

FREE SAMPLE

The opening pages of

1984 Jeep Grand Wagoneer Restoration Guide

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RESTORATION ESSENTIALS

1984 Jeep Grand Wagoneer

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1984 only · Grand Wagoneer (SJ), Toledo-built

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:** 258 cu in (4.2L) I6 — Just over 110 hp; 210 lb-ft (Hagerty)
- **Engine:** 360 cu in (5.9L) V8 — 140 hp; 280 lb-ft (Hagerty / MotorTrend)
- **Transmission:** Chrysler TorqueFlite 727 3-speed automatic (the only transmission); Selec-Trac with NP228 (open center differential) or NP229 (viscous coupling) depending on specification (Hagerty).
- **Transfer case:** Selec-Trac — NP228 or NP229 by year/specification (Hagerty). The range guide documents the NP229 as the line's case; identify the case on the individual Jeep.
- **Axles:** Dana 44 front AND rear (Hagerty). Leaf springs, solid axles; power front discs / rear drums; 15-inch wheels.

1. Manufacturer history: Jeep

The SJ Wagoneer ran from 1963 to 1991 without a major body-panel change — Brooks Stevens' box outlived the company that designed it. For 1984 the Wagoneer and Cherokee names moved to the new downsized XJ platform, and demand for the big SJ kept it in production under a new name: Grand Wagoneer — the renamed flagship, carrying the specification that had defined the earlier Limited. Chrysler bought AMC in 1987 and, wisely, changed almost nothing but the build quality. In total 101,637 Grand Wagoneers were built (Hagerty). The Grand Wagoneer became the original luxury SUV in the years the market was inventing the idea — and its signature restoration task has nothing to do with metal: the woodgrain.

2. Model history: where 1984 sits

The Grand Wagoneer ran 1984–91 on the SJ platform that dated to 1963: one body, leaf springs, Dana 44s, the TorqueFlite 727, and Selec-Trac. The changes that matter are Wagoneer-trim-specific, not platform changes: the 1984 renaming and the Custom experiment, shift-on-the-fly Selec-Trac for 1985, the 1986 interior/exterior refresh, V8-only from 1987 under new Chrysler ownership, the 1988 sunroof/clear-coat/stereo additions, the 1989 console/keyless-entry/rear-wiper equipment step, carryover 1990, and the Final Edition 1991. This guide covers one year only; the register in Section 3 states exactly what this year changed.

3. What is unique about the 1984 Jeep Grand Wagoneer

- The name itself is new: 'Grand Wagoneer' exists only from 1984, when the SJ flagship was renamed as the Wagoneer name moved to the XJ. A '1983 Grand Wagoneer' is a Wagoneer Limited wearing a later badge.
- The wood-free experiment: the mid-1984 Wagoneer Custom deleted the woodgrain and the luxury equipment — and the market rejected it. 1984 is the only year a factory no-wood SJ flagship exists in this line.
- New narrow, vertical taillights replace the wrap-around lamps — the one exterior tell of the renamed car.
- The six is the standard engine on paper — a genuinely six-cylinder 1984 is period-correct, however many were V8-ordered.

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

- NEW: Grand Wagoneer nameplate (renamed SJ flagship); narrow vertical taillights; Wagoneer Custom variant (mid-year).
- ONLY YEAR: woodgrain delete available on the Grand; Custom variant offered.
- CARRIED IN: the entire SJ platform — body, leaf-spring chassis, 360 V8, Selec-Trac — from the Wagoneer Limited.

4. Technical restoration data — 1984 Jeep Grand Wagoneer

4.1 Specification table (1984)

Item	1984 specification
Transmission	Chrysler TorqueFlite 727 3-speed automatic (the only transmission); Selec-Trac with NP228 (open center differential) or NP229 (viscous coupling) depending on specification (Hagerty).
Transfer case	Selec-Trac — NP228 or NP229 by year/specification (Hagerty). The range guide documents the NP229 as the line's case; identify the case on the individual Jeep.
Axles	Dana 44 front AND rear (Hagerty). Leaf springs, solid axles; power front discs / rear drums; 15-inch wheels.
Brakes	Power front discs, rear drums.
Trim / packages	Grand Wagoneer (woodgrain standard; it could be deleted only in 1984 — MotorTrend). Mid-1984 added the Wagoneer Custom: woodgrain-free, steel wheels with hubcaps, pared equipment, part-time 4WD, \$15,995 — about \$3,000 under the Grand (marque record). New narrow vertical taillights that no longer wrap to the rear fenders (MotorTrend).
Production	First year is the most common (Hagerty: 20,000 sold). Carsforsale's Wagoneer history prints 19,081 units for 1984 — see the corrections file. Run total 101,637 (Hagerty). Price just under \$19,000 (MotorTrend); \$19,306 (Old Cars Weekly history).

Engines (1984):

Engine	Rating	Notes
258 cu in (4.2L) I6	Just over 110 hp; 210 lb-ft (Hagerty)	STANDARD engine 1984–86 — most Grand Wagoneers were nonetheless V8-ordered.
360 cu in (5.9L) V8	140 hp; 280 lb-ft (Hagerty / MotorTrend)	Optional; the engine the model is remembered by. Two-barrel carburetor.

4.2 VIN and serial decoding

Grand Wagoneer VINs are 17 characters throughout, but the FORMAT changes inside the run. For 1984–86 (Hagerty decode): 1 = USA, J = Jeep, C = multi-purpose vehicle; the fourth character is the engine (C = six-cylinder, N = V8); then transmission/transfer case (J = automatic, column shift), body style 15 (four-door Wagoneer), GVW code U (6,200 lb); the ninth character is the check digit; the tenth is the year letter; T = Toledo; then the six-digit serial. For 1987–90 the same layout continues with its year letters. For 1991 the format is restructured: the third character becomes 4, the fourth is GVW (G = 5,001–6,000 lb), fifth S (Grand Wagoneer line), sixth 5 (Grand series), seventh 8 (4-door SUV), eighth 7 (5.9L V8), check digit, year letter, P (Toledo #2), serial. Year letters follow the standard sequence E=1984, F=1985, G=1986, H=1987, J=1988, K=1989, L=1990, M=1991 — see the corrections file on the Hagerty text's internal conflict. The VIN lives on the firewall (upper driver's side), the door-jamb sticker, and the dash plate visible through the windshield. On a vehicle whose body never changed, the VIN is the model year.