

FREE SAMPLE

The opening pages of

1984 Jeep CJ-7 Restoration Guide

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RESTORATION ESSENTIALS

1984 Jeep CJ-7

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1984 only · CJ-7 (AMC era),
93.4-inch wheelbase

KEY FACTS AT A GLANCE

- **Model year covered:** 1984 only. This guide does not cover other years except where differences from 1984 are explicitly noted.
- **Engine:** AMC 150 cu in I4 — 105 hp at 3,650 rpm; 132 lb-ft at 3,200 rpm (JP Magazine); one-barrel carburetor (AMC engine table)
- **Engine:** 258 cu in I6 — Two-barrel
- **Transmission:** T-4 (standard with the four, JP Magazine), T-176, T-5 5-speed optional for four and six; TF999 / TF904 automatics.
- **Transfer case:** Dana 300.
- **Axles:** Wide-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 1984 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 1984 Jeep CJ-7

- The AMC 150 four replaces the Iron Duke — the first four-cylinder designed and built by AMC itself (JP Magazine), sharing its valvetrain architecture with the 258.
- The four-cylinder CJ-7 changes character: 105 hp against the Iron Duke's 82 — a 1984 four is a genuinely different drive from a 1983 four, and the engines share almost nothing.
- With the CJ-5 gone, the CJ-7 is the senior CJ — the model's final-era identity begins here.

Year-change register — 1984 vs. the year before:

- NEW: AMC 150 four-cylinder (105 hp) as the base engine.
- DELETED: GM 151 Iron Duke.
- CARRIED OVER: 258; wide-track axles; Dana 300; T-4 / T-176 / T-5; TF automatics; Renegade / Laredo.

4. Technical restoration data — 1984 Jeep CJ-7

4.1 Specification table (1984)

Item	1984 specification
Transmission	T-4 (standard with the four, JP Magazine), T-176, T-5 5-speed optional for four and six; TF999 / TF904 automatics.
Transfer case	Dana 300.
Axles	Wide-track Dana 30 front; AMC 20 rear.
Brakes	Front discs standard (1982-on pattern).
Trim / packages	Renegade; Laredo.
Production	Per-year production not stated in the sources consulted — none printed (run total 379,299).

Engines (1984):

Engine	Rating	Notes
AMC 150 cu in I4	105 hp at 3,650 rpm; 132 lb-ft at 3,200 rpm (JP Magazine); one-barrel carburetor (AMC engine table)	NEW — AMC's own four-cylinder replaces the GM Iron Duke for 1984 (JeepTech; AMC application list: CJ-7 1984–86).
258 cu in I6	Two-barrel	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 (1984)

- Bellhousing discipline: the AMC 150 does NOT use the Iron Duke's Chevrolet bellhousing pattern — four-cylinder driveline parts split absolutely at 1983/1984.
- Identify the four by head layout (AMC: intake and exhaust on the same side) before condemning any part as wrong.
- **Torque:** factory values vary by fastener and year. Confirm torques against a Jeep shop manual (TSM) for 1984 before final assembly. This program's sources do not publish a verified 1984 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:

1. **Frame — steering-box mount and front horns** — check for the cracking the V8-era cars made famous.
2. **Frame — rear crossmember and spring hangers.**
3. **Tub — floor pans, rocker panels, and the hat channels beneath them.**
4. **Cowl and windshield frame.**
5. **Rear floor over the fuel tank.**
6. **Tub material itself** — establish steel or fiberglass with a magnet before pricing anything; fiberglass replacement tubs are common and honest only when disclosed.

4.5 Restoration sequence

1. **Document** — serial/VIN plate, engine and transmission/transfer-case identification tags, axle tags, photographs as found.
2. **Name the Jeep honestly** — year era, engine, trim package, steel or glass tub. The decoder tables and codes decide.
3. **Frame first** — cracks and rust at the documented points repaired before body money; the tub is judged separately and on its own merits.
4. **Disassemble by system** — drivetrain combinations recorded as units (engine/transmission/case/axles are an era-matched set or a documented swap).
5. **Drivetrain to its era's specification** — the AMC 20 shaft decision (where fitted) made openly and recorded.