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1986 toyota pickup manual transmission reviews complaints problems list











Infotainment and ConnectivityRunning the software found in nearly every current Toyota product, the 86's infotainment system is familiar and straightforward to use. The manual model didn't fare nearly as well. The base model comes with a six-speaker stereo, but the upgraded Premium trim comes with an eight-speaker setup. Safety and Driver-Assistance FeaturesThe outgoing 86 offered little in the way of driver-assistance features. With generous front-seat room and rudimentary back seats that fold to expand trunk space, the 86 and BRZ are fun rear-drive coupes suitable for the daily grind as well as track-day forays. What's New for 2017? The 86 is buoyed by its rear-drive layout and sweet transmission choices. What the 86 lacks in creature comforts and available features it makes up for with a crisp-shifting six-speed manual transmission (an automatic is also available), sharp handling, and strong brakes. What's New for 2018? Its excellent driving position and generous cargo space are offset by middling material quality and a small back seat. Put bluntly, this engine is nowhere near as refined or exciting as the inline-four in the Mazda MX-5 Miata. The GT Black is essentially the same car—and carries the same \$29,280 price—but adds black-painted power-adjustable exterior mirrors with heat and a slightly different rear spoiler design with black support posts.PricingOriginal MSRP:Base: \$27,430 GT: \$29,560 We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for. Finding InventoryEngine, Transmission, and PerformanceThe 86 is buoyed by its rear-drive layout and sweet transmission choices. Limited warranty covers 3 years or 36,000 miles Powertrain warranty covers 5 years or 60,000 miles Complimentary scheduled maintenance is covered for 2 years or 25,000 miles Page 4In the small segment of purpose-built rear-wheel-drive compact sports cars, the Toyota 86—formerly the Scion FR-S—offers a uniquely raw experience that's free of frills. Pricing and Which One to BuyThe Toyota 86 is essentially a rebadged Subaru BRZ and vice versa, but the Toyota costs about \$2000 less. Otherwise, the interior is assembled from mostly firm, monochromatic plastics. Material quality and fit and finish inside the 86 are good for a low-volume, \$27,000 car, although the mechanically identical Subaru BRZ spoils with richer duds and more features. In contrast to its convertible Mazda and Fiat competitors, the 86 is a comfortable fit for the driver and front-seat passenger. Fancy items such as heated seats, automatic climate control, and proximity-key entry with push-button start are limited to the Special Edition model. Rolling Start, 5-60 mph: 6.5 sec Top Gear, 30-50 mph: 9.1 sec Top Gear, 50-70 mph: 8.4 sec Top Speed (C/D est): 140 mph Braking, 70-0 mph: 325 ft Roadholding, 300-ft Skidpad: 0.98 g C/D FUEL ECONOMY Observed: 23 mpg EPA FUEL ECONOMY Observed: 23 mpg EPA FUEL ECONOMY Combined/City/Highway: 22/20/27 mpg 2022 Toyota GR86 Premium Automatic Vehicle Type: front-engine, rear-wheel-drive, 2+2-passenger, 2-door coupe PRICE Base/As Tested: \$32,825/\$33,507 ENGINE DOHC 16-valve flat-4, aluminum block and heads, port and direct fuel injection Displacement: 146 in 3, 2387 cm 3 Power: 228 hp @ 7000 rpm TRANSMISSION 6-speed automatic CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.6-in vented disc/11.4-in vented disc Tires: Michelin Pilot Sport 4 215/40R-18 85Y DIMENSIONS Wheelbase: 101.4 in Length: 167.9 in Width: 69.9 in Height: 51.6 in Passenger Volume: 78 ft3 Trunk Volume: 6 ft3 Curb Weight: 2862 lb C/D TEST RESULTS 60 mph: 6.1 sec 1/4-Mile: 14.7 sec @ 97 mph 100 mph: 15.6 sec 130 mph: 31.4 sec Results above omit 1-ft rollout of 0.3 sec. We fit three of our carry-on suitcases inside its trunk, whereas the Mazda and Fiat only held one each. View PhotosAndi Hedrick Infotainment and Connectivity and a USB port. Concession to comfort is limited to a few stitched vinyl pads on the door panels and along the sides of the transmission tunnel, offering respite for braced elbows and knees during hard driving. For the latest numbers on current and older vehicles, visit the EPA's website and select Find & Compare Cars. Interior, Comfort, and CargoIn contrast to its convertible Mazda and Fiat competitors, the 86 is a comfortable fit for drivers and front-seat passengers. Rolling Start, 5-60 mph: 6.4 sec Top Gear, 30-50 mph: 4.1 sec Top Gear, 50-70 mph: 4.1 sec Top Gear, 50-70 mph: 4.1 sec Top Speed (C/D est): 135 mph Braking, 70-0 mph: 319 ft Roadholding, 300-ft Skidpad: 0.95 g C/D FUEL ECONOMY Observed: 20 mpg EPA FUEL ECONOMY Combined/City/Highway: 25/21/31 mpg C/D TESTING EXPLAINED More Features and SpecsPage 2The 2020 Toyota 86 provides exciting rear-drive performance for a price that most enthusiasts can afford. The neutral chassis balance initially gives overenthusiasts can afford. The neutral chassis balance initially gives overenthusiasts can afford. of the road, before transitioning to controllable oversteer—the feeling that the tail is sliding out from under you. The Toyota 86 nearly matched them with a 37-mpg result, though, despite its lower EPA rating. Interior, Comfort, and CargoIn contrast to its convertible Mazda and Fiat competitors, the 86 is a comfortable fit for the driver and front-seat passenger. What the 86 lacks in creature comforts and available features it makes up for with a crisp-shifting six-speed manual transmission (an automatic is also available), sharp handling, and strong brakes. In fact, buyers who plan to enjoy a regular track day with the 86 will be happy to know that it's possible to fit a second set of mounted tires in the trunk with the rear seats folded. Although we prefer the manual transmission's notchy, short-throw shifter, the 86's optional six-speed automatic is the rare self-shifter that doesn't ruin the fun. Dislikes: Rough-edged engine. While other value-minded alternatives exist, they don't offer the same combination of athleticism and practicality that the Toyota does. Stepping up to the midrange GT adds leather seats, a 4.2-inch color information display in the gauge cluster, dual-zone automatic climate control, passive entry, push-button start, and a rear wing finished in matte black. For the skilled and adventurous, adding throttle in this situation can hang the tail way out in a major drift—if you've killed the stability control first. Fuel Economy and Real-World MPG The lightweight Mazda Miata and the mechanically similar Fiat 124 Spider not only score higher EPA fuel-economy estimates, they outpace those test numbers on our 200-mile fuel-economy test route with 38- and 39-mpg results, respectively. Engine, Transmission, and PerformanceLike the first-generation model, the 2022 GR86 comes with a naturally aspirated horizontally opposed four-cylinder provided by Subaru. Missing from its option sheet (but available on the Miata) are blind-spot monitoring, lane-departure warning, and adaptive headlights that steer into corners as the steering wheel is turned. Warranty and Maintenance Coverage Toyota's warranty coverage for the 86 matches industry norms and is therefore unexceptional. Users who find themselves in a specific menu, such as audio or navigation, must stab an onscreen "Back" button to reach a home menu that displays pathways to other menus. Safety Features and Crash Test RatingsFor more information about the Toyota 86's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. WarrantySome older vehicles are still eligible for coverage under a manufacturer's Certified Pre-Owned (CPO) program. The 2.0-liter flat-four can rev, but it generally feels reluctant to do so and makes tractorlike noises in the process. Developed again in conjunction with the Subaru BRZ, the 2022 GR86 will be powered by a horizontally opposed four-cylinder engine and a standard six-speed manual transmission. The 2017 suspension updates have resulted in a smooth ride without compromising body control or handling, while a stiffer body shell does a better job of absorbing any brutal suspension impacts. Fuel Economy testing and reporting procedures have changed over time. Decidedly less satisfying is its Subaru-sourced 2.0-liter flat-four engine, which is rough, loud, and suffers from an odd dip in torque midway through the rev range. For more information visit our guide to every manufacturer's CPO program. Acceleration was decently brisk in the outgoing model at 6.2 seconds to 60 mph, but the 2022 model should be slightly quicker thanks to a more powerful 2.4-liter engine that makes 228 horsepower. We wish there were more hard-button shortcuts to key menus. Safety Features and Crash Test RatingsFor more information about the Toyota 86's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. WarrantySome older vehicles are still eligible for coverage under a manufacturer's Certified Pre-Owned (CPO) program. Pricing and Which One to BuyWe're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for Finding Inventory Opting for the base 86 versus the more expensive GT and TRD Special Edition models isn't penalizing. The Toyota 86 nearly matched them with a 37-mpg result, though, despite its lower EPA rating. For more information about the 86's fuel economy, visit the EPA's website. Interior, Comfort, and CargoThe 2019 86 lineup: The TRD Special Edition. SiriusXM satellite radio isn't available, nor is Apple CarPlay or Android Auto integration. However, compared with the highly impractical Miata and 124 Spider, the roomier Toyota coupe is a veritable minivan. Its four-cylinder engine isn't particularly potent or refined, but the 2020 86 shines when tracing corners rather than drag racing. Steering inputs change the car's direction with immediacy, and the body stays flat throughout corners and quick transitions. On the less practical side, there are the mechanically similar Mazda MX-5 Miata and Fiat 124 Spider, both of them tiny softtop roadsters. It comes standard with plenty of goodies, performance and otherwise, such as a Torsen limited-slip rear differential, a 7.0-inch touchscreen infotainment system, 17-inch wheels with summer tires, and a leather-wrapped tilting-and-telescoping steering wheel. Toyota packs more small-item storage space into the 86's cabin than Mazda or Fiat were able to fit in the much tighter Miata and 124 Spider. Infotainment and Connectivity Running the software found in nearly every current Toyota product, the 86's infotainment system is familiar and straightforward to use. SiriusXM satellite radio isn't available, nor is Apple CarPlay or Android Auto. During our first test drive, we noted that the more powerful engine felt livelier and sounds better while the car's razor-sharp handling provided thrills both on the Monticello Motor Club race track. Users who find themselves in a specific menu such as audio or navigation must push an onscreen "back" button to reach a home menu that displays pathways to other menus. Safety and Driver-Assistance Features The 86's frontal-crash and rollover ratings from the National Highway Safety are good, although a lack of driver-assistance features holds it back from a Top Safety Pick award. Fold-down rear seats and a generous trunk pass-through give the 86 a semblance of IKEAbility. More fun to discuss and experience are the 86's direct, guick-ratio steering and pleasing small-diameter steering wheel. Until this year, the 86—in its former life as the Scion FR-S—rode very firmly, and road impacts tended to reverberate throughout the body structure. Key safety features are likely to include: Available adaptive cruise controlWarranty and Maintenance CoverageThe GR86's standard warranty package consists of threeyear/36,000-mile bumper-to-bumper coverage and powertrain coverage that stretches to five years or 60,000 miles. Fancy items such as heated seats, automatic climate control, and proximity-key entry with push-button start are available. We wouldn't dare call the 86's cargo space and storage bins spacious, but compared with the highly impractical Mazda MX-5 Miata and Fiat 124 Spider, the roomier Toyota coupe is a veritable minivan. Every 86 ships with a 7.0-inch touchscreen system equipped with Bluetooth, HD radio, and a USB 2.0 port. The automatic offers up quick shifts both when it handles gearchanges and when the driver orders up- or downshifts via the shift paddles. Interior, Infotainment, and Cargo Likes: Driver-focused cabin, rear seats add practicality, standard touchscreen infotainment. We fit three of our carry-on suitcases inside the 86's frontal-crash and rollover ratings from the National Highway Traffic Safety Administration and test results from the Insurance Institute for Highway Safety are good, although a lack of driver-assistance features holds it back from a Top Safety Pick award. New engine internals and exhaust tweaks garner an extra 5 horsepower for manual-transmission 86s. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles Complimentary maintenance is covered for two years or 25,000 miles Specifications 2022 Toyota GR86 Premium Vehicle Type: front-engine, rear-wheel-drive, 2+2-passenger, 2-door coupe PRICE Base/As Tested: \$31,325/\$31,325 ENGINE DOHC 16-valve flat-4, aluminum block and heads, port and direct fuel injection Displacement: 146 in 3, 2387 cm 3 Power: 228 hp @ 7000 rpm Transmission 6-speed manual CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.6-in vented disc/11.4-in vented 51.6 in Passenger Volume: 78 ft3 Trunk Volume: 6 ft3 Curb Weight: 2838 lb C/D TEST RESULTS 60 mph: 5.4 sec 1/4-Mile: 14.0 sec @ 101 mph 130 mph: 27.2 sec Results above omit 1-ft rollout of 0.3 sec. Its convertible competitors can keep up and overtake the 86 in performance, but they don't come close to the Toyota in practicality and everyday usability. The result is a phenomenal driving experience for the price, a combo that's worthy of spots on our 10Best and Editors' Choice lists.1STARTING AT: \$28,7252STARTING AT: \$28,7252STARTIN after a full redesign. Pricing and Which One to Buy Toyota hasn't released official pricing, but says the GR86 will start under \$30,000 when it goes on sale. A lack of hard buttons and small onscreen icons are drawbacks, as is the absence of both Apple CarPlay and Android Auto. The 86 also competes with the rear-drive Mazda Miata and Fiat 124 Spider, but it has an actual back seat and a much larger trunk. Toyota provides a suite of safety technologies on the 2022 model, but only when the GR86 is equipped with its optional automatic transmission. However, the kit isn't available with the automatic transmission or on the Hakone Edition. Decidedly less satisfying is its Subaru-sourced 205-hp 2.0-liter flat-four engine, which is rough, loud, and suffers from an odd dip in torque midway through the rev range. This rip-it-up hooligan side is the 86's most appealing personality trait. A six-speed manual continues to serve as the GR 86's most appealing personality trait. A six-speed manual continues to serve as the GR 86's most appealing personality trait. A six-speed manual continues to serve as the GR 86's most appealing personality trait. compelling standard equipment, including 18-inch wheels with Michelin Pilot Sport 4 tires, leather upholstery, a rear spoiler, and aluminum pedal covers, For more information (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites, Still, the lightweight coupe is a precision instrument that boasts a balanced chassis with communicative steering. Toyota has expanded the 86 lineup for 2018 to three trim levels: base, GT, and GT Black. It offers up quick shifts both when it handles gearchanges and when the driver orders up- or downshifts via the shift paddles. Suspension updates have smoothed out the ride without compromising body control or handling, while a stiffer body shell does a better job of absorbing any brutal suspension impacts. Despite its less than thrilling engine, the 86 delights with sharp handling, quick steering, and grip-challenged all-season tires that enable sideways antics at fairly low speeds. Although we prefer the manual's notchy, short-throw shifter, the 86's optional six-speed automatic is the rare self-shifter that doesn't ruin the fun. For the latest numbers on current and older vehicles, visit the EPA's website and select Find & Compare Cars. Interior, Comfort, and Cargolin contrast to its convertible Mazda and Fiat competitors, the 86 is a comfortable fit for the driver and front-seat passenger. A lack of hard buttons (unique to the 86) and small on-screen icons and touch zones (common to many Toyotas) are drawbacks. All buyers also receive a free one-year membership to the National Auto Sport Association and free admission to one of that organization's High Performance Driving Events. What's New for 2019? Although we prefer the manual transmission's notchy, short-throw shifter, the 86's optional six-speed automatic is the rare self-shifter that doesn't ruin the fun. In fact, buyers who plan to enjoy a regular track day with the 86 will be happy to know that it's possible to fit a second set of mounted tires in the trunk with the rear seats folded. For the skilled and adventurous, adding throttle in this situation can hang the tail way out in a major drift—if you've killed the stability control first. View PhotosAndi Hedrick|Fuel Economy and Real-World MPGThe featherweight Mazda Miata and the mechanically similar Fiat 124 Spider not only score higher EPA fuel-economy estimates, they also outpaced those ratings on our 200-mile fuel-economy test route with 38- and 39-mpg results, respectively. When we get a chance to put the new model through our 200-mile fuel-economy test, we will update this story with results. Despite its less than thrilling engine, the 86 delights with sharp handling, quick steerings on our 200-mile fuel-economy test, we will update this story with results. and grip-challenged optional all-season tires that enable sideways antics at fairly low speeds. The 86 also adds a dark-gray paint color called Pavement, and trim-specific interior details. On the everyday-friendly side sit the Toyota 86 and its Subaru-badged twin, the BRZ. And by that we mean the actual nameplate, because the 86 is really a rebadged Scion FR-S that was brought into the Toyota fold after the Scion brand's recent death. While the Mazda and Fiat offer open-air driving and zippier acceleration, neither are as useful on a daily basis as the Toyota. The Miata, for example, has identical coverage, while the 124 Spider has slightly more generous coverage in order to assuage buyer unease given Fiat's once-checkered reliability. Every model now has an enhanced infotainment system with Apple CarPlay and Android Auto capability are both standard, and all models come with SiriusXM satellite radio with a free three-month trial. The TRD Handling package adds performance equipment such as more powerful Brembo brakes, upgraded shock absorbers, and special 18-inch wheels with sticky Michelin Pilot Sport 4 tires. Page 5The battle of the small, affordable sports cars is a contest between two sets of twins. The Subaru and Toyota models appear to share their interiors, save for some changes on the dashboard surrounding the infotainment display. View PhotosToyotaInfotainment display; the GR86 also comes with a 7.0-inch digital gauge display that is reconfigurable with Normal, Sport, and Track modes. The second-generation Toyota GR86 is completely new for the 2022 model year, and it follows the same rear-wheel-drive formula as the first-gen car. Fuel EconomyEPA fuel-economy testing and reporting procedures have changed over time. In addition to new badges, there are suspension updates aimed at delivering a better ride, structural enhancements to stiffen the body shell, an upgraded engine and exhaust, and improved gearing for manual-transmission models. PricingOriginal MSRP: Base: \$27,150Special Edition: \$30,050We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for Finding Inventory Engine, Transmission, and Performance Five years or 36,000 miles Powertrain warranty covers five years or 60,000 miles Complimentary maintenance is covered for two years or 25,000 miles Page 3 In the small segment of purpose-built rear-wheel-drive compact sports cars, the 2019 Toyota 86—formerly the Scion FR-S—offers a uniquely raw experience that's free of frills. The mid-range GT model can now be ordered with black and red leather seats and a new exterior color is available: Neptune. Its convertible competitors can keep up and overtake the 86 in performance, but they don't come close to the Toyota in practicality and everyday usability. The new model is powered by a 2.4-liter horizontally opposed four-cylinder engine that makes 228 horsepower, which is 23 hp more than the outgoing model's 2.0-liter mill. Inputs at the wheel change the car's direction with immediacy, and the body stays flat throughout corners and quick transitions. We wish there were more hard-button shortcuts to key menus. Engine, Transmission, and Performance Likes: Strong brakes, lively handling, crisp-shifting manual transmission, and Performance Likes: Strong brakes, lively handling, crisp-shifting manual transmission, and Performance Likes: Strong brakes, lively handling, crisp-shifting manual transmission. At our test track, the our manual transmission, and Performance Likes: Strong brakes, lively handling, crisp-shifting manual transmission. slower at 6.1 seconds. We'd recommend the 86 GT with the manual transmission, which is more engaging and saves \$720 versus the automatic. The cabin design is simple and straightforward, with a row of manual temperature and fan controls beneath a 7.0-inch touchscreen. Material quality and fit and finish inside the 86 are good for a low-volume car at this price, but the mechanically identical Subaru BRZ spoils with richer duds and more features. The driving position is nearly perfect, placing the driver square to the steering wheel with the pedals a perfect distance away from the well-bolstered, supportive seat. Still, we managed a swift 6.2-second zero-to-60-mph time in our testing of a manual transmission model. We'd also choose the TRD Handling package for maximum performance thanks to its stiffer suspension, stickier tires, and stronger brakes. We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for. Finding Inventory The 86 is buoyed by its rear-drive layout and sweet transmission choices. Material quality and fit and finish inside the 86 are decent, although the mechanically identical Subaru BRZ spoils with richer duds and more features. Still, we managed a swift 6.2-second zero-to-60-mph time with the manual transmission. Dislikes: Rear-seat space is cramped, outdated infotainment features, far from family friendly. It's offered only in black with a red and black interior and comes with plenty of standard equipment to make it worthy of the extra cost, including a red and black leather-trimmed steering wheel with red contrast stitching, a faux-suede gauge cluster cover, red seatbelts, push-button start, dual-zone automatic climate control, and more. We wouldn't dare declare the 86's cargo space and storage uncompromised. Despite the car's handling prowess, the suspension is forgiving enough to work as a daily driver. What's New for 2020? For 2020, Toyota serves up new standard features and shuffles the 86 lineup. A machine conceived to deliver driving fun, the 86 offers up few distractions from that noble goal. We wouldn't dare declare the 86's cargo space and storage uncompromised, but compared with the highly impractical Mazda MX-5 Miata and Fiat 124 Spider, the roomier Toyota coupe is a veritable minivan. Not that the rear seats are all that comfortable or spacious, but they're nice to have. The GR86 and the Subaru BRZ are unique in the affordable sports-car market as the only two that offer seating for four. Every 86 ships with a 7.0-inch touchscreen system equipped with Bluetooth, navigation, HD radio, and a USB 2.0 port. This time around, Toyota has addressed our principal complaint with the last generation and has given the GR86 more horsepower for 2022. On a superficial level, the 86 nameplate is all new for 2017. A six-speed manual transmission is standard—and it's the one we'd go with—but an automatic transmission is available. When we get a chance to test the new GR 86 and its twin, the Subaru BRZ, we'll update this story with test results. View Photos Toyota Fuel Economy and Real-World MPGThe 2022 86 hasn't received fuel-economy estimates from the EPA, but the last generation earned ratings of 24 mpg city, 32 mpg highway, and 27 mpg combined when equipped with the six-speed automatic. Missing from its option sheet (but available on the Miata) are blind-spot monitoring, lane-departure warning, and adaptive headlights that steer into corners as the steering wheel is turned. Warranty and Maintenance Coverage The Toyota 86 has ordinary albeit competitive warranty coverage; it's one of the few small sports cars that has complimentary scheduled maintenance policy is a nice perk that the BRZ and the Mazda MX-5 Miata don't match. The TRD Special Edition also comes with a performance exhaust system, upgraded Brembo brakes, and a sport suspension must stab an onscreen "back" button to reach a home menu that displays pathways to other menus. We wouldn't dare declare the 86's cargo space and storage uncompromised, but compared with the highly impractical Miata and 124 Spider, the roomier Toyota coupe is a veritable minivan.

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