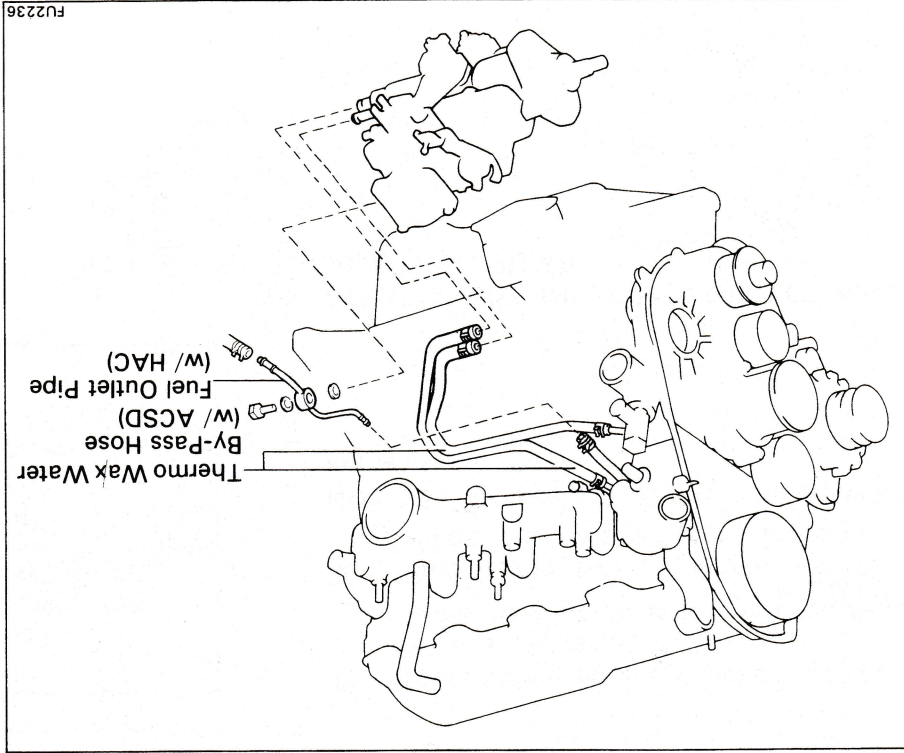
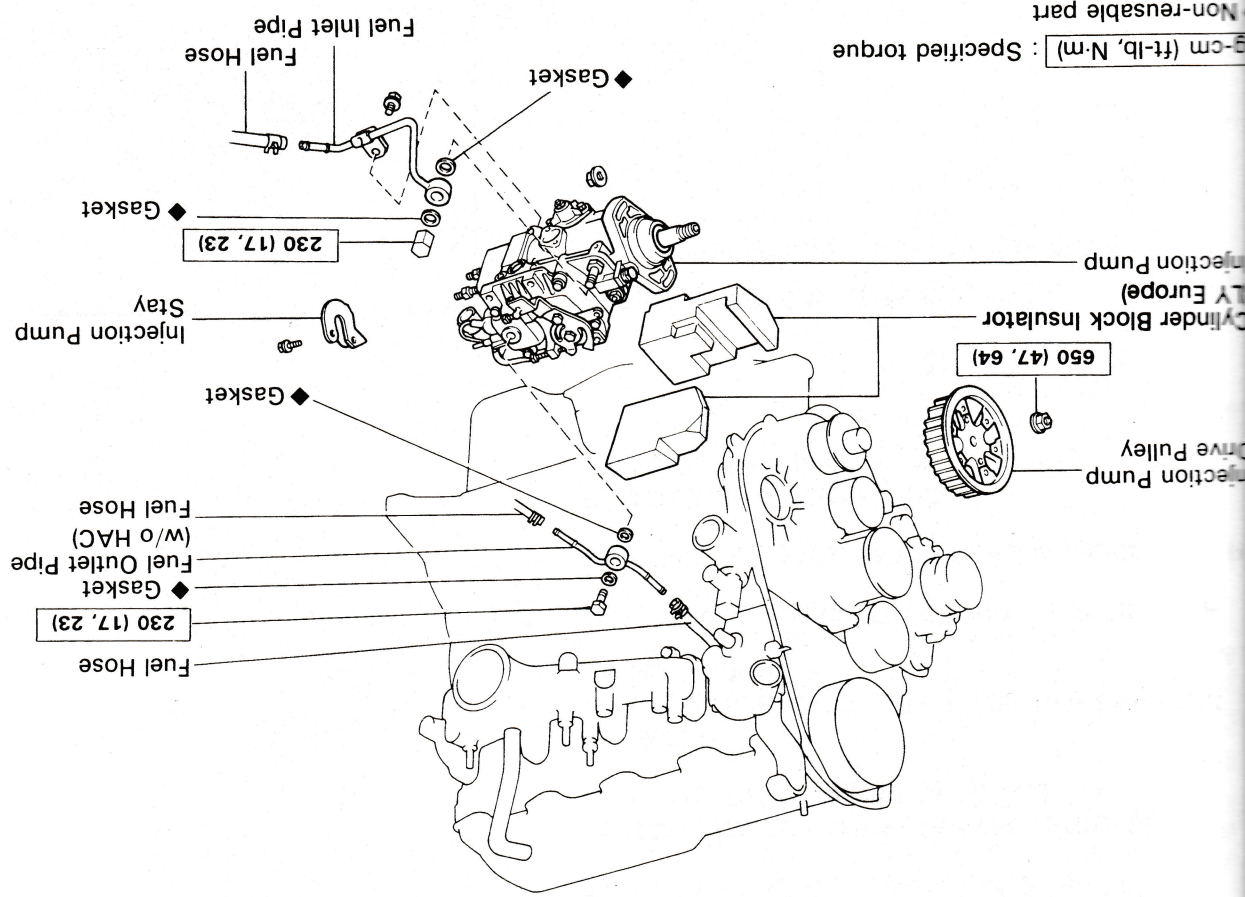


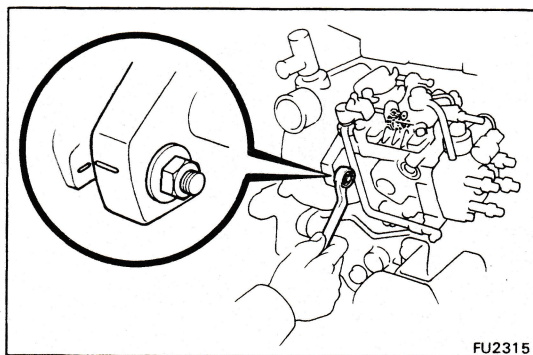
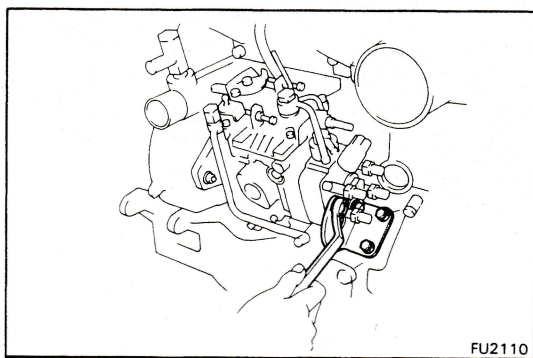
INJECTION PUMP REMOVAL OF INJECTION PUMP



FU2236

FU2300

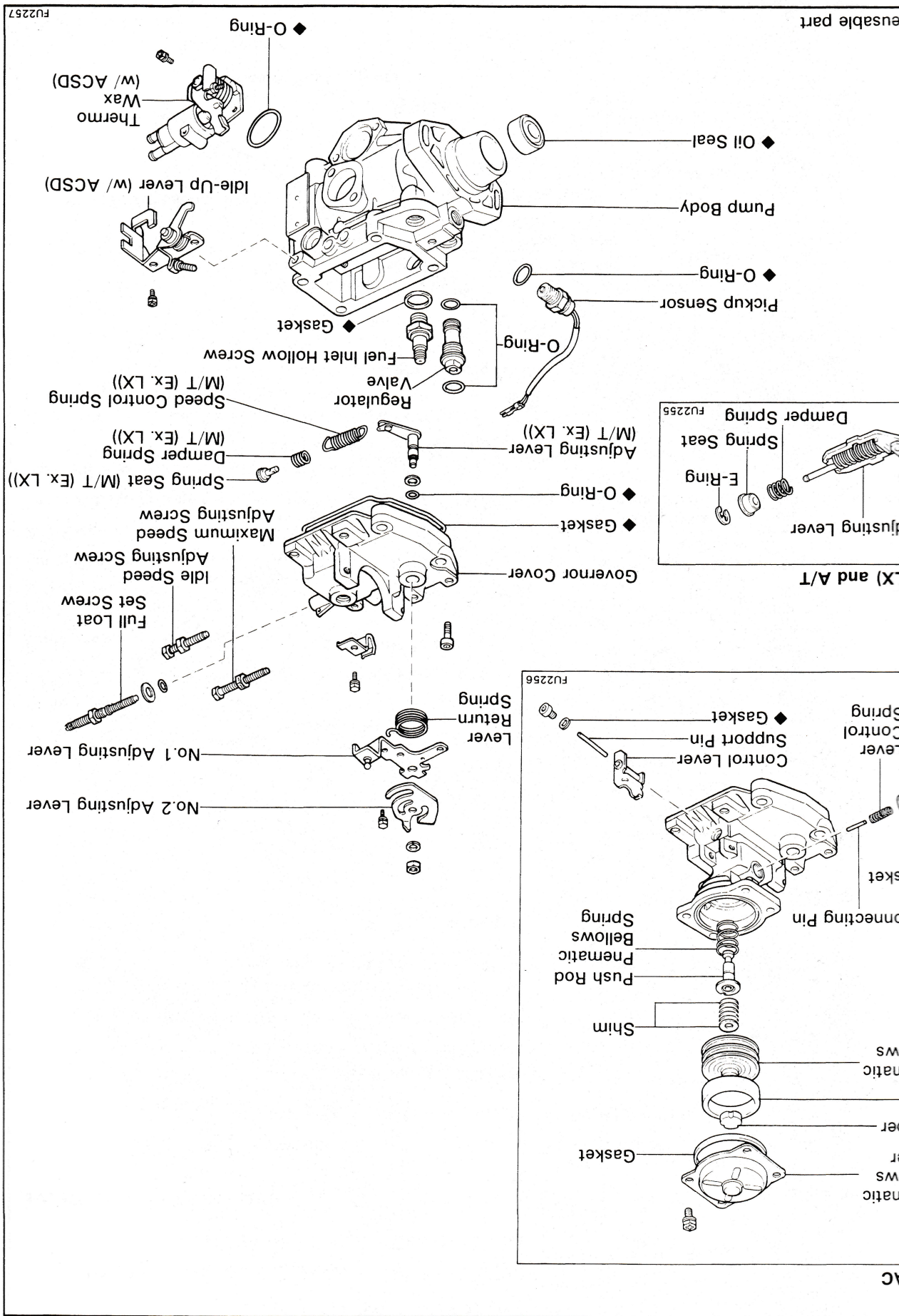
1. (w/ ACSD)
DRAIN COOLANT (See page CO-5)
2. DISCONNECT ACCELERATOR LINKAGE
3. REMOVE TIMING BELT
(See steps 1 to 8 on pages EM-27 to 30)
4. REMOVE INJECTION PUMP DRIVE PULLEY
(See step 11 on pages EM-30 and 31)
5. (w/ ACSD)
DISCONNECT WATER BY-PASS HOSES FROM THERMO WAX
6. DISCONNECT INJECTION PUMP CONNECTOR
7. DISCONNECT FUEL HOSES FROM INJECTION PUMP
8. REMOVE INJECTION PIPES
(See step 2 on page FU-9)



9. REMOVE INJECTION PUMP
 - (a) Remove the four bolts and pump stay.
 - (b) Before removing the injection pump, check if period lines are aligned. If not, place new matchmarks for reinstallation.
 - (c) Remove the two nuts, injection pump and cylinder block insulators (LY Europe).

NOTICE: Do not hold or carry the pump by the adjusting lever.
10. REMOVE FUEL INLET AND OUTLET PIPES FROM INJECTION PUMP

COMPONENTS

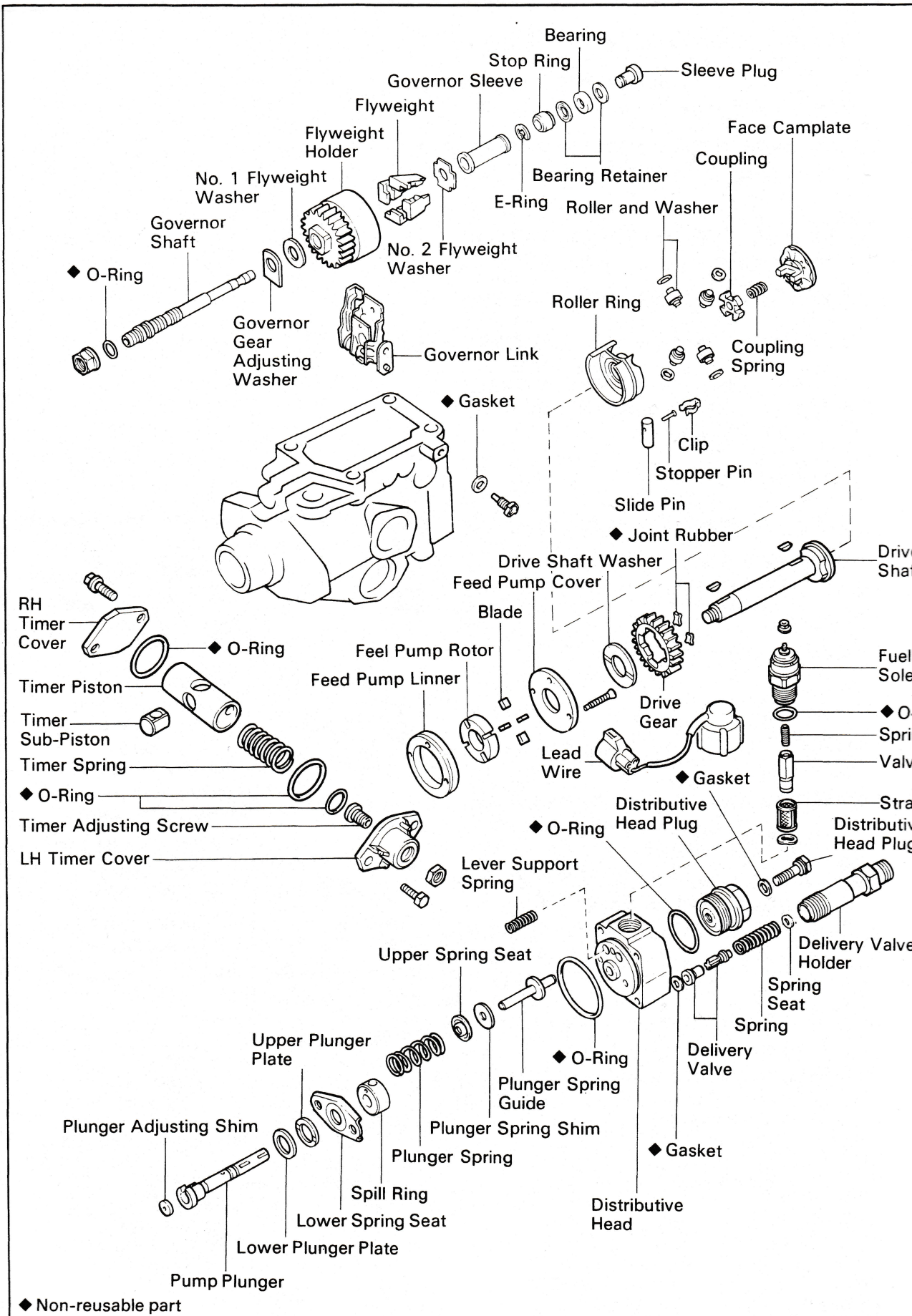


reusable part

(X) and A/T

natic
ws
er
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COMPONENTS (Cont'd)



◆ Non-reusable part

DISASSEMBLY OF INJECTION PUMP

(See pages FU-17 and 18)

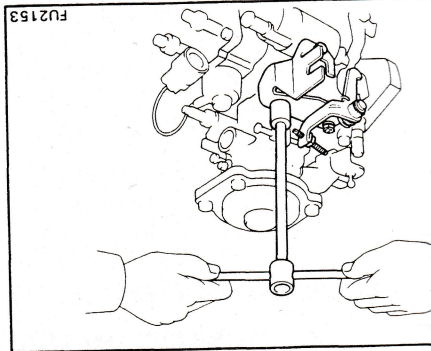
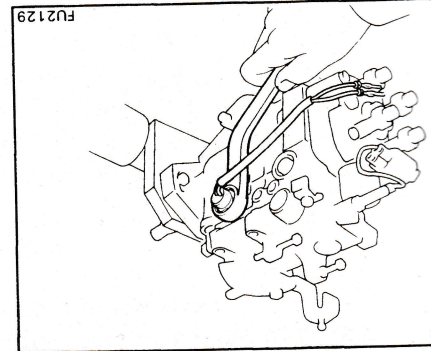
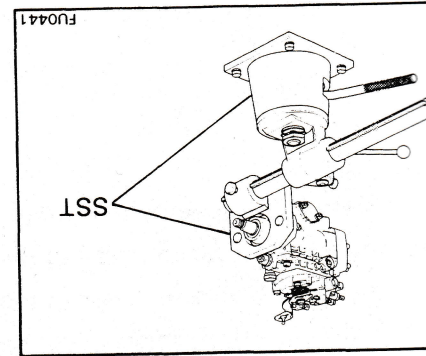
1. MOUNT PUMP ASSEMBLY TO SST (STAND)
SST 09241-76022 and 09245-54010

2. REMOVE SET KEY OF DRIVE PULLEY FROM DRIVE
SHAFT

3. (w/ A/C)
REMOVE IDLE-UP ACTUATOR

4. (w/ TACHOMETER)
REMOVE PICKUP SENSOR

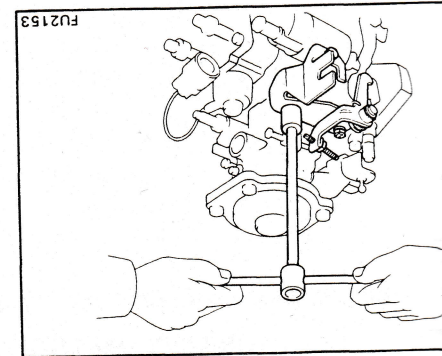
- (a) Disconnect the lead wires from the connector.
- (b) Remove the pickup sensor and O-ring.



5.

- (w/ A/CSD)
REMOVE IDLE-UP LEVER

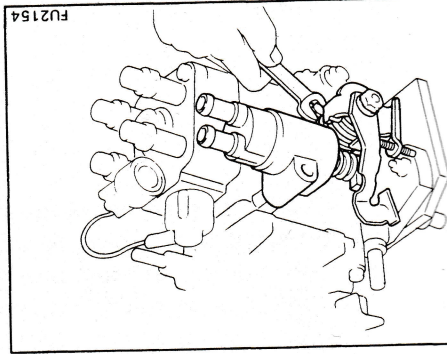
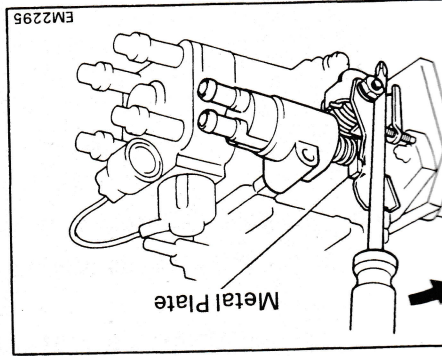
Remove the three bolts and idle-up lever.



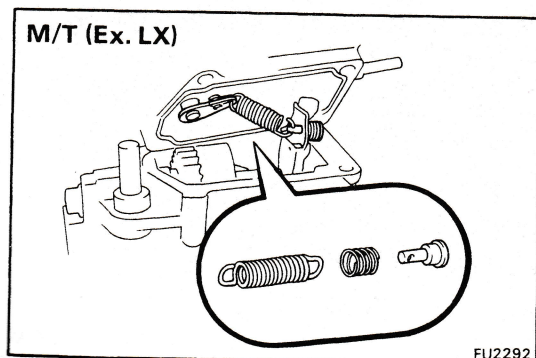
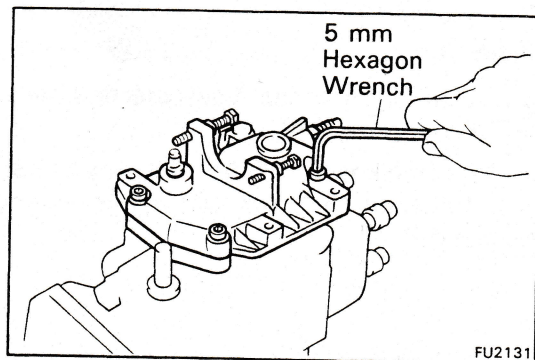
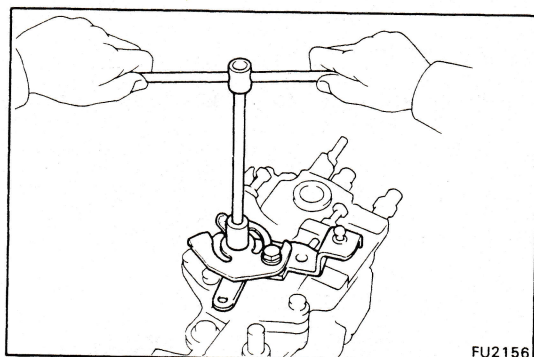
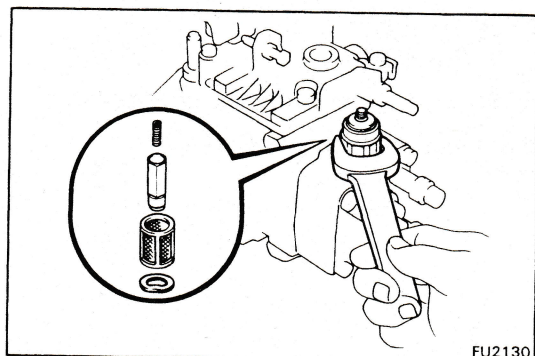
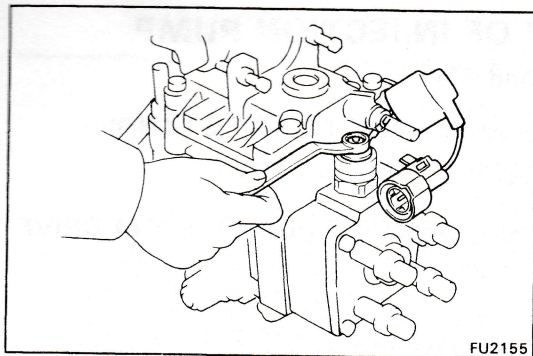
6.

- (w/ A/CSD)
REMOVE THERMO WAX

- (a) Using a screwdriver, turn the cold starting lever counterclockwise approx. 20°.
- (b) Put a metal plate (thickness of 8.5 – 10 mm (0.335 – 0.394 in.)) between the cold starting lever and thermo wax plunger.



- (c) Remove the two bolts, thermo wax and O-ring.



7. REMOVE FUEL CUT SOLENOID

- Disconnect the lead wire connector from the solenoid.
- Disconnect the dust cover from the fuel cut solenoid.
- Remove the nut, lead wire and dust cover.

- Remove the fuel cut solenoid, O-ring, spring strainer and wave washer.

8. REMOVE ADJUSTING LEVERS

Remove the bolt, nut, spring washer, adjusting lever and return spring.

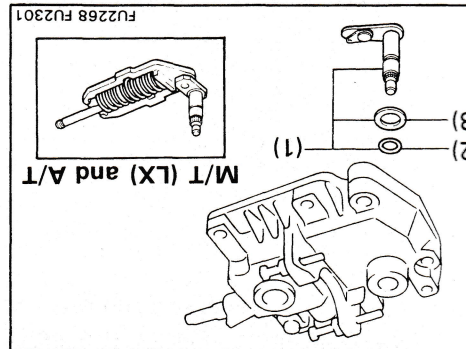
9. REMOVE GOVERNOR COVER

- (w/ HAC)
Remove the idle speed adjusting screw.
- Using a 5 mm hexagon wrench, remove the bolts.

- (M/T (Ex. LX))
Disconnect the speed control spring from the spring seat, and remove the spring seat, damper, speed control spring, the governor cover, and the shaft assembly and gasket.

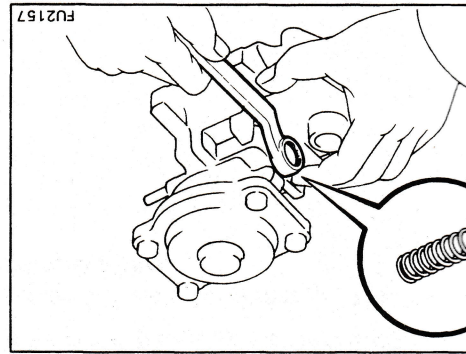
(d) (M/T (LX) and AT) Remove the E-ring, spring seat, damper spring the governor cover, governor adjusting shaft assembly and gasket.

10. REMOVE GOVERNOR ADJUSTING SHAFT FROM GOVERNOR COVER
 Remove the following parts from the governor shaft:
 (1) Adjusting lever, O-ring and washer assembly
 (2) O-ring
 (3) Washer



11. (W/ HAC) DISASSEMBLE HIGH ALTITUDE COMPENSATOR

A. Remove lever control spring
 Remove the bolt, gasket and lever control spring.



B. Remove pneumatic bellows
 Remove the four bolts and following parts:

- (1) Pneumatic bellows cover
- (2) Gasket
- (3) Shims
- NOTICE: Note the number of the shims.**
- (4) Pneumatic bellows
- (5) Two rubber caps
- (6) Push rod
- (7) Pneumatic bellows spring

