

There's nothing like being in a popular vehicle, to notice just how many of them there are on the road. Toyota 4Runner is a case in point. For our local wheels during the TAWA Texas Truck Rodeo, we picked up this Special Edition at DFW Airport and headed northwest toward Decatur, seeing plenty of others along the way. It really struck us when we pulled in to the main event site the next morning, parked adjacent to two other 4Runners, then before we could even grab a snapshot of that, were joined by a fourth one. It was the same on the drive back to the airport that evening—this is an exceptionally popular vehicle.

The 2023 Toyota 4Runner 40th Anniversary Special Edition is a decidedly classic representation of a contemporary classic vehicle that has sold over 4 million units over its 40 years. Based on the SR5 Premium, the Anniversary Edition—of which 4040 are being built—comes in black, red or white and bears 17-inch bronze-colored alloy wheels, along with “40th” badging and other styling cues inside

and out. (We were surprised our dash plaque read “1 of 4040,” for a moment thinking it was a sequential plate and that Toyota USA’s headquarters being in Plano, Texas had perhaps landed the first one in our hands. But no, they are all “1 of 4040,” much as each of us is “one in a million.”)

As with its sibling, the Toyota Tacoma pickup, 4Runner’s owner and fan base is largely of the “please don’t ever change a thing” mindset, as are we, although we all know it’s getting overdue for a refresh. There are differences, though, between the pickup and the SUV. While both are tough, tall and capable off-road-ready builds, which gives the Tacoma satisfying grunt but a less exciting highway drive, 4Runner has a different (though similarly powered) engine and notably a different transmission—a five-speed vs Tacoma’s six. When the opportunity arises to pass slow traffic on a two-lane Texas hill, 4Runner’s responsiveness is quite surprising (and pleasing) if you’re more used to the pickup—the ratios are not that different overall, but its gearset just seems perfectly paired.

So yes, this is a please-don’t-change-a-thing vehicle, yet we all know change is likely coming. Our confidence remains very high, however, that Toyota knows exactly the position this puts them in, as they develop an update. And we expect a new please-don’t-change-a-thing vehicle to arrive in its place when the time comes.

For now, cheers to 40 years, 4 million 4Runners, 4040 of these, and all those yet to come. ■



# Classic classic

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY .....	Tahara, Aichi, Japan
ENGINE .....	4.0L 6-cyl 24v DOHC TDI EFI, alum alloy
HP/TORQUE .....	270 hp / 278 lb-ft
COMPRESSION RATIO .....	10.4:1
TRANSMISSION .....	5-spd ECT automatic
DRIVETRAIN .....	4x4
TRANSFER CASE .....	1.0/2.566
SUSPENSION .....	F: coil spring indep dbl-wishbone w stblzr bar; R: coil spring 4-link rigid type w stblzr bar
STEERING .....	pwr asst variable gear rack & pinion
BRAKES .....	F: 13.3 in vented; R: 12.3 in vented
WHEELS/TIRES .....	17x7.0 bronze-color alloy / P265/70 R17
LENGTH / WHEELBASE .....	190.2 / 109.8 in
GROUND CLEARANCE .....	9.6 in
APPROACH / DEPARTURE .....	33 / 26°
TURNING CIRCLE .....	37.4 ft
HEADROOM (F/R) .....	39.3 / 38.6 in
LEGROOM (F/R) .....	41.7 / 32.9 in
CARGO CAPACITY .....	47.2 / 89.7 cu.ft
WEIGHT .....	4675 lb
TOW CAPACITY .....	5000 lb
FUEL / CAPACITY .....	.87 oct reg unl / 23.0 gal
MPG .....	16/19/17 (city/hwy/comb)

BASE PRICE (2023) .....	<b>\$46,370</b>
(KEEP IT WILD SAVINGS) .....	(750)
DESTINATION CHARGE .....	1335

**TOTAL .....** **\$47,085**

*Prices have increased; see chart.*

<b>2023 4RUNNER LINEUP</b> .....	4x2	4x4
SR5 .....	\$39,555	\$41,430
SR5 Premium .....	42,615	44,490
40th Anniversary .....	▼ 47,120	
Limited .....	48,790	50,825
TRD Sport .....	42,415	44,290
TRD Off-Road .....		43,400
TRD Off-Road Premium .....		45,980
TRD Pro .....		54,020