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Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. The lineup included a 2seat base 4Runner and 5seat Deluxe and SR5. Base engine was a 116horsepower 2.4liter 4cylinder. Optional was a 150horsepower 3.0liter V6. A 5speed manual gearbox was standard, with 4speed automatic optional. Rear antilock braking went into V6 models in '90. However, the ABS only works when the vehicle is in 2WD mode. Each 4Runner featured a builtin roll bar and removable roof until 1991. All models had ondemand 4WD except for a reardrive 4door model that was available only with the 4speed automatic transmission. In back, the spare tire is now stored under the rear of the vehicle instead of on an outside carrier mounted to the rear door. Both 4WD models now come with Toyota's more sophisticated 4WDemand shiftonthefly system. The new system is only available on 4Runners with the V6. It replaces the previous rearwheelonly system that had been in place since 1990. All 4Runners now provide a center highmounted stoplight and side door guard beams. The optional powerplant, starting in 1988, has been a 3.0liter V6 that delivers 150 horsepower at 4800 rpm and 180 poundfeet of torque at 3400 rpm. The base 4cylinder comes only with a 5speed manual, while the V6 can be paired either with a manual or a 4speed automatic transmission. However, the 4Runner is much smaller inside than the topselling Ford Explorer and Jeep Grand Cherokee, with barely adequate space for four adults. Also, fuel economy is very mediocre. We averaged just 13.8

mpg with a V6 model in our last test. Acceleration is nothing special either, even with the V6, which is hardpressed to reach 60 mph in under 13 seconds. And you can forget the 4cylinder, which is even slower. Some Japanese rivals still have not adopted either shiftonthefly 4WD or 4wheel ABS. Unfortunately, ABS was optional instead of standard.<http://christopheramirasalon.com/admin/userfiles/canon-eos-620-user-manual.xml>

With the exception of Value, these numbers reflect how the vehicle compares against the universe of vehicles, not just against rivals in its class. Lower is better Company is extending warranty. 199395 Therefore, we recommend visiting websites that list used cars for sale to get a better idea of what a specific model is selling for in your area. Our editors test drive and thoroughly evaluate virtually every new car, truck, minivan, and SUV sold in America. In Japan, it is known as the Toyota Hilux Surf Japanese , Toyota Hairakkususafu which was withdrawn from the market in 2009. The original 4Runner was a compact SUV and little more than a Toyota pickup truck with a fiberglass shell over the bed, but the model has since undergone significant independent development into a cross between a compact and a midsize SUV. All 4Runners have been built in Japan at Toyotas plant in Tahara, Aichi, or at the Hino Motors a Toyota subsidiary plant in Hamura.The Trekkers were all built on Toyota short box chassis. All of the Trekkers were classified as SR5 by both Winnebago and Toyota, regardless of the actual VIN denotation. Originally there were to be a SR5 and Deluxe version of the Trekker, one with vented windows and one without. All 1981 Trekkers had vented canopy windows. Nonvented canopy windows were not installed on the Trekker until the 1982 model year. Unvented windows were installed due to leaking issues of a forward facing vent on the 1981 Trekkers canopy windows rather than the equipment level.The trucks destined for production as Trekkers were shipped to the dealership handling the national distribution of the Trekker. From there they went to Winnebago to have the Trekker conversion installed, returned after completion to the dealership for national distribution. Most of the Trekker conversions sold went to the west coast of the United States.The kit included a folding rear seat that could be folded forward to lay flat and add cargo space to the back.

There was no tailgate on the Trekkers. The factory Toyota vinyl cab headliner was replaced and matched to the custom rear canopy headliner.An additional unknown number of Trekker kits, likely less than 200, were shipped to Canada to be installed on Canadian trucks at the dealerships. 20 to 30 of the Trekker kits were sold and shipped to Saudi Arabia for installation.Changes included the removal of the panel with integrated rear window from behind the front seats, the addition of rear seats, and a removable fiberglass canopy. The implementation was borrowed from both the second generation Ford Bronco, and the Chevrolet K5 Blazer, both shortbed trucks with removable fiberglass shells over the rear sections and having bench seats installed in the back. In that sense, all three vehicles were not conventional pickup trucks with a fiberglass shell included.All first generation 4Runners had two doors and were indistinguishable from the pickups from the dashboard forward. Nearly all changes were to the latter half of the body; in fact, because the rear springs were not upgraded to bear the additional weight from the rear seats and fiberglass top, these early models tended to suffer from a sagging rear suspension.For this first year March to July 1984 production, all models were equipped with black or white fiberglass tops. An SR5 trim package was offered that upgraded the interior additional gauges, better fabrics, and a rear seat were standard with the package. All 1984 models were equipped with the carbureted 2.4 L 22R engine and were all available with a fourwheeldrive system that drove the front wheels through a solid front axle.This upped the horsepower numbers from 100 hp for the 22R, to 116 hp for the 22RE Engine, though the carbureted engine remained available until 1988. Additionally, rear seats were available in all 1985 4Runner trim levels, not just the more upscale SR5.These changes made the trucks more comfortable onroad, and improved stability and handling.

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The new suspension also increased the space in the engine compartment necessary to fit larger engines, such as the V6 introduced in 1987 but arguably decreased the trucks offroad capabilities. The North American specification Toyota Pickup also adopted this new suspension, but the regular Hilux for other markets at this point retained the more rugged and capable, if less refined, solid axle configuration. Tops were colormatched on blue, red and some gold models, while other body colors were still sold with black or white tops. Most turbocharged 4Runners were equipped with the SR5 package, and all turbo trucks had as standard a heavier rear differential later used in the V6 model. Low option models had a small light in the gauge cluster to indicate turbo boost, while more plush vehicles were equipped with an alldigital gauge cluster that included a boost gauge. Turbocharged and naturally aspirated diesel engines were also available in the pickups at this time as well, but it appears that no dieselpowered 4Runners were imported to the United States. With only two seats the vehicle could be classified as a truck rather than a sport vehicle and could skirt the higher customs duties placed upon sport and pleasure vehicles. Most had aftermarket seats and seat belts added by North American dealers after they were imported. This engine was significantly larger and more powerful although not as reliable as the original 4cylinder offering. Trucks sold with the V6 engine were equipped with the same heavy duty rear differential that was used in the turbocharged trucks, as well as a completely new transmission and transfer case; the transfer case was chain driven, although considered less rugged, created less cab noise than the old gear driven unit used behind the fourcylinder engine. This was a decision by Toyota New Zealand to reduce parts required to be stocked by dealers as no other Toyotas sold in New Zealand at the time utilised the R series engines.

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It represented a fundamental departure from the first generation model. Instead of an enhanced pickup truck with fiberglass cap, the new 4Runners featured a freshly designed, full steel integrated body mounted on the existing frame. However, the 4Runner did remain virtually identical to the Hilux from the B pillars forward. It also gained an all new coil spring rear suspension system, which unfortunately proved to be just as prone to sagging as the leaf springs on the rear of the previous models. These models are similar to the four door models of the time in that the bodies were formed as a single unit, instead of the fiberglass tops used in the first generation 4Runners. Two door cars of the second generation are extremely rare. US sales ended in August 1992, but it continued to be available in the Canadian market through 1993, and Japan until May 1993. The new 4Runner used the independent front suspension that had been developed on the previous generation. The older style gear driven transfer case was phased out on the V6 models and they now had a chain driven case. The older gear driven case was retained on the 4cylinder models. In contrast, the second generation 4Runner carried over the retractable glass tailgate from the first generation. Opening these tailgates requires first retracting the rear window into the tailgate and then lowering the tailgate much like as on a pickup truck. At this time a widebody version was introduced featuring extended wheel arch flares along with wider wheels and tires. In most areas, there was little more than two pieces of sheet metal and the window to keep incoming vehicles from impacting passengers. The crash test rating for the second generation 4Runner was one star for the drivers side in a frontal collision while the passenger side received a 4 star rating. Later, more strict crash regulations mandated doors that offered as much protection as passenger car doors.

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In the United States, the 1994 and 1995 model years added side impact beams in the doors. Though it shared many parts, including engine and transmission, with the new Tacoma, the body and chassis were unique for the first time. Additionally, Hilux Surf versions immediately moved to 16 inch wheels and gained a center differential, enabling the use of four wheel drive on hard surfaces without complication for the first time. The prior system was retained to give on the fly shifting between rear and four wheel drive as before. The new 4Runner was also available with a factory installed

selectable electric locker in the rear differential, a first for the 4Runner but available since 1993 in the Toyota Land Cruiser. More ergonomic switch control panels and a newly designed 4 spoke steering wheel, which also necessitated a redesign of the airbag system. The ergonomics of the interior was completely changed, moving all the controls to the center of the dash for the rear window, and defrost, it also received a new instrument panel with a digital odometer. The Limited trucks also received a brandnew electronic temp control, and upgraded stereo. The multimatic transmission became available as an option for 4WD 4Runners for 1999, giving the option of AWD operation. The wheels were also changed to a fivespoke design rim. Limited models received newly designed five spoke wheels as well, however different from SR5 and base model. Also included was a new, sleeker side view mirror design. SR5 and base model 4Runners also have redesigned climate control units utilizing 3 knobs and 2 buttons, contrary to the 1999 models 2 sliders and 2 knobs. 2001 models were equipped with Vehicle Stability Control standard, and 4WD models came standard with the multimatic transmission. The optional elocker for the rear differential was dropped in 2001.

Based on the Land Cruiser Prado 120 series, the new 4Runner retained the same basic exterior styling themes, and was still marketed as a midsize semiluxury SUV with offroad capabilities. Available trims were the SR5, Sport Edition, and Limited models. When it was first introduced the SR5 and Sport Edition models used gray plastic cladding and bumpers. Sport models also featured a nonfunctional hood scoop. The 4runner continued to use a body on frame construction design and a solid rear axle for strength and durability compromising interior room and onroad handling. Toyotas other midsize SUV, the Highlander is a crossover which is not designed for offroading. A new suspension system, XRelative Absorber System XREAS, became standard on the Sport Edition and optional for SR5 and Limited models, a rear autoleveling height adjustable air suspension is sometimes included with this option on Limited models. The XREAS system links the dampers diagonally by means of hydraulic hoses and fluid using a mechanical center valve which reduces body roll during hard cornering. All 4runners were equipped with skid plates for the engine, transfer case, and fuel tank to prevent damage during offroading. The HillStart Assist Control HAC system prevents the 4runner from rolling backwards on inclines and a Downhill Assist Control DAC, 4WD only modulates the brakes and throttle automatically without driver inputs for smooth hill descents at very low speeds, both electronic aids are standard on 4WD models. Options included HomeLink, an electrochromic autodimming rearview mirror, power moonroof, third row seating, a DVDbased navigation system loses indash CD changer, a 10speaker JBL Synthesis stereo, and rear seat audio. An optional backup camera system on Limited models used two cameras mounted on the interiors Dpillars to give a wider view when backing up. Some trim levels get two mirrors mounted on the interior Dpillars just inside the rear hatch.

In April 2003, Toyota made the Appearance Package, along with the previously optional fog lamps, running boards, and 16inch aluminum wheels, standard on the SR5. A 3rd row seat became optional on the SR5 and Limited models. Slight changes were made to the exterior including colorkeyed bumper trim replacing the silver painted trim on all colors except Dorado Gold on the SR5 and Limited; a chrome grille on the SR5; a black roofrack and running boards replacing silver on the Limited; and a redesigned rear spoiler. A Salsa Red Pearl scheme was also introduced for all trim levels, although a similar color scheme was available for third generation models. The changes included revised front and rear bumpers; a reworked grille; new projectorbeam headlamps and LED tail lamps; additional chrome trim on the SR5 model; and a smokedchrome grille with tubular roofrack and step bars on the Sport Edition. The revised front bumper features circular fog lights and a relocation of the turnsignals to the headlamp assembly. The redesigned bumper eliminates the rear bumper reflectors. Shadow Mica was added as a color option. It is available in 3 trim levels, 2 of which were available previously. The base SR5 trim as well as the topoftheline Limited trim are available as a 2WD or a 4WD. The new Trail Edition is only available as a 4WD. The SR5 and Trail Edition 4WDs will receive a parttime 4WD drive system, while the Limited will have fulltime

4WD. The interior was also updated, with softtouch door trim, leatherwrapped steering wheel and shift knob, revised dashboard and center stack, and the inclusion of Toyota's Optitron instrument cluster as standard across all trim levels. Brake lines were upgraded for improved pedal feel, and electronic Trailer Sway Control programming included. No driveline changes were made. All United States models received the Entune touchscreen infotainment system with a 6.

1 inch display and a rear backup camera as standard equipment, with optional GPS navigation, SiriusXM Satellite Radio, HD Radio, and Safety Connect. These trim levels share the same mechanical functionality of the former Trail edition, but add aesthetic differences and TRD badging to differentiate themselves from the base model. The TRD Pro model receives a JBL premium amplified audio system as standard equipment. The system was previously only available on Limited models, where it remains standard equipment. Retrieved 20091212. Retrieved 20120613. Retrieved 20130101. Retrieved 20130104. Retrieved 20140109. Retrieved 20150106. Retrieved 20160118. Retrieved 20180210. Retrieved 20190104. By using this site, you agree to the Terms of Use and Privacy Policy. He didnt get there in time. Told him it se Toyota 4runner 1995 Toyota 4x4 Toyota Trucks Jeep Truck Pickup Trucks Toyota Surf 3rd Gen 4runner 4runner Limited Amazing Cars 1990 Toyota 4Runner 1990 Toyota 4runner Toyota 4x4 Toyota Trucks Mini Trucks 4x4 Trucks Toyota Surf 4 Runner Car Mods Fj Cruiser 2nd gen 4runner exo cage Page 3 The Fab Shop 2nd gen 4runner exo cage Ok im sick of the trees, and the offcamber crap. So I decided to do an exo on my 92 runner. I realize that im probably building beyond the capabilities of my truck, but that is only temporary. Im a poor college kid and when I graduate and get some cash, its gonna be sas time. 1990 Toyota 4runner Toyota 4x4 Toyota Trucks 4x4 Trucks Lifted Trucks Toyota Surf 4 Runner Trd Offroad Not sure what it is but I really like this 1990 Toyota 4runner Toyota 4x4 4runner Off Road Toyota Surf Sterling Trucks Trailers For Sale Lifted Trucks My Ride 4 Runner 1990 built 4runner 1990 Toyota 4runner Toyota Trd Pro Toyota Tacoma 4x4 Parts Tacoma World 4x4 Off Road Show Us Dirtbikes Four Wheel Drive Show us your Toyota 4runner, tacoma or truck. My truck is nowhere near the badassery I have seen, but Im working on getting there.

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