

**Introducing
the one that goes
where others
can't.**



1971 Jeep.

(4-WHEEL DRIVE)

**Jeep guts
come in
4 bodies.**

Jeep axles are the product of nearly 30 years of steady improvement and refinement. You won't find more rugged, more durable axles on any comparable vehicle.



Less front and rear overhang gives you maneuverability in the roughest off-road situations. You take the meanest chuckholes, ruts, and ditches in stride.



One simple little lever activates the most famous 4-wheel drive system in the world. This is the foundation of Jeep guts—the 4-wheel drive system that is designed from the ground up to give you the gripping traction you need to keep on going long after others quit. In fact, if Jeep 4-wheel drive can't take you there, maybe you ought to think twice about going.

An important reason for the Jeep "go-anywhere, do-anything" reputation: more ground clearance separates the brawny front and rear axle differentials from the rocks, stumps and jagged debris that could tear the bottoms out of lower vehicles.

It has guts.

(TO GET YOU THROUGH).

High-quality, heavy-gauge steel gives every Jeep body the stamina to brush off the bumps, raps, and scrapes of the roughest day-to-day use. Without a doubt, it's one of the strongest automotive bodies in the world.

Sturdy leaf springs at all four wheels are the main ingredients of a beefy suspension system that's just about the toughest you can get. This system, plus low center of gravity, means greater stability under the most demanding conditions. You cling to the sides of the steepest grades, almost like a fly on the wall.



The brawny Jeep protective frame is built to withstand stresses far greater than most 4-wheel drive vehicles are ever subjected to.

The extra-strength Jeep drive train gets the power from the engine to the ground with typical Jeep efficiency. When you hit that accelerator, you move—even through deep muck, slush, sand!

Identical front and rear track width enables you to move more easily through deep snow and sand.

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It has guts.

(TO GET YOU THROUGH).



Jeep Universal. **So rugged, it's the most imitated** **4-wheel drive vehicle in the world.**

This is it. The one they talk about. The one with the stuff that legends are made of.

From the icy peaks of New Hampshire to the treacherous sands of Baja California, from Antarctica to Equatorial Africa—wherever driving conditions approach the impossible—this is the one that goes where others can't. Conquers hills, rocks, muck, slush, sand—even rips out tree stumps. This spirited little brute always seems ready to take on twice as much as the most miserable terrain and weather can dish out.

Jeep guts are the reason. A frame that's a lot stronger than it has to be. Axles, drive train components, and a suspension system that are built to get you through hell and high water. High ground clearance combined with a low center of gravity. Honest, no-nonsense engineering aimed at one simple objective—performance. Pure, rugged, dependable performance.

No wonder Jeep Universal has won more off-road racing and endurance events than any other 4-wheel drive vehicle...events like the Baja 500, the Mint 400, and the Riverside Grand Prix.

No wonder, too, that it's the popular choice of farmers, sportsmen, contractors, service station operators, forest rangers—men who demand the ultimate in ruggedness and maneuverability both on *and* off the road, in both 2-wheel *and* 4-wheel drive.

Resale value? Great! Try buying a used one sometime.

Jeep Universal.

Jeep guts have made it a legend in its own time.

1971 Jeep.

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Universal Specifications (4-Wheel Drive)

	CJ-5	CJ-6
GVW—Standard	3750	3900
Maximum	4500	4750
Payload w/ V-6 Engine:		
Standard	1399	1487
Maximum	2072	2251
DIMENSIONS: (inches)		
Wheelbase	81.0	101.0
Tread, Front & Rear	48.4	48.4
Overall Length	135.6	155.6
Overall Width (less steps)	59.1	59.1
Overall Height (curb weight)	69.5	68.3
Overhang, Front	22.6	22.6
Rear	32.0	32.0
Ground Clearance, Front Axle	8.6	8.6
Rear Axle	8.0	8.0
Turning Circle, Curb to Curb	35.0 ft.	42.3 ft.
Tailgate Platform Height	23.3	23.3

ENGINES:

Standard: 134.2 CID 4-cyl. F-Head, 75 hp @ 4000 rpm, 114 lb. ft. torque @ 2000 rpm, 6.7:1 CR, regular-grade fuel.

Optional: 225 CID V-6, 160 hp @ 4200 rpm, 235 lb. ft. torque @ 2400 rpm, 9.0:1 CR (7.4:1 for California), 2-b. carb., regular-grade fuel.

TRANSMISSIONS:

Floor shift 3-speed is standard (fully-synchronized with V-6; synchronized in 2nd and 3rd with 4-cyl.). Floor shift 4-speed, optional.

CLUTCH:

9.25" diameter, 78 sq. in. effective area—with 4-cyl. 10.4" diameter, 103.5 sq. in. effective area—with V-6.

TRANSFER CASE:

Standard. Two-speed transfer case for operation in either high or low range 4-wheel drive; provides six forward and two reverse combinations with 3-speed transmission, and eight forward and two reverse combinations with 4-speed transmission.

FRAME:

Closed-box section side rails with six crossmembers plus "K" member at rear.

SUSPENSION:

Standard front and rear leaf springs with telescopic shock absorbers. Front springs are 5 leaf for four cylinder, 10 leaf for V-6 models. Rear springs are 5 leaf, two stage type. Heavy-duty springs and shock absorbers are optional for maximum GVW ratings.

FRONT AXLE:

Driving type, permitting traction for all wheels or for conventional rear wheel drive. Full floating, 2000 pound capacity. Cardan universal joints.

REAR AXLE:

Driving semi-floating hypoid type, capacity 2500 pounds. Trac-Lok differentials, optional.

STEERING:

Cam and lever, ratios 17.9:1 (19:1 with V-6).

BRAKES:

Service brakes are self-adjusting hydraulic servo type with dual master cylinder. Brake size, 10" x 2". Effective lining area, 156 sq. in. A transmission brake, operating off the propeller shaft, is standard.

WHEELS & TIRES:

Standard on 4-cyl. models, five 16" x 4.5 E wheels with 6.00 x 16 4-ply. All Service tubed tires. Standard on V-6 models, five 15" x 6K wheels with five 7.35 x 15 4-ply Power-Cushion tubeless tires. Optional tires, including H78 x 15 Polyglas™, are available.

ELECTRICAL:

4-cyl. models: Battery, 50 amp., Generator 35 amp. V-6 models: Battery, 50 amp., Alternator 35 amp. Heavy-duty alternator and battery, optional.

1971 Jeep.

(4-WHEEL DRIVE)



It has guts.

(TO GET YOU THROUGH).



Jeep Wagoneer. **The Jeep fist in a velvet glove.**

This unique combination of luxurious comfort and mountain-goat agility is the closest the automotive industry has come to a truly all-purpose vehicle.

Equally at home cruising the turnpike, jockeying for position in the supermarket parking lot, or clawing its way through virgin wilderness, Jeep Wagoneer leaves the destination entirely up to you.

On the road, it's an easy-to-handle, smooth-riding station wagon. Quiet, spacious, even a bit posh. With natural chair-height seating. Color-keyed appointments. A padded instrument panel with a low-lustre finish to reduce glare. Deep-pile carpeting, too. And options like 350 cubic inches of V-8 get-up-and-go, automatic transmission, power steering, power brakes, air conditioning, vinyl-covered roof or sliding sun-roof—everything you'd expect to find in a luxury automobile.

Off the road, Jeep Wagoneer bares its teeth. Without stopping, shift into 4-wheel drive. Strike out across an open meadow, through a rocky stream, up a tortuous mountain trail. Underneath this vehicle's simple, pleasing elegance, you'll discover a foundation of Jeep guts. Jeep axles. Jeep suspension. Jeep drive train. The beefy Jeep frame. And famous Jeep 4-wheel drive—designed and built into the Jeep Wagoneer from the ground up, not added on.

Whether you're taking the kids on a camping weekend, or a six-man crew to a new construction site, you'll appreciate the nearly 100 cubic feet of cargo space—more than any wagon in its wheelbase class. And you'll appreciate the extra traction of 4-wheel drive on the road as well as off—giving you twice the safety, twice the security in rain, snow, and ice.

No wonder Jeep Wagoneer outsells all other 4-wheel drive wagons put together.

Jeep Wagoneer.

Jeep guts have made it the most famous all-purpose automobile in the world.

1971 Jeep.

(4-WHEEL DRIVE)



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Wagoneer Specifications

DIMENSIONS: (inches)	
Wheelbase	110.0
Tread, Front & Rear	57.0
Overall Length	183.7
Overall Width	75.6
Height (curb weight)	65.3
Overhang, Front	28.7
Rear	45.0
Ground Clearance, Front Axle	8.5
Rear Axle	7.8
Tailgate Platform Height	24.6

ENGINES—ALL MODELS:

Standard: 232 CID Six, 135-hp @ 4000 rpm, 210 lb. ft. torque @ 1600 rpm, 8.0:1 CR, regular-grade fuel.
Optional: 350 CID V-8, 230-hp @ 4400 rpm, 350 lb. ft. torque @ 2400 rpm, 9.0:1 CR, 2-b. carb., regular-grade fuel.

EXHAUST SYSTEM:

Aluminized steel with oversized muffler.

TRANSMISSIONS:

Fully synchronized 3-speed with a steering column shift lever is standard. Optional transmissions are a 3-speed "Turbo Hydra-Matic"™ automatic (steering column shift lever) or 4-speed with floor-mounted shift lever.

CLUTCH:

10½" diameter, 106.8 sq. in. effective area—with six, 11" diameter, 123.7 sq. in. effective area—with V-8.

TRANSFER CASE:

Standard. Silent type, single-lever operated, two-speed transfer case for operation in either high or low range 4-wheel drive; provides six forward and two reverse combinations with automatic or 3-speed transmission, and eight forward and two reverse combinations with 4-speed transmission.

FRAME:

Closed-box section side rails with five cross-members.

SUSPENSION:

Variable-rate multi-leaf rear springs, 1430 lbs. capacity. Multi-leaf front springs, capacity 1320 lbs. Telescopic shock absorbers, front and rear. Heavy-duty front and rear springs, optional.

FRONT AXLE:

Driving type, permitting traction for all wheels or for conventional rear wheel drive. Full floating, 2500 pound capacity. Cardan universal joints.

REAR AXLES:

Driving semi-floating hypoid type, capacity 3000 pounds. Trac-Lok differentials, optional.

STEERING:

Recirculating-ball with gear ratio 24:1. Oval wheel 15" x 17". Power steering, optional.

BRAKES:

Service brakes are self-adjusting hydraulic servo type with dual master cylinder. Brake size, 11" x 2". Effective lining area, 180.8 sq. in. Power brakes, optional. Parking brakes are foot-pedal operated, with a hand release.

WHEELS & TIRES:

Five standard 15" x 6K wheels. Five standard 7.75 x 15 4-ply Power-Cushion tires. Optional tires, including Polyglas™, are available.

ELECTRICAL:

Alternator, 35 amp. Battery, 50 amp. (60 amp. on V-8). Heavy-duty alternator and battery, optional.

1971 Jeep.

(4-WHEEL DRIVE)



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(TO GET YOU THROUGH).



Jeep Gladiator. **The only truck engineered,** **designed, and built for** **4-wheel drive from the ground up.**

Pile in that load. Freshly pulled stumps, concrete blocks, hay bales, three or four motorcycles, 3600 pounds of rock—*whatever* you want, then haul it *wherever* you want.

This is the only pick-up truck engineered, designed and built *from the ground up* as a 4-wheel drive work-horse. So go right ahead—shift into 4-wheel drive and haul the biggest, most difficult payloads to places you wouldn't even consider going with an ordinary truck. Tackle the kind of heavyweight hauling jobs that leave standard pick-ups dragging their bellies over the rocks. Take on the kind of pushing, pulling, and winching jobs that leave other vehicles spinning their wheels.

With Jeep Gladiator you've got nearly 10 inches of daylight between your differential and the ground. Clearance like that means you glide safely over obstructions that could knock the stuffing out of other pick-ups.

No matter what job you have to do, Jeep Gladiator offers special advantages that help you do it easier and faster. To begin with, you can choose the 120" wheelbase 5000 GVW model or the 132" wheelbase model in 5000, 6000, 7000, or 8000 GVW. (The 8000 GVW model is specially designed to handle big, roomy cab-over camper units under the most demanding highway and off-road conditions.)

Add the big-job options of your choice to the basic truck, and you've got an unbeatable machine. Winches, pushplates, plowing equipment, dumper bodies, utility bodies, even a complete wrecker package are available.

For the man who wants to work in comfort, with a minimum of effort, there are options like power steering, power brakes, automatic transmission, air conditioning, tinted glass, bucket seats, you name it! Whatever work you do, there's a Gladiator model to help you do it better.

Jeep Gladiator.

Jeep guts have put it in a class by itself.



1971 Jeep.

(4-WHEEL DRIVE)



It has guts.

(TO GET YOU THROUGH).



Gladiator Specifications

	J-2000 SERIES	J-4000 SERIES			
Wheelbase	120"	132"			
GVW lbs.	5000	5000	6000	7000	8000
Payload, Maximum	1757	1723	2585	3498	4061
Thriftpick-Up	☐				
Townside Pick-Up	☐	☐	☐	☐	☐
Chassis-Cab	☐	☐	☐	☐	☐
CHASSIS-CAB DIMENSIONS:					
Overall Height	69.5"	69.5"	71.3"	72.4"	72.4"
Ground Clearance Front Axle	7.9"	7.9"	9.1"	9.7"	9.7"
Rear Axle	7.9"	7.9"	9.0"	8.9"	8.9"
Overall Length	188.6"	200.6"			
Overall Width	78.9"	78.9"			
Overhang, Front	28.6"	28.6"			
Rear	40.0"	40.0"			
PICK-UP CARGO DIMENSIONS:		THRIFTSIDE 7 Feet	TOWNSIDE 7 Feet	TOWNSIDE 8 FT.	
Length at Floor		84.3"	84.3"	96.3"	
Width at Floor		48.6"	71.0"	71.0"	
Width between Wheelhouses		48.6"	50.1"	50.1"	
Tailgate Opening Width		48.6"	55.7"	55.7"	
Bed to Ground (varies with GVW)		27.3"	27.4"	27.4"	

ENGINES—ALL MODELS:

Standard: 232 CID Six, 135-hp @ 4000 rpm, 210 lb. ft. torque @ 1600 rpm, 8.0:1 CR, regular-grade fuel.

Optional: 350 CID V-8, 230-hp @ 4400 rpm, 350 lb. ft. torque @ 2400 rpm, 9.0:1 CR, 2-b. carb., regular-grade fuel.

EXHAUST SYSTEM:

Aluminized steel with oversized muffler.

TRANSMISSIONS:

Standard: Fully synchronized 3-speed is standard, except 8000 GVW models have standard 4-speed.

Optional: 4-speed with floor-mounted shift lever, or "Turbo Hydra-Matic"™ automatic.

CLUTCH:

10½" diameter, 106.8 sq. in. effective area—with six, 11" diameter, 123.7 sq. in. effective area—with V-8.

TRANSFER CASE:

Standard: Silent type, single-lever operated, two-speed transfer case for operation in either high or low range 4-wheel drive; provides six forward and two reverse combinations with automatic or 3-speed transmission, and eight forward and two reverse combinations with 4-speed transmission.

FRAME:

Closed-box section side rails with five crossmembers. Intermediate crossmembers are flared for widest attachment to both flanges of side rails, providing additional strength.

SUSPENSION:

Front and rear springs are multi-leaf with telescopic shock absorbers. Standard rear springs have a capacity range from 1680 pounds on 5000 GVW 120" wheelbase models to 3085 pounds on 8000 GVW 132" wheelbase models; front springs from 1470 pounds to 1826 pounds capacity.

FRONT AXLE:

Driving type, permitting traction for all wheels or for conventional rear wheel drive. Full floating, 3000 pound capacity. Cardan universal joints.

REAR AXLES:

5000 GVW: 3500 lb. capacity; 6000 GVW: 5000 lb. capacity; 7000 GVW: 5000 lb. capacity; 8000 GVW: 5000 lb. capacity full floating. Trac-Lok differentials, optional.

STEERING:

Recirculating-ball with gear ratio 24:1. Oval wheel 16" x 17". Power steering, optional.

BRAKES:

Service brakes are self-adjusting hydraulic servo type with dual master cylinder. Front and rear brake size and effective lining areas are—5000 GVW: 11" x 2", 181 sq. in. 6000 and 7000 GVW: 12" x 2", 196 sq. in.; 8000 GVW: 12½" x 2", 210 sq. in. Power brakes, optional. Parking brakes are foot-pedal operated, with a hand release.

WHEELS:

Five standard wheels are 16" x 6L on 6000 and 7000 GVW models, 16" x 5½F rim on 8000 GVW, 15" x 6K on 5000 GVW.

TIRES:

Standard equipment on 6000, 7000 and 8000 GVW models are four Super Hi-Miler nylon cord tube type in sizes 7.00 x 16—8 ply, 7.50 x 16—8 ply, 7.50 x 16—10 ply. Five 8.25 x 15—4 ply suburbanite tires are standard on 5000 GVW models. Polyglas™ tires are available for 5000 GVW models. Hi-Miler Extra Grip are available for 6000 and 7000 GVW models.

ELECTRICAL:

Alternator, 35 amp. (40 amp. on 8000 GVW). Battery, 50 amp. on 6-cyl., 60 amp. on V-8, 70 amp. on 8000 GVW.

1971 Jeep.

(4-WHEEL DRIVE)



It has guts.

(TO GET YOU THROUGH).



Jeepster Commando. Keeps on going long after others quit.

Plowing through an Alaskan blizzard on a rescue mission, or scrambling up a sandy ridge in the Baja just for the fun of it, this is a "go-anywhere, do-anything" vehicle in the true Jeep tradition.

Head for the hills—the steepest, most challenging hills you can find. Shift into 4-wheel drive on the move. Let your Jeepster Commando take you places other people only see on maps. Want to follow that mountain stream *all the way* to its source? Jeepster Commando has the guts to go the extra mile—and go it in style. You can opt for rugged 225 CID V-6 engine power, automatic transmission, power brakes, power steering. Dress up your Commando with deluxe carpeting, mag wheel covers, center console. And ice the cake with cool, refreshing Jeep air conditioning.

You even get a choice of three body styles. One of them is sure to be perfect for what you want to carry—whatever it may be, from tow chains to surf boards. First of all, there's the basic roadster, offering you the widest number of uses. If you prefer, the Commando also comes as a station wagon—one of the sportiest. And finally, you can order it as a neat, efficient little pick-up.

The Commando personality is flexible. You're free to make what you want of it. But whatever body configuration you choose, and whatever work or play options you add, you get Jeep guts as standard equipment. Jeep power train. Jeep axles. Jeep frame. Jeep suspension. And, naturally, Jeep 4-wheel drive. Start with a foundation like that, and you're bound to end up with something tough.

Jeepster Commando.

Jeep guts have made it one of the most dependable 4-wheel drive vehicles in history.



1971 Jeep.

(4-WHEEL DRIVE)



It has guts.

(TO GET YOU THROUGH).



Jeepster Commando Specifications

- Jeepster Commando comes in three basic models:
 • Open Body Roadster • Steel Top Pick-Up • Steel Top Station Wagon
 For the Roadster model, fabric half and full tops are available.

DIMENSIONS: (inches)	
Wheelbase	101.0
Tread, Front & Rear	50.0
Overall Length	168.4
Overall Width	65.2
Height (curb weight)	62.4*
Overhang, Front	23.0
Rear	44.4
Ground Clearance, Front & Rear Axles	7.5
Tailgate Platform Height	24.3

*Pick-Up, 64.8; Station Wagon, 65.0.

ENGINES:

Standard: 134.2 CID 4 cyl. F-Head, 75 hp @ 4000 rpm, 114 lb. ft. torque @ 2000 rpm, 6.7:1 CR, regular-grade fuel.
 Optional: 225 CID V-6, 160 hp @ 4200 rpm, 235 lb. ft. torque @ 2400 rpm, 9.0:1 CR (7.4:1 for California), 2-b. carb., regular-grade fuel.

EXHAUST SYSTEM:

Aluminized steel with oversized muffler.

TRANSMISSIONS:

Floor shift 3-speed is standard (fully-synchronized with V-6; synchronized in 2nd and 3rd with 4-cyl.). Console shift optional. "Turbo Hydra-Matic"™ automatic with console shift, optional with V-6 floor shift. 4-speed, optional with V-6.

CLUTCH:

9.25" diameter, 78 sq. in. effective area—with 4-cyl. 10.4" diameter, 103.5 sq. in. effective area—with V-6.

TRANSFER CASE:

Standard. Silent type, single-lever operated, two-speed transfer case for operation in either high or low range 4-wheel drive; provides six forward and two reverse combinations with automatic or 3-speed transmission, and eight forward and two reverse combinations with 4-speed transmission.

FRAME:

Closed-box section side rails with five cross-members.

SUSPENSION:

Front multi-leaf springs with stabilizer bar. Rear springs are off-center multi-leaf type. Front and rear telescopic shock absorbers.

FRONT AXLE:

Driving type, permitting traction for all wheels or for conventional rear wheel drive. Full floating, 2000 pound capacity. Cardan universal joints.

REAR AXLE:

Driving, semi-floating hypoid type, capacity 2500 pounds. Trac-Lok differentials, optional.

STEERING:

Worm and roller with 4-cyl., recirculating ball with V-6. Power steering, optional, V-6.

BRAKES:

Service brakes are self-adjusting hydraulic servo type with dual master cylinder. Brake size, 10" x 2". Effective lining area, 156 sq. in. Power brakes, optional. Parking brakes operate off the rear wheels.

WHEELS & TIRES:

Five standard 15" x 6K wheels with 7.35 x 15 4-ply Power-Cushion tires. Optional tires available.

ELECTRICAL:

Alternator, 35 amp. Battery, 50 amp. Heavy-duty alternator and battery, optional.

Jeep.
(4 WHEEL DRIVE)

**The toughest
4-letter word
on wheels.**

This folder does not constitute an offer or commitment to sell, in order that product improvements may be made at any time, specifications and other data are subject to change without notice. Jeep vehicles meet or exceed all applicable Federal Motor Vehicle Safety Standards at time of manufacture.

 **Jeep**
Products from American Motors