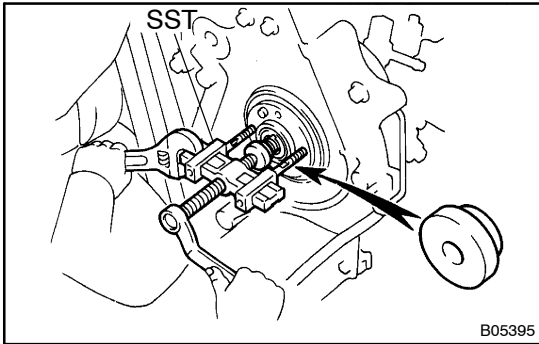
- (b) Remove the O-ring from the injection pump drive gear.



- (c) Remove the 2 bolts and pump stay bracket.
- (d) Remove the 3 bolts and injection pump stay.
- (e) Remove the No.3 cylinder block insulator.



- (f) Before removing the injection pump, check if the period lines are aligned.
If not, place new matchmarks for reinstallation.
- (g) Remove the 4 nuts holding the injection pump to the timing gear case.



- (h) Using SST, remove the injection pump.
SST 09950-40011 (09957-04010),
09950-50010 (09951-05010, 09952-05010,
09953-05020, 09954-05020)

NOTICE:

- **Tighten the 2 bolts more than 8 mm (0.31 in.).**
 - **Set SST so that it is balanced.**
- (i) Remove the No.1 cylinder block insulator and No.1 injection pump insulator.
- (j) Remove the O-ring from the injection pump.