Cj7 scrambler

The Jeep CJ models are both a series and a range of small, open-bodied off-road vehicles and compact pickup trucks , built and sold by several successive incarnations of the Jeep automobile marque from to The Willys Jeep was the world's first mass-produced civilian four-wheel drive car. In , Willys-Overland , one of the two main manufacturers of the World War II military Jeep , built the first prototypes for a commercial version â€" the CJ, short for "civilian Jeep". Also, with few exceptions, they had part-time four-wheel drive systems , with the choice of high and low gearing, and open bodies with removable hard or soft tops. After remaining in production through a range of model numbers, and several corporate parents, the Jeep CJ line was officially ended in More than 1. The similar model, the DJ "Dispatcher" was introduced in as a two-wheel drive version with open, fabric, or a closed steel body in both left- and right-hand drives for hotel, resort, police, and later United States Postal Service markets. By , the Allies were confident the war would be won, and wartime production looked to be winding down. This allowed Willys to consider designing a Jeep for the postwar civilian market. Documentation is scarce, but in early , Willys seemed to have found time to start drawing up plans, and one or two prototypes dubbed CJ -1 , for "Civilian Jeep", were running by May of that year. The first CJs had apparently been created by quick modification of the regular military MB, adding a tailgate, lower gearing, a drawbar , and a civilian-style canvas top. The first CJ served as a quick proof-of-concept test, and when a further design evolution materialized, probably became the CJ-1 by default. No CJ-1s built have survived, and how many were made is unknown. Although at least 40 were built, the Willys-Overland CJ-2 was not available for retail sale. The CJ-2s, also known as "AgriJeeps", [10] were the second-generation prototypes for the first production civilian Jeep, and were used solely for testing purposes. Although their design was directly based on the military Willys MB , using the same Willys Go Devil engine â€" they were not only stripped of all military features, particularly the blackout lighting, but also the CJ-2s had many significant differences in body features and construction versus the military Jeep. Rear wheelwells were redesigned so that seats could be enlarged, improved, and moved rearward, and new, more weathertight top designs were tried. A canvas half-top with roll-down doors was one of several top designs tried before production. The CJ-2s were built in two main batches, but even within the two groups, each was a little different, as they evolved and were modified for various types of work. For instance a number of experimental combinations of powertrain components were tested. Some CJ-2s also had an "AgriJeep" plaque fixed to the dash. The CJ-2s were likely distributed to "agricultural stations" for evaluation purposes. Where the MB had recessed headlights and nine-slot grilles, the CJ-2A had larger, slightly bulging headlights, flush-mounted in a seven-slot grille. Up to serial no. Since Willys produced few parts in-house and relied heavily on suppliers, it was vulnerable to strikes. Unfortunately for Willys, strikes were common after the war, and this likely contributed to low production totals in and early Since the CJ-2A was primarily intended for farming, ranching, and industrial applications, stock CJ-2As only came with a driver seat and driver side mirror, and a wide variety of options was available, such as: front passenger seat, rear seat, center rear-view mirror, canvas top, front power take-off PTO , rear PTO, belt pulley drive, capstan winch, governor, rear hydraulic lift, snow plow, welder, generator, [12] mower, disc, front bumper weight, heavy-duty springs, dual vacuum windshield wipers stock CJ-2As were equipped with a manual wiper on the passenger side and a vacuum wiper on the driver side , dual taillights stock CJ-2As had a taillight on the driver side and a reflector on the passenger side , hot-climate radiator, driveshaft guards, heater, side steps, and radiator brush guard. The CJ-2As were produced in lively color combinations that in some ways symbolized the hope and promise of postwar America. The Pasture Green and Harvest Tan combinations were dropped later in Olive drab was also available for export models. On early CJ-2As, the front seats were covered in olive-drab vinyl. Around mid, Slate Gray vinyl became available for certain color combinations. Later, Barcelona Red was added to the mix. A total of , CJ-2As were produced. Because of the use of military production parts on the earliest CJ-2As, and the many changes made during its early production, restorers and collectors refer to CJ-2As up to around serial no. Only minor changes were made after the mid models. It featured a one-piece windshield with a vent, and wipers at the bottom. The CJ-3A had beefed-up suspension 10 leaf to accommodate the various agricultural implements that were being built for the vehicle. In total, , CJ-3As were produced before the series ended in The CJ-4 body tub was an intermediate design between the straightforward raised hood from the CJ-3B and the all new curved body style of the CJ The design was rejected and the vehicle was eventually sold to a factory employee. Although the CJ-4M prototype may not have been actually built, [25] the stretched wheelbase ambulance prototype with registration "CJ-4MA" turned up in The Kaiser parent company removed "Overland" from the Willys Motors subcompany name. The CJ-3B was turned into the M military jeep mostly used for export, through by equipping it with commercially available heavy-duty

options, such as larger tires and springs, and by adding black-out lighting, olive drab paint, and a trailer hitch. The CJ-3B design was also licensed to a number of international manufacturers, which produced a civilian and military variants long after , including Mitsubishi of Japan and Mahindra of India. Mitsubishi's version was built from until , while Mahindra continued to produce vehicles based on the Willys CJ-3B until October 1, It was the first off-road vehicle plant to be opened in Turkey , in It was produced under Tuzla brand. In total, about , units were built in this year period. The original J3 was a basic, doorless, and roofless version, with steering on the left, rather than the right, despite Japan having left-side traffic. The original J3 and its derivatives were equipped with the 2. Local production of the JH4 engine commenced in The final military version J24A produced PS from an improved 4DR5 engine with front-mounted air-to-air intercooler. By the time of the introduction of the longer J20 in , a six-seater like the J10, but with a differently configured more permanent front windshield, as well as available metal doors, Mitsubishi had also added small diagonal skirts to the leading edge of the Jeep's front fenders. This remained the last change to the sheetmetal up front until the end of Mitsubishi Jeep production in Later models include 2-L, short-wheelbase, soft-top J58 J54 with a diesel engine , and the J38 gasoline wagon on the longest wheelbase. It was intended to replace the CJ-3B, but that model continued in production. The CJ-5 repeated this pattern, continuing in production for three decades while three newer models appeared. GM's Buick division repurchased the engine tooling in the early s which served as the powerplant in several GM vehicles. American Motors began fitting their own engines, which also required changes to both body and chassis. Both engines used a one-barrel Carter YF carburetor. A dealer-installed radio became available in , air conditioning became available via dealership in Electronic, breakerless distributors replaced breaker-point Delco distributors for the full engine line-up, and a catalytic converter was added to models equipped with the V8. In , for the model year, the tub and frame were modified from earlier versions. The windshield frame and windshield angle were also changed, meaning that tops from to will not fit a CJ-5 and vice versa. For , the frame was modified again to a completely boxed unit. Power disc brakes and the "Golden Eagle" package which included a tachometer and clock were new options, [12] as well as air conditioning. The Dana 30 front axle was retained, but the locking hubs were changed to a five-bolt retaining pattern versus the older six-bolt. The IIHS requested the testers implement "vehicle loading" hanging weights in the vehicle's corners inside the body, where they were not apparent to the camera to generate worst-case conditions for stability. So, they began to fit Falcon 6-cylinder engines to them at their Rocklea factory in Queensland. Combat 6 jeeps were also fitted with Australian Borg Warner differentials, and Borg Warner-brand gearboxes. Very little documentation about these Jeeps remains, and often the only way to conclusively identify them is by owner history. After having closed their market to imported cars in , assembly of the "Willys Jeep Universal" as it was known in Brazil from CKD kits began in The Universals came with a three-speed manual transmission. The Brazilian-built vehicles are easily recognized by their squared-off rear wheel openings. In , a long-wheelbase version, similar to the CJ-6 , was added to the line. Like the Brazilian-made CJ5s, the has square rear-wheel openings. Ford kept the line with no modifications except for some Ford badges on the sides and on the tailgate. Introduced in as the M military version, the civilian CJ-6 made its debut in as a model. The M military version shared many of the features of the M38A1 Military CJ-5 , but had the passenger-door opening extended back to the rear wheel well. As in the CJ-5, the V6 and V8 engine choices appeared in and The U. Forest Service put of CJ-6 Jeeps into use. American sales ended after , with the introduction of the CJ A total of 50, were produced when the series went out of production in It was also assembled in South Africa, by Volkswagen 's local subsidiary. The Jeep CJ-7 featured a wheelbase 10 inches longer than that of the CJ-5 , with its curved side entry cutouts partially squared up to accommodate hinged doors. The other main difference between CJ-5 and CJ-7 was to the chassis, which consisted of two parallel longitudinal main c-section rails. To help improve vehicle handling and stability, the rear section of the chassis stepped out to allow the springs and shock absorbers to be mounted closer to the outside of the body. It was introduced for the model year, with , built during 11 years of production. Transmission options included the standard part-time two-speed transfer case, automatic, and an optional new automatic all-wheel drive system called Quadra-Trac. Other features included an optional molded hardtop, and steel doors. The CJ-7 was also available in Renegade and Laredo models. Distinguished by their different body decals, the Laredo model featured highback leather bucket seats, a tilting steering wheel, and a chrome package that included the bumpers, front grill cover, and side mirrors. An optional Trak-Lok rear differential was available, too. A diesel-powered version was made in the Ohio factory for export only. Production of this diesel version was between and This model had the Isuzu C engine, T transmission, and Dana transfer case, although reports of some being produced with the Dana

20 exist. Typically, they had 4. From to , the CJ-7 came equipped with a Dana 20 transfer case, Dana 30 front axle or spline , and a spline AMC 20 rear axle, while later years, Laredo packages added tachometer, chrome bumpers, tow hooks, and interior upgrades including leather seats and clock. In , the Laredo was first fitted with an AMC 20 rear axle until mid, when it was equipped with a Dana 44, and all and newer CJ-7s came with the Dana transfer case. The Canadian Army took delivery of militarized versions of the CJ-7 in These were put into service as a stop-gap measure between the retirement of the M38A1 and the introduction of the Bombardier Iltis. The CJ-7 continues to be used in the sport of mud racing, with either the stock body or a fiberglass replica. CJ-7 has been successfully and widely used as a favorite for rock crawling, through simple and complex modification. It featured a CJ-8s used the traditional transfer case with manual front locking hubs to engage the four-wheel drive. Most had either a four- or five-speed manual transmission, but a three-speed automatic transmission was an option. The term "Scrambler" comes from an appearance package with which many CJ-8s were equipped, which included tape graphics and special wheels. A full-length steel hardtop CJ-8 was made for the Alaskan Postal Service, using right-hand drive and automatic transmissions. Instead of the rear tailgate, the steel hardtop used a hinged barn-door opening to the back. Only were produced and sold in the U. It was also widely sold in Venezuela and Australia as the CJ8 Overlander, with small differences, including full-length rear windows on the Overlander. There is some debate as to whether models were leftover units from the previous model year. The CJ could have either a hard or soft top. The driveline was largely from the larger J series pickups, consisting of either a four-speed Tremec T manual transmission or a three-speed TorqueFlite A automatic transmission, a New Process transfer case, a semi-floating Dana 44 front differential, and either a semi-floating Dana 44 or Dana 60 rear differential, depending on GVW rating. Produced in Mexico from to , it was used by the United States Air Force as an aircraft -pulling vehicle. It was a 4x2 bobtail design. From Wikipedia, the free encyclopedia. Motor vehicle. Jeep Wrangler Jeep Comanche For pickup version. M, right side showing larger opening that extends from the cowl back to the rear wheel. CJ-6, right side showing smaller opening similar to other CJ models and shorter than on the M For the film, see CJ7. The New York Times. Archived from the original on 14 March Retrieved 13 February Jeep Collector's Library. MBI Publishing. Archived from the original on 8 July Retrieved 22 May Jeep CJ Veloce Publishing. Hemmings Daily. Archived from the original on 13 January Jeep Color History. MotorBooks International. Retrieved 13 March Extreme Ventures. Archived from the original on 22 February Archived from the original on 5 October Krause Publications. Retrieved Archived from the original on Archived from the original on 26 June Retrieved 27 April Archived from the original on 6 October Retrieved 29 September Tokyo: Miki Press. Ferruh Verdi. Archived from the original on 18 November Retrieved 8 December The Classic Cars. Archived from the original on 7 November Retrieved 7 November Tokyo, Japan: Mitsubishi Motors. October Archived from the original PDF on Japan Automobile Manufacturers Association. The CJ3B Page. Archived from the original PDF on 12 March Jeep Off-Road. Wisconsin: MotorBooks International. Paladin Press. JP Magazine. Archived from the original on 21 June Archived from the original on 12 May Retrieved 5 June Archived from the original on 3 June Retrieved 9 December Archived from the original on 5 December Archived from the original on 27 February Archived from the original on 2 May The Story of Jeep. Archived from the original on 21 May Archived from the original on 29 July Retrieved 28 July Archived from the original on 4 May Archived from the original on 16 July Retrieved 24 August World Cars SA Motor. Archived from the original on 2 November Retrieved 21 April Archived from the original on 12 June Ray's Jeeps. Archived from the original on 20 February Retrieved 6 March Jeep Australia press release. Archived from the original on 17 March Four Wheeler. Archived from the original on 3 February Retrieved 5 April Hidden categories: CS1 Japanese-language sources ja CS1 maint: archived copy as title Webarchive template wayback links Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from June Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Jeep CJ-2A. Compact sport utility vehicle. Pajero Manufacturing Co. Front engine , four-wheel drive. Jeep One-Tonner [80] Jeep J10 [80]. Wikimedia Commons has media related to Jeep CJ. AM General. Compact SUV. Jeepster VJ. Jeepster Commando. Willys Jeep Station Wagon. Cherokee SJ. Compact pickup. Full-size pickup. Willys Jeep Truck. Gladiator SJ. Forward Control. Wrangler YJ. Wrangler TJ. Wrangler JK. Wrangler JL. Wrangler Unlimited LJ. Wrangler Unlimited JKU. Wrangler Unlimited JLU. Subcompact crossover. Renegade BU. Compact crossover. Compass MK Compass MP. Patriot MK Cherokee KL. Cherokee XJ. Mid-size crossover. Grand Cherokee WK2. Grand Cherokee L WL. Mid-size SUV. Wagoneer Limited XJ. Grand Cherokee WJ. Grand Cherokee WK. Commander XK. Full-size SUV.

Grand Wagoneer SJ. Wagoneer SJ. CJ-8 Scrambler. Comanche MJ. Midsize pickup. Gladiator JT. Vehicle availablity limited to China. Concept Cars. Shop Lifestyle. Owned by discerning ranchers, such the one Nancy Reagan gave to Ronald Reagan for working their ranch outside of Santa Barbara, California. The Jeep Scrambler enjoyed a longer wheelbase than typical Jeeps of the time, making it safer, more useful, and more pleasurable to drive. Now offered as a regular production vehicle from Legacy, these Jeep Restorations feature the finest in modern appointments in a classic package. Legacy can start with any Jeep CJ 5, 7, or 8 and turn it into a long wheelbase off-road warrior capable of going to the most remote places on the planet. Whether just cruising around Malibu or a distant expedition travel, the Legacy Scrambler Conversion is a highly configurable vehicle that will not disappoint. Add to this, a state of the art suspension, and long travel suspension. The result is a stable ride and total comfort, never before possible in a Jeep CJ. Every Legacy Scrambler Conversion features modern weight reducing technology for unmathced off-road performance. Legacy Scrambler Conversions feature Fuel-Injected powertrains for an unbelievable experience on and off-road. Even more impressive are the huge Dual Piston brakes on each corner. Combine this with modern steering, sway bars, and specially valved King Shocks and the ride of the Legacy Scrambler is sure to impress both on road and off. Both models include specially tuned long travel King Shocks and Bump Stops. The end result is nothing short of spectacular: The Legacy suspension goes to work soaking up bumps like a Baja Racer. In the rocks the coil-overs provide extreme flex to keep the wheels on the ground. Also included are:. The second you slip into the Leather Recaro Seats, you know you have arrived some place special. All passengers enjoy modern 3-point Seat belts. The hand-stitched Nardi Steering wheel feels natural in the hands and all the controls are within easy reach. While driving a Jeep has always been about enjoying the elements, The Legacy does a surprisingly nice job of softening the experience. The seats soak up bumps well; there is no sliding around in them. The AC system not only keeps passengers cool, but also serves up better defrost and Heat than it did from the factory. Fully Weather packed and waterproof electronics, labeled and easy to service. Build with common belts, hoses, and filters to ease service in remote locations. Sounds travels well through a brilliant set of Focal Speakers. See Details. Is there is anything more Honest and American than a Jeep? Maybe it is the wind blowing in your hair, or its ability to effortless whisk you into the backcountry. Perhaps it is because of its deep roots in the American Military. For all who have ever journeyed off-road, there is a story to be told about a Jeep. Check out Restoration services and 3 stage restoration process for detailed information about what we can do for your project. Also browse our Inventory and see previous builds , available builds , and other project vehicles. Email Address. First Name. By submitting this form, you are granting: Legacy Classic Trucks permission to email you. You may unsubscribe via the link found at the bottom of every email. See our Email Privacy Policy for details. Emails are serviced by Constant Contact. Forgot Password? Email Us. Contact Call Us. My Cart. My Account. Learn More Build Your Own. Jeep Scrambler. Restoration Services. Restoration Services 3 Stage Restoration. Inventory Available Project Vehicles Sold. Company Loading View More Images. See Larger Image Close. The Specs Dimensions. Weight lbs Height 80" Length " Width 64" Wheelbase ". Weight lbs Towing lbs Range mi. Beefy enough to pull a freight train uphill through a snow storm. Its feeling of power is infectiousâ€"you might get a bit drunk on it. You feel like Furiousa herself navigating a desert minefield in Mad Max. Available Styles. Aluminum Body Every Legacy Scrambler Conversion features modern weight reducing technology for unmathced off-road performance. Powertrain Legacy Scrambler Conversions feature Fuel-Injected powertrains for an unbelievable experience on and off-road. Build Your Own. Select a Jeep to Start. Legacy Trucker Hat - Brown. Legacy Twill Hat - Navy. Legacy Twill Hat - Orange. Legacy Trucker Hat - Army Green. Legacy Ceramic Cafe Mug. Legacy Twill Hat - Green. Want to learn more Check out Restoration services and 3 stage restoration process for detailed information about what we can do for your project. Call Us Contact Us. Sign Up! Keep updated with Legacy. Specifications subject to change without notice. All Images property of Legacy Classic Trucks. All Rights Reserved. Powered by Web Shop Manager. Thanks for signing up! Sign In Or Create an Account. Password Forgot Password? Need Help? Please call us at Jeep CJ7. See for yourself! Eye-catching classic! Jeep CJ5. Jeep CJ8. Jeep Scrambler. Find out why collectors

2000 buick regal custom
1969 cadillac coupe deville parts
ford fiesta 2010 manual

and enthusiasts around the world visit Gateway Classic Cars. We can help you get you behind the wheel of the car of your dreams - dreamsdriven. Our cars range from spectacular vintage rides from the dawn of the automobile industry to the pure, unbridled power of American made

muscle cars. Every one of our cars has a story and now is the perfect time to write your own chapter. Please enjoy viewing our cars below and let us know we can help you. O'Fallon, IL. Jeep CJ7 For Sale. Showroom Inventory All Showrooms. Atlanta Chicago. Dallas Denver. Detroit Ft. Houston Indianapolis. Kansas City Las Vegas. Louisville Milwaukee. Nashville Orlando. Philadelphia Scottsdale. Louis Tampa. New Arrivals All Showrooms. Recently Sold All Showrooms. My Recently Viewed. Contact A Showroom All Showrooms. Things To Do Atlanta Chicago. Meet Our Staff Company Videos. Reviews Press Releases. About Us. Partners Privacy Statement. Sellers Login My Vehicles. Our vehicles were viewed 9,, times in Jan Previous Next.