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MODELS, SPECIAL EDITIONS AND OPTIONS



The Jeep Wrangler comes in many shapes and forms, with plenty of models and special editions. It's important to know what you're starting with, whether you plan on modifying your TJ or wheeling it stock.

One of the great things about the Jeep Wrangler is that one model, trim level, or special edition was just never enough. It seemed that something new would pop up a few times every year, and each new attribute or special edition created another unique vehicle to choose from. This chapter gives you a

better idea of what models came equipped with what options and equipment, and in what years each particular special edition was produced.

As with most vehicles, the price of each Wrangler is determined by its options and trim level. Jeep marketed several models in order to appeal to a

broad buyer base, so the big-buck guys could get all the bells and whistles and the lighter-wallet crowd could still have fun. Even in 2006, the final year of TJ production, Jeep offered four Wrangler TJ models and two Unlimited LJ models. The most expensive Wrangler cost over 30K, but you could still get into the base model TJ for less than 20K.

Wrangler SE

The SE is your base-model Wrangler. Pretty much every TJ you find for sale “cheap” is a Wrangler SE. All model years were equipped with the available four-cylinder engine, a manual transmission, NP231J transfer case, and Dana 30 front and Dana 35 rear axles. Gear ratios varied by year and ranged from 4.11:1 to 3.73:1. This model is also typically equipped with a 124-amp alternator, power front disc brakes with rear drum brakes, and tires in the 27- to 28-inch range mounted on 15 x 7-inch full-lace steel wheels. Half-hard doors with zip-out upper windows were included, as were black fender flares, vinyl seats, a mini center console with two cup-holders, and a four-speaker stereo system.

Options were limited on the SE and most were dealer installed. An engine

block heater was offered, as was air conditioning, cloth seats (later models with tip-and-slide capability), and carpet floor mats. A locking gas-cap, a dash-mounted ashtray alongside a 12-volt cigarette lighter, and front and rear tow hooks were also available as options. Full hard doors were another option and could be combined with a hard top, though the Sunrider soft-top option retained the hard half doors. A rear seat was also an available option in early SE model TJs, but became standard equipment in 2005, as did the 4.0L engine when the auto transmission option was selected.

If you miss the utility Jeep days, then the SE will suit you well. It lacks the niceties of some of the over-optioned models, but it's still a true 4x4 with plenty of grunt for the trail. In fact, SE models are usually the Wranglers you see sporting LS1 and HEMI swaps and macho axles, since they come cheaper from the dealer and have less bullshit to

SE Model Specifications

2.5L Power Tech I-4 engine ('97-'02)
 2.4L Power Tech DOHC I-4 engine ('03-'06)
 4.0L Power Tech I-6 engine ('05-'06)
 AX-5 5-speed manual transmission ('97-'02)
 NV1500 5-speed manual transmission ('03-'04)
 NSG370 6-speed manual transmission ('05-'06)
 30RH 3-speed automatic transmission ('97-'02)
 42RLE 4-speed automatic transmission ('03-'06)
 Dana 30 front axle*
 Dana 35c rear axle*
 Command-Trac 4WD System (NP231J transfer case)
 *refer to Chapter 6 for available ring-and-pinion gear ratios

1997 MSRP: \$13,470
 2006 MSRP: \$19,050



TJs not equipped with air conditioning use a factory-installed A/C bypass. The absence of the A/C system frees up quite a bit of extra space under the hood.

deal with under the hood and under the dash. Besides the “Jeep” and “Trail Rated” badges that appear on all TJs, the SE bears no additional decals calling attention to its designation. Instead, it relies on lower-cowl-side “Jeep” decals that rest upon “Jeep”-shaped patterns stamped into the steel.



All Wranglers feature a raised “Jeep” stamp on the cowl sides with a decal on top of that. Each TJ model features a designation decal on the cowl sides, except the SE, which offers a bare minimum of options and a 4-cylinder engine.

Wrangler X

The X model was introduced in 2002 as a means of appealing to younger buyers, falling between the Sport and SE models in terms of features and price. It came with many of the typical Wrangler features, such as a 4.0L engine, a manual



Jeep aimed the X model Wrangler at younger buyers. It was first offered in 2002 and was available through the end of TJ production in 2006. It also served as the basis for most special edition TJs. Notice the “X” in front of the door. (Photo courtesy DaimlerChrysler)