

FREE SAMPLE

The opening pages of

1982 Jeep CJ-7 Restoration Guide

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RESTORATION ESSENTIALS

1982 Jeep CJ-7

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1982 only · CJ-7 (AMC era),
93.4-inch wheelbase

KEY FACTS AT A GLANCE

- **Model year covered:** 1982 only. This guide does not cover other years except where differences from 1982 are explicitly noted.
- **Engine:** GM 151 cu in I4 'Iron Duke' — 82 hp at 4,000 rpm; 125 lb-ft at 2,600 rpm
- **Engine:** 258 cu in I6 — Two-barrel; the only larger engine — there is no factory V8 from 1982
- **Transmission:** T-4 4-speed, T-176, and the NEW T-5 5-speed (used after 1981, JeepTech; the T-5 was optional for both the four and the six — JP Magazine); TF999 / TF904 automatics. T-4 is standard with the four-cylinder (JP Magazine).
- **Transfer case:** Dana 300.
- **Axles:** WIDE-TRACK axles — the first full wide-track year (JeepTech: wider axles from 1982 for stability; shock mounting differs from narrow-track). Dana 30 front; 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 1982 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 1982 Jeep CJ-7

- Wide-track axles are the year's mechanical signature — the visible stability fix, with its own shock-mounting differences (JeepTech).
- The Jamboree Commemorative Edition — the 30th anniversary of the Jeep Jamboree — is the family's documented rarity: 630 built with a numbered plaque. Verify by plaque and paper; decals prove nothing.
- The T-5 five-speed joins the gearbox line — an overdrive CJ-7 is factory-correct from this era.
- No V8 exists in the 1982 factory line. The engine bay question for a 1982 is four or six, full stop.

Year-change register — 1982 vs. the year before:

- NEW: wide-track axles (full year); T-4 / T-5 gearboxes; pin-bolted calipers; Limited package; Jamboree edition (630).
- DELETED: the V8 option (ended after 1981) — 1982 is the first V8-free year.
- CARRIED OVER: Dana 300; Iron Duke base (to 1983); 258.

4. Technical restoration data — 1982 Jeep CJ-7

4.1 Specification table (1982)

Item	1982 specification
Transmission	T-4 4-speed, T-176, and the NEW T-5 5-speed (used after 1981, JeepTech; the T-5 was optional for both the four and the six — JP Magazine); TF999 / TF904 automatics. T-4 is standard with the four-cylinder (JP Magazine).
Transfer case	Dana 300.
Axles	WIDE-TRACK axles — the first full wide-track year (JeepTech; wider axles from 1982 for stability; shock mounting differs from narrow-track). Dana 30 front; AMC 20 rear.
Brakes	Front discs standard — caliper becomes pin-bolted to the bracket from 1982, and hoses are rubber crimped to steel line (JeepTech, 1982–86 pattern).
Trim / packages	Renegade; Laredo; Limited (1982–83, range guide); and the Jamboree Commemorative Edition — 630 built, 560 Topaz Gold Metallic / 70 Olympic White, numbered plaque (range guide).
Production	Jamboree: 630 built (range guide). Per-year CJ-7 production not stated in the sources consulted — none printed.

Engines (1982):

Engine	Rating	Notes
GM 151 cu in I4 'Iron Duke'	82 hp at 4,000 rpm; 125 lb-ft at 2,600 rpm	Base engine — penultimate Iron Duke year (fitted 1980–83, JeepTech).
258 cu in I6	Two-barrel; the only larger engine — there is no factory V8 from 1982	Volume engine.

4.2 VIN and serial decoding

From 1981 the standardized 17-character VIN applies, with the CJ-7 in the model position (87 in the AMC charts for the 93.4-inch cars) and its own engine-letter table (B = 151 four, C = 258 two-barrel, H = 304 in its last year, U = 150 four later — range-guide table). The decoder charts differ between the two serial systems — use the chart that matches the plate in front of you, and photograph the plate first.

4.3 Year-correct procedures and finishes (1982)

- Wide-track and narrow-track axles interchange as assemblies but differ in shock mounting (JeepTech) — record which track the Jeep carries and keep mounts matched to it.
- Jamboree verification is documentary: numbered plaque, paint codes (Topaz Gold Metallic or Olympic White), and paper. A gold 1982 without them is a gold 1982.
- **Torque:** factory values vary by fastener and year. Confirm torques against a Jeep shop manual (TSM) for 1982 before final assembly. This program's sources do not publish a verified 1982 torque table, so none is printed — a borrowed number would be worse than none.