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The opening pages of

1989 Jeep Grand Wagoneer Restoration Guide

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RESTORATION ESSENTIALS

1989 Jeep Grand Wagoneer

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1989 only · Grand Wagoneer (SJ), Toledo-built

KEY FACTS AT A GLANCE

- **Model year covered:** 1989 only. This guide does not cover other years except where differences from 1989 are explicitly noted.
- **Engine:** 360 cu in (5.9L) V8 — 144 hp in the documented 1988–89 specification (range guide); 280 lb-ft class (Hagerty)
- **Transmission:** TorqueFlite 727 automatic; Selec-Trac.
- **Transfer case:** Selec-Trac (NP228 / NP229 by specification).
- **Axles:** Dana 44 front and rear (Hagerty).

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 1989 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 1989 Jeep Grand Wagoneer

- The overhead console arrives — a Chrysler-minivan-sourced unit with map lights (MotorTrend / marque record) that instantly dates a cabin as 1989-or-later.
- Keyless entry and the rear-window wiper/washer join the equipment list (Hagerty / MotorTrend) — the wiper's functionality is 'problematic at best' even when correct (Hagerty), so test it, don't assume it.
- The A/C compressor is redesigned for 1989 (range guide) — A/C parts split at 1988/1989 even though the dashboard looks the same.
- Period verdict: a 1989 was called the 'favorite of gentlemen, farmers...' by an automotive writer that year (Old Cars Weekly history) — the flagship at full price and full reputation.

Year-change register — 1989 vs. the year before:

- NEW: overhead console with map lights; keyless entry; rear-window wiper/washer; redesigned A/C compressor (range guide).
- CARRIED OVER: V8-only line; clear-coat era paint; sunroof option; 727; Selec-Trac.
- NOTE: the range guide places the overhead console loosely in 'the late cars'; Hagerty and MotorTrend date it to 1989 specifically — the guide follows the dated sources.

4. Technical restoration data — 1989 Jeep Grand Wagoneer

4.1 Specification table (1989)

Item	1989 specification
Transmission	TorqueFlite 727 automatic; Selec-Trac.
Transfer case	Selec-Trac (NP228 / NP229 by specification).
Axles	Dana 44 front and rear (Hagerty).
Brakes	Power front discs, rear drums.
Trim / packages	The equipment year: overhead console with map lights (sourced from Chrysler's minivans), keyless entry, and a rear-window wiper/washer all arrive for 1989 (Hagerty; MotorTrend; marque record). The A/C compressor is redesigned for 1989 (range guide) — identify the system before ordering A/C parts. A new stereo was part of the late-1980s interior updates (period histories).
Production	Per-year production not stated in the sources consulted — a 17,057 figure appears in a period-history passage whose year attribution is ambiguous (see corrections); it is NOT printed as the 1989 count. Run total 101,637.

Engines (1989):

Engine	Rating	Notes
360 cu in (5.9L) V8	144 hp in the documented 1988–89 specification (range guide); 280 lb-ft class (Hagerty)	The only engine. The documented 1989 VINs read 1J4GS5872KP100628 (range guide) — K is the 1989 year letter.

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.

4.3 Year-correct procedures and finishes (1989)

- A/C work splits at this year: identify compressor generation before ordering — the 1989 redesign makes 'Grand Wagoneer A/C' an ambiguous parts-counter phrase.
- Console, keyless entry, and rear wiper are 1989-on equipment: their presence on an earlier car is a retrofit to document, not originality to claim.
- **Torque:** factory values vary by fastener and year. Confirm torques against a Jeep shop manual (TSM) for 1989 before final assembly. This program's sources do not publish a verified 1989 torque table, so none is printed — a borrowed number would be worse than none.