

'JEEP' 1972.

'JEEP' TRUCK



MORE POWER.



TOUGHNESS.

TRANSFER CASE

Quiet operating, 2-speed transfer case doubles number of gear ratios.

TRANSMISSION

Full synchromesh 3-speed and 4-speed manual or turbo hydra-matic transmissions. Built for toughness and longer life.

ENGINE

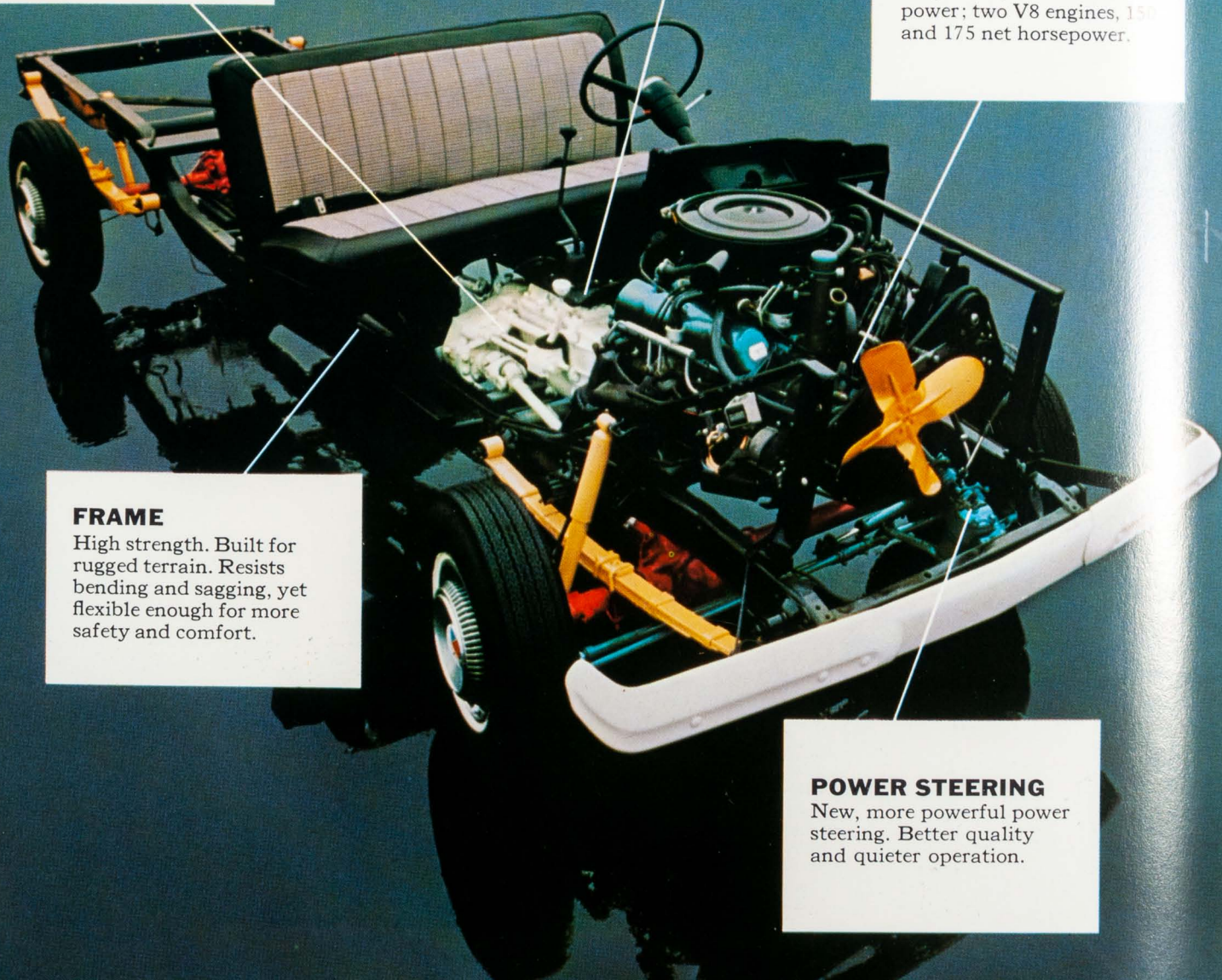
Choice of 3 tough engines: 6-cylinder, 110 net horsepower; two V8 engines, 150 and 175 net horsepower.

FRAME

High strength. Built for rugged terrain. Resists bending and sagging, yet flexible enough for more safety and comfort.

POWER STEERING

New, more powerful power steering. Better quality and quieter operation.



As good as 'Jeep' is, we keep finding ways to make it better.

The only off-road vehicle with three engines.

The 1972 'Jeep' Truck offers a wide range of power teams with three engine and three transmission options. There's an engine to match any task from the standard 6 cylinder, 110 net horsepower, combining power with economy, to the two big optional V8, 150 and 175 net horsepower engines, for those extra tough jobs—carrying, dumping, towing, plowing and winching in the harshest conditions. This year, the all-famous 'Jeep' engines incorporate rocker arms with "cylindrical" bearings for longer service life and a quieter operating valve train.

With any engine, there's a choice of two full-synchromesh manual transmissions: 3-speed column and 4-speed floor shifts, or the turbo hydra-matic column shift. For double the number of gear ratios, 'Jeep' has a quiet operating 2-speed transfer case linked to the transmission.

To ensure the fullest power distribution to the wheels 'Jeep' Truck has an optional "Trac-lok" differential which reduces wheel spin by automatically proportioning usable torque to the wheel that has traction.

The stuff 'Jeeps' are made of.

Frames: All 'Jeep' frames have a yield strength ranging from 35,000 to 40,000 p.s.i., and a range in tensile strength of 47,000 to 60,000 p.s.i. This high strength enables 'Jeep' to withstand extremely high stresses encountered in many rugged off-road conditions. 'Jeep' frames are rigid enough to allow resistance against bending and sagging, yet resilient enough to provide some flexibility for better protection over rugged terrain.

Suspension: The hypoid full-floating gears reduce stresses on the axle shafts and make the steering easier. Universal joints at the outer end of each axle allow a continuous flow of power to the front wheels, regardless of their turning position.

The rear axle is semi-floating (full floating—8000 lb. GVW) with hypoid pinion and ring gears, hardened of alloy steel with extra-deep, square teeth for heavy-duty service, able to tackle any heavy load.

The recirculating-ball steering system is low-friction. The steering shaft is connected to the steering gear through a flexible coupling which virtually eliminates the transmission of road shock vibrations and noises to the steering wheel. This coupling makes steering easier, even over rutted ground, and provides for quieter driving.

The high capacity body features small wheelhouses for greater load-space in the rear. The large tailgate opening allows easy access for loading those big, heavy loads. Also, the cargo floor is made of sturdy rib-reinforced steel to withstand the roughest treatment and give long life.

One good turn deserves a 'Jeep'.

'Jeep' Truck comes in two wheelbase lengths: 120" and 132". Both possess exceptional off-road capabilities. Loaded with features which give it great utility characteristics, the 'Jeep' Truck is a superior product in the 4-WD pickup class. Its combination recirculating-ball steering system, tough suspension and chassis give it outstanding performances in maneuverability, ruggedness and safety. Its wide tread and heavy-duty springs ensure that extra stability on steep hillsides over its major competitors. Its high ground clearance and low center of gravity means it can drive over almost any obstacle.

Also, this year's optional power steering unit is new. With its hydraulic assist, steering is much easier and quieter. Maneuvering needs much less effort and road shocks are further absorbed. Yet, you are able to maintain a safe "feel of the road," normally obtained only with manual steering.

These are just a few reasons why 'Jeep' Truck gives you more mobility at no sacrifice to other features you would expect from a 4-WD truck.

Features that will make molehills out of mountains.

'Jeep' Truck is built with the kind of toughness and versatility to handle almost any kind of job you can give it. This year, there's a new 6000 GVW model in the 120 inch wheelbase. This means that 'Jeep' now offers a total of six payload choices in two wheelbase lengths. The 120 inch wheelbase is available in 5000 and 6000 GVW's, and the 132 inch wheelbase in 5000, 6000, 7000 and 8000 GVW's. No other competitor can match such a wide selection.

Add to this, 'Jeep's' choice of options . . . power take-off, choice of electrical or mechanical winches, rear step bumper, dump body, angle blade and wrecker unit, and there's almost nothing it can't handle. Huge load space plus wide payload and option choice equals the most versatile vehicle in the 4-WD pick-up class—'Jeep' Truck.

This year, the interior also has improved features for more comfort and safety inside and new optional bucket seats.

Other special accessories include power steering, power brakes, "Trac-lok" differential, fresh air heater and defroster and air conditioner.

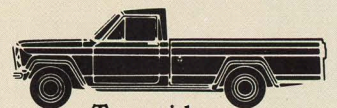
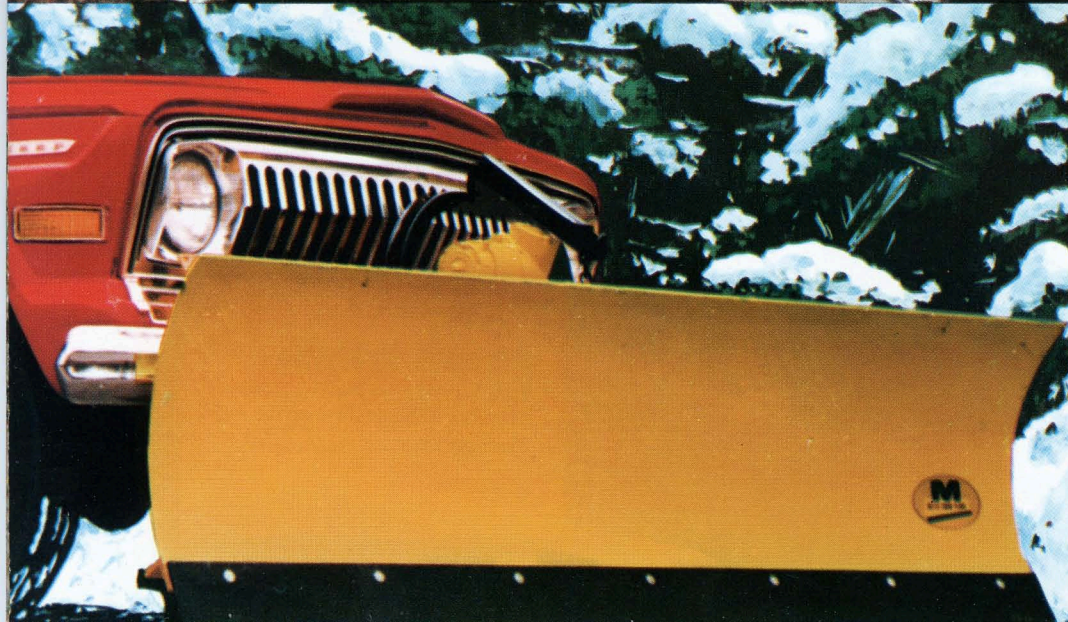
With changes we've made this year one thing hasn't changed since 1941. It's still the best off-road vehicle in the world.

Equipment and power features, illustrated or described in this brochure, are optional at extra cost unless otherwise specified. Certain equipment items may not be available for all models. American Motors, whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models, equipment or prices at any time without incurring any obligation. This also applies to local assembly or manufacture areas where local content requirements may affect standard and/or optional specifications.

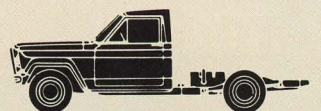
MOBILITY.



VERSATILITY.



Townside



Cab & Chassis

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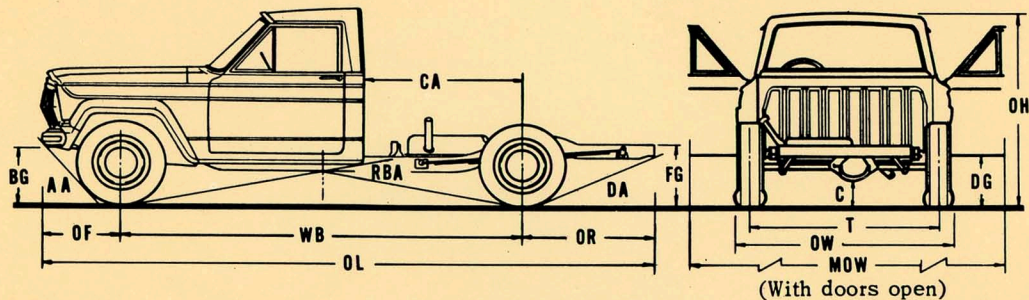
FORM NO. JIC-7254



Jeep

Jeep International Corporation
A SUBSIDIARY OF AMERICAN MOTORS CORPORATION

Jeep® Truck Specifications Sheet



MAJOR DIMENSIONS		J-2500		J-2600		J-4500		J-4600		J-4700		J-4800	
		USA	METRIC	USA	METRIC	USA	METRIC	USA	METRIC	USA	METRIC	USA	METRIC
WB	WHEELBASE (in/cm)	120	304.8	120	304.8	132	335.3	132	335.3	132	335.2	132	335.3
OL	OVERALL LENGTH (in/cm)	193.6	491.7	193.6	491.7	205.6	522.2	205.6	522.2	205.6	522.2	205.6	522.2
OH	OVERALL HEIGHT (in/cm)	69.5	176.5	71.3	181.2	69.5	176.5	71.3	181.2	72.4	183.8	72.4	183.8
OW	OVERALL WIDTH (in/cm)	78.9	200.4	78.9	200.4	78.9	200.4	78.9	200.4	78.9	200.4	78.9	200.4
T	TREAD, FRONT (in/cm)	63.5	161.3	63.5	161.3	63.9	162.2	63.9	162.2	63.9	162.2	63.9	162.2
T	TREAD, REAR (in/cm)	63.8	162.1	63.8	162.1	64.4	163.5	64.4	163.5	64.4	163.5	64.4	163.5
OF	OVERHANG, FRONT (in/cm)	28.6	72.5	28.6	72.5	28.6	72.5	28.6	72.5	28.6	72.5	28.6	72.5
OR	OVERHANG, REAR (in/cm)	40.0	101.6	40.0	101.6	40.0	101.6	40.0	101.6	40.0	101.6	40.0	101.6
C	FRONT AXLE CLEARANCE (in/cm)	7.9	20.1	9.1	23.1	7.9	20.1	9.1	23.1	9.7	24.6	9.7	24.6
C	REAR AXLE CLEARANCE (in/cm)	7.9	20.1	9.0	22.9	7.9	20.1	9.0	22.9	8.9	22.7	8.9	22.7
AA	APPROACH ANGLE	45°		45°		45°		45°		45°		45°	
DA	DEPARTURE ANGLE	26°		26°		27°		27°		27°		27°	
RBA	RAMP BREAKOVER ANGLE	22°		22°		20°		20°		20°		20°	

ENGINE SPECIFICATIONS

MODEL	258 CID	304 CID	360 CID	MODEL	258 CID		304 CID		360 CID	
J-2500	Std	Opt	Opt	CYLINDERS	6		8		8	
J-2600	Std	Opt	Opt							
J-4500	Std	Opt	Opt	NET HORSEPOWER	110 @ 3500		150 @ 4200		175 @ 4000	
J-4600	Std	Opt	Opt							
J-4700	Std	—	Opt	DISPLACEMENT (in³/cm³)	258	4229	304	4983	360	5900
J-4800	Std	—	Opt		195	290	245	365	285	424
				NET TORQUE (ft-lb/kilo/metre)	@ 2000		@ 2500		@ 2400	

GENERAL SPECIFICATIONS

AIR CLEANER	Oil		Oil		Oil		Oil		Oil		Oil	
BATTERY	12v		12v		12v		12v		12v		12v	
CARBURETOR	1 Barrel		1 Barrel		1 Barrel		1 Barrel		1 Barrel		1 Barrel	
TRANSFER CASE	2 Speed		2 Speed		2 Speed		2 Speed		2 Speed		2 Speed	
TRANSMISSION	3-4 Speed		3-4 Speed		3-4 Speed		3-4 Speed		3-4 Speed		4 Speed	
TIRES	8.25 x 15		7.00 x 16		8.25 x 15		7.00 x 16		7.50 x 16		7.50 x 16	
AXLE, FRONT CAPACITY (lb/kilo)	3000	1360.8	3000	1360.8	3000	1360.8	3000	1360.8	3000	1360.8	3000	1360.8
AXLE, REAR CAPACITY (lb/kilo)	3500	1587.6	5000	2268	3500	1587.6	5000	2268	5000	2268	5000	2268
EFFECTIVE BRAKELINING AREA (in²/cm²)	180	1161.4	195.6	1262.0	180	1161.4	195.6	1262.0	195.6	1262.0	209.6	1352.3
COOLING SYS CAP w/HEATER (qt/litre)	9.5 / 15	9 / 14.2	9.5 / 15	9 / 14.2	9.5 / 15	9 / 14.2	9.5 / 15	9 / 14.2	15	14.2	EXTRA CAPACITY	COOLING SYSTEM
CLUTCH DIAMETER (in/cm)	10.5 / 11	26.7 / 27.9	10.5 / 11	26.7 / 27.9	10.5 / 11	26.7 / 27.9	10.5 / 11	26.7 / 27.9	10.5 / 11	26.7 / 27.9	10.5 / 11	26.7 / 27.9
FUEL TANK CAPACITY (gal/litre)	20	75.7	20	75.7	20	75.7	20	75.7	20	75.7	20	75.7
SPRING, FRONT (lb-in/grms-cm)	216	38,578	240	42,864	216	38,578	240	42,864	240	42,864	240	42,864
SPRING, REAR (lb-in/grms-cm)	160 / 295	28,576 / 52,687	160 / 295	28,576 / 52,687	185 / 375	33,041 / 66,975	185 / 375	33,041 / 66,975	375	66,975	270 / 450	48,222 / 80,370
CURB WEIGHT (lbs/kilo) w/std engine	3272	1484	3394	1539	3298	1496	3436	1558	3525	1599	4013	1820
GROSS VEHICLE WEIGHT (lbs/kilo)	5000	2268	6000	2722	5000	2268	6000	2722	7000	3175	8000	3629
CURB WEIGHT WITH TOWNSIDE PICK-UP BOX (lbs/kilo)	3675	1667	3797	1722	3726	1690	3864	1752	3953	1793	4441	2014
WEIGHT ALLOWANCE FOR BODY AND PAYLOAD (lbs/kilo) (Townside)	1325	601	2203	999	1274	578	2136	969	2840	1288	3559	1614