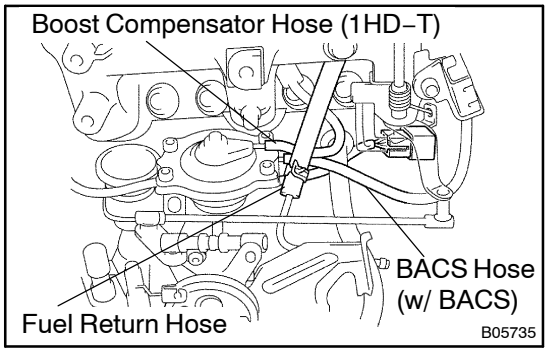
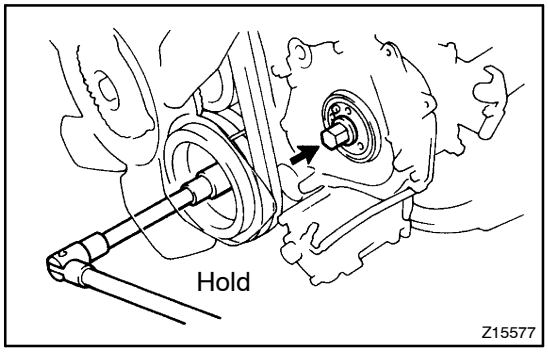
FU05B–01

REMOVAL

1. w/ ACSD:
   DRAIN ENGINE COOLANT (See page CO–2)
2. REMOVE TIMING BELT (See page EM–27)
3. REMOVE NO.2 CAMSHAFT TIMING PULLEY (See page EM–27)
4. DISCONNECT ACCELERATOR CONNECTING ROD
5. 1HD–T:
   REMOVE OIL FILTER (See page LU–2)
6. REMOVE INJECTION PIPES (See page FU–7)
7. w/ ACSD:
   DISCONNECT WATER BYPASS HOSES FROM THERMO WAX



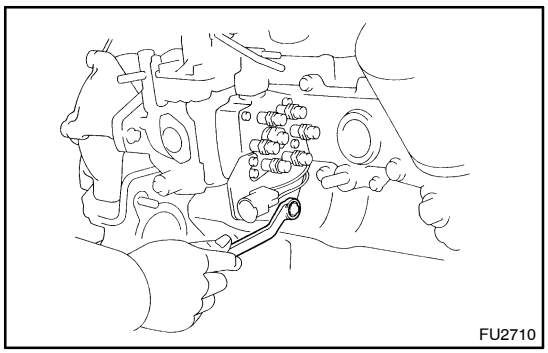
8. DISCONNECT HOSES
(a) Disconnect the fuel return hose from the injection pump.
(b) 1HD–T:
Disconnect the boost compensator hose.
(c) 1HD–T (w/ BACS):
Disconnect the BACS hose.
9. A/T:
DISCONNECT THROTTLE POSITION SENSOR CONNECTOR FROM ACCELERATOR LINK



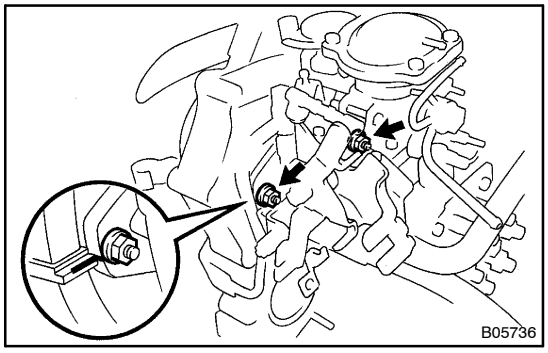
10. REMOVE INJECTION PUMP
(a) Hold the crankshaft pulley, and remove the injection pump drive gear set nut.

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.

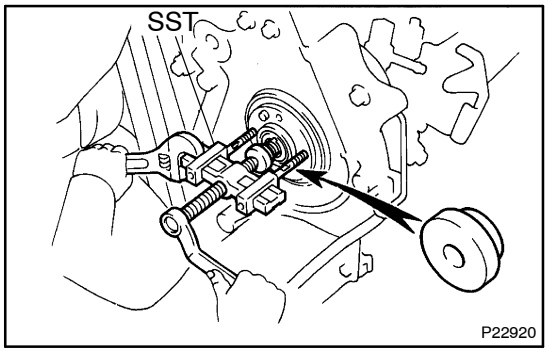


(c) Remove the bolt holding the injection pump to the injection pump stay.



(d) Before removing the injection pump, check if the matchmarks are aligned.
If not, place new matchmarks for reinstallation.

(e) Remove the 2 nuts holding the injection pump to the timing gear case.



(f) 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.**
- **Do not hold or carry the injection pump by the adjusting lever.**
- **Do not put the injection pump at an angle more than 450 from the horizontal.**

(g) 1HD–T:
Remove the No.1 cylinder block insulator.

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