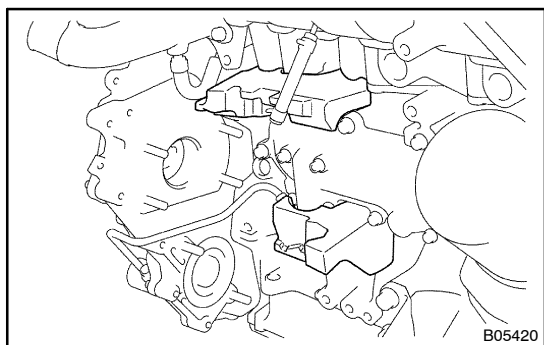


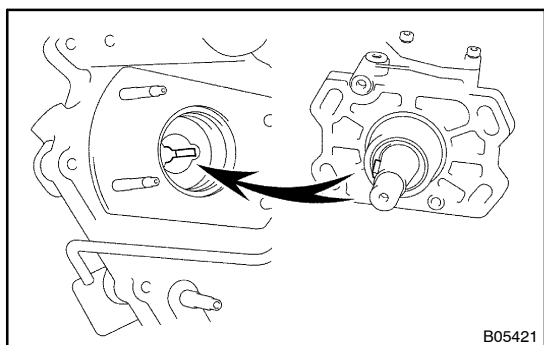
INSTALLATION

1. INSTALL INJECTION PUMP

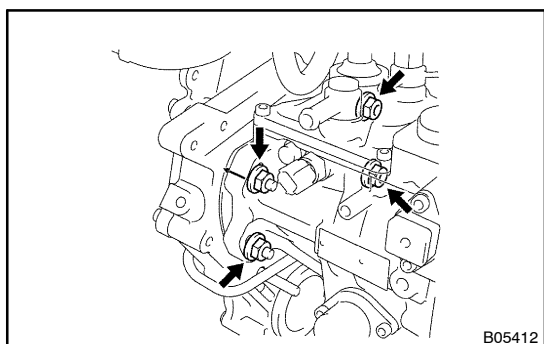
- (a) Install a new O-ring to the pump.
- (b) Apply a light coat of engine oil on the O-ring.



- (c) Place the No.1 injection pump insulator and No.1 cylinder block insulator to the cylinder block.

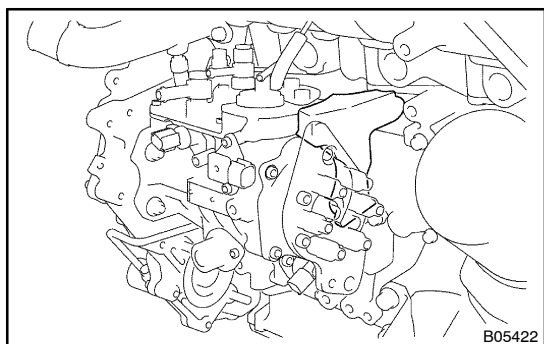


- (d) Align the set key on the drive shaft and groove of the injection pump drive gear.

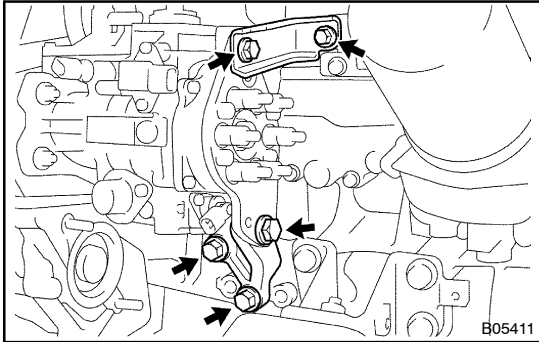


- (e) Align the period lines (or matchmarks) of the injection pump and timing belt case.
- (f) Install the 4 nuts holding the injection pump to the timing gear case.

Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)



- (g) Install the No.3 cylinder block insulator.



(h) Install the injection pump stay with the 3 bolts.

Torque: 69 N·m (700 kgf·cm, 51 ft·lbf)

NOTICE:

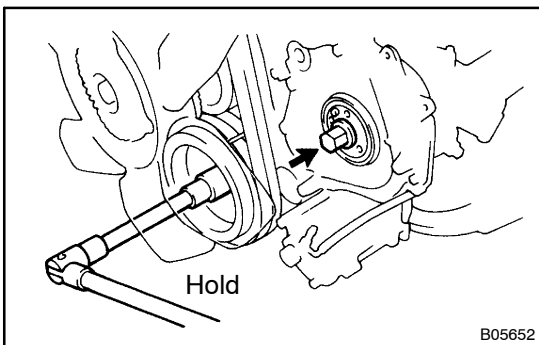
Before tightening to the standard torque, check whether the pump stay is up against the injection pump.

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.

(i) Install the pump stay bracket with the 2 bolts.

Torque: 39 N·m (398 kgf·cm, 29 ft·lbf)

(j) Install a new O-Ring to the injection pump drive gear.



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

(l) Hold the crankshaft pulley, and torque the nut.

Torque: 137 N·m (1,400 kgf·cm, 101 ft·lbf)

NOTICE:

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

2. CONNECT CONNECTORS

Connect these connectors:

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

3. CONNECT FUEL RETURN HOSES

4. INSTALL INJECTION PIPE (See page FU-44)

5. INSTALL NO.2 CAMSHAFT TIMING PULLEY (See page EM-29)

6. INSTALL TIMING BELT (See page EM-29)

7. START ENGINE AND CHECK FOR FUEL LEAKAGE