

Rally-Inspired Off-Roader

Toyota's Tundra TRD Rally Brings Baja Flair to Everyday Hauling

By Derek Price

CARGAZING.COM

The new 2025 Toyota Tundra TRD Rally strikes an appealing balance between off-road capability and everyday usability.

After a week behind the wheel, this special edition demonstrates how Toyota can transform a workhorse pickup into something with genuine visual excitement and enhanced trail credentials.

The Rally package's \$8,660 price premium delivers immediately noticeable styling changes inspired by Toyota's Baja racing heritage.

The iconic red, orange and yellow graphics create a throwback aesthetic that stands out in parking lots dominated by monochrome trucks.

These bold accents extend inside, where the SoftTex seats and dashboard trim echo the exterior's vibrant theme.

Beyond the eye-catching appearance, the Rally package provides legitimate off-road improvements. Bilstein monotube shocks enhance damping over varied terrain, while all-terrain tires and skid plates protect vital components during trail adventures.

The electronically controlled locking rear differential, Multi-Terrain Select and Crawl Control complete a



The 2025 Toyota Tundra TRD Rally features bold red, orange and yellow graphics inspired by Toyota's Baja racing heritage, along with 18-inch TRD wheels and all-terrain tires.

comprehensive off-road suite that costs significantly less than the range-topping TRD Pro.

The twin-turbocharged 3.4-liter V6 delivers strong performance with 389 horsepower and 479 lb-ft of torque channeled through a 10-speed automatic transmission.

The coil-spring suspension provides a notably

smooth ride that belies the truck's rugged capabilities.

Interior comfort impresses throughout long drives. The CrewMax cabin offers generous space for five adults, while materials quality meets expectations for the price point.

Where the Tundra shows its limitations is fuel economy. At 17 mpg in the city and 22 on the highway, effi-

ciency lags behind some domestic competitors, particularly those offering diesel options.

Capability also trails some American rivals. While the Tundra's 12,000-pound towing capacity handles most recreational needs, competitors offer higher payload ratings and more robust heavy-duty variants.

However, Toyota's reputation for long-term reliability and strong resale values helps offset it.

Overall, the Rally package succeeds in creating a distinctive variant that doesn't sacrifice daily drivability for off-road prowess. Its combination of striking visuals, enhanced suspension components is a compelling combination.

AT A GLANCE

WHAT WAS TESTED?

2025 Toyota Tundra 4X4 SR5 CrewMax (\$51,010). Options: TRD Rally package (\$8,660), spare tire lock (\$75), wheel locks (\$105), TRD performance air filter (\$135), carpet floor mats (\$199), ball mount (\$89), bed mat (\$224). Price as tested (including \$1,945 destination charge): \$62,442

BY THE NUMBERS

Wheelbase: 145.7 in.
Length: 233.6 in.
Width: 80.2 in.
Height: 78 in.
Engine: 3.4-liter twin turbo V6 (389 hp, 479 lbs. ft.)
Transmission: 10-speed automatic
MPG: 17 city, 22 highway

RATINGS

Style: 9
Performance: 9
Price: 8
Handling: 6
Ride: 8
Comfort: 8
Quality: 9
Overall: 9

WHY BUY IT?

The TRD Rally offers genuine off-road capability with distinctive Baja-inspired styling, backed by Toyota's reputation for durability and strong resale value.



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The Tundra’s cabin is a spacious, quiet place to spend long drives.

differential, Multi-Terrain Select and Crawl Control complete a comprehensive off-road suite that costs significantly less than the range-topping TRD Pro. The twin-turbocharged 3.4-liter V6 delivers strong performance with 389 horsepower

and 479 lb-ft of torque channeled through a 10-speed automatic transmission. The coil-spring suspension provides a notably smooth ride that belies the truck’s rugged capabilities. Interior comfort impresses throughout long drives. The CrewMax cabin offers generous space for five adults, while materials quality meets expectations for the price point. Where the Tundra shows its limitations is fuel economy. At 17 mpg in the city and 22 on the highway, efficiency lags behind some domestic competitors, particularly those offering diesel options. Capability also trails some American rivals. While the Tundra’s 12,000-pound towing capacity handles most recreational needs, competitors offer higher payload ratings and more robust heavy-duty variants. However, Toyota’s reputation for long-term reliability and strong resale values helps offset it. Overall, the Rally package succeeds in creating a distinctive variant that doesn’t sacrifice daily drivability for off-road prowess. Its combination of striking visuals, enhanced suspension components is a compelling combination.

A CLOSER LOOK



AT A GLANCE

FACTS, FIGURES AND RATINGS

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