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The HV battery may have longer coverage under emissions warranty. For Toyota hybrid vehicles beginning with model year 2020, the hybrid HV battery is covered for 10 years from original date of first use or 150,000 miles, whichever comes first. See Owners Warranty and Maintenance Guide for details. Most have 12 month coverage, and there aren't many, if any, companies that offer a longer guarantee. Car covers are warranted for 12 months from the date of purchase and do not assume any coverage under the Toyota New Vehicle Limited Warranty. So we thought the TCUV Warranty should be just as thorough. The HV battery may have longer coverage under emissions warranty. We also add a 1 year 24 hour Roadside Assistance Plan 4 from original date of TCUV purchase. For the enhanced peace of mind of an available Extended Vehicle Service Agreement, please visit Toyota

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See customer service page for refund and return details You can buy with confidence! When a problem crops up or a system must be replaced, dont scrimp with a weak or unreliable part. Your Toyota 4Runner needs the right auto parts to take on the world with the most power possible. Toyota is a well known producer of distinctive and reliable vehicles which include sleek styling and hold their value. Toyota creates automobiles that provide the essence of class and performance arranged in a safe and eye catching design. Comfortable but tough offroaders like the dependable, workhorse Toyota 4Runner are meant to cope with rough terrain wherever you go but need proper maintenance and top notch parts to keep on taking on all the worlds rugged hills. Toyota is known for crafting well designed and efficient machines which look as good as they function. When a problem develops or a system needs to be fixed, thats not the time to save with the wrong component. A Toyota 4Runner needs efficiency optimized parts to function at its best efficiency. The Toyota 4Runner was built to complement your rugged lifestyle, and quality replacement parts are vital to fulfilling its purpose. To make the most of a new vehicles newest features, you will need to use the best quality replacement parts. Secondary systems of your car or truck, while not necessary for the smooth drivability of a vehicle, are still parts you ought to maintain in good working order. A Toyota 4Runner Repair Manual is helpful to those who want to repair their vehicle A Toyota 4Runner Repair Manual can save money by teaching you how to fix any vehicle without a mechanic. Each Toyota

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All 4Runners have been built in Japan at Toyota's 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 four-wheel drive 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. 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 color-matched 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 all-digital 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 diesel-powered 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 4-cylinder 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 four-cylinder 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. 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 4-cylinder 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 driver's 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. 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 were 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 brand-new electronic temp control, and upgraded stereo. The multi-matic transmission became available as an option for 4WD 4Runners for 1999, giving the option of AWD operation. The wheels were also changed to a five-spoke 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 multi-matic transmission. The optional e-locker 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 semi-luxury SUV with off-road 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 non-functional 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 on-road handling. Toyota's other midsize SUV, the Highlander, is a crossover which is not designed for off-roading.

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