

FREE SAMPLE

The opening pages of

Jeep CJ-5, CJ-6 & CJ-8 Scrambler Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://restoreessentials.com/product/RE-GD-1955-JEEP-CJ5>

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

Jeep CJ-5, CJ-6 & CJ-8 Scrambler Restoration Guide

Model Year 1955-1985

Models	CJ-5 (1955-83); CJ-6 (1955-75); CJ-8 (1981-85)
Structure	Separate frame; steel tub
Engines	F-head 134; Dauntless 225; 232/258; 304; 151
Transmissions	T-90 to T-5 manuals; TF auto (CJ-8)
Notable	Dana 18/20/300; longest Jeep run (CJ-5)

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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Chapter 1 - The Universal Jeep: 1955-1985

The CJ-5 is the longest-running Jeep of them all: announced October 11, 1954 by Kaiser, in production from 1955 through 1983 - twenty-eight model years on an 81-inch wheelbase, evolved from the Korean War M-38A1 with rounded fenders, softer lines, and a civilian mission. It logged more trail miles than any other Jeep vehicle, served on every continent, and became the visual definition of 'Jeep' for generations. The CJ-6 (1955-75) stretched it for utility; the CJ-8 Scrambler (1981-85) gave it a pickup bed and a 103.5-inch wheelbase. This guide covers all three - the flat-fender spirit in its round-fender generations.

Restoring a CJ is different from restoring a car: the mission is function, the structure is a separate frame with a bolt-on steel tub, and the aftermarket supports everything from concours-correct to trail-ready. The doctrine of this guide: restore the Jeep to do Jeep things - reliably, safely, and honestly.

Chapter 2 - CJ-5, CJ-6, CJ-8: Three Jeeps, One Family

- **CJ-5 (1955-83):** the icon - 81-inch wheelbase, round-fender universal Jeep. Engines from the Hurricane F-head to the Iron Duke; never a factory automatic.
- **CJ-6 (1955-75):** the stretched CJ-5 (101-inch wheelbase) - same drivetrain progression, rarer, the utility choice. Serial plate same location as CJ-5.
- **CJ-8 Scrambler (1981-85):** the pickup - 103.5-inch wheelbase, 165.7 inches long, CJ-7 from the cowl forward with a pickup bed. SR/SL packages (SR became Laredo in 1985). Automatics available - the family exception.

The family shares the restoration logic: separate frame, steel tub, live axles, and drivetrains that evolved together. Learn the CJ-5's systems and you know 80% of the CJ-6 and CJ-8 - the chapters flag the divergences.

Chapter 3 - Model Year Changes: The Eras

1955-64 (Willys/Kaiser early): Hurricane F-head 134 the engine; T-90 3-speed; Dana 18 transfer; Dana 25 front, Dana 44 rear (2-piece shafts). The pure Jeep years.

1965-71 (Kaiser Dauntless era): the Buick 225 V6 'Dauntless' option transforms the CJ - 160 hp vs. the Hurricane's ~75, and by 1968 some 75% of CJ-5s wore the V6. T-86 (V6), T-14 transmissions; Dana 27 front from 1965. Tuxedo Park luxury trim (1964-67).

1972-75 (AMC takeover): AMC buys Jeep; the 232 and 258 sixes and the 304 V8 arrive. Dana 20 transfer, Dana 30 front, Dana 44 with 1-piece shafts (to 1975). T-15 with the 304, T-18 4-speed option. Renegade packages; Levi's interior from 1975.

1976-79: AMC 20 rear axle; T-150 3-speed; the 258 gets a 2-barrel (1979) and becomes standard; Golden Eagle package (1976+). The CJ-7 arrives (1976) but the CJ-5 soldiers on.

1980-83: Dana 300 transfer; lighter transmissions (SR-4, T-4, T-176, T-5); GM 151 Iron Duke 4-cylinder the standard engine (1980+). Last CJ-5s in 1983.

1981-85 (CJ-8 Scrambler): the pickup years - GM 151 standard, 258 and (1981-only) 304 optional, AMC 150 four from 1984; TF999/TF904 automatics; Dana 300; Laredo trim from 1985.

Chapter 4 - VIN and Serial-Plate Decoding

Early CJs (1955-70) carry the vehicle serial number on a metal plate on the firewall, passenger side, under the hood - stamped, not a modern 17-digit VIN. Record it exactly; it's the Jeep's identity. Later CJs carry standard VINs encoding year, plant, engine, and sequence.