

The immensely popular Toyota 4Runner family has fully 16 members—seven basic trims, Premium alternates on four otherwise simpler trims, an upgrade to the more powerful i-FORCE MAX engine on two (while standard on three), and even three with unlikely 2WD versions (two lower trims, plus one standard-engine upper trim version).

Three of the basic seven trims are TRD (two are off-road specialists, one a sport specialist).

Or from another point of view, three are off-road specialists (of which two are TRDs, joined now by one Trailhunter, which is not a TRD).

Among the dirt-duty builds, our 2026 4Runner TRD Off-Road Premium is sort of a Clark Kent version, a largely unmarked, plain-clothes operator—no snorkels, decals, hooks, showy skidplates, bead-locks and so on—not out of place at the Daily Plan-

et, but always ready for wild adventure and heroics. As a Premium, ours is up-styled and up-featured a bit in and out. The only variable ours does not have is the i-FORCE MAX engine, although the base setup has solid power, shifts, braking, handling and ride comfort, as is. MAX is a hybrid that raises MPG by four points city and bumps horsepower up 17.3 percent (to 326), for another \$2800, which could also prove irresistible at that point.

Our 4Runner drew the attention of someone in a parking lot who was actively shopping exactly this. He and his wife were interested in a serious off-roader for weekends, with a civilized demeanor and plenty of room for child safety seats all week. We showed him the spacious second row, as well as our specs and build details, all of which seemed to confirm their combined-duty dream.

The Toyota 4Runner family benefits from its own popularity, with volume enough to build and offer tremendous variety, each version an ideal formula for one or another particular buyer and, best of all, with none of them being a compromise.

The TRDs covered all bases very well for years. Now with two 4Runners at the top end, Trailhunter is being positioned as more of a rock-crawler, TRD Pro as more of a dune-runner. Owners and enthusiasts of both will enjoy the debate, while there is plenty of cross-purpose use on tap in either.

Many will buy in at the top end for its own sake, in 4Runner's instance the most specialized ones. A case can be made, though, that general-purpose is often more useful than special-purpose. You can go for this, save \$10 or \$20 grand, and find plenty to love in the TRD Off-Road family of four. ■

VERSATILITY, VALUE AND VARIETY

TRD Off-Road has two engine choices, luxe level choices, the lowest price and perhaps best manners among dirt-specialized 4Runners

BY JOE SAGE



THE MOST SPECIALIZED DIRT-DUTY 4RUNNERS: FUNDAMENTALS COMPARED

TRD Off-Road: high-strength underbody protection, 18-in wheels, 33-in all-terrain tires, Bilstein remote reservoir shocks, Multi-Terrain Select with Crawl Control.

TRD Pro: TRD-tuned FOX® QS3 internal bypass shocks w 2.5-in aluminum housings and rear remote reservoirs. QS3 tech for manual adjustment of compression damping to match terrain, TRD performance air intake & exhaust, 20-in LED light bar in "TOYOTA" heritage grille, RIGID Industries LED fog lamps. Interiors available in Black or Cockpit Red w tech-camo inserts, heated & ventilated SofTex® seats w power adjust.

Trailhunter: engineered as the ultimate overlanding machine, w standard Old Man Emu (OME) 2.5-in forged monotube shocks, onboard air compressor, low-profile high-mount air intake. Mineral-colored heated & ventilated SofTex front seats.

	▼ TRD Off-Road	TRD Pro	Trailhunter
Engine	i-FORCE standard or MAX	i-FORCE MAX only	< same
Wheels/tires	18-in / 265/70R18	< same	< same
Ground clearance (in)	9.1	10.1	< same
Approach/Departure/Breakover	19/24/24°	33/24/24°	< same
Stabilizer Disconnect (SDM)	opt w MAX only	standard	< same
Electronic locking rear diff.	standard	< same	< same
Brakes	(F/R) 13.4/13.2 in	< same	< same
Tow capacity	6000 lb	< same	< same
Base price	▼ \$50,290	\$68,200	\$68,000

SPECIFICATIONS

ASSEMBLY	Toyota Tahara, Aichi, Japan
ENGINE	i-FORCE 2.4L 4-cyl turbo, DOHC 16v, D-4ST fuel inj
HP/TORQUE	278 hp / 317 lb-ft
COMPRESSION RATIO	11:1
TRANSMISSION	8-spd auto
DRIVETRAIN	4VVD
SUSPENSION	F: indep dbl wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mounted twin-tube shocks
STEERING	EPS: electronic pwr-asst rack & pinion
BRAKES	F: 13.4; R: 13.2
WHEELS/TIRES	18-in machine-finish alloys w 265/70R18 tires
LENGTH / WHEELBASE	194.9 / 112.2 in
GROUND CLEARANCE	(TRD Off-Road) 9.1 in
APPR/DEP/BRKOVER	(") 19 / 24 / 24°
TURNING CIRCLE	39.4 ft
HEADROOM (F/R)	39.7 / 37.8 in
LEGROOM (F/R)	41.8 / 34.8 in
CARGO CAPACITY	48.4 / 90.2 cu.ft
WEIGHT	(TRD Off-Road) 4850 lb
GVWR	(") 6240 lb
TOW CAPACITY	6000 lb
FUEL / CAPACITY	reg unl / 19 gal
MPG	19/25/21 (city/hwy/comb)

BASE PRICE	\$55,770
SKID PLATE: front TRD gray powder coat	560
CARGO COVER: retractable black	135
CARGO TRAY: all weather '4Runner'	140
BADGE INSERTS: rear Toyota matte black	65
FLOOR MATS: all weather '4Runner'	248
WHEEL LOCKS: black chrome	90
CONNECTED SERVICES TRIAL: two addtl years of Drive Connect & Remote Connect in addition to 1 year standard trials, remote incl at n/c, 4G network dependent, terms apply	325
DESTINATION CHARGE	1495

TOTAL	\$58,828
Sticker price above; current pricing see below.	

2026 TOYOTA 4RUNNER LINEUP

	4x2	4x4
SR5	\$41,370	\$43,870
TRD Sport	48,350	50,350
TRD Sport Premium	53,710	55,710
TRD Off-Road		50,290
TRD Off-Road i-FORCE MAX		53,090
TRD Off-Road Premium		▼ 56,070
TRD Off-Road Premium i-FORCE MAX		58,870
Limited	56,500	58,500
Limited i-FORCE MAX		61,300
Platinum i-FORCE MAX		63,960
Trailhunter i-FORCE MAX		68,000
TRD Pro i-FORCE MAX		68,200

4Runner TRD Off-Road Premium adds Multi-Terrain Monitor, SofTex-trimmed power seats, 14-inch multimedia touchscreen with JBL Premium Audio, JBL FLEX speaker, hands-free power liftgate, TRD shift knob, heated steering wheel and other luxe-leaning details.