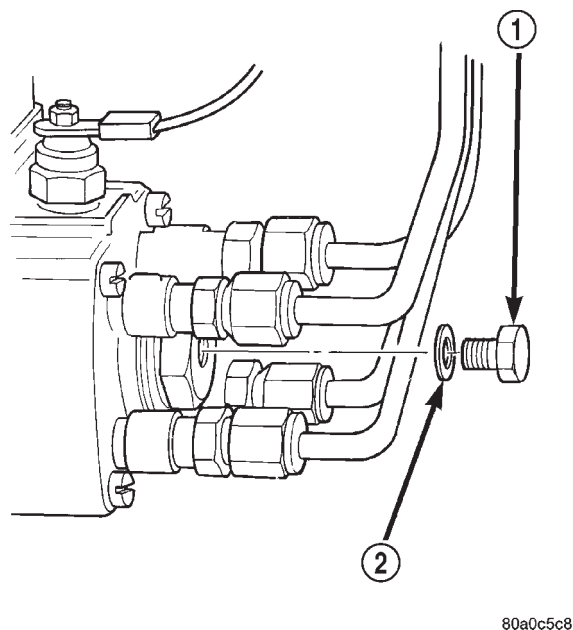
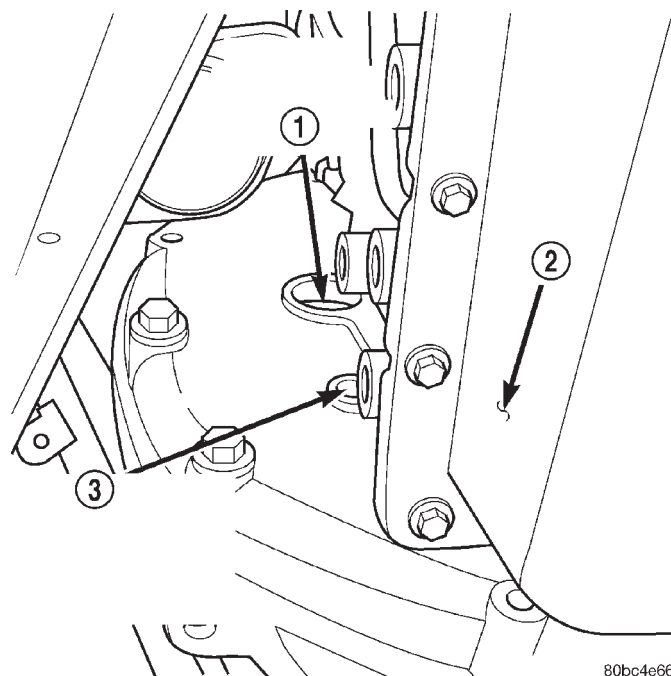


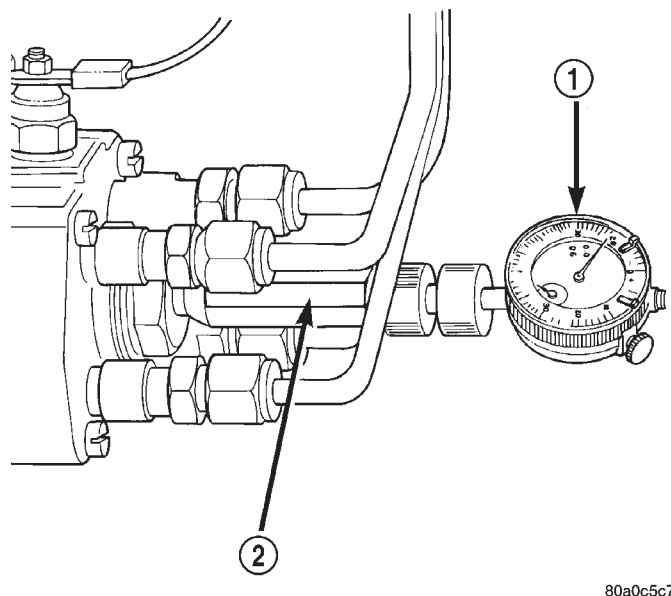
REMOVAL AND INSTALLATION (Continued)

**Fig. 33 Access Plug at Rear of Pump**

- 1 - ACCESS PLUG
2 - WASHER

**Fig. 35 Top Dead Center Alignment Tool Access Hole**

- 1 - TORQUE CONVERTER BOLT ACCESS HOLE
2 - ENGINE OIL PAN
3 - TOP DEAD CENTER ALIGNMENT TOOL ACCESS HOLE

**Fig. 34 Installing Dial Indicator and Special Adapter Tools**

- 1 - DIAL INDICATOR TOOL
2 - ADAPTER TOOL VM1011

NOTE: Engine must be positioned at T. D. C. #1 cylinder compression stroke.

(13) The gauge reading should be at 0.45 mm. If not, the pump must be rotated for adjustment:

NOTE: If the engine is fitted with all new gears, the specification is 0.49 - 0.50 mm.

(a) Loosen the three injection pump mounting nuts at the mounting flanges. These flanges are equipped with slotted holes. The slotted holes are used to rotate and position the injection pump for fuel timing. Loosen the three nuts just enough to rotate the pump.

(b) Rotate the pump until 0.45 mm is indicated on the dial indicator gauge. If while rotating the pump the 0.45 mm specification is passed do not attempt to rotate the pump in the opposite direction. You must rotate the pump back to 0.15 mm and start the procedure over from the start of the T. D. C. procedure. This will prevent a false reading due to gear backlash.

(c) Tighten the three pump mounting nuts to 30 N·m (22 ft. lbs.) torque.

(d) Recheck the dial indicator after tightening the pump mounting nuts. Gauge should still be reading 0.45 mm at T. D. C.

(14) Remove the dial indicator and adapter tools.

(15) Install access plug and washer to rear of injection pump.

(16) Install plug at timing gear cover.