FU05H–01

INSTALLATION

1. INSTALL INJECTION PUMP

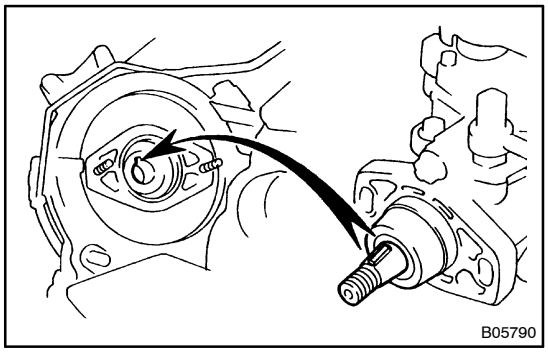
NOTICE:

Do not put the injection pump at an angle more than 45° from the horizontal.

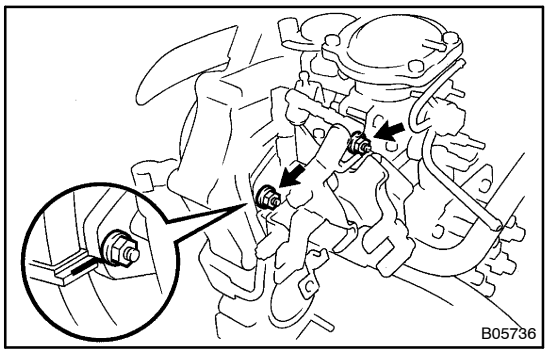
(a) Install a new O–ring to the pump.

(b) Apply a light coat of engine oil on the O–ring.

(c) 1HD–T:
Place the No.1 Cylinder block insulator.

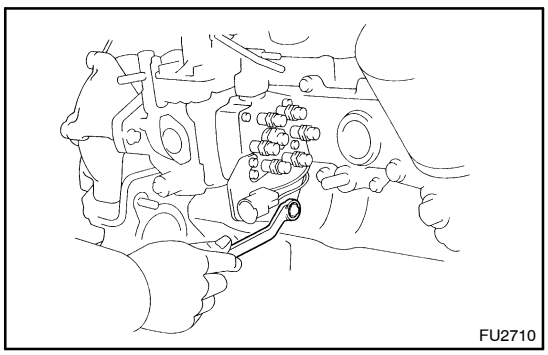


(d) Align the set key on the drive shaft and groove of the injection pump drive gear.



(e) Align the period lines (or matchmarks) of the injection pump and timing belt case.

(f) Install the 2 nuts holding the injection pump to the timing gear case.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)



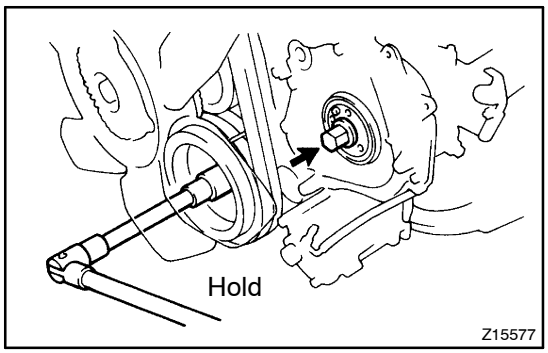
(g) Install the injection pump stay with the bolt.
Torque: 69 N·m (700 kgf·cm, 51 ft·lbf)

NOTICE:

Before tightening to the standard torque, check whether the pump stay is up against the injection pump.

If there is a gap, loosen the bolts joining the pump stay to the cylinder block and set the pump stay against the injection pump.

(h) Install a new O–ring to the injection pump drive gear.



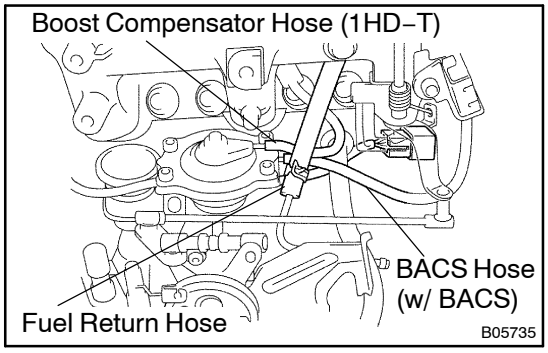
(i) Install the injection pump drive gear set nut.

(j) Hold the crankshaft pulley, and torque the nut.
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

NOTICE:

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

(k) Check the thrust clearance of the injection pump drive shaft. (See page EM–11)



2. CONNECT HOSES

(a) Connect the fuel return hose.

(b) 1HD–T:
Connect the boost compensator hose.

(c) 1HD–T: (w/ BACS)
Connect the BACS hose.

3. A/T:
CONNECT THROTTLE POSITION SENSOR CONNECTOR TO ACCELERATOR LINK

4. w/ACSD:
CONNECT WATER BYPASS HOSES TO THERMO WAX

5. INSTALL NO.2 CAMSHAFT TIMING PULLEY (See page EM–31)

6. INSTALL TIMING BELT (See page EM–31)

7. CHECK INJECTION TIMING (See page EM–11)

8. INSTALL INJECTION PIPES (See page FU–13)
Torque:
1HZ: 14.7 N·m (150 kgf·cm, 11 ft·lbf)
1HD–T: 24.5 N·m (250 kgf·cm, 18 ft·lbf)

9. 1HD–T:
INSTALL OIL FILTER (See page LU–2)

10. FILL WITH ENGINE COOLANT (See page CO–2)

11. START ENGINE AND CHECK FOR FUEL LEAKAGE