87 wagoneer

the early s while Willys-Overland Motors was owned by Kaiser Jeep Corporation , the Wagoneer replaced the original Willys Jeep Station Wagon , originally introduced in July and in production until the model year. It was introduced in November for the model year as a successor to the Willys Jeep Station Wagon that had been built since Although sharing a pickup truck chassis like its predecessor , the Wagoneer had a sophisticated station wagon body design, that was more carlike than any other 4x4 on the market. Together with the Gladiator Truck , the revolutionary Wagoneer SJ platform included an advanced overhead cam straight-six engine , and offered features unheard of at the time in any other mainstream 4WD vehicle, such as independent front suspension , [9] power steering, automatic transmission, [10] [11] a factory radio and optional air-conditioning. Like its long-lived predecessor, the new Wagoneer took shape under industrial designer Brooks Stevens , while Willys' engineering staff handled the technical development. To appeal to mainstream consumers, the Wagoneer received a relatively low stance and car-like manners. The lower entry height was accomplished with a transfer-case and a compact running gear design. Suspension tuning gave it a good ride, but because it was developed as a truck, it could haul and tow as needed. The original Wagoneer was a full-size body-on-frame vehicle that shared its architecture with the Jeep Gladiator pickup truck. At first, it offered many body types, suspension, and drivetrain options. Available as both two- or four-door wagons, the two-door could be had as a " Panel Delivery " model with windowless sides behind the doors and double "barn doors" in the rear instead of the usual tailgate and roll-down rear window. Both a 3-speed manual and automatic transmission were offered, each available with either 2WD rear-wheel-drive, or part-time four-wheel-drive without a center differential, but with manually locking front hubs. Like on the original Willys Wagon, [14] [15] independent front suspension instead of a rigid front axle was again offered to give the Wagoneer a more car-like ride and handling. Shortly after the introduction of the Wagoneer, in early , Willys Motors changed its name to "Kaiser Jeep Corporation". While it made less power, it returned greater economy, but this lower-compression version was phased out within a year. As of , all models came with a new standard safety package that included front and rear seat belts, a padded dash and high impact windshield, and a dual braking system. According to the automotive press this engine was smooth, powerful, reliable and easily maintained, [citation needed] but most likely it was cheaper. Although the independent front suspension was positively reviewed, [16] the option was not popular and was dropped from production, at least for the 4WD models, in The model year also saw the introduction of the more luxurious Super Wagoneer, identified by a new more modern-looking full-width grille. With comfort and convenience features not standard or even available on other vehicles of its type at the time - e. Production of the Super Wagoneer ended in , and in total it is believed that 3, Super Wagoneers were produced. Between and , all rear-wheel drive only models, which the four-wheel drives had outsold from the beginning, were discontinued, and from then on all Wagoneers and Cherokees had solid axles and leaf-springs, both front and rear. American Motors improved manufacturing efficiency and lowered costs by incorporating shared components such as engines. Reducing noise, vibration, and harshness improved the Wagoneer driving experience. Visually, a big change was made during the model year, by replacing the metal grill with a new plastic grill with an egg crate pattern instead of vertical bars. The innovative Quadra-Trac full-time four-wheel-drive system, which broadened the appeal of Jeep products to people who wanted four-wheel-drive traction without the inconvenience of a manual-shift transfer case and manual locking hubs , was introduced in In AMC redesigned the greenhouse of the defunct two-door Wagoneer, with much wider D-pillars and single, long rear side-windows, and reintroduced it as the Cherokee. This replaced the Jeepster Commando , whose sales had not met expectations despite an extensive revamp. Also in , front disc brakes were introduced as standard equipment. While the new Cherokees still had 4-wheel drum brakes standard, front discs could be had as an option. From all Wagoneer and Cherokee models received beefed up frames with stronger cross-members and boxed side rail construction. After the introduction of the Cherokee, AMC began to move the Wagoneer upmarket, and that brought high demand from a new market segment. On other SJ models, there were few styling changes until , when all Wagoneer, Cherokee, and J Series pickup models received a substantial styling update with one-piece aluminum bumpers and a new one-piece chrome plastic grille with a protruding middle section shaped somewhat like a pig's nose, horizontal slats, and square headlights. The Wagoneer continued to sell relatively well after production dropped to 10, in , but increased to 13, in , 18, in , and 18, in In , the Wagoneer line was expanded to three models. The Custom Wagoneer was the basic model, yet it included a four-speed transmission, free-wheeling hubs, power steering, and power front disc brakes, as well as passenger area carpeting. A new Brougham model added an upgraded interior trim that included woodgrain for the instrument cluster and horn cover, floor mats, power tailgate window, as well as the "convenience" and

"light" packages. The Brougham's exterior included a thin side body scuff molding with a narrow woodgrain insert, roof rack, as well as bright door and quarter window frames, and a lower tailgate molding. The basic "Custom" model was eliminated for , and a new Selec-Trac system became standard equipment. A dash-mounted control allowed the driver to change between two-wheel and four-wheel drive. The switch activated a vacuum-activated spline clutch that was built into the transfer case that engaged the front axle assembly. A shift lever mounted on the side of the transmission hump allowed the driver to shift between four-high and four-low with the vehicle moving, although the transmission had to be shifted to neutral and the vehicle had to be moving at less than 5 miles per hour to accomplish this. AMC originally intended for these vehicles to replace the SJ-body Wagoneer models but high demand prompted the company to keep the old SJ-body Wagoneer in production alongside them despite the fact the design, largely unchanged since , was becoming increasingly antiquated. In mid, AMC introduced a less expensive version called the Wagoneer "Custom", without the simulated woodgrain exterior. The Custom had steel wheels with hubcaps, standard equipment was pared down, and it had part-time four-wheel drive. Thus, at the end of , production reached 20, with just one fully equipped version available. The Grand Wagoneer remained "the gold standard of the SUV market" and from it would continue in one version using the old SJ-body until the end of the Grand Wagoneer production under Chrysler. An improved handling package was introduced in that incorporated a revised front sway bar, gas-filled shock absorbers, and lower friction rear springs. A total of 17, Grand Wagoneers were built for Starting in the model year, the Grand Wagoneer received a new four-part front grille and a stand-up hood ornament. An updated audio system became a standard feature and a power sunroof installed by American Sunroof Corporation became a factory option. However, the most significant change was the installation of a fully revamped interior including a new dash pad, new instrumentation, new door panel design, shorter nap cut-pile carpeting, new leather, and corduroy seat cover designs as well as front seats that now featured adjustable headrests. Changes were made to the instrument panel that now featured square gauges, and contained an improved climate control system. The metal glove box door was also replaced with a plastic door featuring a woodgrain overlay. A new two-spoke steering wheel also included new stalks for the lights and wiper and washer controls on the column. The Selec-Trac driveline gained a new Trac-Lok limited-slip differential to send power to the wheel with the best traction. There were 17, Grand Wagoneers built in The last model year developed under AMC, , was also the 25th anniversary of the Wagoneer design. The exterior featured revised woodgrained sides in "marine teak" with new nameplates and V8 badges. On the inside were new tan or cordovan trims that replaced the honey and garnet colors, while the interior assist pulls on the door panels were removed. A combined 14, units were built by AMC and Chrysler for Chrysler bought out American Motors Corporation on 2 March Chrysler had other priorities, and although the Jeep J-Series pickups that shared the SJ platform and directly competed with Chrysler's Dodge Ram pickups were discontinued in , Chrysler left the Grand Wagoneer largely untouched over its first few years overseeing Jeep production, and even continued to build the model with the carbureted AMC V8 instead of its own arguably, more modern fuel-injected V8. Year-to-year changes were minimal. At the time of Chrysler's purchase, customer demand for the Grand Wagoneer continued to be steady, and it was a very profitable model generating approximately five to six thousand dollars on each unit. The â€" model years are considered the "best of the breed" due to a number of upgrades. These include upgraded wood siding and modernized aluminum alloy wheels that lost their gold-colored inlays in favor of gunmetal grey metallic. Chrysler also introduced an electrocoat primer for better rust proofing and all exterior colors were now applied in a two-stage base-clearcoat system. In , Jeep's first full year under Chrysler, 14, Grand Wagoneers were produced. An interior overhead console, taken from Chrysler's popular minivans , was also added. This functional console featured much brighter map lights, an outside temperature sensor and compass, a storage compartment for sunglasses as well as an infrared remote-controlled key-less entry system. The last three model years also featured several new exterior paint colors and the tan interior color was replaced with a lighter color that Jeep called "sand". The "new" exterior colors included a hunter green metallic that was only available in the model year and is the paint color of the Grand Wagoneer in the Chrysler museum, as well as the color of the very last Grand Wagoneer ever made. The Wagoneer enjoyed one of the longest production runs of any Jeep product. By , it was the longest-running domestically produced vehicle 29 years on the same platform. As a result of the oil price shock , gasoline prices in the United States rose 11 percent in less than a year. Slow sales continued during the Gulf War and only 1, Grand Wagoneers were produced in the model year. In addition to its poor fuel economy, the antiquated SJ platform would have required extensive re-engineering to comply with new Federal Motor Vehicle Safety Standards that would apply to all light trucks and sport utility

vehicles sold in the United States by the mids. As a result, on 27 February , Chrysler announced that it was ending production of the Grand Wagoneer, leaving the Jeep line without a full-size SUV. Even before Chrysler assembled the final SJ Grand Wagoneer there were specialized companies that were refurbishing and restoring them. The â€" models years are considered "the best of the breed and still have a loyal following among a select group". In , the â€" models were in a list of eight SUVs that have become collectibles and, depending on the condition, desirable items at car auctions. By , the appraisal values of Grand Wagoneers had been increasing an average of 2 to 6 percent with each bi-monthly update for most of past ten years according to Hagerty. By , the â€" Jeep Grand Wagoneers that "created the blueprint followed by countless others" were among the most sought-after cars during the pandemic according to Hagerty, and in the top nine of a curated list of the best vintage cars on the market. The Jeep Grand Wagoneer nameplate reappeared for one-year as the top-of-the-line model of the new Jeep ZJ platform debuted for the Grand Cherokee for the model year. The Wagoneer was occasionally used in rallying , mainly in the United States. In May , Chrysler's "Five-Year Plan" was unveiled, which included the intention to release a flagship vehicle called the Grand Wagoneer that would share a platform with the Durango and Grand Cherokee by the model year. Originally planned to replace the Durango, the Grand Wagoneer would be sold alongside it and the Grand Cherokee. On 9 June , Fiat Chrysler announced that it would unveil a new version of the full-sized Grand Wagoneer at its dealers' convention on 25 August Due to the COVID pandemic that has temporarily halted automotive production in North America, FCA is delaying the start of production by at least three months, and is expected to debut this full-size version in early as a model. On September 3, , Jeep revealed the concept vehicle, along with other models and their 4xe electric hybrid technology. From Wikipedia, the free encyclopedia. Motor vehicle. Kaiser Jeep â€" American Motors â€" Chrysler â€", Archived from the original PDF on 12 March Retrieved 23 July Four Wheeler. Retrieved 20 February It wasn't the Range Rover", Retrieved 15 May Archived from the original on 27 January Archived from the original on 8 July Retrieved 13 February Hemmings Classic Car. Jeep: The Unstoppable Legend. Publications International. Motor Trend. 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Emission Parts. Exhaust Parts. Fuel Parts. Jeep Gauges. Ignition Parts. Locks and Cylinders. Manual Locking Hubs. Steering Parts. Suspension Parts. Transfer Case Parts. Transmission Parts. Tune-Up Kits. Wiper Parts. Thus, starting in , only one fully equipped version was available, and this would remain until the end of the Grand Wagoneer production under Chrysler. Production reached 20, in with just one version available. A total of 17, Grand Wagoneers were built for Starting in the model year, the Grand Wagoneer received a new four part front grille and a stand-up hood ornament. An updated audio system became a standard feature and a power sunroof installed by the now defunct American Sunroof Company, became a factory option. However, the most significant change was the installation of a fully revamped interior including a new dashpad, new instrumentation, new door panel design, a decorative tailgate "cap", shorter nap cut-pile carpeting, more modern headliner and visors, new leather seat cover designs and front seats that now featured adjustable headrests. Changes were made to the instrument panel that now featured square gauges, featured woodgrain overlays and

contained an improved climate control system. The Select-Trac driveline gained a new Trac-Lok limited slip differential to send power to the wheel with the best traction. There were 17, Grand Wagoneers built in The last model year developed under AMC, , was also the 25th anniversary of the Wagoneer design. Standard equipment included the cu in 5. The exterior featured revised woodgrained sides in English Walnut with new nameplates and V8 badges. On the inside were new tan or cordovan trims that replaced the honey and garnet colors, while the interior assist pulls on the door panels were removed. Give us a call today at: and our knowledgeable sales staff will assist you. Log in or Sign up. Welcome to Jeeps. You are currently viewing as a guest! To get full-access, you need to register for a FREE account. Post Reply. I've got an '87 Grand Wagoneer that has recently started running really badly. It is hard to start. Idles poorly cold. When in motion, it will backfire out the carb. Quite often, almost always, after a few backfires, it will suddenly run great, as long as throttle is maintained. At a stop or long coast, it will resume the malfunction. Also, I've sprayed carb cleaner into the carb, which temporarily fixes the problem, sometimes. TheFlynn , Oct 3, That doesn't explain why backfiring would make it run normal for a while. Yeah, I agree with checking the timing. C2T likes this. Is it backfireing at idle or when you are taking off. Sounds electrical or malfunction timing advance from the distributor. Check all you plug wires first and make sure none are grounding out on exhaust manifold and the like. If a plug wire is burnt through it will do all of these things. Check the vacuum hoses for leaks and make sure it is good to the distributor. It only backfires under load, at about ? It only backfires when it is in this terrible sluggish mode. It sounds choked. But, I have looked and the choke appears open. After a couple backfires, maybe only one, it runs like a champ until it is allowed to idle. Could this be the EGR valve? TheFlynn , Oct 4, Do you still have a cat. How many miles on the jeep. Those old cats were only good for like miles. Poor exhaust flow can choke a motor and cause drastic power loss especially at higher rpm. Fuel air and spark and timing. Check all these. Show Ignored Content. Username or email address: Do you already have an account? No, create an account now. Yes, my password is: Forgot your password? However, they would be mistaken. More US Power! Featuring an interior crafted from wood and leather, paired with revolutionary overhead-valve straight six or V8 power, the Wagoneer employed independent front suspension, power steering and automatic transmission â€" never before commercially implemented on an off-road vehicle. Several levels above the competition of its time, the American stab at creating a 'refined 4x4 for the masses' didn't just set new automotive boundaries, but also fashioned an automotive icon. That was, until 's model year saw the introduction of something far more decadent - the Grand Wagoneer. Suddenly, rural suburbia had a new favourite toy. If you didn't have one of these, your membership to the tennis club was ultimately revoked. Enjoying one of the longest manufacture runs of any mass-produced vehicle, the towing capacity and build quality made the Wagoneer a popular choice among repeat buyers. Capable of burbling along with 2. As the Rolls-Royce for agricultural types and a fashion statement for those in the city, the leather-lined off-road colossus went unrivalled for almost all of its production run. Now a serious collector's item â€" if the mileage is low and the trim spec is high â€" some examples sell for twice their original showroom retail price. Unlike most classics collector cars of the era, you get a tonne of retro equipment for your cash, too. Not enough? So, forget what certain automotive historians bleat on about. The Wagoneer debuted a full seven years before Land Rover unveiled their scene-changing Range Rover, of which the American market would have to wait a further 23 years to receive. And, whisper this quietly, the Wagoneer was better built. Although a powerhouse colossus, the last Wagoneer example rolled off the production line on June 21, , signalling the end of a year production run. Jeep replaced the ageing model with its Grand Cherokee. So, what do you do if you want to buy one? Check out the healthy specimens for sale through Motorous, including these fine beasts in need of a new home. However, our pick of the bunch is this example in a fetching shade of Deep Night Blue. Presented on behalf of Grand Wagoneer by Classic Gentleman , internationally recognized as a leading buyer, restorer and seller of low mile, excellent condition Grand Wagoneers, this specimen came straight from the sunny state of California, where it has spent the last 15 years. Before that, this '87 was registered in the salt-free states of Colorado. Down to that happy circumstance, she wears a solid frame and undercarriage that remains devoid of rust. The distance has been ticked up nice and slow over her 31 years, averaging just miles per annum. It's a huge chunk of cash for a used SUV, but boasting such rude health and ultimately rare in such a condition, it's actually a huge chunk of heritage for your money. A heritage that won't see you stuck come the bad weather. Get a closer look here. Announcing Online Auctions! Rare classic and collector cars vetted by our dealer network. Click here to bid now. Read Buy Sell Auctions. Home Features Trucks. By Calum Brown May 23, Shop Trucks. Buying a classic Range Rover too predictable? Then meet the Jeep Grand Wagoneer! View in gallery. Related articles. By Steven Symes Feb 12,

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When I emerged on the other side, several months later, I was sitting on a pile of parts, had made a significant dent in my own net worth, and was staring down the consequences of a few decisions that, in retrospect, made me feel more than a little foolish. And yet, I still managed to mess up what should have been the most straight-forward aspect of my swap: locating the right engine at the right price. At first, the struggle was real. I pored over online classifieds seeking a complete donor truck that would provide me with the wiring harness and accessories that had the potential to nickel-and-dime me to death should I instead opt for a bare block. The bargain pickups I ventured out to see were typically high-mileage basket cases on their last legs. On occasion, this descriptor also applied to their owners, as in one memorable encounter where the seller had to ask his best buddy to breathe into his ignition interlock device so I could hear the tired lump rattle and tick its way to life. Finally it happened. I chanced upon a Facebook ad for a low-mileage 5. I inquired as to whether I could get the transmission, too a 4L60E four-speed automatic and was answered in the affirmative. Money was exchanged, promises were made, and in short order I had a once-beating heart ready to be surgically implanted in my still-running, no-real-issues Jeep. Immediately, my choice in engine posed somewhat of a problem. Initially, I had been targeting the older LM7 version of the 5. Despite this, I jumped on the LMG due to its price and meager 40, miles of life experience. As any hot rodder knows, sticking with a stock cam when the lure of extra, trouble-free horsepower was just a re-grind away is completely impossible, and so I ordered not just an AFM delete kit for the motor but a stage two cam setup aimed at boosting low-end grunt. The end result would be just under horsepower and just over pound-feet of torque, which was probably more than I needed but certainly a nice insurance policy to have when towing my Datsun through the mountains of New Hampshire on the way to the race track. With the engine issue solvedâ€"or so I thoughtâ€"it was time to turn to the supporting players. Adapting the stock New Process transfer case to the GM engine and transmission was possible, but expensive, and required a bespoke adaptor. With those major items out of the way, I turned my attention to dealing with the smaller but still crucial aspects of preparing for the swap. With that in mind, I stuck with the stock manifolds that came with the 5. The racing shop run by Andrew Grubb had been solving problems on my Z track car for many years, and was open to the idea of an over-winter project. Andrew himself had owned a Wagoneer in a past life, and was confident in the simplicity of the swap process given just how primitive the stock Jeep drivetrain was, and how easy the LS was to Lego into an engine bay. With my vehicle propped up on the lift that would serve as its perch for the remainder of the snowy months, Grubb and his team decided to go through the LMG engine prior to ripping out the It was a wise decision, because it was here that the my apparent haste in snapping a good deal on a motor and transmission combo was revealed to be too good to be true. Andrew pointed out to me on the piston where it had rubbed against the crank in the video the seller had sent me of the engine turning over but not catching with a battery connected directly to the starter. After initially ducking me, and then eventually being shamed online by the local LS community into returning my calls, the embarrassed seller revealed that the engine must have hydrolocked from oil leaking into the piston after the roll-over and subsequent start attempt by the auction house he had purchased it from. Although I had prepared myself for contingencies during the swap, I had thought they would occur much later in the process when fine-tuning the installed engineâ€"not right at the beginning, due in part to my own poor judgment when purchasing a drivetrain. The thought that I could have selected a cheaper, higher-mileage motor and done the same refresh has entered my mind more than once, joined by the offers of guaranteed LS engines from friends after they learned of my predicament. Maintenance and Tech. A Story About. Your weekly dose of car news from Hagerty in your inbox. See more newsletters Thanks for signing up. Sign up. More on this topic. Share Leave comment. 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