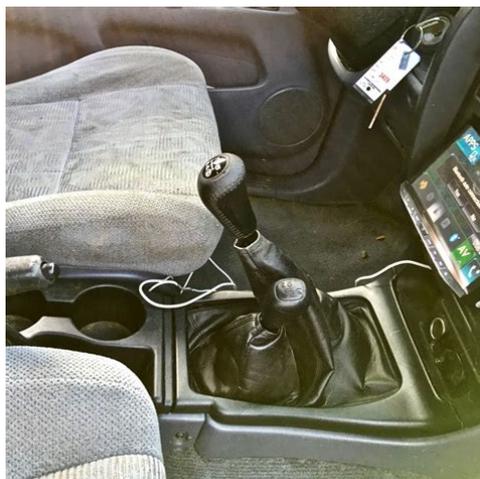


3rd generation 4runner manual transmission



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- **3rd gen 4runner manual transmission, 3rd gen 4runner manual transmission for sale, 3rd gen 4runner manual transmission fluid change, 3rd gen 4runner manual transmission swap, 3rd gen 4runner manual transmission fluid, 3rd gen 4runner manual transmission fluid capacity, 3rd gen 4runner manual transmission code, 3rd gen 4runner manual transmission oil, 3rd gen 4runner manual transmission rebuild, 3rd gen 4runner manual transmission leak, 3rd generation 4runner manual transmission, 3rd generation 4runner manual transmission fluid, 3rd generation 4runner manual transmission diagram, 3rd generation 4runner manual transmission parts, 3rd generation 4runner manual transmission kit, 3rd generation 4runner manual transmission system, 3rd generation 4runner manual transmission manual, 3rd generation 4runner manual transmission replacement, 3rd generation 4runner manual transmission reviews.**

The hard part is the computer is different on a manual vs an auto. The check engine light will always be on. If you could find a manual computer of the same year it would make for a clean swap. The wiring is also different but there are write ups on how to handle the differences. I just got there first. Its tough but worthwhile. Radiant red 98 sr5, manual with around 153000 miles, no mods. Tossing around the idea of a newer one. Im in Chicago, so there is frame rust. I was in the right place at the right time. They are so fun to drive. I have to say that for an offroad vehicle, automatic is the way to go. My buddies are always stalling their jeeps on hard high climbs. 4Runner crawls on up with no problem. All rights reserved Back to top. Do they still make them. If not, what was the last year they made themDo they still make them. If not, what was the last year they made them You could get any year with 4WD, though. And I dont believe they make manual 4Runners at all anymoreOr are you

just referring to the 3rd gen Its awesome and hope it outlives me. The manual transmission I joke about being my Millennial antitheft device. Or are you just referring to the 3rd gen If Lexus had done this only, I would completely understand as its the luxury sibling. Feedback Buttons provided by. User Alert System provided by All company, product, or service names references in this web site are used for identification purposes only and may be trademarks of their respective owners. You must have JavaScript enabled in your browser to utilize the functionality of this website. As a result, we are currently unable to refund shipping costs in the event your order delivery is delayed. In Japan, it is known as the Toyota Hilux Surf Japanese , Toyota Hairakkususafu which was withdrawn from the market in 2009. http://eortak.com/img/fck_temp/comdial-impact-8012s-gt-user-manual.xml

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. 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.

<http://www.drupalitalia.org/node/68660>

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. Lowoption 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. 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 Bpillars 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.

<http://www.fiskene.com/images/canon-manual-mode.pdf>

These models are similar to the fourdoor 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. Twodoor 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 sheetmetal 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 4star 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 16inch wheels and gained a center differential, enabling the use of fourwheel drive on hard surfaces without complication for the first time. The prior system was retained to give onthefly shifting between rear and fourwheel drive as before.

<http://a1scan3d.com/images/canon-manual-focus-lens-adapter.pdf>

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.

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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 Toyotas 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 6.1inch 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.

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The root of this corrosion is from the buildup of minerals in the radiator, regular coolant flushing is a good way to slow this buildup. When the two fluids mix, the mixture overflows into the coolant overflow reservoir with a fluid that looks a lot like a strawberry milkshake may be a different color if you dont have TOYOTA red coolant.. If the mixture manages to return to the transmission, it can cause catastrophic damage. Often resulting in a ruined transmission. When a milkshake strikes, you will notice your transmission will not want to shift or hold a gear when moving. As stated above, this will only happen to trucks with automatic transmissions. This typically starts to become a concern when the truck gets to be about 810 years old. Or even sooner if it is a rusty truck. Red flags As far as detecting one that may have already happened. When the seller mentions anything about a replaced radiator and transmission having been completely flushed at the same time, that is a BIG sign. If it has a new or rebuilt transmission, make sure it was a dealer install or at least a certified Toyota mechanic. However, if immediate action is taken when a milkshake hits pull over, shut down,

tow to mechanic, the transmission can be saved and should be just fine after a few flushes and a new radiator. And for predicting one that may be coming. Regularity of coolant flushes and vehicle age are the only ways. Service records are important for this reason. The first is to just replace the radiator before anything happens; every 8 years is a good interval to set for replacement. The second way to avoid the milkshake is to install an external transmission cooler that is separate from the radiator. This removes the possibility of the milkshake ever happening as the radiator and coolant are removed from the equation. Or, if you're wanting to really do it right, do both of these things.

Which method to choose The new radiator is the better option, as these trucks are ready for a new one anyway with the age they are getting to. Those in extremely hot climates are advised to go with a bigger external cooler. But, the costs of preventative maintenance outweigh the costs of repair by thousands of dollars. That is why we stress the fixes as much as we do. As you should know, it is mainly caused from driving on salted winter roads, in humid areas, and even if you are dumb enough to drive on the beach. The main places you will find the rust is on the frame, trailer hitch, suspension components and rear axle. Red flags There are a few areas where you can be aware of rust without looking under the truck, such as the trailer hitch, wheel wells and bumpers. If there are not any provided pictures of the undercarriage of the vehicle, request some from the seller. Also, watch out for areas where rust may have been spray painted over. The area will look very bumpy and corroded as if rust was there, but have a fresh coat of paint on it. One is to coat the under body of the vehicle with petroleum based oil, motor oil works fine but is illegal to use in some states. There are also other specialized products that are made for this application. Here is some on a rear axle. The rotors are too thin. During periods of heavy, constant braking, the brakes can easily overheat and become warped. This problem is even more common on 4runners that are lifted and have larger tires. The shuddering when braking with severely warped rotors can be so violent that it can nearly cause loss of control of the vehicle. Warped rotors can also cause issues with the Antilock braking system trying to kick in while braking. Although, this way there is less braking surface. The best option is to swap the entire brake assembly calipers, rotors, and pads with that of a 1st generation Toyota Tundra 2000-2006.

With tundra brakes, the braking power is significantly increased, the rotors last longer, and they are not as vulnerable to warping all rotors are vulnerable, depending on driving style. Other Info This upgrade is a direct bolt on replacement. The tundra brake calipers are available in 2 sizes, 199mm and 231mm, both diameters require new rotors that are much thicker than the 4runner rotors so they won't warp as easily. The 199mm S13WE calipers are a bit smaller than the 231 and fit inside the wheel nearly the same as the bigger of the stock 4runner calipers on limited and sports, they are also a little bit cheaper most of the time. Both caliper sizes will need new pads and rotors same size rotor for both sizes of caliper. It is mostly an issue of failure to maintain, or if someone disregarded the Recall. The issue is that the Lower ball joint, which holds the spindle and control arms together, can rupture while driving. This will cause the wheel to fall off, break the CV axle on that side, and cause total loss of control which can lead to an accident. The lower ball joint can wear faster than normal on trucks that are lifted, have an aftermarket bumper, and larger tires. This issue will become a concern if the vehicle was called for recall and never brought in, or if the Ball Joints have a very large number of miles on them. Red Flags Stuff like this is the reason you want to test drive. There is only a few ways to know about this potential hazard. If there is any front end noise, rough feeling when steering then that is a sign of trouble ahead. You can lift up the truck and check for excessive play in the front hub. A visual check is also a good way, look for old and worn out material, leaking grease, etc. Just do a quick forum search of lower ball joint and you will find all kinds of stuff. Only advice I can give is to only use OEM parts, there are so many horror stories about people using cheap aftermarket brands like Moog.

A few members have also figured out that the OEM Tacoma LBJ from the same years are stronger than the 4runner LBJ, link below. As stated earlier, there was a largescale recall on this issue, mostly on the 9902 years. Stop by your dealer with your VIN and see if your vehicle is still pending the recall. No warning sings, but easy fix. You can also just get one from a junkyard 4runner. Rear Coil Springs Sagging. Earlier 3rd gens had a recall on the rear springs, but all 3rd gens are known to sag. Almost any 4runner you go to look at will be sagging. Best fix is to get new OEM springs or go ahead and get lifted. The springs from a 1999 are going to be taller than other springs, so if you replace yours, ask for springs from a 99 SR5 4x4 3.4L V6. Power Antenna Motor Failure. A very common issue. The gears in the power antenna motor can grind and get broken. Also if the antenna gets bent, it will not go down properly and will also cause the gears to grind. The common fix is to swap the motorized antenna assembly with a nonmotorized antenna out of a 1st generation Tacoma. The failure in question is credited to a few things; one is the apparent poor design or quality of the OEM axle seals. Another is a failure of the axle breather plug to not accommodate the changes in pressures inside the axle. It is also common for this to occur when you switch to the thinner Synthetic Fluids. It is noticeable by a large amount of grease that will cover the rear tires and wheels. Links to all of the below maintenance items can be found here. Make sure the seller is up to date on this one! TRANSMISSION FLUID About every 40k miles. The 3rd gen 4runner is often regarded as the most reliable and dependable of all the 4runners. The 3.4L V6 developed by Hino owned by Toyota was designed specifically to be a troublefree workhorse. When properly maintained, your 4runner will go well beyond 400k miles and last for generations to come.

The transfer case remained the same for these models from 1996 to 2000. It was a basic Jshaped shifting configuration. This transfer case was purely mechanical, no push button components. The limited 4runners had a little bit different setup though. From 1996-1998, Toyota used a push button on the shifter to engage 4Hi from 2wd. The only time you actually need to shift the transfer case is to go into 4Lo. In '99-'00, the limited upgraded from a standard transfer case with push button, over to a differential type transfer case known as MultiMode. This type of transfer case still has a push button to engage 4wd from 2wd. A differential type tcase is different from a standard tcase in that the front and rear drive shafts could rotate independent of each other and avoid binding on high traction surfaces. Until this center differential was locked, the vehicle is essentially in all wheel drive discussed more below. To lock the Tcase, you simply shift from 4Hi to 4HiL. In 2001 and 2002, all models gained these MultiMode transfer cases including limited, now they all have the same system. But, the locking method changed from a separate shifting position to a separate push button on the dash. I HIGHLY encourage you to read this thread skillfully written by. It is more in depth and contains information such as recommended speeds, shifting configurations, Pictures, Uses, and more differences. Center diff locker Rear Elocker On all 1996-2000 4Runners, there was an option to add an electronic locking rear differential. It was never standard on any trim package, just an option. The elocker was discontinued after 2000 and was not offered again on the 4runner until 2009 trail edition. FJ cruisers and Tacomas also had elockers TRD offroad package. If you are unable to find a 4runner with one, they can be swapped in to any 4runner from 96-02. What is it Lockers are actuators that are fit inside the differentials of vehicles axles.

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