



2017 Toyota 4Runner SR5 Premium 4X4

For Sale

Mileage: 80,500

(Going up as this is my daily)

VIN: JTEBU5JR7H5470396

Asking: \$42,000, obo

Noteworthy OE Equipment:

- Part time Selectable 4-wheel drive w/ electronic transfer case.
- Heated Seats
- Built in Navigation
- Leatherette Seats
- Roll-down Rear Window
- Trunk area 12v and 110v converter outlet

Items Included (on the vehicle):

- BajaRack Full Rack (\$1320)
- BajaRack Ladder (\$395)
- Rago Fabrication Ditch Light Brackets (pair) (\$89.95)
- ARB Snorkel (\$602)
- Methods 701 Bahia Blue (set of 5) (\$1578.85)
- Falken Wildpeaks AT3w (Less than a year old, ~10k miles) (set of 5) (\$1388.95)
- Demello Flat Top Steel Front Bumper (\$1450)
- King Shocks Front (adjuster) and Rear (no adjuster) (\$2098+\$1140)
 - 700lb King springs front (\$100)
 - 800lb Ironman 4x4 springs rear (\$225)
- SPC Upper Control Arm (\$695.95)
- Rago Fabrication trunk area window panels (\$398.95)
- ICS Fabrication Dash Mount (\$144.95)
- Rago Center Console Mount w/ Bridge (\$304.95)
- Front and Rear Dash Camera (wires hidden) (\$169.99)
- Power Tray (\$95)
- Switched power wire to Trunk Area
 - Blue Sea Systems Breaker Switch (\$60)
 - Blue Sea Systems Fuse Block (\$45.49)
 - Blue Sea Systems 12v USB and DC Socket combo w/ voltmeter (\$113)
- Baja Designs Squadron Sport Amber Fog Light (\$260.95)
- KC Hilites C-Series 30" Driving Combo LED Bar + Light Switch (\$459.99)
- Rock Lights (set of 8) + Light Switch (\$120)

- RCI Steel Skid Plates (Engine, Transmission, and Transfer Case) (\$945)
- Shrockworks Sliders Flat (Discontinued for flat) (\$800)
- Revolution Gear 4.56 Gearing Front and Rear Axle (\$1800)
- BMC High Performance Engine Filter (\$139)
- K&N Cab Filter (\$40)
- Custom Dual Drawer System (~\$600)
- Interior LED Bulbs (No Halogen bulb remaining) (~\$100)
- Exterior LED Bulbs (F&R Turn Signals, Reverse Lights, Courtesy Lights) (\$~60)
- GTR Lighting Ultra HID Low Beam (\$328.60)
- WeatherTech Window Visors (\$109.95)
- Wheeler's Front and Rear SuperBump Bump Stop (\$299.88)
- Pedal Commander (\$299.99)
- Rad Rubber Engine Splash Guards (\$49.95)

Items Included (off the vehicle):

- SDHQ Switch-Pro Mount (replaces the trim panel to the left of dash) (\$119.95)
- OE Roof Rack Rails and Cross Bars
- BajaRack Maxtrax Mounts (pair) (\$175)
- Rago Fabrication Lower Control Arm Skids (\$259.95)
- Rago Fabrication Lower Control Arm Skid Hardware (Discontinued) (\$100)
- Overland Custom Designs Front Sway Bar Adjustable End Links (\$190)
- Overland Custom Designs Front Sway Bar End Link Parts (~\$150)
- Toyota Super White Touch Up Paint Pen (\$14.58)
- Toyota AC System Cleaning Kit
- CoverCraft Windshield Sun Visor Block

Items Not Included:

- Front Sway Bar (Taken off for full droop)

Maintenance Performed:

- Oil and filter change every 5,000 miles
- Transmission, F+R Differentials, and T-case service performed at 55,000 miles
- F+R Differentials fluid changed at ~70,000 miles

- Driveshaft and UCA Ball Joint lubed 6 months
- Windshield Wiper Inserts replaced annually (Current ones are 1 month old)
- AC system cleaned annually
- Brake Pads replaced at 55,000 miles
- King Shock Nitrogen checked and refilled at 75,000 miles
- 5 Tire rotation every oil change

Known Flaws:

- Paint chipped on the fiberglass front bumper filler piece
- Scratches on the rear bumper
- One small dent on passenger rear door.
- Some scuff on radio head unit on volume knob area
- Paint chipped on ladder and roof rack (touched up paint applied)

Read On for More!

It is with very heavy heart that I am parting ways with my beloved 5th Gen 4Runner. This 4Runner is owned by a technician who works at a shop that is known for offroad builds, so **no corner is cut when building this very capable rig and all maintenance is done in house on time** (I just performed 80k Miles Service on 7/16/2022). I am parting ways with it because I do have a RAM 1500 on order, and I cannot keep both at the same time.



Functioning Rock Lights and Offroad Lights

To me, the 5th Gen 4Runner is the perfect sized rig for trails. Its dimension is just perfect to tackle quite a lot of trails of various difficulties as documented very well on various social media platforms. **At around 80k miles, this is not just a daily driver or a mall crawler or hard parker.** This rig and I have numerous memories together from local trails in Big Bear all the way to Black Bear and Imogene Passes in Colorado, and it handles all kinds of obstacles like nothing. In addition, this set up is also built for going high speed in the Mojave, Ocotillo Wells, Stoddard Wells, and Death Valley. **If you want an all-around trail runner, look no further.**



Voltameter panel Included

Every piece of equipment installed serves a purpose: to enhance the driving experience both on and off pavement. If a part doesn't improve my driving experience, it won't be purchased. Understand this: when customers have questions about building their 4Runner, **this is the exact 4Runner that we refer the customers to look at for inspirations as everything is trail proven.**



Built-in Pull Out Cooking Platform

Given the mileage and years of ownership, there are some flaws. There is a **small dent on the rear passenger door**, right by the window. It is due to my own stupidity of dropping a tow hitch step that I had put away in my roof storage box. **There is an accident on CarFax record**, but that is just a low speed (5mph) accident where I rear-ended someone. My OE bumper cracked, so I replaced it with the Demello metal bumper. The **fiberglass front bumper filler piece is cracked on the passenger side corner**, but that is inevitable as there are some movements allowed due to flexing while going down the trail. It can be repaired, and if asking price is met, I can arrange it to be fixed either before or after transaction is complete. If arranged after transaction is complete, we can include that in the selling contract to make it a legal binding. There are also **some paint chipped on the fiberglass piece**, but they can be repaired with some touch up paint. There are **some spots of the roof rack that's painted over** due to scratched powder coat from the roof tent. There are **some scratches on the rear bumper** from trail damage, these are only repairable if the entire bumper is painted.



So, who is this 4Runner for? **It is for someone who wants a perfect sized trail runner that can be easily converted into an overland vehicle**, without needing to spend big money on doing it themselves and go through all the troubles of testing products (like I did) or waiting up to a year for products due to supply chain hiccups. Consider this: all the prices I've included in the above list are MSRP and does not include sales tax and installation cost. That is over \$16,000 in parts alone if someone was to build it up to spec. In addition, it is owned by a technician who gets paid to work on rigs like this and was going to keep this 4Runner until he dies, so preventative maintenances and consumables are replaced religiously or even before they are due. **I truly hope this goes to a fellow enthusiast who can appreciate the time, energy, and trial and errors that went into this build.**



Q&A:

- Capability: is this as capable as TRD Offroad and TRD Pro?
 - Yes. The only difference between SR5 and TRD Offroad/ Pro is the lack of rear locker and electronic gizmos like Multi-Terrain Select and Crawl Control. However, I've found that **Active Traction (A-Trac) and driver throttle control works just as well, if not better, than the gizmos offered on higher trim levels.** In addition, **I've yet to run into situations where rear lockers are required.**
- What's up with the accident on CarFax?
 - Long story short, it was a first timer that came to snow run with us and was given a radio. He lost control of the vehicle and was sideways in the middle of the trail right after a blind corner. I waited approximately 30 seconds before proceeding the downhill iced-over trail, only to find this man blocking the trail. I couldn't brake or steer due to ice situation, and slowly tapped his bumper. The man insisted on going through insurance so he

- could tell his wife that it wasn't his fault while get his pre-existing damages fixed. He is no longer welcomed to our group.
- Is this overpriced?
 - I don't think so. KBB estimated the 4Runner to be at \$35,000. For \$7000 more you get what \$16,000 in parts and \$3200 in labor costs (5 days 8 hours each day, \$80/ hr).
 - Are you willing to part out?
 - Parting out is the last resort option for me as that is more headache and coordination on my end. Plus, I REALLY want someone who appreciates the build to take this off my hands. **I am one of those guys who want to make sure my cars go to good homes.**
 - Is the price negotiable?
 - Yes, but I do have a number in mind.
 - Is there any kind of warranty?
 - No, there will be **no warranty** offered, implied or written or anything.
 - When is a good time to come and look?
 - Test drives are only available on weekends.
 - Are all offroad lights functional?
 - Yes, they were wired to a Switch-Pro that I've removed (hence the Power Tray, Blue Sea Fuse Block, Blue Sea Bus Bar, and SDHQ Switch-Pro panel mount). I've also wired them to switches that replace OE blanks. I will also walk you through how to run the wires if desired.
 - Can I join you on your future camping trips?
 - Maybe. We can start small on day runs then go from there if you're a cool person. I apologize for this "exclusiveness" but I've got burned by bringing new people (reason for that accident on CarFax), and I don't want to deal with that again.
 - How can I contact you?
 - You can text me at 818-926-0567
 - You can DM me at my IG: @gen5t4r_eric
 - You can send me an email: ws6616@hotmail.com
 - If you want to call me, text me first. I don't pick up unknown numbers. Too many scammers these days)

