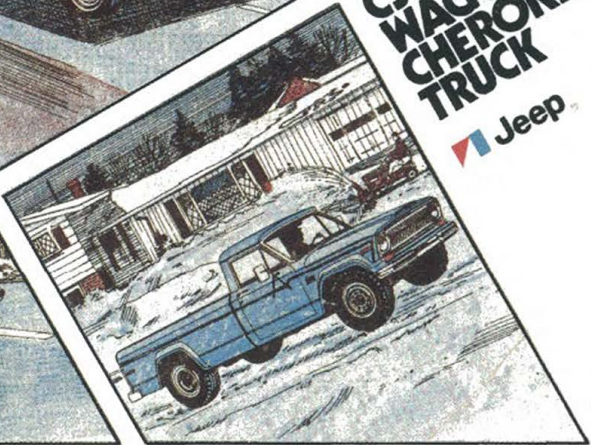
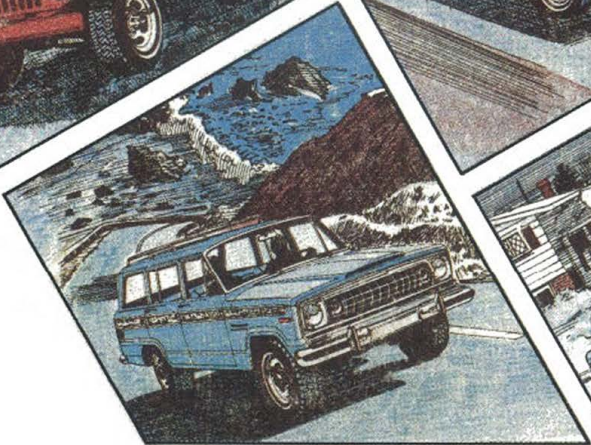


**1977
OWNER'S
MANUAL**



**JEEP
CJ
WAGONEER
CHEROKEE
TRUCK**



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- **Lock**—Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls (vehicles with automatic transmissions).

On models with automatic transmission, key cannot be turned to LOCK position and removed until gearshift lever is placed in Park position. On models with manual transmission, turn key to the LOCK position and depress the key release lever to remove the key.

WARNING: *In case of an emergency requiring ignition “off” while moving, DO NOT depress key release lever. This could result in locking the steering wheel with subsequent loss of steering control.*

- **Off**—Permits turning engine off without locking steering wheel and shift controls. If it becomes necessary to turn ignition off with vehicle in motion, turn key to *off position only*.
- **On**—Ignition and electrical system on (normal running position).
- **Start**—Permits engagement of starter.

WARNING: *Do not attempt to move shift lever in vehicles with shift lever lock before turning key to the off position to*

release lock. When parking, release steering wheel before turning the ignition key to the LOCK position. If the wheels are turned while parked, the resultant wind-up of the steering wheel can cause a sharp springing-back action of the wheel when the steering wheel lock is released. Do not operate controls by reaching through the steering wheel.



CAUTION: *To prevent battery discharge, do not leave ignition on with engine not running.*

To Release Key from Ignition Switch

Vehicles with Automatic Transmission

- Place gearshift lever in Park.
Turn ignition key to LOCK position.
- Remove key—the ignition, steering wheel, and gearshift lever are now locked for anti-theft protection.

Vehicles with Manual Transmission

- Push key release lever down and hold.
- Turn ignition key to LOCK position.
- Remove key—the ignition and steering wheel are now locked for anti-theft protection.

- Refer to the *Special Driving and Emergency Situations* section for further information on when and when not to use 4-wheel drive and for special driving techniques.
- On vehicles equipped with manual-type selective drive hubs, place hubs in LOCKED position before shifting to 4-wheel drive. Refer to *Selective Drive Hubs* in the Maintenance section for operating instructions.

On vehicles equipped with automatic-type hubs, the vehicle must be stopped or slightly moving (1 or 2 mph) before shifting into 4-wheel drive. Otherwise damage to the transfer case may result.

2-Wheel Drive High Range into 4-Wheel Drive High Range Shifts, or 4-Wheel Drive High Range into 2-Wheel Drive High Range Shifts

All Models

Maintain vehicle speed and move shift lever into desired position. Letting up on the accelerator pedal or depressing the clutch pedal may provide easier shifting.

4-Wheel Drive Low Range Shifts

CJ Models

To shift into 4-wheel drive low range, reduce vehicle speed to 1 or 2 mph. Depress clutch pedal and pull lever into

4-wheel drive low (4L). Release clutch pedal and continue pulling lever while vehicle is moving, until assured of full engagement of 4-wheel drive low.

To shift out of 4L into 2-wheel drive high range (2H) or 4-wheel drive high range (4H), depress clutch pedal and move lever forward into 2H or 4H as desired. This may be done at any vehicle speed.

Cherokee—Truck

To shift into 4-wheel drive low range (4L), reduce vehicle speed to 1 or 2 mph. Move shift lever through the U-shaped pattern all the way into 4-wheel drive low range (4L) in one continuous motion.

NOTE: *If transfer case is in 4-wheel drive high range (4H), it may be easier to first shift into 2H, then shift into 4L in one continuous motion.*

To shift out of 4L into 4-wheel drive high range, reduce vehicle speed to 1 or 2 mph, depress clutch pedal and pull lever rearward into 4H position.

To shift into 2-wheel drive high range (2H), continue moving lever forward into 2H position.



Cherokee-Wagoneer-Truck Instrument Panel

LIGHT SWITCH
(HEADLIGHTS, TAIL,
PARKING, DOME,
SIDE MARKER,
COURTESY, AND
INSTRUMENTS)

INSTRUMENT
CLUSTER

CIGARETTE
LIGHTER

ASH
TRAY

RADIO

CLOCK

GLOVE BOX

TAILGATE
WINDOW
SWITCH

PARKING
BRAKE
RELEASE
LEVER

AC AIR
OUTLET
LOUVER

FRESH
AIR
VENT

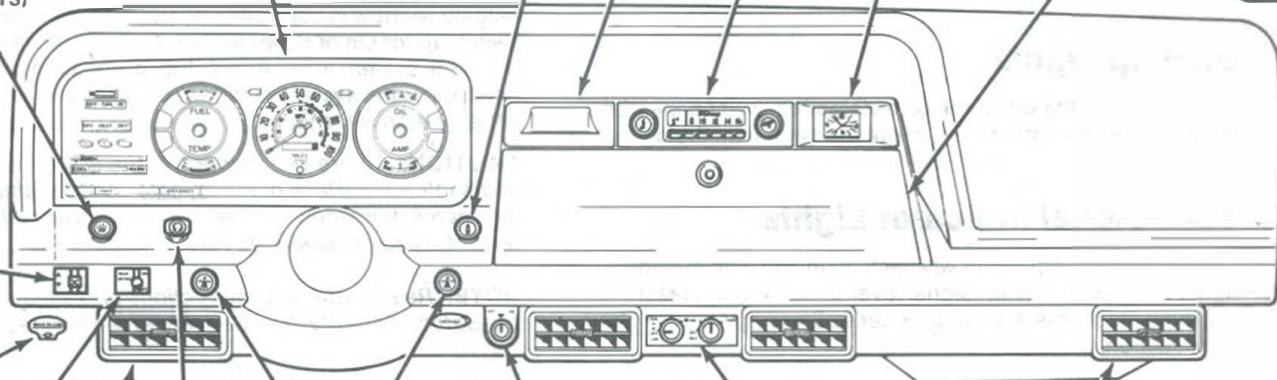
RADIO
SPEAKER
BALANCE
KNOB

AC CONTROL
PANEL AND AIR
OUTLET LOUVERS

AC AIR
OUTLET
LOUVER

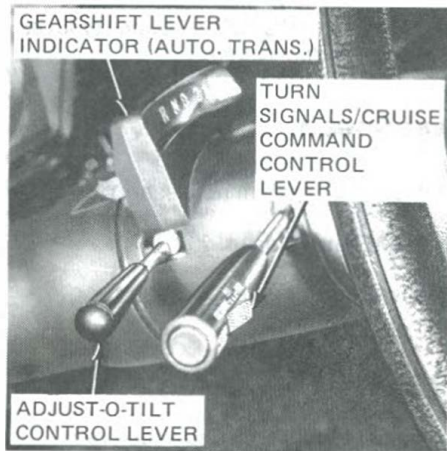
REAR WINDOW
DEFOGGER SWITCH

WINDSHIELD
WIPER-WASHER
SWITCH



Power Steering

With this option, an engine-driven hydraulic pump provides a power assist to greatly reduce steering effort. If the engine stalls or the power assist fails due to some malfunction, the car can still be steered although greater effort—particularly in sharp turns—will be required.



**Steering
Column
Controls—
Left Side**

Adjust-O-Tilt Steering Wheel

This adjustable steering wheel can be set in any of five positions even while driving. Simply pull the lever toward the steering wheel, located below the turn signal lever on the left side of the steering column, and the steering wheel will move upward. Move the steering wheel to the desired position—up or down—and release the lever to lock the wheel in position.

Turn Signals

The lever on the steering column (left side) operates the two-way turn signals. To signal a left turn, push the lever down to “click” stop. For right turns, push the lever up. Lever automatically returns to “off” when turn is completed. On gradual turns, return lever manually. *Do not force.* If the instrument panel indicator lights do not flash, an exterior light may be burned out and should be replaced. *As a lane changer,* hold the lever at an intermediate position prior to “click” to signal right or left maneuver. Lever returns to “off” when released.

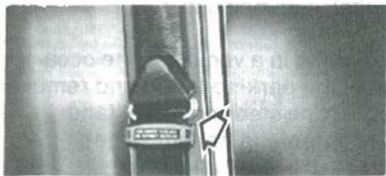
Cruise Command

Cruise Command, available on Cherokee, Wagoneer, and Truck models equipped with V-8 engine and automatic transmission, controls cruising speed automatically (within 3-5



Rear Seat Lap Belts (Cherokee—Wagoneer)

- For *outboard seats* equipped with automatically locking retractors, pull belt from retractor in a single continuous motion and insert metal latch plate into buckle until a “click” is heard. If latch won’t reach, let belt rewind to release locking mechanism so belt can be pulled out to the proper length. Adjust belt low and snug across hips by pulling on the free end of webbing at the latch side of the belt.



Adjustable Shoulder Belt Comfort Clip

- For *center seat*, insert metal latch plate until “click” is heard. Adjust belt low and snug across hips by pulling on free end of webbing at the latch side of the belt.

To Disconnect and Stow Belts

- To unfasten belts, press pushbutton in center of buckle.
- When not in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The shoulder belt comfort clip can be adjusted so that shoulder belt slack will be fully taken up by the retractor.

Precautions

Never use the same lap-shoulder belt on more than one person at a time and do not wear shoulder belt under the arm. Such uses increase the chance and severity of injury in the event of an accident.

- Belts, buckles, latch plates, retractors, reminder systems, comfort clips, and anchors should be inspected periodically. Webbing should be replaced if fraying or cuts have developed. Depending upon amount of use and exposure to sunlight, dirt, and abrasion, belt webbing strength may deteriorate over a period of years. In such cases, belt assemblies should be replaced.
- If your vehicle has a three-passenger front or rear bench-type seat, be sure each seat belt latch plate is inserted into the correct buckle. It’s possible—especially for children—to get the middle and outboard seat buckles mixed up. For front seats, belt routings can be checked visually; for rear seats, manually trace webbings to their anchors by slipping your hand between the seat cushion and the seatback.
- Belt assemblies should be replaced in the event that they have experienced major collision loads.
- Connecting bolts should be tightened to the correct torque. Your dealer can check this.



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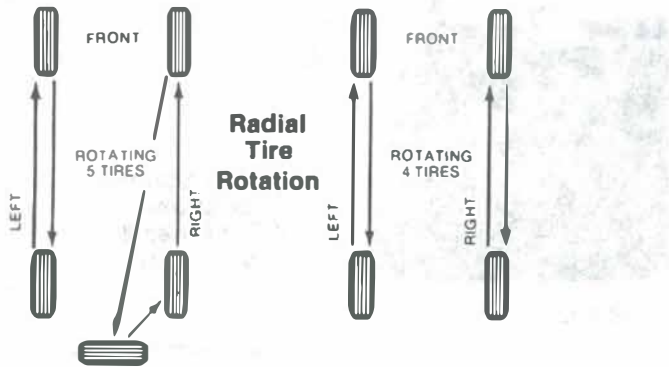


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and if the tires were balanced on the vehicle, they should be rebalanced.

The cost of rotating and balancing tires is the owner's responsibility, but is an expense that will be offset by extended tire life.



Tire Pressures

Correct tire pressures depend on tire size, tire ply, gross vehicle weight (GVW) rating, vehicle load and the type of driving.

For satisfactory 4-wheel drive operation, a Jeep 4-wheel drive vehicle **MUST** be equipped with the same size tires of equal circumference on all four wheels. The tires must then be inflated to the pressures recommended by Jeep Corporation—at all times.

Tire inflation should be checked and adjusted to recommended pressures periodically (at least monthly), especially when extreme changes (20°F) in average seasonal temperatures occur. Tire inflation pressures should be checked and adjusted when the tires are cold—driven less than 2 miles at moderate speeds of less than 40 mph after the vehicle has been at rest for at least 6 hours.

Do not reduce inflation pressure if the tires are hot—driven over 10 miles in excess of 60 mph—as tire pressure may increase as much as 6 psi over cold pressures. If tire pressure must be adjusted while hot, temporarily set pressure at 6 psi (10 psi for sustained high speeds) greater than those specified (but not over the maximum inflation pressure shown on the tire) until such time as cold inflation pressure can be checked and adjusted.

The correct tire inflation pressures for your vehicle, under any given set of driving conditions, may be determined by referring to the Tire Inflation Pressures (PSI) table. "Cold" inflation



Ignition Key Not Available and Vehicle is Locked: Place dolly under rear wheels and tow vehicle with front end raised. Or, disconnect rear propeller shaft at rear axle yoke (be sure to index mark prop shaft and yoke for proper alignment at assembly), secure shaft to underside of vehicle, and tow with front end raised.

Automatic Transmission with Quadra-Trac Less Low Range Reduction Unit

Ignition Key Available: Turn ignition key to off position to unlock steering column and gearshift selector linkage. Place transmission gearshift lever in N (Neutral). If vehicle is to be towed with all four wheels on the ground, disconnect *both* propeller shafts from axle yokes (be sure to index mark prop shafts and yokes for proper alignment at assembly), secure shafts to underside of vehicle, and proceed with towing. If vehicle is to be towed with front end raised, disconnect rear propeller shaft only (index mark for proper assembly later) and secure shaft to underside of vehicle.

Ignition Key Not Available: Place dolly under rear wheels and tow vehicle with front end raised. Or, disconnect rear propeller shaft at rear axle yoke (index mark for correct assembly later), secure shaft to underside of vehicle, and tow with front wheels raised.

Automatic Transmission with Quadra-Trac and Low Range Reduction Unit

Ignition Key Available: Vehicle can be towed with all four wheels on the ground without disconnecting propeller shafts. Turn ignition key to off position to unlock steering wheel. Place transmission gearshift lever in P (Park) and shift low range reduction unit gearshift lever to N (Neutral) position. If Emergency Drive control (in glove box) was in EMERGENCY DRIVE when the engine was shut down, restart engine and turn the control knob to the NORMAL position. If the engine will not restart, tow the vehicle using a dolly under rear wheels and with the front wheels raised. **Never tow the vehicle with the Emergency Drive control activated or reduction unit in low range.**

Ignition Key Not Available: Place dolly under rear wheels and tow vehicle with front wheels raised. Or, disconnect rear propeller shaft at rear axle (index mark for proper assembly), secure shaft to underside of vehicle, and tow with front wheels raised.

Recreational Towing

Your Jeep vehicle can be towed behind a recreational vehicle such as a motor home, but be sure you comply with the following instructions to avoid damage to drivetrain components. And ... be sure to check federal, state, and local



Engine Block Heater

If your area is exposed to below zero temperatures much of the time, a Jeep Engine Block Heater with a 70-ampere-hour, heavy-duty battery and a 62-ampere alternator will not only make starting easier but will also prolong starter life.

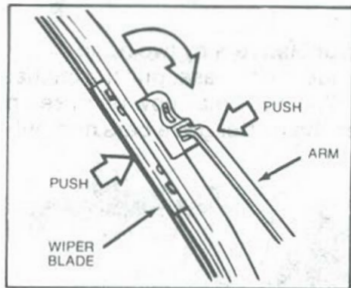
The engine-block heater cord (extends to the grille) should

be connected to a standard 110-115 volt ac electrical outlet with an appropriate extension cord. Preheated engine coolant permits quicker starts with reduced engine wear, plus faster vehicle heater output in extreme cold weather. The engine heater can be used as desired for indefinite periods.

CAUTION: *Be sure to disconnect cord before driving!*



Windshield Wiper Blade Replacement

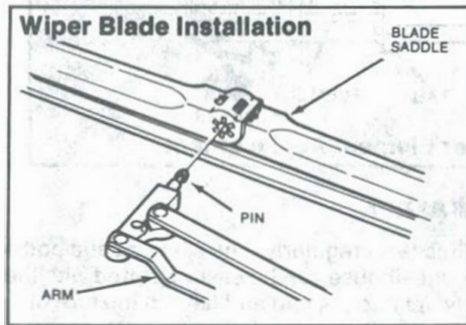
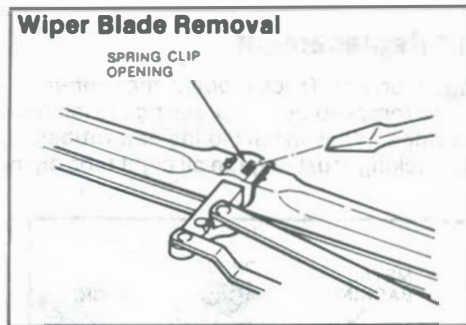


Wiper Blade Replacement C-J Models

CJ Models

Raise the wiper arm away from the windshield and push the wiper blade firmly against the tip of the arm. Hold arm stationary and rotate the blade around the tip of the arm as illustrated. Rubber element is not replaceable—install new wiper blade assembly.

To remove blade, insert screwdriver point into spring clip opening of blade saddle, depress spring clip, and pull blade from arm. To install, push blade saddle on pin so that spring clip engages pin. Be sure saddle is securely attached to arm.



Engine Oil Viscosity

Lowest Temperature Anticipated	Recommended Single Viscosity	Recommended Multi-Viscosity
Above +40°F	SAE 30 or 40	SAE 10W-30, 20W-40, or 10W-40
Above 0°F	SAE 20W-20	SAE 10W-30 or 10W-40
Below 0°F	SAE 10W*	SAE 5W-20 or 5W-30

*Sustained high speeds (above 55 mph) should be avoided when using SAE 10W engine oil since oil consumption may be greater under this condition.

Engine Oil Filler Cap

Your filter-type V-8 oil filler cap should be cleaned with kerosene and then soaked in engine oil every 30,000 miles for CJ models and every 15,000 miles for Cherokee, Wagoneer, and Truck—more often under heavy-duty driving conditions.

Automatic Transmission Fluid Change

Change fluid every 25,000 miles for normal driving and every 10,000 miles for heavy-duty driving.

To change automatic transmission fluid, proceed as follows:

- Drain fluid, immediately after vehicle operation, before it cools.
- Remove the transmission bottom pan screws, pan and gasket.
- Remove oil filter and discard.
- Remove and discard O-ring seal from the pick-up pipe.
- Install new O-ring seal on the pick-up pipe, and install the filter and pipe assembly.
- Thoroughly clean the bottom pan and position a new gasket on the pan. Use petrolatum or equivalent.
- Install bottom pan; secure with attaching screws and tighten to 10 to 13 foot-pounds torque.
- Pour approximately 5 quarts of DEXRON[®] or DEXRON[®] II automatic transmission fluid in the filler pipe. (Be sure that container spout, funnel or other items in contact with the fluid are clean.)
- Start engine—allow it to idle for a few minutes.
- Apply brake pedal and parking brake. Shift transmission into all positions then place selector lever in P (Park).
- With transmission warm, check fluid level; add fluid to bring level to the FULL mark.



Transmission Controlled Spark (TCS) System

This system is standard on all California CJ models with V-8 engines and all California CJ models with six-cylinder engines and automatic transmissions. It is also standard on six and eight cylinder CJ's with automatic transmissions designed for use at altitudes above 4,000 feet. The TCS system is required to meet regulations for oxides of nitrogen and reduces them and hydrocarbon emissions by controlling vacuum spark advance. A solenoid switch on the manual transmission regulates the vacuum signal to the distributor. The TCS system needs no periodic maintenance.

Vacuum Throttle Modulator System

This system is used on Cherokee, Wagoneer, and Truck models with V-8 engines and manual transmission and, in California, on all Cherokee, Wagoneer, and Truck models to help control hydrocarbon emissions during deceleration when manifold vacuum is higher than at idle. A special valve senses this higher vacuum and activates a vacuum diaphragm modulator unit, which is mounted on the carburetor, causing it to open the throttle slightly beyond the normal idle setting. This throttle opening causes a slight pulsation of the accelerator pedal which is normal. No maintenance is required.

Positive Crankcase Ventilation (PCV) System

The PCV system is used on all Jeep engines to eliminate the emission of crankcase fumes into the atmosphere by recirculating these fumes back into the engine for burning. Maintenance consists of cleaning the urethane filter inside the small plastic container located within the air cleaner housing. Use kerosene as a cleaning agent. This service is required only on six-cylinder engines and should be performed every 30,000 miles for CJ models and every 15,000 miles for Cherokee, Wagoneer, and Truck models.

Fuel Evaporative Control (FEC) System

This system is used on all CJ models and on Cherokee, Wagoneer, and Truck models retailed in the State of California. A charcoal canister storage system absorbs fuel tank vapors and vents them into the engine induction system. An air cleaner purge for the canister, which works off of carburetor airflow, results in minimum purging at low speeds with a gradual increase at higher speeds.

Fuel Return Line

A return line is standard on all models to route fuel vapors back to the fuel tank to prevent excessive vaporization in the



This label certifies compliance with all Federal Motor Vehicle Safety Standards. On CJ models, the label is located on the instrument panel. On Cherokee, Wagoneer, and Truck models, it is located on the door lock pillar on the driver's side.

Jeep Vehicle Weight Capacities

As with *any* vehicle, it is very important that you *do not overload* your Jeep vehicle in excess of its GVW or GAW rating. These ratings are shown on your vehicle's Federal Safety Certification label. Gross Vehicle Weight Rating (GVWR) and Gross Axle Weight Rating (GAWR) indicate the weight capacities for which a vehicle is designed. These gross ratings include the weight of the vehicle itself plus the weight of people, cargo and everything that is put in or on the vehicle. Since GAWR is the total allowable load on an individual axle, be sure that neither the front nor the rear rating is exceeded and that the total of the axle loads do not exceed the GVWR.

Jeep Vehicle Weight Capacities (Pounds)

Model	Gross Vehicle Weight Rating	Gross Axle Front	Weight Rating Rear
CJ-5	3750 (1)	2200	2700
CJ-7	3750 (1)	2200	2700
Cherokee	6025	3215 (2)	3215
Wagoneer	6025	3215 (2)	3215
J-10 Truck	6025	3200 (2)	3200
J-20 Truck	6800	3500 (3)	4090
	7600	3500 (3)	4700
	8400	3500 (3)	5500

- (1) GVWR for hardtop with heavy-duty suspension: 4150.
- (2) Front GAWR for snow plow application: 3520.
- (3) Front GAWR for snow plow application: 3750.



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