

Chapter 1 : Daihatsu Terios vs Toyota Rush - Which is Better?

The Daihatsu Terios is a mini SUV, first released in by the Japanese car manufacturer Daihatsu. The engines are a modified Daihatsu Charade litre or kei car cc unit, with constant four wheel drive (4WD) or two wheel drive (2WD), respectively.

Model codes are J, J, and J for 5-seater version; model codes F and F for 7-seater version. There are two wheelbase: Short 5-seater only and Long 5-seater and 7-seater. The Terios features a permanent 4WD system via lockable central differential. However, it lacks low ratio gears. Both cars were sold in long wheelbase configuration. However, the car only comes in rear-wheel-drive layout. The difference between Rush and Terios: Rush is designed for five people only, and Terios is designed for seven people, so the Rush lacks third row seating although third-row seat is available as a dealer option. In Indonesia, the second generation Daihatsu Terios came with three trim levels: X and X Extra have almost spotless unsimilarities apart from parking sensor, wheel hub, and automatic transmission. Whilst Daihatsu Terios R have a striking differences even from the previous versions and facelifts, such as body kit design R Adventure and wheel arches, brand new bespoke alloy wheels, spoiler as standard previous one was optional and satnav with DVD player double din stereo, rear parking camera and HDMI input. The first generation Toyota Rush initially came with two trim levels: The facelift models brought new projector headlamps with LED positioning lamps, a wider grille with a chrome lower bar, a full-width air intake for the lower bumper and a blacked-out center piece. For the interior, both Daihatsu Terios and Toyota Rush received new steering wheel design, a redesigned instrument cluster, new seat upholstery, reshaped second-row headrests and double-DIN touchscreen DVD head units on higher trim levels. The trim piece is finished in gloss black for the Daihatsu Terios and silver for the Toyota Rush. The Toyota Rush in Malaysia is the long wheelbase 7-seater version. Exterior changes included redesigned front bumper, radiator grille and bonnet. The bumper is finished in a two-tone effect and the grill finished with faux carbon-fibre. Again the same two variants were available: Sold as the Perodua Nautica, it was launched in Malaysia in May This was fully imported from Japan, except for the front grille, front bumper and rear bumper which are manufactured and fitted in Malaysia. It has a 1. The price tag of the Perodua Nautica is not much different from the long-wheelbase Toyota Rush. It comes with only two colour choices: Medallion Grey and Majestic Black and comes in automatic transmission only. The Nautica was quietly discontinued in , slightly less than a year after its launch. Only a mere total of units were ever sold. Compared to their predecessors, the design of the car is now more streamlined. It is now features a rear liftgate rather than a side-opening rear door and no longer has the spare tyre mounted on the rear door. Both cars are now sold in one wheelbase variant only.

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