ways to the CJ-7, the YJ Wrangler featured a wider chassis with larger leaf springs and a controversial departure from the classic round headlights in favor of new rectangular headlights and a more angular grille and hood. In 1992, the familiar slanted roll bar design was changed to an extended family friendly roll bar design which has carried over to present models. Between 1987 and 1995 over 685,000 units were manufactured and sold.

1997 saw a significant change in the Wrangler model with the new TJ. Gone was the leaf sprung suspension that had been under the little Jeep since the beginning and in its place, a



new coil suspension. A return to the more conventional round headlights also resulted from the new design. Although similar in appearance, the TJ shares very little with the previous models. From 2004-2006, an extended wheelbase version called the TJL or known colloquially as LJ was produced. Between 1997 and 2006 over 960,000 vehicles were produced.

The latest version of the Jeep began in 2007 as the JK model. Again a complete redesign occurred resulting in an entirely new body with almost no carry over parts. The new JK retains the coil sprung suspension, but has





a wider body with more useable interior space. Better passenger comfort features and road handling characteristics make JK the most advanced Jeep in the line up. For the first time in the American market, both a 2version door and a 4-door Unlimited version are available for the JK.





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