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Book Descriptions:

97 tj manual transmission

Introduced in 1996 as a 1997 model, the TJ reintroduced the circular headlights the classic Jeep models had been known for. In 2004 the name Unlimited was introduced for the longwheelbase version. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. June 2019 Learn how and when to remove this template message . From 1991 to 1992, designers worked at the new Chrysler Technical Center, building on various design proposals. In late 1992, Michael Santoros TJ proposal was chosen by Tom Gale, Lee Iacocca, and executive management. In May 1993, now with engineering and supplier input, Santoros final Wrangler production design was frozen at 32 months ahead of initial assembly. Verification prototypes using production bodies were built from early 1994 and tested through late 1995. As YJ production ceased in December 1995, the last preproduction TJ examples were assembled, with start of series of production in January 1996. The engine is the same 4.0 L AMC 242 Straight6 used in the Cherokee and Grand Cherokee. A 2.5 L AMC 150 Inline4 engine was available on entrylevel models until 2002. The 2.4 L DOHC 4cylinder engine previously used on the Chrysler PT Cruiser replaced it for 2003. There were some changes between the 2002 and 2003 years. From 1996 to 2002, the side door mirrors were black metal framed mirrors; and from 2003 to 2006 they were plastic molded mirrors. The fit of hard and soft tops is slightly different, and the fabric and colors available changed from 2001 to 2003. In 2002 MY2003, the 3speed automatic transmission was replaced with a 4speed automatic with overdrive. The overdrive can be turned off with a dash switch. The radio bezels went from a rectangle in 2002 to a roundededged rectangle for 2003. The sound bar inside was changed to sound pods. The interior seats also changed design, going from a rounder model to one with a distinct separation between back and headrest areas. <http://www.dentamaks.ru/userfiles/canon-ir-c2880-service-manual.xml>

- **97 tj manual transmission fluid, 97 tj manual transmission, jeep tj manual transmission, jeep tj manual transmission fluid, jeep tj manual transmission fluid change, jeep tj manual transmission fluid capacity, jeep tj manual transmission leak, jeep tj manual transmission fluid check, jeep tj manual transmission swap, jeep tj manual transmission removal, 97 tj manual transmission.**

The standard skid plate was also revised for 2003 to make room for the Rubicons bigger NV241OR transfer case. Like the YJ Wrangler, the TJ Wrangler used both the AMC passenger car door handles as well as the larger door handles off the AMCbuilt Jeep CJ for higherend models. The rural mail package included a Dana 44 rear axle and hardtop with the 4.0 and the automatic transmission. The Dana 44 could also be upgraded with a TracLok limited slip differential case. The Sahara also features exclusive decals, seats and trim. The Dana 44 rear axle and 3.73 axle ratio were optional. The LJ has all the sport options but with a 10 inch 250 mm longer wheelbase aka the LWB or LJ model. The LJ Unlimited has 2 more inches of rear seat legroom and 13 inches more cargo storage. The LJ also came with a staggering 3500 lbs towing capacity compared to the 2000 lbs towing capacity of the TJ. It also came with the fog lamp and tow hook group, CD player with fivespeaker sound system, air conditioning and unique 60th Anniversary Edition decals and floor mats. The only two options were speed control and dual tops. Only two colors were available, black or silverstone metallic. It only came in three colors silver, blue, or black. It only came in five colors black, bright silver, flame red, solar yellow, or patriot blue. It only came in five colors black, silver, red, yellow and blue. It also included seven premium speakers with a subwoofer and unique cloth seats. From 2003 and 2004 featured a standard New Venture Gear NV3550 fivespeed manual

transmission, which changed in 2004 2005 model to the NSG370, a Mercedes sourced sixspeed. The optional 42RLE fourspeed automatic transmission was available from 2003 to 2006. All of them are visually identical, but some were offered in a manual and others an automatic. They are all Light Khaki

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Trim differences over the standard Rubicon include chrome grille, colormatched flares, khaki hard top or soft top, as well as optional dual khaki tops, Graphite Moab wheels, a Sahara spare tire cover, upgraded twotone premium seats, Sahara decals, taillight guards, and a numbered dash badge. Along with the standard Rubicon fare, it also included exterior features such as 16inch Alcoa forged aluminum wheels, Tomb Raider badging, and Mopar accessories including a light bar, riveted fender flares, tubular grille guard, diamondplated bumper guard, etc. Interior features included Dark Slate fabric seats with red accent stitching down the center, silver surround instrument panel bezel, red seat belts, and a Tomb Raider badge with serial number. On the exterior, there were new wheel designs to choose from, as well as new exterior decals. A new offroad focused Rubicon model was introduced, The Ultradrive 42RLE automatic transmission became the sole automatic transmission regardless of engine choice. On the interior, a new steering wheel derived from the Jeep Grand Cherokee WJ was added, and interior switch gear was also revised. A standard fourspeaker audio system and optional sevenspeaker premium audio system with a front center consolemounted subwoofer and amplifier were both available. Sirius Satellite Radio became available for the first time on the Wrangler. The seats were redesigned with new fabrics and improved comfort. The key was also redesigned with a new round head. The allnew 2007 Jeep Wrangler JK and firstever Jeep Wrangler JK Unlimited were introduced at the 2006 North American International Auto Show NAIAS in Detroit, Michigan in January 2006. Retrieved 20100405. MBI Publishing. p. 124. ISBN 9780760306369. Retrieved 3 August 2014. Michael Santoro Jeep designer. CS1 maint archived copy as title link Retrieved 26 May 2015. By using this site, you agree to the Terms of Use and Privacy Policy.

Truck freight and oversize charges still apply unless otherwise noted, and can only be shipped to the lower 48 States. Rough Country items are not included in Free Shipping offers. Tires and Wheel and Tire Kits do not qualify for free shipping. You'll see it on the item page as a Vendor Handling fee, and it will show up in the cart below the items you're ordering. Replacing worn bearings and gaskets before they fail completely is the key to preventative maintenance and keeping your rig rolling. It almost doesn't matter what year Wrangler we're talking about; they all have massive followings and everyone. Part of owning a Wrangler is being as hands on as possible with your rig as possible. Anyone will sit and talk about the goods like the suspension and engine or differential, but what about the transmissions. Knowing what transmission your Wrangler has is a great way to not only get repairs but tell how your vehicle is going to perform offroad. With that in mind, you're going to find so many different sources giving their input and this can overcomplicate the general overview of the unit. To simplify things we've put together a very basic pros and cons list of each Jeep transmission you can find in since the year 1987. This transmission features medium range gearing with no overdrive gears. This transmission has an aluminum case, 3 forward gears, a decent gear range, and no overdrive gear. It is a light duty 3speed transmission with no overdrive gearing. These transmissions feature 5 forward gears with one overdrive gear packed in an aluminum housing. With decent gearing of the five forward gears, one overdrive gear, and an aluminum housing, the AX15 is the medium duty 5speed manual used from 19881999. These transmissions feature four forward gears including one overdrive gear. This is a light duty trans fitted with 5 forward gears including 1 overdrive gear. The gearbox features five forward gears including one overdrive gear.

<https://congiendis.vn/vi/4-h-livestock-judging-manual>

With an aluminum housing, the NSG3750 houses six forward gears including two overdrive gears.

This is a medium duty transmission with five forward gears including one overdrive gear. We're going to talk about some key areas to keep an eye on with both types of transmissions and some symptoms that will tell you right away whether or not you need to tear into things. Every so often, it's a great idea to check your seals and gaskets on the shafts and pans of the transmission. When this happens, take a look at the fluid level. If it's low, that tells you a lot right there. There is likely a leak somewhere and you will have to repair the leak before the problem worsens. Though, if the transmission is leaking and there are no leaks present, it's time to consider taking the transmission to a shop for a proper repair. For routine maintenance, you should change the gear oil within appropriately. This will keep the moving parts clean and prolong their lifespan. A fresh clutch is easier on the internals and will keep you from destroying or wearing out the gears. If there is a grinding coming from the gearbox as you drive along, you can rest assured that it's time to seek a total tear down or replacement. Since then, there have been 11 transmissions that have lived within the rig. No, we can't crawl underneath your Jeep to identify exactly what you have, but the chart below will tell you what to expect. He would use that Jeep to ride up the mountains on his farm, I knew after seeing that Jeep I would have one. The fact that a Jeep can be so versatile in ever. Tacoma, Tacoma SR, Tacoma SR5, Toyota Racing Development TRD, and Tacoma Limited are registered trademarks of Toyota Motor Corporation. ExtremeTerrain has no affiliation with Chrysler Group LLC. Throughout our website and catalogs these terms are used for identification purposes only.

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ExtremeTerrain provides Jeep and Toyota enthusiasts with the opportunity to buy the best Jeep Wrangler and Toyota Tacoma parts at one trustworthy location. Read our Privacy Policy. Tires and Wheel and Tire Kits do not qualify for free shipping. You'll see it on the item page as a Vendor Handling fee, and it will show up in the cart below the items you're ordering. Check out this guide Check out this guide There are dozens of different parts that can be replaced or upgraded in your TJ. These overhauls range from minor to comprehensive. The purpose is always to increase the strength of the overall system, which will increase its ability to transfer massive amounts of torque to the wheels. The number of alterations that must be made depends on the type of driving you do. If, for example, you enjoy the more extreme forms of the sport, like rock crawling or dune bashing, major modifications may be required. Fitment Includes Check out this guide There are dozens of different parts that can be replaced or upgraded in your TJ. Fitment Includes Check out this guide That Jeep was the first vehicle that I felt free in. There is absolutely nothing on the road that is like it except for another Jeep. I love the family associated with the jeep community and the aftermarket options. Tacoma, Tacoma SR, Tacoma SR5, Toyota Racing Development TRD, and Tacoma Limited are registered trademarks of Toyota Motor Corporation. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Looking for a parts list and possible directions. From articles I've read this doesn't sound too difficult. But wanted to discuss with someone who's done this already. It might be nice to have a thread to refer people to. Just a thought. Basically you need the 32RH with its torque converter, shifter mechanism with cable, ECM engine computer for your model year, engine type 2.5 or 4.

<http://www.gasparedicaro.com/images/brother-dcp-8080dn-manual-esp-ol.pdf>

0, and programmed for the automatic. Automatic transmission mount and bracket is different too. Flex plate to replace the flywheel on the engine. Low profile bolts made to bolt the torque converter to the flex plate. Transmission cooler lines for your model year, they vary in routing between model years so they're not all the same. This is not a difficult conversion, in fact it is actually very straight forward. Likely the most difficult part will just be rounding up all the parts needed. Hey just noticed you're in Houma, My son's a commercial diver and is actually working offshore there now. He still has

the motor, auto tranny that he claims was rebuilt 510,000 miles ago, and the 231 tcase with new bearings, seals, and a slip yoke eliminator that was all installed at the same time the tranny was rebuilt. Says he has the radiator, too. He kept the ECM for his rig, and unfortunately, just threw out everything else associated with the old drivetrain yesterday !!! As in, it was picked up, and is in a landfill by now. Bummer. Im going to talk with the guy tomorrow, as Ive considered doing the swap to an automatic, and this seems like a helluva start. Even if I dont do it right away, itd be worth having these items if theyre what he says they are. Would appreciate any input. Thank you! BTW, if the guys rig is anything at all, Ill try and get some pics of it. Hell, maybe even get him to join the ranks of the forum! I grew up all my life driving nothing but manual transmissions, but I definitely prefer the TJ in an automatic. The 32RH is a great transmission as well. The 42RLE as you know has that damn pesky.69 overdrive gear which is annoying as hell though much better when you regear. Definitely tell this guy about the forum! I respect that he said he was giving this fella first shot at the parts, as he had scheduled a time to look at em before I did. I had some other stuff that had to be taken care of, such as a dumprun.

While there, a TJ showed up towing a trailer full of old lumber. I told him about the forum, and we discussed it for a bit. Hope he checks it out. Seemed like a nice fella, and definitely had a nice ride. Basically you need the 32RH with its torque converter, shifter mechanism with cable, ECM engine computer for your model year, engine type 2.5 or 4.0, and programmed for the automatic. Hey just noticed youre in Houma, My sons a commercial diver and is actually working offshore there now. I hear you are an expert in converting a manual transmission to an automatic and I am desperate for your help. First of all, thank you for reading my reply. Ive been struggling with this project for some time now and really need some expert advice. Ill try to explain the situation in detail. I purchased a 2000 Sahara Auto that had a bad engine rod knock I believe. I then purchased an engine from another Jeep guy here in Colorado the engine I purchased had a manual transmission attached. Ive done quite some work to the engine head gasket, rear main seal, oil pain gasket, etc.. I dropped the engine in the Jeep and go to mate it to the bell housing. I made a VERY rookie mistake and drew them together with the mounting bolts and you guessed it. damaged the trans pump torque converter was not properly seated I believe. Reason I knew something was wrong was when I went to turn the crank, it was completely locked up. Ended up pulling the trans and took it to a nearby shop. I filled the torque converter with new ATF4 fluid and made sure it was seated correctly this time. I get the trans right up to the engine, but its not seating as flush as it should, even with some force. I ended up installing the lower left bolt, tested the crank, and it moved, so I continued with the other bolts. I installed all the bolts obviously not torquespec tight, but I noticed the lower right bolt was loose. So I began tightening. you think id learn my lesson the first time.

As I start tightening, the bolt gets tight sooner than it should. I go to test the crank and. locked up! Yup, pump damaged again. With all that said, I was told that I may need to remove the pilot bearing and collar from the new engine as it had a manual transmission attached to it and mine is automatic. I really do not want to damage anything else moving forward so I could really use your help. Should I proceed removing the pilot bearing and collar. Then do I need to purchase the extended output shaft seal as well. Thank you in advance for your assistance. This project has been a bit of a struggle, but ive certainly learned a lot!! I hear you are an expert in converting a manual transmission to an automatic and I am desperate for your help. This project has been a bit of a struggle, but ive certainly learned a lot!! Sorry for the confusion, I typed this up fast! I just got home will have to look at your post more closely tomorrow when I get a few minutes. I just got home will have to look at your post more closely tomorrow when I get a few minutes. If measure the snout on the torque converter, you will discover that it will pilot perfectly in the end of the crank once the other bits are out of the way. Second thing Never, under any circumstances use the bellhousing bolts to draw up the trans to the block. If it will go, you can push the trans home by hand when it is lined up correctly. If you cant push it home by hand, then no amount of pressure will make it go, more

pressure just fucks up more crap. Cut the heads off and screw them into the block. They will extend through the holes in the bellhousing and assist you with lining everything up correctly. Extended alignment pins if you will. If measure the snout on the torque converter, you will discover that it will pilot perfectly in the end of the crank once the other bits are out of the way. Extended alignment pins if you will. Now after I remove the pilot bearing and adapter bushing, am I good to go.

Or are there any other modifications I need to do. What about the extended output shaft seal. Thank you again! If you have a drill bit and a small cold chisel it can be done carefully. Now after I remove the pilot bearing and adapter bushing, am I good to go. Thank you again! The manual 231 has a shorter input shaft that will not reach the seal in the back of the 32RH so the extender is used to solve that problem. Yes and since apparently I was not very clear, the hole in the end of the crankshaft is the exact correct size for the pilot on the end of the torque converter in the 32RH. If you run the 4.0 with the AX15, NV3550, or the NSG 370, an adapter bushing to carry the pilot bearing will need to be installed WITH the pilot bearing. If you run a 4.0 with the later 42RLE, a much smaller bushing gets installed to adapt the pilot diameter of the 42RLE converter since it is smaller than the 32RH converter and it is not a bearing, just a bushing to compensate for the difference in diameters of the pilot on the two converters. If you have a drill bit and a small cold chisel it can be done carefully. I have found them to be messy, somewhat ineffective, and not prone to high levels of success. They include, bread, wet paper towels, and grease along with very snug fitting dowels to fit the hole in the bushing. The factor that predicts all of the results to one degree or another is how far the adapter bushing has been beat into the end of the crankshaft. If it has been beat all the way in until it makes contact, the only reliable methods involve drilling and or welding. I have a good pilot bearing puller but if the little fingers cant get behind the bushing due to it being against the end of the crank, it is useless. I have had to drill and tap several and build a puller. Tightening it with the ratchet wrench tightens it against the inside the bushing for a friction fit. Tightening it with the ratchet wrench tightens it against the inside the bushing for a friction fit.

I think ill grab that puller tonight and give it a shot. Weird question again im new to Jeeps but I do have the 231 Tcase with the 32RH obviously. So does that mean the extended seal is already installed. Considering the trans was already bolted to this tcase, im assuming everything is good to go there. My plan is to simply remove the bearing and bushing, and reinstall. I really want to avoid any issues. I labeled the bearing and bushing and just want to make sure I have it right, as to what needs to be removed. Thanks again and sorry for the reclarification. Yes youll need the extended output shaft seal for your 32RH which can be found at Removing the old seal is easy, it easily pulls out. Seating the extended seal requires a BFH BIG effing hammer and something like a piece of scrap aluminum to place between the seal and the BFH to prevent damaging the seal while seating it. It took me a good minute or two with the BFH to get it fully seated, mine was a very tight fit. I started Jeep Wrangler TJ Forum to serve as a resource for TJ owners around the world. Youll find everyone here to be friendly, and most importantly, drama free! This forum is in no way associated with Jeep or FCA US LLC. Based on the radius, a new location list is generated for you to choose from. Preferably with 3.73 gears, disc brakes and ABS sensors. Could be just the housing. About 300 000 km on it. Lots of new part. Transmission is ceased. Brand new clutch less than 500km on it. Make a offer come pick it up asap. Not much known about it. Came in a Jeep that already had engine pulled. Previous owner said shifted well. Priced accordingly as I can not verify this. Comes with torque converter, flex plate and dip stick tube. Will ship on buyers dime. No issues at all. Shifted great. Didnt grind at all. 7057960209. By the late YJ Wrangler era 1993-95, the transmission and clutch platform for YJ models took an identical form to the TJ Wrangler models that followed in 1997.

The clutch linkage type, clutch and release bearing layouts and even the specific manual transmission offerings were established during the YJ Wrangler years. Similarly, 3speed automatic transmissions that were popular during the 1987-95 years carried forward into the TJ Wrangler

models. These CJ systems relied upon a conventional clutch linkage layout, using a traditional release arm with an externally mounted slave cylinder. A master cylinder at the firewall provided the hydraulic force. A pushrod link from the clutch pedal delivered pressure to the master cylinder apply piston. The linkage at the clutch and clutch housing, however, changed abruptly in 1987 with the introduction of the YJ Wrangler model. A pivottype release arm and familiar, fullymechanical release bearing returned. The slave cylinder moved outside the clutch housing and became an easily accessed and serviced unit. In fact, the entire hydraulic linkage system can be readily replaced without disturbing the transfer case, drivelines, transmission or clutch. In the field, you could perform such repairs with minimal tools and resources. Beginning in 1993, the YJ Wrangler clutch linkage switches to the "external slave cylinder" design, a proven and readily serviceable system. This will accommodate the external slave cylinder used with a 1993up YJ and the TJ clutch housings. The transmission requires a new iron front bearing retainer to accommodate the release bearing design. See new bearing retainer in the assembly of the AX15 transmission. The slave cylinder mounts outboard of the clutch housing, easily accessible and simple to remove and replace. Note the pushrod—this part engages the crosstype mechanical release arm at a point opposite the pivot stud. The NV3550 clutch housing will interchange with the AX15 clutch housing. When mating the AX15 housing to the later NV3550 transmission, there is a need to diegrind a small area of interfering material from the AX15 housing.

This common pattern increases the clutch housing options for installing either of these transmissions behind an inline 4.2L or 4.0L Jeep six. Similarly, the AX15 or NV3550 can even mate to a Jeep 2.5L four using 1990s Dodge Dakota 2.5L fourcylinder components. The Dakota uses an AX15 for several years. The partnership of AMC and Renault had produced a variety of innovative products, and parts from Europe found their way into the Jeep Corporation products. Classified as a lightduty transmission, engineered for a vehicle in the YJ Wrangler's weight and load class, the Peugeot transmission has provided good service and even proved a candidate for lighter output V8 engine transplants. Such swaps entail clutch housing and clutch linkage changes, making this prospect a fullon factory parts "swap" before the project ends. During 1989 production, the Aisin AX15 came on line. Built in Japan, the Aisin "AX" transmissions are actually quite durable. They readily match the performance demands of their assigned YJ and TJ Wrangler models. The AX15 would fit the traditional "lightduty truck" transmission category. As you will discover in the AX15 rebuilding process, this is a very rugged transmission and should hold up well even with horsepower in the 250300 range—assuming the transmission is in good condition or rebuilt. I am very impressed with the AX15's use of caged needle roller bearings, heavy roller and ball bearings, and its close, selective fit tolerances. Good gear stamina is obvious. Unless you have the need for a retrofit and massive NV4500 truck transmission, the AX15 gearbox will work well for a long time! This is also a rugged, lightduty truck type, comparable to the AX15. The NV3500, a similar design, has served in the Dodge Dakota pickup and similar industry applications. Used behind the 4.0L Jeep engine, the NV3550 will hold up well and also tolerate larger output engine swaps.

I would trust this unit, if in good condition or rebuilt, behind a 250300 horsepower smallblock V8. These illustrations will help sort out the differences between the units. The AX5 uses an iron plate here. Hydraulic pieces are much like a brake system, with a master cylinder and pipes. Fluid is brake type. I use DOT4 type compatible with factory recommended DOT3 type to resist engine and clutch heat. Recommended DOT3 will work. Massive, with huge gear sets, these units have found their way into YJ and TJ Wrangler models as the ultimate torque monster. The later, more common units boast a 5.611 first gear plus a 27% overdrive fifth. If you want to perform this swap, refer to that book or an Advance Adapters catalog covering the Jeep transmission swaps. Advance Adapters provides the conversion pieces—and even the transmission—for this swap. The AX15 or NV3550 is ample for the weight, horsepower and requirements of most YJ or TJ Wranglers. Although the first gear ratio is not as low as the NV4500, the AX15 or NV3550 provides smoother shifting and closer

gear ratio spacing than the heavyduty NV4500. For better backcountry crawl ratios, the trend is now toward transfer cases with lower gearing in low range mode, ratios ranging from the TJ Rubicon's 41 RockTrac to Advance Adapters' Atlas II transfer cases—available in 3.81, 4.31 and 5.01 ratio. The NV3550, NV1500 and NSG370 units have good warranty records to date. This can be done with the use of a 1990s 2.5L Dodge Dakota fourcylinder clutch housing and clutch linkage components. You must use a 23spline transfer case input gear on the NP231 that matches the transmission's spline count and also the output stickout length. I do not include the rebuild of the AX5 unit in this book, although the principles involved in AX15 transmission work will prove helpful. This will solve the stickout length and spline count issues. Consult the Advance Adapters catalog for these components or NV4500 transmission swap pieces.

The article is available solely at the 4WD Mechanix Magazine website and can be viewed here as often as you like. If you wish to share the article with friends or professional colleagues, please refer them to 4WD Mechanix Magazine website www.4wdmechanix.com. As copyrighted material, this article and the photography cannot be copied or distributed in any other form.—Moses Ludel This includes photo images, videos, text, logos and graphics. PDF downloads are available solely for personal use by viewers. Other materials are available only with written permission. When describing content, please refer others to the website pages for viewing. All Rights Reserved. Do you want to know if the 2020 Jeep Wrangler has a manual transmission. We will answer all that and more as we explore all of your 2020 Jeep Wrangler transmission options. People don't know how to drive them, they don't have a place in most modern vehicles, and there isn't as much attraction to that style of driving anymore. Even when manufacturers do implement them, they are done halfheartedly as a way to lower the cost of their models artificially. If it didn't ship with a manual transmission, enthusiasts would be up in arms. That's why the 2020 Wrangler comes with a manual transmission as standard equipment on every trim level up to and including the Rubicon. This transmission is only available with the standard 3.6liter V6 engine though currently. If you're in that group, then you'll be pleased to know that every Wrangler trim is also available with an automatic transmission. It's built for a smooth ride with quick and precise acceleration in mind. This transmission is available with either the 2.4liter turbo engine or the 3.6liter V6. However, some trims may require you to get it with the upgraded 3.6liter engine with eTorque. That premium does change a bit depending on what trim you are looking at.

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