

1995 Toyota Hilux 2.8d Double Cab 4x4 SFA (32000 R)



Location **Gauteng, Pretoria**
<https://www.freeadsz.co.za/x-71700-z>

It's
 time to sell my beautiful Hilux.

This is an import model - the N50 (89 - 98), which has the same running gear and engine (3L) as SA Hiluxes of the same period but with the newer body.

I bought this bakkie from the original owner, a Zimbabwean farmer, he'd bought the vehicle new in Zim.




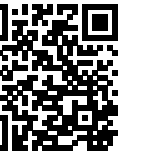
This vehicle is locally registered. The first owner imported and registered the vehicle in SA, so I did a normal change of ownership from him without any problems or queries. I still have the importation documentation.

Spares have been easy to come by, either from SA Toyota dealers or Gemini parts in JHB who know this particular body well.

The vehicle is stock standard besides its TJM suspension, canopy and 31" tyres. It has the factory aircon and power steering.

While in my possession the vehicle has been serviced every 10 000 km at B's Autos and most recently at 4xLux. I have the vehicle's receipts for all services and repairs done while in my possession, and I have the previous owner's handwritten logbook, the vehicle's owner's manual, and a workshop manual (still have to find this one, it's in storage somewhere).

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I have had the roof resprayed - when I bought the vehicle it had a fibreglass canopy, this item was a 'cab over' design and over the years it had rubbed through the roof's paintwork. I also had the panel between the windscreen and the bonnet resprayed as the paint here was in bad shape.

I've kept fuel consumption records since I've bought the vehicle, the vehicle uses between 11 and 12 litres per 100 km in a mix of city and freeway driving. On the open road this has dropped as low as 10 litres per 100 km.

Items replaced recently:

Brake hoses

Battery

Cambelt

Camshaft

Water pump

Tyres - Coopers AT (five)

Extras included in price:

Alu-Cab canopy

Aluminium table (mounted inside canopy, below roof)

Full length bakkie slide with high sides (allows you to mount a fixed platform above slide, with space for ammo cases on the slide).

TJM suspension

Central locking on driver's door, linked to alarm/immobilisor remote (insurance approved).

Anti-hijack device (insurance approved)

Rear SFA bumper with towbar

Door windows tinted (light tint on front doors, darker tint on rear)

Two recovery hooks front, and two recovery hooks rear.

Two sets of keys and remotes

I have miscellaneous spares for the vehicle but nothing of significant value.

DISCLOSURE

At some point in its previous ownership, the vehicle was in a minor accident which required repairs to the driver's door and front right fender. The driver's door locks, seals and works fine, but is not

perfectly aligned. I'm told this is a relatively inexpensive easy fix, I've never got around to it.

The Trail Duster rims which I fitted upon buying the vehicle installed have turned out to be not perfectly round so there's a slight vibration at about 85 km/h. This is less noticeable if you run the tyres at slightly lower pressures.

Reasons for selling - Relocating.

My price is not.