

1985 Jeep CJ-7

2dr Utility Vehicle 4x4 • 6-cyl. 258cid/115hp 2bbl

#1 Concours condition

\$27,600

▼ -7.1%

#2 Excellent condition

\$21,800

▼ -8.8%

#3 Good condition

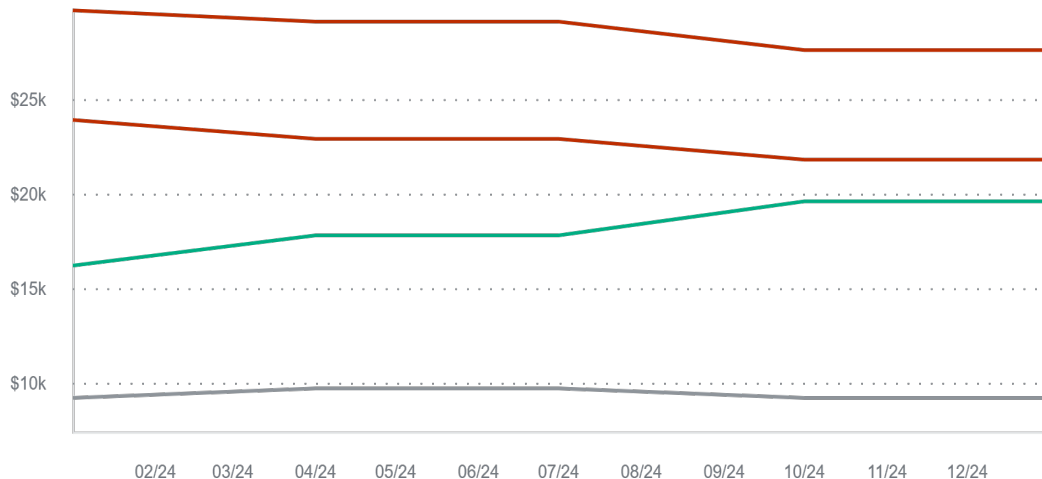
\$19,600*

▲ +21%

#4 Fair condition

\$9,200

○ 0%



NOTE: The chart displays price changes for the last year.

Model description

The Jeep CJ-7 replaced the low production, long wheelbase Jeep CJ-6 (the civilian version of the M170 ambulance). While more agile on the trail than the CJ-6, the CJ-7 was intended to be a more civilized and luxurious version of the CJ-5. Compared to the CJ-5, it featured a 10-inch longer wheelbase and larger openings for doors that at least could make an effort to seal out the elements and be less awkward for most folks to use and get in and out of the vehicle. The Jeep CJ-7 also had more unified styling than the CJ-5 with the removable hardtop. Part of a drive to be more urban friendly, it was also the first CJ to offer an automatic transmission as an option (the GM Turbo-HydraMatic 400). Also debuting with the TH-400 exclusively was the now famous Quadra-Trac transfer case.

Right out of the gate, it was offered with most of the same options as the CJ-5, which initially were the Renegade and Levi's packages. Of all the trim packages offered on CJs in subsequent years, only the Super Jeep and the 1979 Silver Anniversary weren't available in the CJ-7 (logical, as the latter celebrated the 25th anniversary of the CJ-5). A couple of them were exclusive to the Jeep CJ-7, however, including the Limited (1982-83) and the Jamboree (1982). It's actually quite hard to find a stripped Jeep CJ-7, as most were well equipped.

During the 1980s, changes were more cost-related than anything. The V-8 option was deleted for 1981, with minor components changing based on availability and better pricing to AMC from the industry.

Sales of the Jeep CJ-7 were so good (helped by more comfort and convenience options exclusive to it) that the CJ-5 was discontinued in 1983. Initially, Jeep purists decried this decision, and three years later, most of these same pundits were decrying AMC for announcing the end of the CJ-7 – the last of the Jeep CJ series – after the 1986 model year, ceding to the all-new Wrangler for 1987.

Body styles

2dr Utility Vehicle 4x4

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Engine types

4-cyl. 150cid/86hp 1bbl OHV

6-cyl. 258cid/115hp 2bbl

1976-1986 Jeep CJ-7 stats

Highest sale

\$425,000

Lowest sale

\$4,400

Most recent sale

\$21,997

Sales

832

Equipment

Standard Equipment

Active (Manual) Belts

None

Power Brakes

Optional Equipment

5 Speed Manual

Air Conditioning

Power Steering

Tilt Steering Wheel

Additional Info

Drive Type: 4RD

Manufacturer Code: C212

Manufacturer MSRP: 7282

Market Segmentation: Subcompact Utility

Shipping Weight: 2561

Truck Front Axle: Unknown

Truck Gross Vehicle Weight Rating Code: 1

Truck Rear Axle: Unknown

Wheel Base Longest - Inches: 93.5

Wheel Base Shortest - Inches: 93.5

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.