



JEEP®




FOR

1986





JEEP COMANCHE.



IT'S WORTH A LOOK.

When we designed the all-new Jeep Comanche we had one over-riding goal in mind — to give it the ruggedness and versatility of the American mid-size pickups and the economy and sportiness of the Japanese pickups.

This seemingly impossible task was accomplished by building off the successful styling and engineering excellence of the Cherokee/Wagoneer sport-

wagons — both widely accepted Sport Utility Vehicles.

Comanche offers exceptional choices: three models, three engines and transmissions, 2-wheel drive or two "shift-on-the-fly" 4-wheel drive systems — Command-Trac, the standard part-time system, and Selec-Trac, the optional full-time system.

Best of all, Comanche is a Jeep, with the inherent Jeep advantages of ruggedness, 4WD performance and outstanding value.


A BETTER VALUE BECAUSE IT'S BUILT BETTER.

Like all Jeeps, Comanche starts off and ends with toughness. For example, Comanche has Jeep's exclusive "Uniframe" integral body construction. Which means the box frame is welded to the cab floor pan, resulting in exceptional body strength and excellent ground clearance.

Comanche also has "Quadra-Link," the same exclusive suspension system found on Cherokee

and Wagoneer Sportwagons — a system noted for its durability, ruggedness and smooth riding characteristics.

Other tough features include: Double-wall box construction for rigidity and to guard the outer walls against dents, 15" wheels rather than 14" wheels on 2WD models, outstanding corrosion protection, and an optional package that increases payload capacity beyond that of Chevrolet and Ford compact pickups.



JEEP CHEROKEE.

HIGH PRAISE FROM THE EXPERTS. In it's first year alone, Cherokee was named "4x4 Of The Year" by all three leading off-road magazines — 4Wheel & Off-Road, Four Wheeler, and Off-Road. That's the first time in the long history of off-

road awards that this has ever happened.

So, what do you do for an encore? Well, last year *Off-Road* magazine bestowed still another award on Cherokee that, to our way of thinking, is even more significant

than the previous year's much appreciated accolades. Their readers named Cherokee "Utility Vehicle of 1985." Which means that the people who bought Cherokee, who drive it on road and off, think that it's the best Sport Utility Vehicle in America.

Strong praise. And, we think, well deserved when you consider how Cherokee stands up against the competition. For example, Cherokee offers a choice of two 4WD systems, more interior room, higher ground clearance and much, much more.



ADVANCED TECHNOLOGY AND ENGINEERING.

Superb Cherokee engineering begins with a state-of-the-art electronic control system, standard for '86 on all Cherokee models. The high-compression 2.5 litre, 4-cylinder engine features electronic fuel-injection, which provides an increase in horsepower, higher torque rating and improved fuel economy.

For buyers looking for even more performance, an optional 2.8 litre, V-6 engine is available. And for

those buyers interested in even better fuel efficiency, there's a new optional 2.1 litre turbo diesel engine. Plus either standard Command-Trac or the optional Selec-Trac 2-wheel drive/4-wheel drive system—both with "shift-on-the-fly" capability.

JEEP WAGONEER LIMITED.

THE COMFORTS OF A CAR IN A JEEP.

Nobody else offers Wagoneer Limited's combination of qualities in such abundance. First of all it's a Jeep, with the inherent Jeep attributes of toughness and "go anywhere, do anything" 4-wheel drive.

At the same time it offers amenities that other 4-wheelers either forgot about or couldn't afford to include as part of the package. This is one loaded wagon. With standard features like air conditioning, cruise control, power disc brakes, rear window washer/wiper and tilt steering wheel.



JEEP CJ

THE ONE AND ONLY.
This is the vehicle that started it all nearly 40 years ago; the one that continues to stir emotions in the hearts of purists like no other 4-wheeler on the road or off; the one that stands out from the crowd like a beacon.

CJ has always been special, and for 1986 it makes even more sense when you consider its long list of standard features, its exceptional fuel economy and its affordable price.

So go ahead. You've waited long enough. There's a world of adventure waiting for you. Only in a Jeep.



GRAND WAGONEER.

BEYOND LUXURY.

This, without question, is the "Uppermost" Jeep; the standard by which other 4-wheelers are measured. It's the most complete-



ly equipped, most elegantly appointed full-size wagon you can buy. But despite its sumptuous interior and long list of standard equipment (that appears mostly as op-

tions on other wagons) Grand Wagoneer is, at heart, a Jeep — tough, durable, with the kind of 4-wheel drive capability found in Cherokee and other Jeep 4-wheelers.

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THEY HAVE AN ENORMOUS CAPACITY FOR WORK.

One look at a 4-wheel drive Jeep pickup and you just know that it has muscles on top of muscles. In fact, it makes other full-size pickups look downright enemic.

And yet, Jeep pickups are trimmer on the outside than other full-size pickups. They're easy to maneuver, easy to park, easy to load and unload.

These are tough, durable, reliable vehicles with the capacity to keep on working when others have laid down on the job.

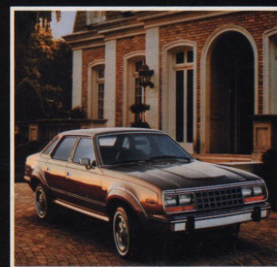


AMERICAN EAGLE.

LIKE NO OTHER CAR ON THE ROAD.

To begin with, Eagle features the unique "shift-on-the-fly" Selec-Drive 4WD system. Which means you can shift, with the flick of a lever, from 2WD to 4WD without stopping.

And when it comes to comfort, Eagle shines even brighter. It features reclining front bucket seats, color-keyed 12 oz. carpeting, power steering and a full array of monitoring lights and gauges.



ONLY

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JEEP.