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The opening pages of

1991 Jeep Grand Wagoneer Restoration Guide

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RESTORATION ESSENTIALS

1991 Jeep Grand Wagoneer

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1991 only · Grand Wagoneer (SJ), Toledo-built

KEY FACTS AT A GLANCE

- **Model year covered:** 1991 only. This guide does not cover other years except where differences from 1991 are explicitly noted.
- **Engine:** 360 cu in (5.9L) V8 — 140 hp / 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). 15-inch turbine alloy wheels with 235/75R15 tires are documented on the Final Edition cars (range guide).

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 1991 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 1991 Jeep Grand Wagoneer

- Final year of the Grand Wagoneer and of the 29-year SJ run (1963–91) — there is no 1992 Grand Wagoneer in the official record (a small number of claimed 1992s circulate in enthusiast reporting; they are not a model year this guide covers).
- The VIN format itself changes for 1991 (Hagerty decode, detailed in the VIN section) — a 1991 decodes differently from a 1990 in positions 3–8 and the plant code. Decode a 1991 with the 1991 chart only.
- The Final Edition dash badge was OPTIONAL on the last batch — a genuine 1991 without the badge is correct, and a badge on a 1990 is a badge on a 1990.
- One of the last carbureted vehicles in North America — the 360 closes the run exactly as it ran: two-barrel carburetor, no fuel injection ever fitted by the factory.

Year-change register — 1991 vs. the year before:

- FINAL YEAR: Grand Wagoneer model; SJ platform (1963–91).
- NEW: restructured VIN format; Final Edition dash badge (optional, last batch).
- CARRIED OVER: complete 1989–90 specification — 360 only; console; keyless entry; rear wiper; sunroof option.

4. Technical restoration data — 1991 Jeep Grand Wagoneer

4.1 Specification table (1991)

Item	1991 specification
Transmission	TorqueFlite 727 automatic; Selec-Trac.
Transfer case	Selec-Trac (NP228 / NP229 by specification).
Axles	Dana 44 front and rear (Hagerty). 15-inch turbine alloy wheels with 235/75R15 tires are documented on the Final Edition cars (range guide).
Brakes	Power front discs, rear drums.
Trim / packages	Final Edition: the last batch wore an optional 'Final Edition' dash badge (range guide). Hunter Green is the rarest final-year color (~150, range guide), and the last Grand Wagoneer built — June 21, 1991 — was a Hunter Green car (range guide).
Production	FINAL year. Production ended June 21, 1991 (range guide). Counts conflict: the range guide's Final Edition documentation prints 1,560 built in 1991; Hagerty prints 4,253 'Final Edition' trucks for 1991 — see the corrections file; both figures are carried, neither blended. Run total 101,637 (Hagerty).

Engines (1991):

Engine	Rating	Notes
360 cu in (5.9L) V8	140 hp / 280 lb-ft class (Hagerty)	The only engine — one of the last carbureted vehicles sold in North America (period histories).

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 (1991)

- Verify Final Edition claims in order: VIN year letter and 1991-format decode first, production-era documentation second, badge last — the badge is the easiest part to add and the last thing to trust.
- Hunter Green rarity claims require paper: ~150 built in that color per the range guide's Final Edition documentation — verify color by code, not by shade.
- **Torque:** factory values vary by fastener and year. Confirm torques against a Jeep shop manual (TSM) for 1991 before final assembly. This program's sources do not publish a verified 1991 torque table, so none is printed — a borrowed number would be worse than none.