

1974 Jeep CJ-5

2dr Sport Utility Vehicle 4x4 · 8-cyl. 304cid/150hp 2bbl

#1 Concours condition

\$32,800

▾ -4.9%

#2 Excellent condition

\$20,100

▾ -17.3%

#3 Good condition

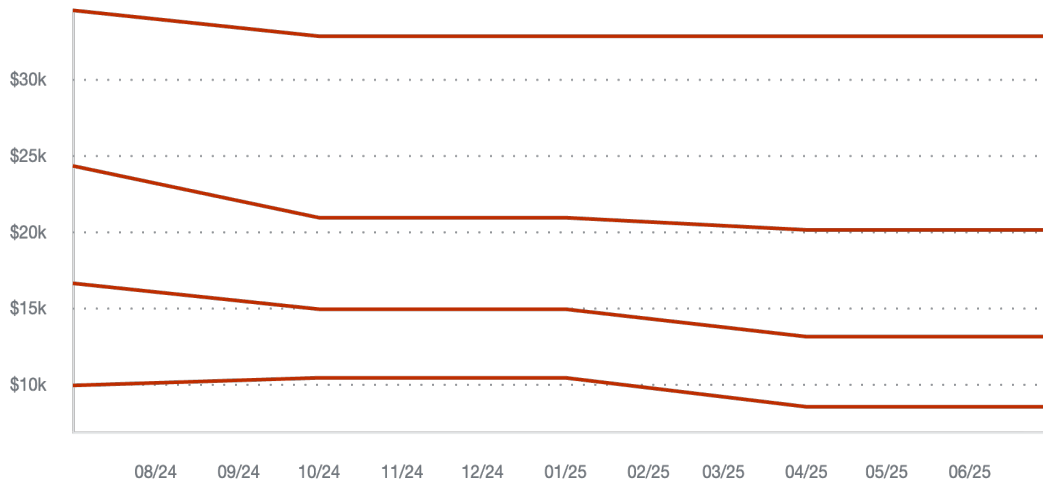
\$13,100*

▾ -21.1%

#4 Fair condition

\$8,500

▾ -14.1%



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

Value adjustments

+20%
for Limited Ed.

+\$1000
for Hardtop.

-20%
for auto.

Model description

The Jeep CJ-5 is a product of Willys-Overland refining the original World War II "jeep." Starting with the CJ-2A in 1945, subsequent improved models were the CJ-3A and CJ-3B before the introduction of the CJ-5 in 1955. Akin to the original jeep, the CJ-5 was a civilian variant of their M-38A1 military Jeep, which went into production in 1952.

The only engine initially available was the "Hurricane" F-head 4-cylinder that was based on the original engine used in the WWII jeeps. A year later, Willys added a longer sibling, the CJ-6 (once again, a byproduct of a military jeep, the M-170 ambulance). Also from 1956 on, all CJs were all-wheel drive.

The 1964 model year saw the first of what was to be a multitude of option packages for the CJ-5, the Tuxedo Park Mk IV. In 1965, optional engines were added to the platform, with a 155-horsepower, 255-cid V-6 and the rarely equipped 129-cid Perkins 4-cylinder diesel appearing on order sheets.

*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.

When American Motors bought out Kaiser-Jeep in early 1970, the primary motive was to add the successful Jeep name and especially the CJ-5 to its lineup. Even at that, not much changed until 1972, when not one but two V-8s were added as options—AMC's own 304 and 360 motors. In addition, the 4-cylinder and the V-6 were dropped, replaced by AMC's 100-horsepower, 232-cid inline six as the standard engine. The popular Renegade package bowed in 1973 and continued to be a choice for Jeep buyer's through the remainder of the CJ-5's production run. In 1974, AMC and Levi's joined marketing forces by offering the Renegade with the Levi's jeans-style seating (in fact it was really vinyl made to look like denim), continuing through 1978. Other packages included the Super Jeep (1973), Golden Eagle (1977 - 1981), Laredo (1980 - 1983), and Limited (1982 and 1983).

With the CJ-6 discontinued, 1975 saw the introduction of the CJ-5's eventual replacement, the CJ-7. With a longer wheelbase and bigger doors, it made the CJ a little more comfortable for Americans who were increasingly using their Jeeps for urban living rather than wild and rough back roads. CJ-5 production ended in 1983.

Body styles

2dr Sport Utility Vehicle 4x4

Engine types

6-cyl. 232cid/100hp 1bbl

8-cyl. 304cid/150hp 2bbl

1955-1983 Jeep CJ-5 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$71,500	\$2,915	\$14,700	711

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.