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INTERIOR AND EXTERIOR UPGRADES

Much of the Wrangler TJ's allure is due to its body style. It's a continuation of a tradition that started more than 65 years ago and remains largely unchanged from its original design. The TJ even went back to round headlights like the CJs before it and the front fenders have a flatter appearance, similar to many early models. And, of course, the seven-slat grille adorns the front-end, making a bold and unmistakable announcement of its arrival.

Those accustomed to civilian Jeeps had long understood that function came before form and interior amenities have traditionally been rather bleak. Many improvements were incorporated over the years, but most simply looked added on. But the TJ changed all of that. Form was finally part of the package and the TJ features one of the most enhanced and user-friendly interiors to appear in a traditional Jeep. In fact, the TJ's fancy interior was one of the bigger shocks for many upon its release. Compared to its predecessors, the TJ interior more resembled the Cherokee XJ than it did the previous model Wrangler. An actual dash was in place with a single instrument cluster (centered in front of the steering wheel no less) and a center dash bezel for stuff like the radio, A/C



Inside and out, the Wrangler TJ is a refined version of its classic brethren.

vents and controls, and ashtray. Driver and passenger-side airbags, a first for the Wrangler, also graced the car-like dash.

However, as with nearly every TJ component, there is room for improvement. In fact, you can hardly throw a stone in a 4x4 shop with out hitting

something that will bolt-on to your Wrangler. The exterior offers multiple upgrade opportunities, from bumpers to skid plates, to cargo racks and extra lighting options. The interior is equally blessed with scads of products designed to somehow improve the functionality or pleasure of your driving experience.

Year-To-Year Interior/Exterior Updates

1997: introduction

1998: new hood latches, next generation air bags and defeat switch for passenger-side (late models), new steering wheel, fold-forward easy-entry driver's seat, new bumper pads

1999: 19-gallon fuel tank, hood vent replaced with new cowl, dial climate control knobs replace slide controls, headlight switch moved to turn indicator, improved PCM, new JTEC engine controller with new engine function sensors, frame made 16 lbs lighter

2000: 4.0L engine received redesigned cylinder head, new exhaust manifold and dual catalyst 2.25-inch exhaust system, tilt steering column with leather-covered steering wheel option added in SE and Sport, standard equipment stereo upgrades, child seat tethers in rear seat

2001: new reinforced fuel tank skid plate (later models), child seat anchorage system, revised instrument cluster, new steering column with improved tilt mechanism and lighting and windshield wiper controls, intermittent wipers as standard equipment, new center console with rear seat cup holders, new soft top, new fuel filler cap, redesigned stereo and optional subwoofer, wider rearview mirror, seat material improvements

2002: full doors with roll-up windows, fog lamps, and tow hooks standard on Sport, new HVAC system, optional premium sound system with tweeters and subwoofer, 30-inch tires standard on Sahara, introduction of X model

Full doors with roll-up windows became standard equipment on the sport model in 2002. The hard top was still optional.



2003: introduction of Rubicon model, new transfer case skid plate for new auto trans, sport bar foam added, corner speaker pods with dual dome lamps on sport bar replace sound bar, additional 12V power outlet added to dash, new 4-spoke steering wheel, redesigned dashboard with oval stereo and HVAC openings, key cylinder on doors made chrome instead of black, new rearview

mirror with map lights and temperature and compass displays, new shorter ratcheting side mirrors, new soft-top material, new fold-and-tumble rear seat with quick release, new taller and softer front bucket seats with tip-and-slide passenger seat, header and A-pillar trim added for increased head impact safety, new and repositioned model/edition logos ("Sport" logo moved higher on fender, redesigned Sahara logo)



The vent in the tailgate was added in 2003, replacing the one previously placed in the rear sides of the hard top. This aided soft-top equipped Wranglers, which didn't previously have the benefit of a vent.

2004: Trail Rated badge added to all Wranglers, standard AM/FM CD stereo on all models except SE (replaces cassette), new dash storage, U.S. right-hand drive model available, wheel group upgrades with standard spare tire cover, 30-inch spare tire cover with Sahara logo, tilt steering wheel standard on SE and X.

2005: tip-and-slide driver's seat on all models with cloth seats, AM/FM stereo with in-unit six-disc CD changer, rear seat made standard on SE model, improved tailgate latches made from stamped aluminum instead of cast aluminum and feature black plastic cover, medium gray or khaki color-keyed molded-in-color fender flares and flare extensions replace black flares on SE, X, Sport, and Unlimited



The tailgate latches were improved in 2005 and received plastic latch covers.

2006: Sunrider soft-top offered on short-wheelbase Wranglers, slim-profile bumper end caps on SE and X, available factory-installed Sirius Radio, end of model production