My '71 had a 2F w/2-pulley crank when I bought it, so it made the PS conversion easier. Here's what I had to do to install the PS:

- replace the stock alternator with a 2F alternator mounted up high on the passenger side of the engine - use the mounting bracket and adjusting bracket off the 2F - easy to extend/reroute the wiring

- replace the original alternator bracket with a 2F smog pump bracket to mount the Tercel pump (bracket bolt to the same holes in the block) - a few trips to the hardware store (bolt, nut, washer, spacers, etc.) and a little drilling got me the pivot bolt set-up I needed

- scrounged the wrecking yard to find an `84 Toyota Cressida PS pump adjusting bracket and removed a little metal to get it to clear the belt

- removed the original PS gearbox bracket and replaced it with a custom bracket from Frank Frayer in Michigan

- replaced the original gearbox with a Toyota mini-truck gearbox - used the truck high pressure hose to connect it to the Tercel pump - return hose from AutoZone - original FJ40 Pitman arm (had to cut out a section of the inner fender to clear the gearbox)

- replaced the original steering wheel/shaft/column with later model FJ40 parts (I had already installed a '78 4-speed so didn't have the column shift parts) - bought an aftermarket PS gearbox rag joint from Specter, fits right on the mini-truck box

It was quite a bit of work, but most of it was bolt on. The hardest part was modifying things where the steering column/shaft comes through the firewall. Had fun figuring things out and got a lot of satisfaction from doing it myself.

Here's the parts I have and the prices I paid:

- mini-truck gearbox $50

- custom bracket $105

- Tercel pump $45

- high pressure hose $15

- Gates belt $15

- used alternator $25

- alternator mounting bracket $20

- smog pump bracket $15

- alternator adjusting bracket w/hardware $20

- miscellaneous hardware/hose/fittings $20

- later model steering wheel/column/shaft $50

- rag joint $10

So my total was about $410, but worth every penny.

If you have a later model FJ40, you need:

- mini-truck gearbox $50

- custom bracket $105

- Tercel pump $45

- high pressure hose $15

- Gates belt $15

- miscellaneous hardware/hose/fittings $20

Total about $250.

I'm right in the middle of the conversion on my '76 FJ40. Discovered the later FJ40s ('72 and up?) have a slightly different driver's side fender – didn't have to trim to clear the gearbox.

John