



FOUR-WHEEL FLAIR 1979 JEEP CJ-7 RENEGADE

Don't expect great mileage or high speed handling, but do expect to get where you want to go.

Brian Williams

Jeep wrote the book on four-wheel-drive; unfortunately, I never read it. If I had, it might have saved me the embarrassment of limping into the AMC garage with a sheared left front shock. Jeeps are land vehicles; their warranties expire when airborne.

The 1979 Jeep CJ-7 is a rough machine. Our test Jeep drove forty miles with a broken (disconnected from the frame) shock absorber, riding only on the spring. The CJ-7 had the guts to get into trouble, a rugged enough frame to absorb punishment, and enough left over to get out of Jeep country and back to the city.

Our Car Biz test Jeep was an Olympic White CJ-7 Renegade with an optional 304 CID V-8. The CJ-7 came with Quadra-Trac full-time four-wheel-drive and a column mounted, three-speed Turbo Hydra-Matic transmission.

The engine-transmission combination was powerful and convenient. Jeep's Quadra-Trac full-time four-wheel-drive utilizes a controlled-type differential that allows each wheel to operate at its own speed. This delivers continuous power to the wheels in proportion to the terrain. The Quadra-Trac works in both forward and reverse.

Jeep's Quadra-Trac eliminates the need to lock hubs. This is especially

useful on steep hills, in mudholes, or fording rivers.

Jeep offers several tire-rim combinations. Our CJ-7 had Goodyear Tracker A-T tires matched to 15" x 8" white styled-steel spoked wheels. Black wheel lip extensions silhouette the wheels and are designed to protect the body from tire spray.

The tires dig in well off-road, and provide loads of traction in tandem with the Quadra-Trac four-wheel-drive.

The Trackers give a rough ride at highway speeds, and they fight the wheel in tight turns on pavement. Anyone using a Jeep for extended road use should consider one of the other tire combinations.

The traditional Jeep lines have

