



1998 2WD Toyota 4Runner conversion to a 4WD 4Runner

Major 2wd to 4wd Differences:

1. 1st Cross member is a few inches further back to be better centered on the 2wd transmission. Can't install the little transfer case skid with the 2WD cross member left in place . Custom modification required to make a mount if the 2WD mount is left intact.

Parts for a 4WD mount, 2WD mount will have to be plasma cut out and the new 4WD brackets welded in.

Left Side Bracket: 51026-35020

Right Side Bracket: 51025-35020

4WD Center Mount/Manual Tranny: 12371-07020

2. Rear drive shaft, 2wd has a slip yoke, 4WD has a double cardigan slip shaft. Requiring the tranny/t-case setup.

3. Hole in the body floor only 1/2 size for the 2wd, there is a template on the bottom of the body to grind it out. For the shifters, you will need the rubber floor boot as well as the interior cloth boot and black plastic piece that surrounds it.

4. Main shift lever different, need matching pair of levers from a 4wd. Any matching pair will work, 80's 90's 00's.

5. Must use a fully Manual front diff from the base model Tacoma along with the Tacoma manual hubs and axle shafts. All 3rd Gen 4Runner front diffs are ADD, you want to locate the Tacoma Non-ADD unit.



Photo 1



Photo 2



Photo 3

Photo 1: All of the swap parts spread out to begin the work.

Photo 2: Front Tacoma Non-ADD front diff re-gearred to 4.88.

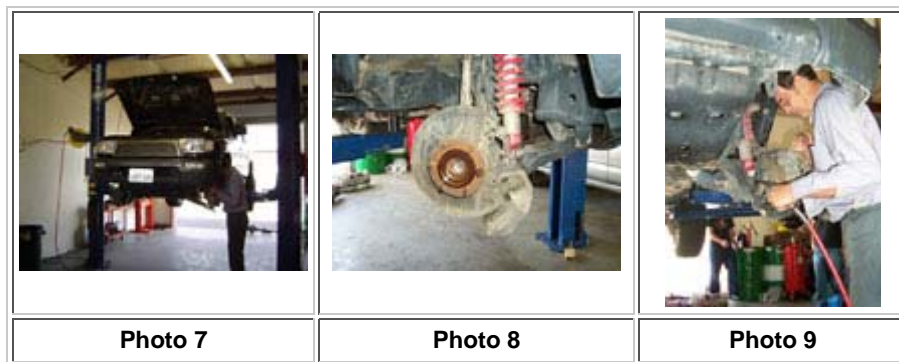
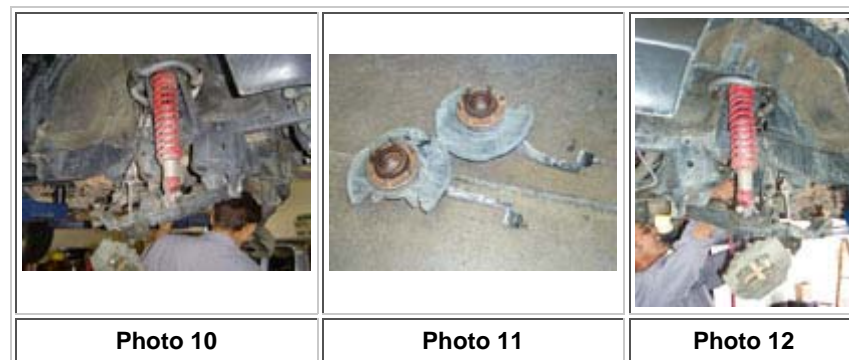
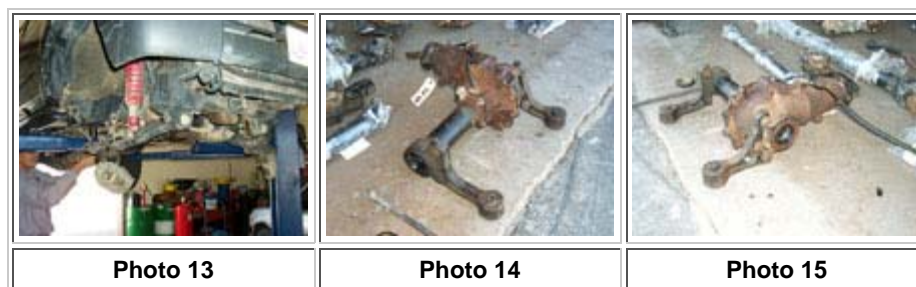
Photo 3: W59 5-Speed transmission and transfer case from a Tacoma with a 2.7 liter engine.**Photo 4: Tacoma manual hub spindles before dis-assembly.****Photo 5: Tacoma manual hub spindles before dis-assembly.****Photo 6: All of the swap parts spread out to begin the work.****Photo 7: Casey's truck goes up in the air and Vernon begins tearing it down.****Photo 8: 2WD spindle.****Photo 9: Vernon pulling the front apart.****Photo 10: Spindle arms removed.****Photo 11: 2WD spindles before being dis-assembled.****Photo 12: Vernon beginning to remove the 2WD transmission.****Photo 13: Pulling the 2WD Transmission.****Photo 14: Non-ADD Tacoma diff ready to go in.**

Photo 15: Non-ADD Tacoma diff ready to go in.**Photo 16****Photo 17****Photo 18****Photo 16: Pulling the 2WD Transmission.****Photo 17: Pulling the 2WD Transmission.****Photo 18: 2WD Transmission is being lowered down.****Photo 19****Photo 20****Photo 21****Photo 19: 2WD transmission removed on the ground at the shop.****Photo 20: 2WD transmission removed on the ground at the shop.****Photo 21: Original stock clutch.****Photo 22****Photo 23****Photo 24****Photo 22: Rebuilding the manual hub Tacoma axles.****Photo 23: Rebuilding the manual hub Tacoma axles.****Photo 24: Tacoma tripod joints.****Photo 25****Photo 26****Photo 27****Photo 25: Rebuilt Tacoma Manual Hub axle shaft.****Photo 26: Rebuilt Tacoma Manual Hub axle shaft.****Photo 27: Both axle shafts fully rebuilt with new boots, clips, clamps and grease.**



Photo 28



Photo 29



Photo 30

Photo 28: Tacoma manual hub spindle, front side.

Photo 29: Tacoma manual hub spindle, back side.

Photo 30: Brass retaining ring and tool, front side.



Photo 31



Photo 32



Photo 33

Photo 31: Brass retaining ring and tool, back side.

Photo 32: Tacoma spindle before dis-assembly.

Photo 33: 2WD 4Runner spindle before dis-assembly.



Photo 34



Photo 35



Photo 36

Photo 34: Vernon cleaning up the W59 5-Speed Transmission, this tranny goes with the 2.7 liter engine the 4Runner has.

Photo 35: Brand new genuine Toyota clutch and flywheel, the parts for the 2WD and 4WD flywheel are different, but the 2 did look pretty much the same.

Photo 36: Pressing the Tacoma spindle out.



Photo 37



Photo 38



Photo 39

Photo 37: Installing the 4WD transmission.

Photo 38: 4WD transmission installed.

Photo 39: The Tacoma W59 came with a cable driven speedo sender..



Photo 40



Photo 41



Photo 42

Photo 40: 2WD electronic speedo sender form the original 2WD tranny.

Photo 41: 2WD electronic speedo sender form the original 2WD tranny.

Photo 42: 4WD electronic speedo sender, see how the plug goes straight out, all 3 fit the same mounting hole.



Photo 43



Photo 44



Photo 45

Photo 43: Front differential and tapered diff drop spacers installed.

Photo 44: Tacoma spindle, upper ball joint and outer arm.

Photo 45: Notice the backing plate sticker says 2WD, but you can see there is a front axle shaft in there.



Photo 46



Photo 47



Photo 48

Photo 46: Aisin Manual Hub.

Photo 47: Aisin Manual Hub.

Photo 48: Aisin Manual Hub.



Photo 49



Photo 50



Photo 51

Photo 49: The 4Runner going back together.

Photo 50: Completed spindle - axle shaft assembly.

Photo 51: Left over 2WD and not needed parts.



Photo 52



Photo 53



Photo 54

Photo 52: 2WD spindles.

Photo 53: 2WD rear drive shaft.

Photo 54: 2WD 5-Speed transmission.



Photo 55



Photo 56



Photo 57

Photo 55: Stock skid plate modified for diff drop spacers.

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Photo 58



Photo 59



Photo 60

Photo 58: Enlarged 4WD hole we cut in the floor.

Photo 59: Grinding out the shifter hole.

Photo 60: Grinding out the shifter hole.



Photo 61



Photo 62



Photo 63

Photo 61: Grinding out the shifter hole.

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Photo 63: 5-Speed and Transfer case levers in place.



Photo 64: These levers are from a late 1980's Toyota Pickup and you can see the transfer case shifter is on the driver side. You can use any Toyota 4WD shift levers as long as the both came from the same truck.

Photo 65: 5-Speed and Transfer case levers in place.

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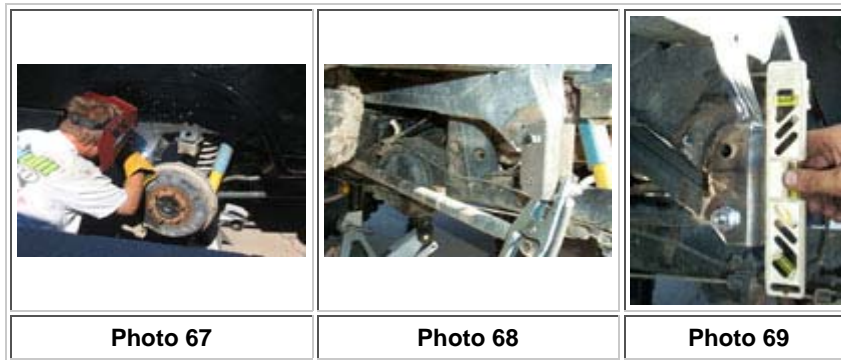


Photo 67: Steve welding on the PanHard drop bracket.

Photo 68: Steve welding on the PanHard drop bracket.

Photo 69: Nice and straight.

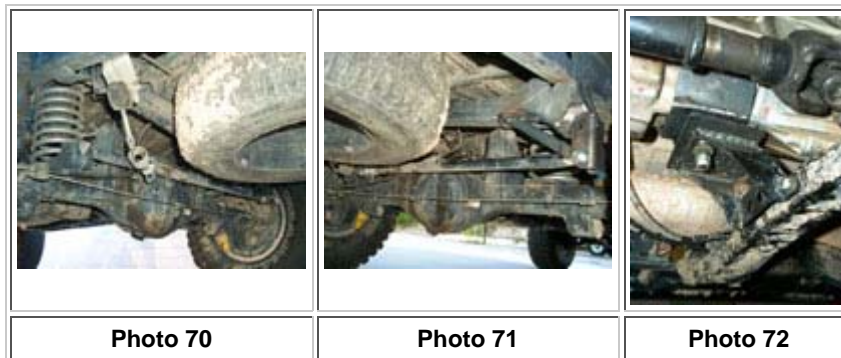


Photo 70: The Non-ABS 4Runners still have the old level valves, if you lift the rear with one of these units and do not correct your PanHard bar, your brakes will not work correctly.

Photo 71: PanHard bar leveled.

Photo 72: Custom made 4WD tranny mount for the 2WD cross member.



Photo 73

Photo 74

Photo 75

Photo 73: Custom made 4WD tranny mount for the 2WD cross member.

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Photo 75: Custom made 4WD tranny mount for the 2WD cross member.



Photo 76

Photo 77

Photo 78

Photo 76: Custom made 4WD tranny mount for the 2WD cross member.

Photo 77: Testing the 4WD out in the rock pile landscaping by Vern's shop.

Photo 78: Testing the 4WD out in the rock pile landscaping by Vern's shop.



Photo 79

Photo 80

Photo 81

Photo 79: Testing the 4WD out in the rock pile landscaping by Vern's shop.

Photo 80: Casey at the web cam after we had completed the work.

Photo 81: Charles and Vernon after the work was done.

