

FREE SAMPLE

The opening pages of

1979 Jeep CJ-7 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-1979-JEEP-CJ-7>

RestorationEssentials — instant PDF download after checkout.

RESTORATION ESSENTIALS

1979 Jeep CJ-7

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1979 only · CJ-7 (AMC era),
93.4-inch wheelbase

KEY FACTS AT A GLANCE

- **Model year covered:** 1979 only. This guide does not cover other years except where differences from 1979 are explicitly noted.
- **Engine:** 258 cu in I6 — Two-barrel carburetor from 1979; becomes the STANDARD engine this year (JP Magazine)
- **Engine:** 304 cu in V8 — About 130 hp (range guide marque tables)
- **Transmission:** T-150 3-speed; T-18 4-speed; GM TH400 automatic — FINAL year of the heavy-duty transmission era and of Quadra-Trac.
- **Transfer case:** Dana 20 (manuals); Borg-Warner 1339 Quadra-Trac — both in their final CJ-7 year.
- **Axles:** Dana 30 front (narrow-track) with the NEW thinner-rotor brake specification; AMC 20 rear.

1. Manufacturer history: Jeep

AMC's CJ-7 arrived for 1976 as the CJ for people who used doors: a 93.4-inch wheelbase against the CJ-5's 83.5, squared door openings, an available molded hardtop and steel doors, and — a first for the CJ line — an optional automatic transmission, made possible by the extra length. The frame's rear section stepped outward so springs and dampers sat closer to the wheels — the stability fix the CJ-5 never got. AMC built 379,299 CJ-7s over eleven model years. The CJ-7 is simultaneously the most restorable CJ (parts, knowledge, and numbers) and the most modified vehicle in this guide series — which makes documentation, not scarcity, the restorer's core skill.

2. Model history: where 1979 sits

The CJ-7 ran 1976–86 in three drivetrain eras: 1976–79 (Dana 20, heavy-duty manuals, Quadra-Trac), 1980–81 (Dana 300 arrives, SR-4 era, the 304's last years), and 1982–86 (wide-track axles, five-speed, four-cylinder base). Trim ran Renegade throughout, Golden Eagle in the V8 era, Laredo from 1980, Limited for 1982–83, and the numbered 1982 Jamboree. This guide covers one year only; the year-change register in Section 3 states exactly what this year changed, what it kept, and what it ended.

3. What is unique about the 1979 Jeep CJ-7

- The 258 becomes the standard engine, now with a two-barrel carburetor (JP Magazine) — the specification most CJ-7s on the road still carry.
- Final year of the first drivetrain era: Dana 20, Quadra-Trac, T-150, T-18, and TH400 all end with 1979 (JeepTech fitment tables).
- Front-brake hardware changes under the same 'disc' name: thinner rotors and a 2-bolt bracket from 1979 (JeepTech) — 1979 brake parts do not interchange with 1976–78.
- Factory locking hubs change: Warn non-premium hubs are stock for 1979–80 (JeepTech).

Year-change register — 1979 vs. the year before:

- NEW: 258 two-barrel as standard engine; new front-brake rotor/bracket specification; Warn non-premium stock hubs.
- FINAL YEAR: Dana 20, Quadra-Trac, T-150, T-18, TH400 — the heavy-duty era closes.
- CARRIED OVER: narrow-track axles; 13-character serial system (final year).

4. Technical restoration data — 1979 Jeep CJ-7

4.1 Specification table (1979)

Item	1979 specification
Transmission	T-150 3-speed; T-18 4-speed; GM TH400 automatic — FINAL year of the heavy-duty transmission era and of Quadra-Trac.
Transfer case	Dana 20 (manuals); Borg-Warner 1339 Quadra-Trac — both in their final CJ-7 year.
Axles	Dana 30 front (narrow-track) with the NEW thinner-rotor brake specification; AMC 20 rear.
Brakes	Front discs standard — NEW specification from 1979: 10.5 x 0.875-inch rotor, 2-bolt knuckle caliper bracket, caliper keyed to the bracket (JeepTech).
Trim / packages	Renegade; Golden Eagle (final full year — the package ends with the 304 era, dated to 1980 in the range guide).
Production	Per-year production not stated in the sources consulted — none printed (run total 379,299).

Engines (1979):

Engine	Rating	Notes
258 cu in I6	Two-barrel carburetor from 1979; becomes the STANDARD engine this year (JP Magazine)	The 258 takes the base role as the 232 era closes.
304 cu in V8	About 130 hp (range guide marque tables)	Top option; the decline from 150 hp is emissions tuning, printed openly.

4.2 VIN and serial decoding

1976–80 CJ-7s carry the 13-character Jeep serial: J (Jeep), a year digit (6 = 1976 ... 0 = 1980), a transmission letter (A automatic, F 4-speed manual in the documented cars), model digits 93 (CJ-7, 93-inch class), a GVW letter, an engine letter, and the six-digit serial. Documented examples in the range guide: J6A93EH078115 (a 1976 304 car) and J6F93AA071236 (a 1976 258). Engine letters of the era: A/C for the 258 (1-2-barrel), E for the 232, H for the 304 V8. Photograph the plate before anything else — on a Jeep this modified, the serial is the restoration's foundation document.

4.3 Year-correct procedures and finishes (1979)

- Brake parts split at 1978/1979 by rotor thickness — measure the rotor before ordering; the year on the title is not a measurement.
- A 1979 Quadra-Trac car is the last of its kind: preserve the offset-axle driveline as a set, or document any part-time conversion in the file.
- **Torque:** factory values vary by fastener and year. Confirm torques against a Jeep shop manual (TSM) for 1979 before final assembly. This program's sources do not publish a verified 1979 torque table, so none is printed — a borrowed number would be worse than none.

4.4 Rust-prone areas — where to look first

Inspect in this order. Two structures, two inspections: