

TRANSFER CASE

1998 Toyota 4Runner

1997-98 TRANSFER CASES
Toyota

T100, Tacoma & 4Runner

APPLICATION

TRANSFER CASE APPLICATIONS

Application	Model Number
Automatic Transmission	
A340F	(1) A340F
Manual Transmission	
R150F	VF1A
W59	(2) W59

- (1) - A340F is available on Tacoma and 4Runner with One-Touch 2-4 Selector System. No additional transfer case model number is available.
- (2) - W59 is available on Tacoma and 4Runner with One-Touch 2-4 Selector System. No additional transfer case model number is available.

DESCRIPTION & OPERATION

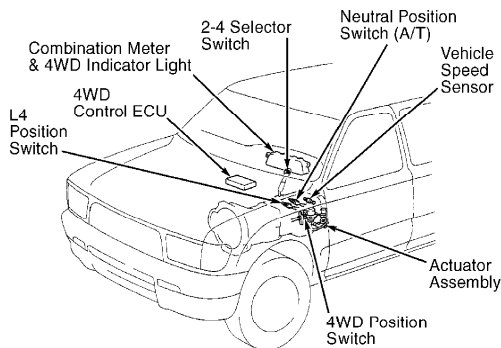
Transfer case transmits drive force from transmission to front wheels when shifted from 2WD to 4WD. Two 4WD gear ratios are available. Switches in driver's compartment control 2WD/4WD shifting and 4WD gear ratios.

Depending on transmission application, one mechanical and one electronically controlled hydraulic transfer case is available. VF1A model is a planetary gear type transfer case. Models equipped with A340F automatic transmission incorporate an electronically controlled 2-speed transfer case.

TESTING

ELECTRONIC COMPONENTS

NOTE: For component location, see Fig. 1.



96D18740
Fig. 1: 2-4 Selector System Component Location
Courtesy of Toyota Motor Sales, U.S.A., Inc.

Selector Switch

Check for continuity at selector switch. With switch in OFF position, connect tester at terminals No. 1 and No. 2. No continuity should exist. With switch in ON position, continuity should be present. See Fig. 2.

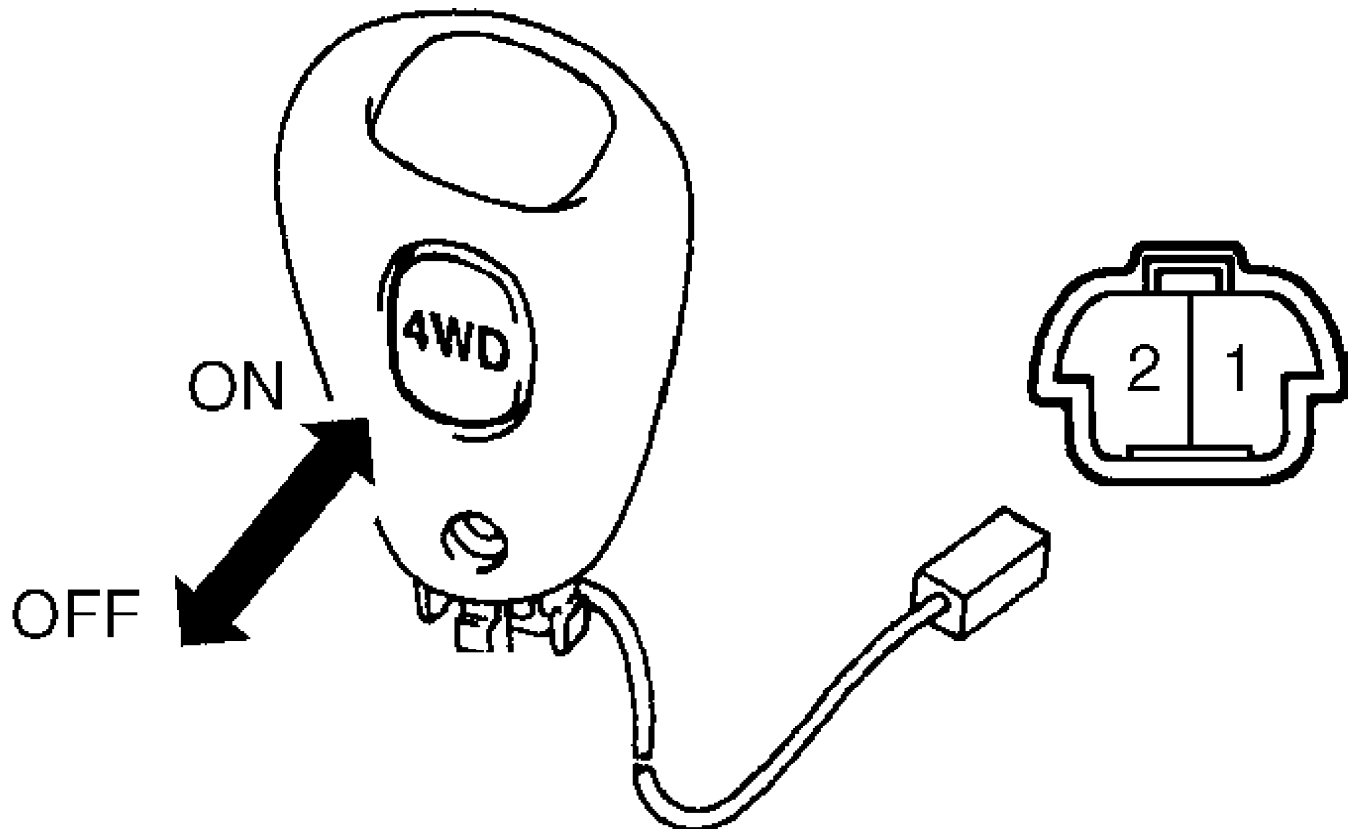
Actuator

1) Using an ohmmeter, measure resistance between terminals No. 2 and 3. Resistance should be .3-100 ohms. See Fig. 3.

2) Using an ohmmeter, measure resistance between terminals No. 2 or 3 and body ground. Resistance should be greater than 500 k/ohms. If resistance values are not as specified, replace actuator assembly.

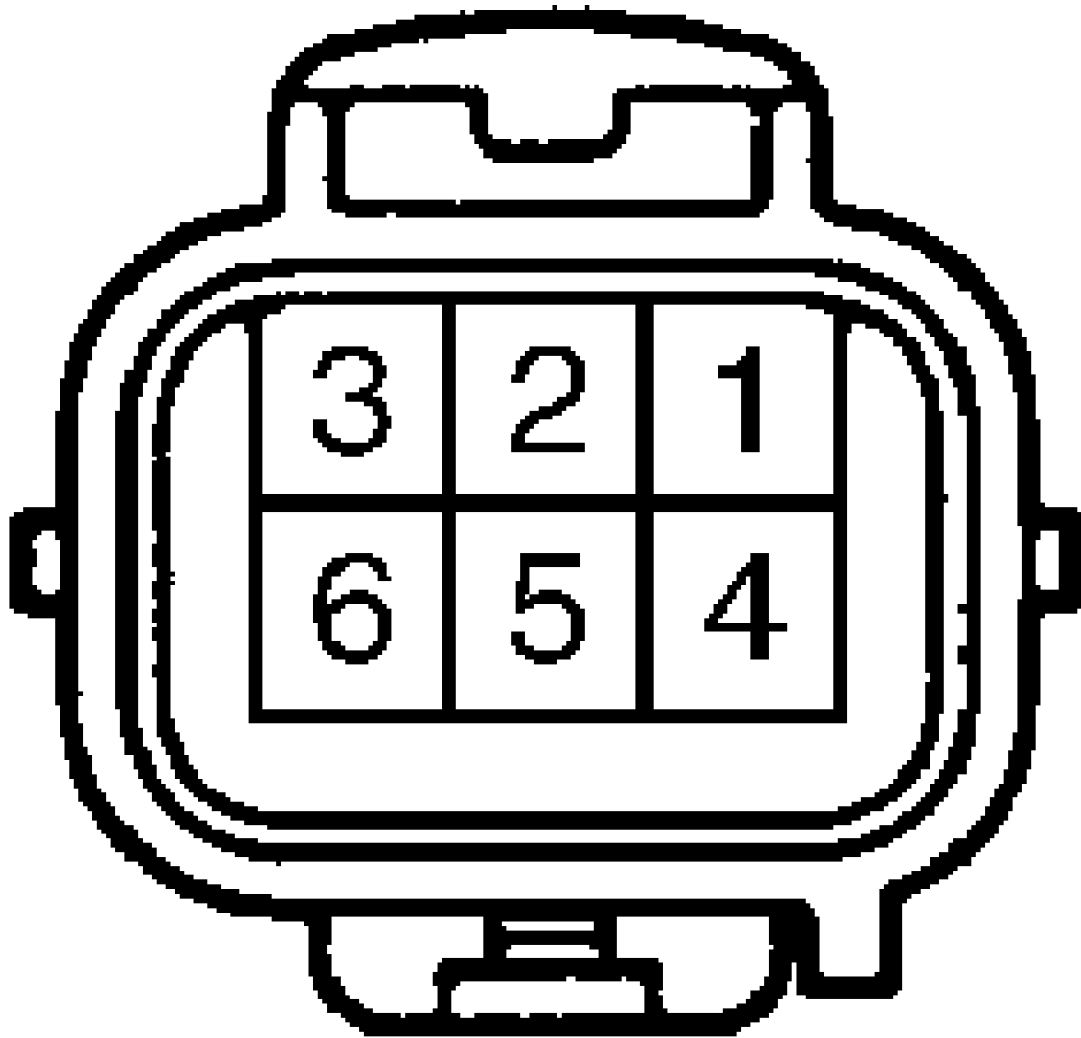
3) Check actuator limit switch continuity. Connect positive lead from battery to terminal No. 2 and negative lead to terminal No. 3. Connect positive lead from ohmmeter to terminal No. 5 and negative lead to terminal No. 4. Ensure continuity exists between terminals No. 4 and 5.

4) Connect positive lead from battery to terminal No. 3 and negative lead to terminal No. 2. Connect positive lead from ohmmeter to terminal No. 6 and negative lead to terminal No. 4. Ensure continuity exists between terminals No. 4 and 6. If continuity is not as specified, replace actuator assembly.



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Fig. 2: Identifying Selector Switch Connector
Courtesy of Toyota Motor Sales, U.S.A., Inc.



ACTUATOR SIDE

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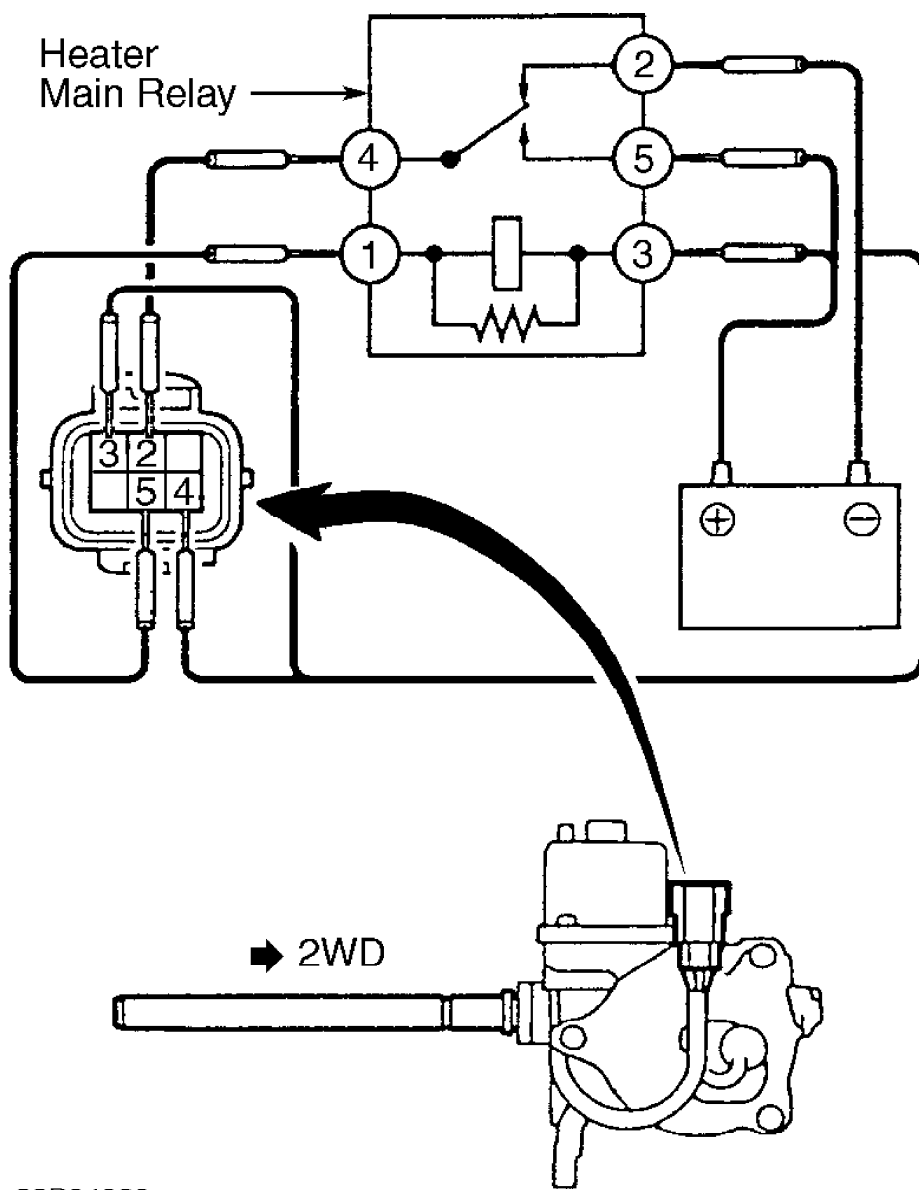
Fig. 3: Identifying Actuator Plug Terminals
Courtesy of Toyota Motor Sales, U.S.A., Inc.

Actuator Motor Operation (1997 Models)
Connect positive lead from battery to terminal No. 2 and

negative lead to terminal No. 3. See Fig. 3. Ensure actuator fork shaft moves to 2WD Position. Connect positive lead from battery to terminal No. 3 and negative lead to terminal No. 2. Ensure actuator fork shaft moves to 4WD position. If operation is not as specified, replace actuator assembly.

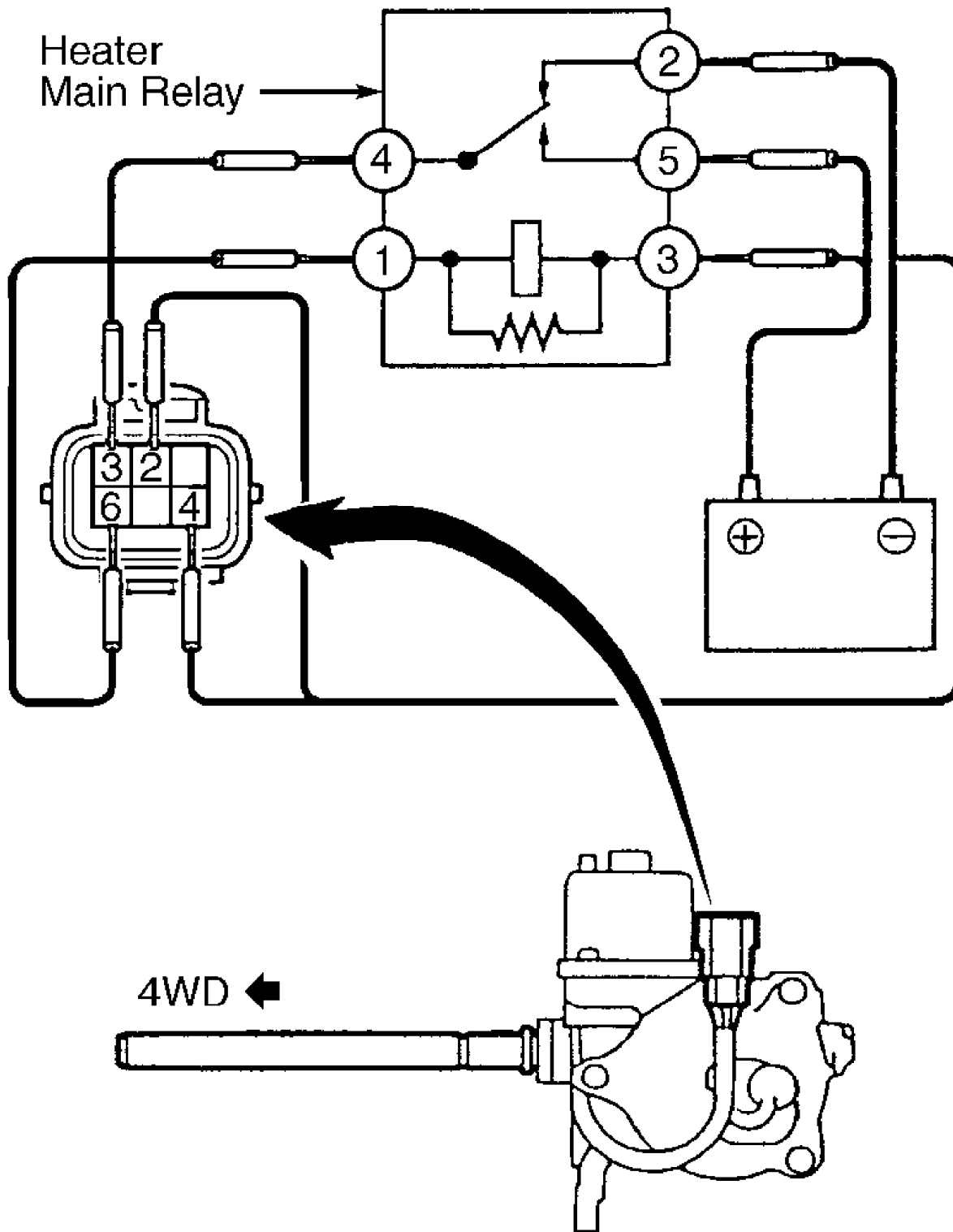
Actuator Motor Operation (1998 Models)

Connect heater main relay between actuator connector and battery. See Fig. 4. Actuator shaft fork should move to 2WD position. Connect heater main relay between actuator connector and battery. See Fig. 5. Actuator shaft fork should move to 4WD position. If actuator does not operate as described, replace actuator.



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Fig. 4: Testing Actuator Motor 2WD Operation (1998)
Courtesy of Toyota Motor Sales, U.S.A., Inc.



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Fig. 5: Testing Actuator Motor 4WD Operation (1998)
 Courtesy of Toyota Motor Sales, U.S.A., Inc.

Vehicle Speed Sensor (VSS)

Connect positive lead from battery to terminal No. 1 and

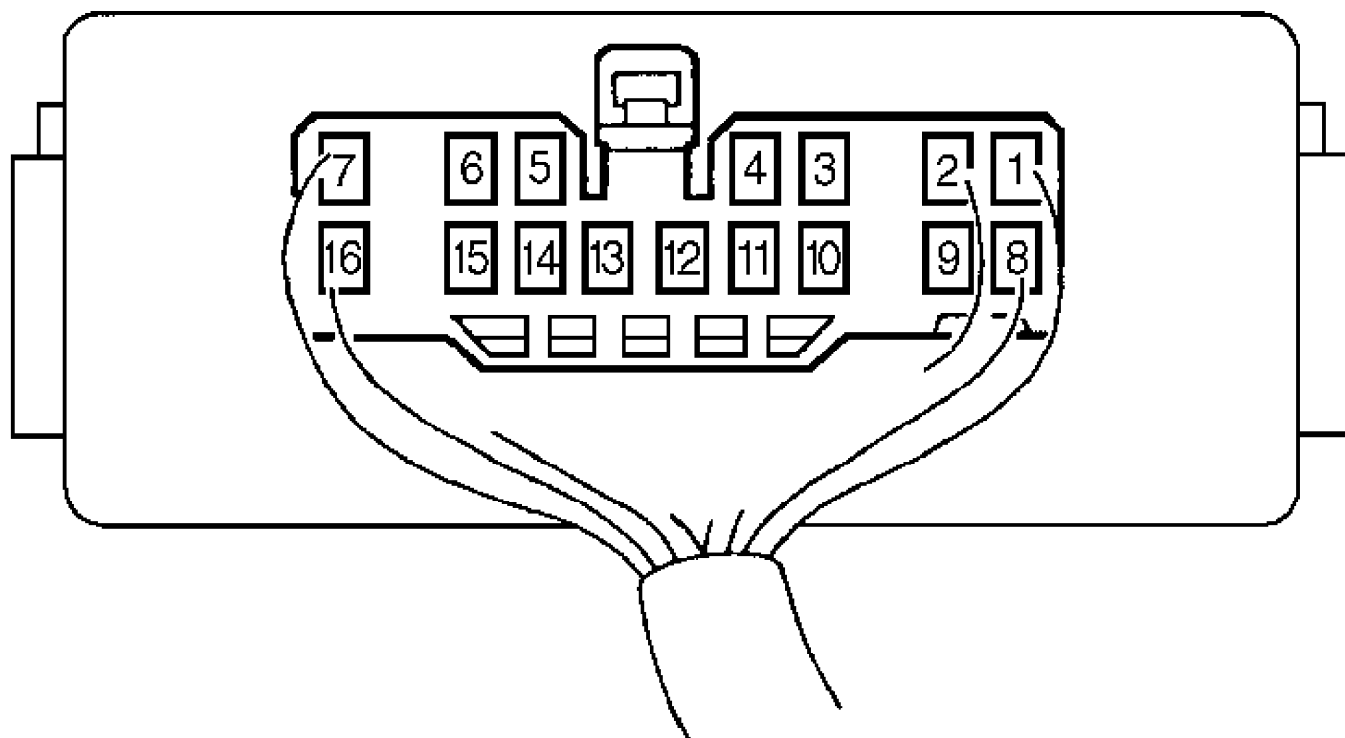
negative lead to terminal No. 2. Connect positive lead from speedometer tester to terminal No. 3 and negative lead to terminal No. 2. Rotate shaft. Ensure there is a voltage change from approximately zero volts to 11 volts or more between terminals No. 2 and 3. Voltage change should be 4 times for every revolution of speed sensor shaft. If operation is not as specified, replace sensor.

4WD Indicator Light

Disconnect connector from 4WD indicator switch. Connect switch terminal No. 2 to body ground. Turn ignition switch ON. Ensure bulb lights up. If operation is not as specified, check bulb.

4WD Control ECU

Connect wire harness side connector to ECU and inspect wire harness side connector from backside. See Fig. 6. See STANDARD VALUE OF ECU TERMINALS table for specifications.



FROM BACK SIDE

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Fig. 6: Identifying 4WD Control ECU
Courtesy of Toyota Motor Sales, U.S.A., Inc.

STANDARD VALUE OF ECU TERMINALS

Terminal No.	Condition	Standard Value
1-8	Engine Running, then 2WD to 4WD (4WD indicator light ON)	12-16 volts, then 1.2 volts or less
3-2	Ignition switch ON (2WD)	.5 volt or less

3-2	4WD (2-4 selector switch ON, shift lever L4 Position)	10-14 volts for 5 seconds, then less than .5 volt
3-2	4WD (2-4 selector switch OFF, shift lever H Position)	10-14 volts for 5 seconds, then less than .5 volts
4-8	Ignition switch ON, 4WD (2-4 selector switch ON, shift lever in H position), A.D.D. (1) VSV (2) temp. 68 degrees.	9 volts or less (after .1 second)
4-8	Ignition switch ON, 4WD (2-4 selector switch OFF, shift lever L4 Position), A.D.D. VSV temp. 248 degrees	13 volts or less (after .1 second)
5-8	Ignition switch ON, during driving	Repeatedly changes from below .5 volt or less to 4 volts or more
6-8	Ignition switch ON, 4WD 2-4 selector switch ON, shift lever H position or 2-4 selector switch OFF, shift lever L4 position	2 volts or less
8-Ground	Constant	Continuity
9-8	Ignition switch ON, 4WD (2-4 selector switch ON or shift lever L4 position) to 2WD (2-4 selector switch OFF, shift lever L4 position)	.5 volt or less, then 10-14 volts, then .5 volt (after 5 seconds)
10-8	Ignition switch ON, 2WD (2-4 selector switch OFF shift lever H position) to 4WD (2-4 selector switch ON, shift lever L4 position)	.5 volt or less, then 10-14 volts, then .5 volt (after 5 seconds)
11-8	Ignition switch ON, 2WD (2-4 selector switch OFF shift lever H position) A.D.D. VSV temp. 68 degrees	9 volts or less (after .1 second)
11-8	Ignition switch ON, 2WD (2-4 selector switch OFF shift lever H position). A.D.D. VSV temp. 248 degrees	13 volts or less (after .1 second)
14-8	Transfer shift lever H (2-4 selector switch OFF, shift lever H position) to L4	10-14 volts, then .5 volt or less
15-8	2-4 selector switch OFF, then ON	10-14 volts, then 2 volts or less
16-8	Constant	10-14 volts

- | |
|--|
| (1) - Automatic Disconnecting Differential.
(2) - Vacuum Switching Valve. |
|--|

REMOVAL & INSTALLATION

Transmission and transfer case are removed and installed as a complete assembly. See appropriate TRANSMISSION REMOVAL article in TRANSMISSION section.

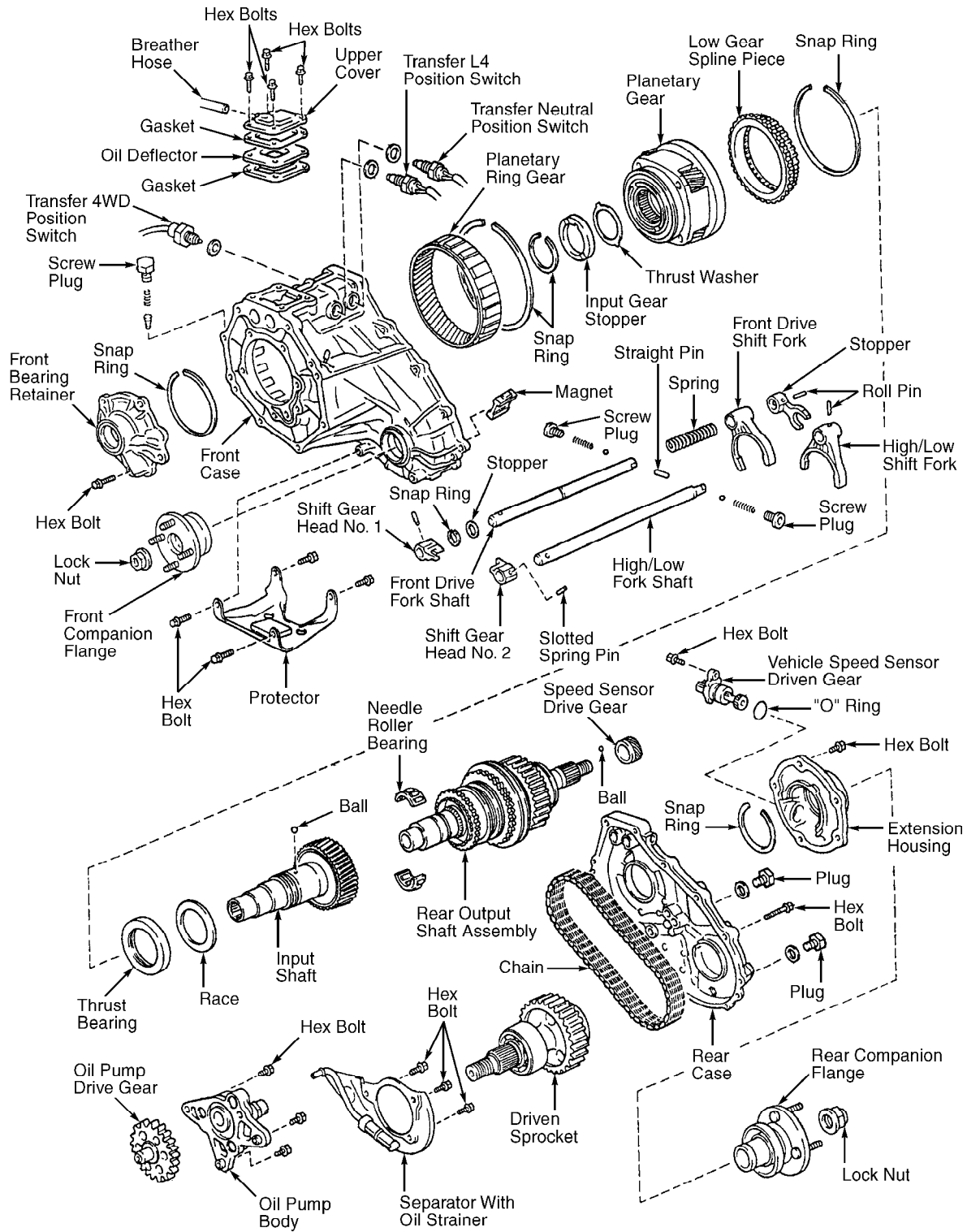
OVERHAUL

TRANSFER CASE

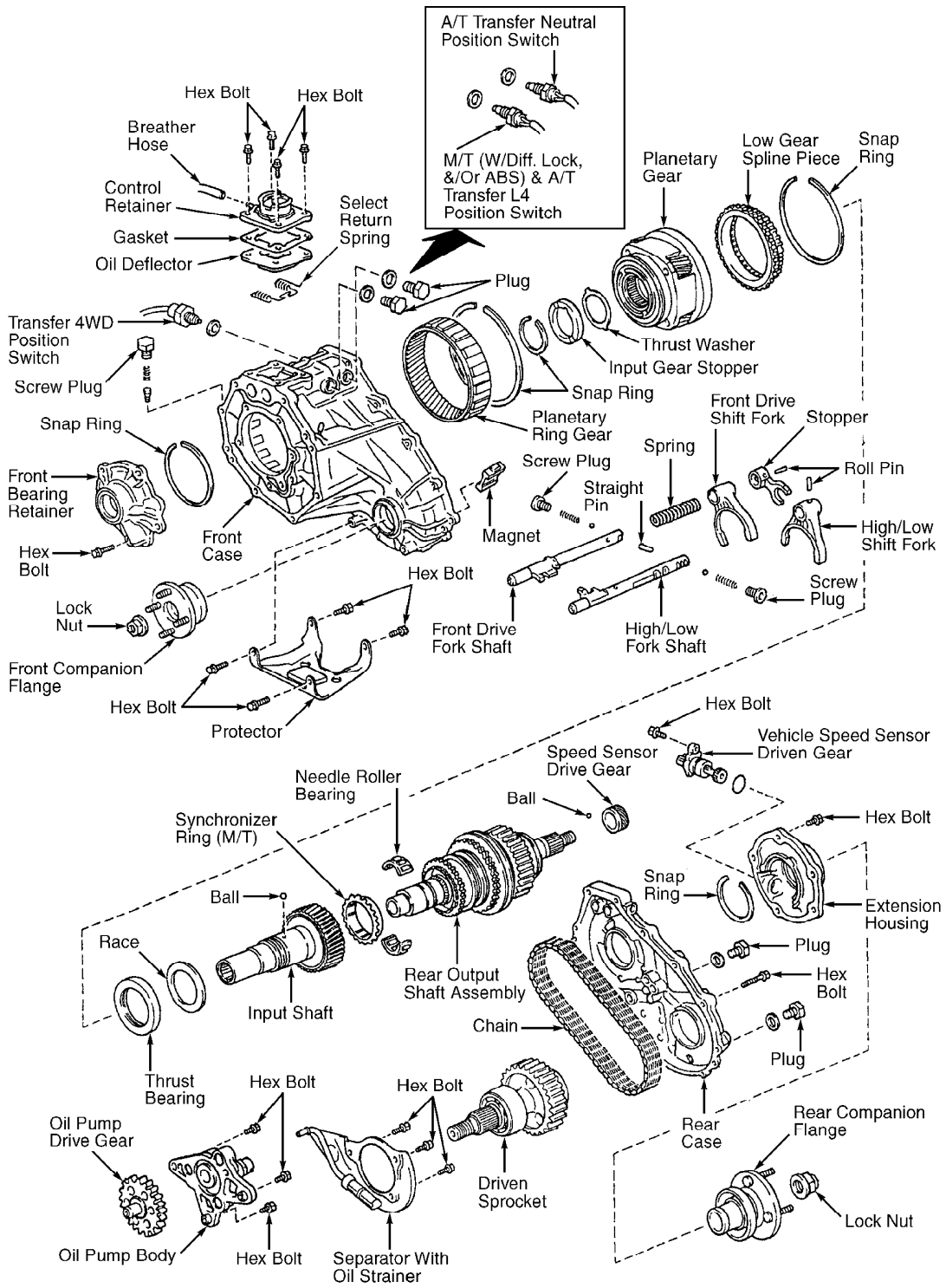
Disassembly

1) Remove speedometer driven gear and transfer indicator switch. Remove transfer L4 and neutral position switch. Remove front case plugs and protector, if equipped. On A/T models, remove 2 roll pins and 2 shift gear heads. Remove front bearing retainer. Remove upper cover, gaskets and oil deflector. On M/T models, remove control retainer and gasket. On all models, unstake and remove front and rear companion flange lock nuts. Remove front and rear companion flange. See Fig. 7, 8 or 9.

NOTE: To prevent front drive fork from springing loose when removing roll pins, leave punch in roll pin hole. Hold drive fork in place by hand, then remove roll pin.

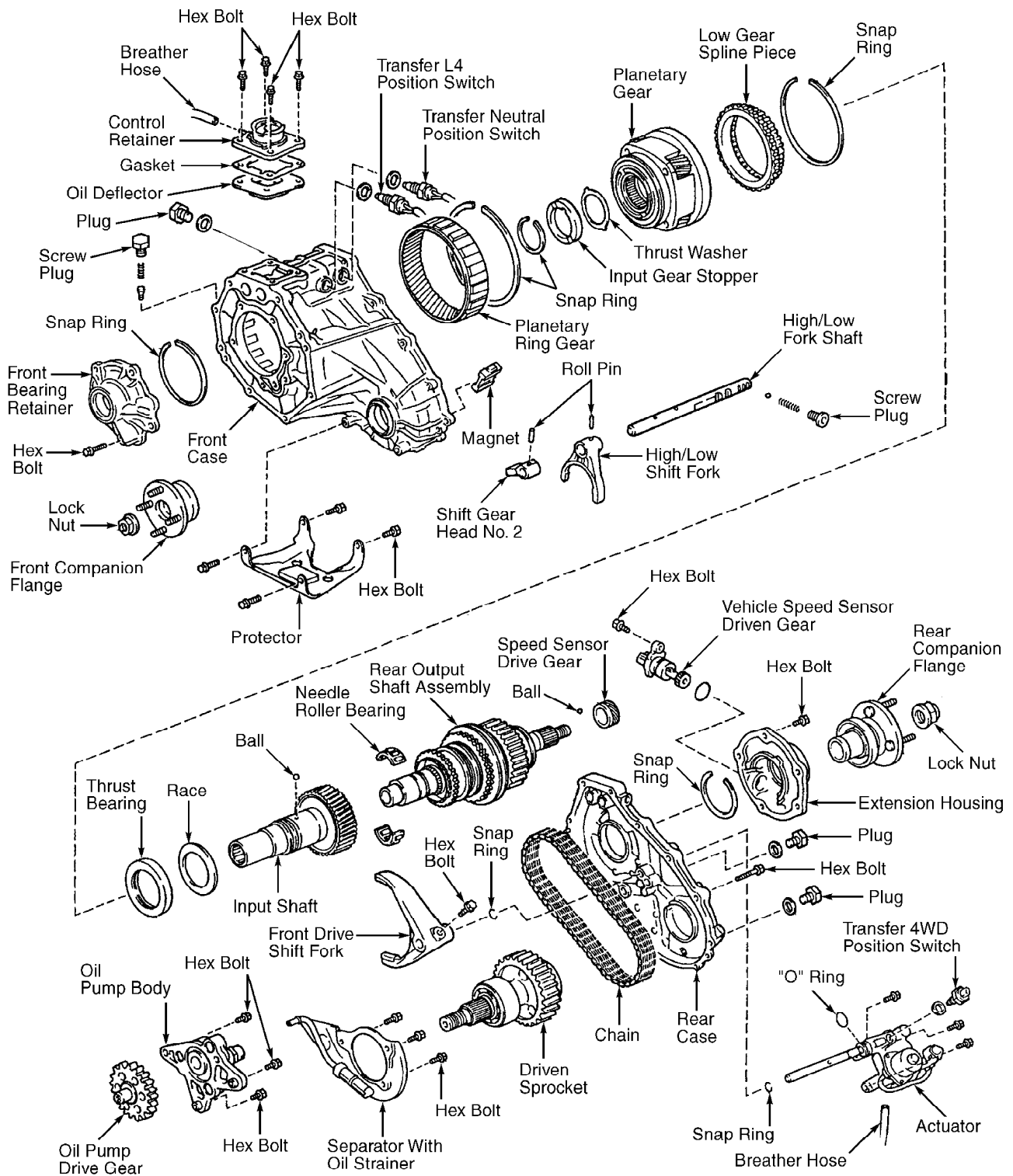


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 Fig. 7: Exploded View Of Transfer Case (2.7L 4-Cyl. A/T)
 Courtesy of Toyota Motor Sales, U.S.A., Inc.



4-CYLINDER (M/T)
V-6 (M/T, A/T W/O ONE-TOUCH 2-4 SELECTOR SYSTEM)

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Fig. 8: Exploded View Of Transfer Case (2.7L 4-Cyl. M/T, 3.4L V6 M/T & A/T Without One-Touch 2-4 Selector System)
Courtesy of Toyota Motor Sales, U.S.A., Inc.



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V6 A/T (W/ ONE-TOUCH 2-4 SELECTOR SYSTEM)

Fig. 9: Exploded View Of Transfer Case (3.4L V6 A/T With One-Touch 2 4 Selector System)

Courtesy of Toyota Motor Sales, U.S.A., Inc.

2) Remove extension housing. Remove vehicle speed sensor

drive gear. Using a magnet, remove ball from rear of output shaft. Separate front and rear case. Remove 2 straight screw plugs, springs and locking balls. Using punch, drive roll pins from front drive fork shaft. Remove front drive fork shaft, fork and spring. Remove high/low fork shaft, fork and stopper. Mount rear case in vise. Tap rear case with plastic hammer while pulling on output shaft. Remove rear output shaft, driven sprocket and chain.

3) On A/T with one-touch 2-4 selector system, Remove shift fork bolt and snap ring. Using a plastic hammer, tap rear case while pulling rear output shaft, driven sprocket and front drive shift fork. Remove chain. Remove snap ring and actuator assembly. Remove "O" ring, 4WD position switch and snap ring from actuator assembly.

4) On M/T, remove synchronizer from input shaft. Remove separator with oil strainer and magnet if applicable. Remove oil pump body assembly and oil pump drive gear. Remove snap ring securing planetary gear assembly. Remove planetary gear assembly and input shaft. Remove snap ring and low gear spline piece. Remove needle roller bearing from input shaft.

5) Using snap ring pliers, remove input shaft stopper, thrust bearings and pins (or thrust washer and ball). Remove input shaft and race. Remove snap ring retaining planetary gear. Remove plug, spring and pin. Remove planetary gear.

Disassembly & Reassembly

1) Visually inspect input shaft for grooves, damaged gear teeth and worn bearing journals. Remove 2 oil seal rings. Measure front bearing journal as indicated in figure. See Fig. 10. See INPUT SHAFT SPECIFICATIONS table. Using dial indicator, measure inside diameter of input shaft bushing at rear of input shaft. Replace input shaft if not within specifications or if it is damaged. Clean and inspect grooves. Reinstall rings. Ensure rings rotate smoothly.

2) Place synchronizer ring in recess at rear of input shaft. Press ring in and rotate to check braking action. Replace ring if it rotates freely. Repeat test with NEW synchronizer ring. If ring still rotates freely, replace input shaft. Holding ring firmly in place, check clearance between ring back and input shaft spline end. Replace input shaft if not within specification.

INPUT SHAFT SPECIFICATIONS

Application	In. (mm)
Front Bearing Journal Diameter (Minimum)	1.8736 (47.59)
Bushing Inside Diameter (Maximum)	1.5409 (39.14)
Synchronizer Ring Clearance	
Standard	.04313-.0728 (1.5-1.85)
Minimum	.0315 (.80)

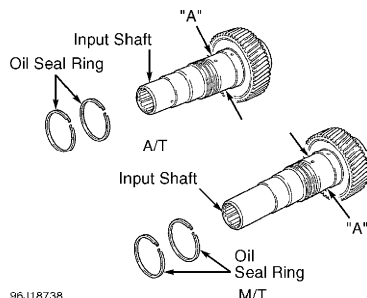


Fig. 10: Identifying Input Shaft Measuring Points & Components
 Courtesy of Toyota Motor Sales, U.S.A., Inc.

OIL PUMP BODY

Disassembly & Inspection

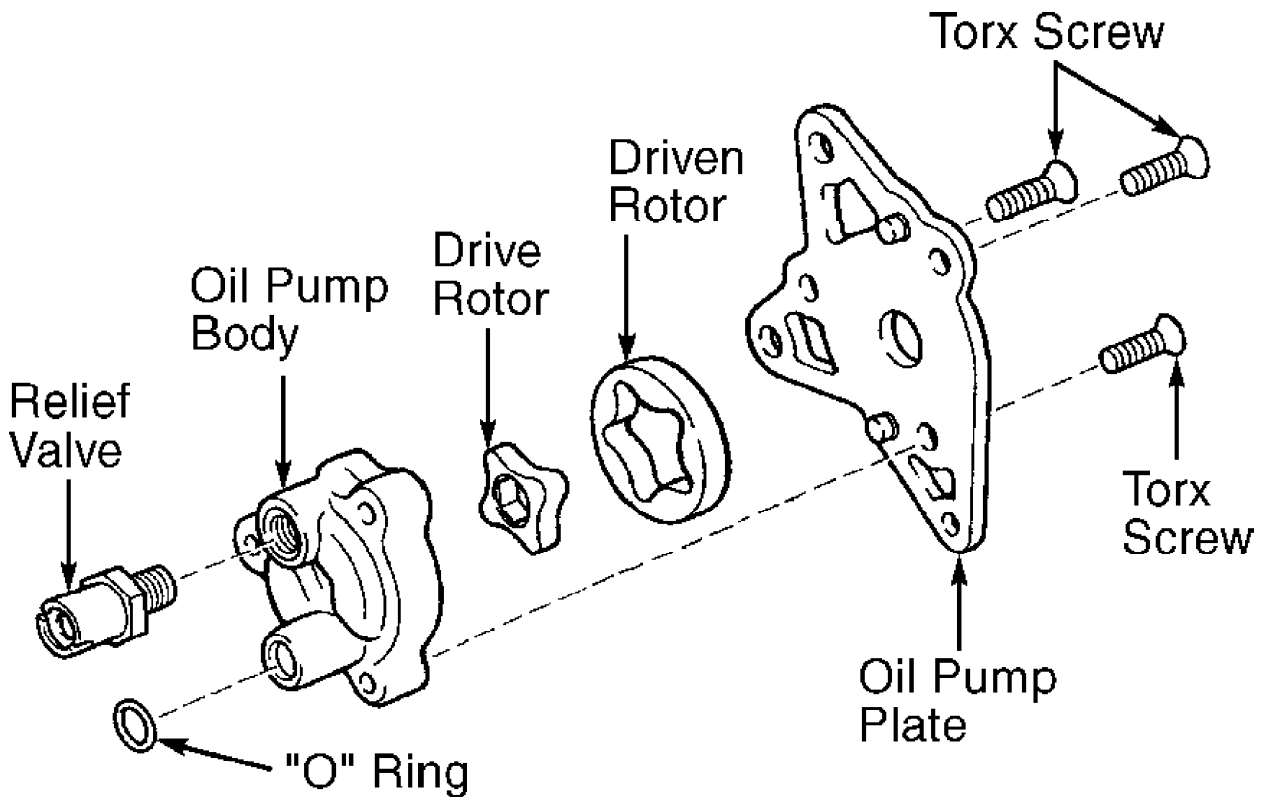
Install oil pump drive gear to drive rotor. Ensure drive rotor turns smoothly. Remove relief valve and "O" ring. Remove oil pump plate. Using feeler gauge, check body clearance of driven (outer) rotor. See OIL PUMP CLEARANCE SPECIFICATIONS table. Check tip clearance of both rotors. Using straightedge and feeler gauge, check side clearance of both rotors. If clearances are not as specified, replace oil pump. See Fig. 12.

Reassembly

Apply gear oil to both rotors and install. Install oil pump plate. Tighten Torx screws to 65 INCH lbs. (7.4 N.m). Install NEW "O" ring to relief valve, install and tighten to 21 ft. lbs. (29 N.m). Install oil pump drive gear to drive rotor. Ensure drive rotor turns smoothly. See Fig. 11.

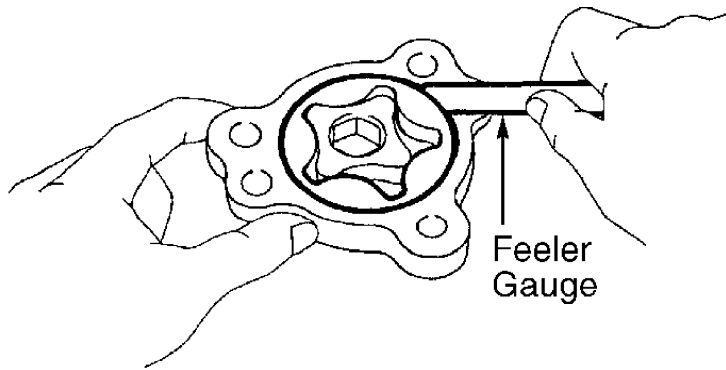
OIL PUMP CLEARANCE SPECIFICATIONS

Application	In.	(mm)
Driven Rotor-To-Body0035-.0063	(.09-.16)
Rotor Side0012-.0039	(.03-.10)
Rotor Tip0020-.0059	(.05-.15)

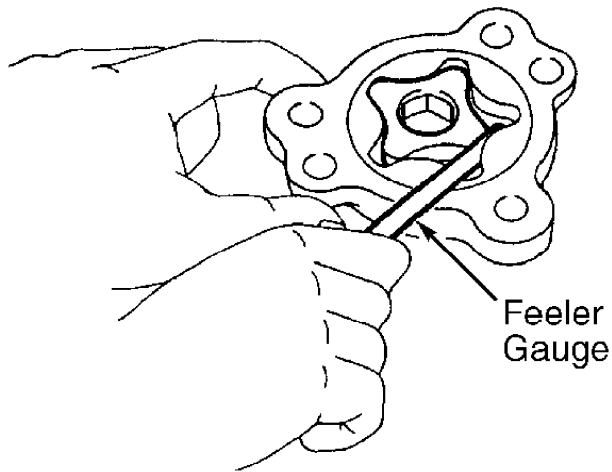


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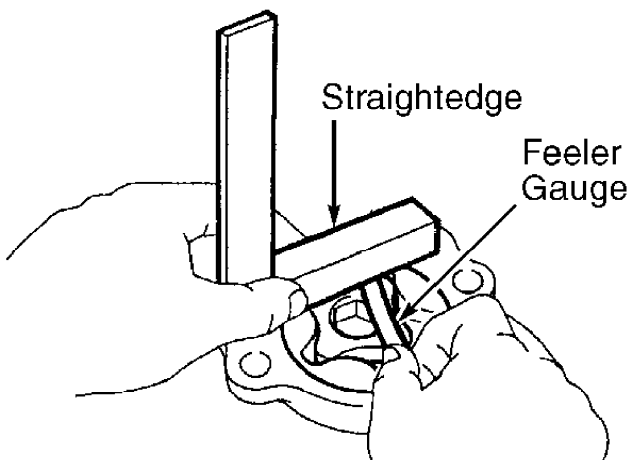
Fig. 11: Identifying Oil Pump Body Components
 Courtesy of Toyota Motor Sales, U.S.A., Inc.



DRIVEN ROTOR TO SIDE



ROTOR TIP



SIDE CLEARANCE

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Fig. 12: Identifying Oil Pump Body Measuring Points
Courtesy of Toyota Motor Sales, U.S.A., Inc.

DRIVEN SPROCKET

Disassembly & Reassembly

If necessary replace driven sprocket front and rear bearing. Using press, remove front bearing. Using press and bearing splitter, remove rear bearing. Installation is reverse of disassembly. Ensure front bearing is installed with shielded side towards gear.

REAR OUTPUT SHAFT

Disassembly

1) Before disassembling rear output shaft assembly, check thrust clearance between drive sprocket and spacer. See REAR OUTPUT SHAFT SPECIFICATIONS table. If clearance not as specified, replace drive sprocket.

2) On M/T models, Remove snap ring and hub sleeve and shifting keys. Using press, remove clutch hub, key springs and key retainer.

3) On A/T models, Remove snap ring and hub sleeve. Using press, remove clutch hub.

4) On models with Automatic Disconnecting Differential (A.D.D.), using press, remove bearing. Remove spacer and ball. Remove drive sprocket with front drive hub and hub sleeve. Remove needle roller bearing and synchronizer ring. Remove shifting keys and key springs from front drive assemblies.

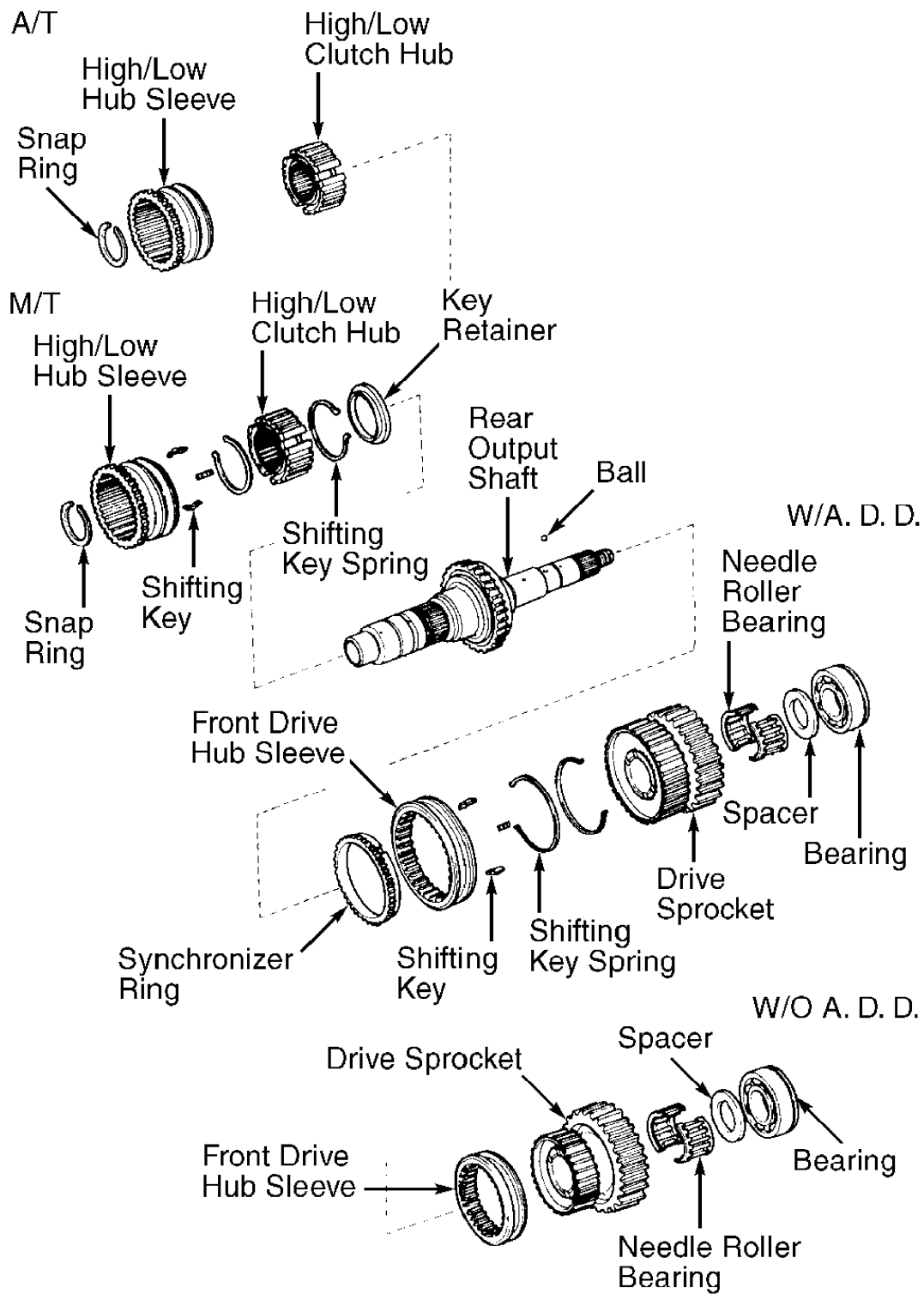
5) On models without A.D.D., using press, remove rear bearing. Remove spacer and ball. Remove drive sprocket with front drive hub and hub sleeve. Remove needle bearing. See Fig. 13.

Inspection

Check diameter of rear output shaft journal surfaces. See Fig. 14. Mount output shaft in vise. Using dial indicator, check oil clearance of drive sprocket. See REAR OUTPUT SHAFT SPECIFICATIONS table. If clearance not as specified, replace output shaft, sprocket or needle roller bearings. Using a feeler gauge, measure clearance between front drive shift fork and hub sleeve. Check clearance between high/low shift fork and hub sleeve. If fork clearances are not as specified, replace fork or hub, as required.

REAR OUTPUT SHAFT SPECIFICATIONS

Application	In. (mm)
Drive Sprocket Oil Clearance .....	.0004-.0022 (.010-.055)
Drive Sprocket Thrust Clearance .....	.0039-.0098 (.010-.25)
Output Shaft Journal Diameter (Minimum)	
"A"	1.1016 (27.98)
"B"	1.4561 (36.98)
Shift Fork-To-Hub Clearance (All-Maximum)039 (1.0)



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Fig. 13: Identifying Output Shaft Components
 Courtesy of Toyota Motor Sales, U.S.A., Inc.

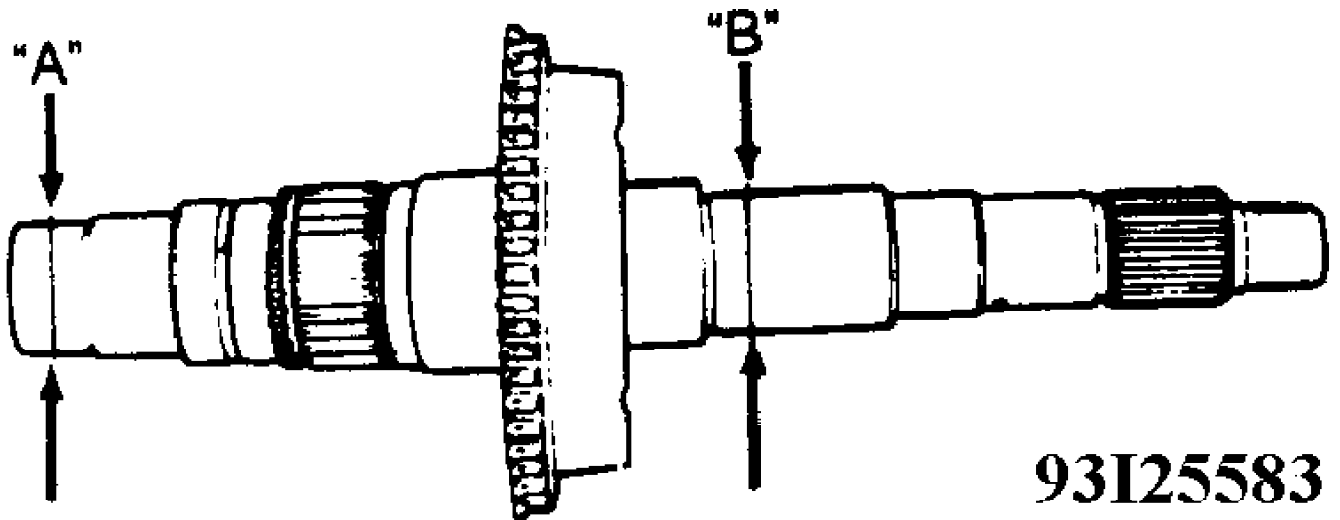


Fig. 14: Measuring Output Shaft Journal Diameters
 Courtesy of Toyota Motor Sales, U.S.A., Inc.

Reassembly

1) On models with A.D.D., install front drive hub sleeve onto clutch hub. Ensure hub sleeve is installed in correct direction. See Fig. 13. Install shifting keys and springs.

2) Apply gear oil to shaft and needle roller bearing. Install synchronizer ring. Install needle roller bearing in drive sprocket. Install drive sprocket with front drive hub sleeve. Place synchronizer ring on gear and align ring slots with shifting keys. Align spacer with ball and install. Using press, install rear bearing with outer race snap ring groove toward rear.

3) On models without A.D.D., Install front drive hub sleeve onto clutch hub. Ensure hub sleeve is installed in correct direction. See Fig. 13. Apply gear oil to shaft and needle roller bearing. Install needle roller bearing in drive sprocket. Install drive sprocket with front drive hub sleeve. Align spacer with ball and install. Using press, install rear bearing with outer race snap ring groove toward rear.

4) On all models, measure drive sprocket thrust clearance. Standard clearance is .0039-.0098" (.10-.25 mm).

5) On M/T models, Install clutch hub and shifting keys to hub sleeve. Install shifting key springs under shifting keys. Ensure end gaps are not in line. Drive in NEW key retainer. Using press, install high/low hub sleeve assembly.

6) On A/T models, install clutch hub to hub sleeve. Using press, install high/low hub sleeve assembly.

7) On all models, Select and install snap ring that allows minimal axial play. See HIGH/LOW SNAP RING THICKNESS table.

HIGH/LOW SNAP RING THICKNESS

Mark	In. (mm)
K	.0787-.0807 (2.00-2.05)
L	.0807-.0827 (2.05-2.10)
A	.0827-.0846 (2.10-2.15)
B	.0846-.0866 (2.15-2.20)
C	.0866-.0886 (2.20-2.25)
D	.0886-.0906 (2.25-2.30)
E	.0906-.0925 (2.30-2.35)
F	.0925-.0945 (2.35-2.40)
G	.0945-.0965 (2.40-2.45)

H	.....	.0965-.0984	(2.45-2.50)
J	.....	.0984-.1004	(2.50-2.55)

PLANETARY GEAR

Disassembly & Inspection

Inspect planetary pinion gear thrust clearance. Standard clearance is .0043-.0031" (.11-.84 mm). Using dial indicator, measure radial clearance of planetary pinion gear. Standard clearance is .0004-.0015" (.009-.038 mm). If clearances exceeds maximum, replace planetary gear assembly. If necessary, replace planetary gear outer bearing. Remove snap ring. Using bearing splitter and press, remove bearing. To assemble, reverse disassembly procedure. Select and install snap ring that allows minimum axial play. See PLANETARY GEAR SNAP RING THICKNESS table. If necessary, replace planetary gear inner bearing. Using press, remove and install NEW bearing. Install to depth of .303-.327" (7.7-8.3 mm). See Fig. 7, 8 or 9.

PLANETARY GEAR SNAP RING THICKNESS

ID Mark		In. (mm)
1	.....	.0571-.0591 (1.45-1.50)
2	.....	.0591-.0610 (1.50-1.55)
3	.....	.0610-.0630 (1.55-1.60)
4	.....	.0630-.0650 (1.60-1.65)
5	.....	.0650-.0669 (1.65-1.70)

Reassembly

1) Install planetary ring gear in front case. Apply sealant to plug. Install pin, spring and plug. Install snap ring. Ensure end gap of snap ring is NOT aligned with upper side of case. Apply gear oil to thrust bearing and race and install in planetary gear assembly. Install input shaft in planetary gear assembly. Apply gear oil to thrust bearing and race and install on input shaft. Install 2 pins onto input shaft. Install input shaft stopper. Select and install a snap ring which will allow .0020-.0059" (.050-.150 mm) axial play. See INPUT SHAFT SNAP RING SELECTION table.

INPUT SHAFT SNAP RING SELECTION

ID Mark		Thickness In. (mm)
A	.....	.0827-.0846 (2.10-2.15)
B	.....	.0846-.0866 (2.15-2.20)
C	.....	.0866-.0886 (2.20-2.25)
D	.....	.0086-.0906 (2.25-2.30)
E	.....	.0906-.0925 (2.30-2.35)
F	.....	.0925-.0945 (2.35-2.40)
G	.....	.0945-.0965 (2.40-2.45)
H	.....	.0965-.0984 (2.45-2.50)
J	.....	.0984-.1004 (2.50-2.55)
K	.....	.1004-.1024 (2.55-2.60)
L	.....	.1024-.1043 (2.60-2.65)
M	.....	.1043-.1063 (2.65-2.70)
N	.....	.1063-.1083 (2.70-2.75)
P	.....	.1083-.1102 (2.75-2.80)
Q	.....	.1192-.1122 (2.80-2.85)
R	.....	.1122-.1142 (2.85-2.90)
S	.....	.1142-.1161 (2.90-2.95)
T	.....	.1161-.1181 (2.95-3.00)

NOTE: It may be necessary to heat front case to about 158°F (70°C) to install planetary gear and input shaft assembly.

2) Install needle roller bearing in input shaft. Place low gear spline piece in planetary gear and install snap ring. Ensure snap ring gap is NOT aligned with cut out portion of planetary carrier. Install planetary gear and input shaft assembly in front case. Install snap ring. Install oil pump drive gear and body assembly. Lubricate "O" ring and install on oil strainer pipe. Install separator with oil strainer. Install magnet if applicable. See Fig. 7, 8 or 9.

NOTE: It may be necessary to heat rear case to about 158°F (70°C) to install rear output shaft.

3) Align synchronizer ring slots with shifting keys. Install ring on high-low clutch hub. On models with one-touch 2-4 selector system, install NEW "O" ring with gear oil and install to 4WD position switch. Install to actuator assembly. Install actuator assembly and snap ring. Without one-touch 2-4 selector system, assemble rear output shaft, driven sprocket and chain. Mount rear case in vise. While pushing output shaft into rear case, tap case gently with plastic hammer. Install snap ring.

4) Place high/low shift fork in groove of hub sleeve. Install the fork shaft in rear case through shift fork and stopper. Apply gear oil to straight pin and insert into case hole. Place front drive shift fork in groove of hub sleeve. Install spring on fork shaft. Install the fork shaft in rear case through shift fork and stopper. Push front drive fork toward rear case to compress spring. Install roll pin while spring is compressed. Install roll pin through high/low fork and shaft.

5) With one-touch 2-4 selector system, install high low shift fork shaft into groove of clutch sleeve. Install shift fork and shift head No. 2. Install 2 roll pins.

6) Install straight screw plugs, springs and locking balls. Apply sealant to plug. Tighten plugs to specification. See TORQUE SPECIFICATIONS. Apply sealant to sealing surface of rear case. Shift high/low hub sleeve to low (rear) side. Assemble front and rear cases. Install bolts. Tighten bolts to specification.

7) Install ball and speedometer drive gear on rear output shaft. Apply sealant to sealing surface of extension housing. Install extension housing. Apply sealer to extension housing bolts. Install bolts and tighten to specification.

8) Apply gear oil to front companion flange inner surface. Install front companion flange to driven sprocket shaft. Using Holder (09330-00021) to prevent flange rotation, install and tighten lock nut to specification. Stake lock nut. Install rear companion flange in similar manner.

9) On V6 models, install select return spring in control retainer. Using NEW gasket, install control retainer on front case. Tighten bolts to specification. On 4-cyl. models, using NEW gasket, install case cover. Install upper cover and breather hose deflector. Install shift gear head No. 1 and No. 2. Using pin punch and hammer drive in 2 roll pins. Install protector if applicable. On all models, install front retainer and NEW gasket to front case. Apply sealer to bolts. Install bolts and tighten to specification. See Fig. 8 or 9.

10) Install transfer indicator switch. Install vehicle speed sensor.

11) On 4-cyl. models, install transfer L4 and neutral position switch. Ensure on all models, that input and output shafts rotate smoothly and shifting can be made to all positions.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Actuator Assembly	14 (20)
Bearing Control Retainer	13 (18)
Companion Flange	87 (118)
Front Case-To-Rear Case Bolt	21 (28)
Front Case Plugs	27 (37)
Neutral Position Switch	27 (37)
Shift Fork Bolt	17 (24)
Transfer Indicator Switch	27 (37)
Vehicle Speed Sensor	27 (37)

INCH Lbs. (N.m)

Front Bearing Retainer Bolt	97 (11)
Extension Housing Bolt	106 (12)
Oil Pump Body Bolt	69 (7.5)
Oil Strainer Bolt	69 (7.5)
Speedometer Driven Gear Lock Plate Bolt	97 (11)
Straight Screw Plug (Shift Fork Shaft)	106 (12)
Transfer Case Cover Bolt	78 (8.8)

WIRING DIAGRAMS

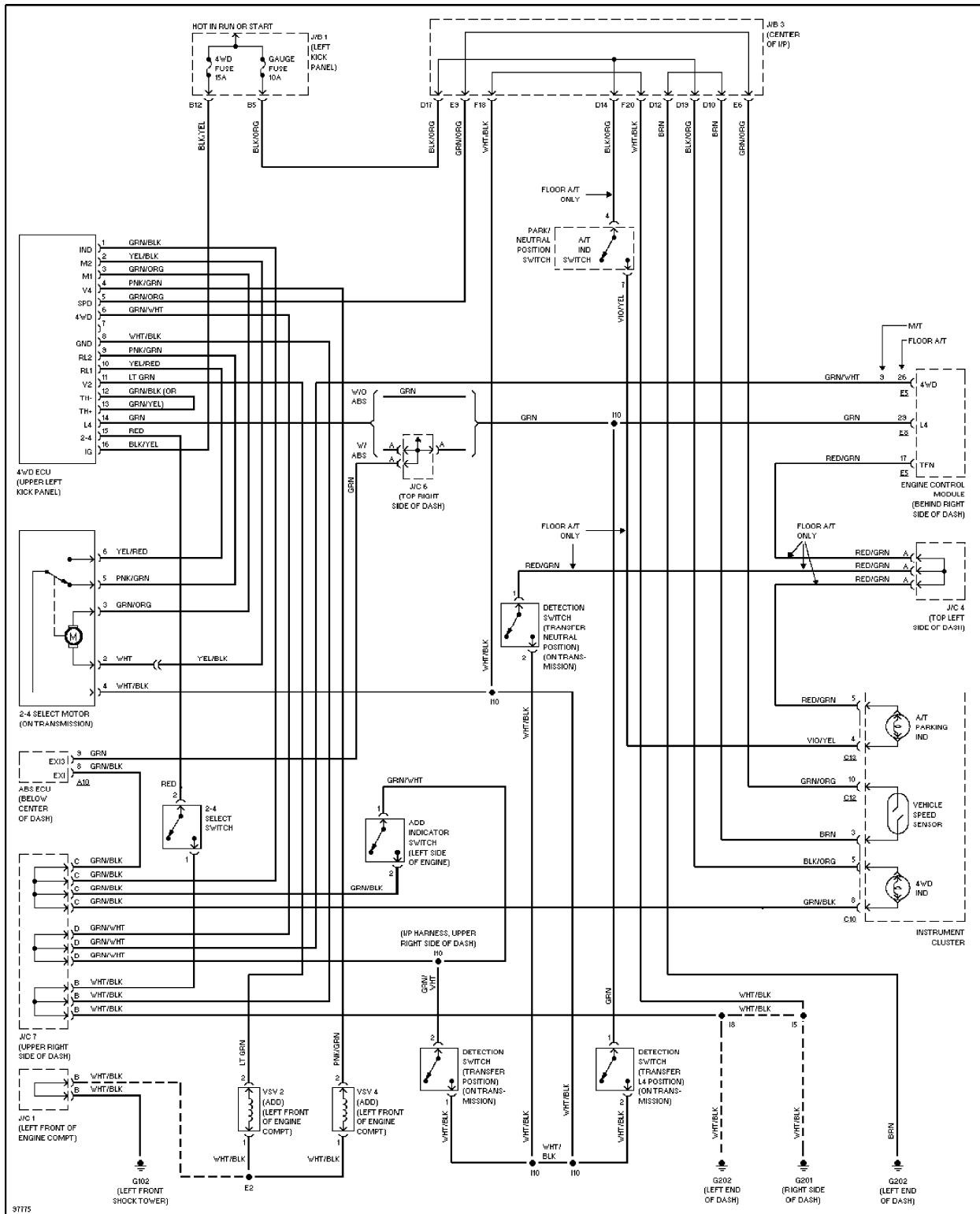


Fig. 15: Wiring Diagram For Electronically Controlled Transfer Case With 2-4 Select Switch (1997 Tacoma - A/T)

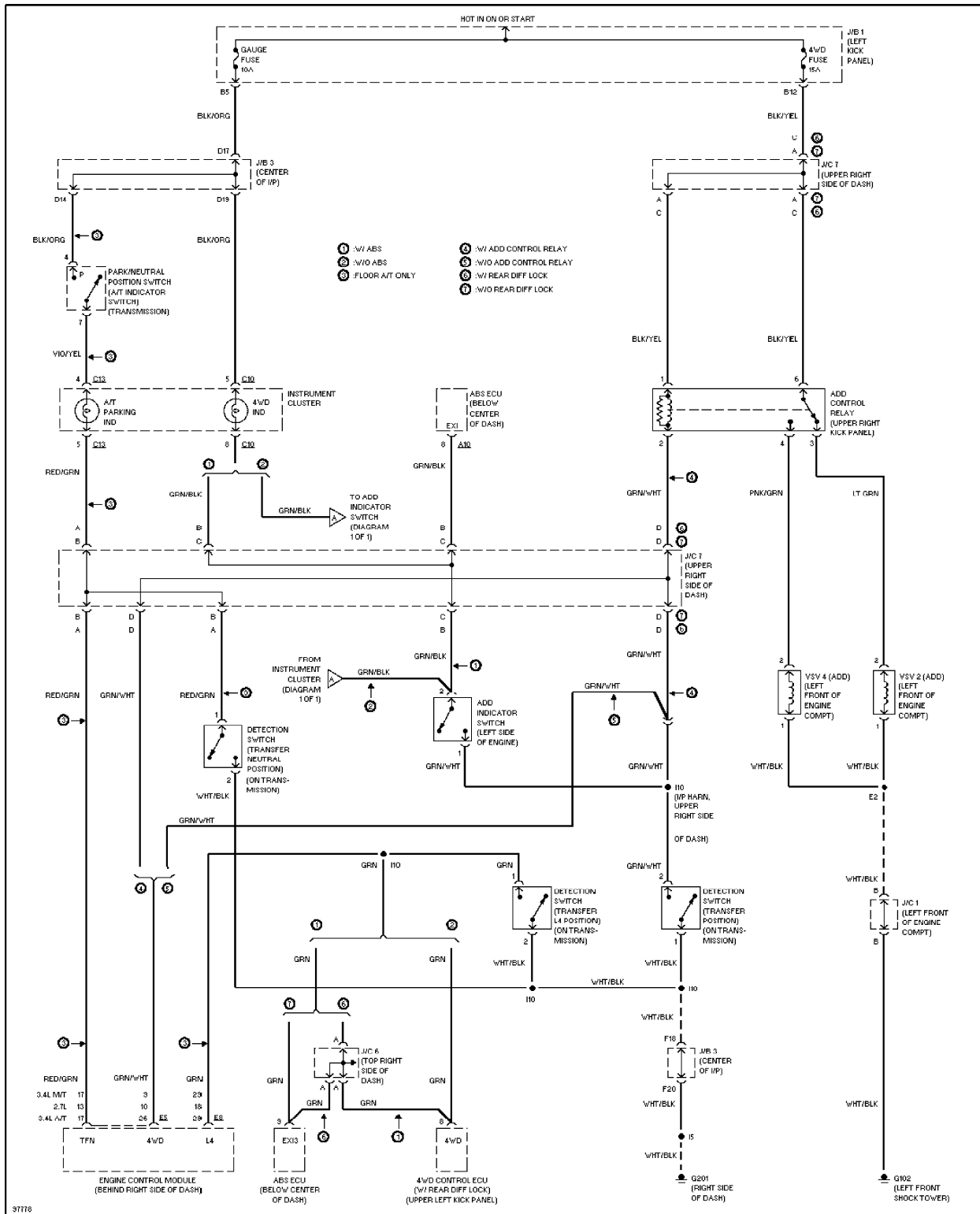


Fig. 16: Wiring Diagram For Electronically Controlled Transfer Case Without 2-4 Select Switch (1997 Tacoma - A/T)

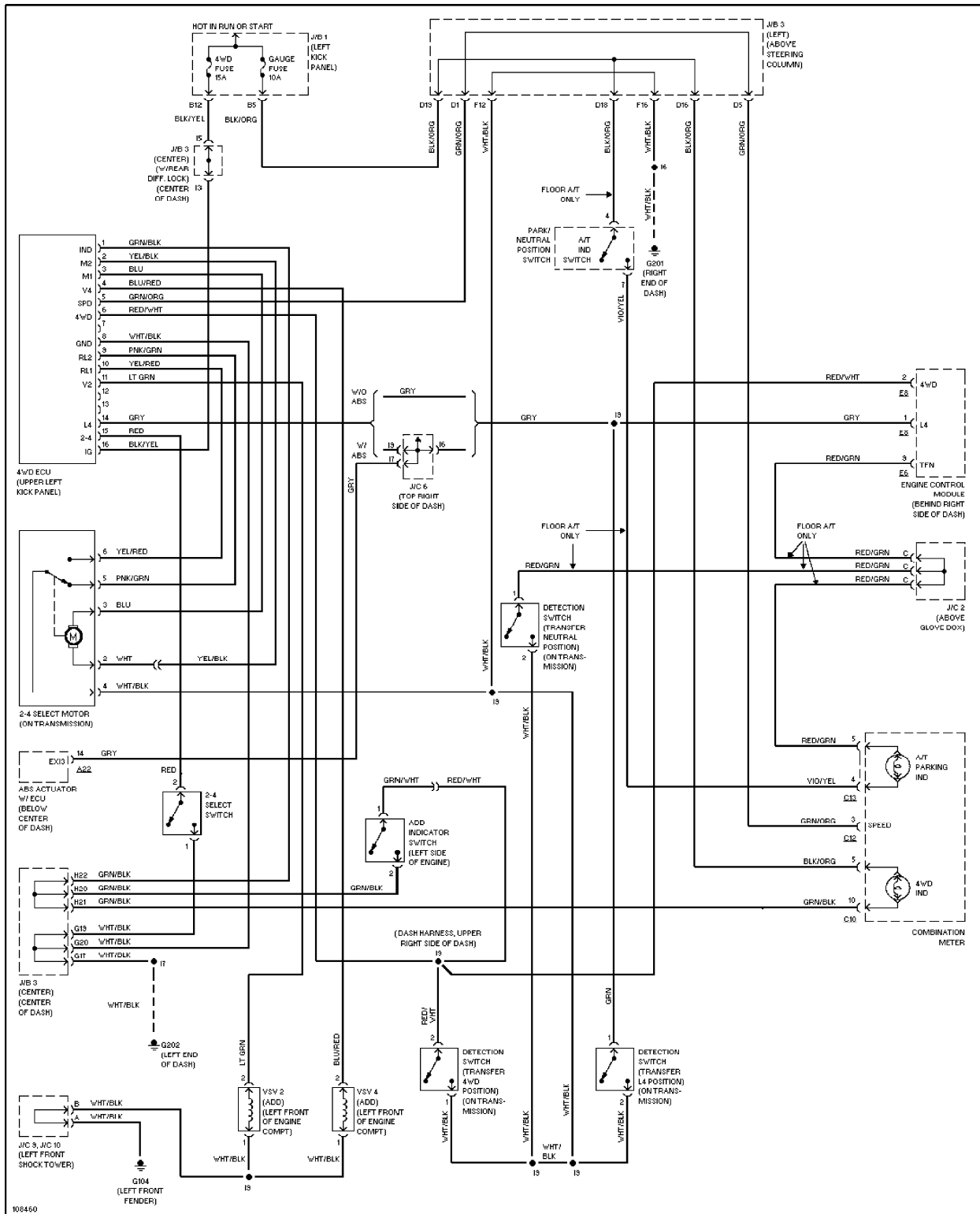


Fig. 17: Wiring Diagram For Electronically Controlled Transfer Case With 2-4 Select Switch (1998 Tacoma - A/T)

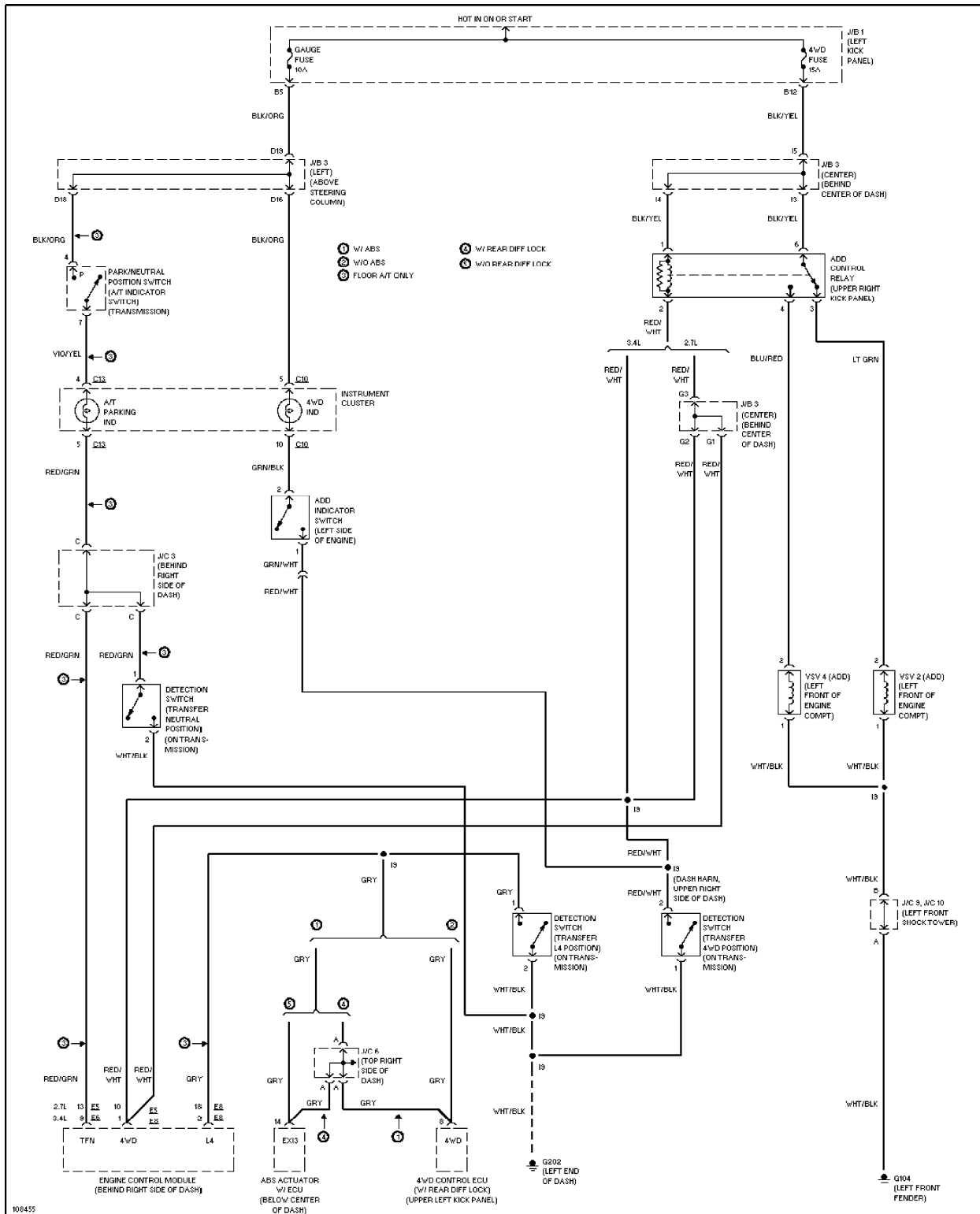


Fig. 18: Wiring Diagram For Electronically Controlled Transfer Case Without 2-4 Select Switch (1998 Tacoma - A/T)

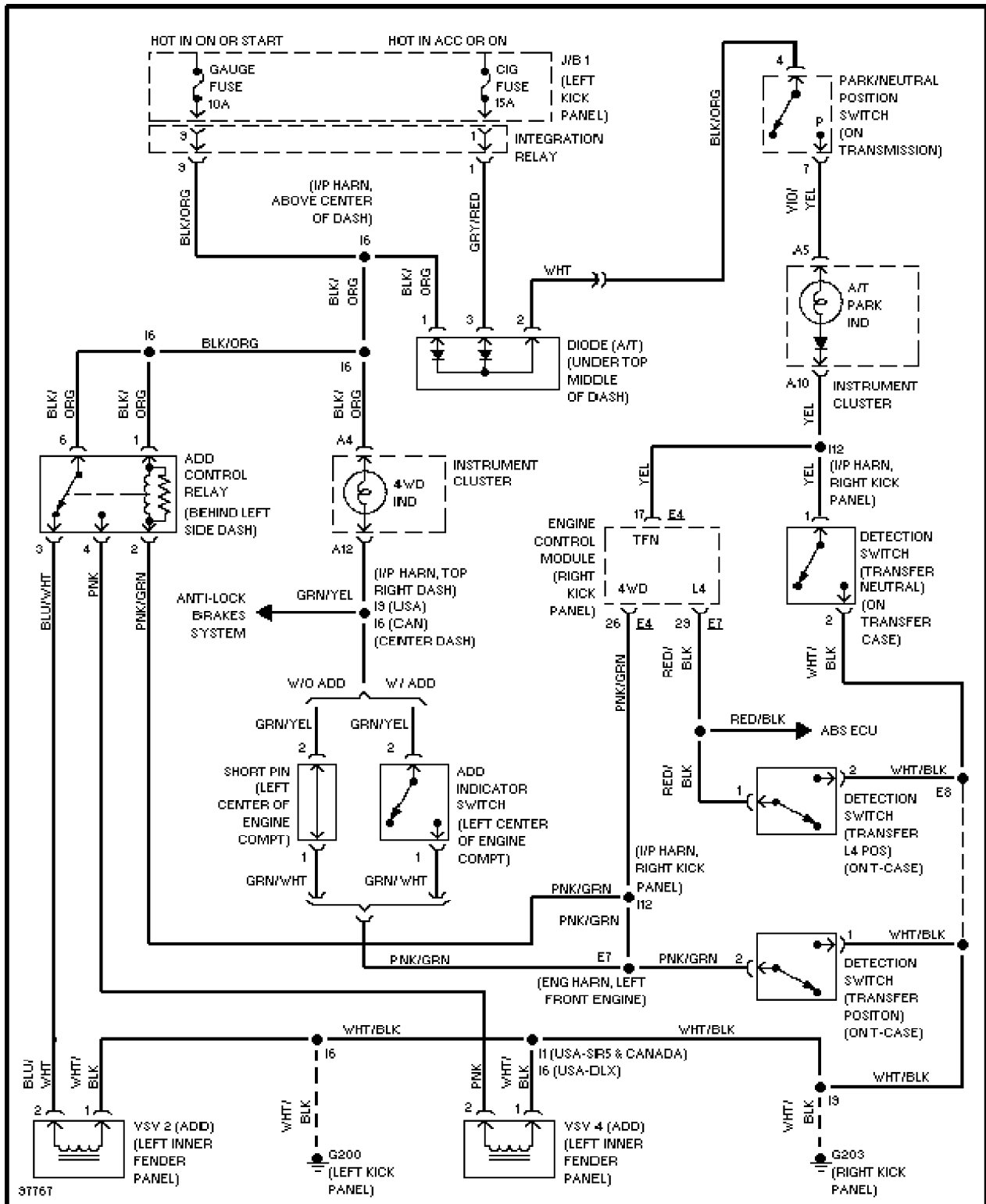


Fig. 19: Wiring Diagram For Electronically Controlled Transfer Case (1997 T100 - A/T)

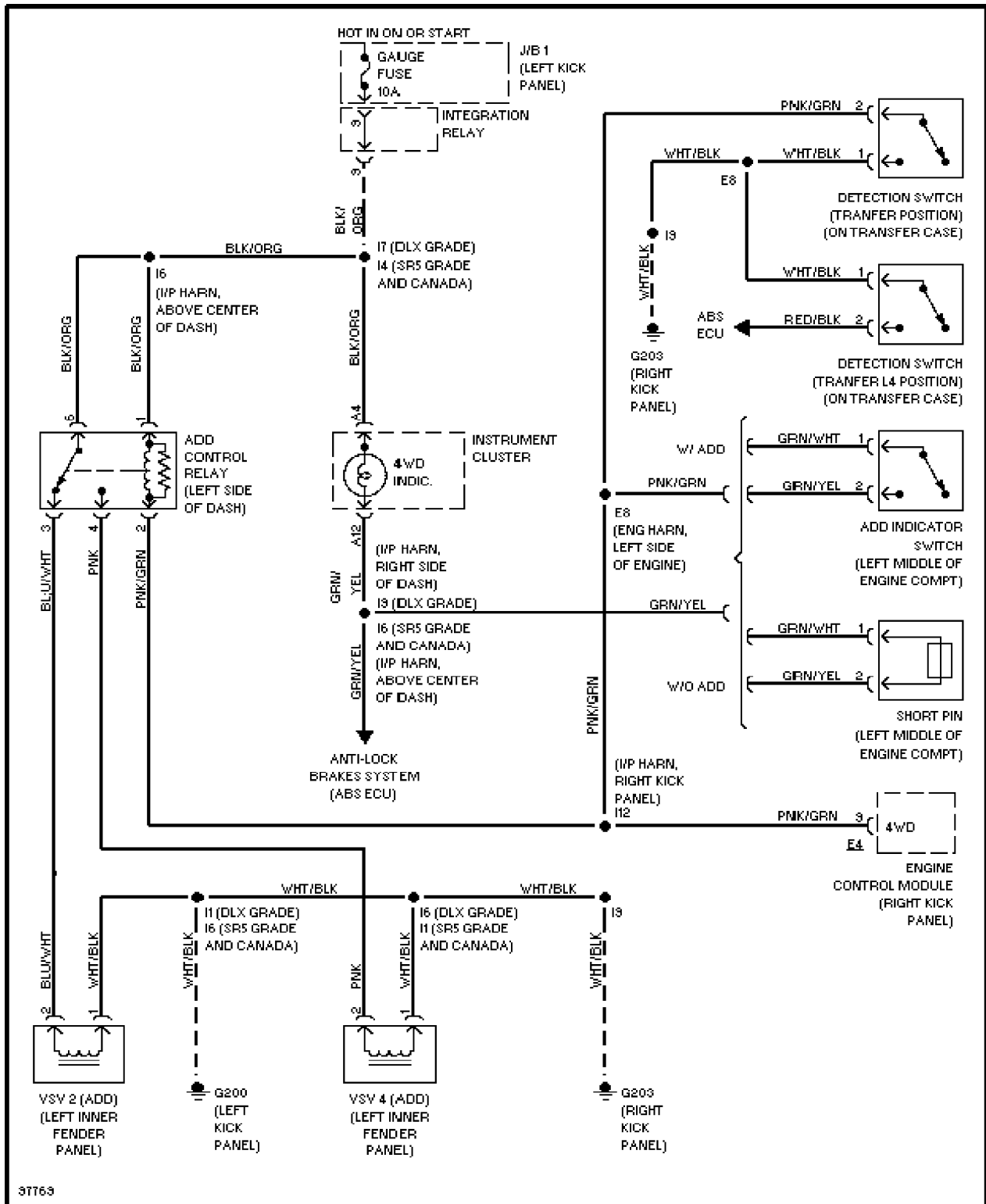


Fig. 20: Wiring Diagram For Electronically Controlled Transfer Case (1997 T100 - M/T)

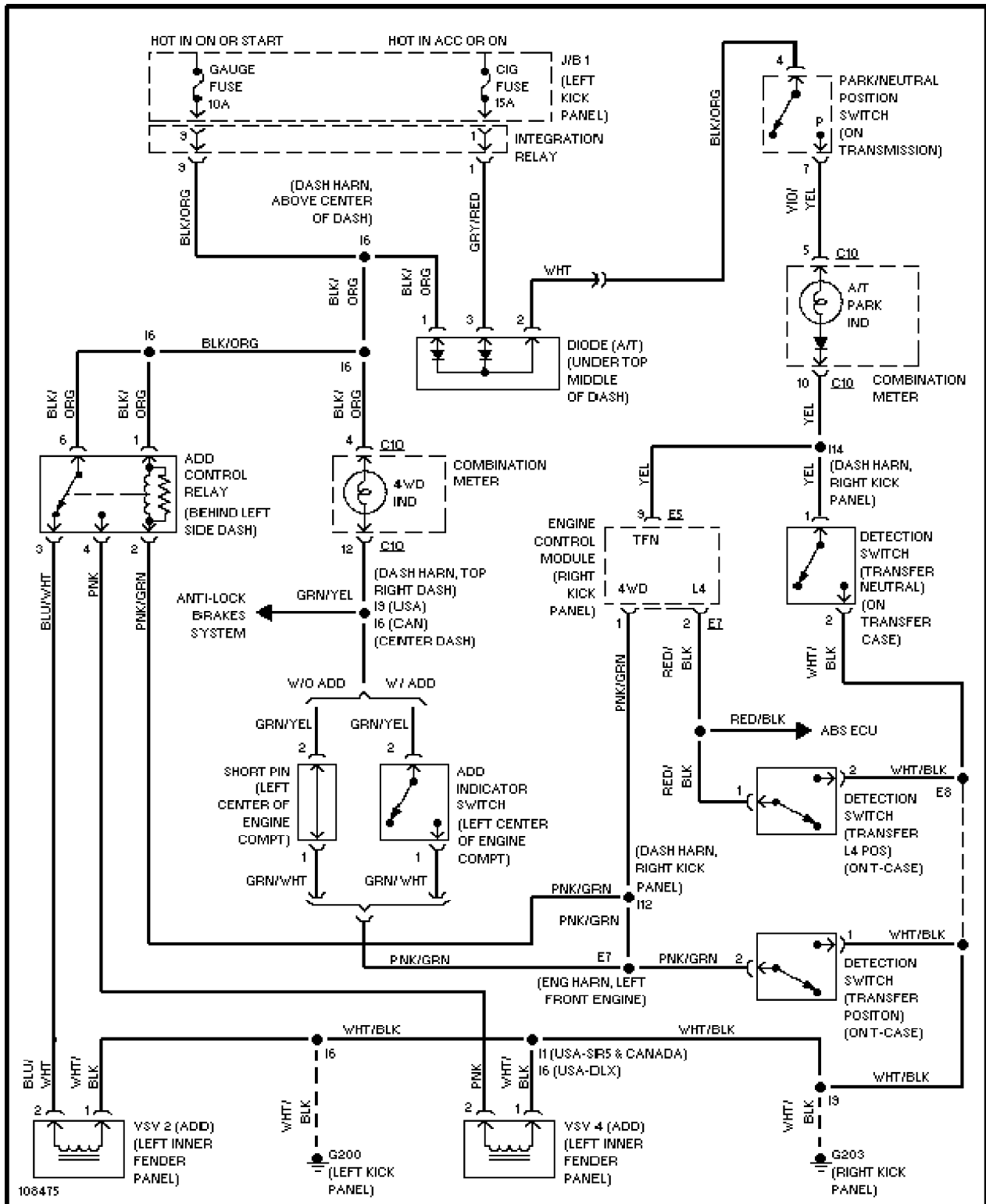


Fig. 21: Wiring Diagram For Electronically Controlled Transfer Case (1998 T100 - A/T)

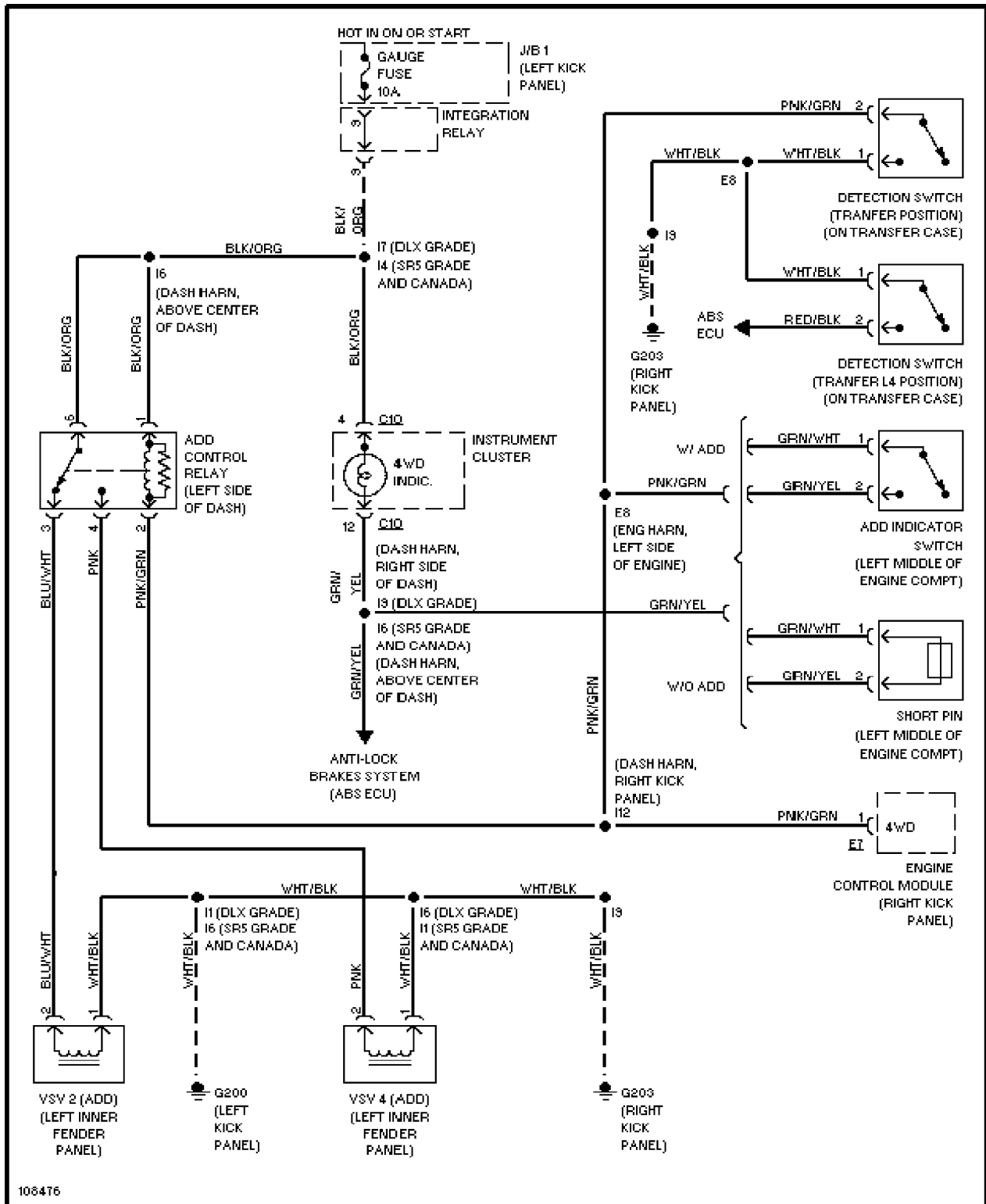


Fig. 22: Wiring Diagram For Electronically Controlled Transfer Case (1998 T100 - M/T)

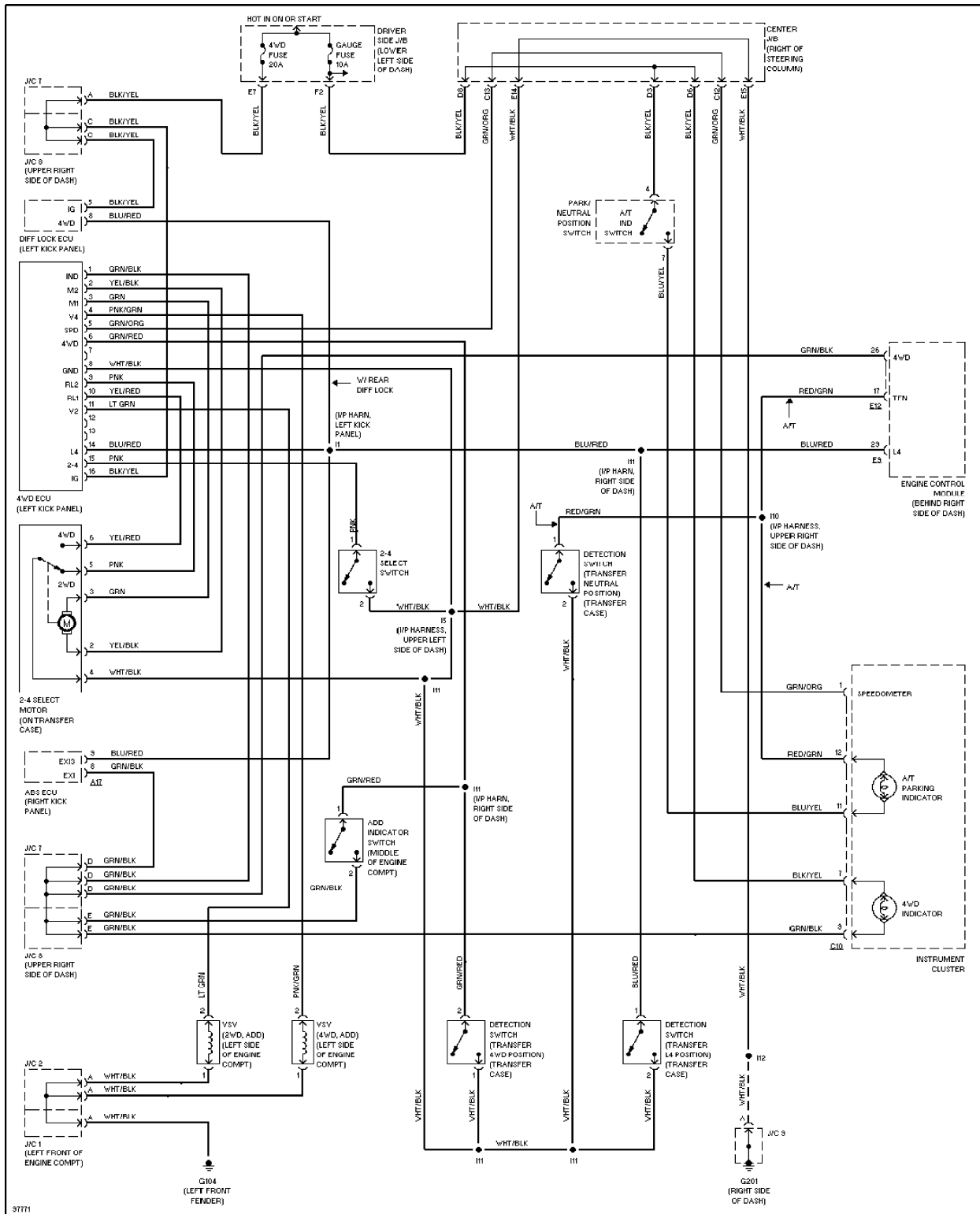


Fig. 23: Wiring Diagram For Electronically Controlled Transfer Case With 2-4 Select Switch (1997 4Runner)

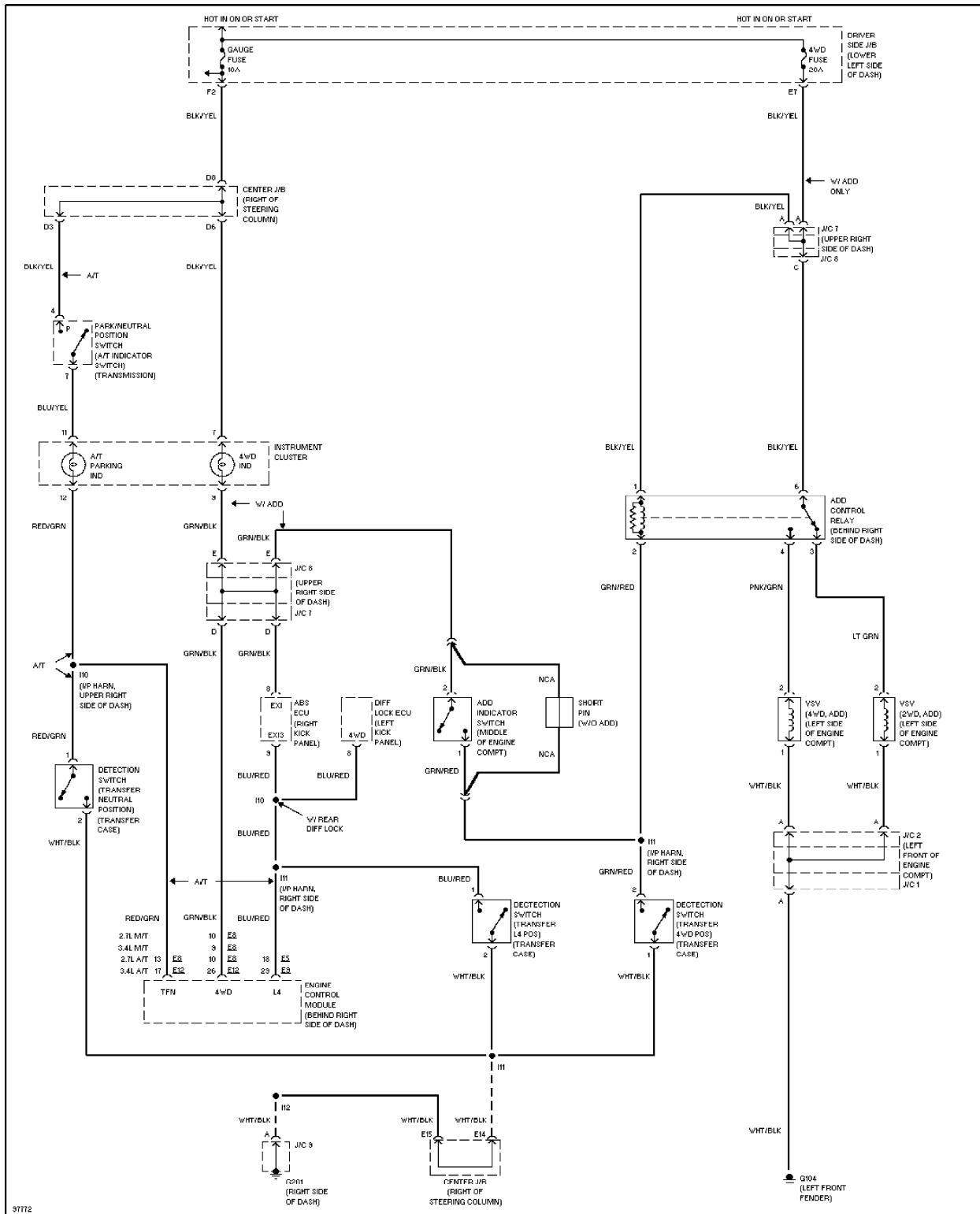


Fig. 24: Wiring Diagram For Electronically Controlled Transfer Case Without 2-4 Select Switch (1997 4Runner)

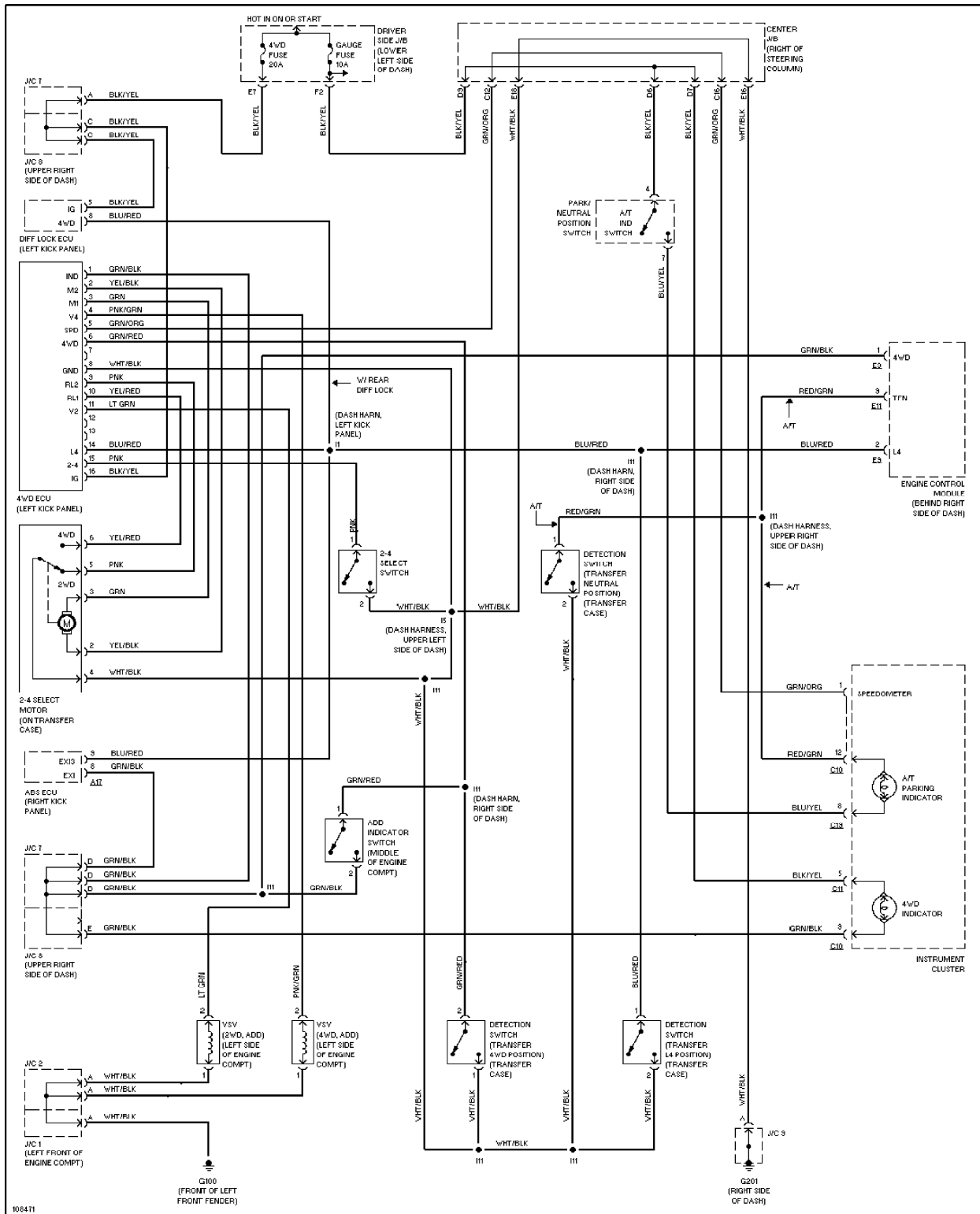


Fig. 25: Wiring Diagram For Electronically Controlled Transfer Case With 2-4 Select Switch (1998 4Runner)

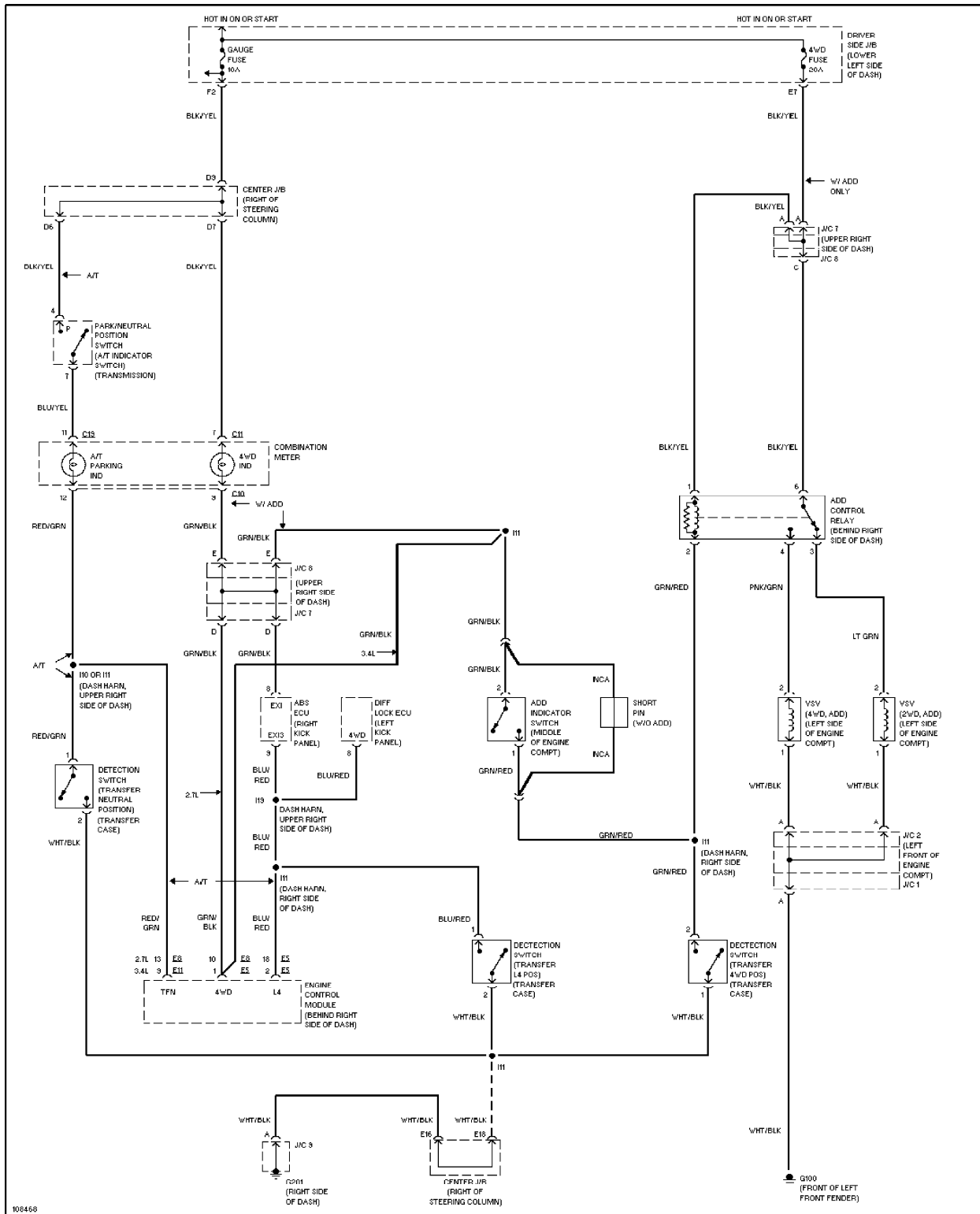


Fig. 26: Wiring Diagram For Electronically Controlled Transfer Case Without 2-4 Select Switch (1998 4Runner)

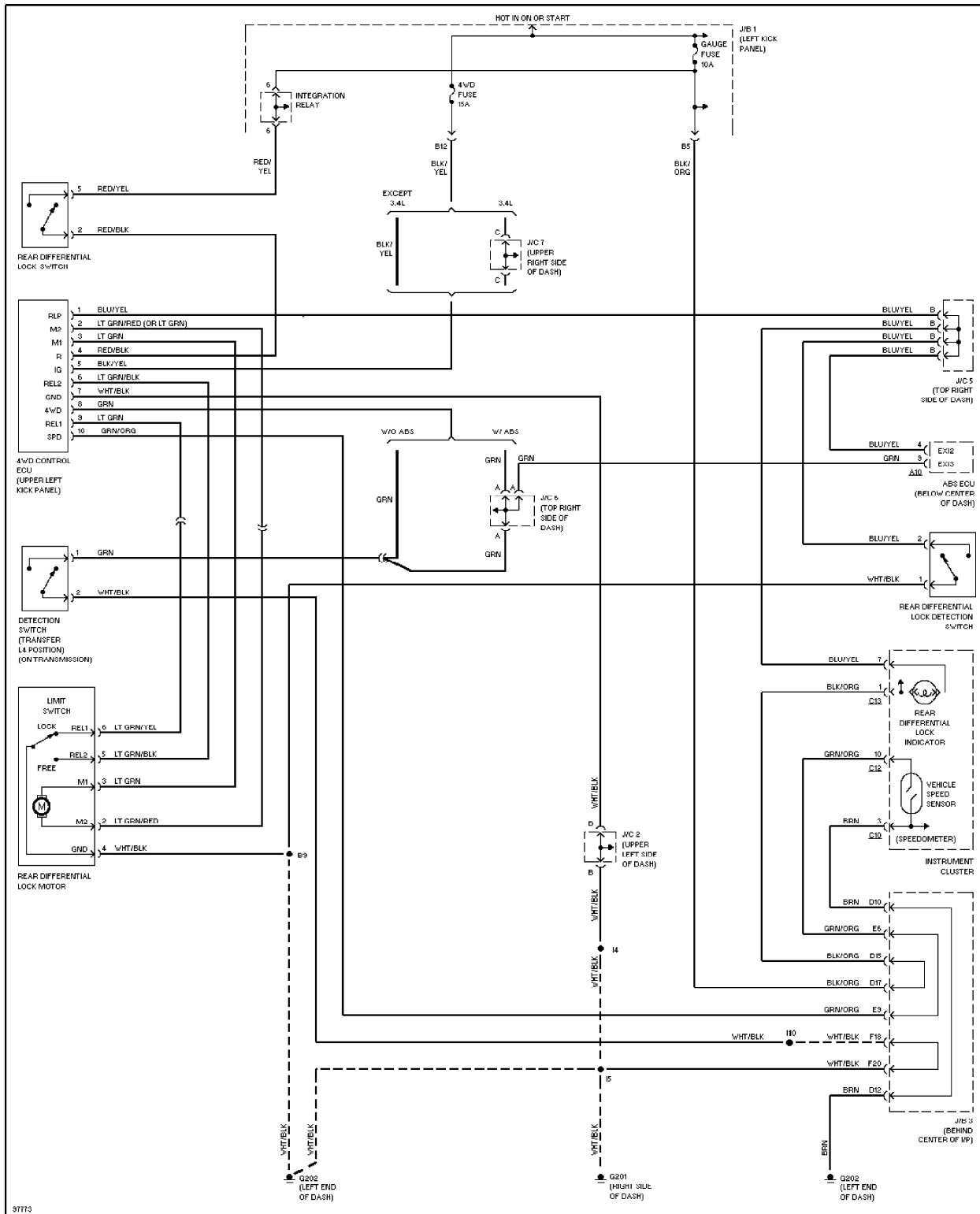


Fig. 27: Wiring Diagram For Rear Differential Lock Case (1997 Tacoma)

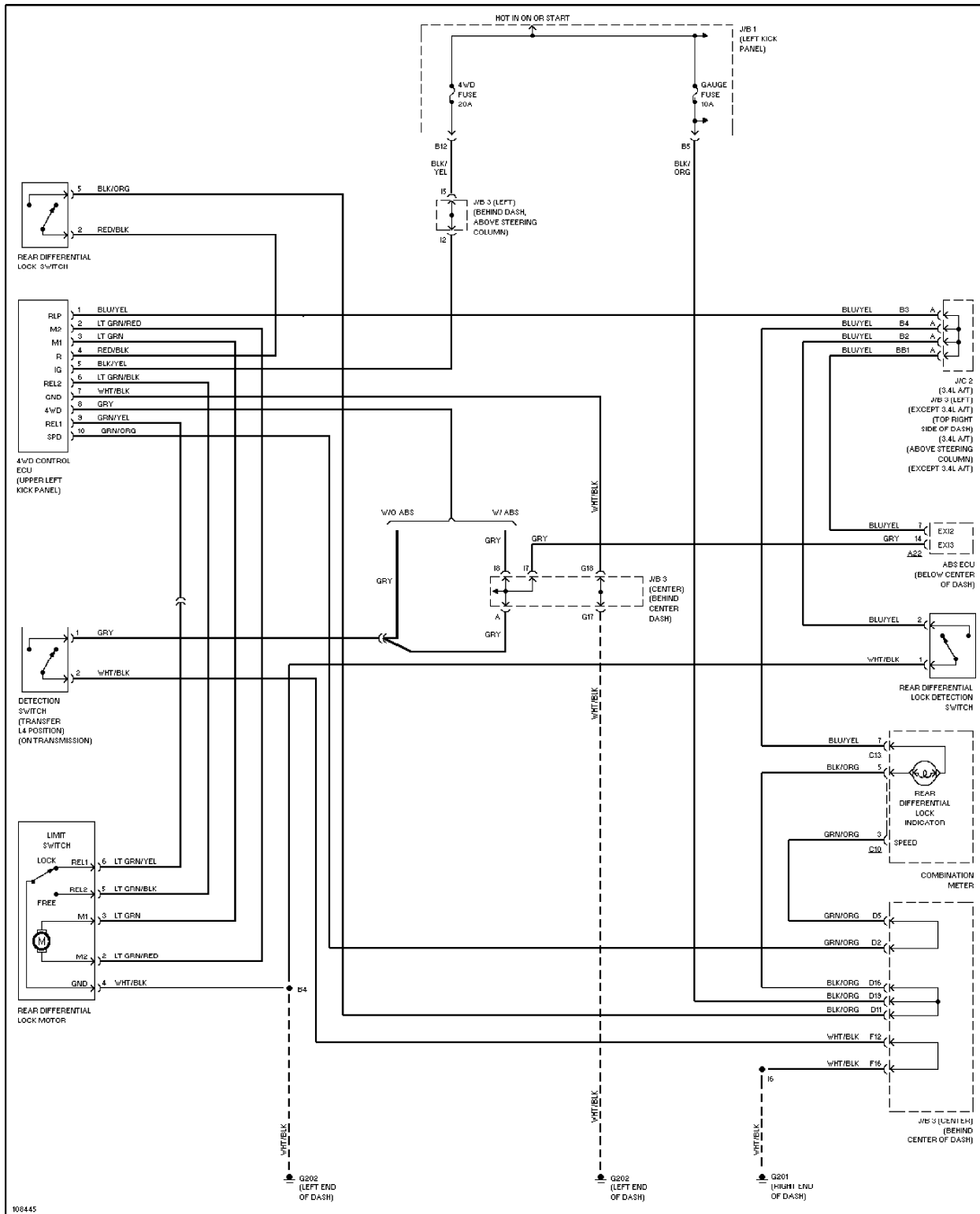


Fig. 28: Wiring Diagram For Rear Differential Lock Case (1998 Tacoma)

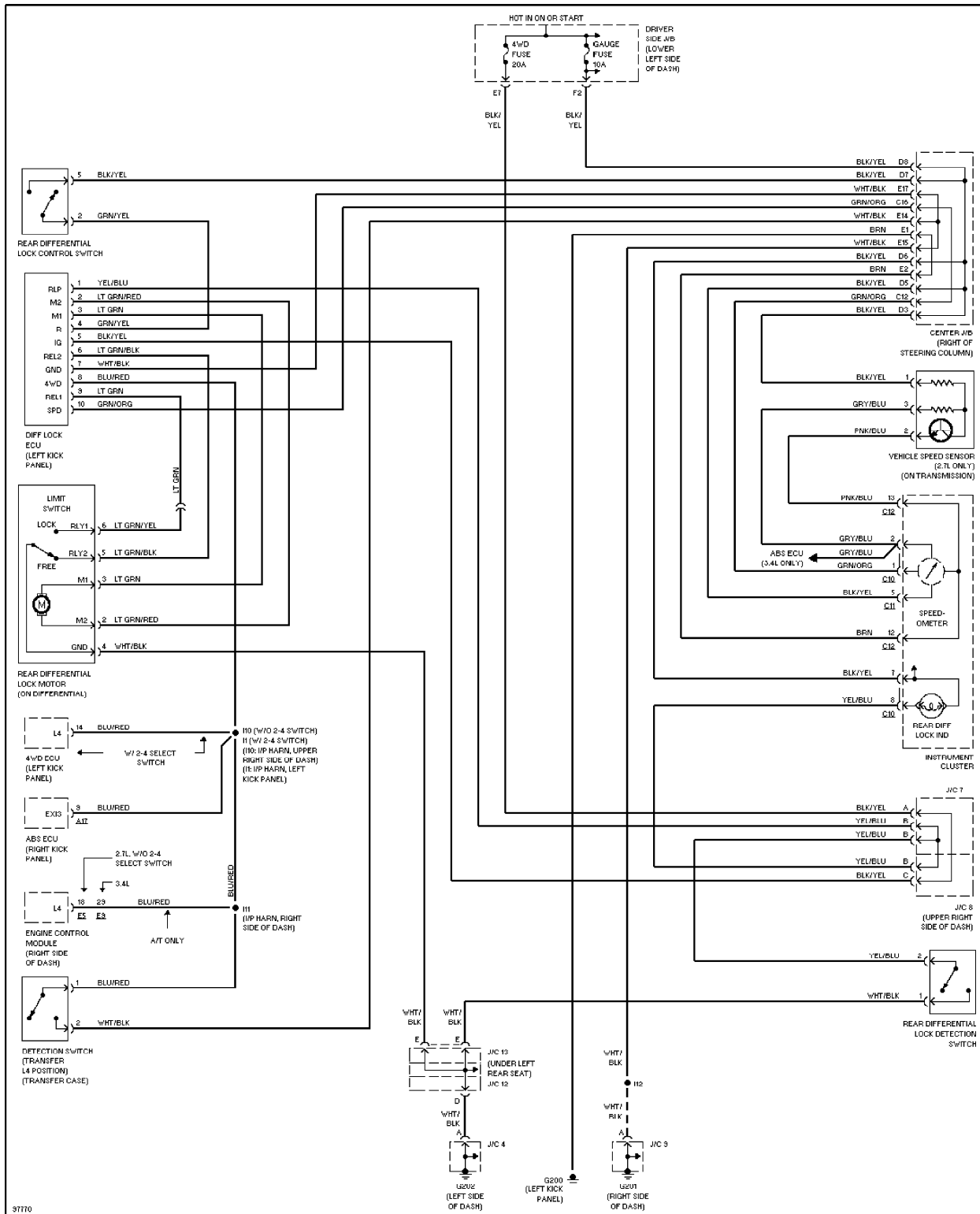


Fig. 29: Wiring Diagram For Rear Differential Lock Case (1997 4Runner)

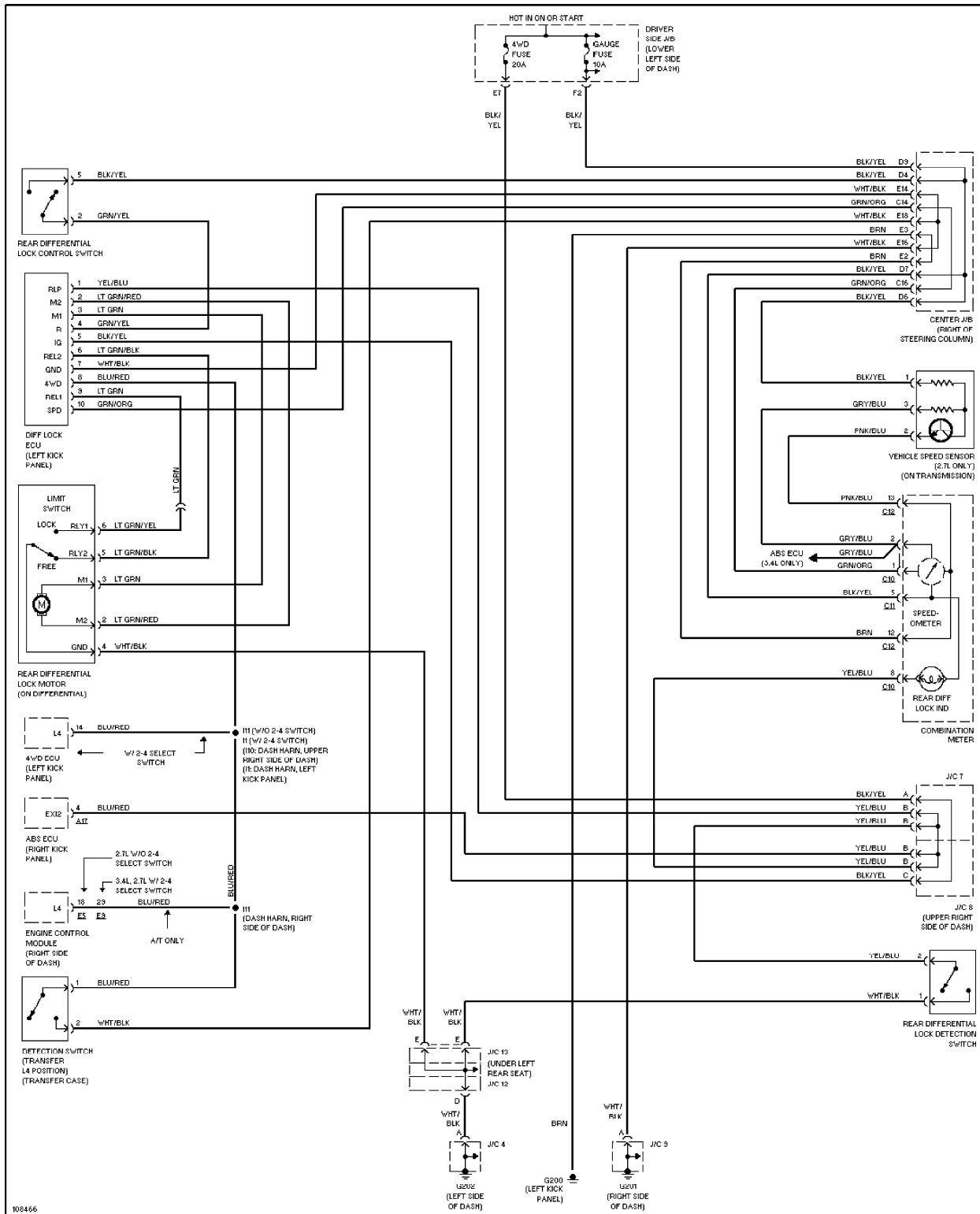


Fig. 30: Wiring Diagram For Rear Differential Lock Case (1998 4Runner)