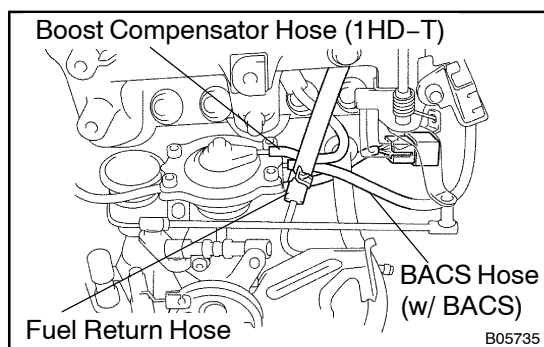


REMOVAL

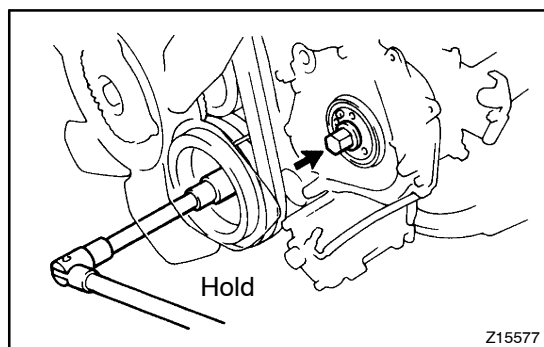
1. w/ ACSD:
DRAIN ENGINE COOLANT (See page CO-2)
2. REMOVE TIMING BELT (See page EM-27)
3. REMOVE NO.2 CAMSHAFT TIMING PULLEY
(See page EM-27)
4. DISCONNECT ACCELERATOR CONNECTING ROD
5. 1HD-T:
REMOVE OIL FILTER (See page LU-2)
6. REMOVE INJECTION PIPES (See page FU-7)
7. w/ ACSD:
DISCONNECT WATER BYPASS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



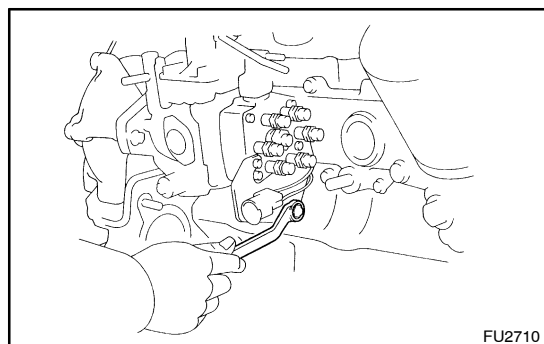
10. REMOVE INJECTION PUMP

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

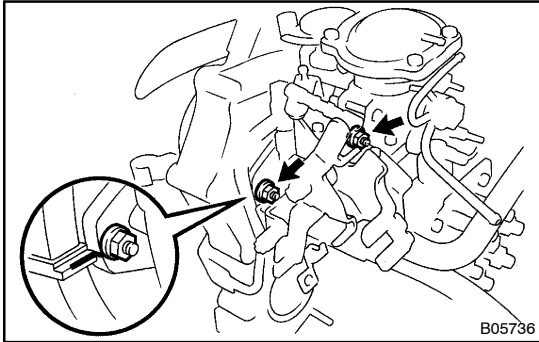
NOTICE:

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

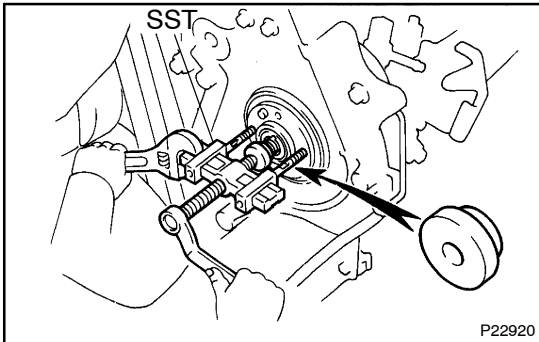
- (b) Remove the O-ring from the injection pump drive gear.



- (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 (0995 1-05010, 09952 -05010,
09953-05020, 09954 -05020)

NOTICE:

- Tighten the 2 bolts more than 8 mm (0.3 1 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.