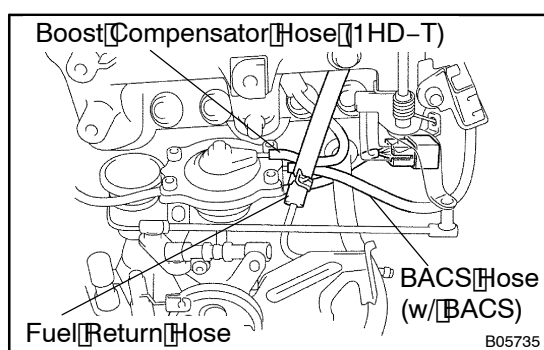
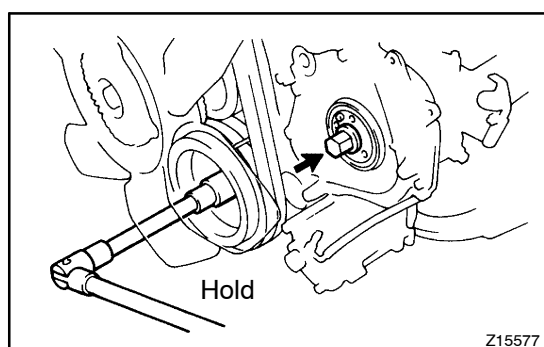


REMOVAL

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 THER-
MO 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 CON-
NECTOR FROM ACCELERATOR LINK

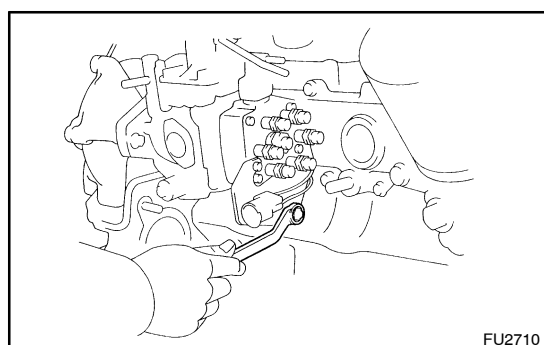


10. REMOVE INJECTION PUMP
 - (a) Hold the crankshaft pulley, and remove the injection pump drive gear set nut.

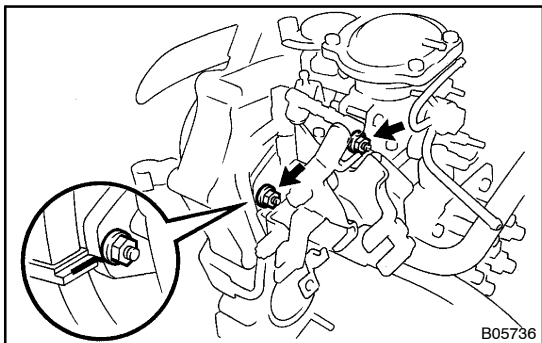
NOTICE:

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

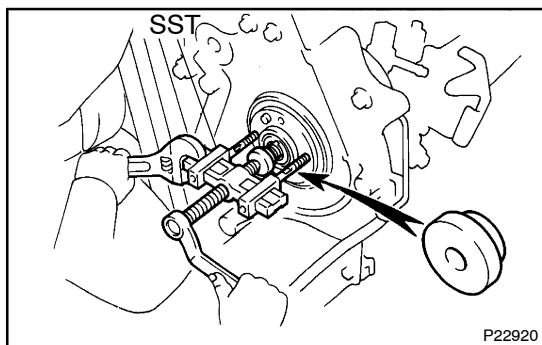
- (b) Remove the O-ring from the injection pump drive gear.



- (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 45° from the horizontal.
- (g) 1HD-T:
Remove the No.1 cylinder block insulator.
 - (h) Remove the O-ring from the injection pump.