

TO: ALL ISUZU POWERTRAIN DISTRIBUTORS & DEALERS: SERVICE, WARRANTY & PARTS PERSONNEL
SUBJECT: 6UZ1 FUEL SUPPLY PUMP BEARING CASE ASSEMBLY CHANGE AND INSTALLATION PROCEDURE

This bulletin has been updated to reflect a mid-production change to the oil feed pipe of the pump and bearing case.

Isuzu Motors America, LLC PowerTrain Division (ISZAPT) has implemented an updated part design to the 6UZ1 fuel supply pump bearing case assembly. Additional parts affected by this change include the fuel pump itself, the coupling, and the oil feed pipe. If any of these parts require replacement, all four must be replaced as a set. As a result of the bearing case assembly parts update, an updated installation procedure has been established to ensure correct timing of each component. Refer to the following as an aid to the 6UZ1 Workshop Manual, IDE-2440.

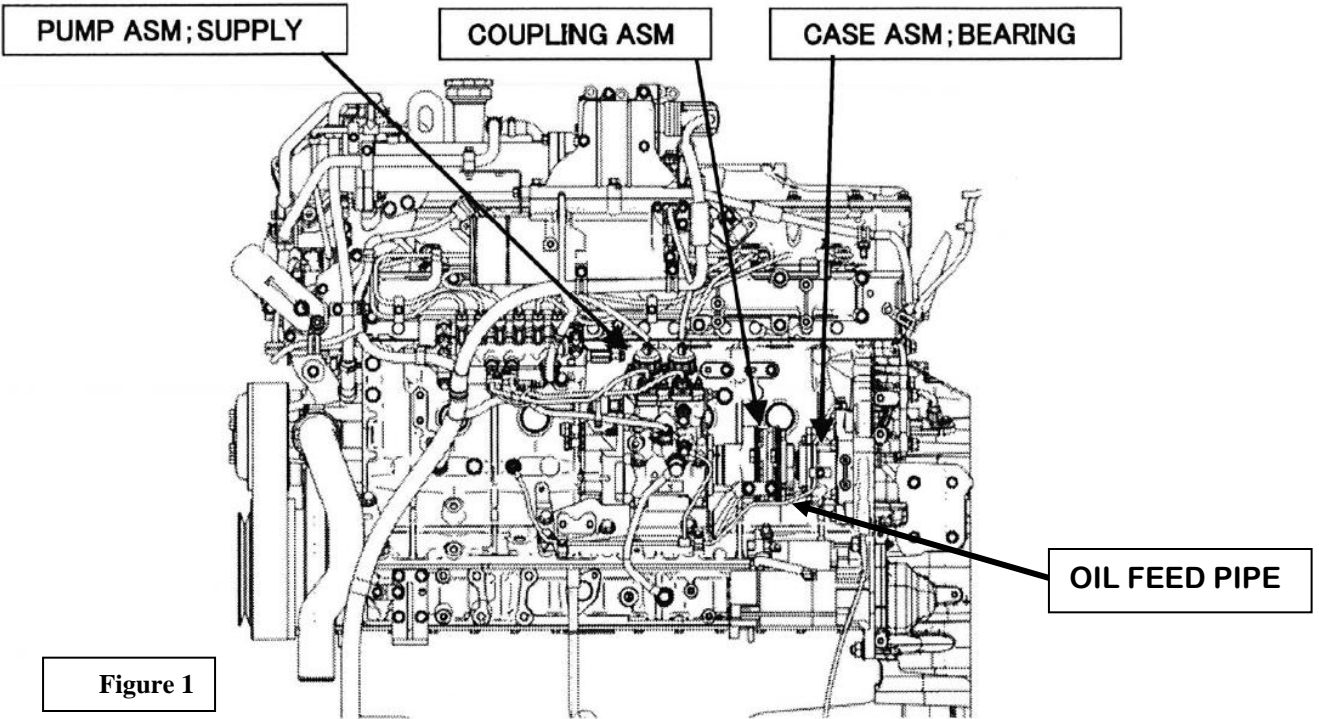
Parts Interchange Information

| Affected Parts | Current Parts | New Parts | Qty |
|--------------------------|-----------------------|----------------------|----------|
| CASE ASM; BEARING | 8-98239-289-0 | 8-98239-287-0 | 1 |
| COUPLING ASM | 1-115780-202-1 | 8-97610-800-0 | 1 |
| PUMP ASM; SUPPLY | 8-98013-910-4 | 8-98176-117-0 | 1 |
| OIL FEED PIPE | 8-98074-227-0 | 8-98174-716-0 | 1 |

Mid-Production Oil Feed Line Update

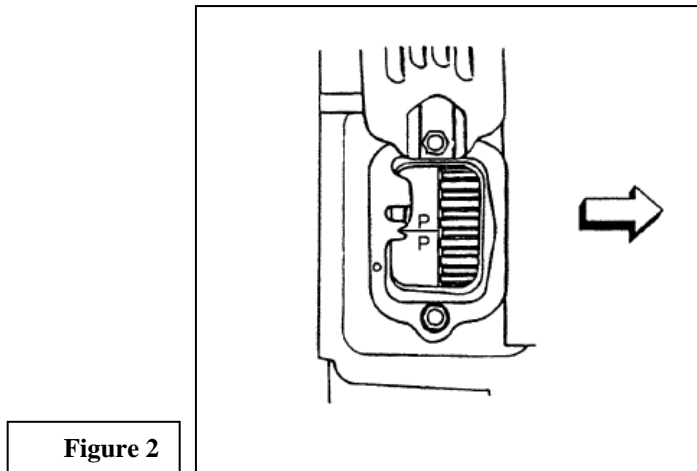
The oil feed port on later Bearing Case Assemblies was changed from the side to the top of the case. If the oil port on the original bearing case is located on the side, the oil feed line will need to be replaced with the part number listed above.

Component Location

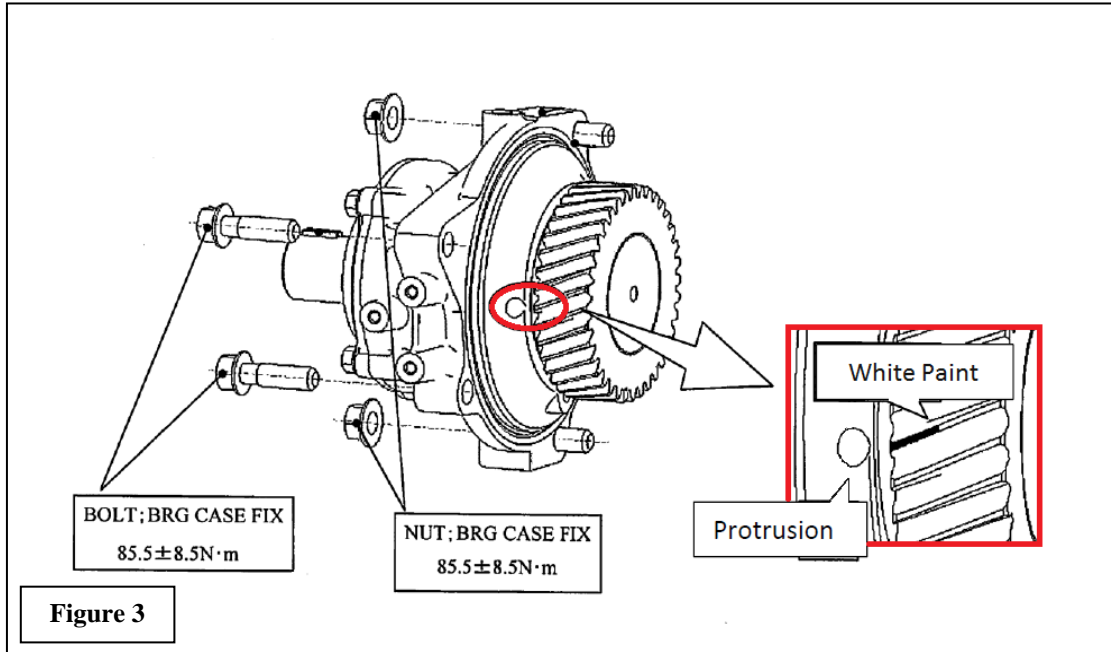


Updated Installation Procedure

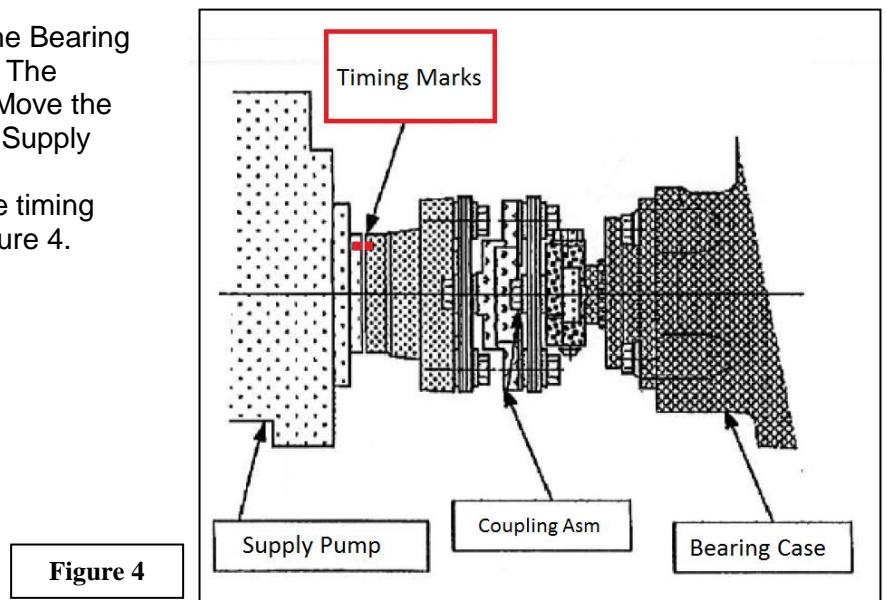
1. When servicing the Bearing Case and Fuel Pump components, ensure the engine is set to Top Dead Center (TDC) for cylinder No. 1 using the marks on the flywheel gear and housing shown in figure 2.



- The old part used a pointer to line up the Supply Pump and Bearing Case, but this is no longer required. Install the new Bearing Case Assembly with the paint mark on the gear lined up to the mark on the housing. See figure 3.



- Insert the Coupling Assembly onto the Bearing Case shaft with the cotter bolt loose. The Coupling is keyed to Bearing Case. Move the Coupling rearward to help install the Supply Pump.
- Install Supply Pump to Coupling. The timing marks should line up as shown in figure 4.



5. Move the Coupling to the Bearing Case side by hand before tightening the pump. Refer to figure 5 for the pump tightening sequence. Tighten pump bolts to 31Nm (23 ft-lb).
6. Tighten remaining bolts. Refer to figure 6 for bolt callout.

*Caution: Ensure there is no tension on the coupling

*Tip: Ensure the cotter bolt head is accessible

Torque Specifications

| | |
|-------------|--|
| Pump Bolts | 31 (+/-5) Nm (23 (+/-4) ft-lb) |
| S/P Bolts | 1. 83 Nm (61 ft-lb) 2. 93 Nm (68 ft-lb) |
| Cotter Bolt | 1. 83 Nm (61 ft-lb) 2. 93 Nm (68 ft-lb) |
| Half Bolt | 1. 83 Nm (61 ft-lb) 2. 93 Nm (68 ft-lb) |

Best Regards,

Tomas G. Gonzalez II

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